



# Western Australian Bicycle Network Local Bike Planning Grants Program

## Frequently Asked Questions

### What is the Western Australian Bicycle Network Grants Program?

The Western Australian Bicycle Network (WABN) Grants Program is administered by the Department of Transport (DoT) and provides funding assistance to local governments for the planning, design and construction of active transport infrastructure. The WABN Grants Program aims to ensure riding and walking is safe, accessible, connected and continuous across local government boundaries.

### How does the Local Bike Planning Grants Program work?

The Local Bike Planning Grants Program is delivered as part of the WABN Grants Program and provides lump-sum funding to local governments (LGs) and regional councils (RCs) for development of local bike plans (LBPs).

Pre-committed WABN projects with an existing funding agreement will continue in 2024-25.

### Funding and support packages

Two tiers of support packages are available; basic and enhanced. Please refer to sections 3 and 5.2 of the WABN Local Bike Planning Program Grant Opportunity Guidelines for detailed information. This document and other essential information are available on the [WABN Grants Program web page](#).

### Under a joint funding arrangement, would LGs be able to receive multiple support packages?

No. This funding is for individual LBP documents. The maximum funding amount is a lump sum of \$25,000.

### Will DoT be accepting in-kind LG or RC contributions?

No. Only cash contributions will be accepted.

### What is the expected cash contribution of the grantee/s if the total project value is more than either support package? Is there an expected per cent contribution?

For the Local Bike Planning Grants Program, DoT has moved away from percentage contributions. A lump sum of either \$15,000 or \$25,000 will be paid to the grantee/s. DoT will not pay more than the total project cost at final acquittal. The maximum amount that will be paid is \$25,000, with the remaining amount to be contributed by the grantee/s.

### Can the funding be used to fund infrastructure?

No. This funding may only be used towards the development of LBPs or similar planning documents.

## Does DoT have an estimate of how much a new LBP costs?

The total project cost to develop and publish a typical LBP ranges between \$30,000 and \$100,000. The full cost will depend on several factors including background research, network analysis items, stakeholder and community engagement activities. Please refer to the Local Bike Planning Guidance document for detailed information. This document and other essential information on active transport design guidance are available on the [Planning and designing for active transport web page](#).

## How does the WABN Grants Program tie into overarching priorities?

The WABN Grants Program is a key initiative of the [WABN Plan 2014-2031](#). Available funding is split evenly across the Perth Bicycle Network (metropolitan) and Regional Bicycle Network.

### Long-term cycle network

The long-term cycle network (LTCN) 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.

There are 12 LTCN strategies in total; one for Perth and Peel, and 11 across the regions (one is currently in development).

The LTCN identifies the function of a route – primary, secondary, local, road cycling and transport trail – rather than the form it should take. For more information, refer to the [LTCN project page](#).

EOIs will not have to specifically reference or upload an existing LTCN or planning document. The DoT Grant Team will request this information during the 'confirmation' stage. LGs without an LTCN are still eligible to submit an EOI.

## How are projects selected?

Projects that are submitted through the EOI will be assessed according to criteria. Once deemed eligible, projects will be assessed on three weighted criteria. Please refer to section 4 of the WABN Local Bike Planning Program Grant Opportunity Guidelines for detailed information. This document and other essential information are available on the [WABN Grants Program web page](#).

## What is suitable and eligible?

Please refer to section 4 of the WABN Local Bike Planning Program Grant Opportunity Guidelines for detailed information on eligibility criteria.

### Are projects that have already started eligible?

Yes. These projects, just like all others that are funded, must account for full project costs in the final acquittal. These projects will still need to adhere to the LBP Guidance which is available on the [Planning and designing for active transport web page](#).

### Would this funding also be available for the preliminary steps required to develop a bike plan?

Yes, provided it forms part of a broader bike plan development project. Activities in isolation such as engagement or data collection would not be eligible for funding. The essential first steps in the local bike planning process are described in the LBP Guidance which is available on the [Planning and designing for active transport web page](#).

## What if the LG doesn't have a bike plan, but has a strategy, could that be used in the definition of a bike plan?

Yes. Funding is available for plans focusing on all active transport, micromobility or bike riding only. Walking only plans are not suitable.

## Our LG is about to start work on an integrated transport strategy, should we do this first before developing our local bike plan?

It may be suitable for an LG or RC to develop an integrated transport strategy or similar high-level plan before commencing work on an LBP. Consider the requirements of your organisation and refer to the the LBP Guidance which is available on the [Planning and designing for active transport web page](#). This funding cannot be used solely for the development of an integrated transport plan.

## Does an LG or RC need to publish an LBP for the entire area, or can the LBP be for precincts within the LG or RC?

This approach is generally supported by DoT and LGs have taken a precinct approach to bike plans. If only seeking to develop an LBP for a single precinct, please provide a rationale for this approach in the EOI. For support in making this decision, please refer to the the LBP Guidance which is available on the [Planning and designing for active transport web page](#).

## How can LGs apply?

EOIs must be made via the DOT Grants online grants management system (GMS). The link to access the GMS is available on the [WABN Grants Program webpage](#). Acquittals will also be completed through the GMS. The EOI form does not require any supporting documentation to be provided.

Detailed information about the application process is outlined in the WABN Local Bike Planning Program Grant Opportunity Guidelines. This document and other essential information are available on the [WABN Grants Program web page](#).