



Planning and Designing for Active Transport in WA Glossary

This glossary offers an alphabetical list of terms commonly used in active transport planning and design in Western Australia. It serves as a reference for practitioners to ensure a shared understanding of key terminology essential for effective planning, design, and implementation of active transport projects.

| Term | Definition |
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| Accompanied rider | A rider who is accompanied by another person while riding, generally due to age or ability characteristics. |
| Active travel/transport | Refers to being physically active to make a journey, which can be for a variety of purposes such as transport, exercise, fun or recreation. Walking and bike riding are the most common modes, but using a wheelchair, scootering, skating, running, paddling or using other assisted devices (such as an eBike) are also included. |
| All ages and abilities (AAA) | Refers to the design philosophy about creating places and facilities that are safe, comfortable and accessible for anyone to ride. |
| Bicycle/Bike | As per the <i>Road Traffic Code 2000</i> , refers to a vehicle with two or more wheels that is built to be propelled by human power through a belt, chain or gears (whether or not it has an auxiliary motor), and includes a pedicab, penny-farthing, tricycle and power assisted pedal cycle; but does not include a wheelchair, wheeled recreational device, wheeled toy, any vehicle (other than a power assisted pedal cycle) with an auxiliary motor capable of generating a power output over 200 watts (whether or not the motor is operating), or an electric rideable device. |
| Bicycle design outcomes | Refers to the six internationally-recognised requirements that need to be achieved and balanced in the design of all ages and abilities bike riding infrastructure: safe, comfortable, coherent, direct, attractive and adaptable. Also referred to as design principles. |
| Bicycle facility | Generic term for various types of infrastructure that facilitate bike riding, such as paths, trails, lanes, and mid-and-end-of-trip facilities. |
| Bicycle network planning principles | Refers to the six planning principles applied when planning long-term cycle networks: safe, connected, legible, widespread, aspirational and achievable. Also referred to as guiding principles. |
| Bicycle path | An off-road path set aside for the exclusive use of bicycle riders, sometimes referred to as a separated or bicycle-only path. |
| Bicycle wayfinding | As per the Austroads Bicycle Wayfinding Research Report (2015), bicycle wayfinding signs can indicate the legal status of a facility (bike lane signs, shared path signs), regulate safe use ('stop', 'give way' and parking signs), warn of potential hazards ('steep descent', 'slippery when wet', 'road ahead' signs), and guide cyclists to their destinations (cycle route directional and wayfinding signs). |

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| Bike rider | A person riding a bicycle. |
| Bike rider operating envelope | Refers to the typical space a person takes up while bike riding, taking into account the static width of a rider and their bicycle, as well as the dynamic width required to accommodate for a small deviation in the bike rider's stability when travelling in a straight line. Also referred to as a design envelope. |
| Bike rider types | Profiles or typologies used to classify the general population into different types of bike riders based on characteristics that influence people's propensity to ride, such as comfort level, skill, experience, trip purpose, age, and ability. The Geller typology, which categorises the population into four types of bicyclists (strong and fearless, enthused and confident, interested but concerned, and no way no how) has been widely applied. Some jurisdictions have adapted Geller's typologies, identifying subgroups or reclassifying based on local preferences. DoT guidance groups adults who have stated an interest in bike riding into three types of potential and existing riders: highly confident, somewhat confident, and interested but concerned. |
| End-of-trip facilities | Specialised amenities typically located at destinations, such as workplaces or transit hubs, providing active travellers with features or services like parking, lockers, showers, and changing rooms to support their needs before or after their journey. |
| Electric bicycle/eBike/eBicycle | A bicycle vehicle with power (motorised) assistance. Generally classified based on the power output of the motor, and the maximum speed they can achieve. Referred to as a 'power assisted pedal cycle' in the <i>Road Traffic Code 2000</i> . |
| eRideable | As per the <i>Road Traffic Code 2000</i> , refers to an electric rideable device, such as a scooter, skateboard or other vehicle that has at least one wheel, is designed to be used by only one person, is no more than 125 cm long, 70 cm wide and 135 cm high, is 25 kg or less, and is not capable of travelling faster than 25 km/h on level ground. |
| Level of service (LOS) | A mechanism used to determine how well a transportation facility is performing from the perspective of the traveller. |
| Level of traffic stress (LTS) | A method of classifying streets and roads based on how comfortable riders with different levels of confidence would feel using them. |
| Local Area Traffic Management (LATM) | Refers to the use of physical devices, streetscaping treatments and other measures (including regulations and other non-physical measures) to influence vehicle operation, in order to create safer and more pleasant streets in local areas. |

