

10.1 BIKE PLAN 2022-2028

- Attachments:**
1. Survey Response Report Bike Plan 2023-2028
 2. Bike Plan 2023-2028

RECOMMENDATION:

That Council **ADOPTS** the Bike Plan 2023 – 2028 as detailed in Attachment 2.

PURPOSE OF REPORT:

For Council to consider and adopt the Bike Plan 2023-2028.

BACKGROUND:

The Bike Plan 2023-2028 is a five (5) year plan detailing works that will align to the Long-Term Cycle Network plan (LTCN), developed by the Western Australian State Government.

DETAILS:

Administration engaged a consultant (*Flyt*) in January 2022 to assist with the review and planned update of the Bike Network Plan 2013. *Flyt* and Administration have now completed the final draft as detailed within **Attachment 2**.

Through Council Workshops in November 2021 and November 2022, Administration provided updates on the progression of the Bike Plan. Community consultation commenced in December 2022, continued in January 2023 and March 2023, with the final consultation issued in May 2023 and concluding in June 2023.

Consultation was completed through;

- Community markets.
- Online community surveys.
- In-person.
- Sustainability and Transport Advisory Group (STAG) meetings.
- Council Workshops.

The Bike Plan focuses on a schedule of works for the next five years. These works aim to make parts of the aspirational LTCN into safe and comfortable cycling routes. Projects along the LTCN routes are eligible for additional funding from the state government's Western Australian Bike Network program.

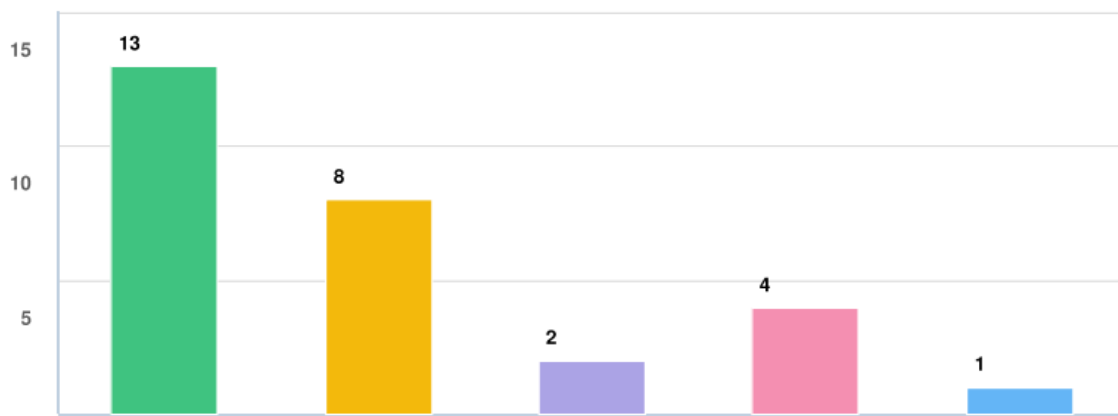
In addition to the LTCN routes, the research conducted for the Bike Plan 2023-2028 has considered if any additional routes are needed to fill gaps and make a better network.

CONSULTATION/ADVERTISING:

Previous consultation is noted in the 'Details' section of this report. The final consultation completed in May/June 2023 is detailed within attachment 1.

The graph below shows that 75% fully or partially support the final draft of the Bike Plan 2023-2028. The majority of respondents (89%) are City of Vincent residents.

Q2 | Do you support the City of Vincent's proposed Bike Plan 2023-2028?



Question options

- Yes, fully support
- Yes, partially support
- Neutral
- No, generally don't support
- No, fully don't support

*Mandatory Question (28 response(s))
Question type: Checkbox Question*

Following final consultation completed in May/June 2023, changes to the document were limited to reformatting, addition of new images, and minor clarifications as noted below.

Community Comment	Suggested Change to Final Bike Plan
<p>Three (3) survey respondents said similar to:</p> <p>“Cars frequently speeding along portion of Oxford St between Vincent St and Anzac Rd increasing risk of injury to cyclists.</p> <p>Proposed solutions:</p> <ul style="list-style-type: none"> - Speed limit of 40 km/h down entire section of Oxford St - Speed limit signage to be erected between Anzac Rd and Richmond St - Speed bumps between Anzac Rd and Vincent St - Bike path should be extended down the entire Oxford St” 	<p><u>From</u> Continue on-street bike lanes on Oxford Street between Vincent Street and Richmond Street.</p> <p><u>To</u> <i>Continue on-street bike lanes on Oxford Street between Vincent Street and Richmond Street. In the longer term investigate options for segregated or protected cycling infrastructure along the Oxford Street corridor.</i></p> <p><i>With City Action #16 to remain a Medium Priority.</i></p>
<p>Six (6) survey respondents said similar to:</p> <p>“Please don’t put another bike path in Britannia Reserve. The current mixed use path is already very busy with elderly residents walking, people jogging, dogs being exercised, parents with prams and toddlers on bikes and scooters and school kids on bikes. It’s already full to capacity. To put another bike path in is fraught with danger. There is already a perfectly usable and efficient bike path on the Freeway side of the park”</p>	<p><u>From</u> Investigate options to provide for safe cycling along the eastern side of Britannia Reserve to provide a link between Britannia Road and Bourke Street.</p> <p><u>To</u> <i>Investigate options to provide for safe cycling along the eastern side of Britannia Reserve to provide a community route for local movements between Britannia Road and Bourke Street.</i></p> <p><i>With City Action #19 to remain a Medium Priority.</i></p>

One (1) survey respondent said:

“The bike kerb ramp on Brisbane Street is low priority. This sounds like such an easy win for the Council - a quick, cheap tick off the list. Simple yet effective. Surely this can be a medium priority at least, based on how easy it will be to do.”

