



Department of  
Transport

# Western Australian Bicycle Network Plan 2017 update







# MINISTER'S FORWARD

As a mother of three young children, I know how enjoyable cycling can be for Western Australian families.

The number of Perth people cycling to work, or for fun, has significantly increased in popularity over the past 15 years and we want to continue this trend so the community can reap the environmental, social and health benefits offered by choosing their bikes.

Perth has a good level of existing cycling infrastructure but there are still a lot of gaps and dead ends. We know that people want to ride their bikes, but want to do so safely with dedicated facilities.

The McGowan Labor Government reinforced its commitment to improving the State's cycling network by allocating a total of \$129 million over the next four years to deliver safe and connected transport options for Western Australians.

This unprecedented investment will ensure the delivery of projects that will provide an integrated network of safe, high-quality paths helping to ensure that everyone is able to ride safely while easing congestion.



The 2017 updates to the *Western Australian Bicycle Network (WABN) Plan* will guide the continued delivery of cycling infrastructure to better meet the growing need for convenient, safe cycling routes and end-of-trip facilities, while aligning with our METRONET and planning priorities.

Cycling infrastructure needs to be considered an important part of all major transport projects, so with every new major road or METRONET railway constructed by this Government, you will likely find new cycling facilities.

For the Perth area, the focus will continue on filling gaps and expanding on the current cycling and pedestrian network with priority placed within a 15 kilometre radius from the Perth CBD along railway lines and major roads.

For regional WA, the focus is on completing a number of bike network plans that will guide the delivery of strategic cycling infrastructure and help to provide opportunities for greater recreational activity. The plans will include short-term actions which will be used to guide future funding through the Regional Bicycle Network Grants Program.

A number of new initiatives including the Safe Active Streets Program and bike boulevard projects have been included in the update to encourage short trips on bikes to schools, railway stations or shops. The Program is designed to create safe and comfortable riding environments for bike riders with all levels of experience.

The WABN Plan has been a catalyst for significant funding in cycling infrastructure and renewed interest in cycling across the State, local government and cycling groups. This update will ensure that the strategic expansion of the cycling network will coincide with our expansion of METRONET as part of a multifaceted approach to reducing congestion and increasing liveability in our suburbs.

**Hon Rita Saffioti MLA**

Minister for Transport

# EXECUTIVE SUMMARY

**The vision of the *Western Australian Bicycle Network Plan 2014-2031 (WABN Plan)* is to make Western Australia (WA) a place where cycling is safe, connected, convenient and a widely-accepted form of transport.**

Numerous benefits for individuals and communities are realised when cycling participation increases, including improved physical and mental health, reduced levels of road congestion and reduced air and noise pollution. If the number of cyclists is to increase in the future, the emphasis must be on providing high-quality, safe and comfortable cycling infrastructure.

The WABN Plan has been developed to leave a lasting legacy for all current and future cyclists. It includes initiatives which cover a range of activities to efficiently provide a safe and sustainable cycling network which ties in with key activity and attraction areas.

The purpose of the WABN Plan 2017 Update is to report on progress towards the key actions and ensure the Plan remains relevant and reflective of current planning practices and government priorities. A detailed revision of the Plan is due in 2019.

The WABN Plan has been a catalyst for significant funding in cycling infrastructure and renewed interest in cycling across the State, local government and cycling groups. Continued investment is vital to encourage and grow cycling as well as shape active and healthy communities.

Agencies across government have played a key role in developing, supporting and delivering on the WABN Plan initiatives.

## KEY ACHIEVEMENTS

Since the release of the WABN Plan in 2014, significant progress has been made on a number of key initiatives relating to cycling.

### ***Safe Active Streets Program (bike boulevards)***

In March 2015, the Department of Transport (DoT) together with the RAC, hosted a Cycling Imagineering Workshop and Ministerial Roundtable Dinner with stakeholders and two visiting Dutch transport planners. The aim was to explore innovative options to provide a safe and connected cycling network for people of all ages in Perth and regional towns.

A key outcome of the workshop and roundtable dinner was the State Government commitment to a demonstration Safe Active Streets Program.

A [report](#) from the workshop including agreed key actions to improve cycling in WA is available on the DoT website.

The development of the Safe Active Streets Program forms a new key action within the WABN Plan and has been an area of focus with bike boulevard demonstration projects developed in partnership with the Cities of Bayswater, Vincent and Belmont.

Bike boulevards are cycle routes on quiet local streets, where speeds have been reduced to 30 km/h to allow people in cars and on bikes to share the street safely. With lower traffic speeds, streets are also much safer for pedestrians and children, and additional tree planting and landscaping make them more attractive places to walk or ride.

The demonstration projects were approved for implementation in April 2016. Construction commenced in late June with the Shakespeare Street Bike Boulevard officially opened at a community event on 4 December 2016. Planning and design for stage two of Shakespeare Street is currently underway.

Stage one of the Bayswater to Morley Bike Boulevard was completed in June 2017. Construction of the Surrey Road Safe Active Street in Belmont has also commenced. In addition to the pilot projects, another five local authorities received funding for the planning and design of safe active street projects in 2016-17.

### ***Principal Shared Path (PSP) Program***

Since the release of the WABN Plan in 2014, a number of PSP projects have been completed. In 2014-15, 7 km of PSP was built at a cost of \$10.6 million; in 2015-16, 14.7 km of PSP was built for \$23.8 million; and in 2016-17, 9 km of PSP was built at a cost of \$29.5 million.

The completed projects include :

- Fremantle Line – Shenton Park to Loch Street
- Kwinana Freeway – Scandrett Way to London Way
- Kwinana Freeway – Mill Point Road to Thelma Street
- Mitchell Freeway – Erindale Road to Balcatta Road
- Midland Line – Bassendean Station to Lord Street
- Midland Line – Guildford Bridge/Railway Parade



- Midland Line – Lord Street underpass
- Midland Line – Guildford Station to East Street
- Midland Line – East Street to Morrison Road

As part of the Malaga Drive interchange upgrade and Gateway WA project around Perth Airport, new PSP connections have also been delivered along the Reid, Leach, Roe and Tonkin Highways.

### **Local Government Grants Program**

The Perth Bicycle Network (PBN) and Regional Bicycle Network (RBN) Grants Programs are the mechanism State Government uses to support local governments to plan, design and build cycling infrastructure.

Over the past three years:

- 40 PBN projects have been funded and delivered;
- 57 RBN projects have been funded and delivered; and
- 9 Connections to School projects have been funded and delivered.

A number of improvements have been made to the program including the introduction of a two-stage application process, milestone setting, funding projects over two to three years to allow for concept planning and design before construction, and prioritisation of projects with greater strategic significance.

### **Review of local bicycle routes**

In 2016-17 a review was conducted of local bicycle routes to assist with the development and creation of the Western Australian Cycling Network Hierarchy. This is a modern classification system that determines the function of the route based on the types of activities that take place along the corridors.

### **Review of Traffic Management of Local Roads**

Main Roads has developed the draft [Cycling Guidelines for Local Area Traffic Management](#) which aim to improve outcomes for cyclists when practitioners are designing and implementing local area traffic management schemes in Western Australia. The Guidelines are primarily focused on local and access type roads and consider best practice examples from around Australia and overseas. Draft guidelines were released for public consultation in 2017, updates to the draft are required before further consultation will be undertaken. The Department will facilitate the necessary updates and additional consultation in order to finalise the guidelines in the 2018-19 financial year.

### **Planning for cycling in the regions**

The Department has commenced work with Local Governments in Geraldton, Greater Bunbury, Busselton, Margaret River and Nannup to develop long-term strategic bicycle plans. This work considers cycling connectivity within town centres as well as between regions, for the purpose of transport and tourism into the future.

Larger centres such as Bunbury, Busselton and Geraldton are more likely to include high standard principal routes than smaller regional towns. For all centres, a combination of strategic and local routes will be identified. The plans will also consider long distance cycle trails and on road training circuits which are important for facilitating inter-regional connectivity, safer long distance riding and growth in cycle tourism.

The plans will include short-term prioritisation plans which will be used to guide future funding through the RBN Grants Program for dedicated cycling infrastructure.

### **Monitoring and usage**

DoT has completed a bicycle network counting and monitoring strategy. The strategy recommends prospective sites for the installation of bicycle counters, both on existing and proposed on-road and off-road paths. The installation of counters will continue in the coming years.







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# VISION, TARGET AND OBJECTIVES

## Vision

The vision of the *Western Australian Bicycle Network Plan 2014-2031* (WABN Plan) is to make Western Australia (WA) a place where cycling is safe, connected, convenient and a widely-accepted form of transport.

## Target

To achieve increased levels of cycling, improve cycling infrastructure and reduce serious cyclist injuries.

## Objectives

The objectives of the WABN Plan take a whole-of government approach to cycling.

The objectives are to:

1. Build evidence and demonstrate the benefits of cycling for the community;
2. Encourage cycling to build active and healthy communities;
3. Provide a high-quality, interconnected bicycle network;
4. Improve the level of safety for people cycling; and
5. Build and enhance relationships with advocacy groups and relevant stakeholders.

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*“The vision is to make WA a place where cycling is safe, connected, convenient and a widely accepted form of transport.”*

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# BACKGROUND

## CYCLING DEMANDS AND TRENDS

### General cycling participation

Since the release of the *National Cycling Strategy 2011-2016*, annual analysis of cycling participation rates across the country has occurred. The latest 2017 figures identify that in WA:

- the cycling participation rate is 42 per cent which is significantly higher than the Australian average of 34 per cent;
- males are more likely to have cycled in the past week than females;
- 85 per cent of people who regularly cycle do so for recreation; and
- 35 per cent of people who regularly cycle use a bicycle for transport.

The *RAC 2015 Cycling Survey* found that in WA, 82 per cent of people cycle for exercise and 40 per cent cycle for transport. The majority of these people are cycling on shared paths and then on-road.

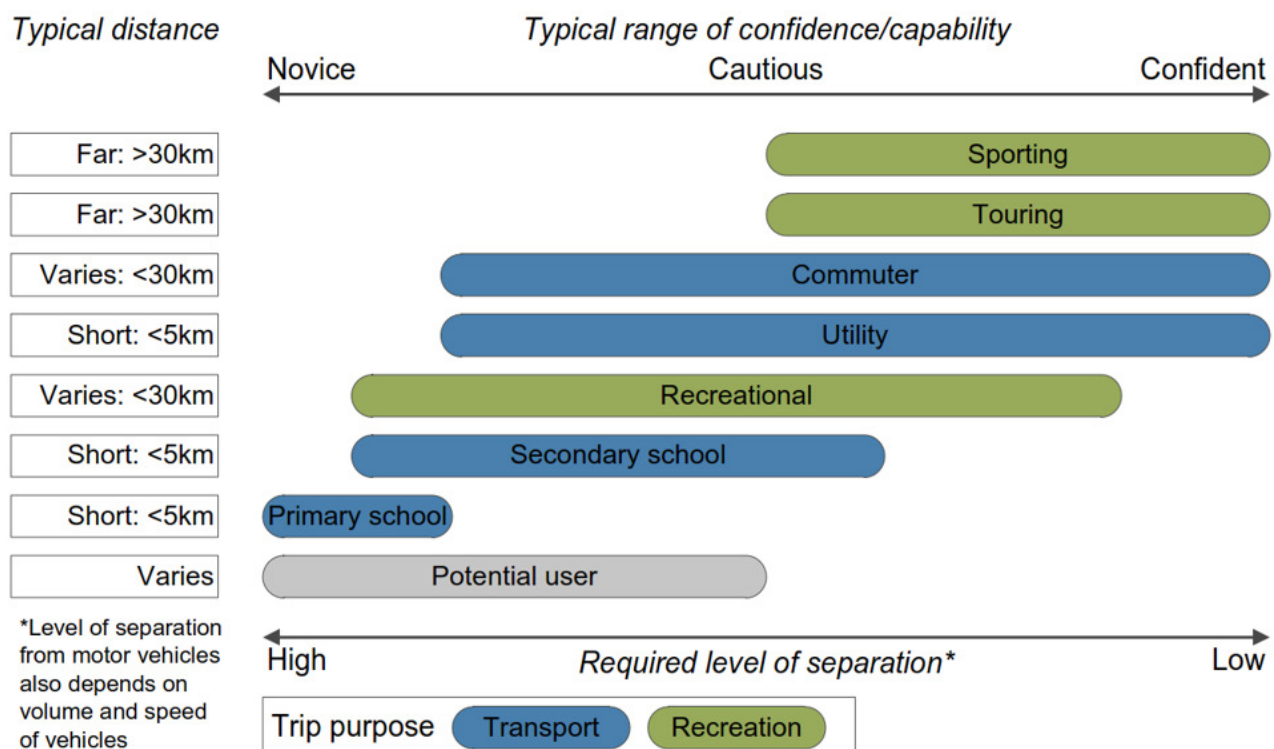
These figures confirm that people cycle for different reasons and purposes and the WABN needs to cater for a segmented cycling market across:

- transport;
- sport;
- recreation; and
- tourism.

Each group has different needs and demands that can require tailored infrastructure solutions. These solutions are dependent on the groups' level of confidence when riding (Figure 1). At the same time, cycling infrastructure is likely to be used by a variety of user groups and we need to ensure that it adequately caters for their differing needs, demands and levels of confidence.

The Department of Transport (DoT) will continue to work with stakeholders such as the Department of Local Government, Sport and Cultural Industries, WestCycle and Tourism Western Australia, to strive to meet the needs of all cyclists in WA.

Figure 1. Types of cyclists, their confidence level and required level of separation



Source: [Austroads](#) Guide to Traffic Management Part 4: Network Management



## Cycling into the Central Business District (CBD)

Perth's cycling network is monitored using fixed bicycle counters located primarily on the Principal Shared Path (PSP) and Recreational Shared Path (RSP) network. There are 13 of these counters located on the CBD periphery, providing a daily count of cyclists on key bicycle routes into central Perth.

Over recent years, cycling statistics have fluctuated as shown in Figure 2.

Between 2010-11 and 2013-14 there was a significant increase in cycling numbers, which slowed into 2014-15. There was a significant decline between 2014-15 and 2015-16 (9 per cent), and a further minimal decline into 2016-17 (3 per cent). However, two counters on the cordons were unavailable in 2016-17 which would have impacted the total cycling numbers.

