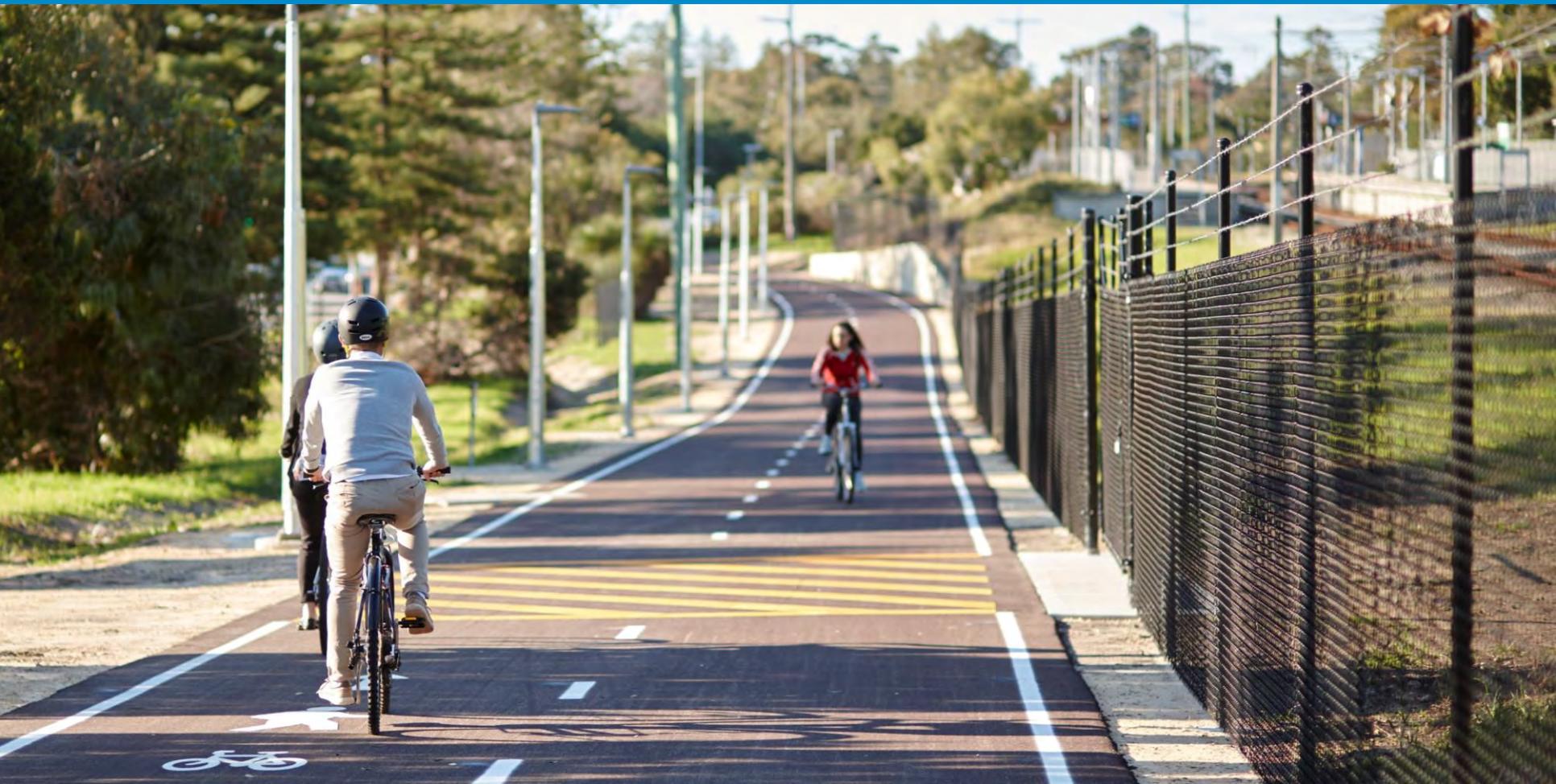




Department of
Transport

WA Bicycle Network Grants

Pre-application briefing for the 2023-24 / 2024-25 grant intake



Briefing outline

1. DoT Introduction
2. WA Bicycle Network Plan
3. Long Term Cycle Network
4. Planning and design guidance
5. Safe Active Streets Program
6. WABN Program Review
7. PBN and RBN case studies
8. WABN Grants Intake
 - Key intake details
 - Eligibility
 - Competitive selection criteria
 - Assessment process
 - Timeline and tips
9. Q&A

DoT Introduction

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WA Bicycle Network (WABN) Plan



"The vision is to make WA a place where cycling is safe, connected, convenient and a widely accepted form of transport."

