



Government of **Western Australia**  
Department of **Transport**

Empowering a  
thriving *community*

# Western Australian Bicycle Network Plan

## Annual Progress Report 2021-22



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## Acknowledgment of Country

The Department of Transport acknowledges the traditional custodians of the land throughout Western Australia and pays our respects to Elders both past, present and future.

We acknowledge the members of all Aboriginal communities, their cultures and continuing connection to Country throughout the State.

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## About this Report

The information contained in this publication is provided in good faith and believed to be accurate at time of publication.

The State shall in no way be liable for any loss sustained or incurred by anyone relying on the information. [June 2023].

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Cover: City of Karratha - Bayview Road

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# INTRODUCTION

The *Western Australian Bicycle Network (WABN) Plan 2014-2031* was released in May 2014, providing a blueprint to make Western Australia (WA) a place where riding is a safe, connected, convenient and a widely accepted form of transport.

An updated version of the WABN Plan was released in May 2017 to incorporate significant developments such as the establishment of the Safe Active Streets Program, the Long-Term Cycle Network for Perth and Peel, as well as smaller changes within some of the existing programs.

Monitoring and review of the WABN Plan is an important function that ensures it keeps pace with changes in travel and recreational patterns, urban planning and development, and funding options.

This annual progress report meets the Department of Transport's (DoT) obligations to measure the achievements of the initiatives in the WABN Plan for the 2021-22 financial year.

This document is divided into three sections:

- PART A** Project highlights from 2021-22
- PART B** Progress towards the WABN Plan initiatives
- PART C** Counting and monitoring data

## The WABN Plan initiatives:

- Long-Term Cycle Network for Perth and Peel
- Regional 2050 Cycling Strategies
- Expansion of the Principal Shared Path Network
- Perth Bicycle Network Grants Program
- Regional Bicycle Network Grants Program
- Safe Active Streets Program
- Perth Central Area Cycling Projects
- Connecting Schools
- Connecting Stations
- Network Monitoring and Evaluation
- Journey Planner and Hazard Reporting Tool
- End-of-Trip Facilities



# PART A

## PROJECT HIGHLIGHTS FROM 2021-22

### Principal Shared Path Expansion Program

In 2021-22, the Principal Shared Path (PSP) Expansion Program continued to deliver priority links within a 15 km radius of the Perth CBD, as gaps in the Kwinana Freeway and Fremantle Line PSPs were completed.

#### Highlight: Kwinana Freeway PSP: Leach Highway to Mount Henry Bridge

The final link in the Kwinana Freeway PSP, between Leach Highway and Mount Henry Bridge, was opened in April 2022. With this final gap complete, people riding and walking can now experience an uninterrupted journey on a high-quality path, all the way between Mandurah and the Perth CBD.

The \$16 million project completed an 880 metre, four-metre-wide PSP, including an underpass, 275 metres of local path connections, lighting and amenity walls<sup>1</sup>.

<sup>1</sup> The amenity walls were funded separately by Main Roads WA

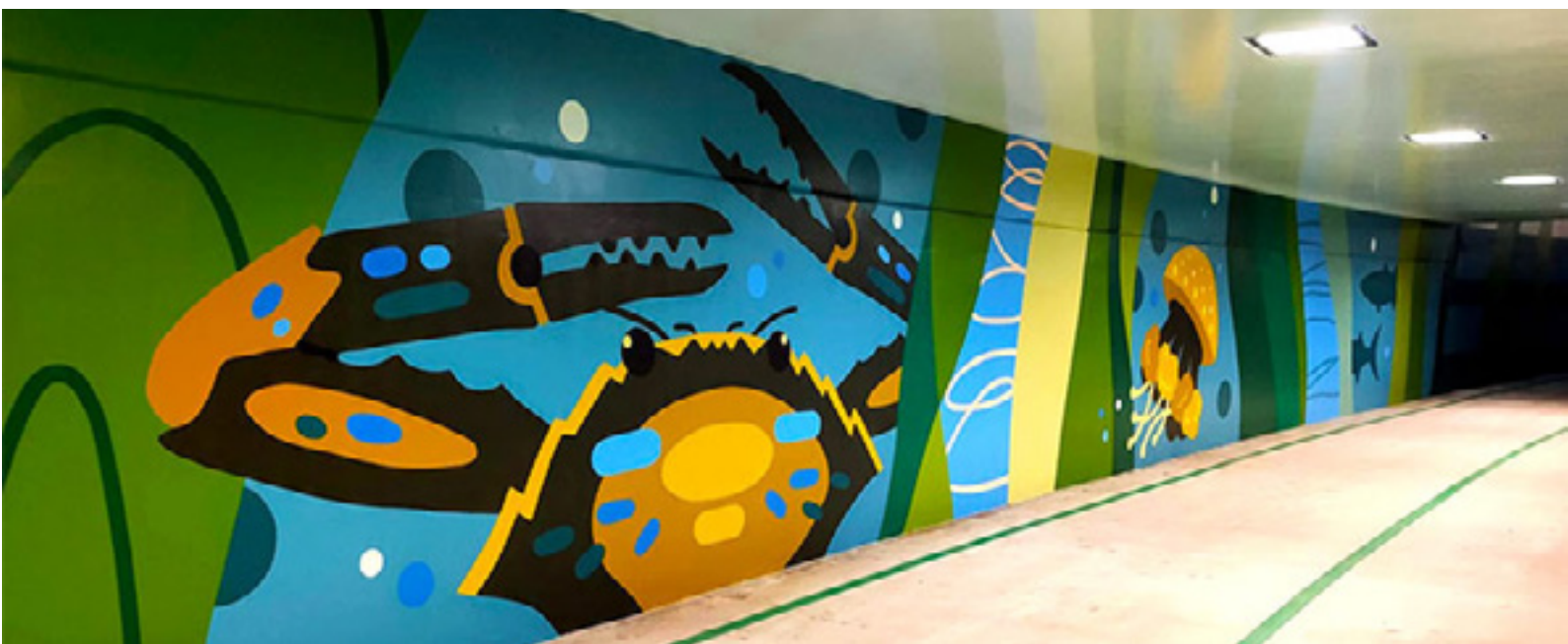
Construction of this project started in early 2021 and required approximately 20,000 m<sup>2</sup> of land to be levelled to build the new path within the freeway reserve. In addition, more than 1,000 m<sup>3</sup> of material was removed to build the Cranford Avenue underpass.

Part of the new section between Leach Highway and Mount Henry Bridge was opened to the community in February while finishing works were undertaken to upgrade the existing path north of Cranford Avenue.

While these final touches took place, Perth artist Darren Hutchens transformed the underpass into a vibrant piece of art, covering approximately 1,000m<sup>2</sup> of wall area. Darren's artwork focuses on the native flora and fauna of the foreshore location and is inspired by the history of the area and its connection to the river, especially where it borders the waters of Bull Creek.

A robust replanting program will commence during the 2023 planting season.

Figure 1: Kwinana Freeway PSP - Cranford Avenue Underpass artwork



### **Highlight:** Fremantle Line PSP: Victoria Street Station to North Fremantle Station (Stage 3)

In September 2021, Stage 3 of the Fremantle Line PSP project was opened, giving people riding and walking a safer off-road route to travel between Perth and Fremantle. The new 2.1 kilometre, four-metre-wide PSP provides a high-quality path with new access points between Victoria Street and North Fremantle stations.

A new concrete path connects the PSP to the Beehive Montessori School, and upgrades to pedestrian crossings on Curtin Avenue provide people walking and riding with safe access to Mosman Beach and Leighton Beach.

The bike counter at Victoria Street experienced the greatest percentage increase across all counter sites on the PSP network across 2021-22 (up 23 per cent), most likely related to the completion of this project early in the financial year.