City Action #47 is for the City to provide a bike kerb ramp at the Brisbane Street cul-de-sac to enable bike riders to access the signal controlled crossing at the Beaufort Street/Brisbane Street intersection.

The action was identified as in the Draft Bike Plan as Low Priority because it's not part of an agreed LTCN route and there's no information regarding how well used this route is currently by bike riders.

City to consider changing the priority to Medium Priority because it would be a relatively simple and cost effective project to achieve.

LEGAL/POLICY:

Road Traffic Act 1974

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to adopt the Bike Plan 2023-2028.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*:

Enhanced Environment

We have minimised our impact on the environment.

Accessible City

Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use.

Sensitive Design

Our built form is attractive and diverse, in line with our growing and changing community.

Innovative and Accountable

We engage with our community so they are involved in what we are doing and how we are meeting our goals.

SUSTAINABILITY IMPLICATIONS:

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

PUBLIC HEALTH IMPLICATIONS:

This is in keeping with the following priority health outcomes of the City's *Public Health Plan 2020-2025*:

Increased physical activity

FINANCIAL/BUDGET IMPLICATIONS:

Administration has now concluded the grant agreement for developing the Bike Plan 2023-2028 which was 50/50 funded with the Department of Transport (DoT) to a total value of \$61,516.41 (ex GST).

The original capital works budget in 2022-2023 for this project was \$60,000 with the \$1,516.41 overspend due to additional costs related to community consultation and marketing.

The new Bike Plan 2023-2028 action items are currently unfunded. Allocations of \$771,000 (funded 50% from DoT) is for the Norfolk Street – Safe Active Street project to be designed and delivered over the next 3 years.

Administration will seek funding for action items within the Bike Plan 2023-2028 from DoT and other funding sources including Cash in Lieu for Car Parking. As per the City's Local Planning Policy No. 7.7.1 – Non-Residential Development Parking Requirements the City has discretion over the expenditure of the cash-in-lieu funds collected on delivering projects which meet this definition, providing public transport infrastructure, walking and cycling infrastructure, parking infrastructure and demand management.

City of Vincent Network Bike Plan 2023-2028

SURVEY RESPONSE REPORT

08 May 2023 - 12 June 2023

PROJECT NAME:

City of Vincent Bike Network Plan 2023-2028



City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

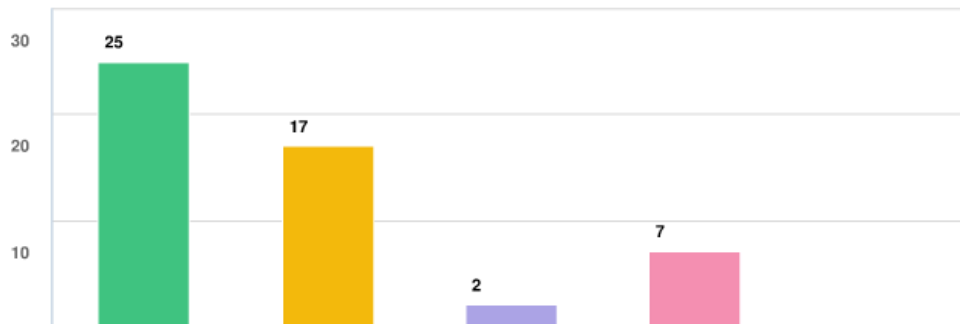


SURVEY QUESTIONS

Page 1 of 21

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

Q1 Please select all that apply to you

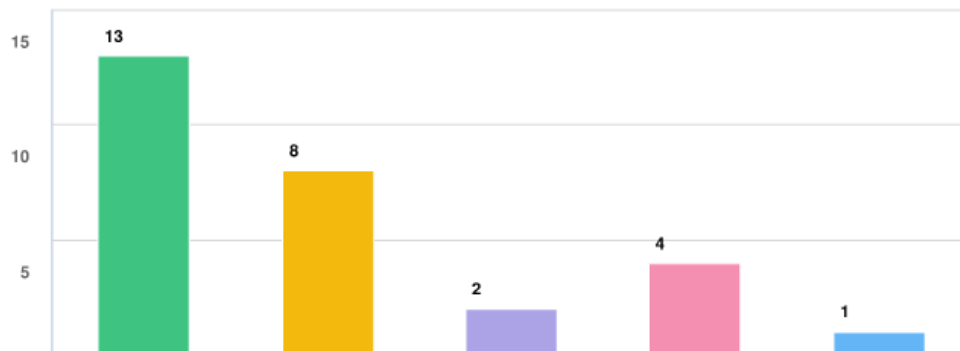


Question options

- I am a City of Vincent resident
- I own property in the City of Vincent
- I work or study in the City of Vincent
- I regularly visit the City of Vincent
- None of the above

Mandatory Question (28 response(s))
Question type: Checkbox Question

Q2 Do you support the City of Vincent's proposed Bike Plan 2023-2028?



Question options

- Yes, fully support
- Yes, partially support
- Neutral
- No, generally don't support
- No, fully don't support

Mandatory Question (28 response(s))
Question type: Checkbox Question

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

Q3 Do you have any comments in relation to Vincent's connected neighbourhood approach and local neighbourhood connectivity? Please see page 18 of the draft Bike Plan for more information.