Key actions	17
Long-Term Cycle Strategy for Perth	18
Expansion of the PSP network	20
Perth Bicycle Network Grants Program	22
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Long-Term Cycle Strategy for Regional WA	25
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Connecting Schools	28
Connecting Stations	29
Safe Active Streets Program (bike boulevards)	30
Cycle counting and monitoring	31
Journey planner and hazard reporting tool	34
End-of-trip facilities	35

WA Bicycle Network (WABN) Plan

Related WABN Objectives

- Objective 1 – Build evidence and demonstrate the benefits of cycling for the community
- Objective 2 – Encourage cycling to build active and healthy communities
- Objective 3 – Provide a high-quality, interconnected bicycle network
- Objective 4 – Improve the level of safety for people cycling
- Objective 5 – Build and enhance relationships with advocacy groups and stakeholders

Regional Bicycle Network Grants Program

The RBN Grants Program prioritises projects that increase safety for people on bikes, provide connections to activity centres, schools and other strategic destinations, and increase cycle tourism opportunities.

Perth Bicycle Network Grants Program

The PBN Grants Program prioritises projects that increase cycling mode share and provide connections to activity centres, schools, and railway stations.

WABN Plan – who for?



LYCRA-CLAD
(MIGHT THINK
IT'S A RACE)



HIPSTER ON
A FIXIE



CARGO BIKE
FOR DELIVERIES



TOURIST ON
HIRE BIKE
(A BIT LOST)



HANDCYCLE



FOLDING BIKE
FOR THE TRAIN



ELECTRIC BIKE
(HILLS NO OBSTACLE)



FASTER!

