



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

Western Australian Bicycle Network Plan

Annual Progress Report 2020-21





Cover

The Elizabeth Quay Bridge spans the inlet of the Swan River providing an architectural, safe and easy crossing point for walkers and riders connecting the city and waterfront.

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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 reviewing 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 2020-21 financial year.

This document is divided into three sections:

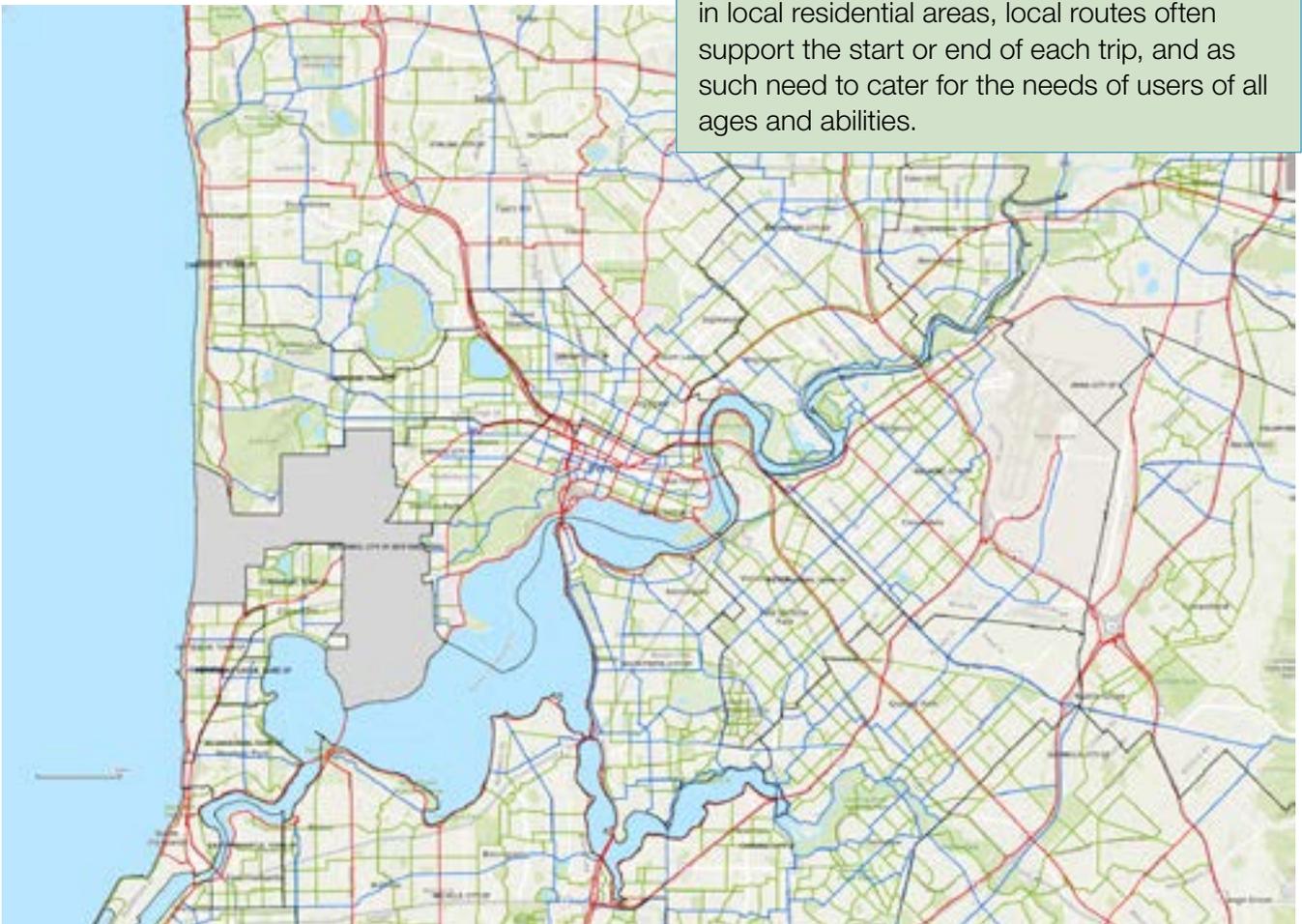
- PART A** Project highlights from 2020-21
- PART B** Progress towards the WABN Plan initiatives
- PART C** Counting and monitoring data

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



New bridge at Scarborough Beach Road



[Long-Term Cycle Network for Perth \(arcgis.com\)](http://arcgis.com)

Primary Routes

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

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.

Local Routes

Lower level of demand providing 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.

PART A

PROJECT HIGHLIGHTS FROM 2020-21

LONG-TERM CYCLE NETWORK FOR PERTH AND PEEL

In September 2020, DoT together with 32 local government authorities (LGAs), finalised the Long-Term Cycle Network (LTCN) for Perth and Peel. This two-year collaboration has created a blueprint for the cycling network across the metropolitan area that includes strategic cross-boundary routes linking parks, schools, community facilities and transport services, to make cycling a convenient and viable option.

Importantly, the LTCN for Perth and Peel is not static. LGAs will be able to modify identified routes as local circumstances change, including new bike plans, precinct subdivisions and masterplans. DoT has since commenced work on a project to analyse network gaps and how they can be addressed by current and future programs and projects.



Rider in the new green underpass at Hutton Street

PRINCIPAL SHARED PATH NETWORK

Closing the gaps in the Principal Shared Path (PSP) network

Highlight: Completion of the Mitchell Freeway, Glendalough to Hutton Street PSP

A critical missing link in the Mitchell Freeway PSP between Glendalough and Hutton Street was opened in July 2020.

The 2.1 kilometre section completes an essential gap in the Mitchell Freeway PSP making the route quicker, safer and more direct for people walking and riding.

The section includes a first for the PSP network, with a 60 metre-long, seven-metre-wide bridge over Scarborough Beach Road and two new underpasses at the Hutton Street on and off ramps, providing a safe and completely off-road experience.

The project has also provided an opportunity to upgrade the PSP through to Vincent Street in Leederville at the southern end and Telford Crescent in Stirling at the northern end, resulting in a smoother and more enjoyable journey over more than five kilometres.

Significant increases in bike riding activity to/from the Perth CBD during peak and off-peak hours have been observed over the first six months post-construction. The average daily counts, comparing six-months before to six-months after construction, shows an increase in bike riding demand of 61 per cent to and from the Perth CBD.

Update: Kwinana Freeway PSP: Leach Highway to Mount Henry Bridge

Progress is underway to complete the final link in the Kwinana Freeway PSP from Leach Highway to Mount Henry Bridge. Construction is planned for completion in 2021-22.

The completion of this final link in the existing path will provide an uninterrupted 74-kilometre journey from Mandurah to Perth CBD.

Update: Fremantle Line PSP: Victoria Street Station to North Fremantle Station

Construction of the next stage of the Fremantle Line PSP commenced in 2021 and is planned for completion later in the same calendar year.

The 2.1 kilometre, and four-metre wide, section will run along the Fremantle rail line, from Victoria Street Station to North Fremantle Station, providing a continuous off-road path for people walking and riding along Curtin Avenue.

This stage builds on the previous three kilometre extension from Grant Street to Victoria Street which was completed in 2019 and more than doubled the number of people cycling on the Fremantle Line PSP.

WA BICYCLE NETWORK GRANTS PROGRAM

In 2020-21, the WABN grants round saw a record number of applications received with the increased funding pool of \$5 million sustained and split evenly across metropolitan and regional WA.

Funding is matched by local government on a 50-50 basis effectively leveraging a \$10 million investment in walking and cycling infrastructure. Eligible projects range from feasibility and concept design through to detailed design and construction.

In 2020-21, 30.5 kilometres of cycling infrastructure was constructed and 23 design only projects were funded through the WABN Grants Program.



View along new Fremantle line shared path

Perth Bike Network

Highlight: High Wycombe Local Route Connection to Forrestfield Train Station – City of Kalamunda

The City of Kalamunda received a \$300,000 grant for the High Wycombe Shared Path comprising a three-metre-wide red asphalt path stretching 1.2 kilometres between MacLarty Park and (the future) Forrestfield Train Station in the City of Kalamunda.

The path provides a safe route for people walking, riding, and using mobility devices and improves access to three primary schools, encouraging more students to ride.

Beyond the path itself, the project also included artistic road-crossings at intersections. The crossings were designed by local Indigenous artist, Aurora Abraham, in collaboration with local primary school students. This innovative design approach resulted in creative surface treatments and increased visibility at crossings, delivering a unique built form and improving road safety outcomes. The community also have a greater sense-of-ownership over the route due to being involved in the co-design process.