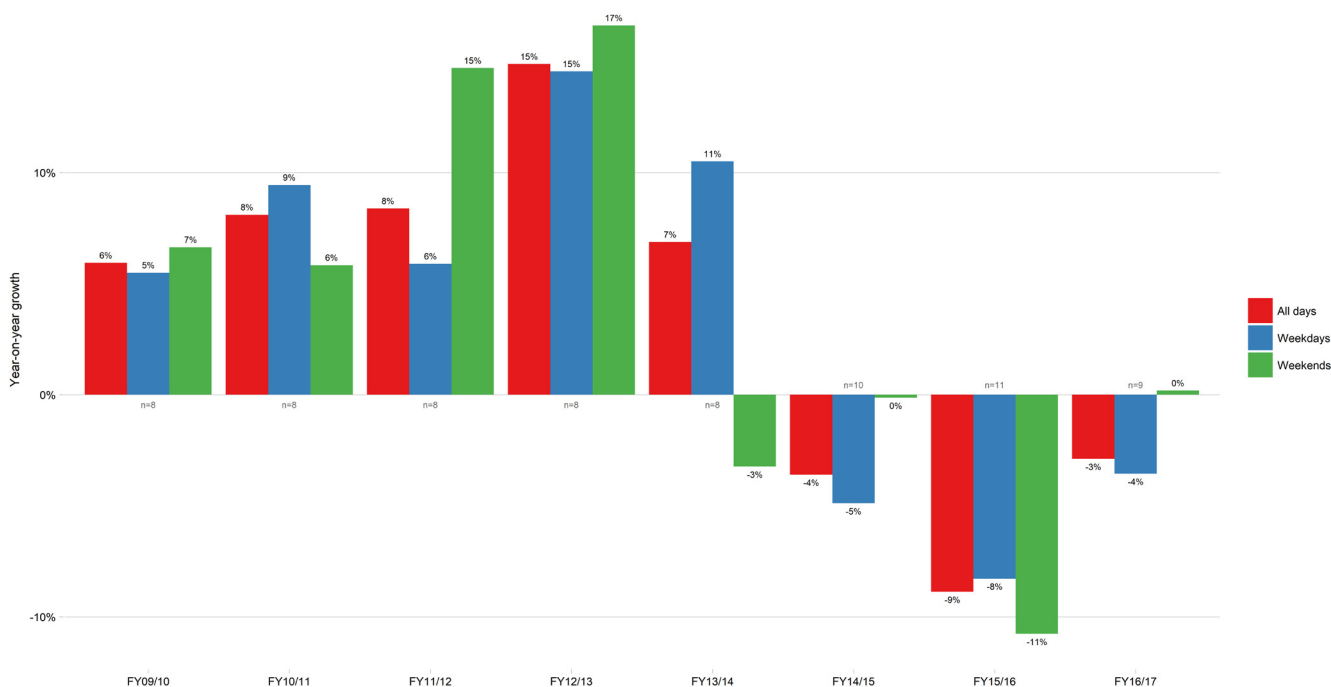
During 2016-17 an average of 8,300 riders crossed the Perth CBD cordon on weekdays and 7,100 on weekends. The busiest counter site was the Kwinana Freeway PSP at the Narrows Bridge West abutment, with around 2,100 riders per day.

There are a variety of factors that could have influenced the stagnation in cycling demand, including:

- The economic downturn in WA;
- A slower rate of population growth; and
- Closures and detours due to construction works along or in the vicinity of cycle paths.

There is evidence from other Australian capital cities to suggest the rate of cycling growth has stabilised over the past few years in much the same way that it appears to have done in Perth.

Figure 2. Annual change in cycling traffic into and out of the Perth CBD



### Cycling for recreation/tourism/sport

Mountain bike riding, while just one form of cycling for recreation, sport and tourism purposes, continues to increase in popularity in WA. It is estimated that 19 per cent of Western Australians own a mountain bike, with 120,000 new mountain bikes purchased every year. The [\*Western Australian Mountain Bike Strategy \(2015-2020\)\*](#) outlines a vision for WA to embrace sustainable mountain biking, allowing the state to capitalise on this growing global trend.

WestCycle has prepared Mountain Bike Master Plans for the South West and Perth and Peel regions. These plans provide a framework for creating and sustaining international mountain bike destinations capable of providing a range of economic, tourism, environmental, health, social and community benefits.

DoT will continue to collaborate with the community, advocacy groups and other government agencies to align bicycle network plans with mountain bike planning, as well as wider trail planning activities which offer opportunities for growth in cycle tourism.

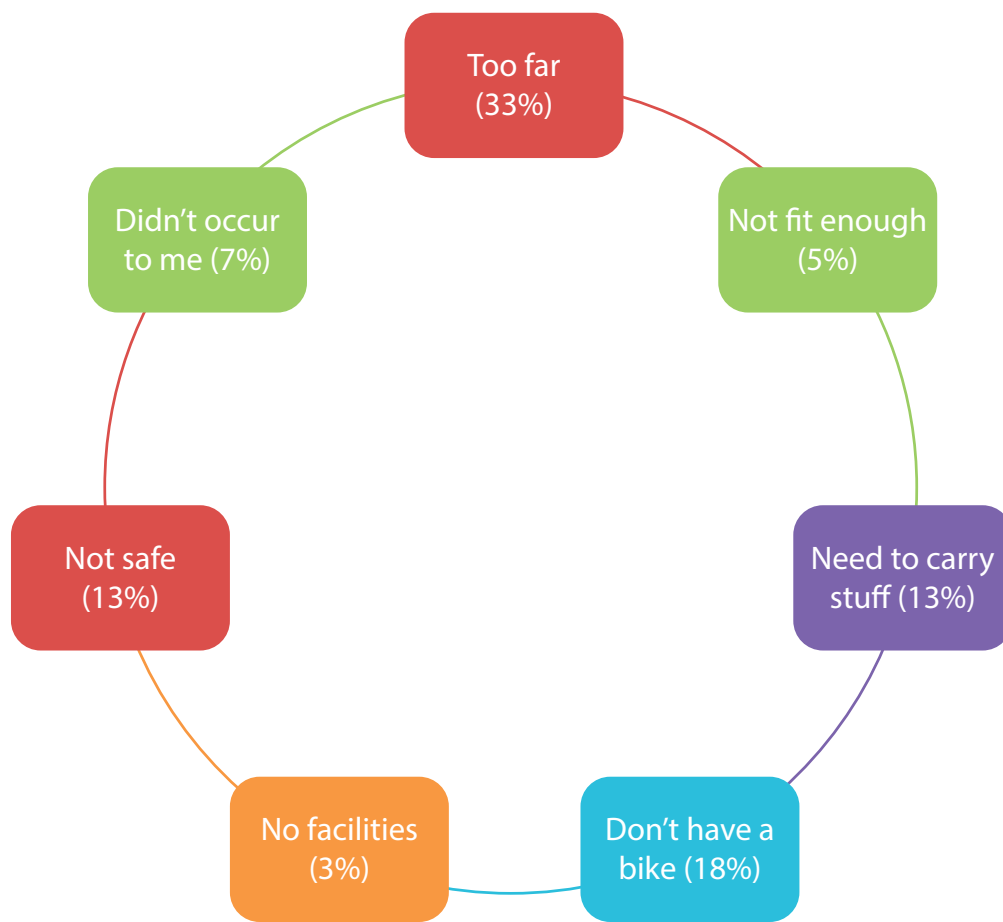
### Barriers to cycling

Measuring mode changes from cars to bicycles for short trips is important because at least half of all our car trips are less than 5 km; equivalent to 20 minutes cycling. Efforts are being made to change default behaviours that are perpetuated by perceived and actual barriers to cycling (Figure 3). This is occurring through actions within this Plan, travel behaviour change programs such as Your Move and community education campaigns run by the Road Safety Commission and WestCycle.





Figure 3. Barriers to cycling



# COMMUNITY BENEFITS OF CYCLING

As a mode of transport, cycling provides numerous benefits for individuals and communities, as outlined in the following section.

## Transport benefits

The *Australian Infrastructure Audit* completed by Infrastructure Australia in 2015 identified congestion as the leading challenge for cities and transport infrastructure networks. The audit predicted that Perth would have seven of the ten most congested roads in Australia by 2031.

Perth is also predicted to have the highest dollar cost of congestion by 2031 based on a forecast population increase of 77 per cent from 1.9 million to 3.3 million. To address this, Infrastructure Australia recommends considering travel demand management measures to make the best use of our roads.

Travel demand management measures are initiatives that influence the travel choices people make about why, when, where and how they travel and will become essential to improve traffic flow and reliability.

These measures are important because they can reduce inefficient car travel in the city as people change their mode or time of travel or simply travel less.

Main Roads Western Australia's (Main Roads) *Community Perceptions Survey 2015* identifies the public's two highest priorities for movement in WA to be:

- managing traffic congestion; and
- providing cycle links to major centres.

Recent research completed for the Danish Ministry of Transport compares for the first time, the costs and benefits of cars versus bicycles. Once they calculated the total costs and benefits (from an individual and societal perspective) they found that the cost of cars were 0.50 euros/km compared to 0.08 euros/km for cycling. Other studies, like the RAC analysis of the costs and benefits of cycling in WA found that benefits to the community from investing in cycling are between three and five times the costs incurred.

## Economic benefits

Economic benefits of cycling that are evident when a bicycle is substituted for a car include:

- Reduced infrastructure costs – infrastructure projects to improve motor vehicle movement can be deferred if the demand is replaced by bicycle movement. Savings are significant due to the more efficient size of a bicycle compared to a car, and the fact that shared paths are also meeting the needs of pedestrians and people with disabilities. Savings include reduced costs associated with road construction, land acquisition, maintenance and parking facilities.
- Personal affordability – cycling is considered relatively inexpensive. Bicycles and required equipment are modestly priced and readily available with more than half of Perth's population already owning, or having a bicycle available.
- According to research commissioned by the RAC, investment in high-standard bicycle infrastructure, supported by programs to encourage cycling, will generate:
  - total community benefits (including strategic, health, economic and environmental) of at least 3.4 times the costs incurred; and
  - measurable financial returns for cyclists and for government that are nearly twice the costs incurred, with two-thirds of the benefits accruing to individuals and households in the form of reduced car operating costs and car parking charges.

## Health benefits

Cycling has the potential to improve both mental and physical health. The physical health benefits to cyclists are far ranging and include reduced obesity levels, and reduction in the risk of cardiovascular disease and diabetes.

Cycling, as a form of physical exercise, can also reduce the effects of a number of mental health conditions such as depression and anxiety.

The Dutch, famous for their high participation levels in cycling for transport, recently found that due to cycling, approximately 11,000 deaths are prevented each year. Additionally, on average the Dutch have a life expectancy of six months longer than the average European. These health benefits also translate into economic benefits.



## Environmental benefits

Riding is a carbon-neutral, energy-efficient transport mode, with a number of environmental benefits including:

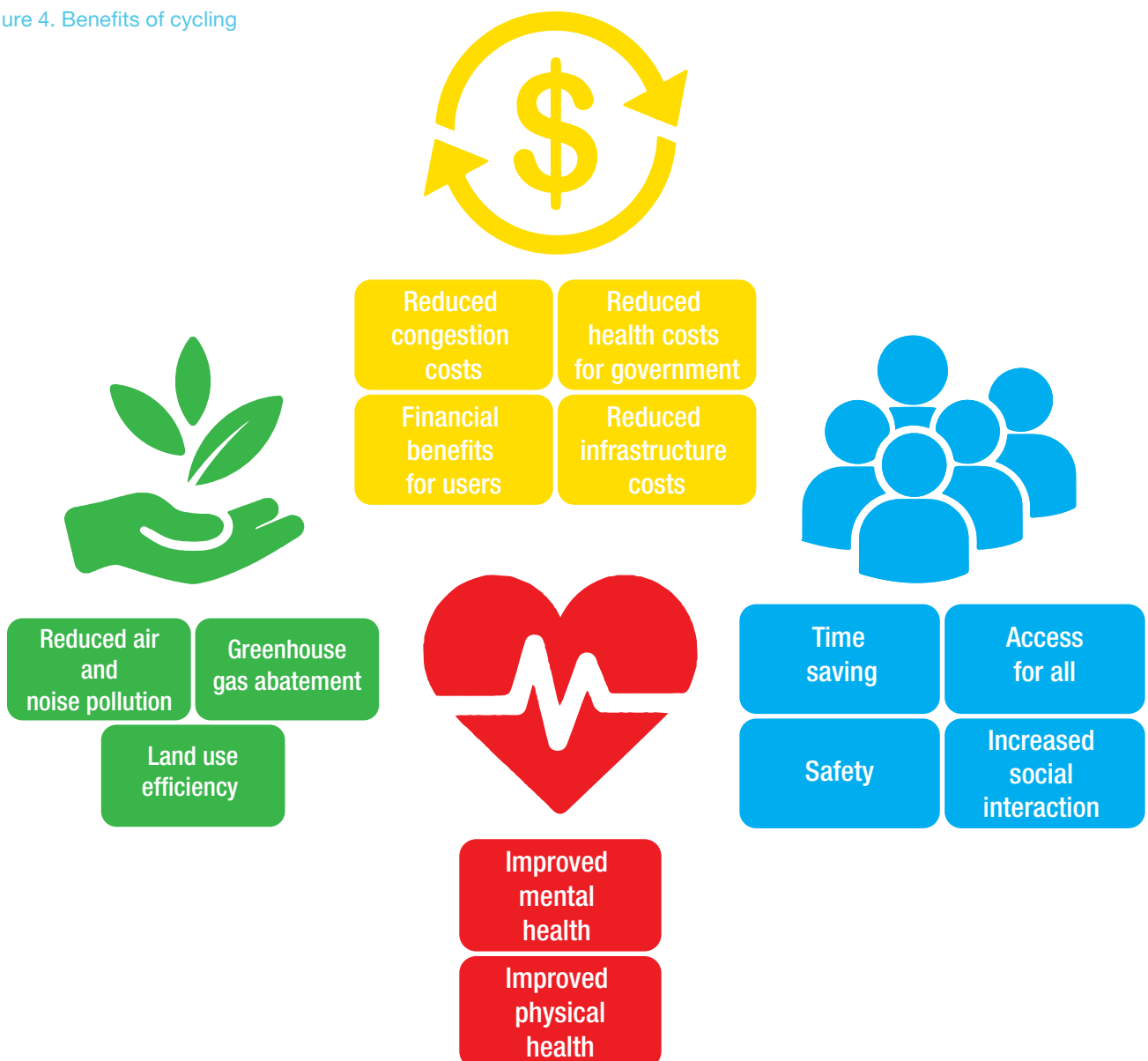
- Reduced air and noise pollution – cycling can help reduce air and noise pollution in dense urban centres.
- Lower greenhouse gas emissions – as a zero-emission mode of transport, cycling can lower transport-associated emissions. Every kilometre of car travel avoided saves up to half a kilogram of greenhouse gases being emitted. This equates to a 5 km (15 minute) cycle commute each working day saving 1.2 tonnes of greenhouse gases annually.
- Land use efficiency – where cycling is a significant transport mode, less land is needed for infrastructure such as roads and car parks. This space can then be used to increase community amenities.