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| Local bike plan (LBP) | A strategic document developed by a local government authority that outlines policies, priorities, and actions related to bike riding infrastructure, encouragement, and safety within a specific geographical area. Typically includes goals and objectives aimed at encouraging bike riding, improving bicycle facilities, enhancing safety for bike riders, and integrating bike riding into the broader bike/transport network. In WA, local bike plans apply the WA Cycle Network Hierarchy and connect to relevant LTCN strategies. |
| Long-Term Cycle Network (LTCN) | Identifies the aspirational blueprint for all ages and abilities cycling infrastructure in WA. |
| Micromobility | Refers to a broad range of small, lightweight devices operating at speeds of around 25 km/h or less. This includes bikes, eBikes, eRideables, scooters and skateboards. |
| Mid-trip facility | Features along active transport routes that provide amenity and support to travellers during their journey, such as rest stops, water fountains, shade structures, wayfinding, repair stations, heritage and information elements, and public restrooms. |
| Mode | Refers to the way in which people or goods are transported. For people, this is typically walking, riding, public transport or private car. |
| Path | Any route intended for use by people walking or riding which is not part of a road and which may or may not be adjacent to a road. |
| Pedestrian | As per the <i>Road Traffic Code 2000</i> , pedestrian means any person on foot or in a perambulator, or a person with physical disability using an unmotorised wheelchair or motorised wheelchair. This includes a person wheeling a bicycle, electric rideable device, wheeled recreational device, motorised scooter or wheeled toy, if the person is completely dismounted. |
| Rider | As per the <i>Road Traffic Code 2000</i> , rider means the driver of, or person riding, a motorcycle, bicycle, electric personal transporter, animal or animal-drawn vehicle, but does not include a passenger, or a person walking beside and wheeling a bicycle. |
| Safe active street (SAS) | Safe active streets are travel routes on quiet local streets, where speeds have been reduced to 30 km/hr. The lower traffic speeds create a safer shared street space for people of all ages and abilities walking, wheeling and riding, while remaining accessible for people driving. |
| Separated path | A path signed for separated use on which bicycle riders and pedestrians are required to use separate designated areas. |
| Shared path | An area that is open to the public that is designated for use by people walking, wheeling and riding. |

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| Target design profile | Refers to the bike rider types selected as the target profile for the network and any facility within it. The interested but concerned profile is commonly recommended as the target design profile due to its potential for maximising facility use, and is the adopted user profile for the LTCN for WA. |
| Vision, mission, objectives, strategies, actions (VMOSA) | VMOSA is a strategic planning process by which a group defines its own vision, mission, objectives, strategies, and action plans. Used in local bike planning. |
| WA Cycling Network Hierarchy | Refers to the functional hierarchy of routes applied to cycle networks in WA. |
| WA Road Traffic Code (RTC) | Western Australian regulations cited as the <i>Road Traffic Code 2000</i> . |
| Walk, wheel, ride | These terms are used to consider everyone that legally uses, or could use, the active transport network of paths, trails and local streets to get around. This includes people travelling for transport, as well as people walking, wheeling or riding for recreation, tourism, informal exercise, or to deliver goods and services. |
| Wayfinding | Refers to the various elements that help people navigate and orient themselves in an environment while walking, wheeling or riding. Typically includes signage, maps, landmarks, systems or applications. |
| 85 th percentile speed | Refers to the speed at or below which 85 per cent of all vehicles are observed to travel under free-flowing conditions past a monitored point. Can be applied as 95 th percentile as well. |