PARENT WITH
CHILDREN



ELDERLY PERSON
CYCLING AS THEY
ALWAYS HAVE DONE



COMMUTER



ELECTRIC
SCOOTER



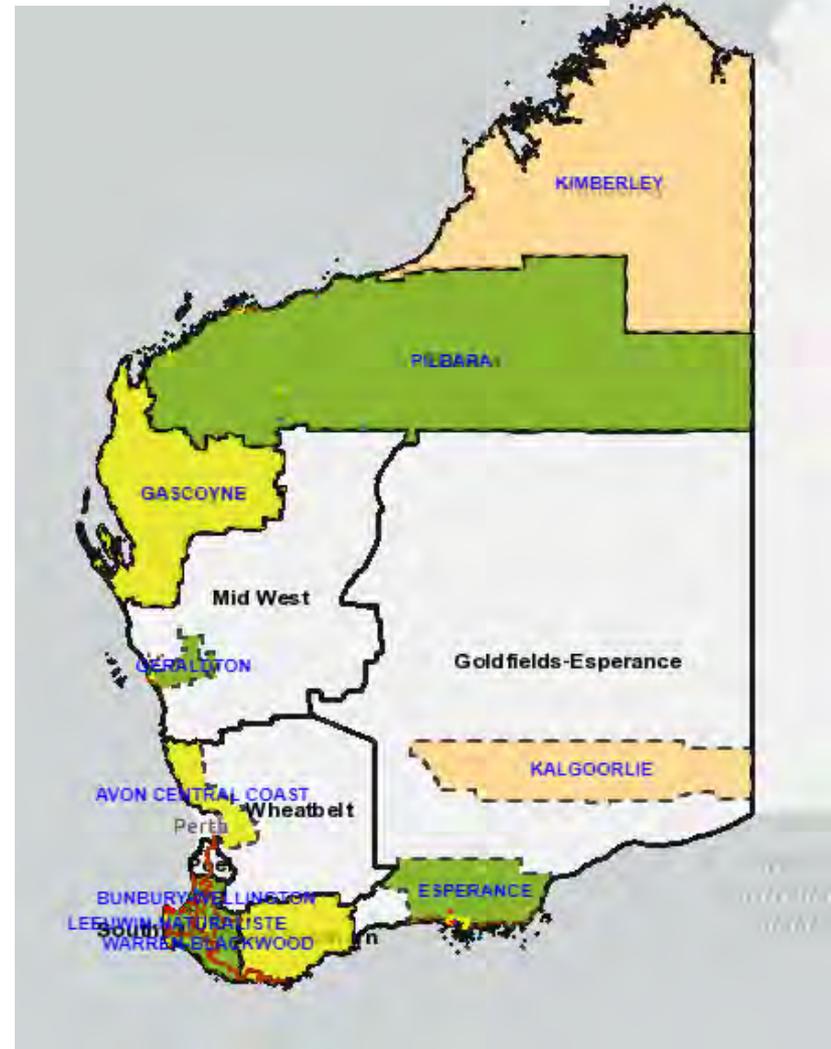
ORDINARY BIKE,
ORDINARY CLOTHES

Long-Term Cycle Network

WA Cycling Network Hierarchy (available online)

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.
Design Philosophy	An <u>all ages and abilities</u> design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.		
Form	All routes can take a number of different forms and are designed to suit the environment in which they are located. These forms include: <ul style="list-style-type: none"> • Bicycle only, shared and/or separated paths; • Protected bicycle lanes (uni or bi-directional, depending on the environment); and • Safe active streets Principal Shared Paths (PSP) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections (where possible). In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.		

Regional 2050 Cycling Strategies (GIS link available online)



Planning and design guidance

Contextual Guidance

Shared and
Separated Paths

Local Area Traffic
Management

Local Bike Planning

Safe Active Streets

Protected Bicycle
Lanes

Wayfinding

Safe Active Street Program

March 2015

Imagineering Workshop

National Workshop-
Creating a vision for
Bicycle Boulevards
and options for safe
and connected
cycling networks



2015



May 2015

**\$3M Program
funding awarded
for Pilot Streets**

2017

Joondalup
Robertson Rd
Cycleway
2017

Bayswater
Leake St & May St
2017

March 2017

National Workshop

200 Delegates focusing
on National direction
and project selection of
Bayswater, Belmont
and Vincent SAS.

2018

**\$3M funding
continued
2018 - 2019**



2019

Belmont
Surrey St
2019

Vincent
Shakespeare St
2018 & 2019

2020

Nedlands
Elizabeth St &
Jenkins Ave
2019 & 2020

Stirling
Moorland St
2019 & 2020
& 2021

Bassendean
Whitfield St
2020

**\$3M funding
continued
2020 - 2021**

2021

Melville
Links Rd
2021

Geraldton
Railway St
2022

2022

**\$3M funding
contributed
to -WABN
Grant
program
2022 - 2025**

Cambridge
Ruislip St
Construction
2022



WABN Program Review (1)

- Program reviewed in 2021-22; grant intake suspended in 2021.
- Four key program documents:
 1. WABN Plan
 2. Policy Statement
 3. Procedures
 4. Grant Opportunity Guidelines
- Most program updates are formalising how the program already operates.

WABN Program Review (2)

Key updates and changes include:

- One-stage grant application process (previously 2 stages)
- Formalisation of joint applications and funding limits (each LGA limited to 25% of available funding per year)
- Formalisation of eligible expenditure (refer section 4.5 of Grant Procedures)
- New/revised grant assessment criteria incorporating (refer Grant Opportunity Guidelines)
- Implementation of SmartyGrants
- General refinement and formalisation of program procedures (refer Grant Procedures)

PBN Case Study

City of Kalamunda – High Wycombe to Train Station Shared Path



- 1,200 metre long, 3.0m wide path connecting local residential catchment to new High Wycombe Train Station.
- Route identified in the City's 2017 Bicycle Plan which went through extensive consultation, and aligns with the endorsed Long-Term Cycle Network.
- Strong community buy-in through delivery of activation and consultation strategies through all project phases:
 - Promotion via the City's online engagement portal, print advert in the local newspaper, e-newsletters, Facebook ad targeting the High Wycombe and cycling community and a video narrated by aboriginal artist.
 - Engagement of Town Team Movement to engage the High Wycombe Community and local primary school students to inform design ideas to install decorative path art treatments on the shared paths upgrades on Kiandra Way, Walker Crescent and MacLarty Way.
 - Launch event where community members rode along the path from Kiandra Way to near Maida Vale Road, and back.
- Completed in 2021, the project delivered an original, innovative, quality and collaborative outcome, enhancing both physical and social outcomes.