## Social benefits

Cycling is a social activity. It activates spaces and allows people to interact with each other and the environment, resulting in a number of benefits including:

- Time saving – cycling is often faster than driving during peak hours in urban areas for distances up to 10 km.
- Access for all – cycling facilities, particularly shared use paths, help meet the needs of pedestrians and people with disabilities and improve accessibility for everyone including the elderly and children.
- Safety – higher numbers of cyclists improves safety by conditioning motorists to expect and watch out for cyclists. The more cyclists, the safer they are through safety in numbers.

Figure 4. Benefits of cycling









# KEY ACTIONS

In order to achieve its vision and objectives, the WABN Plan is comprised of a series of key actions. These initiatives are designed to provide a safe and sustainable bicycle network between major activity and attraction areas. Since the launch of the WABN Plan, some initiatives have been redesigned and expanded, and in some cases, provided with additional funding. The action relating to a review of traffic management on local roads is currently being finalised and as such is not listed below.

These key actions align with existing roles and responsibilities of DoT, Main Roads, Public Transport Authority (PTA) and other agencies with cycling related functions.

There are many complex and dynamic projects to be implemented that will require a staged approach, including studies, planning and design, construction and implementation. Many rely on the completion of higher priority recommendations. Consequently, indicative targets and timelines have been assigned to actions where possible. These timelines are reviewed by DoT on a quarterly basis.

Figure 5. Key actions of the WABN Plan



# LONG-TERM CYCLE STRATEGY FOR PERTH

Cycling is an increasingly important mode of transport for both recreational and commuter trips. The Long-Term Cycle Strategy for Perth represents the vision for a fully integrated cycling network that provides high-quality infrastructure to activity centres, local communities and places of work. It acknowledges the important role cycling plays in creating vibrant, connected and productive cities.

A number of new routes are planned with the intention of expanding the off-road network to create seamless connectivity and cater for population growth. The network will include additional river and lake crossings and will be planned in consultation with local government and other relevant State Government agencies.

Cyclist safety is considered paramount, so better-quality facilities for cyclists will be designed to encourage more people to cycle. In the Perth CBD, protected cycle lanes will replace some on-street car parking and traffic lanes. In the metropolitan area, safe active streets (bike boulevards) will be designed and constructed at a number of locations with the intention of improving safety and increasing connections to local destinations.

The Long-Term Cycle Strategy for Perth will allow DoT and local government to identify gaps in the existing cycling network. The key focus will be to provide continuous cycle routes along major corridors establishing links between Perth's various strategic, secondary, district and specialised activity centres and public transport services.

These routes will be safe and attractive options for all cyclists regardless of age, confidence or experience level. The proposed long-term cycling network is illustrated in Figure 6.

## Related WABN objectives

Objective 2 – Encourage cycling to build active and healthy communities

Objective 3 – Provide a high-quality, interconnected bicycle network

Objective 4 – Improve the level of safety for people cycling

Objective 5 – Build and enhance relationships with advocacy groups and stakeholders

## Agencies responsible

DoT (Project Chair)

Main Roads

PTA

Local government

Metropolitan Redevelopment Authority

## Stakeholders

Various WABN Infrastructure Reference Group members

## Targets and timelines

State and local government to agree on the bicycle network by the end of 2019.

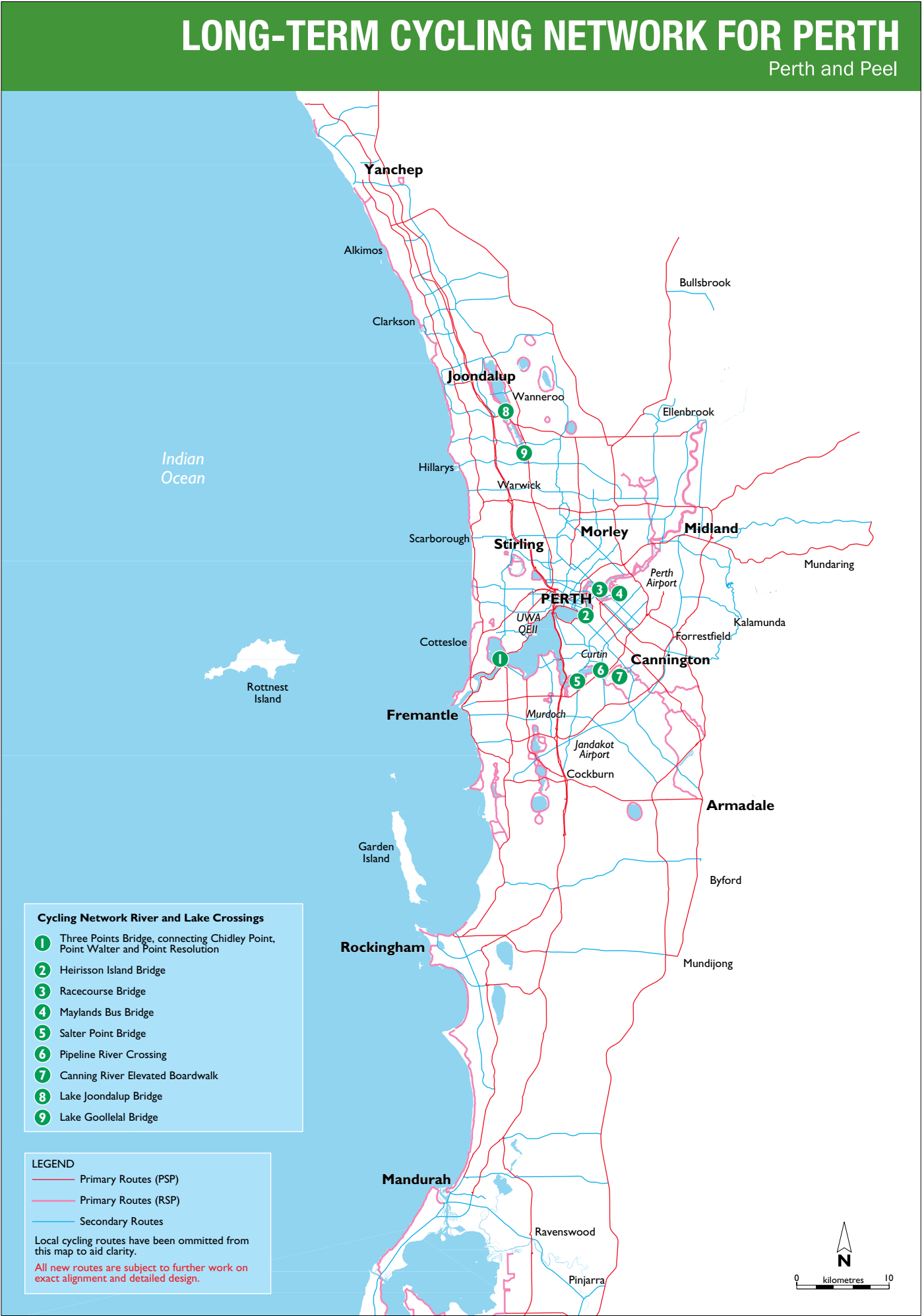
## Funding

Funding will be provided through the existing Transport Portfolio budget.





Figure 6. The proposed long-term cycling network for Perth



## EXPANSION OF THE PSP NETWORK

PSPs are high-standard bicycle routes for longer, more direct cycling trips, with minimal interruption from other traffic. Construction of PSPs, such as the one alongside the Kwinana Freeway from the Narrows Bridge to the Mount Henry Bridge, commenced several decades ago. Many PSPs run parallel to a local road network that provides for, or has the potential for a separate pedestrian footpath. In these locations, Principal Cycle Paths (PCPs) will be introduced as an extension to the PSP network, and are designed for cycling only.

As part of METRONET, the State Government is committed to providing a widespread, connected and well maintained PSP network and has allocated additional funding to the existing budget. As the main demand for commuter cycling is within a 15 km radius of the Perth CBD along freeways and railway lines, the priority PSP projects will focus on this area up until 2023. This will help obtain maximum benefit and create a safe environment for cyclists travelling to and from the busy CBD area. Figure 7 shows the sections of the PSP network that are currently funded.

The construction order of the priority links has been determined by constructability, safety improvements for existing facilities, connectivity and available funding. The PSP Program should focus on long lengths of path to realise economies of scale, reduce overall costs and improve connectivity of the network. Detailed design for each priority link will be completed in advance of construction funding being allocated. DoT will also undertake travel behaviour change and community activation initiatives to promote newly opened sections of the network to local residents and bicycle user groups.

To guide the development of an improved PSP network DoT, in liaison with Main Roads and the PTA, has prepared a PSP Policy. This high level policy document will help guide program delivery and will specify technical details to ensure the consistent delivery of infrastructure across the path network.

Further information on the PSP Program is available in the supplementary appendix. This includes a list of projects that have been delivered since the WABN Plan was first released and details of priority PSP projects through to 2033.

### Related WABN objectives

Objective 1 – Build evidence and demonstrate the benefits of cycling for the community

Objective 3 – Provide a high-quality, interconnected bicycle network

Objective 4 – Improve the level of safety for people cycling

### Agencies responsible

DoT (Project Chair)

Main Roads

PTA

### Stakeholders

Local government

### Targets and timelines

Priority links within a 15 km radius of the Perth CBD will be completed by 2023 and an implementation plan for the construction of the PSP projects over the next three years will be made available on the DoT website.

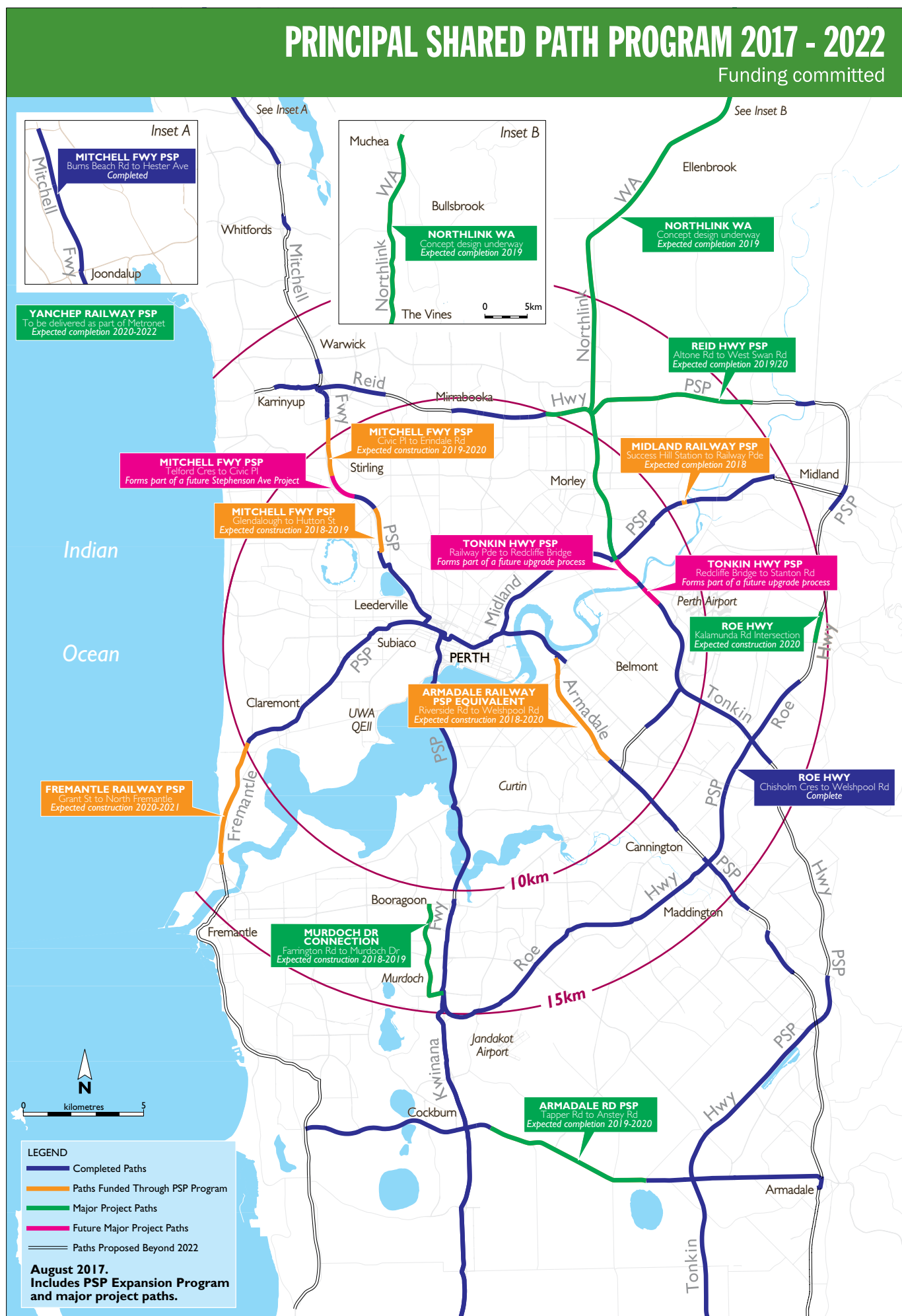
### Funding

Funding of \$54.7 million has been committed to the PSP Program through to 2021:

2017-18	2018-19	2019-20	2020-21	Total
\$7.34m	\$7.34m	\$20m	\$20m	\$54.68m



Figure 7. Funded PSP Program 2017 – 2022



# PERTH BICYCLE NETWORK GRANTS PROGRAM

The PBN Grants Program is an important aspect in raising the profile of cycling at a local government level and in ensuring network infrastructure is continuous across local government boundaries in metropolitan Perth.

The program is administered by DoT and matches local government expenditure dollar-for dollar for the planning, design and construction of bicycle infrastructure in accordance with State Government priorities as set out in this Plan. Local governments are encouraged to seek funding under the program in accordance with these plans, as well as the priorities identified within their own strategic plans.

DoT also supports the development of bicycle plans through the program. However, local governments should contact DoT prior to embarking on this process to ensure alignment with the consultation activities occurring as part of finalising the Long-Term Cycle Strategy for Perth.

To improve the efficiency of the assessment process, the following changes have been introduced to the grants program:

- A two-staged application process – an expression of interest and then full application;
- Prioritisation of projects with greater local and state strategic alignment; and
- Funding for projects over two to three years to allow for concept planning and design before construction.

The PBN Grants Program prioritises projects that increase cycling mode share and provide connections to activity centres, schools, and railway stations.

Over the past three years, 40 PBN projects have been funded. Three of the key projects completed are shown in Table 1.

Further information about the PBN Grants Program is available on the [DoT website](#).