The City then launched the project with a fantastic community event with the Mayor, staff from DoT and City of Kalamunda, local school students and community members in attendance. The path opening received significant local media coverage, and further promoted the project to the local community.



Children riding on the completed shared path in High Wycombe



One of the road crossing artworks applied to the completed shared path, at Newburn Road, High Wycombe

Regional Bike Network

Highlight: Busselton – Buayanyup Drain Shared Path

The City of Busselton received a \$242,840 grant for the Buayanyup Drain Shared Path project, which was identified in the Leeuwin Naturaliste 2050 Cycling Strategy as an opportunity to help achieve the goal of creating a cycling loop around Busselton's urban area, providing locals and visitors with a route that showcases the City's diverse range of coastal, forest, wetland, and river landscapes.

This 2.1 kilometre path project was delivered through an interagency partnership between the City of Busselton, DoT and Water Corporation, and provides an active transport link from the Wadandi Track in Vasse to the coast.

The north-south path provides a safe connection from Busselton CBD to Dunsborough CBD, enhancing access for students and staff at Cape Naturaliste College and giving visitors at the RAC Holiday Park direct access to the Vasse town centre. The city worked with community volunteers, the Geographe Community Landcare Nursery, and native bee scientist Dr Kit Prendergast to plant 500 local native plants along the route. These plants will create habitat for a range of pollinators, and the path has become known as the 'Pollinator Pathway'. Interpretative signage, a bike repair station, and a counter have also been installed.

Better utilisation of drainage corridors has been an opportunity identified through the long-term cycle network strategies for WA and the Buayanyup project has demonstrated how these assets can contribute to the urban amenity of local communities.

INAUGURAL BIKE MONTH

For more than 30 years, DoT has coordinated an annual bike event to promote and encourage people of all ages and abilities to ride bikes. In 2020, WA Bike Month expanded on the previous Bike Week to become bigger than ever, with a record \$50,000 in grants awarded to support 50 events to encourage people of all ages and abilities to give cycling a go.

There were 30 grants of up to \$2,000 awarded to local governments, organisations and groups to host a diverse line-up of events that the entire community could get involved in. A further 20 minor grants of \$200 were awarded to organisations, including schools and workplaces, to support smaller bike riding activities and events.

The grants were designed to support local, small businesses as WA continued its road to recovery out of COVID-19.

Funded events included something for people of all cycling abilities such as breakfasts, bike tours and trail rides, scavenger hunts and safety and skill building sessions.



Pollinator pathway habitat planting

PART B

PROGRESS TOWARDS THE WABN PLAN INITIATIVES

1. Long-Term Cycle Network for Perth and Peel

The 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.

Over a two-year period, DoT collaborated with 33 local government authorities in Perth and Peel to agree on routes, including strategic cross-boundary routes, that link parks, schools, community facilities and transport services, to make cycling a convenient and viable option.

To date, 32 LGAs have endorsed the LTCN for Perth and Peel. LTCN routes are categorised using the WA Cycling Network Hierarchy, which designates routes by function as Primary, Secondary or Local, as shown in the diagram below.

The LTCN for Perth and Peel is dynamic. DoT will continue to work with State government partners and local governments to modify routes as local circumstances change, including new bike plans, precinct subdivisions, masterplans, and major projects.

DoT has commenced work on a LTCN GIS platform to analyse network gaps and how they can be addressed by current and future programs and projects.

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

A key action of the WABN Plan 2014-2031 is to improve planning for cycling in the regions. The Regional 2050 Cycling Strategies are long-term, ambitious strategies that 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.

Currently, five strategies have been completed, two are nearing completion and four are scheduled for development.

Five completed strategies:

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

In 2020-21, work on the Pilbara 2050 Cycling Strategy continued and work on the Avon Central Coast 2050 Cycling Strategy commenced.

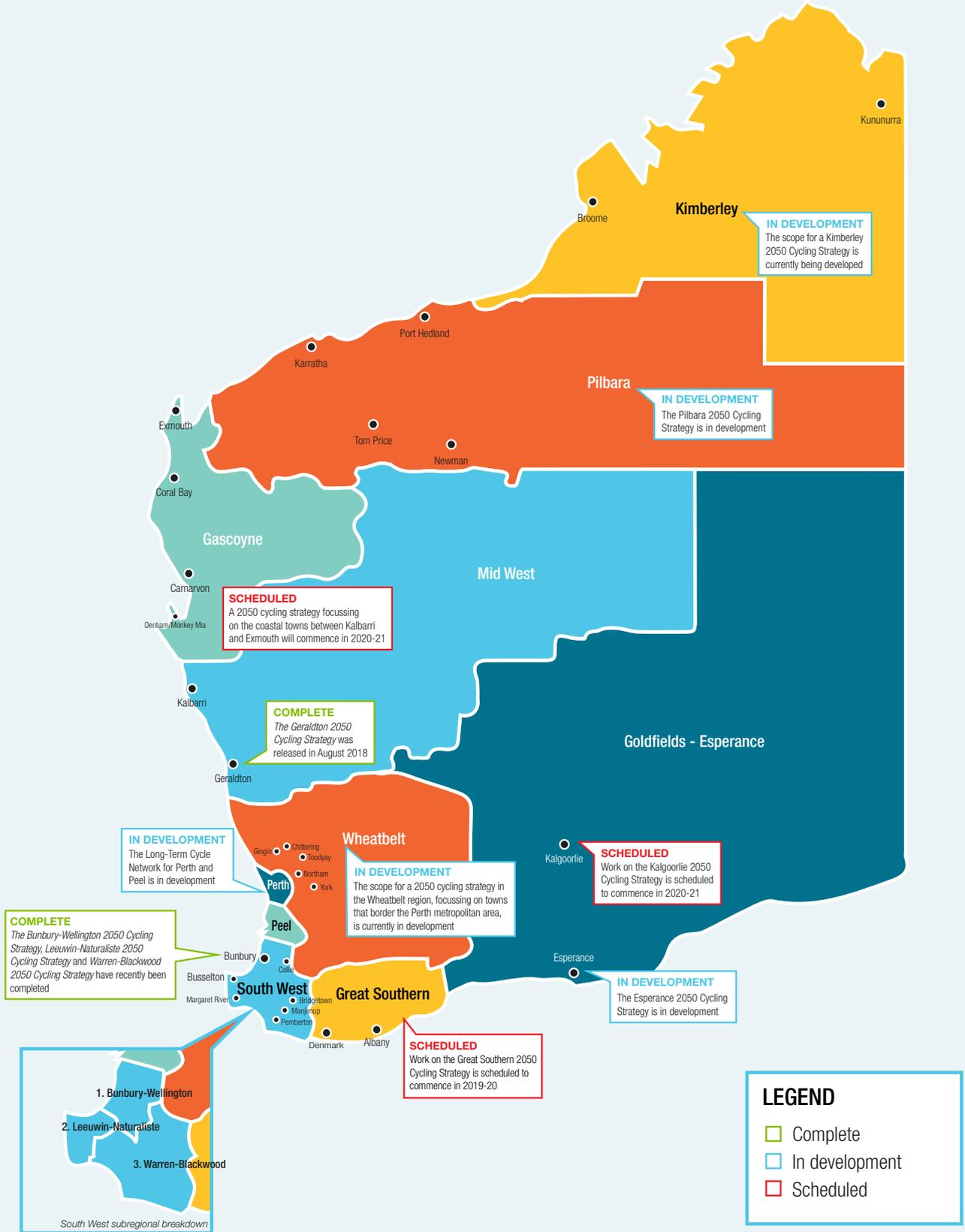
A key driver of the Regional 2050 Cycling Strategies is to prioritise the delivery of strategic cycling projects, particularly those which stretch across multiple local government boundaries, benefit local communities and promote regional cycle tourism opportunities.

Following the development of the first five regional strategies, there has been a noticeable increase in the number of Regional Bike Network grant applications received from local governments that align with the intent of the strategies.

The LTCN for Perth and Peel and the Regional 2050 Cycling Strategies will guide WABN Grant Program funding eligibility for those local governments involved.