RBN Case Study

City of Busselton Buayanyup Drain Shared Path



- The City of Busselton – Buayanyup Drain Shared Path project was part of the 2020/21 WABN grants program.
- The 2.1km 3.0m wide red asphalt path had been identified as one of the strategic top ten paths for construction in the City of Busselton’s Cycling and Shared Path Network Strategy.
- The path provides a north south link from Vasse town centre to the principle coastal shared path that gives access to the beaches of Geographe Bay.
- It also gives access between the coastal path and the Wadandi Track.
- Travel over the full length will improve safety by reducing road crossings from 9 to 2.
- As part of the Activation, 20 community members attended a Native bee workshop and 40 volunteers planted over 500 plants.

2023-24 Grant intake round overview

- Program budget increased from \$5M to \$8M p.a
- One stage process (no first round EOI)
- Some new/updated behind the scenes processes
- More detailed program information and guidance available
- SmartyGrants platform now being used

Key dates

2023-24 / 2024-25 Round opening	6 October 2022
2023-24 / 2024-25 Round closing	3 November 2022
Applicants advised of outcomes	Estimated early 2023
Ministerial announcement	Estimated early 2023

Eligibility

LGAs are eligible for up to 50 per cent of the total project cost for:

- bicycle infrastructure feasibility studies and concept planning;
- bicycle infrastructure detailed design;
- bicycle infrastructure construction; and
- local bike plans.

There are three main types of criteria applied to applications for funding:

- **General Eligibility Criteria** – non-weighted criteria all grant applications must meet.
- **Specific Eligibility Criteria** – non-weighted criteria all applications within a specific grant category must meet.
- **Competitive Selection Criteria** – weighted criteria used in the competitive assessment process to score applications against specific Program and grant category priorities.

All applications must meet the General and Specific eligibility criteria to be competitively assessed.

Eligibility criteria are not weighted and cannot be waived.

Competitive Selection Criteria

Developed from previous program criteria and direction from the WABN Plan and WABN Grants Program Policy Statement.

WABN Plan Vision

The vision of the Western Australian Bicycle Network Plan 2014-2031 (WABN Plan) is to make Western Australia (WA) a place where cycling is **safe, connected, convenient and a widely accepted form of transport.**

Two main categories: local bike planning and bicycle infrastructure. Local bike planning has been prioritised for this intake and does not have detailed assessment criteria.