Stage 3 builds off the completion of Stage 2, between Grant Street and Victoria Street, in 2019. An interim evaluation of Fremantle PSP projects was undertaken in November 2021, revealing substantial increases in activity post-construction, with an overall increase of 167 per cent. There was also evidence of greater variety in the types of riders, with a larger distribution in the daily counts and more diversity of people in terms of ability, age and gender.

The next stage of the project will extend the PSP between North Fremantle Station and the Swan River as part of the Swan River Crossings project.



**Figure 2:** Fremantle Line PSP Stage 3 – Leighton Beach

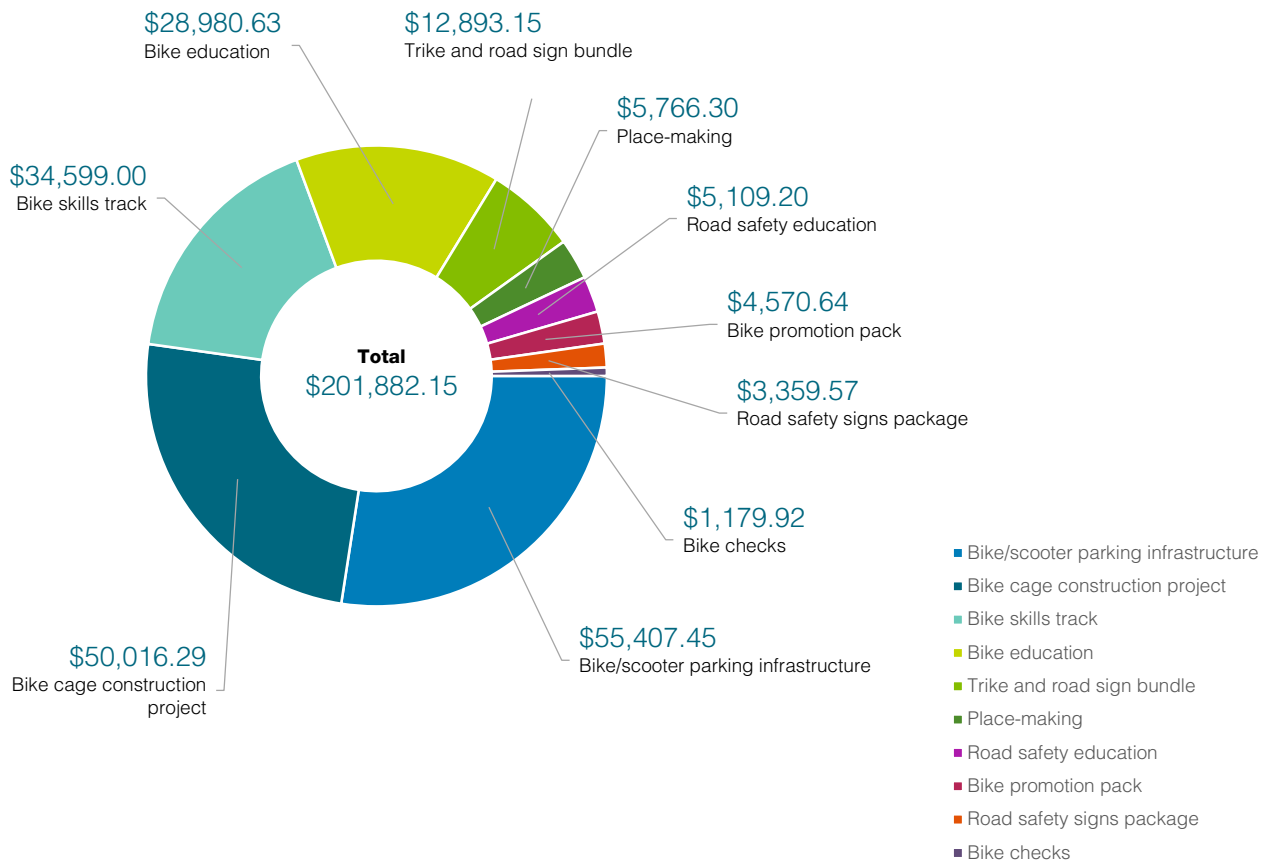
## Connecting Schools

The Connecting Schools Grants Program aims to improve bike access, skills and infrastructure at WA schools. This supports students to get active on their way to and from school, increases student physical activity levels and reduces car trips and parking demand around schools. The 2021-22 program marked the fourth year delivering the grants aligned to the Your Move program.

In 2021-22, the program offered the largest funding pool to date, increasing to \$225,000 for eligible schools. A total of 45 schools were awarded grants, with 21 of those receiving grants for the first time. Grants were provided for a range of initiatives including to improve bike access, bike education and end-of-trip facilities.



### Total spend by grant package type (2021-22)





## Safe Active Streets Program

The Safe Active Streets (SAS ) Pilot Program seeks to provide safe walking and riding routes through suburbs to local amenities including schools, parks and shops. The 2021-2022 program entered its eighth year and continued to gain traction and support within the local community.

In 2021-22 there were 16 active projects, including two projects under construction, with the remaining in feasibility or design. In previous years, 10 safe active streets had been completed in WA.

The pilot program is now entering its final phase, which includes comprehensive evaluation and the incorporation of safe active streets into the WABN Grants Program, which will require local governments to apply for WABN project funding from 2022-23 onwards.

### Highlight: City of Melville – Links Road Safe Active Street

The City of Melville’s safe active street follows a 1.2 kilometre route along Links Road, Collier Street, Millington Street and Hope Road in Ardross, with shared paths connecting key destinations at either end.

The project commenced feasibility and concept design in June 2018; construction was completed in April 2022.

This safe active street incorporates common program features including a reduced speed of 30 km/h, raised platforms and changed priority at certain intersections to allow for a safe and continuous route between Westfield Booragoon and the Riseley Activity Centre.

Figures 3, 4 & 5:  
Melville safe active street – Links Road





# PART B

## PROGRESS TOWARDS THE WABN PLAN INITIATIVES

### 1. Long-Term Cycle Network for Perth and Peel

The Long-Term Cycle Network (LTCN) for Perth and Peel identifies an aspirational blueprint to ensure state and local governments continue to work together towards the delivery of a continuous cycling network, providing additional transport options, recreational opportunities and support for tourism and commercial activity.

Thirty-two Local Government Authorities have endorsed the LTCN for Perth and Peel since it was implemented in 2020. The WA Cycling Network Hierarchy categorises routes by function as primary, secondary or local, as shown in the diagram below.

DoT is seeing increased use of the LTCN by state government partners and local governments in planning and project delivery. Importantly, the LTCN is not a static plan and can be modified through collaboration with DoT where circumstances change, including new bike plans, precinct subdivisions, masterplans and major projects.

From 2021-22, the WABN Grants Program requires project applications to align with the LTCN to be considered eligible for funding from the Program.

Western Australian Cycling Network Hierarchy

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	<p>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 longdistance commuting / utility, recreational, training and tourism trips</p>	<p>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.</p> <p>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.</p>	<p>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.</p>

## 2. Regional 2050 Cycling Strategies

The Regional 2050 Cycling Strategies are long-term, ambitious strategies. They seek to identify gaps in existing cycling networks, plan for future growth corridors and produce strategic and operational plans for identified regional centres and surrounding areas. Improvements in planning for bike riding in the regions is a key action of the WABN Plan.

In 2021-22, the Pilbara 2050 Cycling Strategy was completed and endorsed by the four councils involved in its development: City of Karratha, Town of Port Hedland and the Shires of Ashburton and East Pilbara. This brings the total number of completed regional strategies to six, with Avon Central Coast nearing completion and another four scheduled for development.