Cars frequently speeding along portion of oxford st between Vincent and Anzac increasing risk of injury to cyclists. proposed solutions: - Speed limit of 40 km/h down entire section of oxford st - Speed limit signage to be erected between Anzac and Richmond - Speed bumps between Anzac and Vincent - Bike path should be continually extended down the entire Oxford street.



The change in legislation in 2016 to allow all cyclists to ride on footpaths was strongly opposed at the time by the then Mayor, John Carey. With the majority the Labor government has in WA every effort should be made to reverse this legislation. The footpaths in Vincent are barely adequate for pedestrians and totally inadequate when bicycles are added to the mix. This is particularly so when the bicycles are ridden at high speed and in an aggressive manner. It is upsetting to see the on road cycle paths in Vincent, implemented at ratepayers expense, devoid of traffic while cyclists use the adjacent footpath. If there is a dedicated cycle path available, cyclists should be excluded from the footpath unless under 12 years of age. I am concerned that amenity is being provide to cyclists to the detriment of pedestrians . The state of the footpath network in Vincent needs to be addressed. I have continually sent photographs of cars parked over the footpath and trees and shrubs (many council controlled) overgrowing the footpath in excess of 50%. At one stage the Head Ranger rang and asked me to provide addresses of properties where vehicles were parked over the footpath. I declined because I felt it was their job, not mine.



I support the connected neighbourhoods approach but have concerns about the linked connectivity. The plans to link the neighbourhoods (particularly east to west) seem well intended but too light on concrete action. Your plans read more like research/scouting/generalisms rather than anything more, which is disappointing given the timeframe this plan is proposed to cover. I would like to see priority given to identifying linking routes and then actioning of their upgrade to safe primary routes for cyclists. Lastly, it occurs to me that living on the edge of one community may mean that accessing another is inadvertently made more difficult with the current prioritisation of plans.

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023



Better consultation and collaboration with locals is needed. Need more safe places to lock up bikes.



Very pleased to see you using this concept in your plan!



Do not convert the path on the eastern side of Britannia park into a bike track. There are 2 cycle paths on either side of the freeway and a mountain bike track on the west side of Britannia park. That's enough amenity for what is a limited number of people. The east side of the path is used extensively by walkers, dogs and the elderly. It is the part of the park used for strolling and contemplative walking. It would be nice to not have idiots on bikes to be concerned about.



seems well considered

Anonymous
5/31/2023 07:14 PM

Resident's still need to and deserve to be able to access parts of their neighbourhood via car. The City needs to respect that not everyone is physically able to ride or walk everywhere.

Anonymous
5/31/2023 07:42 PM

There has to be ample secure and a convenient facility to park a bike up in any of the town centre areas. If I were to go to local shops it will be for specific items, in and out and off home. I will not lock bike up and wander for a browse around the shops. Don't trust leaving bike for any length of time unattended. If you want a family to travel by bike it must be easy and secure to encourage people to spend time. Focus seems mainly on routes and traffic safety, with little regard of where they store a bike when they get to town centres. What type of storage should be made available I don't know, not an easy problem to solve but believe it's a major problem that stops people from doing local shops on a bike as opposed to easy option of jumping in the car knowing they will be able to easily park up.

Anonymous
6/01/2023 12:57 AM

This is really good. I'm happy to see a commitment to connecting our local neighbourhoods.

Anonymous
6/03/2023 05:21 PM


This is much needed. The current bike lanes are fragmented and puts cyclists / scooters at risk (share road with impatient drivers)

Anonymous

This approach has a major drawback for example for residents

Page 4 of 21

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

<p>6/06/2023 04:13 PM</p>	<p>between fitzgerald and william street. Accessing shops requires crossing a busy and unsafe Fitzgerald street which discourages travel by bike for most. Accessing Beatty park, Lederville oval or the library requires crossing two or even three busy streets like Charles and Loftus. The 15 minute neighborhoods should be reconsidered to give residents between Fitzgerald street and William street better bicycle accessibility to neighborhood amenities.</p>
<p>Anonymous 6/07/2023 02:58 PM</p>	<p>The existing walkway along the east side of Leederville Reserve is safe and pleasant the way it is. It would be dangerous to pedestrians and dogs to have speeding bicycles using the same path. There is already a bike path on the west side of the reserve along beside the Freeway. Perhaps an alternative path could be placed along Brentam Street between Britannia Rd and Bourke St.</p>
<p>Anonymous 6/07/2023 08:47 PM</p>	<p>Please don't put another bike path in Britannia Reserve park. The current mixed use path is already very busy with elderly residents walking, people jogging, dogs being exercised, parents with prams and toddlers on bikes and scooters and school kids on bikes. It's already full to capacity. To put another bike path in is fraught with danger. There is already a perfectly usable and efficient bike path on the freeway side of the park</p>
<p>Anonymous 6/09/2023 04:42 PM</p>	<p>Making the Eastern border of Britannia into a bike path is dangerous to the many dog owners and aged care residents that use this shaded section to walk. It is unnecessary as there is already bike facilities (including the path to the CBD) on the Western boundaries. It will result in the injury or death of an aged care resident, dog or resident.</p>
<p>Anonymous 6/12/2023 02:46 PM</p>	<p>Nothing specific. Wherever possible there need to be more secure cycling infrastructure where the cyclists has protection and not crossing paths with vehicles.</p>
<p>Optional question (16 response(s), 12 skipped) Question type: Essay Question</p>	
<p>Q4 Leederville Neighbourhood Plan Do you have any comments in relation to Vincent's identified actions? Please see page 21 of the draft Bike Plan for more information.</p>	
	<p>can you fix the cycle route along Oxford st so car doors aren't being opening onto cyclists. happens almost daily when motorists open car doors when they're not looking. needs to be fully sperated to</p>

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

something similar to that along Scarborough beach road.



