



Government of Western Australia
Department of Transport
and Major Infrastructure

OFFICIAL

Empowering a
thriving community

Local Bike Planning Grants

WA Bicycle Network Grants Program

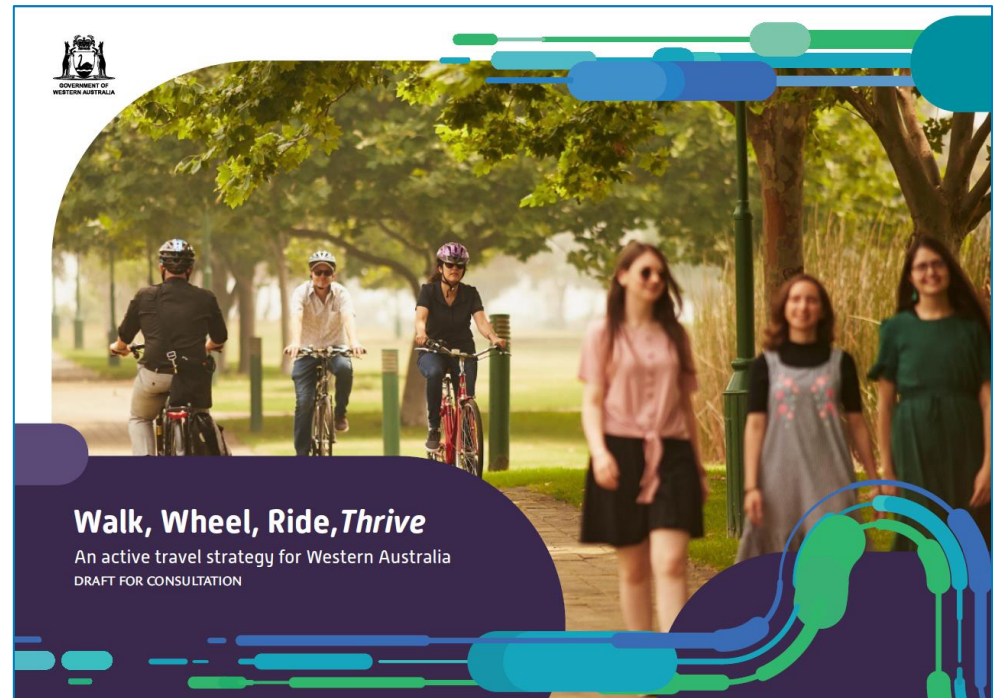


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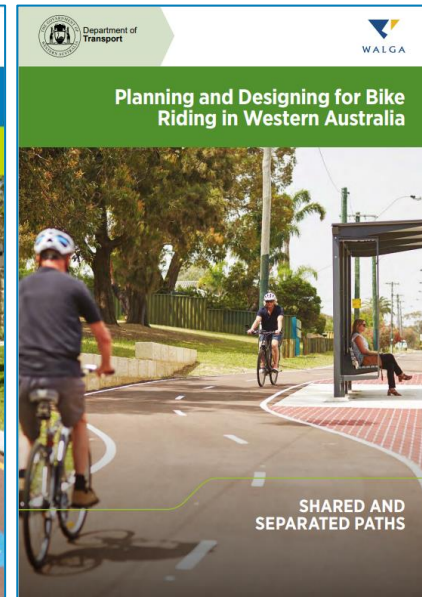
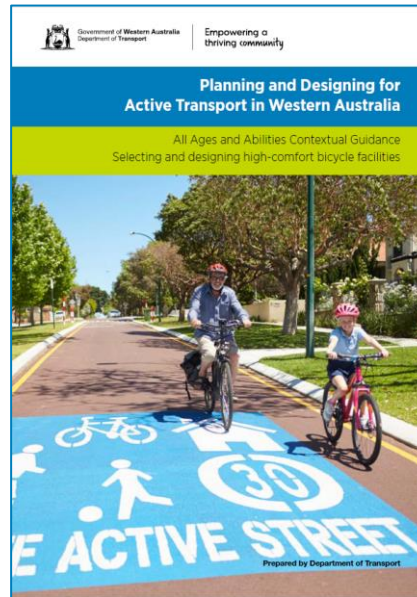
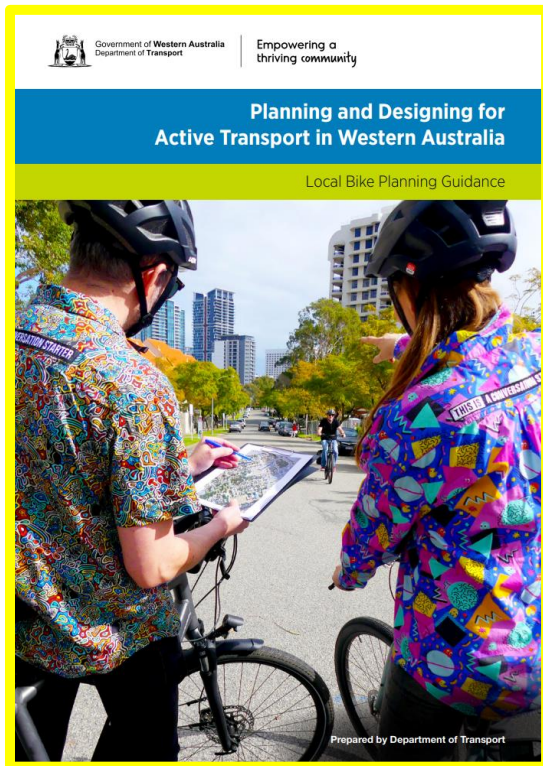
Strategic context