The six completed strategies are:

1. Bunbury-Wellington
2. Leeuwin-Naturaliste
3. Warren-Blackwood
4. Geraldton
5. Esperance
6. Pilbara

The Pilbara 2050 Cycling Strategy sets out a vision for a long-term aspirational active transport network for a number of key towns in the Pilbara, as well as a range of travel behaviour change and community initiatives to encourage more bike riding across the region.

DoT is planning to complete the Avon Central Coast Strategy and commence three more strategies in 2022-23:

- Great Southern – with the City of Albany and the Shires of Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kent, Kojonup, Plantagenet and Woodanilling;
- Gascoyne – with the Shires of Carnarvon, Exmouth, Shark Bay and Upper Gascoyne; and
- Kalgoorlie – with the City of Kalgoorlie-Boulder.

Kimberley is the final planned strategy and is to commence in 2023-24.

As with the Perth and Peel LTCN, the completed Regional 2050 Cycling Strategies, and the LTCN's identified within them, guide WABN Grant Program funding eligibility and project prioritisation for those local governments involved. Local governments without a regional strategy will continue to remain eligible for funding.



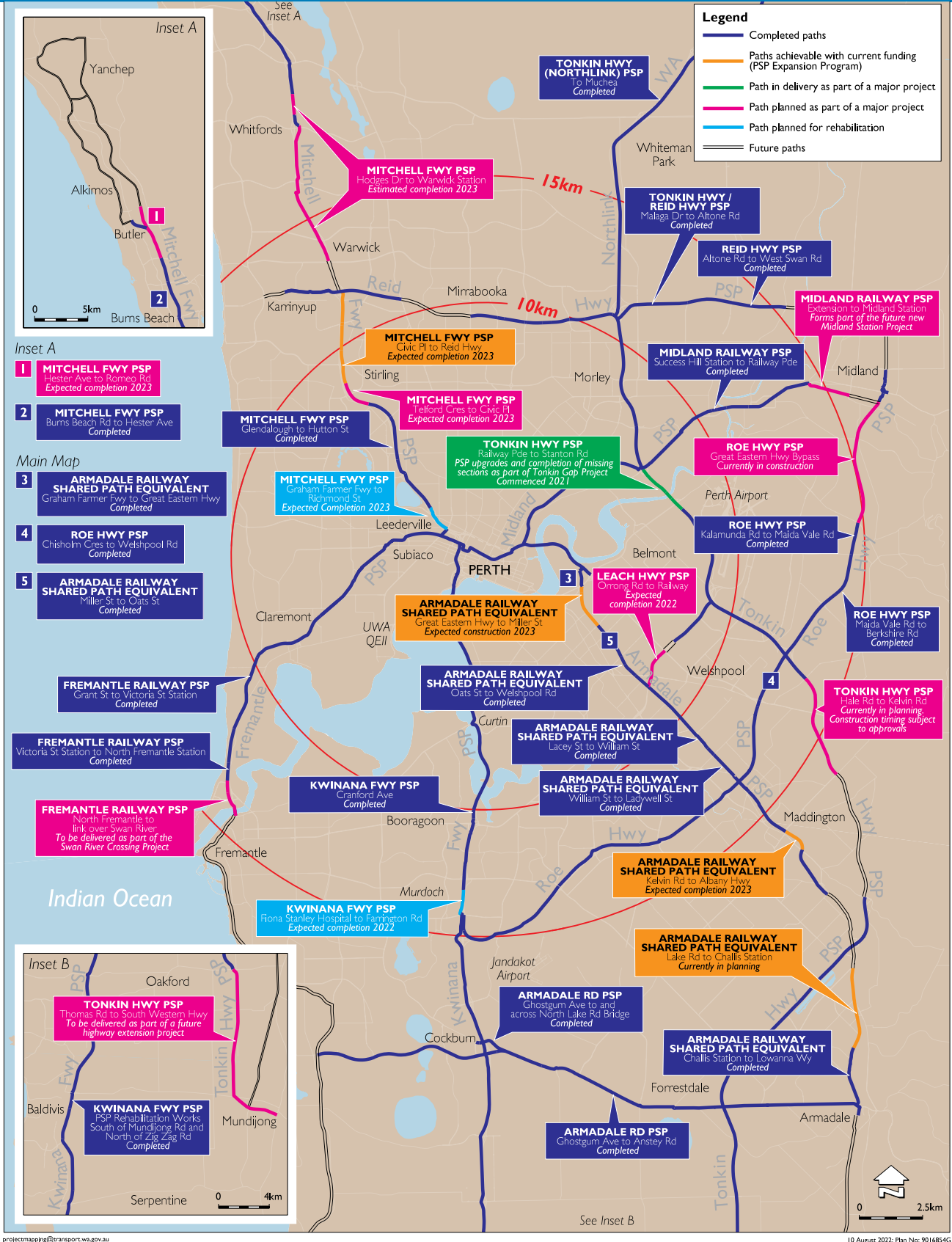
Figure 6: Pilbara Cycling Strategy title page ([Pilbara 2050 Cycling Strategy \(transport.wa.gov.au\)](http://transport.wa.gov.au))



Figure 7: Tourists enjoying Point Samson on their all-terrain electric bicycles after parking up at the local caravan park.

# Major Cycle and Pedestrian Paths

Principal Shared Path Projects. Completed and Current Projects



projectmapping@transport.wa.gov.au

10 August 2022; Plan No: 9016854G

Figure 8: PSP Expansion map



### 3. Expansion of the PSP Network

The State Government is committed to completing the PSP network within a 15 kilometre radius of the Perth CBD to provide safe and continuous access to the city for people riding.

In 2021-22, the State Government expanded WA's PSP network by a further 8.3 kilometres. Significant PSP works completed in 2021-22 include:

→ **Fremantle Railway Line PSP – Victoria Street to North Fremantle Station:** Stage 3 of the Fremantle Railway Line PSP was opened in September 2021 and now extends a further 2.1 kilometres from Victoria Street Station to North Fremantle Station. The new four-metre-wide section of PSP provides a continuous, off-road path for people walking and riding adjacent to Curtin Avenue and the Fremantle rail line. This project includes connections to Victoria Street Station, North Fremantle Station and Leighton Beach Boulevard with:

- » upgraded pedestrian crossing facilities on Curtin Avenue providing safer access to Mosman Beach and Leighton Beach; and
- » construction of a concrete path connecting the PSP to Beehive Montessori School.

→ **Kwinana Freeway PSP – Leach Highway to Mount Henry Bridge:** The final link in the Kwinana Freeway PSP, between Leach Highway and the Mount Henry Bridge, was completed in April 2022. The project included:

- » constructing 700 metres of new high-quality shared path between Leach Highway and Brian Avenue, including a new 45 metre underpass at the Cranford Avenue on-ramp; and
- » upgrading 180 metres of shared path between the Brian Avenue cul-de-sac and Shirley Avenue cul-de-sac, and 275 metres of local path between the Cranford Bridge and Brian Avenue cul-de-sac providing new local path connections.

→ **Kwinana Freeway, Thelma Street to Canning Highway:** This project formed part of an ongoing program of upgrade works to critical sections of the PSP network and was completed in July 2021. The works included:

- » 1.7 km of path resurfacing to red asphalt, improving the ride quality for path users;
- » installation of lighting; and
- » improvements to line marking.