## Related WABN objectives

Objective 1 – Build evidence and demonstrate the benefits of cycling for the community

Objective 2 – Encourage cycling to build active and healthy communities

Objective 3 – Provide a high-quality, interconnected bicycle network

Objective 4 – Improve the level of safety for people cycling

Objective 5 – Build and enhance relationships with advocacy groups and stakeholders

## Agencies responsible

DoT (Project Chair)

Local government

Main Roads

## Stakeholders

WABN Implementation Reference Group members

## Grant process and timelines

Figure 8 shows the typical grant process however is subject to change.

## Funding

Funding of \$8.5 million has been committed to the PBN Program through to 2021:

2017-18	2018-19	2019-20	2020-21	Total
\$1.5m	\$2m	\$2.5m	\$2.5m	\$8.5m

Figure 8. A typical WABN Grants Program timeline

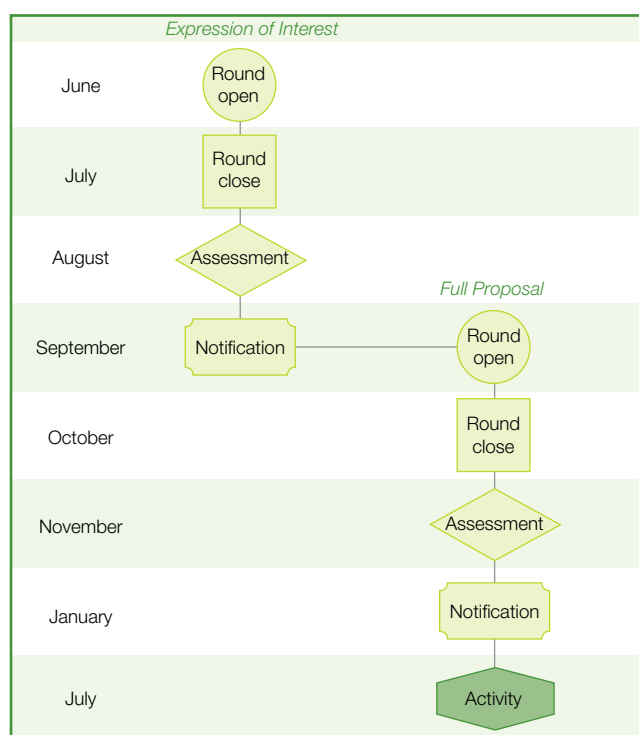




Table 1. Key achievements of the PBN Grants Program

Location	Description	Length	Costing
Safety Bay Road	The Safety Bay Road Shared Path project is located between Warnbro Train Station and Nairn Road in Baldivis. Stage one and the first section of stage two of the project were completed in 2015-16. Stage two was completed in May 2017. The shared path provides a separated, safe cycling and walking connection to the Warnbro Train Station for Baldivis residents which previously did not exist. This will make active transport trips more attractive for those who live in close proximity to the station.	4.5 km	\$3.2m
West Swan Road Shared Path	The West Swan Road Shared Path project is located between north of Henley Street and Gnangara Road. Stage one of the project was completed in 2015-16. Stage two was completed in May 2017. The shared path provides a separated, safe cycling and walking connection between Ellenbrook and the Swan Valley and Midland.	1.25 km	\$760k
Byford to Mundijong Shared Path	<p>The Byford to Mundijong Shared Path project will provide a separated, safe cycling and walking route between Byford and Mundijong. The project began in 2012-13 and has been staged over multiple years:</p> <p>2013-14: Completion of the shared path between Richardson Street and Kiernan Street, Mundijong</p> <p>2014-15: Completion of the shared path on Soldiers Road between Kiernan Street and Bishops Road, Roleystone</p> <p>2016-17: Detailed design for the shared path between Bishops Road and Abernathy Road</p> <p>Once complete, the link will provide a strategic connection between Byford and Mundijong as well as connecting to schools located along the route. The route provides recreational opportunities via the cycle path along Patterson Street and Soldiers Road.</p>	9 km	\$544k



Safety Bay Road Shared Path opening

# REGIONAL BICYCLE NETWORK GRANTS PROGRAM

The RBN Grants Program is an important aspect in raising the profile of cycling with local governments and in ensuring bike infrastructure meets the needs of all cyclists in regional WA. The RBN grants match local government expenditure on a dollar-for-dollar basis for the planning, design and construction of bicycle infrastructure. DoT also supports the development of strategic bicycle plans through the RBN program. However regional local governments should contact DoT prior to embarking on this process to ensure alignment with the long-term bicycle planning currently being led by DoT across regional WA.

As with the PBN Grants Program, the same changes have been made to the RBN Grants Program to improve the efficiency of the application process:

- A two-staged application process – an expression of interest and then full application;
- Prioritisation of projects with greater local and state strategic alignment; and
- Funding for projects over two to three years to allow for concept planning and design before construction.

The RBN Grants Program prioritises projects that increase safety for people on bikes, provide connections to activity centres, schools and other strategic destinations, and increase cycle tourism opportunities.

Over the past three years, 57 RBN projects have been funded and delivered. Three of the key projects completed are outlined in Table 2.

Further information about the RBN Grants Program is on the [DoT website](#).

## Related WABN objectives

Objective 1 – Build evidence and demonstrate the benefits of cycling for the community

Objective 2 – Encourage cycling to build active and healthy communities

Objective 3 – Provide a high-quality, interconnected bicycle network

Objective 4 – Improve the level of safety for people cycling

Objective 5 – Build and enhance relationships with advocacy groups and stakeholders

## Agencies responsible

DoT (Project Chair)

Local government

Main Roads

## Stakeholders

WABN Implementation Reference Group members

Relevant Regional Development Commissions

Department of Primary Industries and Regional Developments

## Grant process and timelines

Figure 8 shows the typical process the program would follow however may be subject to change.

## Funding

Funding of \$8.5 million has been committed to the RBN Program through to 2021:

2017-18	2018-19	2019-20	2020-21	Total
\$1.5m	\$2m	\$2.5m	\$2.5m	\$8.5m

Table 2. Key achievements of the RBN Grants Program

Location	Description	Length	Costing
Bussell Highway Shared Path	This path provides Dallyellup residents with a route into Bunbury, and allows students from Bunbury and College Grove to access the schools in Dallyingup. The path was completed in April 2017.	1.6 km	\$445k
Dunsborough to Busselton Recreational Shared Path	This path filled a key missing link between Geographe Bay Road and Toby's Inlet providing a safe alternative to cycling on the road. It connects Dunsborough and Busselton for residents and visitors and was completed in June 2014.	1.4 km	\$600k
Karratha Projects	In 2013-14 and 2014-15 a shared path along Dampier Highway was constructed linking parts of the town to existing paths and providing a safe alternative to cycling on the highway.  Over 2015-16 and 2016-17 a shared path on Balmoral Road was completed allowing residents and visitors to commute by bike from anywhere within the western Karratha suburbs to the Karratha CBD, providing access to the heart of the Pilbara for shopping, cafes, and services.	9 km	\$566k  \$737k



# LONG-TERM CYCLE STRATEGY FOR REGIONAL WA

In recent years, populations in large regional centres have been growing rapidly. These centres increasingly require cycling facilities of an urban standard. Residents and tourists have come to expect a higher level of bicycle (and pedestrian) connectivity between key destinations. Bicycle facilities should ideally provide for commuting and for short and recreational trips to key locations. Cycle-tourism is also becoming increasingly popular and there are many opportunities in regional WA to capitalise on this potential.

DoT are partnering with local governments to develop long-term strategic bicycle plans in the regions. Starting with major regional centres such as Bunbury, Busselton and Geraldton, these plans focus on transport cycling in and around town centres. In some areas, such as through the South West, inter town connectivity is a key consideration. Where a regional centre is surrounded by two or more municipalities, councils will be encouraged to develop a joint strategic plan, following the successful example of the *Greater Bunbury Regional Master Plan*.

These aspirational plans will focus on the long-term strategic vision of cycling in the area, in a similar approach to the Long-Term Cycle Strategy for Perth. In particular, a network hierarchy will be applied to designate principal, strategic and local routes:

- **Primary routes** – Primary routes are high demand corridors that connect to major destinations. They provide high-quality, safe, convenient (and where possible uninterrupted) routes that form the spine of the cycle network. These routes are conducive to medium or long distance commuting/utility, recreational, training and tourism trips.
- **Secondary routes** – Secondary routes have a lower demand than primary routes, but provide similar levels of quality, safety and convenience. These routes provide connections between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities.
- **Local routes** – Local routes are low demand and are predominantly located in local residential areas. They provide access to higher order routes and local amenities

and recreational spaces. Changes to traffic management devices and cul-de-sacs may also be proposed, where these have not been designed with cycling in mind, particularly in the use of safe active streets.

Larger centres such as Bunbury, Busselton and Geraldton are more likely to include high standard primary routes than smaller regional towns. For all centres, a combination of routes will be identified. The plans will also consider long distance cycling trails and on road training circuits which are important for facilitating inter-regional connectivity, safer long distance riding and growth in cycle-tourism.

The plans will include short-term prioritisation plans which will be used to guide future funding through the RBN Grants Program for dedicated cycling infrastructure.

## Related WABN objectives

Objective 2 – Encourage cycling to build active and healthy communities

Objective 3 – Provide a high-quality, interconnected bicycle network

Objective 4 – Improve the level of safety for people cycling

Objective 5 – Build and enhance relationships with advocacy groups and stakeholders

## Agencies responsible

DoT

Regional local government

## Stakeholders

DoT will partner with local governments in major regional centres to assist in creating Strategic and Operational Development Plans.

## Funding

Consultation processes will be funded via existing Transport Portfolio budget. Cycling infrastructure for regional cities can be funded through the RBN Grants Program.

# PERTH CENTRAL AREA CYCLING PROJECTS

DoT is working with the City of Perth to develop a smart, reliable and sustainable central city transport network that is integrated and prioritises the movement of people. This work considers key destinations and activity centres that border the Perth CBD to identify transport links that are vital to accessing the central area.

Key cycling network features include:

- **Bicycle path infrastructure** - constructing different types of cycling infrastructure, such as on-road bicycle lanes, contra-flow bicycle lanes and two-way off street bicycle paths.
- **Bicycle end-of-trip (EOT) facilities** - increasing publicly available bicycle EOT facilities around the Perth central area, both in public spaces and as part of new developments and redevelopments.
- **Travel behaviour change** - encouraging active transport alternatives to access CBD destinations and workplaces within the central area through the implementation of behaviour change programs and way-finding information.

Under the Perth Parking Policy and associated legislation, a parking levy (commonly known as the Perth Parking Levy or PPL) is applied on non-residential parking bays within the central Perth area. Revenue from the PPL goes into the Perth Parking Management Fund (PPMF) which is spent on initiatives that make access by public transport, walking and cycling in the Perth central area more attractive and sustainable.

Improvements to the key cycling network features identified above can be funded through the PPMF. Recent projects include the shared paths on Roe and Railway Streets on the northern side of the Fremantle Line, Barrack Street on road cycle lanes south of St Georges Terrace, the digital display counter on Barrack Street and the Your Move Central Program which is currently under development.

The following projects have been identified as priorities to help deliver an attractive, convenient and efficient cycle network in the CBD over the next five years:

**Table 3. Key cycling infrastructure projects in the Perth central area**

Cycling route	Coverage
Kings Park Road	Cliff Street to Thomas Street
Thomas Street	Wellington Street to Stirling Highway
Barrack Street Bridge	Wellington Street and Barrack Street intersection
Milligan Street – Stage two	St Georges Terrace to Wellington Street
Colin Street	Kings Park Road to Arthur Street

Completion of the PSP along the Armadale Line and construction of a new pedestrian and cycling bridge adjacent to the Causeway Bridge via Heirisson Island have also been identified as key projects that will prioritise safe bicycle access to the CBD for both commuters and recreational users.

To support cycling initiatives in the CBD, there are several locations where digital display cycle counters will be installed over the next five years. The installations will build on the success of the counter installed on Barrack Street (between Hay Street and St Georges Terrace) which improves the status of cycling in the CBD and enables the collection of valuable data.





The PTA has identified the installation of new bicycle shelters and associated cycling facilities at City West and Elizabeth Quay Train Stations. The proposed infrastructure will be built within the next five years.

### Related WABN objectives

Objective 3 – Provide a high-quality, interconnected bicycle network

Objective 4 – Improve the level of safety for cyclists

Objective 5 – Build and enhance relationships with advocacy groups and stakeholders

### Agencies responsible

DoT (Project Chair)

Main Roads

PTA

City of Perth

Metropolitan Redevelopment Authority

City of Vincent

### Stakeholders

Various WABN Implementation Reference Group members

Department of Biodiversity, Conservation and Attractions

City of South Perth

Affected indigenous groups

### Targets and timelines

Short-term priority projects in the Perth central area include:

- Cycling facilities along Kings Park Road between Thomas Street and Cliff Street;
- New PSP connection on Thomas Street between Wellington Street and Stirling Highway;
- Upgrade to the Barrack Street Bridge to better connect the Barrack Street bike lanes to the Roe Street PSP;
- Cycling facilities on Milligan Street to better connect the PSP at Mount Street Bridge with Wellington Street;
- Protected cycle lanes on Colin Street, connecting Kings Park Road to the Fremantle PSP at Arthur Street;



- Installation of additional digital display counters; and
- Installation of new bicycle shelters at City West and Elizabeth Quay stations.

Priority projects that will improve access into the Perth central area include:

- Completion of the missing link on the Armadale PSP between Riverside Road and Welshpool Road;
- Realignment and upgrades to the Mitchell Freeway PSP between Glendalough Station and Hutton Street; and
- Construction of a new pedestrian and cycling bridge adjacent to the Causeway Bridge via Heirisson Island (longer term).

### Funding

Planning, design and construction of cycling infrastructure in the Perth central area can be funded through the PPMF. This includes supporting infrastructure such as cycle display counters and bicycle shelters.

PSP projects are funded through the PSP Program.

## CONNECTING SCHOOLS

The number of children cycling to school in WA at both primary and secondary levels has fallen significantly over the past decade for a variety of reasons. Increasing the number of students who cycle to school has many benefits including improved physical and mental health, reduced congestion at school drop-off and pick-up times and encouraging the take-up of cycling as a viable transport option for short trips. Connecting Schools is a grants program aimed at improving bicycle access and EOT facilities for schools.

The Connecting Schools Program is funded from the PBN Grants Program and the RBN Grants Program. The projects chosen for funding have undergone an assessment process to ensure they complement the program's objectives. Funded programs include the provision of EOT facilities (bicycle racks, scooter racks, bicycle sheds, bicycle shelters) and innovative cycling infrastructure projects, which have not been traditionally funded through categories of the PBN and RBN Grants Programs. Shared paths, way-finding signage and sensory paths are examples of some innovative projects that have been funded in the past. A mandatory commitment of active engagement with the Your Move behaviour change program and the adoption of behaviour change approaches are required before funding is allocated.