The bicycle network plan and upcoming active travel strategy define a clear vision to make WA a place where active travel is a safe, connected, convenient and widely accepted form of transport.



Planning and design guidance for active transport

Local governments should refer to DTMI's [planning and design guidance](#) suite to help develop and frame their bike plans. Free [online training](#) about the local bike planning guidance is also available.



Vision for an all ages and abilities network

Our guidance is aimed at setting a standard or 'level of service' based around a **high comfort, low stress** network for people of all ages and abilities to walk, wheel and ride.



Route hierarchy for the long-term cycle network

1. PRIMARY ROUTE

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.

2. SECONDARY ROUTE

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.

3. LOCAL ROUTE

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.

ROAD CYCLING ROUTE

Road cycling routes are designated routes for bike riders undertaking long distance rides in (predominantly) on-road environments, for training, sports or recreational purposes.

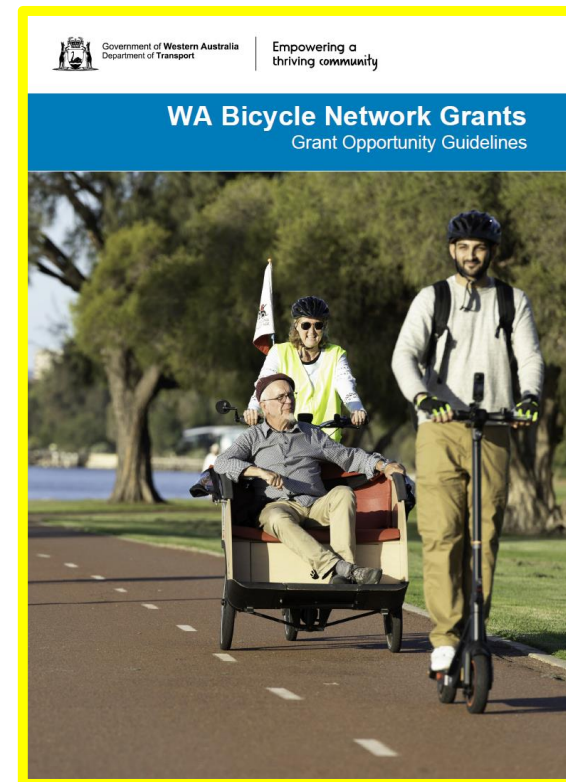
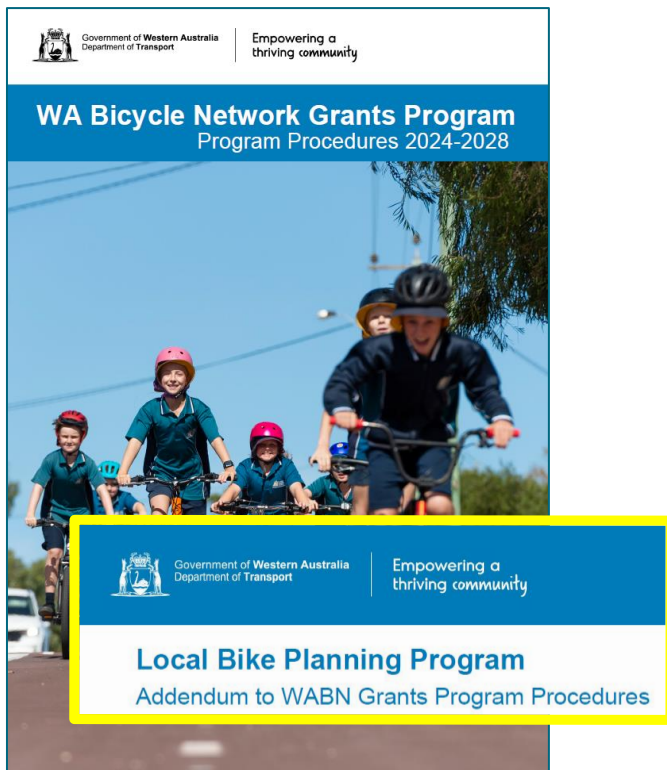
TRANSPORT TRAIL