Figure 9: Kwinana Freeway PSP underpass – artwork by Darren Hutchens

- **Armadale Rail Line, Lacey Street to William Street:** Funded as an election commitment, this project was delivered by the City of Canning in 2021 and closes a 300 metre gap between Lacey Street and William Street, forming part of a broader plan to complete the primary route between Perth and Armadale along the Armadale Rail Line.
- **Roe Highway, Chisholm Crescent to Welshpool Road:** As part of the Roe Highway and Kalamunda Road interchange upgrade, a section of PSP was constructed between Maida Vale Road and Kalamunda Road. The key features are:
  - » 1.7 km of new four-metre-wide PSP connecting to existing PSP at Maida Vale Road to north of Kalamunda Road
  - » grade separation at Kalamunda Road, with shared path connections to (and along) Kalamunda Road, providing access to the residential areas either side of Roe Highway.
- **Armadale Road PSP, Ghostgum Avenue to Northlake Road:** Delivered by Main Roads WA as part of the Armadale Road upgrade, 2.2 kilometres of new PSP was constructed between North Lake Road and Ghostgum Avenue, connecting into the PSP constructed in previous stages. The project includes a connection to the Kwinana Freeway PSP, including grade separated crossings (bridge or underpass) of the freeway ramps and other local path connections.

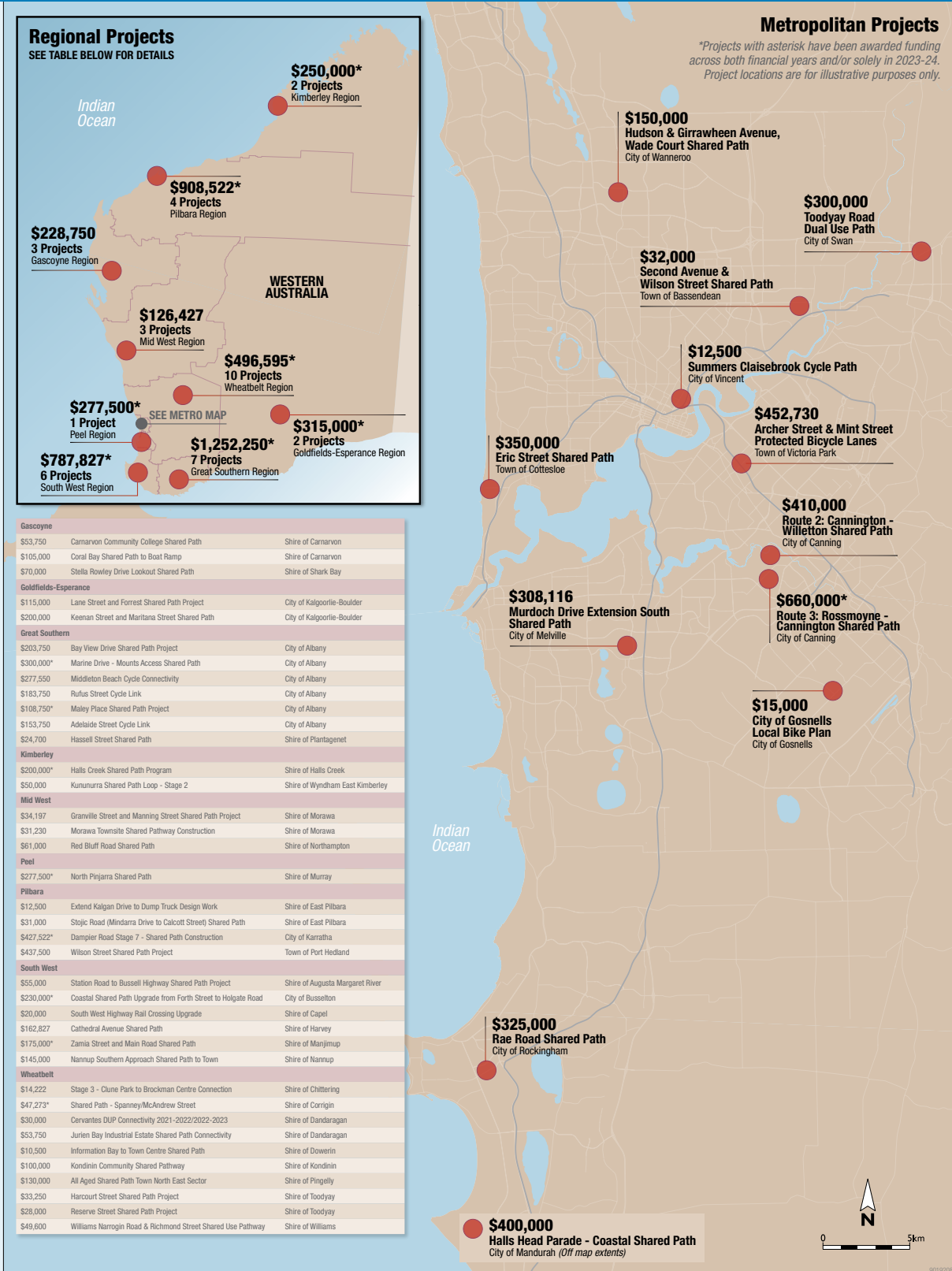
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Figure 10: Hope Road, Cockburn



# WA Bicycle Network Grants

2022-23 and 2023-24 Awarded Projects



projectmapping@transport.wa.gov.au

16 February 2022, Plan No: 9019203D

Figure 11: Map - WABN Grants Program – projects awarded for 2022-23 and 2023-24



## 4. WA Bicycle Network Grants Program

The WABN Grants Program is the State Government’s primary funding source to local government for the planning, design and implementation of bike riding infrastructure and is a key initiative of the WABN Plan.

Due to a comprehensive review of the WABN Grants Program in 2021-22, the grant intake was suspended for that year and funding was awarded to eligible projects on the reserve list for delivery in 2022-23 and 2023-24. Accordingly, in January 2021, \$8 million in funding was offered to 39 local governments for 50 projects to be delivered across 2022-23 and 2023-24 (as shown on Figure 11).

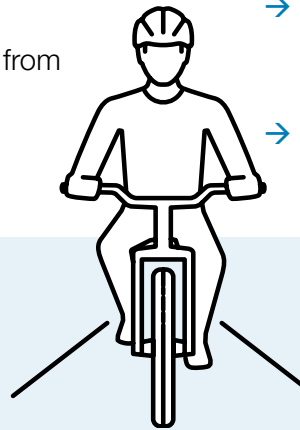
The Program review addressed recommendations in the Auditor General’s report on grants administration and considered feedback from Program stakeholders and the sustained growth in funding demand.

As a result, DoT has developed improved stakeholder guidance on how grant funding is administered, including application, assessment, award, agreement, monitoring, acquittal and review processes. This guidance will be implemented for the 2022 WABN grants intake.

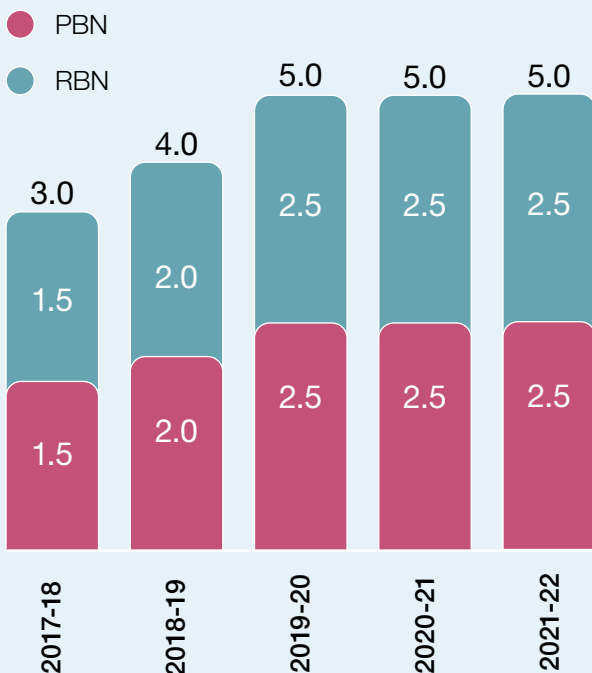
### Perth Bicycle Network 2021-22

In early 2021, \$3.4 million in funding was offered to 18 different metropolitan local governments for 12 separate projects to be delivered over two years (2022-23 and 2023-24). Progress in 2021-22:

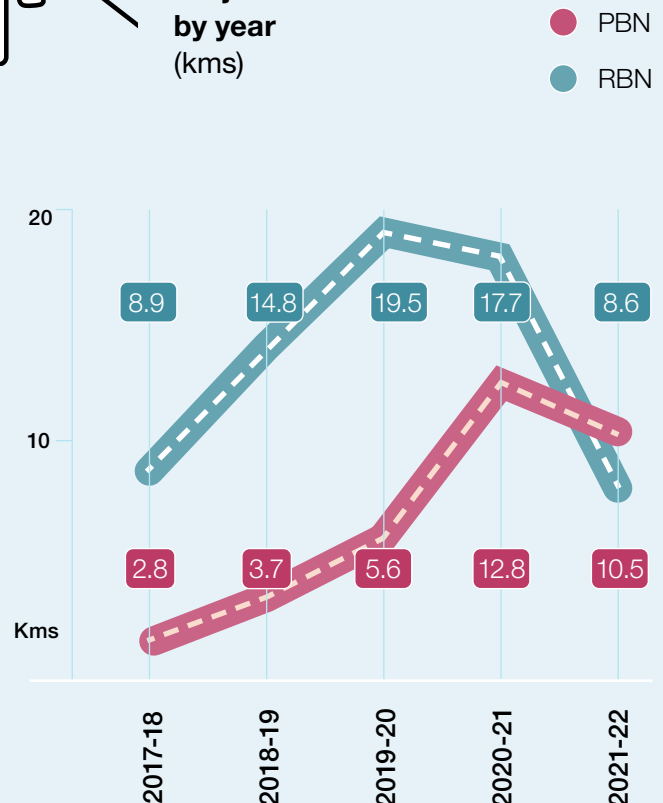
- seven projects completed construction;
- nine projects completed design, with construction funding committed to three of these in future years; and
- three projects were either placed on reserve or deferred to 2022-23.



**Budget commitment by year**  
(\$ million)



**Project kilometres by year**  
(kms)



### Case Study:

#### Hope Road Wetlands to Waves Connection to Kwinana Freeway Principal Shared Path - City of Cockburn

The City of Cockburn received a \$290,000 grant for the design and construction of the Hope Road Shared Path. The route comprises a three-metre-wide red concrete path that stretches 950 metres between Beeliar Regional Park and the Kwinana Freeway PSP.

Providing a safe route for people walking and riding, the path also improves direct access to Blue Gum Montessori School as well as numerous other connections from the Kwinana Freeway PSP.

The path design incorporated innovative solutions to support positive local outcomes, including retaining trees and a playground. Additionally, a raised plateau was installed at the school carpark

to help slow down motor vehicles and landings (flat sections) were used alongside steeper sections of the path to improve safety and assist less confident riders.

Officially opening on 12 April 2022, the Hope Road Shared Path has resulted in positive changes within the community. A local café provides additional seating as well as bike parking to accommodate the greater number of riders using the path and guided bike rides were activated by the Cockburn Bicycle User Group and People on Bicycles, which saw 15 rides involving 16 riders each.

**Figure 12: Hon Minister for Transport, Rita Safiotti MLA and Mayor of Cockburn Logan Howlett at the Hope Road Shared Path**





## Regional Bike Network 2021-22

In early 2021, \$4.6 million in funding was offered to 28 different regional local governments for 38 separate projects to be delivered over two years (2022-23 and 2023-24). Progress in 2021-22:

- 10 projects completed construction;
- 16 projects completed design, with construction funding committed to eight of these in future years; and
- two bike plans were completed.



**Figure 13: Shire of Broome - Conti Foreshore Shared Path**

### Case Study: Shire of Broome – Conti Foreshore Shared Path

The Shire of Broome was provided \$308,035 in WABN grant funding for the design and construction of a 1 km long, three-metre-wide concrete path as part of the 1.3 km Conti Foreshore Shared Path project across 2020-21 and 2021-22. The only remaining 300 metre section was constructed as part of a separate Town Beach development project.

The path, which replaces a dirt track, runs along the coast, connecting Town Beach with the popular Matso's Brewery. It was completed in synergy with the Shire's Chinatown Revitalisation

Project which has seen the reestablishment of Town Beach with green space, seawall, playgrounds and amphitheatre. The path also supported revitalisation works at the local Seaview shopping centre.

The Conti Foreshore Shared Path also forms part of the Jetty to Jetty Trail, the Yawuru's award-winning self-guided heritage walk. The path was specifically designed to improve access for people of all ages and abilities to public art along the route, including the iconic Women of Pearling statue, guided by interpretative signage.



**Figure 14: Shire of Broome - Conti Foreshore Shared Path open day**



## 5. Safe Active Streets Program

**The SAS Pilot Program entered its eighth year and continued to gain traction and support within the local community. The program seeks to provide safe walking and riding routes through suburbs to local amenities including schools, parks and shops.**

To date, DoT has worked with 19 different local governments to progress 23 safe active streets through various phases of feasibility, consultation, design, construction, activation and evaluation.

There are now 10 completed safe active street projects in WA, in the City of Bayswater, City of Belmont, Town of Bassendean, City of Geraldton, City of Joondalup, City of Melville, City of Nedlands, City of Stirling and City of Vincent (where there are two completed projects).

In 2021-22, there were 16 active projects, with two projects under construction and the remainder in feasibility or design, including in the City of Geraldton (Railway Street), City of Vincent (Florence, Golding and Strathcona Streets), City of Canning (Gibbs Street) and Town of Cambridge (Ruislip Street).

As the pilot program enters its final year, a large evaluation exercise has commenced, collecting data on all pilot projects for comparison with pre and post construction data and a series of community perception surveys. This will inform a whole-of-program evaluation and the development of practitioner guidance for the planning, design and delivery of safe active streets.

With the completion of the Pilot Program, from 2022-23 onwards, local governments will now be required to apply for funding for safe active streets through the WABN Grants Program.

## 6. Perth Central Area Cycling Projects

**In September 2020, \$105 million was announced as part of the Perth City Deal for investment in priority projects as part of the Perth Greater CBD Transport Plan. This figure has since been revised and increased to \$157 million.**

**The Perth City Deal brings together five funding streams across all levels of government to provide major investment in the city's transport network, while simultaneously supporting the State Government's COVID-19 recovery efforts. The Perth City Deal funding will deliver new active transport infrastructure that will allow residents and visitors to walk or ride around our capital city with ease, and will connect major destinations including Kings Park, the Swan River, RAC Arena, the Northbridge entertainment precinct and Claisebrook Cove.**

Across 2021-22 the primary focus has been on project design and development. The Trinity Shared Path upgrade was completed in June 2022 and is the first of nine funded active transport projects to be delivered.

Construction of the Roe Street Enhancement project continued throughout 2021-22 which will introduce wide, protected, unidirectional lanes onto this corridor as well as provide an enhanced pedestrian experience with shade and street furniture. Completion is expected in mid-2023.

The next significant projects to be delivered include the long-awaited Kings Park Road Shared Path and Causeway Pedestrian and Cycling Bridge, with construction planned to commence in 2023.

The Causeway Pedestrian and Cyclist Bridge constitutes a major part of this investment package, and in 2021-22 project development, stakeholder engagement and procurement were undertaken, with the contract for delivery awarded to the Causeway Link Alliance in April 2022. This new iconic bridge will provide a safe connection between the city and the suburbs to the east of the Swan River, via Heirisson Island. The design of the bridge showcases Aboriginal heritage and draws inspiration from the stories of Fanny Balbuk and Yagan, two significant Indigenous figures associated with Heirisson Island. The new bridge will deliver an exemplary architectural feature for Perth and introduce an active tourism experience for visitors.