Development of a long-term cycle network for WA

Status of regional 2050 Cycling strategies



Version: May 2019

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 2020-21, the State Government expanded WA's PSP network by a further seven kilometres, increasing the State's PSP network to include more than 300 kilometres of safe and connected cycling infrastructure. Significant PSP works completed in 2020-21 include:

- **Mitchell Freeway PSP – Glendalough to Hutton Street:** A critical missing link in the Mitchell Freeway PSP making it easier and safer for people in the northern suburbs to ride to and from the Perth central business district, as well as destinations in between. Delivered as part of the Mitchell Freeway Southbound Widening project - Cedric to Vincent Street, the \$19 million project is the biggest single investment in WA's PSP network to date. The path includes a 60 metre-long, seven-metre-wide bridge over Scarborough Beach Road and two new underpasses at the Hutton Street on and off ramps, providing a safe and completely off-road experience. In another first for the PSP network, the bridge features separate facilities for people riding and walking, with a four-metre-wide bicycle path and two-metre-wide pedestrian path improving safety and connectivity to Glendalough Station for all users.
- **Midland Railway PSP - Success Hill to Railway Parade cul-de-sac:** The Perth to Midland PSP now offers a continuous, completely off-road journey for people riding between Midland and the Perth CBD, with construction now completed on the last remaining gap at Success Hill Station. The 275 metre section of path adjacent to Success Hill Train Station in Bassendean will improve safety and convenience for people riding and walking and has been carefully designed in consultation with the Town of Bassendean and

the local community to preserve valuable local trees. As well as working together to minimise the impact on existing vegetation, the DoT, Main Roads WA and the Town of Bassendean developed the Green Trails initiative which will add complementary natural landscaping to the area alongside the path and the broader route. The State Government-funded initiative, only the second of its kind in WA, will create a shaded and scenic green transport route for a more enjoyable walking and riding experience.

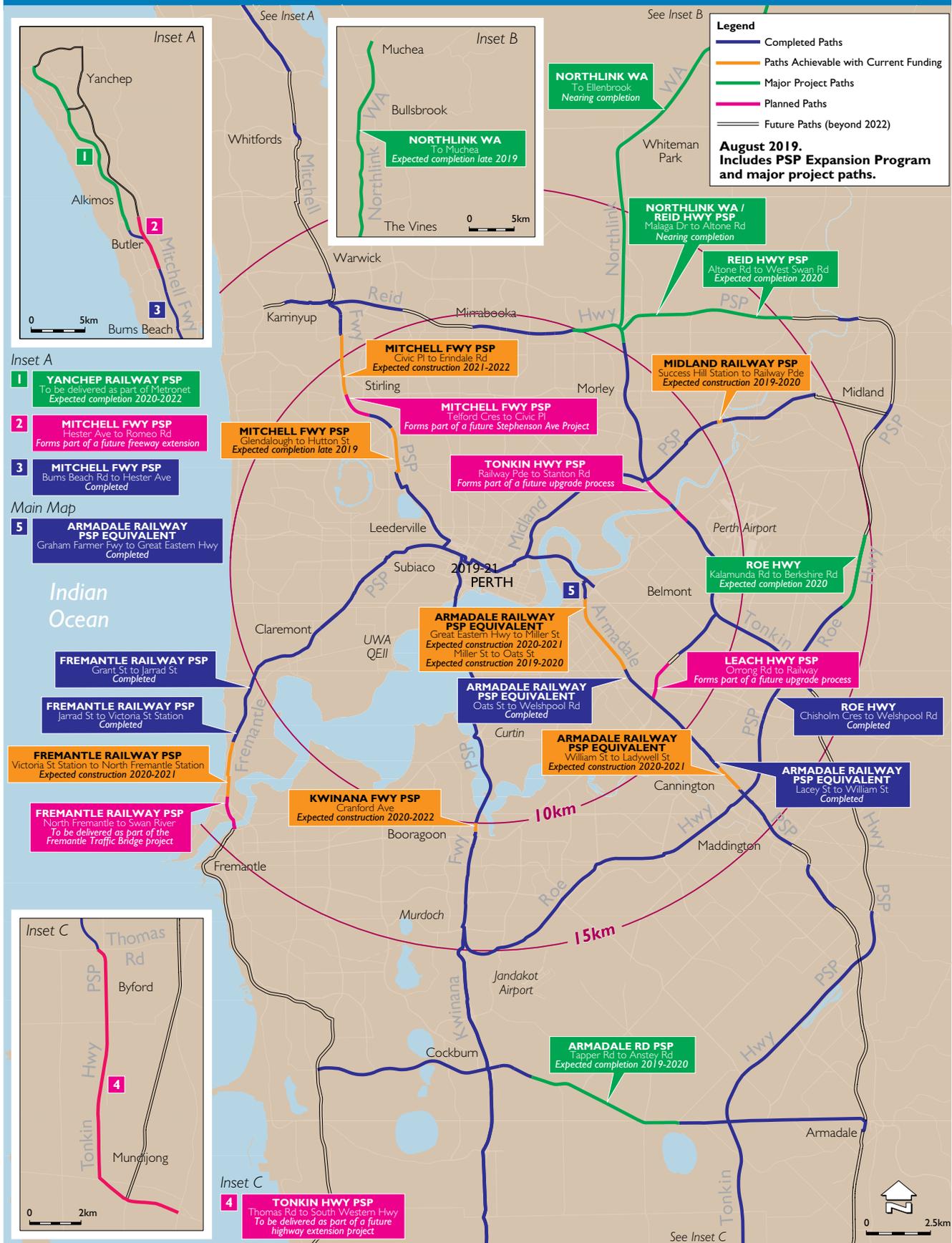
- **Reid Highway PSP – Altone Road to West Swan Road:** As part of the Main Roads WA Reid Highway dual carriage way project a four kilometre PSP was completed in September 2020. The PSP extension connects the Tonkin Highway (Northlink) PSP and the West Swan Road shared path as well as the recently completed shared path long Drumpellier Drive. The PSP provides bike riders and pedestrians with better access to the Swan Valley. Extensive Aboriginal artwork has been included in the project, following consultation with the Whadjuk Noongar Reference Group. New artworks are located in the Grandis Street underpass, cultural markers and shadow structures at rest points along the PSP and screens, with abutments and noise walls celebrating and sharing stories of the Whadjuk Noongar people.

The following projects commenced construction:

- Kwinana Freeway PSP – Cranford Avenue
- Roe Highway PSP – Maida Vale Road to Berkshire Road
- Tonkin Highway PSP – Railway Parade to Stanton Road as part of the Main Roads WA Tonkin Gap Project

Major Cycle and Pedestrian Paths

Principal Shared Path Program 2017 - 2022 | Funding committed



4. WA Bicycle Network Grants Program

The WABN Grants Program (the Program) is a key initiative of the WABN Plan 2014-2031 and is the State Government’s primary funding source to local government for the planning, design and implementation of bike riding infrastructure.

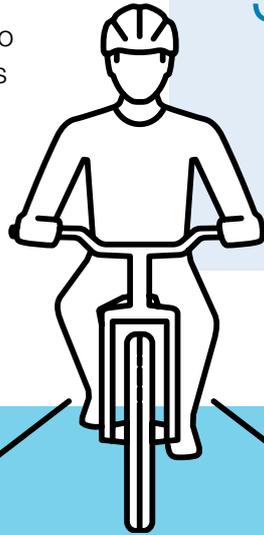
In 2020-21, the State Government committed \$7.6 million to the Program, which is evenly split across the Perth Bicycle Network (PBN) and Regional Bicycle Network (RBN) streams.

Funding is regularly committed across two financial years to ensure strategic projects can be adequately planned, designed and constructed. In January 2020, funding was offered to 45 different local governments for 63 projects, as depicted in the adjacent map below.

Through the PBN and RBN programs, a range of activation initiatives are also supported to ensure more people know about and use the infrastructure being delivered.

\$7.6m

committed in funding, over two years, split evenly between metropolitan and regional local governments.



Budget commitment by year (\$ million)



Project kilometres by year (kms)



PBN projects 2020-21

At the start of 2020-21 \$3.8 million in funding was offered to 16 different metropolitan local governments for 27 separate projects to be delivered over two years (2020-21 and 2021-22).

In 2020-21:

- five construction projects were scheduled to be completed (although completion was slightly delayed due to the impacts of COVID-19);
- 11 projects completed design in 2020-21, with construction funding committed to six of these in future years;
- four multi-year projects commenced in 2020-21 and continued into 2021-22
- six projects were cancelled or deferred;
- one design project was transferred to the PSP Expansion Program; and
- two construction projects were brought out of reserve to commence in 2020-21.

Case Study: City of Melville - Jeff Joseph Reserve (East) Shared Path Upgrade

The Jeff Joseph Reserve Shared Path is a 3.5-metre-wide red asphalt path stretching 1 kilometre along the beautiful Applecross Foreshore in the City of Melville.

The very high quality path allows ample space for people walking, riding, and using mobility devices, and reduces conflict along the (high-amenity, and extremely popular) Derbal Yerrigan (Swan River) foreshore.