Transport trails provide long-distance, off-road (predominantly unsealed) riding experiences through natural settings, away from motorised traffic.

They often support recreational and tourism trips between towns and regions.

WABN Grants documents

The Local Bike Planning Program: Addendum to the WABN Grants Program Procedures document contains updated clauses that differ from the full WABN Grant program procedures. The addendum will assist local bike planning grant submissions.



Objectives

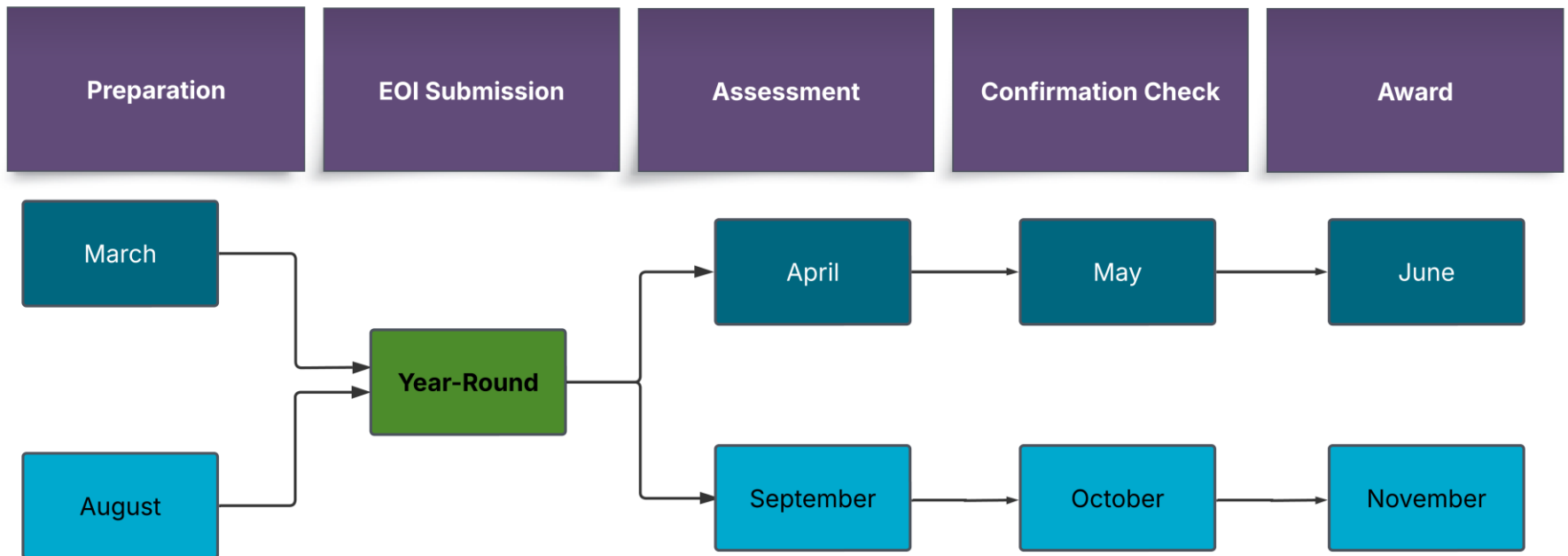
The Program aims to support local governments in the delivery of best practice active transport infrastructure and planning projects that:

- enable more people to walk, wheel and ride as part of their everyday journeys and experiences
- contribute to continuous and connected active transport networks across WA
- support multimodal journeys by integrating active and public transport (Perth Bike Network focus)
- support safe active travel options for journeys to and from town centres, schools, places of recreation and/or tourism opportunities (Regional Bike Network focus).

Applying for local bike planning funding

- Online expression of interest (EOI) submissions are **open year-round**.
- Assessment occurs twice per year in April and September, depending on funding availability and demand.
 - Cut-off dates for EOI submissions will align with the start of each assessment period.
- Projects that are assessed but not recommended for funding will be placed on the WABN reserve list.

Timeframes



Funding overview

- Between 2025–26 to 2027–28, \$200,000 has been allocated **each year**.
- Split evenly between Perth Bike Network and Regional Bike Network streams.
 - Funds will be awarded to eligible projects until the three-year annual allocation is exhausted.
- Not a 50/50 funding arrangement between DTMI and local governments.
- Funding is available for a set amount per project:
 - Tier 1: basic support – \$15,000
 - Tier 2: enhanced support – \$25,000
- Applicants will select and justify their level of support within the EOI form.


Criteria

- The Program uses a staged, competitive process.
- There are three types of criteria applied to applications for funding:
 - General Eligibility Criteria
 - Specific Eligibility Criteria
 - Assessment Criteria.

Applications are evaluated against the criteria independent of each other. The intent of the assessment is to evaluate the merit of project proposals in alignment with program objectives.



General Eligibility Criteria

- The applicant is a local government in Western Australia.
 - The project is in Western Australia.
 - The applicant has relevant approvals from their own organisation to apply for the grant funds.
 - The applicant has met the minimum funding contribution requirements as per the grant category.
 - The applicant can confirm the grant request does not include ineligible costs as outlined in section 4.5.2 of the WABN Program Procedures document.
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Specific Eligibility Criteria

- **Eligibility and funding:**
 - Confirm if the applicant is a local government or regional council in WA.
 - Confirm if the project has secured funding or a clear path to securing it.



Assessment criteria

- Most questions do not require a significantly detailed response.
 - A more detailed response will not necessarily score higher than a shorter response.
- Sell the project to assessment panel – less is more!
- Applications are evaluated against the criteria **independent of each other**. The intent of the assessment is to evaluate the merit of project proposals in alignment with program objectives

Application forms will restrict the number of words – to encourage succinct and well-written responses.

Assessment criteria

Criteria	Question	Applicant guidance
Achievability (20%)	Management and budget: Outline the project's internal management plan (team and/or consultant) and confirm the status of funding approval or provide details on the expected timeline for approval.	The proposed management structure and the likelihood of securing funding based on the provided budget details are evaluated.
Plan status (30%)	Current plan status: Provide details on whether the local government currently has an existing bike plan and outline any identified priorities for updating or creating a new plan.	Assessment is based on whether the applicant has an existing bike plan and the need and readiness for creating or updating the plan.
Readiness (50%)	Implementation readiness: Outline the next steps, timeframes, and how ready the project is to begin.	The project's readiness to proceed is evaluated based on clear next steps, timelines and available internal or consultant resources.

Projects suitable for funding

- Funding is available for plans focusing on all active transport, micromobility or bike riding only.
 - Walking only plans are not suitable.
- All applicants are strongly encouraged to review the **Local Bike Planning Guidance**.
- Alignment to the long-term cycle network and route function.
 - DTMI recognises the need for consistent bicycle network planning across local government boundaries and works in collaboration with local governments to establish long-term cycle network strategies across WA.

