



WA Bicycle Network Grants Program

2023-24/2024-25 application intake

Questions and answers

20 October 2022

PROGRAM:

1. Are there any grants available to fully fund Safe Active Street projects?

No. The Department of Transport's (DoT) Safe Active Street (SAS) Pilot Program, which has previously provided 100 per cent of funding toward these projects, has concluded. Applications to receive grant funding for both new and continuing SAS projects will be accepted through the WA Bicycle Network (WABN) Grants Program. Applicants may be eligible to receive up to 50 per cent of the total cost of the proposed project in funding from DoT.

2. Are there design process standards for WABN grant projects?

Relevant Australian Standards and Austroads guidance take precedence in the design of cycling infrastructure. DoT is currently developing guidance documents to provide better information to local governments and others involved in planning and designing for bike riding in WA. The first guidance document - Shared and Separated Path Guidelines – is available on the [DoT website](#). If you have specific questions regarding the design process for your project, please contact [WABN Grants](#).

All cycling infrastructure projects delivered under the WABN Grants Program are required to be delivered using the Activation, Consultation and Evaluation (ACE) delivery model. This model was developed by DoT to ensure both the built and social outcomes of projects are considered and measured side-by-side. Information on the ACE model can be found on DoT's website:

<https://www.transport.wa.gov.au/activetransport/wa-bicycle-network-and-grants.asp>.

Main Roads WA are also developing a new Low Cost [Urban Road Safety Program](#) (URSP). Details are available through MRWA.

3. Are there limits on funding contributions from local and Commonwealth government agencies toward proposed projects?

WABN grants provide funding for up to 50 per cent of the total cost of the proposed project. Combined funding from any State Government agencies is to be no greater than 50 per cent of the total project cost.

The applying local government must contribute a minimum of 25 per cent of the total eligible project cost.

Local government can seek contributions from third parties for the remaining 25 per cent, including from the Commonwealth government.

4. Are projects identified in Capital programs eligible for WABN grant funding?

If the regional Local Government Authority (LGA) does not have a bike plan or regional strategy, then projects identified in the LGA's capital program may be eligible for grant funding.

Funding will not be provided for the replacement or development of capital works programs, in lieu of a bike plan. Please consider the eligibility criteria within the Grant Opportunity Guidelines to determine if your project may be eligible for funding.

5. Is there a limit on how much WABN grant funding a local government can receive per year? Is there a limit on how much funding can be received per project?

No limit has been placed on the total number of grant applications an LGA can submit per intake, however, equitable distribution of funds across LGAs is a consideration of the competitive assessment process. One LGA cannot receive more than 25 per cent of the funds available in any financial year per grant stream (e.g. maximum of a total \$1million for one or multiple projects, per local government each financial year) except in extraordinary circumstances.

While multiple applications from one LGA will be considered, it is recommended applicants focus on quality applications and local government area priorities.

6. Are wayfinding/signage strategies eligible for WABN grant funding?

No, not at this stage. DoT will be developing a wayfinding strategy for cycling in the future as part of a planning and design guidance suite to assist practitioners with these projects in the specific local WA context

7. Will funding for new paths be favoured over upgrades to existing concrete shared paths identified as Long-Term Cycle Network (LTCN) routes?

New cycle paths where there are no existing safe facilities are likely to receive favourable consideration. However, projects proposing major upgrades to existing infrastructure are still encouraged, are eligible for funding and can still score competitively. Please refer to the Competitive Selection Criteria (available in the Grant Opportunity Guidelines on the [DoT website](#)) for more information.

Please note, to be eligible for funding the project cannot constitute infrastructure renewal, maintenance or minor upgrades. A significant increase to the current level of service must be provided for the project to be deemed a major upgrade, such as replacement of a 1.2 m footpath with a 3m shared path on a primary or secondary route.

8. This grant intake (2022) is for projects to be delivered in 2023/24 and 2024/25. Will there be an opportunity in next year's grant intake (2023) to apply for funding for projects being delivered in 2024/25?