Only the design of the route originally secured PBN funding, with the construction phase of the project being placed on the Reserve Project List. Fortunately, additional funding became available towards the end of 2020-21 and the construction project was able to commence.

The project was initiated in response to community feedback. Not only does this project demonstrate the value of meaningful community input, the path opening event (including Councillors, DoT and City of Melville staff, local community groups and residents) shows the high-level of community support this project enjoys.

Cycling without age attending the launch of Jeff Joseph Reserve shared path.

Perth Bicycle Network

\$3.8m over two years

27 projects across **16 local governments**, including

25 shared or separated paths, one protected bike lane and one intersection upgrade.



Applications received and awarded (PBN)



RBN projects 2020-21

At the start of 2020-21, over \$3.8 million in funding was offered to 29 different local governments for 36 different projects to be delivered over two years (2020-21 and 2021-22).

In 2020-21, 26 construction projects were completed, resulting in 17.7 kilometres of new paths across regional WA. Nine projects completed design in 2020-21, with construction funding committed to eight of these in future years.

Regional Bicycle Network

\$3.8m over two years

36 projects across **29 local governments**, including

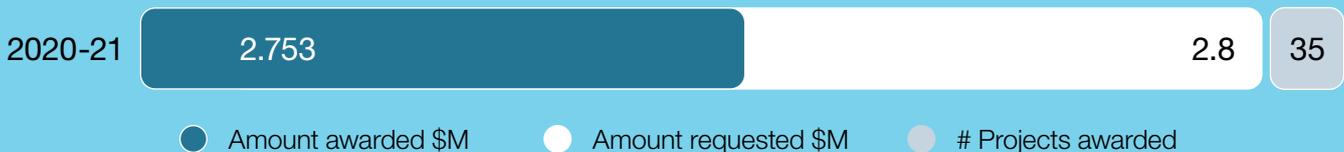
34 shared or separated paths, and two tourist transport trails

Case Study: Shire of Narembeen – Currall Street Pathway

In the Shire of Narembeen, 2020-21 saw the construction of a 770 metre long, 2.5 metre wide concrete shared path. The project was developed from consultation for the local bike/paths plan earlier in 2019 with ongoing engagement via social media and letters advising of pathway works. The Shire made a number of website and social media updates before, during and after completion of the project. The path was used for running and bike riding in their local kids Triathlon, as well as the grant going towards trip facilities - bike racks, a water fountain along the path and a bike repair station. After construction completed the Shire received numerous letters from the community and organisations thanking them for the path's contribution to making the town a safe and great place to live (including from the local police, the High School Principal, and community resource centre, as well as local residents).



Applications received and awarded (RBN)





Cycling without age attending the launch of Jeff Joseph Reserve shared path



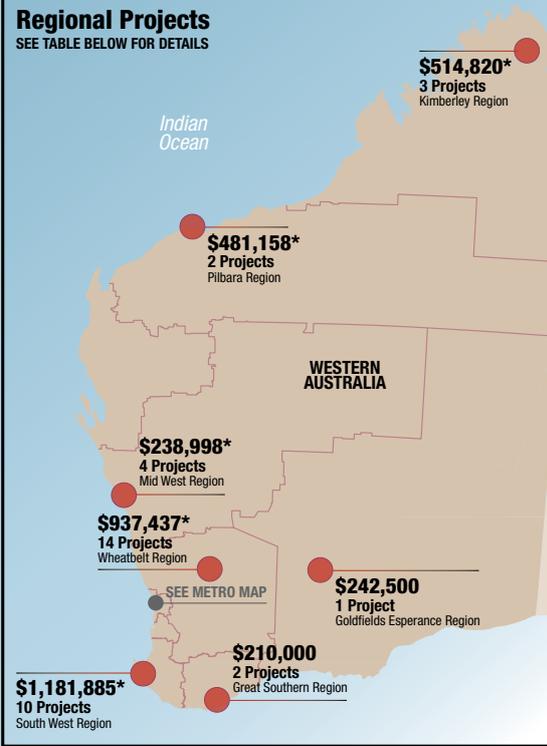
Currall Street shared path Triathlon Event