Tier 1 - Basic support package

- Lump sum of \$15,000
- Bike plan within five years
- Limited changes needed
- Review/update of existing bike plan
- Adequate internal staffing capacity.



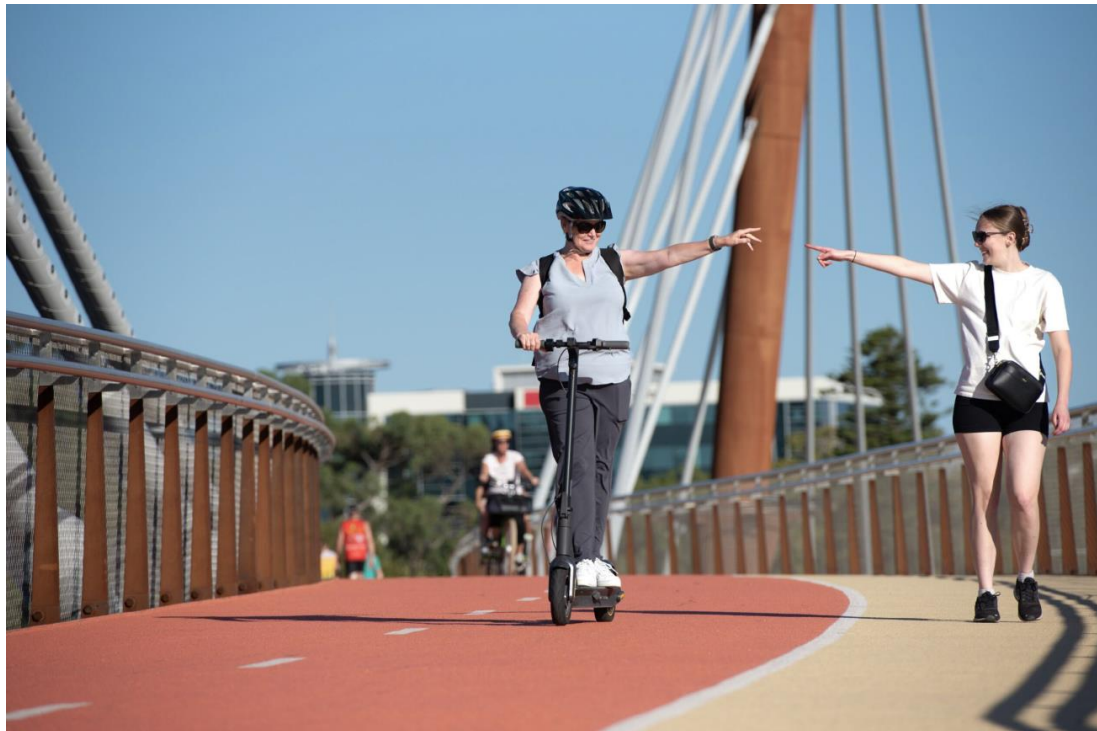
Tier 2 – Enhanced support package

- Lump sum of \$25,000
- Bike plan more than five years old
- Extensive changes needed
- New bike plan
- Limited internal staffing capacity.



Joint applications

- DTMI strongly encourages collaboration between local governments.
- Local governments that want to submit a joint application for local bike planning funding can select this option on the EOI form.