## 7. Connecting Schools

The 2021-22 Connecting Schools Grants Program marked the fourth year delivering the grants which align with the Your Move Schools points and rewards program available online. To be eligible, schools need to be using the Your Move program to promote active travel to and from school, reach a Your Move accreditation level of Silver or higher, and have completed a start of year Hands up Survey.

In 2021-22 the grant round offered the largest funding pool to date, increasing from \$135,176 in 2020-21 to \$225,000 in 2021-22 for eligible schools, with \$200,000 funded by DoT from the WABN Grants Program and \$25,000 contributed by Department of Education.

The following key outcomes were achieved in 2021-22:

- \$204,453 in grants were delivered to improve bike access, bike education and end-of-trip facilities.
- 45 grants were acquitted.
- 21 of the 45 schools receiving grants had not received one previously, indicating that the grants have a good distribution across schools and motivate new engagement with the Your Move program.

This included:

- » 11 schools with a Department of Finance Development Application condition on Your Move participation, and
  - » seven new schools that had signed up in 2021.
- 2021-22 was the first round where schools could propose bike cage construction projects for grant funding, if they were deemed to support program objectives of 'improving bike access and infrastructure at WA schools'. Four such projects were completed, costing \$50,016.
  - There was a notable shift in the distribution of funding with significant increases in bike cage construction projects, bike education and bike skills tracks.
  - Schools receiving a grant showed a higher average increase in active travel overall when compared to all schools that submitted valid surveys for evaluation in 2021. Connecting Schools grants recipients are achieving an average nine per cent increase in active travel compared with three per cent overall.



Image 15: Visual Representation of the Causeway Pedestrian and Cyclist Bridges. [Main Roads WA](#)

## Case Study: Bramfield Park Primary School

Bramfield Park Primary School signed up to Your Move in February 2021, after notification from the Department of Finance of the condition of Your Move participation when the school was deemed successful for a new classroom transportable. This aligned with a goal to encourage more families to choose active travel to school.

The school completed a Hands Up Survey in April and subsequently posted six stories on the Your Move website to reach Gold accreditation by June 2021, which unlocked a gold grant (valued at \$2,499) by grant launch. The school continued to remain highly engaged throughout the year, sharing another 12 stories earning 1,565 points and a 2021 Double Platinum accreditation.

“Bramfield Park Primary School joined Your Move in 2021. We were busy from the beginning holding events, activities and lessons in class to encourage students to get to school actively. All this and so much more was posted in stories on the Your Move website. By June we had received gold accreditation, a fantastic effort from so many within our school community and were able to unlock a Connecting Schools Grant.

“We are looking forward to adding more stories and continuing our Your Move journey throughout 2022. Thank you, Your Move and the Department of Transport, for this opportunity to increase our active travel to and from Bramfield Park Primary School.”

- Your Move  
Champion Annita Wenban

The stories revealed:

- active transport education delivered through bike education programs and Constable Care incursions
- numerous activities and events to celebrate promotional days (National Ride to School Day, Dress Up Your Bike Day, Thank a Traffic Warden Day) and starting its own weekly active travel day (Fume Free Friday)
- a wide variety of strategies employed including:
  - » establishment of a ‘Your Move Action Team’ - a whole school team with student, staff, deputy and parent representation
  - » collaboration with established Your Move champions from Winterfold Primary School
  - » embedding Your Move in the school’s Wellbeing and Sustainability Pillars as part of its Business Plan 2021-2023
- promotion opportunities across the school community through regular articles and messages on the school website, Facebook page, newsletter, at assembly and PA announcements.



A notable increase in scooter use in the 2021 Hands Up Survey and identified lack of scooter rack infrastructure, helped guide the school's decision to select three lockable scooter racks from the gold grant packages. The school had find a way to fund a concrete pad onto which the racks could be securely installed and was successful in raising an internal funding allocation. The new scooter racks were launched by the Hon. Chris Tallentire (MP) on the 2022 National Ride to School Day event and provide riders a dedicated space to proudly stand up their scooters.

The school's engagement in the Your Move program throughout 2021 led to significant behaviour change outcomes, with the Term 4 Hands Up Survey recording an almost 11 per cent reduction in car trips and corresponding 11 per cent increase in bike and walking trips.

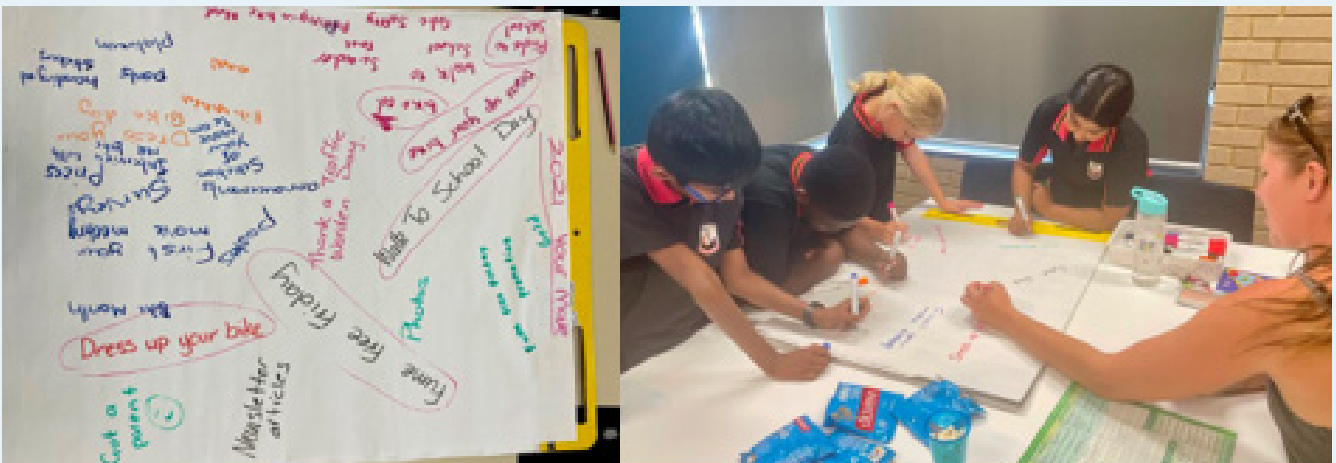
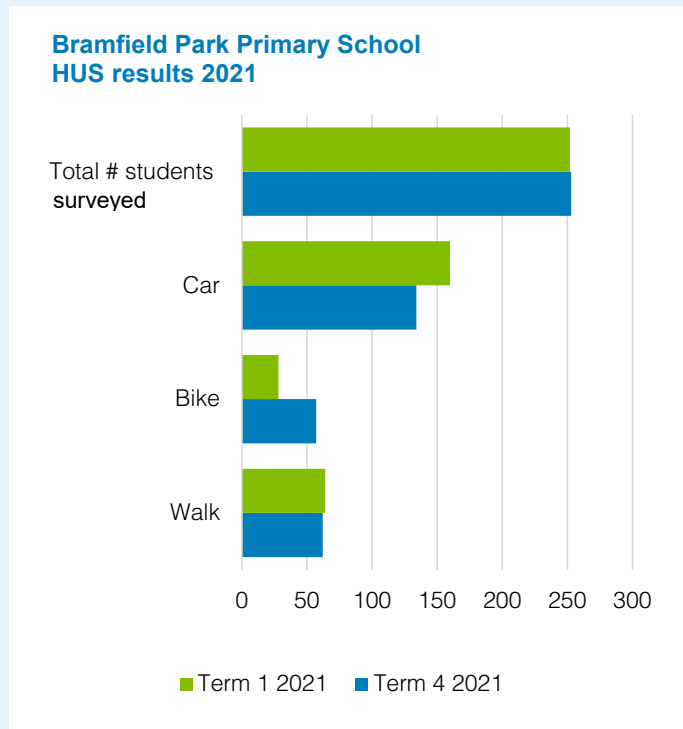


Figure 16: Bramfield Park Your Move Action Team in action reflecting on 2021



Figure 17: Bramfield Park PS scooter racks, accessed through the grant funding, in use on National Ride to School Day 2022

## 8. Connecting Stations

The transport portfolio, encompassing the Department of Transport, Main Roads and Public Transport Authority, remains committed to improving walking and riding access to and from public transport and continues to improve accessibility through various projects, including through the delivery of the METRONET program.