WA Bicycle Network Grants

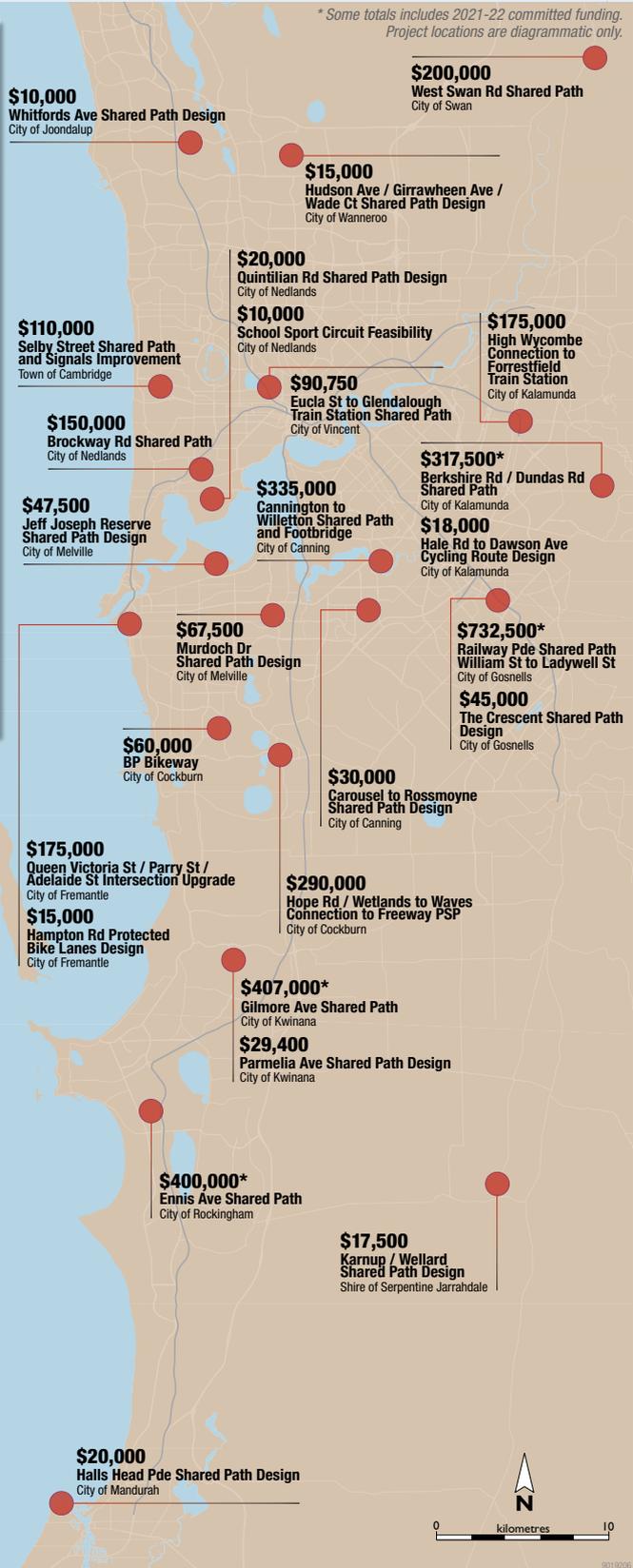
2020 - 2021 Awarded Projects

Regional Projects

SEE TABLE BELOW FOR DETAILS



Goldfields Esperance		
\$242,500	Castletown Quays to Daw Dr Shared Path	Shire of Esperance
Great Southern		
\$185,000	Lockyer Ave to Campbell Rd Connection	City of Albany
\$25,000	Lowood Rd / Marion St to Mondurup St Shared Path	Shire of Plantagenet
Kimberley		
\$308,036*	Conti Foreshore Shared Path	Shire of Broome
\$93,585	Halls Creek Shared Path Program (Multiple Sites)	Shire of Halls Creek
\$113,200	Kununurra Shared Path Network – Ironwood Dr Project	Shire of Wyndham East Kimberley
Mid West		
\$101,300	Chapman Rd Shared Path - Sail Blvd to Corallina Quays	City of Greater Geraldton
\$61,698*	Shared Pathway Construction - Various	Shire of Morawa
\$46,000*	Slaughter St Shared Path	Shire of Three Springs
\$30,000	Three Springs Shared Path Project	Shire of Three Springs
Pilbara		
\$451,158*	Bayview Road Shared Path Stage 6	City of Karratha
\$30,000	Wilson St Shared Path	Town of Port Hedland
South West		
\$200,000*	South West Hwy (Grant Smith Ent) to Dodson Rd (Beddingfield St) Shared Path	City of Bunbury
\$320,000	Buayanup Drain Shared Path	City of Busseton
\$31,350*	Brookfield Estate Access to Wadandi Track	Shire of Augusta Margaret River
\$62,000*	Bussett Hwy Shared Path	Shire of Augusta Margaret River
\$158,350*	Station Rd to Bussett Hwy Shared Path	Shire of Augusta Margaret River
\$36,000	Jackson St Shared Path	Shire of Boyup Brook
\$96,250	Meldene Estate Pathway Link - Stage 1 and 2	Shire of Donnybrook-Balingup
\$163,035	Leisure Dr Shared Path	Shire of Harvey
\$40,000	Extension of Linear Path Rail Trail, Manjimup	Shire of Manjimup
\$75,000*	Burma Rd Shared Path, Pemberton	Shire of Manjimup
Wheatbelt		
\$192,278*	Clune to Brockman Centre Connection	Shire of Chittering
\$44,168*	Lynch-Kunjin St Shared Path Connection	Shire of Corrigin
\$89,250*	Cervantes Townsite Connectivity	Shire of Dandaragan
\$105,000*	Jurien Bay Industrial Area Shared Path	Shire of Dandaragan
\$18,500	Goomalling New Pathway Program - Bowen St	Shire of Goomalling
\$14,500*	Goomalling New Pathway Program - High St	Shire of Goomalling
\$49,000	Gardiner St Shared Path	Shire of Moora
\$70,000	Currall St Shared Path	Shire of Narembeen
\$94,500	All Aged Shared Path Project	Shire of Pingelly
\$26,000	Jarratt Pass - Shared Path	Shire of Toodyay
\$33,584*	Bolgart Shared Path	Shire of Victoria Plains
\$17,845	Yerecoin Shared Path	Shire of Victoria Plains
\$67,813*	Shire of Wongan-Ballidu Bike Plan Projects	Shire of Wongan-Ballidu
\$115,000*	Forrest St / Henrietta St Shared Path	Shire of York



* Some totals includes 2021-22 committed funding. Project locations are diagrammatic only.

5. Safe Active Streets Program

The Safe Active Streets (SAS) Program entered its seventh year and continues 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.

DoT has worked with 22 local governments to progress 30 potential SAS projects through various phases of feasibility, consultation, design, construction, activation, and evaluation.

DoT has commenced a large evaluation exercise, collecting data on all pilot projects for comparison with the pre and post construction data and a series of community perception surveys. This evaluation work will inform a whole-of-program evaluation and the development of practitioner guidance for the planning, design, and delivery of SAS.

There are now nine completed SAS projects in WA, in the City of Bayswater, City of Belmont, Town of Bassendean, City of Joondalup, City of Melville, City of Nedlands, City of Stirling and City of Vincent (two completed projects).

In 2020-21, there were 16 active projects, five projects under construction, three projects in design and seven projects in feasibility and concept design, with one project under evaluation following construction to verify effectiveness of treatments.



Entry gateway at Jenkins Ave SAS

Project highlights 2020-21

City of Nedlands

Stage 2 of the Nedlands SAS along Jenkins Street and Dalkeith Road to Bay Street, was completed in December 2020. This project starts from the Town of Claremont boundary at Bay Road, continues along Jenkins Avenue to Dalkeith Road, connects with Elizabeth Street and stops at the Broadway intersection with Elizabeth Street (City of Perth boundary). The Nedlands SAS provides a safe and connected route for people walking or on bikes to access two local primary schools, shops, sporting fields, parks, and the University of Western Australia.



View from Broadway of Elizabeth Street SAS

City of Bassendean

Whitfield Street in Bassendean recently became a SAS, with construction completed in December 2020 and the official launch held in January 2021. This 2.3 kilometre route safely links people from Guildford Road to the Sandy Beach Reserve via the Bassendean Town Centre, Palmerston Square Park, Bassendean Primary School. The introduction of a 30km/hr speed limit provides walkers, riders, and drivers alike a safer, quieter space to move, encouraging people to jump on their bikes or walk to local sites.

The street also forms important connections to local shared paths, the train stations at both Bassendean and Success Hill (on the Midland Rail Line) and green spaces at Ashfield Flats, Sandy Beach Reserve, and the Swan River foreshore.



View along Whitfield Street SAS



Families enjoying safer riding in slower speed environment on Whitfield St

City of Stirling

City of Stirling – has completed stage 3 of the Moorland Street safe active street. This east – west route will ultimately form a continuous connection linking Stirling Station (stage 4) to West Coast Highway. The route starts at Odin Road/ Beatrice Street and continues in a north then westerly direction along Stoner/Ambrose St to Moorland St and Manning St forming an east-west connection to Scarborough Beach and Stirling City Centre connecting Birralee Park, Yuluma Primary School, Bradley, and Abbott Park Reserves.

This year has also seen the commencement 50/50 funded projects as part of the WABN grants program with route feasibility studies for the cities of South Perth, Cockburn, Vincent, Subiaco, Kalamunda, and City of Stirling underway.

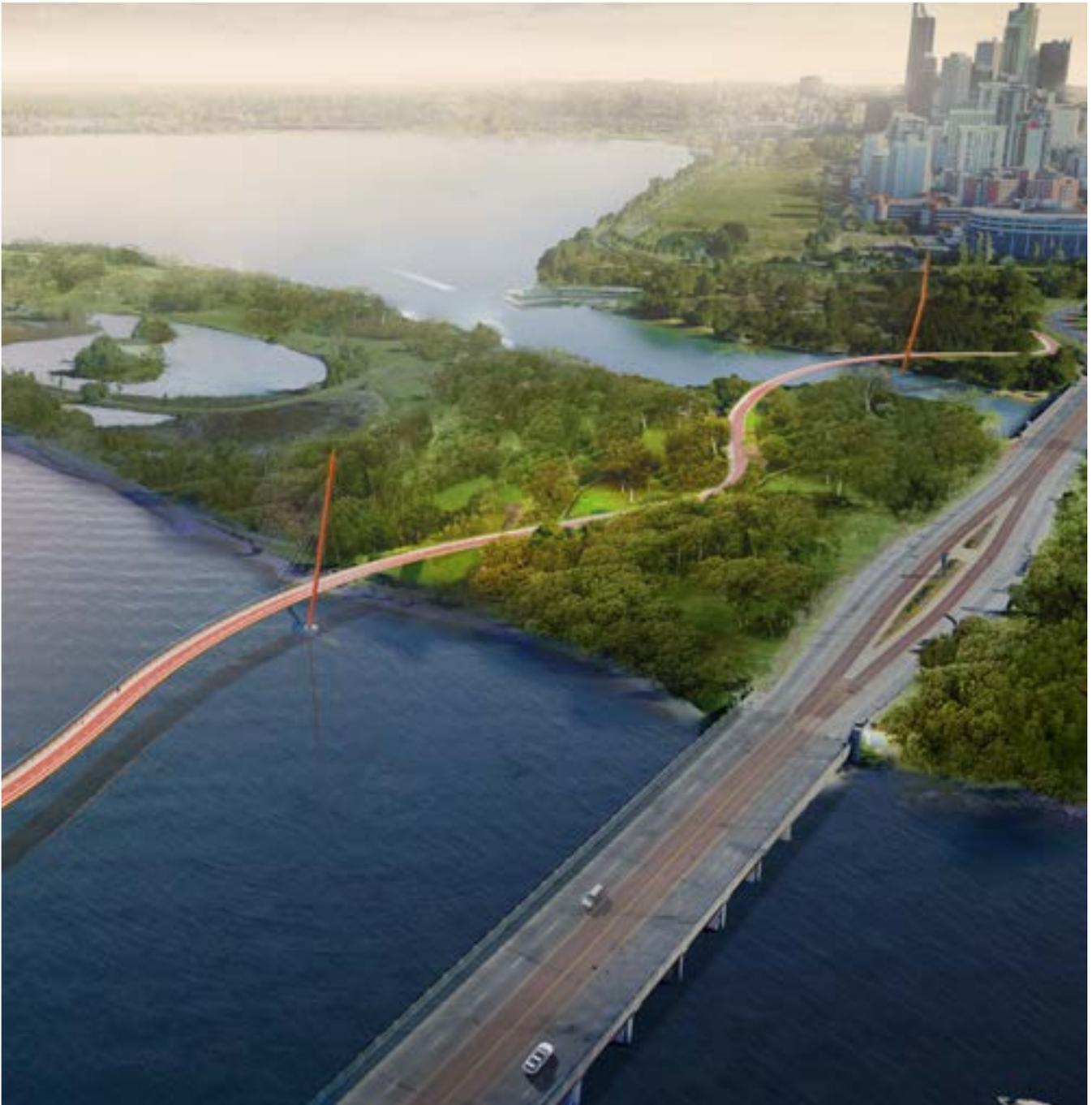


Rider on the Ambrose St safe active street road patch

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. 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 upgrade walking and riding infrastructure in the city, including the development of the new Causeway Pedestrian and Cyclist Bridges and streetscape enhancement works along Roe Street, which commenced in June 2020. To improve amenity and ease of access for bus patrons, the funding will also facilitate bus stop accessibility upgrades and replacement shelters in the city.