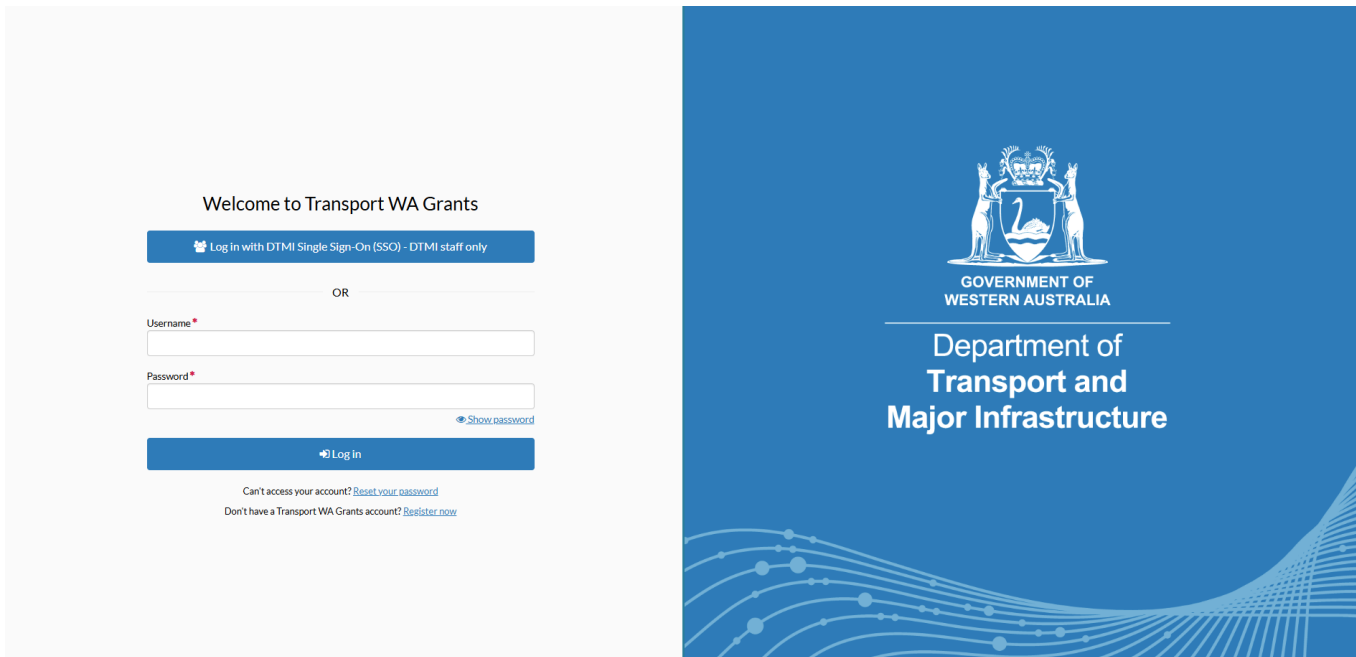


How to apply

- EOI forms must be submitted through Transport WA Grants (Omnistar). This is linked from the WABN web page.
- Email applications are not available and will not be considered.
- Ensure that you set aside enough time to complete your application.
 - You can save your application at any time and go back to it to complete.
- Detailed instructions are provided in the WABN Grant Opportunity Guidelines.

Transport WA Grants (Omnistar)

- The Grants Management Team is available to support applicants for any questions relating to the platform or website.
 - Email: gms@transport.wa.gov.au



The image displays two side-by-side panels. The left panel is a login page for 'Transport WA Grants'. It features a 'Welcome to Transport WA Grants' heading, a 'Log in with DTMI Single Sign-On (SSO) - DTMI staff only' button, and a section for standard login with 'OR', 'Username', and 'Password' fields, a 'Show password' link, and a 'Log in' button. At the bottom, there are links for 'Reset your password' and 'Register now'. The right panel is a blue banner for the 'Department of Transport and Major Infrastructure', featuring the Government of Western Australia crest and the department's name.

Welcome to Transport WA Grants

[Log in with DTMI Single Sign-On \(SSO\) - DTMI staff only](#)

OR

Username *

Password *

[Show password](#)

[Log in](#)

Can't access your account? [Reset your password](#)

Don't have a Transport WA Grants account? [Register now](#)

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Confirmation check

What DTMI will request after the EOI from projects recommended for funding:

✓ Long-term cycle network alignment	<p>The local government has confirmed that the plan aligns with the relevant long-term cycle network strategy or other strategic documentation.</p> <p>Includes intent to update their long-term cycle network in line with consultation and outcomes of the local bike plan.</p>
✓ Internal strategic support	<p>The local government has confirmed that the plan is supported by internal strategic documents.</p>
✓ DTMI guidance alignment	<p>The local government has confirmed the plan will align with published DTMI planning and design for active transport guidance.</p>
✓ Required support	<p>The local government has confirmed that confirmation of support has been, or will be, obtained before the project starts. Opportunity to attach Council minutes or similar documentation.</p>

Assessment process

The assessment process is typically made up of three main parts:

1. Internal assessment committee
2. Independent review
3. Executive approval and award.