Cars frequently speeding along portion of oxford st between vincent and Anzac increasing risk of injury to cyclists. proposed solutions: - Speed limit of 40 km/h down entire section of oxford st - Speed limit signage to be erected between Anzac and Richmond - Speed bumps between Anzac and Vincent - Bike path should be continually extended down the entire Oxford street.



Extend lower speed limits down entirety of Oxford street to promote adoption and safer bike transport. Parents more likely to allow kids to cycle if safe. Assist in providing major transport network linking mt hawthorn and northern Leederville to major commuter networks into the city



This all seems reasonable and fair, I recognise many actions from the 'issues' map completed by the cycling community. There is, however, too much 'investigate' and 'consider' rather than 'assess & act' or 'address'. This plan reads well meaning, but is lacking commitment, the risk being loss of momentum in actually creating meaningful improvement.



Offer more safe places/options to lock up bikes.



no comment

Anonymous
5/31/2023 07:14 PM

N/A

Anonymous
6/01/2023 12:57 AM

Really happy to see a commitment to improving the quality of Vincent st. Its a terrifying place to be either a bike rider or pedestrian. Leederville is a place I love to visit but Its only reasonably accessible by car. Eventually a dedicated cycle path should be put in place.

Anonymous
6/03/2023 05:21 PM

1. Low speed zones do not work with impatient drivers. 2. Yes much needed, the section between Leederville and Perth CBD is narrow, full of tree roots and has dangerous blind corners. 3. Yes, avoid low hanging trees / bushes that cause a hazard to cyclists / scooters. 4. Yes, some lighting along the path would also be nice for safety reasons. 5. Agree. 6. Agree. Also pathways to work. The bike path

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

crossing at Powis Street exit to Lake Monger is very dangerous, especially during peak hour (in the morning) - where there is non-stop traffic and cars actually accelerate through the exit, given it's a no-stop exit and doesn't require cars to slow down. 7. Agree. When I cycled through Copenhagen (Denmark), the bike network was in parallel to the car network, with their own traffic lights, etc. Work with shops / City of Perth / etc to install more parking areas / facilities. Great to be cycling around, but unless you have access to end of trip facilities in your office - there isn't enough safe places in the city to park your bike / scooter and most buildings don't let you take your bike / scooter through their buildings.

Anonymous
6/06/2023 04:13 PM

No comments

Anonymous
6/09/2023 04:42 PM

Making the Eastern border of Britannia into a bike path is dangerous to the many dog owners and aged care residents that use this shaded section to walk. It is unnecessary as there is already bike facilities (including the path to the CBD) on the Western boundaries. It will result in the injury or death of an aged care resident, dog or resident.

Optional question (11 response(s), 17 skipped)
Question type: Essay Question

Q5 | Mt Hawthorn Neighbourhood Plan Do you have any comments in relation to Vincent's identified actions? Please see page 24 of the draft Bike Plan for more information.



Cars frequently speeding along portion of Oxford st between Vincent and Anzac increasing risk of injury to cyclists and pedestrians. proposed solutions: - Speed limit of 40 km/h down entire section of oxford st - Speed limit signage to be erected between Anzac and Richmond - Speed bumps between Anzac and Vincent - Bike path should be continually extended down the entire Oxford street.



Yes concerned re trying to establish links from Bennelong pl to North perth



The footpath on Scarborough Beach Road alongside Braithwaite Park needs to be a priority; it is narrow, it is a high traffic area due to the park and the school, there is now dedicated cycle path, shrubbery overhangs it and the verge is just a dustbowl in summer. The footpath should be widened right out to the verge. Your concerns about safety

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

are ridiculed by the number of parents ushering their children on foot and on bicycles across busy Scarborough Beach Road almost directly under the existing pedestrian bridge and the dual people pedestrian crossing just 75m to the west.



Extend lower speed limits down entirety of Oxford street to promote adoption and safer bike transport. Parents more likely to allow kids to cycle if safe. Assist in providing major transport network linking mt hawthorn and northern Leederville to major commuter networks into the city. As Oxford st is a local route it needs to promote safe and inclusive environment for uptake of cycling by people of all ages. Improving safe infrastructure will help to move Oxford st from LOT 3/4 classification to 1/3.



This also seems reasonable and fair, I recognise many actions from the 'issues' map completed by the cycling community. There is, however, again too much 'investigate' and 'consider' rather than 'assess & act' or 'address'. This plan reads well meaning, but is lacking commitment, the risk being loss of momentum in actually creating meaningful improvement.



I oppose a bike path proposed along Britannia Rd. This is a dangerous proposition with the number of locals, kids and dogs that cross this road at peak times to access Britannia Reserve for sports, exercise and recreation. Britannia Rd also fills with parked cars during peak times and weekend mornings, as the carpark doesn't have the capacity to cater for all activities in this area. Losing a side of parking reduces access to the Reserve and Litis Stadium. A bike path already exists on the freeway side that connects Bourke St to Britannia Rd and poses less risk of accidents with cars, dogs, pedestrians and aged care residents which frequent the Reserve.



See above



I don't think slowing traffic to 30km/hr through MH town centre will make riding my bike between Oxford St and Kalgoorlie St any more attractive

Anonymous
5/31/2023 07:14 PM

N/A

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

Anonymous

6/01/2023 12:57 AM

Not an area I visit much

Anonymous

6/03/2023 05:21 PM

Extend the green bike lane on Scarborough Beach Road to Main Street traffic lights. It kinda ends abruptly.