Visual Representation of the Causeway Pedestrian and Cyclist Bridges

7. Connecting Schools

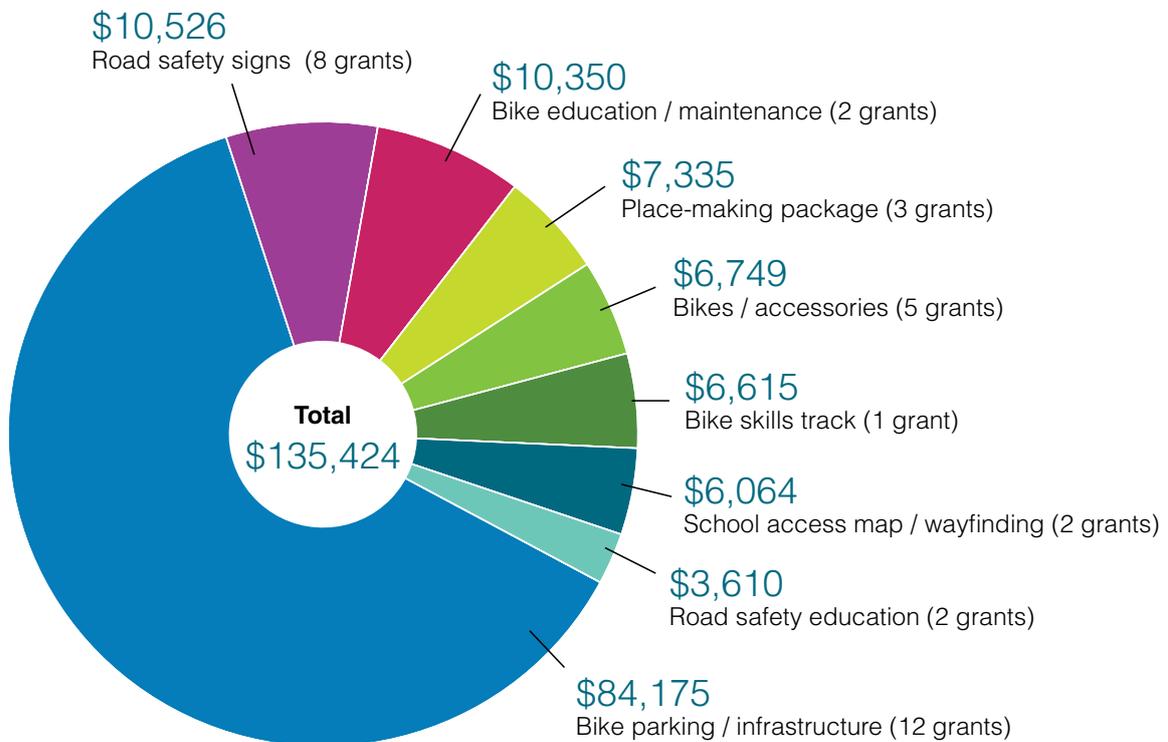
2020 marked the third year delivering Connecting Schools Grants (CSG) through DoT's Your Move platform and offered the largest funding to date, with \$115,000 available for eligible schools. 2020-21 funding included a \$15,000 allocation from Department of Education (DoE), evidence of the increasing inter-departmental collaboration taking place in an effort to tackle school congestion and parking issues.

As per the previous two financial years, the CSG funding continued to be linked to the achievement of accreditation through the Your Move Schools points and rewards program available online through the Your Move website. To be eligible, schools had to be using the Your Move Program to promote active transport to and from school, reach a Your Move accreditation level of Silver or higher, and have completed a Hands up Survey in 2020.

The successful promotion of the program and continuing high levels of personal engagement by the Your Move Schools team resulted in the following key outcomes:

- A total of 42 schools meeting all eligibility criteria
- A record 33 grants were unlocked with an oversubscription to the funding, and the final amount of \$135,424 redeemed by WA schools.
- 14 new schools unlocked grants that have not unlocked a grant before.
- A doubling in school activities completed post the CSG launch.

Breakdown of Grants Redeemed



Highlight: Schools involved in the Your Move Stirling project redeemed grants to value of \$45,800, demonstrating the value of increased engagement provided through the Your Move team.



Tuart Hill Primary School secured new scooter and bicycle racks through CSG



Mount Lawley Primary School accessed new bicycle racks through CSG funding (Before and after)



Tuart Hill Primary School used remaining funding to complete a mural as part of a place-making initiative to encourage greater use of the new bicycle parking

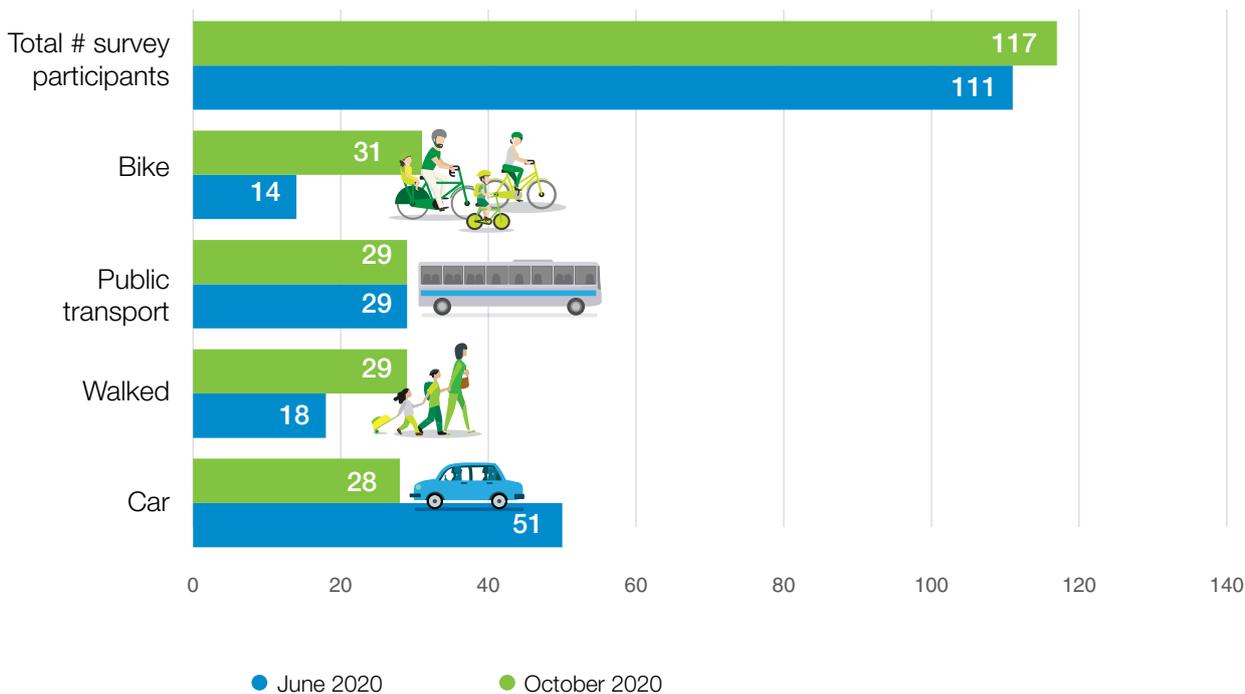
Case Study: Lake Grace District High School

Lake Grace District High School redeemed the largest grant awarded to a regional school, achieving Double Platinum Accreditation and earning a \$15,000 grant for new parking and bike shelter infrastructure. The school's engagement in the Your Move program throughout 2020 led to significant behaviour change outcomes, with the October Hands up Survey recording almost a 50 per cent reduction in car trips and 50 per cent increase in bike and walking trips.