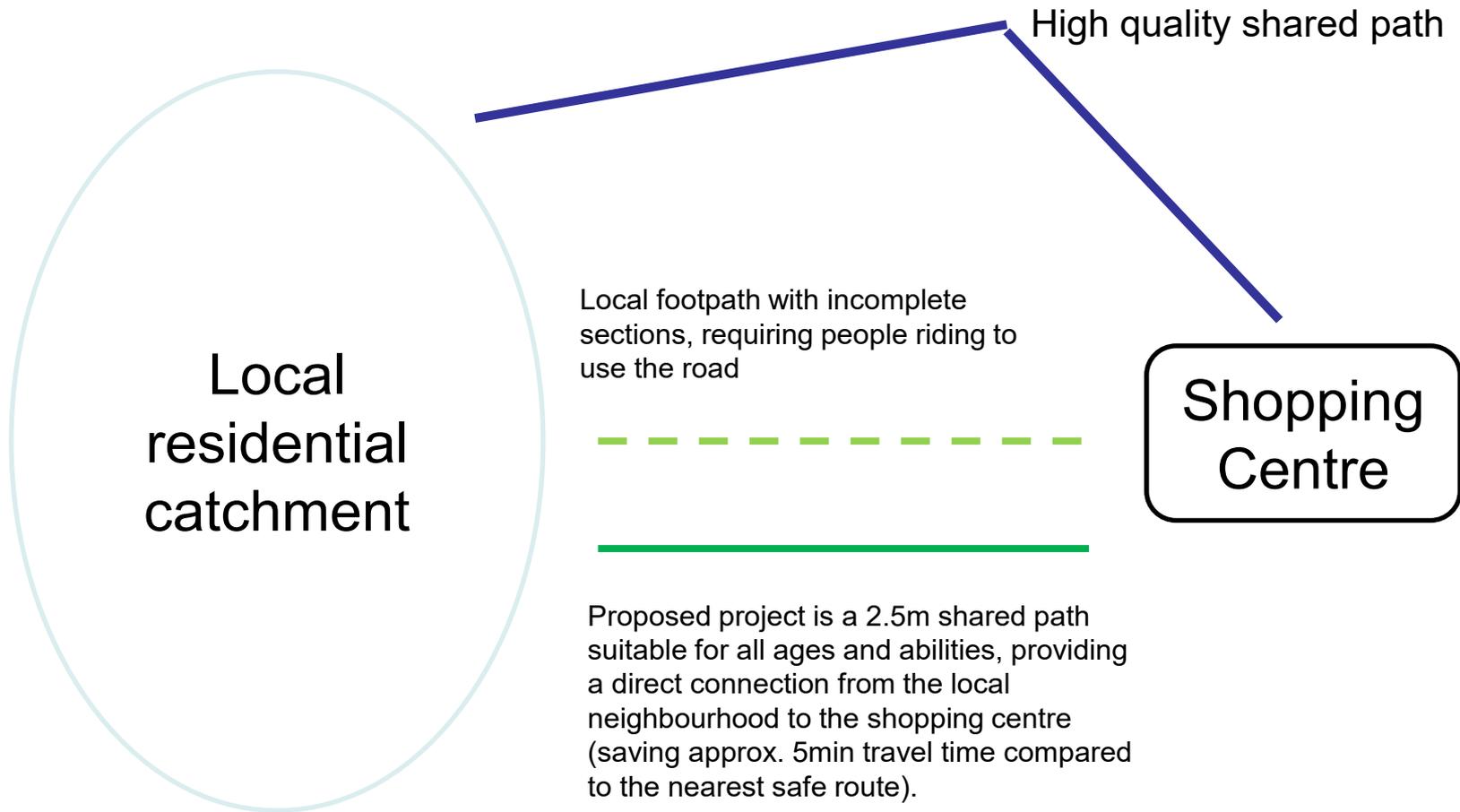
Bicycle infrastructure assessment criteria for 2022 intake:

- Safety and convenience (30%)
- Connected (30%)
- Demand (10%)
- Activation, Consultation and Evaluation (ACE) (15%)
- Achievable (15%)

Bicycle infrastructure assessment criteria (1)

Criteria	Sub-criteria	Question	Applicant guidance
Safety and convenience (30%)	Safety improvements	Identify any safety issues that the project seeks to address. Describe how the project will improve safety for people riding of all ages and abilities.	<p>Consider and describe the need for the project from a safety perspective. Identify and describe any current safety issues that the project seeks to address. This could include responding to an existing use, or demand of, an unsafe route that is not suitable for people of all ages and abilities. Where possible, substantiate this need with supporting data such as crash/injury data, user identified issues, complaints or from other sources.</p> <p>Describe how the project will lead to improved safety for people riding of all ages and abilities. For example, this could include, but is not limited to, providing a safe facility (i.e. form of cycling infrastructure identified in the WA Cycling Network Hierarchy) where there currently is no facility or the current facility is not safe, being fit for purpose, providing priority to people riding, providing safer road crossings, lighting or improved passive surveillance.</p>
	Route directness and priority	Describe how the proposed project will improve journey times for people riding of all ages and abilities.	<p>Consider the current local path network and the availability of nearby safe routes for people riding of all ages and abilities. Describe how the project will improve journey times for people riding in, or through, the area.</p> <p>Ensure only safe routes (i.e. form of cycling infrastructure identified in the WA Cycling Network Hierarchy) are considered when evaluating the current network for the purpose of journey time comparison. For example, a safe route could include a shared path that provides a largely continuous route that is suitable for people of all ages and abilities. An unsafe route could include an unprotected bike lane or a sizeable gap in the path network that requires people riding to use the road or a verge with no path.</p>