Anonymous

6/05/2023 05:39 PM

I completely and totally object to any different bike path along eastern side of Britannia Reserve (Note correct spelling). Bad enough, you've now made it a shared pathway not U12. This is right alongside a Retirement Village, a space where children learn to ride, where prams and toddlers are, where sport is played, where dogs are walked, where joggers run. FAST BIKES ARE NOT REQUIRED. There already is a bike path from Britannia Road to Bourke Street being on the Western side of Reserve along Freeway. You must definitely want a serious accident to happen. Whoever thought of this cannot live in or care about our neighbourhood as shown by spelling of Britannia.

Anonymous

6/05/2023 08:03 PM

Ridiculous to open eastern side of Britannia Reserve to increased cycle traffic. The amount of prams, elderly residents, families watching children play sports, dog walkers, joggers, etc. What on earth are you thinking of? All you possibly need is to link the main cycleway alongside the freeway to Britannia Road.

Anonymous

6/06/2023 04:13 PM

No comments

Anonymous

6/09/2023 04:42 PM

-

Optional question (15 response(s), 13 skipped)

Question type: Essay Question

Q6 | Mt Lawley/Highgate Neighbourhood Plan Do you have any comments in relation to Vincent's identified actions? Please see page 27 of the draft Bike Plan for more information.



This again seems reasonable and fair, I again recognise many actions from the 'issues' map completed by the cycling community. There is, however, still too much 'investigate' and 'consider' rather than 'assess & act' or 'address'. The plan reads as well meaning, but is lacking commitment, the risk being loss of momentum in actually creating meaningful improvement.

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

[REDACTED]	No
[REDACTED]	Highly supportive of the Bulwer Street bike lane extension, including investigating the channeling of cyclists into a narrow traffic lane. Separating pedestrians and cyclists along the Swan River Shared Path in certain sections would be fantastic and would alleviate a lot of angst (from others) that occurs during weekends. I say this as both a regular pedestrian/runner and cyclist of this area. I am excited to see you advocate for improving the Guildford Rd/East Parade/Whatley intersection! I have experienced many near-misses and angry drivers at this intersection as a pedestrian and cyclist. I wrote to Main Roads recently about this and based on their response, your advocacy will be required in order to improve safety at this intersection.
[REDACTED]	no comment
Anonymous 5/31/2023 07:14 PM	That residents who are not physically able to ride a bike or walk distances will be unfairly unable physically access places within their own neighbourhood.
Anonymous 6/01/2023 12:57 AM	I would like to see much more improvement to both William St and Beaufort St. These are the street I use the most to access groceries, shops, restaurants and bars, and are extremely unsafe for bike riders. I think it's a shame that these two streets have been largely neglected in the draft plan. All the points regarding Bulwer street are very good though and I'm happy to see improvement their.
Anonymous 6/03/2023 05:21 PM	None
Anonymous 6/06/2023 04:13 PM	Some really good actions, but this doesn't go far enough in my preference. The outcome map doesn't provide a solution where it is safe enough for everyone to cycle both from north to south and especially from east to west between North and East Perth. Connectivity to the riverfront should be safe, efficient and reliable by bike for everyone living in City of Vincent.
Anonymous 6/09/2023 04:42 PM	-

Page 10 of 21

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

Optional question (9 response(s), 19 skipped)

Question type: Essay Question

Q7 | North Perth Neighbourhood Plan Do you have any comments in relation to Vincent's identified actions? Please see page 30 of the draft Bike Plan for more information.

[Redacted]	This again seems reasonable and fair, I again recognise many actions from the 'issues' map completed by the cycling community. I specifically welcome the intention to investigate safer crossing from Ethel to Throssell, but as per other aspects of the plan commitment to actions are weak, the risk being loss of momentum in actually creating meaningful improvement.
[Redacted]	No
[Redacted]	Please get started on the Norfolk St safe active street project!
[Redacted]	Signal-controlled pedestrian intersection across Walcott at Hunter St is a fantastic idea! With the primary school on one side, this is absolutely necessary to encourage more children to walk/cycle to school safely. It will also be appreciated by many (including myself) when cycling to the Kyilla Community Farmers Market on Saturdays.
[Redacted]	no
Anonymous 5/31/2023 07:14 PM	N/A
Anonymous 6/01/2023 12:57 AM	Vincent Street feel very unsafe in this area too. I would like to see more plans in place to improve this.
Anonymous 6/03/2023 05:21 PM	None
Anonymous 6/06/2023 04:13 PM	Good in principle, but the outcome map doesn't provide a solution where it is safe enough for everyone to cycle both from north to south and especially from east to west between North and East Perth. Connectivity to the riverfront should be safe, efficient and reliable by

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

bike for everyone living in City of Vincent.

Anonymous

6/09/2023 04:42 PM

-

Anonymous

6/09/2023 11:20 PM

It would be good to have a specific bike lane through Hyde Park to help connect North Perth to the City.

Optional question (11 response(s), 17 skipped)

Question type: Essay Question

Q8 William Street (Northbridge) Neighbourhood Plan Do you have any comments in relation to Vincent's identified actions? Please see page 33 of the draft Bike Plan for more information.

[REDACTED]

I'm glad to see East Perth non-vehicle transport use is so high - kudos to the residents. There is, however, still too much 'investigate' and 'consider' in your plan, rather than 'assess & act' or 'swiftly address'.