### Related WABN objectives

Objective 2 – Encourage cycling to build active and healthy communities

Objective 4 – Improve the level of safety for cyclists

Objective 5 – Build and enhance relationships with advocacy groups and stakeholders

### Agencies responsible

DoT (Project Chair)

Local government

Schools

### Stakeholders

Various WABN Implementation Reference Group members

### Targets and timelines

The Connecting Schools Program opens at the same time as the PBN and RBN Grants Programs.

### Funding

Funding for Connecting Schools projects is made available through the PBN and RBN Grants Programs.





## CONNECTING STATIONS

In recent years commuters have been increasingly combining cycle trips with rail or bus journeys. As a result, the demand for secure bicycle storage at rail stations has increased. All new METRONET stations will include bike storage and EOT facilities. A bicycle shelter that holds 64 bicycles costs approximately \$70,000, compared with a 50-bay car park that costs \$448,000. This highlights that secure bicycle parking is a space saving, cost effective solution.

The PTA, in partnership with DoT, Main Roads and local governments, has initiated the Rail Station Access Improvement Program that will help define future interventions and investment required to meet access demands. A review will analyse station's existing patronage, internal and surrounding infrastructure and establish current and future mode share targets to develop individual catchment areas for each station. Strategies will be developed based on each analysis and will include assessing both on-road and off-road cycling facilities, EOT facilities and bicycle parking, to identify infrastructure needs to maximise capacity. It will also include preliminary designs for improved cycling facilities.

Surveys of users will be conducted in order to better ascertain the behaviour and decision making of users at each station. The outcomes of each strategy will be unique to its location, its current and planned future usage, resulting in infrastructure needs varying greatly across the network.

All 71 stations on the network are included in the Rail Station Access Improvement Program and have been grouped by line and then by local government area. The Program will be carried out in seven workable stages over two years. The initial pilot study will produce a Station Access Strategy for four stations; Bayswater, Meltham, Maylands and Mt Lawley. A Station Access Strategy for each individual station will be completed by 2018.

### Related WABN objectives

Objective 2 – Encourage cycling to build active and healthy communities

Objective 4 – Improve the level of safety for cyclists

Objective 5 – Build and enhance relationships with advocacy groups and stakeholders

### Agencies responsible

PTA

DoT

Main Roads

Local government

### Stakeholders

Various WABN Implementation Reference Group members

### Targets and timelines

The Rail Station Access Improvement Program pilot study will be completed in 2018.

### Funding

Upgrades to existing, or the provision of new, cycling infrastructure within the station precinct will be funded by the PTA. Outside of the station precinct, the Transport Portfolio and local government will fund infrastructure upgrades via the PBN Grants Program.



## SAFE ACTIVE STREETS PROGRAM (BIKE BOULEVARDS)

Typically, neighbourhood streets in traditional Perth suburbs are designed to support the efficient movement of motorised vehicles, but are often considered a hostile environment for walking and cycling.

The introduction of safe active streets at particular locations create safer ways for cyclists to travel on the road network by providing a shared space for vehicles and cyclists.

Safe active streets are cycle routes on quiet local streets, where speeds have been reduced to 30 km/h to allow people in cars and on bikes to share the street safely. With lower traffic speeds, streets are also much safer for pedestrians and children, and additional tree planting and landscaping make them more attractive places to walk or ride.

Like any transport network, establishing a coherent, continuous route that enables access to local attractions, amenities, activity centres and other transport networks is important when determining the location of safe active streets. To this end, DoT has been working closely with three local governments to deliver three pilot projects;

- City of Vincent – Shakespeare Street Bike Boulevard – stage one completed in December 2016. Planning for stage two is currently underway;
- City of Bayswater – Leake Street and May Street Bike Boulevard – Construction of the section on May Street between Adelphi Street and Railway Parade was completed in June 2017. Planning is underway for the next section which connects to Morley Strategic Centre. Construction is planned for 2017-18; and
- City of Belmont – Surrey Road Bike Boulevard (Leach Highway to Great Eastern Highway) – construction underway.

Following on from the pilot projects, DoT has commenced work with a number of other local governments on safe active street projects. This includes;

- City of Canning;
- City of Nedlands;
- Town of Claremont;
- Town of Bassendean;
- City of Stirling;
- Town of Victoria Park;
- City of Melville; and
- City of Kalgoorlie-Boulder.

Further information on the Safe Active Streets Program is provided in the Supplementary Information and on the [DoT website](#).

### Related WABN objectives

Objective 1 – Build evidence and demonstrate the benefits of cycling for the community

Objective 2 – Encourage cycling to build active and healthy communities

Objective 3 – Provide a high-quality, interconnected bicycle network

Objective 4 – Improve the level of safety for people cycling

Objective 5 – Build and enhance relationships with advocacy groups and stakeholders

### Agencies responsible

DoT (Project Chair)

Main Roads

Local government

### Stakeholders

Various WABN Implementation Reference Group members

Local residents

### Targets and timelines

Construction of all the three pilot projects will be completed by mid-2018. Planning has commenced for a number of other safe active streets in the metropolitan and regional area's with a view to possible construction in 2017-18.

### Funding

\$3 million has been allocated for 2017-18 and the following three years.



## Shakespeare Street Bike Boulevard, Mount Hawthorn

The first stage of the Shakespeare Street Bike Boulevard in Mount Hawthorn was constructed between June and December 2016. The boulevard was opened with a community event on 4 December 2016. As the photos show there is a stark contrast between the previous wide and open layout and what is now in place.



Before



Entry statement



Raised intersection



Slow point

## CYCLE COUNTING AND MONITORING

Cyclist monitoring and trip counting on the PBN is currently based on fixed bicycle counters that have been installed progressively since 2008.

These counters provide an accurate, continuous count of cyclists at 41 different locations in the metropolitan area. This includes five new counters installed in 2016-17.

There are also now eight permanent counters installed in regional areas and DoT is working with several regional local governments to integrate other existing counters into the online system.

The number of counters will increase as our PSP and RSP network continues to grow and other cycling aspects are implemented.

An opportunity exists for the State Government to further develop what data is collected, when it is collected and how it is analysed and reported to the community. To do this, a bicycle network counting and monitoring strategy was prepared by DoT in line with the WABN Plan. The strategy outlines a future direction for counting and

monitoring in order to assess the effectiveness of the projects and recommendations contained within the WABN Plan.

To deliver on the recommendations outlined in the strategy, DoT has prepared an implementation plan for additional permanent counters on the PBN. The implementation plan recommends prospective sites for the installation of counters, both on existing and proposed roads and off-road paths including;

- completing a cordon around the Perth CBD;
- establishing a Fremantle CBD cordon;
- adding counters to the existing PSP and RSP networks where there are gaps; and
- adding counters to recently completed, under construction or proposed PSPs and RSPs.

The existing counter locations are shown in Figures 9 and 10.

DoT has also been investigating how large existing data sets can be used to better understand travel behaviour and plan for the future.

## Related WABN objectives

Objective 1 – Build evidence and demonstrate the benefits of cycling for the community

Objective 3 – Provide a high-quality, interconnected bicycle network

## Agencies responsible

DoT (Project Chair)

Main Roads

PTA

## Stakeholders

Various WABN Implementation Reference Group members

Local government

## Targets and timelines

Counters will be progressively installed over the coming years.

## Funding

The program will be funded through the existing Transport Portfolio budget and PPMF.

Figure 9. Existing counter locations within the Perth CBD

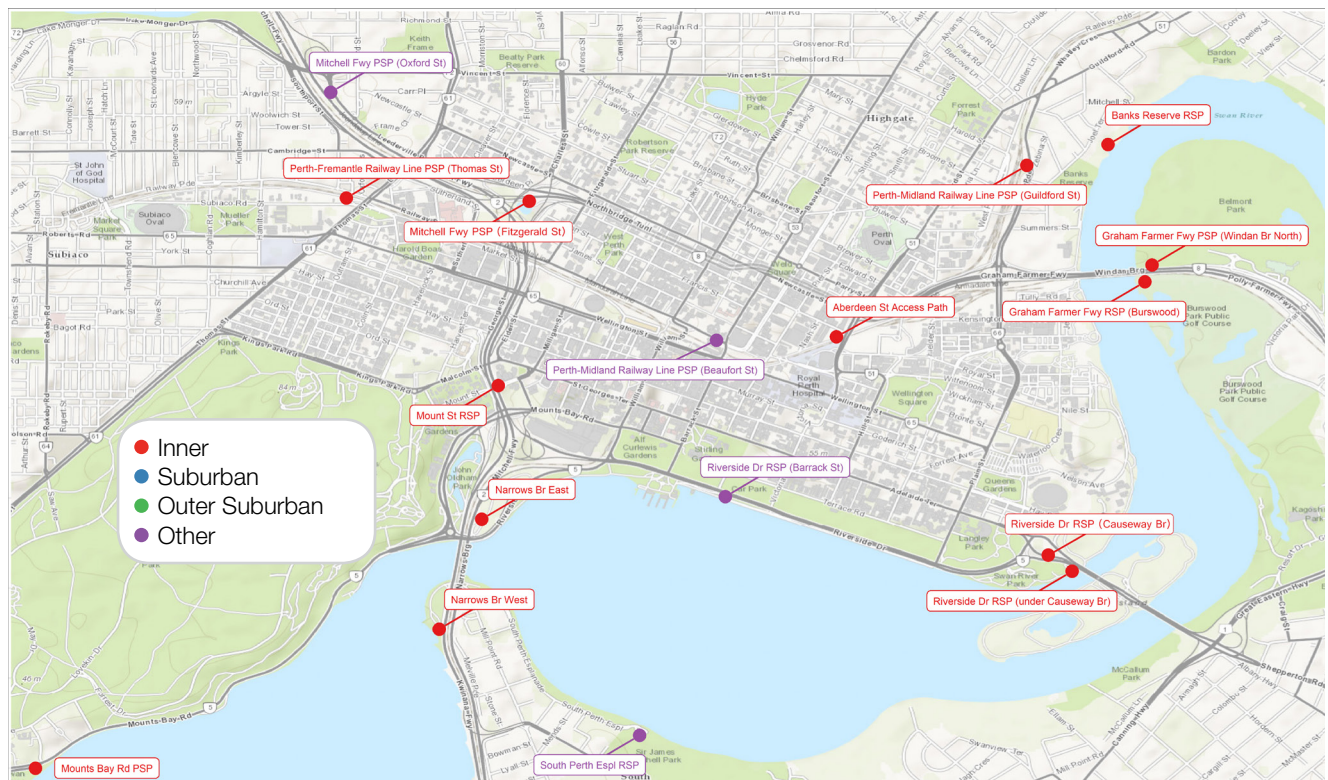
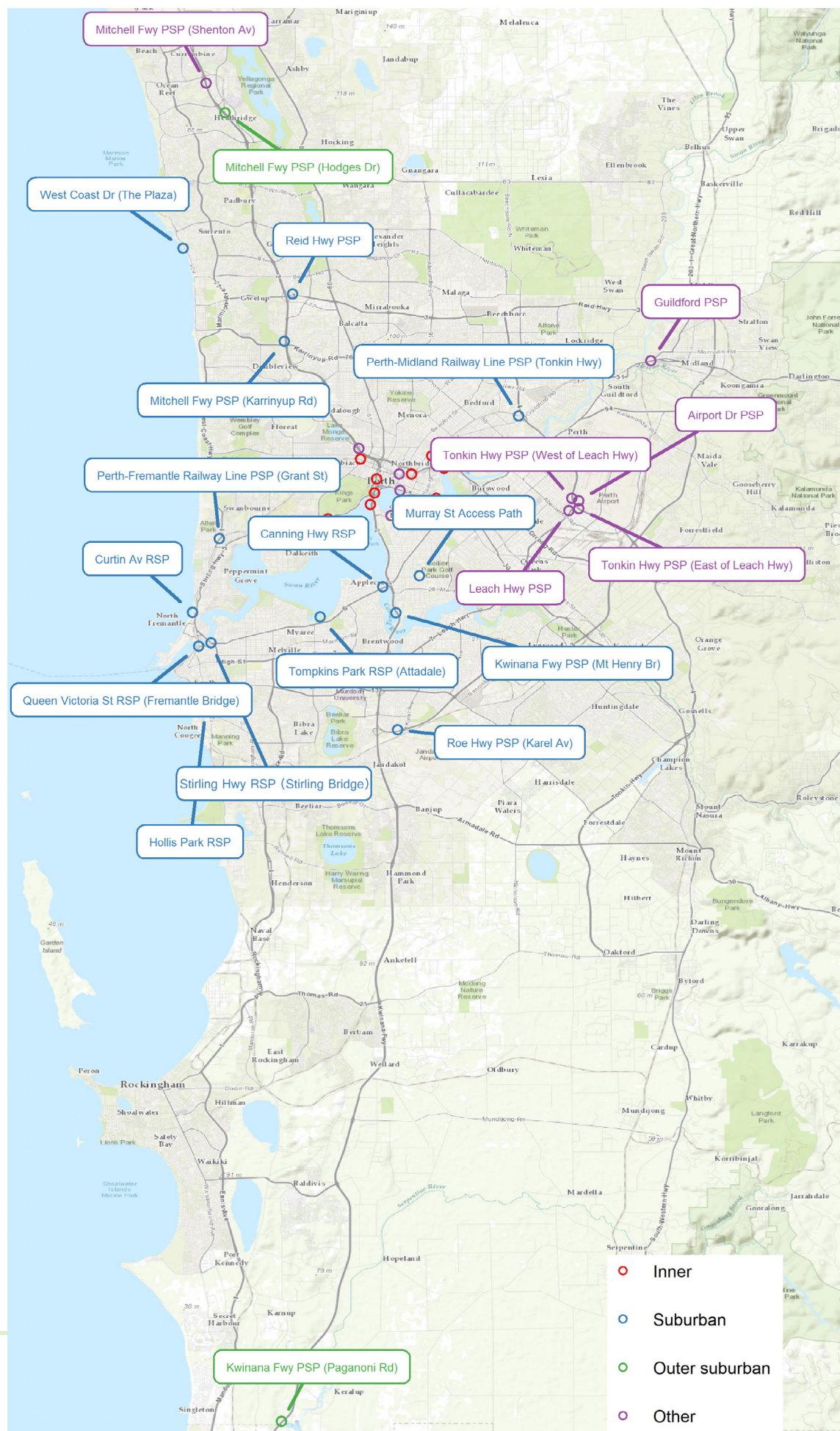




Figure 10. Existing counter locations





## JOURNEY PLANNER AND HAZARD REPORTING TOOL

The use of online journey planning tools, such as the Transperth Journey Planner application, helps people make informed choices about their mode of travel and actively encourages non-car trips.