Yes, intakes typically occur on annual basis. The planned 2023 intake round will be for projects to be delivered in 2024-25 and 2025-26.

APPLICATION:

9. Is a copy of the PowerPoint presentation delivered at the pre-application briefings available online?

Yes, a copy of the PowerPoint slides is available in pdf format on DoT's website:

<https://www.transport.wa.gov.au/activetransport/wa-bicycle-network-and-grants.asp>

10. Where can I find the Long-Term Cycle Network (LTCN) map?

Maps of the LTCN for Perth and Peel and the Regional 2050 cycling strategies under development can be found on DoT's website: <https://www.transport.wa.gov.au/activetransport/long-term-cycle-network.asp>.

11. Will grant application intakes occur at the same time each year?

Application rounds for the WABN Grants Program are typically run on an annual basis. This intake is being run slightly later in the year and future intakes are likely to open earlier in the financial year. Applicants are encouraged to plan ahead for future funding submissions. LGAs are encouraged to subscribe to the [WABN Program e-newsletter](#) to receive program updates.

12. Does an element of community consultation need to have taken place on the proposed project before making an application?

It is not essential to have undertaken community consultation on the proposed project prior to submitting your application. The weighting of competitive selection criteria is shown in the Grant Opportunity Guidelines, available on the DoT website. You should indicate if there has been any community consultation regarding your project, and if not, describe how the process you plan to undertake.

Similarly, if the project does not currently have elected member and/or cross-directorate administration support, you should describe how you intend to achieve this endorsement.

13. My proposed project is for the feasibility and/or concept of a route where the project type is not yet determined. What project type should I select in the application form?

Please select the project type that is to be predominantly investigated along the route and include details of the options to be explored in the "Other" box provided.

14. How do I best reflect the length (m/km) of my proposed project across multiple years?

Feasibility and/or concept and detailed design projects: Please include the total length of the proposed project in the final year. For example, for a feasibility and/concept of a 2,000m route, the design of 2,000m will be completed in year two.

Design and construction and construction projects: Please include an estimate of the length of the proposed project that will be constructed in the corresponding years. For example, for a 2,000m route, 500m will be constructed in year one and 1,500m will be constructed in year two.

15. Is there an option to apply for Detailed Design and Construction in the same year?

To assist with responses to the question "What is the scope of the project?", please refer to the below general descriptions of project scope options available for WABN Grants:

- Feasibility and/or concept – includes the assessment of a proposed route and/or route options to determine its feasibility and/or the development of concept designs for a proposed route and/or route options (i.e. typically 5-15 per cent design stage)
- Detailed Design – includes the development of detailed designs ready for construction, commencing from as early as feasibility (i.e. typically up to 100 per cent design stage)
- Design and construction – includes both the development of detailed designs ready for construction (commencing from as early as feasibility, and typically up to Issued for Construction design stage) and the construction of a route or part of a route.

Depending on the complexity of the project, this would generally be applied for as a two-year grant application (Detailed Design – year one / Construction - year two).

16. If the application is for a project already identified in a previous grant application, does supplementary information such as connectivity maps and photos need to be provided again?

All questions in the application form must be answered for applications to be eligible for assessment. If the requested information is included in attachments (e.g. Feasibility report), this information should be extracted into your individual responses. Please note that most questions do not require a significantly detailed response.

17. What is an appropriate cost estimate to develop a bike plan and is supporting evidence required?

The cost for preparing a local bike plan can vary based on a number of factors, such as:

- whether the bike plan is being prepared by internal staff or engineering/transport planning consultancy firms; and
- the size and scale of review depending on if/when a previous bike plan was undertaken.

A broad guide is a total cost of \$40-80,000 in the metropolitan area and \$15-40,000 in the regions.

At the WABN application stage DoT does not require any evidence or detailed breakdowns of the estimated cost. For further guidance on local bike planning, please refer to the recently released [Local Bike Planning – Interim Framework](#).