[REDACTED]

No

[REDACTED]

The bike kerb ramp on Brisbane Street is low priority. This sounds like such an easy win for the Council - a quick, cheap tick off the list. Simple yet effective. Surely this can be a medium priority at least, based on how easy it will be to do (if I have understood it correctly)?

[REDACTED]

no

Anonymous

5/31/2023 07:14 PM

William Street is already busy and a nightmare on weekends, this should be taken into consideration before implementing something that could turn it into a greater nightmare.

Anonymous

6/01/2023 12:57 AM

I'm extremely supportive of the plan to create a primary route on William St. I would like to see this continue into the Highgate area. Northbridge is an amazing area and I would love for it to be more easily accessible via bike.

Page 12 of 21

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

Anonymous 6/03/2023 05:21 PM	None
Anonymous 6/05/2023 05:39 PM	24/37 Britannia Road
Anonymous 6/06/2023 04:13 PM	No comments
Anonymous 6/09/2023 04:42 PM	-
Anonymous 6/10/2023 11:08 AM	Fully support the initiatives especially the Forbes and William Street crossing - even for pedestrians it's a bit hectic. In the future would love to see Lake street given some consideration and improved from a mixed use road, particularly around Stuart st park now. Also, Perhaps a city of Perth item but the Lake street and Newcastle st intersection, to slow down traffic and give more space(?) in the middle of the road for bikes and pedestrians unable to quickly cross. Or alternatively Palmerston/Newcastle street. Church and Stuart street - slow traffic down, vehicles speed along these two streets.

Optional question (11 response(s), 17 skipped)

Question type: Essay Question

Q9 Promote Walking and Riding - Encourage Behaviour Change Do you have any comments in relation to Vincent's identified actions? Please see page 38 of the draft Bike Plan for more information.



This is entirely commendable and I fully support it. The plan does, however, read a little weak-willed with regard doing more that 'investigate', 'partner' (on undefined initiatives) or 'run' (an unspecified number of) 'events'. I would welcome seeing more specific plans including, for example, number of events by when, number of initiatives by when, timeline for achieving partnerships etc. This makes target setting and project performance measurement far more measurable, with the specific intent of working to ensure that momentum or will isn't lost as the plan is implemented. I note that measuring the plan progress (pg 43) is all outcome based (increases in.... decreases in...) and is not measuring interim actions of plan implementation. That's disappointing, there's a clear risk to value & momentum loss with this QC-only approach, rather than

Page 13 of 21

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

embedded QA and ongoing project performance management.



Better bike path maps are needed. I tried to find a route into the city without having to ride on a busy road and I was unable to find one online. The plan also fails to action the implementation of more places to safely lock bikes (and have that information available).



It's great to see a local council taking this step. Closing off more streets to bikes only will also help. There are many small streets around town centers that cars really don't need access to, even if it's at certain times of days or during special events. Too many children get dropped off to school by parents in giant 4WDs that are dangerous for everyone around and cause a lot of road rage during school pick-up/drop-off. Encouraging active transport to schools should be undertaken more by councils and the schools themselves, so I am all supportive of your plans in this area.



Nice idea.



Whilst supportive of all strategies included, I find it interesting that beh change focuses on riders and walkers, and there is no driver education. Teaching drivers that pedestrians have right of way in many situations would be helpful, and reduce stress for parents letting their children ride to school. Or work.

Anonymous
5/31/2023 07:14 PM

N/A

Anonymous
5/31/2023 07:42 PM




Cycle to work and have no problems riding on busy roads, What I have found that often on dedicated bike lanes it is other cyclists riding two abreast on paths which are not really wide enough and some, not all e scooters and e bikes who are going way too fast. Im a confident cyclist and to the surprise and distain of the inconsiderate two abreast cyclists encroaching on to my side of the path,I make it very obvious that I am lining up and make it apparent I am riding straight for them and not moving.So far people get the message and move.Personally cars are not so much the problem its the entitled ignorant fellow cyclist who are the problem.There is a sever lack of consideration, how this can be changed will be hard.For older people and families with young children this can be intimidating and off putting.

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

Anonymous 6/01/2023 12:57 AM	This is all very good. I would like to some focus on driver education too.
Anonymous 6/03/2023 05:21 PM	Lighting plan is important for walking at night safely
Anonymous 6/06/2023 04:13 PM	No
Anonymous 6/09/2023 04:42 PM	Making the Eastern border of Britannia into a bike path is dangerous to the many dog owners and aged care residents that use this shaded section to walk. It is unnecessary as there is already bike facilities (including the path to the CBD) on the Western boundaries. It will result in the injury or death of an aged care resident, dog or resident.
Anonymous 6/10/2023 11:08 AM	Showcasing on social media some riders and their tips and preparation for cycling/commuting!
Anonymous 6/12/2023 02:46 PM	Riding needs to be faster than taking a car. Where possible give a preference for bike to avoid traffic light etc.