DoT is investigating the development of a multi-modal journey planner tool to assist with trip planning by bicycle, walking and public transport. The tool will ideally link with the Transperth Journey Planner to maximise benefit.

Where possible, the journey planner will incorporate key functionality including the ability to:

- Personalise the tool to suit user preferences and capabilities;
- Refine trip route to maximise path use, identify low traffic routes, or identify the fastest route based on rider needs;
- Refine trip route based on user preference – roads only, roads and shared paths or shared paths only; and
- Identify the route to several destinations across the Perth metropolitan area.

Ideally the tool will provide options for a journey plan to the preferred destination, such as a train station, and provide approximate travel times, route conditions and details of EOT facilities available at the destination.

A hazard reporting functionality would also be provided to allow users to report hazards or incidents and provide instant feedback to relevant authorities.

In later stages, the tool is intended to include a complementary online planning application for smart phones. This application could be used along the actual journey and would be useful for tourism and recreational cycling as well as commuting.

Shared paths and on-road facilities across the Perth metropolitan area have been mapped for inclusion in the tool.

### Related WABN objectives

Objective 1 – Build evidence and demonstrate the benefits of cycling for the community

Objective 2 – Encourage cycling to build active and healthy communities

Objective 4 – Improve the level of safety for people cycling

### Agencies responsible

DoT (Project Chair)

### Stakeholders

PTA

Local governments

Various WABN Implementation Reference Group members

### Targets and timelines

Concept development for the web-based tool and associated smart phone application will be explored throughout 2017-18.

### Funding

Funding for this initiative will be assessed after scoping and concept development is complete.





# END-OF-TRIP FACILITIES

## Perth CBD

The Perth CBD attracts a large number of cyclists. Workplaces that provide high-quality EOT facilities encourage commuter cycling. To encourage more commuters to cycle, a sufficient level of EOT facilities must be available.

All new buildings in the CBD are required to provide a minimum level of EOT facilities as part of the city's development approval process. However, the facilities provided are sometimes insufficient to meet growing demand or are built in less than ideal locations. Furthermore, many older CBD buildings were developed without the requirement to provide such facilities or with a provision that is insufficient to meet existing and future demand. There is good opportunity to make cycling a more attractive option for many CBD employees.

To address this issue, DoT has identified potential opportunities and mechanisms for increasing the number of EOT facilities in the CBD to better enable central city employees to cycle to work. DoT, in cooperation with the City of Perth, is investigating the preparation of a set of guidelines for EOT provision within new and redeveloped buildings across the CBD.

The aim of the guidelines is to inform developers, employers, site managers and staff about best practices in the supply, management and upgrade of bicycle parking and EOT facilities and services at new commercial and residential developments (and redevelopments).

Consideration is being given to the application of these guidelines throughout the metropolitan area, and in particular activity centres, based on best practice and relevant examples from the CBD.

DoT is exploring the feasibility of public EOT facilities in the Perth CBD. As part of this investigation an EOT inventory for the Perth Parking Management Area has been prepared to identify areas that are poorly served by existing EOT facilities, and to identify potential facility locations.

The EOT inventory has recently been integrated with in City of Perth systems and is maintained by the City.

## Activity Centres

EOT facility guidelines for activity centres will be explored with the intent of establishing recommended standards in line with current trends and best practice. These guidelines would suggest appropriate levels of EOT facility provision to ensure future developments within activity centres cater for future demand and trends and may include recommendations for internal areas, external areas, visitors, tenants and open spaces. These guidelines could be used to facilitate discussions related to developments and redevelopments of major shopping centres, hospitals and education facilities.

## Related WABN objectives

Objective 3 – Provide a high-quality, interconnected bicycle network

## Agencies responsible

DoT (Project Chair)

City of Perth

City of Vincent

Main Roads

Metropolitan Redevelopment Authority

Local government

## Stakeholders

Various WABN Implementation Reference Group members

## Targets and timelines

Work will be carried out in 2017-18 with the Department of Planning, Lands and Heritage and the City of Perth to determine how best to progress, develop and implement the EOT facility guidelines via the local planning process.

## Funding

The guidelines will be funded via existing DoT budgets.

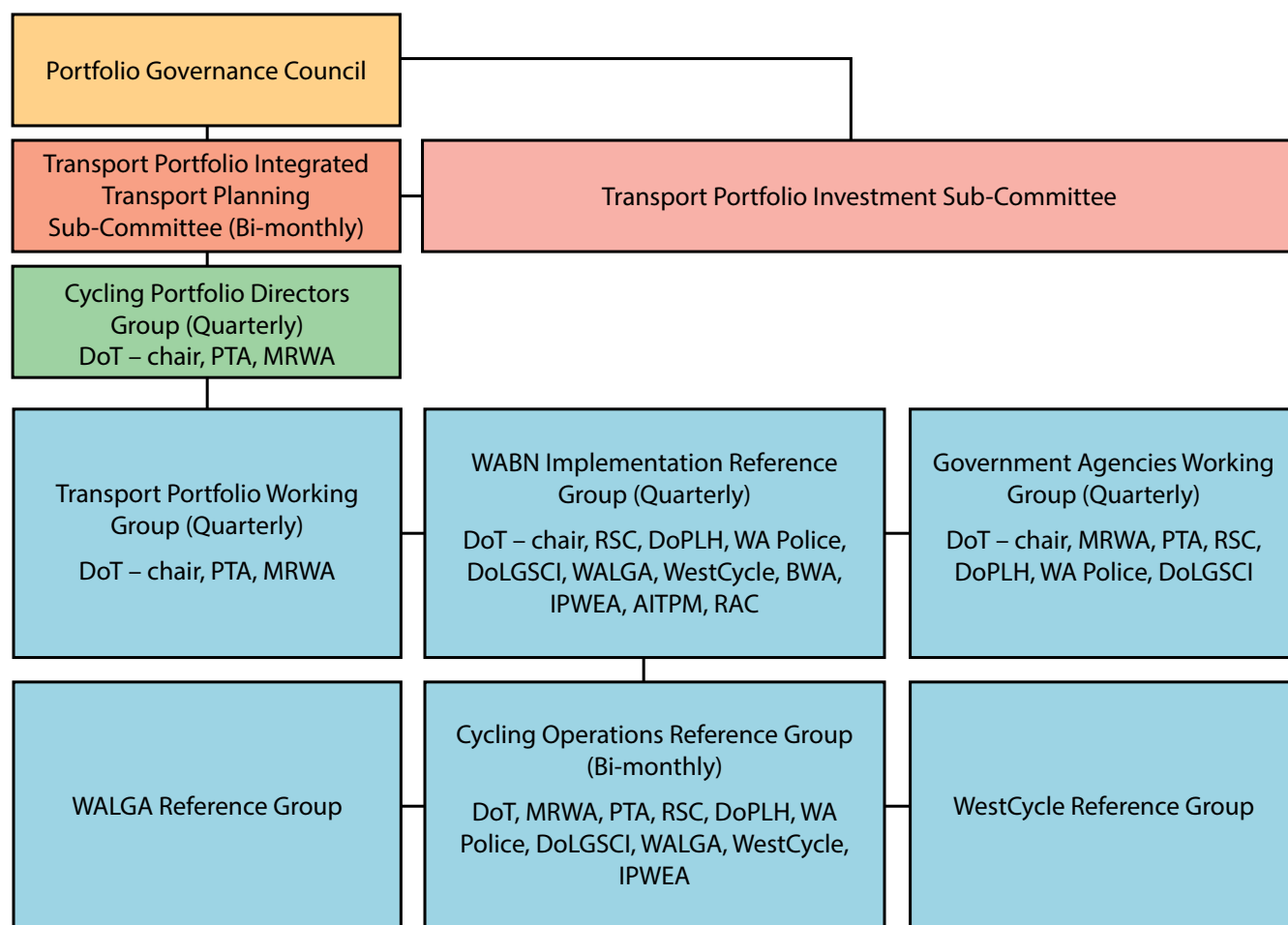
# IMPLEMENTATION AND GOVERNANCE

The Long-Term Cycle Strategy for Perth will be used to develop an interconnected strategic cycling network for Perth. This network will combine Primary Routes, Secondary Routes and Local Routes with the aim of providing high-quality, safe and connected links between universities, schools, train stations activity centres and tourist destinations across Perth. Similarly the Long-Term Cycle Strategy for Regional WA will perform the same function and will guide future investment in regional WA. These new cycling initiatives will be actioned through the WABN Plan which applies across the State.

The routes and cycling facilities forming the WABN are owned and controlled by a variety of State and local governments. Collaboration between State Government departments, local governments, the private sector and the cycling community is essential to achieve the WABN Plan's vision and objectives. Success will depend on developing positive partnerships, communication and cooperation around a shared vision and objectives.

To achieve this, the governance structure identified in Figure 11 has been adopted.

**Figure 11. Cycling Governance Structure**



**Key:**

MRWA - Main Roads Western Australia

RSC - Road Safety Commission

DoPLH - Department of Planning, Lands and Heritage

DoLGSCI - Department of Local Government, Sport and Cultural Industries

WALGA - Western Australian Local Government Association



## THE WABN IMPLEMENTATION REFERENCE GROUP

To achieve a coordinated approach in implementing the WABN Plan, given the range of roles and responsibilities of the various organisations involved, the Implementation Reference Group will continue to:

- oversee and monitor the implementation of the key actions of the WABN Plan;
- review strategic bicycle infrastructure items;
- review and provide advice on safety, behavioural, educational and enforcement items; and
- provide a forum for government and non-government agencies to share expertise on cycling projects and policies.

The Implementation Reference Group includes representatives from the following:

- DoT

- Road Safety Commission
- Department of Planning, Lands and Heritage
- Western Australian Police
- Department of Local Government, Sport and Cultural Industries
- Western Australian Local Government Association
- WestCycle
- Bicycling WA
- Institute of Public Work Engineers Australasia
- Australian Institute of Traffic Planning and Management
- RAC WA

DoT will continue to coordinate the Implementation Reference Group, which will meet on a quarterly basis.

Table 6 summarises the lead agency for each WABN Plan action, as well as the support agencies.

**Table 4. Actions of the WABN Plan and relevant project**

Action	Project Leader	Project Support
Long Term Cycle Strategy for Perth and Regional WA	DoT	Main Roads, PTA, local government, Dept of Biodiversity, Conservation and Attractions
Expansion of the PSP network	DoT	Main Roads
PBN Grants Program	DoT	Local government
RBN Grants Program	DoT	Local government
Perth Central Area Transport Plan Cycling Projects	City of Perth	DoT
Connecting Schools	Local government	DoT
Connecting Stations	PTA	Main Roads, DoT, local government
Planning for bicycle facilities in the regions (Large Cities and Towns)	DoT	Local government
Development of a cycling counting and monitoring strategy	DoT	Main Roads, local government, PTA
EOT Facilities in Perth CBD and Activity Centres	DoT	Local government
Safe Active Streets Program (bike boulevards)	DoT	Main Roads, local government

## CYCLING OPERATIONS REFERENCE GROUP

In 2017 the Cycling Operations Reference Group was formed with membership from the following organisations:

- DoT
- Main Roads
- PTA
- Road Safety Commission
- Department of Planning, Lands and Heritage
- WA Police
- Department of Local Government, Sport and Cultural Industries
- Western Australian Local Government Association
- WestCycle
- Institute of Public Works Engineers Australasia

This group will have a strategic focus and meet bi-monthly. Significant items and outcomes from the group will be reported to the Implementation Reference Group.

## MONITORING AND REVIEW OF THE WABN PLAN

Monitoring and reviewing the WABN Plan will continue to be an important function in order to ensure it keeps pace with changes in travel and recreational patterns, urban planning and development, and funding options. To achieve this, the WABN Plan will be reviewed on a biennial basis and updated as necessary. Annual reports will also be publicly released.

## GOVERNANCE AND AGENCY RESPONSIBILITIES

A coordinated government approach is crucial to the delivery of the WABN Plan. The following outlines the roles and the tasks of the main State Government agencies with cycling-related responsibilities, together with those of local governments and other agencies.

### Department of Transport

#### Role

DoT will continue as the strategic and operational lead and coordinate the activities of all agencies in delivering cycling facilities, distributing grant funding and evaluating its effectiveness in achieving the State Government's cycling objectives.

#### Tasks

- Support and advise all organisations involved in implementing and maintaining the WABN and encouraging cycling as a mode of transport.
- Define a network of Strategic Bicycle Routes in consultation with Department of Planning, Lands and Heritage, Main Roads, PTA and local government.
- Provide an electronic hazard and Incident reporting system for the public.
- Manage the development of the PSP network, in liaison with Main Roads, PTA and local government.
- Implement the Connecting Schools pilot project, including route planning, auditing, infrastructure development and measurement of behaviour change.







- Monitor and report on bicycle use.
- Provide maps and information for the public.
- Encourage cycling through annual campaigns such as Bike Week and integrate promotion with related health promotion campaigns as well as targeted Your Move programs with a focus on active transport options for students and workplaces.
- Fund infrastructure construction to fill selected gaps in the WABN through PBN and RBN grants.
- Promote the inclusion of cycling facilities in local government road upgrade projects.
- Analysis and reporting of cycling data.

## Main Roads Western Australia

### Role

Main Roads is responsible for the construction, care and maintenance of the PSP network, all signalised intersections and approving line marking plans for all roads.

Main Roads will continue to be primarily responsible for the PSP network expansion into developing areas as part of highway and freeway extension works. It will also retrofit cycling facilities to existing State controlled roads as part of major upgrades.

### Tasks

- Maintain and manage cycling facilities under Main Roads control to appropriate standards.
- Ensure cycling facilities are included in planning for all Main Roads major projects.
- Construct PSPs on at least one side of all new freeway and controlled-access highway projects. The construction of dedicated cycling facilities will also be included on all new road extensions and major upgrade projects on SBRs in metropolitan areas.
- Design and upgrade the PSP network in line with the construction priority developed by DoT.
- Install fixed bicycle counters and collect data.





## Public Transport Authority

### Role

PTA is primarily responsible for bus and train services and associated infrastructure. This includes building and maintaining sections of PSPs through railway station precincts when rail stations are constructed or upgraded. The PTA also provides secure bicycle parking and supports improved railway station accessibility. Integrating cycling with public transport offers significant opportunities for improving passenger access and responding to increased public transport demand.