In May 2022, the Denny Avenue Level Crossing Removal Project was completed. The works incorporated connectivity improvements for people riding through a crossing over Davis Road, PSP extension and local path connections.

Connecting stations also forms part of the WABN Grants Program, with improved connectivity and accessibility to public transport being a key consideration in the assessment of funding applications from local government.



Figure 18:  
Shared path over Davis Road, completed as part of the Denny Avenue Level Crossing Removal project.

## 9. Network monitoring and evaluation

DoT is committed to the monitoring and evaluation of active transport projects and overall network activity. The regular monitoring of network-wide active transport activity, using quantitative and qualitative data, provides important insight and context to the changing patterns of the community's active transport behaviour.

WA's bicycle network is quantitatively monitored using permanent bike counters with piezoelectric strip technology. A total of 68 permanent bike counters are located primarily on off-road shared paths in the Perth metropolitan area. Of these, nine counters are installed in strategic regional locations including sites in Bunbury, Busselton, Geraldton and Karratha. Additional qualitative data is also collected via general population surveys, which provide data on participation rates, demographic profiles and trip purposes.

Collecting transport data helps us to better understand transport choices and behaviours and guides infrastructure investment in local communities to support the growth of active transport. It also helps us to:

- guide sustainable infrastructure investments in local communities across the state;
- undertake evidence based active transport planning;
- establish baseline data before infrastructure interventions; and
- monitor and evaluate transport projects.

In 2021-22, DoT continued to evaluate the SAS Pilot Program, including the collection of traffic data and community perception surveys on completed routes. Analysis of the SAS Pilot Program is ongoing, with interim reports to be published from 2023 and the final program evaluation report expected in 2024.

Evaluation also continued for the PSP Key Investment Program, which involves the evaluation of four sections of PSP along the Mitchell Freeway and Fremantle Railway primary route corridors, identified as high priority missing links. An interim evaluation was undertaken in November 2021, revealing overall increases of 61 per cent and 167 per cent respectively along these PSPs (based on average daily counts six months post-construction compared to six months pre-construction). There was also evidence, in both project locations, of greater variety in the types of riders, with a greater distribution in the daily counts and more diversity of people in terms of ability, age and gender.

These new links are being evaluated in line with DoT's PSP Key Investment Projects Evaluation Plan (the Plan), which has adopted an evaluation framework considering impacts, cost effectiveness and efficiency of project delivery. The Plan aligns with the State Government's commitment to routinely undertake evaluations of major projects to ensure public funds are being used efficiently and effectively to achieve project outcomes



## 10. Journey Planner and Hazard Reporting Tool

**A multi-modal Journey Planner is available on the Your Move website, providing recommended riding routes based on the latest bike infrastructure database as well as public transport options and walking routes.**

In 2021-22, DoT continued to progress discussion and option exploration to develop an integrated Cycling Incident Report Facility tool in partnership with other state government agencies. There is no comparable tool in existence across Australia at this time. In December 2021, legislation changed for e-rideables, allowing their lawful use on some

roads and all paths. There has been a substantial increase in incidents involving these devices. With e-rideables legislation and support from the WA Bike Riding Reference Group, the project was renamed to Active Transport Incident Reporting Facility to allow reporting of hazards and incidents involving these devices. A consultative approach is being undertaken with relevant stakeholders to ensure all details are captured, informed options are developed and support is received before progressing with potential development of a tool.

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## 11. End-of-trip Facilities

**DoT is continuing to advocate for facilities that support and encourage more people to ride to work and school, including working with developers, local governments and schools to ensure the provision of adequate end-of-trip (EoT) facilities within new developments.**

**The provision of bike parking and EoT facilities is supported through several programs. Through the WABN Grants Program, for example, applicants are encouraged to include amenities or supporting infrastructure within projects, including bike parking, repair stations, shelters and other end and mid-trip facilities.**

EoT facilities at schools, including bike parking, is a significant component of the Connecting Schools Grants Program and in 2021-22, schools were able to propose bike cage construction projects for the first time.

In June 2021, DoT released a draft guiding framework for stakeholder comment regarding the provision of bicycle parking and end-of-trip facilities in central Perth, with relevance to other major activity centres. The document aims to provide consistent advice to inform local governments, developers, employers, site managers and staff about best practices in the supply, management and upgrade of bicycle parking and EoT facilities and services for office, non-residential and residential developments.

# PART C

## NETWORK MONITORING IN 2021-22

There are currently 68 permanent bike counters in use across the WA bike network, primarily in the Perth metropolitan area, with nine located in strategic regional locations including Bunbury, Busselton, Geraldton and Karratha.

In the past, DoT has focused its reporting on the CBD cordon of bike counters which help to measure bike riding activity in and out of the Perth CBD.

More recently, our reporting has broadened out to six bike counter groupings which provide greater insight to bike riding activity across the counter network.

These groups of sites are summarised as:

1. picturesque (near the river, ocean, or parkland)
2. suburban
3. regional north
4. regional south
5. CBD cordon
6. Perth's five main PSP corridors.

While the bike counters provide an accurate picture of bike riding volumes at the counter sites, it should be noted there are numerous other riding routes which are not captured in the current counter network. The data provided in this report is based on current counter sites and does not reflect all riding movements across WA.