Optional question (13 response(s), 15 skipped)
Question type: Essay Question

Q10 Please provide any additional comments you have in relation to the draft Bike Plan

	1) Please get Main Roads to urgently fix the PSP from Richmond St through to northbridge and the city. needs to be upgrade to remove tree roots and widened as a urgent priority. 2) blanket 40km/h in entire COV is excessive. there are already roads for cyclists that are 30km/h
	Cars frequently speeding along portion of Oxford st between Vincent and Anzac increasing risk of injury to cyclists and pedestrians. proposed solutions: - Speed limit of 40 km/h down entire section of oxford st - Speed limit signage to be erected between Anzac and Richmond - Speed bumps between Anzac and Vincent - Bike path should be continually extended down the entire Oxford street.
	Reduced speed limit to 40km along the entirety of Oxford street will

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

5/24/2023 02:08 PM

increase uptake cycling by people of all ages and abilities and provide connectivity between city centres of mt hawthorn and Leederville. I fear speed limits will not be adhered to, especially at night, so would propose traffic limiting infrastructure is also implemented such as speed bumps and the like. Extend the bike infrastructure along entirety of the street do safer environment. -improve safety for pedestrians and cyclists. New childcare centre near Bourke st due to open soon, lower speed will improve safety. Traffic signals near aranmore school at crosswalks



I feel that the headline targets set for bike usage are far too conservative compared to the goal of having cycles and walking as the overall preferred mode of transport. To increase the number of people riding and walking to work from 15% of residents in 2020 to 20% of residents by 2030 is a pretty small increase. I feel that having William Street (particularly north of Bulwer St) as a 'council endorsed primary route' is woeful. That road is identified by COV as 'high-stress' (far too large, congested, dangerous) and it's therefore madness to recommend it for cycles in its present form. That this road is the boundary between communities may be why it is, apparently, not included in either North Perth or Highgate list of actions to improve (potentially an oversight?). Having this road as primary recommended route is only a sensible or safe if dedicated, segregated, cycles lanes are present. Well done on producing the draft plan, I commend the ambition and effort. I hope that the feedback of consultation serves to make it even better.



Let's get started on implementation!



Thank you for being a proactive council in this area. I just hope that everything is achieved as planned, and that it encourages City of Stirling (where I reside) to try to make similar improvements!

Anonymous
5/31/2023 07:14 PM

All residents should be taken into account, not just those able bodied enough to ride a bicycle or walk everywhere.

Anonymous
6/01/2023 12:57 AM

While I appreciate any attempt to make the city more accessible to pedestrians and cyclists, the draft plan feels a little toothless and ignores the most car centric and unsafe areas. If people can't use a bike to access groceries, shops, bars and restaurants they won't use it all. This plan does little to encourage bikes as a primary transport option for short trips.

City of Vincent Network Bike Plan 2023-2028 : Survey Report for 08 May 2023 to 12 June 2023

Anonymous
6/06/2023 04:13 PM

Thank you for the opportunity to input and for all the good effort being put into this work. I am strongly in support of a city that allows for cycling as a key mode of transportation while maintaining safety as the highest priority.

Anonymous
6/09/2023 04:42 PM

Making the Eastern border of Britannia into a bike path is dangerous to the many dog owners and aged care residents that use this shaded section to walk. It is unnecessary as there is already bike facilities (including the path to the CBD) on the Western boundaries. It will result in the injury or death of an aged care resident, dog or resident.

Anonymous
6/09/2023 10:04 PM

Connectivity of the safe bike routes should be a priority. If you can get somewhere on a bike on 90% safe bike routes, the trip is still not feasible for most people. The safe routes cannot be separated by roads with no bike paths/lanes.

Anonymous
6/10/2023 11:08 AM

An additional bike rack in front of Golden Choice - it's busy with the bikes! Love the design of the one at Golden Choice, suitable for all bikes.

Anonymous
6/11/2023 05:10 PM

City Action #59 page 44. The City should apply the Level of Traffic Stress (LOTS) assessment to ALL work done on the LTCN streets and other routes not just "new cycling infrastructure projects". This is because changes to street design (even some tree planting) can have a negative effect on cycling safety and amenity.

Optional question (13 response(s), 15 skipped)
Question type: Essay Question



CITY OF VINCENT

BIKE PLAN

.....
2023 – 2028

CONTENTS

Acknowledgement of Country

The City of Vincent acknowledges the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past and present.

We recognise the unique and incomparable contribution the Whadjuk people have made and continue to make to our culture and in our community. We will continue to seek the input of the Traditional Owners.

The land on which we live, meet and thrive as a community always was and always will be Noongar land.



4	26
BIKE PLAN ON A PAGE	LEEDERVILLE NEIGHBOURHOOD PLAN
7	30
INTRODUCTION	MT HAWTHORN NEIGHBOURHOOD PLAN
8	34
OUR VISION FOR CYCLING IN THE CITY	MT LAWLEY/HIGHGATE NEIGHBOURHOOD PLAN
9	40
POLICY CONTEXT	NORTH PERTH NEIGHBOURHOOD PLAN
10	44
DEVELOPMENT OF THE BIKE PLAN	WILLIAM STREET (NORTHBRIDGE) NEIGHBOURHOOD PLAN
11	50
NEIGHBOURHOOD AREAS	PROMOTE WALKING AND RIDING – ENCOURAGE BEHAVIOUR CHANGE
14	55
CITY OF VINCENT LONG TERM CYCLE NETWORK	IMPLEMENTATION AND MEASURING OUR PROGRESS
22	
CONNECTED NEIGHBOURHOODS	



This project was jointly funded by the Department of Transport and the City of Vincent.



BIKE PLAN ON A PAGE

VISION

The City wants bike riding and walking to be the preferred modes of transport for short trips to, from and within the city and a viable, safe and efficient option for longer trips.

CONNECTED NEIGHBOURHOODS

The City has taken the approach to address issues on the cycling network with a localised neighbourhood view, as well as a more holistic city-wide view.

The City recognises that increased levels of active transport use by residents, students, workers and visitors, will need to play a central role in enhanced neighbourhood connectivity – and the City plays a crucial role in delivering the networks and programs required to support 15-minute neighbourhoods.