### Tasks

- Maintain all new PSPs through station precincts.
- Ensure cycling facilities are included in planning for all PTA major projects.
- Install and promote secure bicycle parking facilities at suburban railway stations and monitor their use.
- Construct PSPs through station precincts as part of new station upgrades and in accordance with the PTAs policy and standards.
- Include PSP construction above ground on railway extensions.
- Ensure the safety and use of bicycles is not compromised by vehicle access to car parks, bus lanes and bus priority measures.
- Facilitate planning for bicycle routes accessing railway stations.
- Continue to integrate cycling into Transperth journey planning publicity material.
- Include and address cycling issues in PTA strategic plans.

## Department of Planning, Lands and Heritage

### Role

The Department of Planning, Lands and Heritage through the Western Australian Planning Commission, is the authority responsible for subdivision planning approval and for significant development proposals throughout WA. It is responsible for land use planning which considers bicycle facilities in road reserves and elsewhere, such as river foreshores.



## Tasks

- In consultation with DoT, ensure that a bicycle network is incorporated into sub-regional growth management strategies, structure plans and local planning strategies.
- Refer planning strategies, plans, studies and development proposals to DoT for comment.
- Apply designs for the Movement Network element of Liveable Neighbourhoods to the development and assessment of all new urban developments.
- Support DoT in the development of policies requiring inclusion of EOT facilities in all significant developments.
- Ensure the WABNs existing and future routes and facilities are included in growth management strategies, structure plans and local planning strategies.

## Local Government

### Role

Local governments are vital to network delivery, ensuring accessibility and responding to local needs. With State Government support, local governments will continue to be responsible for providing and maintaining local bicycle facilities. DoT will continue to work with local governments to complete the local bicycle routes network through the PBN and RBN Grants Programs. Priority will go to projects of strategic importance. DoT will continue to work with local governments to expand the local bicycle route network into newly developed areas which do not have such routes.

### Tasks

- Manage and maintain local cycling facilities to appropriate standards.
- Complete and maintain local bicycle plans and ensure that they integrate with the WABN Plan and neighbouring local government's plans.
- Ensure that the design of all roads, parks and other Council facilities include adequate consideration of cyclists.

- Ensure land is set aside along river foreshores for completion of the RSP network.
- Incorporate the requirement to provide EOT facilities in buildings within local government town planning schemes.

## Other agencies

Other specific infrastructure on private or publicly owned land may be the responsibility of the asset owner. This may include park agencies as well as the Department of Biodiversity, Conservation and Attractions, and where this occurs DoT will work with the asset owners and any support agencies to advance route planning projects.





# SUPPLEMENTARY INFORMATION

## Long-Term Cycle Strategy for Perth

The Long-Term Cycle Strategy for Perth will outline measures to achieve an interconnected bicycle network with high-quality links between Perth's various universities, schools, train stations, activity centres and tourist destinations. It will acknowledge the increasingly important role cycling will play in reducing congestion and places emphasis on providing safe, direct and comfortable cycling facilities.

As population increases, walking and cycling can play a big part in helping to reduce congestion, improve air quality and encourage more people to live a healthy, active lifestyle. To facilitate this, the following is proposed:

- Completing the PSP cycling network to provide fast and direct commuting routes parallel to high-speed corridors;
- Filling gaps in the existing cycle network;
- Expanding the cycle network;

- Separating cyclists from motorised vehicles and pedestrians; and
- Providing new river and lake crossings that accommodate active transport (shown on Figure 6).

To realise Perth's potential as a great cycling city, significant investment is required to make the streets both safe and attractive for cyclists. The strategy will highlight the value of providing a comprehensive network of protected cycle lanes that provide safe, legible access to office buildings, shops and tourist attractions.

To complete the strategy the Department will be consulting with the local government agencies over the next two years to agree the network at a council level.





## Cycling network hierarchy

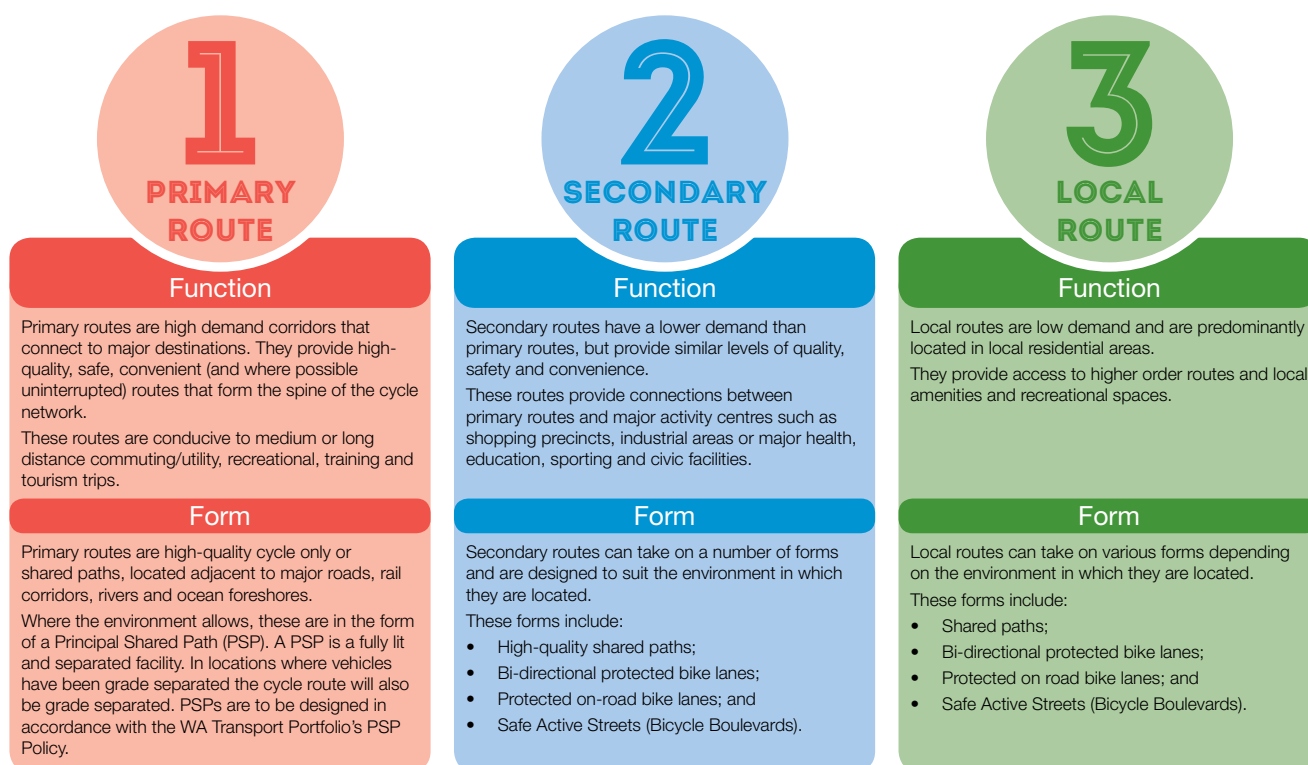
The route hierarchy in table 5 was created to guide the planning and to assist with the classifications systems for The Long-Term Cycle Strategy for Perth and Regional WA.

The proposed network will officially consist of PSPs, RSPs, strategic routes and local routes. A summary of each of the routes within the hierarchy is given below.

**Table 5. Cycling infrastructure hierarchy**

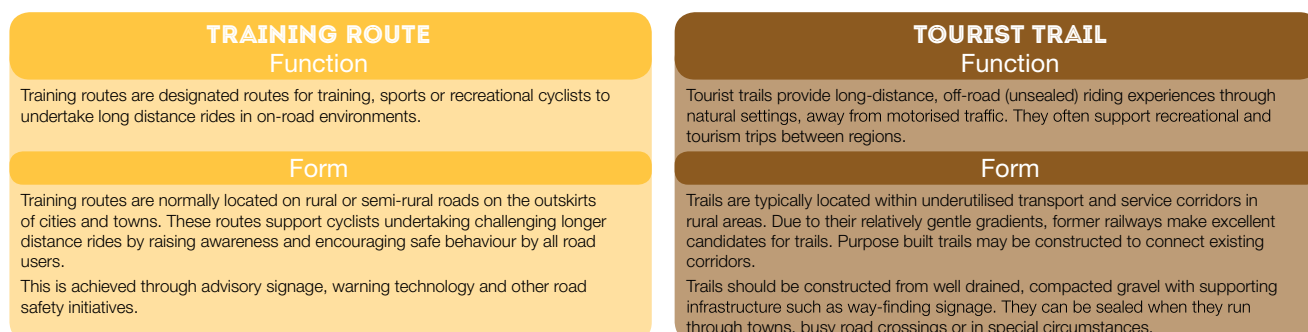
### NETWORK PRINCIPALS

The Cycling Network Hierarchy is arranged by route function. The function pertains to the type of activities that take place on the route. A routes' built form is based on the physical characteristics of the location. Each form, apart from those supporting training routes, is designed for the 8 to 80 user group.



### COMPLEMENTARY NETWORK

While not all areas will include Tourist Trails and Training Routes, they play an important part in the overall network. These routes are typically used by smaller and more select user groups for recreational purposes.



Dedicated cycling infrastructure - five typologies of route						
		Primary Routes	Secondary Routes	Local Routes	Tourist Trials	Road Cycling Routes
Type of trips	Commuting	✓	✓	✓	✗	✗
	Utility	✓	✓	✓	✗	✗
	Recreation	✓	✗	✗	✓	✗
	Touring	✓	✗	✗	✓	✓
	Training	✓	✗	✗	✗	✓
Responsible agencies (planning, delivery and support):		Department of Transport, Main Roads, Public Transport Authority, Local Government	Department of Transport, Main Roads, Local Government	Department of Transport, Main Roads, Local Government	Department of Biodiversity, Conservation and Attractions, Local Government, Public Transport Authority, Department of Transport, Department of Local Government, Sport and Cultural Industries, LotteryWest Main Roads,	Department of Local Government, Sport and Cultural Industries, Road Safety Commission, Department of Transport, Main Roads, Local Government
Infrastructure should be designed for:		The 8 to 80 user group	The 8 to 80 user group	The 8 to 80 user group	The 8 to 80 user group	Confident cyclists



## PRIORITY PSP PROGRAM TO 2023

Since the release of the WABN Plan in 2014, a number of PSP projects have been completed.

These projects include:

- Fremantle Line PSP - Shenton Park to Loch Street
- Kwinana Freeway PSP – Scandrett Way to London Way
- Kwinana Freeway PSP – Mill Point Road to Thelma Street
- Mitchell Freeway PSP – Erindale Road to Balcatta Road
- Midland Line PSP – Bassendean Station to Lord Street
- Midland Line PSP – Guildford Bridge/Railway Parade
- Midland Line PSP – Lord Street underpass
- Midland Line PSP – Guildford Station to East Street
- Midland Line PSP – East Street to Morrison Road

As part of the Malaga Drive interchange upgrade and Gateway WA project around Perth Airport, new PSP connections have also been delivered along the Reid, Leach, Roe and Tonkin Highways.

Project still to be completed are:

### Glendalough to Balcatta along the Mitchell Freeway

The existing PSP along Mitchell Freeway is located on the eastern side of the freeway from Perth to Glendalough Station. From this point up to Reid Highway, the existing PSP crosses the freeway at Glendalough Station, Hutton Street and the Hertha Road Overpass.

The route also requires a number of busy at-grade road crossings to be negotiated including Hutton Street, Cedric Street and Karrinyup Road, which lead to significant delays due to wait times at traffic signals and uncontrolled crossings. Several sections of the existing path are constructed from concrete and are in poor condition. Consequently, cyclist numbers on this section of path are less than half those for a comparable PSP section on Kwinana Freeway, despite a larger residential catchment surrounding the Mitchell Freeway.

The intention is to extend the PSP from Glendalough Station on the eastern side of the freeway through to the existing underpass on the eastern side of the freeway beneath Erindale Road. The PSP will then cross to the western side of the freeway to the current PSP. The improvements will involve grade separation works to provide a safe, efficient, uninterrupted PSP and will be delivered in stages.

This will require several new structures between Glendalough Station and Hutton Street and an underpass at Karrinyup Road. Additionally, extensive retaining walls will be needed at a number of locations. A new path will be constructed between Glendalough Station (Scarborough Beach Road) and Hutton Street. The section of path between the Hertha Road Overpass and Karrinyup Road will be replaced and new PSP sections will be built to fill the missing links between Civic Place and Erindale road, and Erindale Road and Reid Highway. No provision has been made for structures beneath Cedric Street due to infrastructure timeframe requirements for the Stirling Regional Centre being unclear at this stage. This situation will be reviewed as planning for the area evolves. However the grade-separated facility at Cedric Street will be signalised to improve connectivity and safety.

### Grant Street to North Fremantle along the Perth–Fremantle Line

The existing PSP from Perth finishes at the Grant Street Station in Cottesloe. From this point to Fremantle cyclists are required to travel on-road in sealed shoulders and through signalised intersections that do not have provisions for cyclists. The first stage of the PSP extension will continue through to Jarrad Street just south of Cottesloe Station. The second stage will continue to Victoria Street. Stage one and two will be delivered together. The full completion of the PSP south of this point is unlikely to be achieved within the first stage ten-year timeframe for the WABN Plan. However, opportunities will be taken to include PSPs in the planning for other projects such as the replacement of the Fremantle Traffic Bridge at Curtin Avenue. The construction timing of such projects will then influence further stages of the PSP extension.

### Cranford Avenue along Kwinana Freeway

The existing PSP along Kwinana Freeway crosses Cranford Avenue at grade.

This is the only at-grade (where there is a clash between cycling and other forms of transport) road crossing for the entire Kwinana Freeway PSP and presents a safety concern. There is a missing section of PSP between Cranford Avenue and Leach Highway. This improvement project involves construction of a grade-separated PSP from the north side of Cranford Avenue to the existing PSP connection on Selway Road.

### Thelma Street to Mount Henry Bridge along the Kwinana Freeway (upgrade to existing path)

An existing PSP has been in place along this section of Kwinana Freeway for a number of decades. Since construction of the path, the number of cyclists and pedestrians using it has increased considerably. The number of bicycle movements on the PSP on the west side of the Narrows Bridge has been as high as 3420 per day for a normal work day, with approximately 2000 bicycle movements recorded on an average work day in 2012. This very high usage results in conflict between opposing flows of cyclists and also with pedestrians.

There is insufficient width to construct separate pedestrian and bicycle facilities due to the site constraints which include the river, the freeway and the need to retain remnant vegetation.

This improvement project will involve removing the unnecessary bends in the path to improve the sightlines. The path will also be resealed to replace the existing surface and the bitumen-stabilised shoulders and widened where possible.

### Burswood to William Street along the Perth-Armadale Line

The existing PSP runs along Graham Farmer Freeway and terminates at Great Eastern Highway. From this point eastwards, the most direct route south-eastwards is Rutland Avenue a recently constructed PSP that runs along the Armadale Line from Welshpool Road to Lacey Street, with the next section on the route planned for implementation being between Lacey Street and William Street.