## Bike riding count data insights from 2021-22

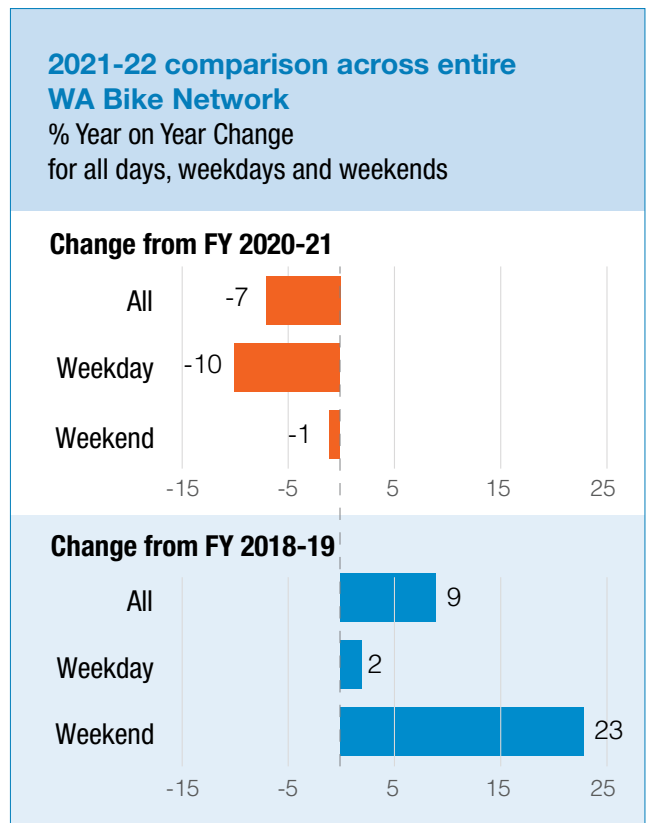
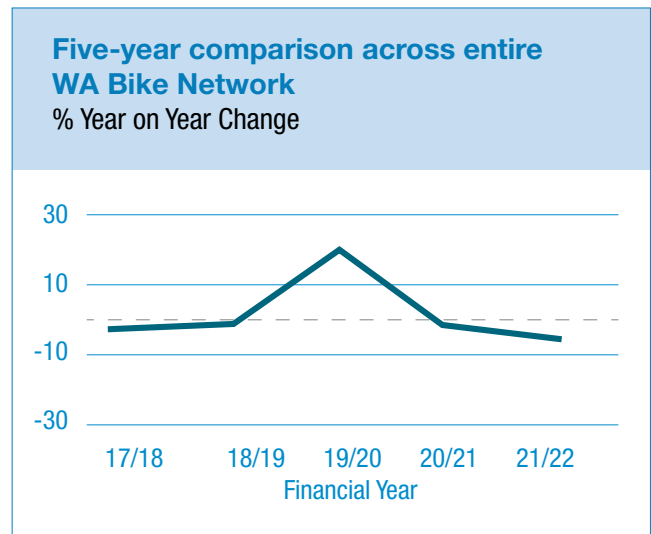
- Bike riding activity across the network is entering a period of stability after the advent of the COVID-19 pandemic. In 2021-22 bike trips declined by seven per cent, which is not surprising given the high volumes experienced in the preceding periods. This downward trend indicates activity levels may be starting to stabilise.
- When comparing bike counts of 2018-19 (pre-COVID-19) and 2021-22, there has been a nine per cent growth in bike riding activity, which indicates some of the growth recorded during the COVID-19 pandemic is being sustained.

- Upon review of the 2021-22 networks sub-group changes, larger declines in activity are observed on weekdays than on weekends. When comparing this to pre-pandemic activity in 2018-19, weekday activity has increased by two per cent, and weekend activity has increased by 23 per cent.
- This trend of growing bike riding trips over weekend periods and declining counts on weekdays may reflect changes in travel patterns, with more people working from home and an increase in local trips.

- There has been a growth in bike riding activity on weekends across picturesque sites in the previous period and similar levels have been maintained in 2021-22.
- Suburban sites observed an increase in bike riding activity on weekends, with an increase of three per cent compared to 2020-21. Overall activity for the suburban sub-group is eight per cent higher than in 2018-19.
  - » The increased activity across suburban Perth and picturesque sites may suggest Western Australians are using their bikes more for travel closer to their community and for outdoor exercise or recreation.
- Analysis over previous years has shown lower bike riding activity in the CBD cordon, which is likely an indication of pandemic related

disruptions to business and work location flexibility. This trend continued in 2021-22 with a decline of 10 per cent in bike riding activity observed. CBD activity levels have also dropped two per cent below those recorded in 2018-19 prior to the COVID-19 pandemic.

- Bike riding count data collected for the 2021-22 Financial Year is presented in the report 2021-22 Making Tracks – Monitoring WA’s bicycle network available on DoT’s website.

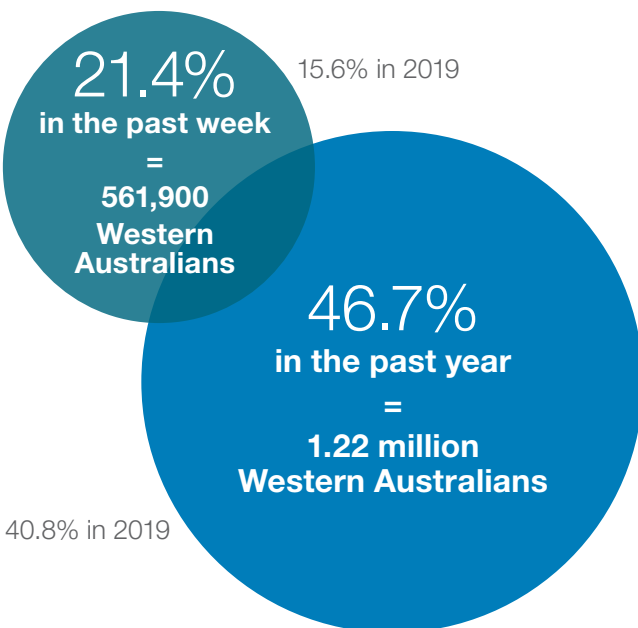




## Key bike riding participation insights 2021-22

- 2021 National Walking and Cycling Participation Survey data, collected every two years since 2011 for WA, showed approximately 113,000 more Western Australians were riding a bike weekly in 2021, compared with the same period in 2019, i.e., 21.4 per cent up from 15.6 per cent. This equates to 4 in 20 people in 2021, up from 3 in 20 people in 2019.
- Almost half (46.7 per cent) of all Western Australians have participated in bike riding over the past year, and 1 in 5 have ridden in the past week. Males are significantly more likely to have ridden in the past week than females, however increases in weekly riding are observed across both genders in 2021 compared to 2019.
- Bike riding participation in 2021 is higher compared to the Australian average.
  - » Past year: 46.7 per cent in WA, compared to the Australian average of 40.1 per cent.
  - » Past week: 21.4 per cent in WA, compared to the Australian average of 18 per cent.

### 2021 Rode a bike in the past year and past week



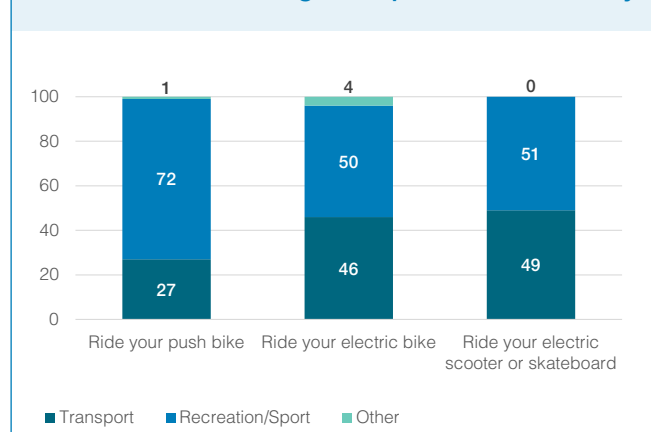
Source: NWCPs 2021

## Community insights 2021-22

DoT's Peoples' Voice Survey provides data on the types of active transport and public transport trips Western Australians are doing, including trip purpose, frequency and duration. These surveys initially started to monitor riding behaviours and levels of participation in the community during and following the first COVID-19 lockdown period. Multiple surveys collected data during COVID-19 lockdown periods and data was again collected in May 2021 (sample size 823) and May 2022 (sample size 818). Key insights from the May 2021 and May 2022 surveys include:

- When looking at the types of trips done by bike riders over the past month, 72 per cent of bike riding trips were for recreational purposes. Trips for sport, health or fitness significantly increased in 2021 to 62 per cent, up from 52 per cent in 2020.
- In 2022, participants were asked what proportion of time they use their push bikes or e-rideables for recreation versus transport. The data indicated push bikes tend to be used mainly for recreational purposes (72 per cent, compared to 27 per cent allocated to transport).
- While in contrast, electric bikes and electric scooters/skateboards were more likely to have a higher proportion of transport trips compared to push bikes, and a more even split between recreation and transport.

### 2022 Share of bike riding time spent on each activity



Question: In an average week over the past month, what proportion of time have you spent on each of these activities?

Source: DoT Peoples' Voice Survey, May 2022.

Base: All respondents who did each activity in the past month.

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