Lake Grace District High School Student Team

Lake Grace District High School Hands up Survey results 2020



8. Connecting Stations

The Connecting Stations pilot program ended in 2019-20. The Program was a core initiative of the WABN program, led by the Public Transport Authority in partnership with DoT, Main Roads WA and local governments. As part of the pilot program a range of cycling projects were implemented that have made it easier for public transport users to start and finish their journey by bicycle. While the pilot program has ended, the Transport Portfolio remains committed to improving cycling and walking access to and from public transport and continues to improve accessibility through various projects, including the delivery of the METRONET program.

9. Network monitoring and evaluation

DoT is committed to the regular monitoring and routine evaluation of cycling 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. The evaluation of key investment programs ensures public funds are being used efficiently and effectively.

WA's bicycle network is quantitatively monitored using permanent bicycle counters with piezoelectric strip technology. A total of 69 permanent bicycle 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 guide 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 2020-21, DoT continued to collect data and scope analysis and reporting work for the SAS Program, with early insights reporting anticipated in 2021-22. Data analysis and reporting was also undertaken for the PSP Key Investment Program, which involves the evaluation of four sections of PSP along the Mitchell Freeway and Fremantle Railway that have been identified as high priority missing links.

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 impacts.

Case Study: Mitchell Freeway PSP - Glendalough Station to Hutton Street

The Mitchell Freeway PSP was extended from Glendalough Station to Hutton Street (opened July 2020), providing greater connections and convenience for people riding and walking. The project included the construction of two new underpasses and a new walking and cycling bridge over Scarborough Beach Road. The project also included widening large sections of path to provide people walking and riding with separate spaces. Data collected prior to construction and compared with data post opening, indicate:

- 61 per cent overall increase in average daily bike riding activity
 - » Most growth observed was on weekends and during off-peak hours
- 23 per cent increase in weekday commuter trips
 - » This figure was equal to 198 additional bike trips per average weekday and provides strong evidence of mode shift
- 76 per cent reduction in the use of unsafe alternative roads (such as Hector Street to the west of the freeway) in favour of the newly constructed PSP, which indicates that many regular riders have also shifted to using the new path.
- 44 per cent increase in reported overall physical activity for riding a bike
 - » This figure was apparent across all demographics, but was highest for women and people aged 14-35
- An overall design rating (for this completed section of PSP) of excellent by 89 per cent of those surveyed, up from 16 per cent before construction
 - » This rating was consistent across the more than 1,200 people surveyed, which included residents, user groups and people using the path

Case Study: Fremantle Railway PSP - Grant Street Station to Victoria Street Station

The Fremantle Railway PSP was extended from Grant Street to Victoria Street Station (opened August 2019), providing a high quality, off-road path all the way from Midland in the eastern suburbs to Perth CBD and on to Mosman Park. The project also included new lighting, wayfinding and landscaping. Data collected prior to construction and compared with data post opening, indicate:

- 167 per cent overall increase in average daily bike riding activity. Growth was consistently high on all days and across peak and off-peak hours.
- 87 per cent increase in weekday commuter trips. This figure was equal to 222 additional bike trips per average weekday and provides strong evidence of mode shift
- 20 per cent reduction in the use of unsafe alternative roads in favour of the newly constructed PSP
 - » e.g. Curtin Avenue adjacent to the PSP, indicating that many regular riders have also shifted to using the new path.
 - » DoT anticipate that this figure will reduce significantly further after the opening the next section of PSP from Victoria Street Station to North Fremantle Station.
- 44 per cent increase in reported overall physical activity for riding a bike
 - » This figure was apparent across all demographics, but was highest for women and people aged 14-35
- An overall design rating (for the entire planned PSP from Grant Street Station to the Swan River) of excellent by 57 per cent of those surveyed, up from 17 per cent prior to construction
 - » This rating was consistent across the more than 1,000 people surveyed, which included residents, user groups and people using the path

10. Journey Planner and Hazard Reporting Tool

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

In 2020-21, 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. As such, 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.

Building on the development of the LTCN, DoT has commenced GIS platform development, including exploration and planning for the capture of cycle network information. Ultimately it is expected that this information will be used to analyse gaps in the network and to provide more accurate path information for journey planning.

11. End-of-trip facilities

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

PART C

NETWORK MONITORING IN 2020-21

Over 2020-21, the permanent bike counter network has increased to include 69 counters and a review of the analysis methodology was undertaken to improve the rigour and expand the scope of the network insights that can be reported on.

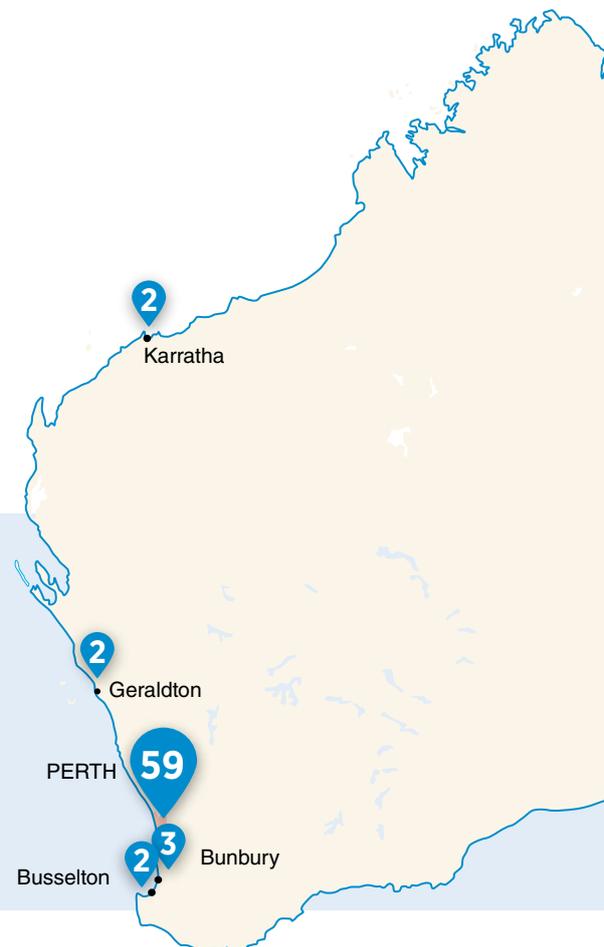
DoT have regularly reported on the CBD cordon of bike counters, which was set up to detect changes in bike riding ingress or egress from the CBD. Following recommendations from the methodology review, DoT has adopted additional bike counter groupings based on locations and usage profiles and is interpreting this data to inform decision making. 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, and 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. For this reason, the analysis within this report should be considered indicative rather than definitive of cycling trends in WA, and the reported network and sub-regional level insights can be considered as the best estimates we have from the available representative data.

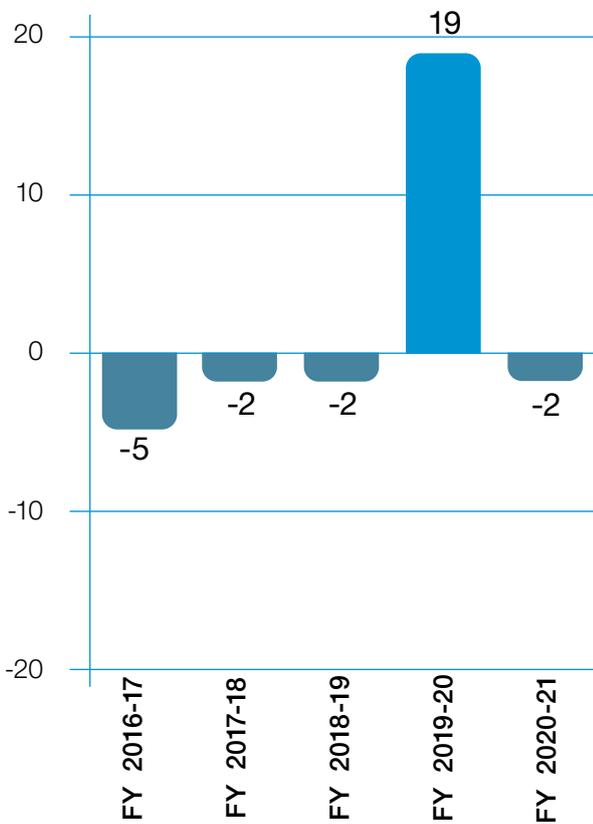
Key bike count data insights 2020-21

- Bike trips declined slightly, by 2 per cent in 2020-21; however, the level remained well above pre-COVID levels, noting the number of bike trips across the Perth metropolitan counter network grew by 19 per cent over 2019-20.
- 55 per cent of all bike counters across the network experienced some growth or no change over 2020-21, which supports the reasoning that most sites sustained the growth which saturated the previous period.