Bicycle infrastructure assessment criteria (1)



Bicycle infrastructure assessment criteria (2)

Criteria	Sub-criteria	Question	Applicant guidance
Connected (30%)	Access to destinations (20%)	Does the proposed project directly or indirectly improve access to:	Please identify these destinations on the connectivity map and within the table in the application form. Provide brief supporting descriptions as required. Improved access to destinations can be direct (e.g., a new path directly to the destination) or indirect (e.g., improving part of a route or the path network leading to the destination).
		- PBN: Activity Centres	For Perth and Peel, Activity Centres are defined in State Planning Policy 4.2 – Activity Centres for Perth and Peel.
		- RBN: Activity centres or other strategic centres	For regional areas, consider any improved access to strategic centres relevant to the local context (e.g., for a small town, this could be the town centre or a more strategic centre in a nearby town).
		- Schools, universities, and other educational institutions	This includes any place of learning.
		- Public Transport [PBN loading]	This includes rail, bus, ferry or air transport. <i>This question is weighted as more important for the PBN and less important for RBN applicants.</i>
- Cycling tourism opportunities and/or other strategic destinations [RBN loading]	Improving tourism opportunities can be direct (i.e., the path as an opportunity in itself) or indirect (i.e., the path providing access to tourism destinations or opportunities). Other strategic destinations (e.g., large recreation or sporting facilities) can be identified here when they do not fit in the categories above. <i>This question is weighted as more important for the RBN and less important for PBN applicants.</i>		
	Network completeness (10%)	Describe how the proposed project will improve local bicycle network completeness (such as completing a network gap or expanding the existing network).	Identify and describe how the proposed project will contribute to the completeness of the current and planned local bicycle network. Describe the network value of the project. Consider if the project gap improves the operation and connectivity of the broader network. Consider and identify if there are any cross-boundary benefits. For example, a route could connect across local government boundaries and may have a positive impact to the broader cycle network and other local government bicycle networks. Note: this question focuses on broader network impact, whereas the 'route directness and priority' question is focused on a particular route or discrete area.

Bicycle infrastructure assessment criteria (2)