This improvement project involves the planning and construction of an appropriate bicycle facility from Riversdale Road in Burswood through to Welshpool Road. This corridor is particularly challenging due to the railway being in cut and the reserve being relatively narrow; however, Rutland Parade will be used in some sections as a staged option for the development of this route. Design work for the section south of Oats Street has commenced with the most cost-effective option yet to be determined. This is a protected bi-directional on-road facility.

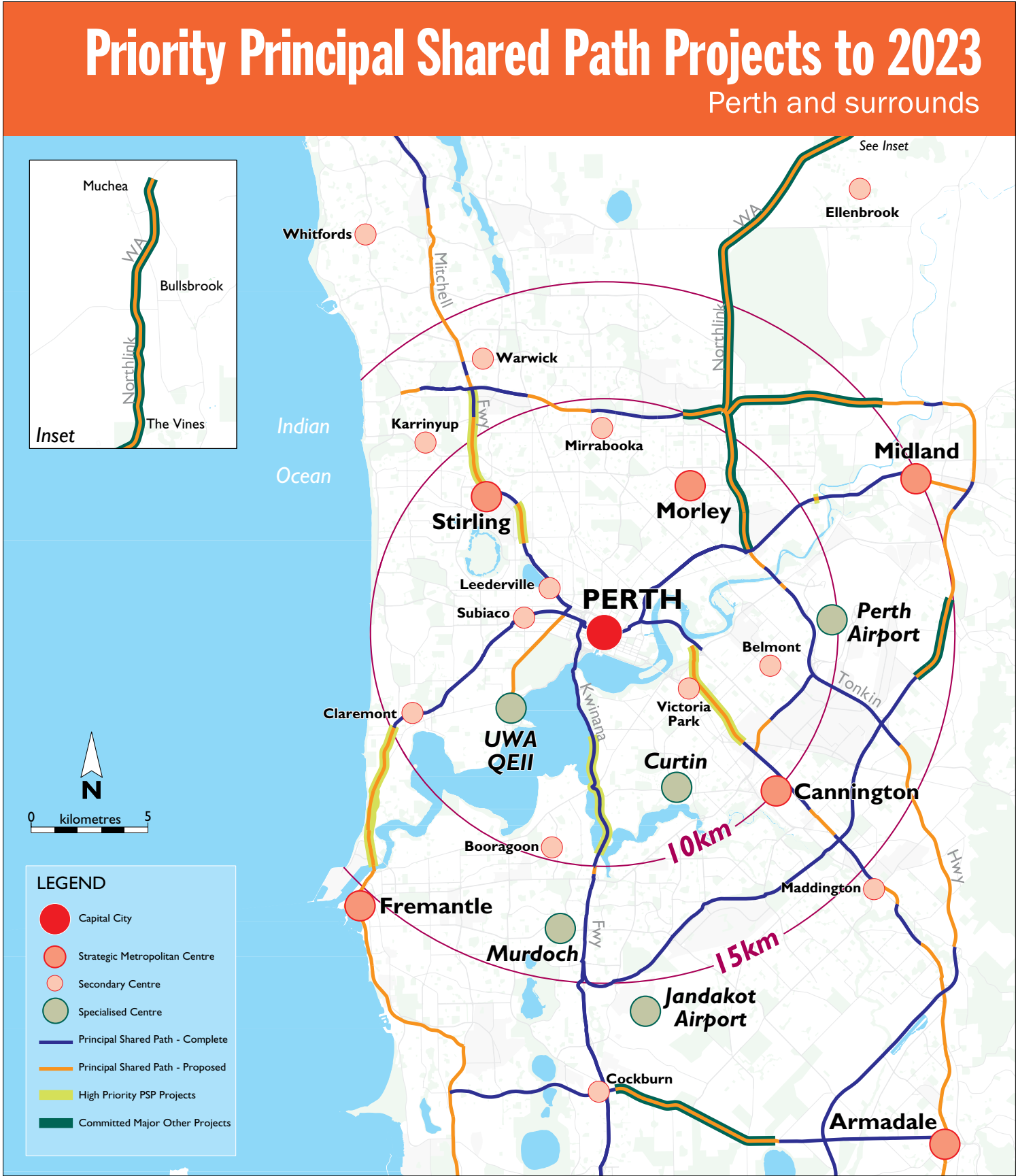
### Other projects

Between 2017 and 2023 several PSP links will be funded and constructed as part of other transport infrastructure projects. This includes the NorthLink WA and Murdoch Road Extension projects.





Figure 12. Principal Shared Path Projects to 2023 - Perth and surrounds



## PSP PROGRAM 2023-2031

The priority PSP Program through to 2023 will complete almost all PSP links within a 15 km radius of the Perth CBD. The intention of the 2023-2031 Program will be to complete the entire PSP network as far north as Yanchep, as far south as Rockingham and from Fremantle in the west to Midland and Armadale in the east. These projects will be programmed and completed in conjunction with other major funded transport projects.

The 2023-2031 program includes:

### Mitchell Freeway PSP

- Upgrade and construction of a PSP between Reid Highway and Ocean Reef Road.
- Construction of PSP's with the Mitchell Freeway extensions.
- Construction of a PSP with the northern railway line extension to Yanchep.

### Kwinana Freeway PSP

- Construction of a PSP link from the Kwinana Freeway into and out of Rockingham.
- Completion of a PSP from Selway Road, under Cranford Avenue and connecting into the Mount Henry Bridge.
- Upgrade the existing PSP from Sea Scout Hall to Mount Henry Bridge.

### Perth to Midland PSP

- Completion of a PSP link between Morrison Road and the Roe Highway PSP as part of METRONET.
- Swan River crossing connecting Guildford Station to Success Station.

### Perth to Armadale PSP

- Construction of a PSP on Railway Parade from Lacey Street to Ladywell Street.
- Construction of a PSP along the Armadale Line from Kelvin Road to Armadale Road.

### Perth to Fremantle PSP

- Construction of a PSP from North Fremantle Station to Fremantle which will complete the Perth to Fremantle PSP route.

### Reid Highway PSP

- Completion of the missing PSP link along Reid Highway between Wanneroo Road and Mirrabooka Avenue.
- Construction of a PSP on Reid Highway between West Swan Road and Roe Highway.
- Construction of a PSP between West Swan Road and the Swan River.
- Construction of a PSP between Marmion Avenue and Everingham Street.

### Roe Highway PSP

- Construction of the missing PSP between Great Northern Highway and Morrison Road.
- Construction of the missing links of PSP to tie in with grade separation projects between Great Northern Highway, Great Eastern Highway, Great Eastern Highway Bypass, Kalamunda Road and Berkshire Road.

### Tonkin Highway PSP

- Construction of the missing PSP link between Gateway WA and Mills Road West.
- Construction of a PSP with road upgrade on Tonkin Highway from Thomas Road to Mundijong Road.

### Other

- Upgrade of the South Fremantle recreational shared path to PSP standard and linking this to Stock Road via the freight rail corridor
- Construction of a PSP along Stock Road, from the freight rail corridor to Cockburn Road
- Construction of a PSP along Thomas Street / Winthrop Avenue, connecting the existing Perth to Fremantle PSP to UWA at Stirling Highway.



Figure 13. Principal Shared Path Projects 2023-2031 - Perth and Peel



# CYCLING IN THE PERTH CBD

## City of Perth Cycle Plan 2029

The *City of Perth Cycle Plan 2029* was developed to support the thousands of people currently cycling to and through the city, and to encourage others to take up cycling. The Plan was adopted by the Council in 2012 and is a positive step towards creating a more bicycle-friendly city.

The goal of the Plan is to ensure cyclists of varying abilities have access to an integrated, accessible and safe strategic cycle network. It also aims to have an informed community that participate in cycling and both acknowledge and appreciate the environmental, economic and social benefits that cycling provides.

The Plan is supported by a five year implementation program that is updated bi-annually. Key project locations identified in the 2016-2021 program include Murray Street west of Elder Street, Kings Park Road, Thomas Street/Winthrop Avenue, Milligan Street and Colin Street.

## City of Perth Integrated Transport Strategy

The *City of Perth Transport Strategy* was released in late 2016. The Strategy sets out the Council's long-term aspirations for transport and is supported by a four year implementation plan which lists specific actions.

The Strategy recognises the City's critical role in providing cycling infrastructure and outlines the following objectives:

- Continue to develop a connected cycling network;
- Lead and promote the development of high-quality EOT cycling facilities in the City of Perth; and
- Be a leader in the development of innovative cycling infrastructure and support innovation that helps Perth become a more cyclefriendly city.

The Strategy identifies the City's preferred strategic cycle network, highlighting key east-west and north-south connections into the CBD from the peripheral shared path network. The Strategy includes an action to update the existing Cycle Plan 2029 and importantly, recognises the need to include provision for separated cycling infrastructure in the City.

The Strategy builds on the themes and ideas set out in the Council's *Strategic Community Plan - Vision 2029+* and will continue to inform future transport strategic and operational documents.

Figure 14 - City of Perth proposed bicycle routes



Source: [City of Perth website](#)



## Major civic projects

There are a number of major civic projects currently underway in or on the fringe of the Perth CBD, including Perth City Link, Riverside and the new Perth Stadium at Burswood. These projects provide both opportunities and challenges for the bicycle network.

### *Perth City Link*

The Perth City Link project connects the city centre with Northbridge for the first time in more than 100 years. The project site extends from the Perth Arena to Perth Station and has involved the sinking of the Fremantle Line and the construction of the new underground Perth Busport.

King and Queen Street are being constructed at grade between Wellington and Roe Streets, giving cyclists two options for connecting between the CBD and Northbridge.

A dedicated cycle path has been constructed along the northern side of Wellington Street, connecting Elder Street through to William Street. In the future, this will connect to existing cycle facilities on Barrack Street.

The shared path on Roe will be upgraded between Barrack Street Bridge and Milligan Street, linking into the newly constructed shared path which extends west through to Thomas Street.

### *Riverside*

Located east of the Swan River, bordered by Adelaide Terrace and the Causeway to the south, the Riverside project will create a community and tourist destination with a range of entertainment, commercial, retail, civic and residential uses.

There is an opportunity for this precinct to be an attractive cycling origin and destination, and not just a through route. High-quality bicycle parking and EOT facilities will help support this. New and upgraded cycling infrastructure will be provided as part of the development.

### *Perth Stadium and Sports Precinct*

The Perth Stadium and Sports Precinct will be an entry statement to the city. Located on Burswood Peninsula adjacent to Graham Farmer Freeway, Perth Stadium will be a world-class sporting and entertaining venue capable of attracting national and international events to Perth.

As part of the development, a new shared pedestrian and cycling bridge is currently under construction, providing a new link across the Swan River and into East Perth. On the other side of the Burswood Peninsular, Racecourse Bridge is a long-term future connection which, when coupled with the Stadium Bridge, would provide a significant shortcut for cyclists between Maylands and the CBD.

Limitations to vehicle movements through the Perth Stadium Sports Precinct will increase safety and improve amenity for pedestrians and cyclists.

Approximately 600 bicycle parking spaces will be provided to support an expected high cycling demand. On event days there will be high pedestrian numbers which will effect cycling level of service, particularly across the Stadium Bridge.

## SAFE ACTIVE STREETS PROGRAM (BIKE BOULEVARDS)

Safe active streets encourage more people to cycle by creating slower speed environments that connect to the wider bicycle network and give cyclists a greater share of the street. Safe active streets are clearly marked routes (with specific pavement markings and signs) where intersections are designed to reduce the need for cyclists to stop frequently and are much safer for cyclists to cross major roads. The markings highlight that there are cyclists in the area and that road users need to share the road safely.

Safe active streets offer a safer and more pleasant cycling experience with vehicle speeds reduced to 30km/h. Various measures may be used to slow traffic, discourage through-travel by cars, and improve bike flow.

DoT initiated the Safe Active Streets Program with a goal to plan, design and construct three safe active street demonstration projects. All three streets run parallel to busy arterial roads. The projects also aim to provide safer crossings where each boulevard intersects major roads.

### City of Vincent – Shakespeare Street Bike Boulevard - complete

The Shakespeare Street Bike Boulevard runs 1 km from Green Street to Scarborough Beach Road. The width of the road was reduced from 7 to 5 m, to be shared between cyclists and slow-moving vehicles. The remaining 2.3 m was retained for parking. Single lane slow points (3 m in width) are provided at regular intervals along the length of the boulevard. Intersection priority has been reversed at Hobart Street and Ellesmere Street, which means that cyclists only have to stop once along the entire route.

Stage one of the Shakespeare Street Bike Boulevard was completed in December 2016. Planning and design for stage two of Shakespeare Street is currently underway.

### City of Bayswater – Leake Street and May Street Bike Boulevard

Stage one of the Leake Street and May Street Bike Boulevard was completed in June 2017 and runs between Adelphi Street and Railway Parade (approximately 2.5 km). Similar to the Shakespeare Street project, the road width has been reduced from 7 to 4 m, and is shared between cyclists and motorists. Single lane slow points are provided with traffic calming measures at regular intervals along the length of the route.

### City of Belmont – Surrey Road Bike Boulevard

The Surrey Road project will run for 4 km from Leach Highway to Great Eastern Highway. Generally, the shared road space is 5 m wide with 3.2 m parking bays provided along the length of the street. Slow points with traffic calming measures will be constructed at regular intervals.

In addition to the pilot projects above, DoT has commenced work with a number of other local authorities on the planning and design of safe active streets.



# ACRONYMS

<b>ABS</b>	Australian Bureau of Statistics
<b>PCA</b>	Perth Central Area
<b>CBD</b>	Central Business District
<b>COAG</b>	Council of Australian Governments
<b>CORG</b>	Cycling Operations Reference Group
<b>DoT</b>	Department of Transport
<b>EOT</b>	End-of-trip
<b>IPWEA</b>	Institute of Public Works Engineering Australasia
<b>LBRs</b>	Local Bicycle Routes
<b>MRA</b>	Metropolitan Redevelopment Authority
<b>NCS</b>	National Cycling Strategy
<b>PTA</b>	Public Transport Authority
<b>PBN</b>	Perth Bicycle Network
<b>PCP</b>	Principal Cycling Paths
<b>PSP</b>	Principal Shared Path
<b>RBN</b>	Regional Bicycle Network
<b>RAC</b>	Royal Automobile Club
<b>RSP</b>	Recreational Shared Path
<b>SBRs</b>	Strategic Bicycle Routes
<b>WA</b>	Western Australia
<b>WAPC</b>	Western Australian Planning Commission
<b>WABN</b>	Western Australian Bicycle Network
<b>WALGA</b>	WA Local Government Association

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