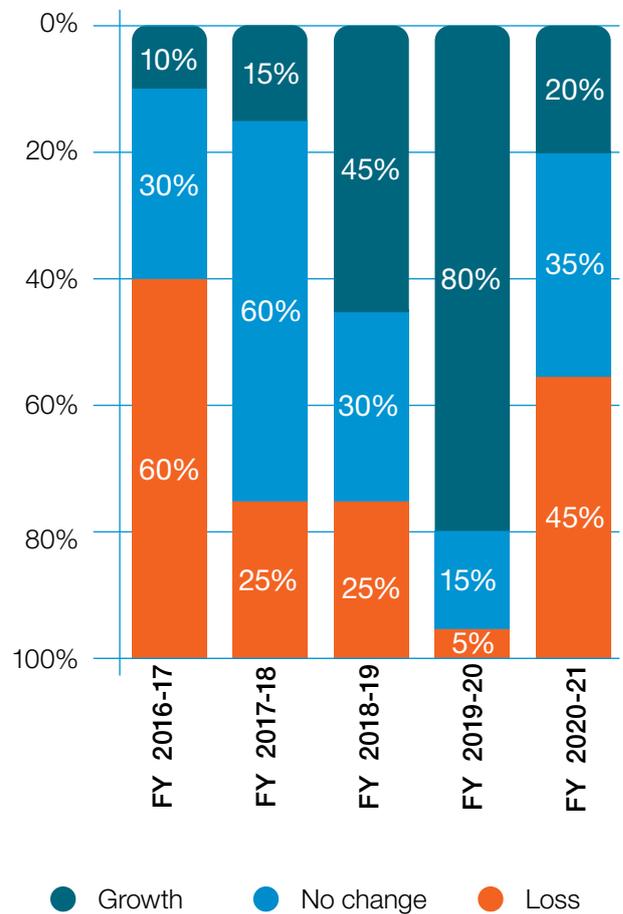
Total number of counters	69
New counters installed in 2020-21	7
Regional counters	9



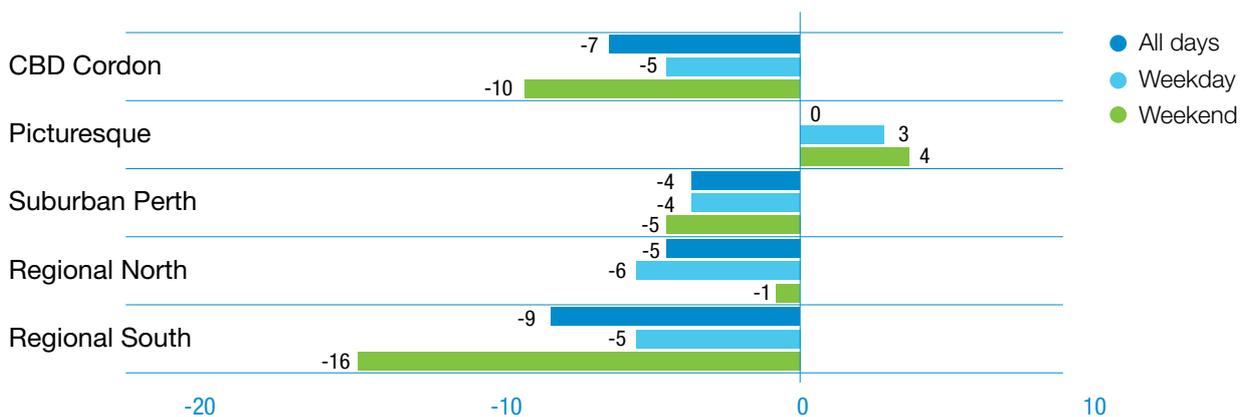
Five-year comparison across entire WABN: % Year On Year Change



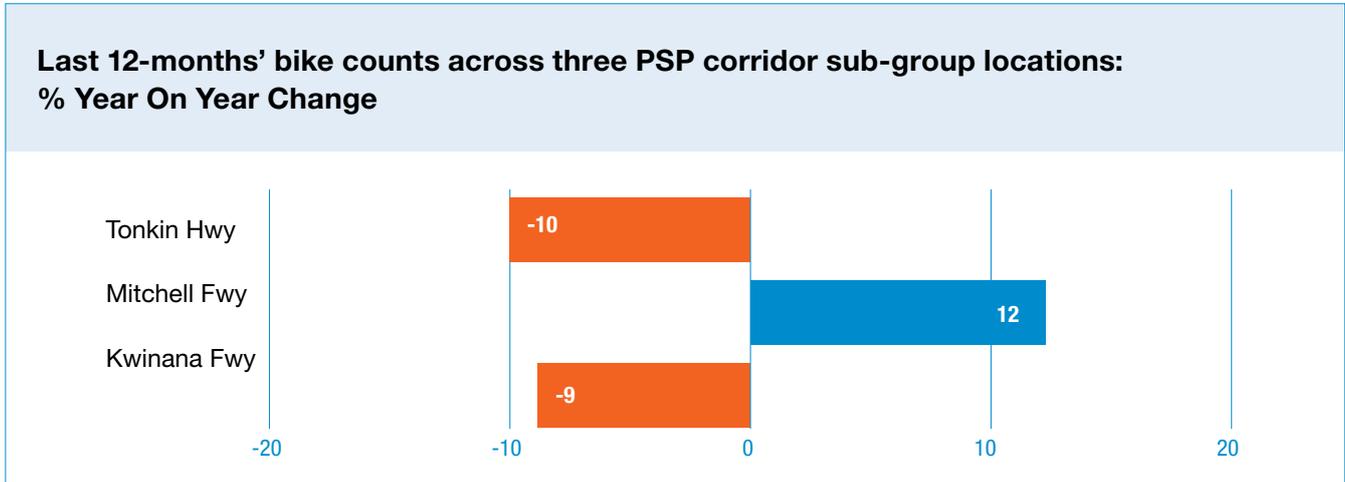
Five-year comparison across entire WABN: Percent of growth, loss and neutrality



Last 12-months' bike counts across sub-group locations: % Year On Year Change for all days, weekdays and weekends



→ Looking more closely at the 2020-21 change across the networks' sub-groups, it was clear there was a loss of bike riding activity around the CBD cordon and in Regional WA (particularly over the weekends), however, there was a growth in bike riding counts across picturesque sites in Perth and on the Mitchell Freeway PSP (note: the new Glendalough Station to Hutton Street PSP was opened in July 2020).



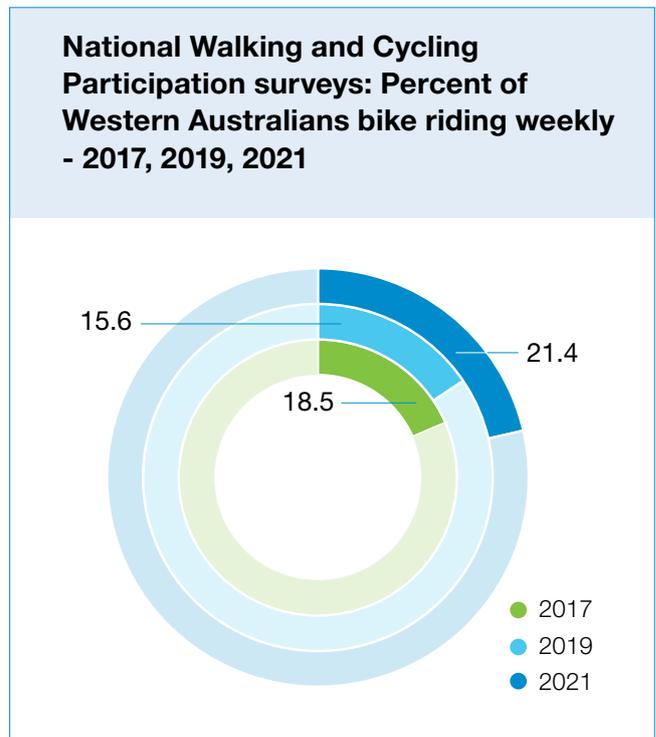
Key bike riding participation insights 2020-21

→ 2021 National Walking and Cycling Participation Survey data, collected every two years since 2011 for WA, showed approximately 113,000 more Western Australian's 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.

→ People's Voice Survey data from April-May 2020 found that weekly bike riding participation in Perth increased from 17 to 21 per cent from the beginning of April 2020 to late May 2020 following the COVID-19 related restrictions (i.e., approximately 78,000 more people per week over that period).

→ Taken in parallel, these data suggest that the elevated rates of weekly participation in bike riding observed following COVID restrictions in April 2020 were retained into 2021.



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