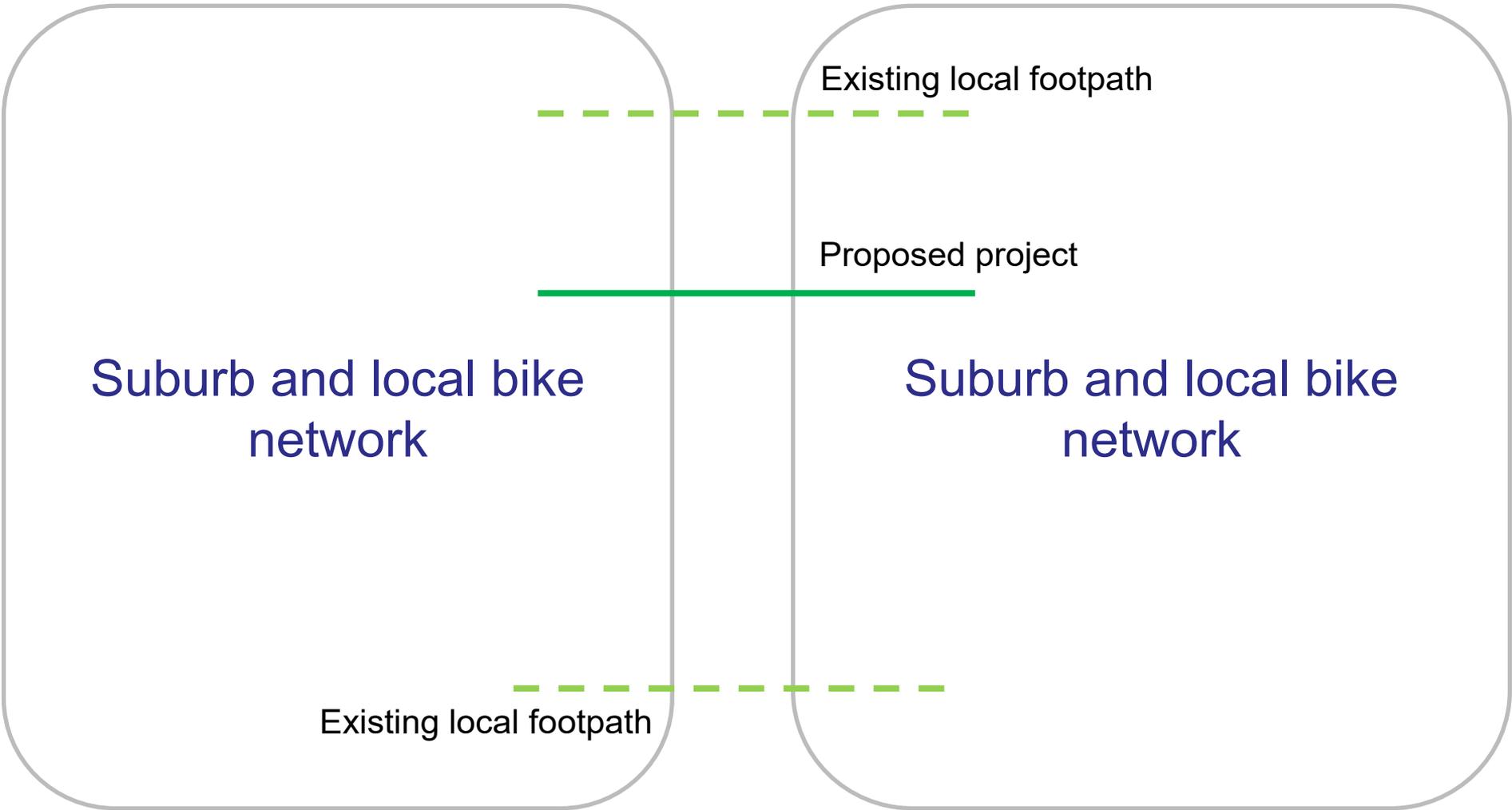
Suburb and local bike network

Existing local footpath

Proposed project

Suburb and local bike network

Existing local footpath



Bicycle infrastructure assessment criteria (3)

Criteria	Sub-criteria	Question	Applicant guidance
Demand (10%)	Demand - route function	<p>PBN: Identify the proposed route's LTCN function using the WA Cycling Network Hierarchy.</p> <p>RBN: Identify the proposed route's function under the relevant Regional Cycling Strategy; OR</p> <p>If there is no applicable Regional Cycling Strategy, provide a proposed route function in accordance with your Local Bike Plan (or other transport/infrastructure planning document).</p>	If a Local Bike Plan or similar plan does not exist, identify where the project is aligned to any other planning or infrastructure document. If a route function does not exist and needs to be identified, consider how the WA Cycling Network Hierarchy applies to your local context and identify the route function best aligned to your proposed project.
	Demand – anticipated usage	Describe and demonstrate potential or expected demand for the project.	For example, consider: local population catchment, proximity to destinations, bicycle count data, community requests or any other qualitative or quantitative data that demonstrates potential or expected demand for the project.

Bicycle infrastructure assessment criteria (4)

Criteria	Sub-criteria	Question	Applicant guidance
Activation, Consultation and Evaluation (ACE) (15%)	Activation (9%)	Consider and describe how you will activate the infrastructure to achieve community acceptance and encourage people to use the infrastructure.	<p>Provide specific detail on the types of activation in response to the following three questions.</p> <p>Consider the destinations that the project is improving access to. For example, if the project is providing improved access to a school, it is recommended and strongly encouraged that you include a Schools Activation Package and encourage the school to sign up to the Your Move Schools Program.</p> <p>Refer to <i>the</i> WABN Grants ACE Guidance document (available through the DoT website) for more information.</p>
	-	<u>Amenities / supporting infrastructure</u> : What trip facilities, amenities or treatments are proposed to enhance the experience of people riding?	This can include anything bike riding related, such as trip facilities (bike parking, wayfinding, repair stations, lighting etc.), or can include complementary features such as vegetation, shelter, art works and heritage displays.
	-	<u>Heritage / place</u> : What heritage or place activation initiatives are proposed to enhance the project?	Heritage or place activation relates to facilities, artefacts and activities that authentically represent the stories and people of the past or present. It recognises local contexts, identifying and celebrating unique histories and providing opportunities for people to connect with their own and other cultures. On a WABN project, heritage or place activation would focus on the area along the project being delivered.
	-	<p><u>Community engagement, information and co-delivery</u>:</p> <p>Identify if there has been any community engagement to date. If so, does the project already have community support?</p> <p>Describe how you will achieve community acceptance of the project by identifying the level and type of community participation process you intend to undertake (e.g., inform, consult, involve).</p>	<p>Identify all stakeholders of the project and describe what consultation will be undertaken to demonstrate stakeholder input and support. Further guidance on consultation can be found in the WABN Grants ACE Guidance document (available through the DoT website).</p> <p>Refer to the WABN Grants ACE Guidance document for guidance on how activation through information, engagement and co-delivery enhances the impacts of cycling infrastructure projects.</p>
	Consultation (council) (3%)	Does the project have administration and/or elected member endorsement? Please elaborate.	<p>Identify and describe cross-directorate administration support (e.g., engineering, community development, environment directorates).</p> <p>Identify, describe, and evidence Council (elected member) support. For e.g., this could include Council minutes demonstrating endorsement of the project or a plan that includes the project.</p> <p>If the project is not currently endorsed, describe how you intend to have the project endorsed.</p>
	Evaluation (3%)	Describe how you will evaluate project outcomes.	<p>Refer to the WABN Grants ACE Guidance document for more information.</p> <p>Note: only applies to applications with a construction component.</p>

Bicycle infrastructure assessment criteria (5)

Criteria	Sub-criteria	Question	Applicant guidance
Achievable (15%)	Project funding	Describe how you intend to fund the project. Confirm if funding has been endorsed or describe how and when you will achieve internal budget endorsement.	If funding endorsement is required, this could be a simple description of the Council process you plan to undertake.
	Resourcing	Describe how you have considered the project will be resourced to ensure delivery is as planned.	<p>Identify and describe the proposed delivery methodology including how the project will be managed (e.g., internal project management and internal works department, construction tender, or other method).</p> <p>Include high level project delivery schedule / timeframes to demonstrate how the project would be completed within the nominated delivery year/s. This can be an estimate.</p> <p>Note: this question does <u>not</u> require you to submit detailed project plans or methodologies.</p>
	Past performance	Demonstrate experience in successfully delivering similar projects. Provide at least two examples of similar completed projects.	Provide basic project details (e.g., delivery time, budget, project description) of two or more examples of successfully completed similar projects. If you do not have directly comparable examples, consider the next best. For example, if a bike path has not been completed recently, another example could be the completion of a new or reconfigured road or footpath.
	Value for money	Describe how the delivery of this project has been considered, which may involve innovation, to achieve best value for money.	<p>For example, consider:</p> <ul style="list-style-type: none"> - Integration and coordination with other planning and/or infrastructure delivery (e.g., efficiencies gained through coordination with other programs and projects) - Innovative design or construction methods. <p>Note: this question is <u>not</u> assessing or scoring the cost of the project.</p>

Assessment Process

The assessment process is made up of three main parts:

- **Internal Assessment** – refer Section 9.2 of the WABN Grants Program Procedures.
- **Assessment Panel Review** – refer Section 9.3 of the WABN Grants Program Procedures.
- **Ministerial Review** – refer Section 9.4 of the WABN Grants Program Procedures.

Program timeline and tips

- Continuous improvement model
- Funding and application limits
- No major Program changes
- Criteria and assessment
- Early commencement opportunity
- Try to apply early

Key dates

2023-24 / 2024-25 Round opening	6 October 2022
2023-24 / 2024-25 Round closing	3 November 2022
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Q&A

Thank you