ENCOURAGE BEHAVIOUR CHANGE

How people feel about walking and riding plays an important role in whether they decide to walk or ride. Changing people's perceptions of active transport will encourage more sustainable travel.

Individual travel choices are often complex, with many interrelated factors – and the City recognises that making walking and riding the choice for localised trips requires a combination of good planning and design, safe and supportive environments, education and behaviour change.

MEASURING OUR PROGRESS

Successful active transport infrastructure requires significant community engagement, planning and investment. The desired outcomes for this Bike Plan are:

Increases in:

- Percentage of short trips made by people walking and riding in the city.
- People riding their bike in the city.
- Percentage of school children walking and riding their bike to and from school in the city.
- Perception of cycling safety, connectivity and effectiveness in the city.

Decreases In:

- Percentage of short trips made by people using a vehicle in the city.
- Rate of crashes involving a pedestrian or bike rider in the city.



6 | CITY OF VINCENT

INTRODUCTION

Every 5 – 10 years, the City of Vincent (the City) evaluates its cycle network to determine if it continues to meet expectations of the community and to identify key opportunities to make improvements to enable the City to set priorities for future investment in cycling infrastructure and cycling programs.

This Bike Plan presents the priorities of the City over the coming five-year period 2023-2028. It does not set the annual works budget, which will be undertaken by the City each year as a separate process. Too often local Bike Plans have defined individual projects in a manner that constrains the solution from being appropriately developed and investigated through additional consultation with the community. This Bike Plan provides flexibility to ensure future cycling infrastructure and cycling programs can be developed with the community over time.

This Bike Plan presents a guide to assist the City to implement solutions that will address deficiencies in cycle infrastructure and develop programs to attract more people to cycle safely within our city. This approach has been agreed and supported by the Department of Transport (DoT) which encourages

Bike Plans to be prepared with a broad brush and range of solutions presented for Council's consideration.

This Bike Plan has not been prepared purely for the existing confident rider. Whilst they represent an important part of the existing community that ride bikes, there is recognition that approximately two thirds of the community are interested in bike riding but are concerned about the safety of riding on roads and interacting with traffic. This includes children riding to school, families riding to parks, and people riding to work or the shops for the first time in a while. This Bike Plan has been prepared with each of these people in mind.

BIKE PLAN 2023/24 – 2026/27 | 7



OUR VISION FOR CYCLING IN THE CITY

Bike riding, along with walking, are the most sustainable forms of transport. They contribute to creating great places, cleaner local environments, healthier lifestyles and provide economic benefits to local neighbourhoods.

The City wants to increase the number of people riding and walking to work from 15 per cent of residents in 2020 to 17 per cent of residents by 2025 and 20 per cent of residents by 2030.

The City wants bike riding and walking to be the preferred mode of transport for short trips to, from and within the city and a viable, safe and efficient option for longer trips.

By encouraging more people to choose bike riding and walking for everyday trips, we will improve neighbourhoods and the environment, reduce car use and traffic congestion and improve the general health of our community.

The City has identified some key actions to connect communities and encourage more people to choose active transport:

- Assist and support with delivering continuous and connected bicycle networks.
- Improve the safety and comfort of people walking and riding bikes by providing fit-for-purpose infrastructure and appropriate road speeds.
- Facilitate children's and young people's independent mobility by improving safe walking and bike riding options for travel to and from places of education.
- Encouraging a shift to walking and bike riding trips by delivering walking and cycling infrastructure to support mode shift.

POLICY CONTEXT

WA Bike Network (WABN) Plan 2014 – 2031

At the time of the development of this Bike Plan the latest version of the WABN Plan 2014-2031 is the 2017 update.

The City recognises that it is important to align with the principles and conditions set out in the WABN Plan in order for the City to obtain future State Government funding grants administered by DoT. Some of the key actions of the WABN Plan that are most relevant to the City are:

- Connecting Schools Program
- Perth Bicycle Network Grants Program
- Long Term Cycle Network for Perth

Other key actions such as Development of a Counting and Monitoring Strategy and Expansion of the Principal Shared Path (PSP) Network, have relevance to the implementation of cycling infrastructure in the city but provide less of a framework than the previously noted key actions.

City of Vincent Accessible City Strategy 2020 – 2030

The City's Accessible City Strategy creates a new framework to re-prioritise the movement of people of all ages over and above the movement of vehicles.

The Strategy links the reduction in liveability and amenity as car use increases – with congestion reduction to be addressed through mode shift not road widening. All strategies are based to work towards lowering carbon emissions.

The Strategy clearly outlines that a dense, legible, cycling network is required especially providing access to schools, centres, mixed use areas and transit nodes. Services at destinations such as electrical charging points, parking, End of Trip public and private facilities are also required.

The strategy outlines the strengths and weaknesses of the city's existing cycling infrastructure:

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Safe sections of cycle-friendly infrastructure along strategic commuter routes. • Vincent has a well-established active transport culture. 	<ul style="list-style-type: none"> • A lack of network connectivity. • On street cycle lanes are compromised by their proximity to traffic and parking, in the form of door zone cycle lanes or shared bike/bus lanes. • The priority of movement is still generally in favour of cars. • Crossing facilities for cyclists tend to be rudimentary.



DEVELOPMENT OF THE BIKE PLAN

How the Bike Plan was developed

The outcomes of this Bike Plan were derived through consultation with the City's community, including those who regularly cycle and those who cycle less often, and whose children cycle or occasionally to school. Input has also been provided by people who live outside the city but cycle to or through the city's cycle network.

These outcomes have been tested against available information such as Super Tuesday bike count information and recommendations pertaining to the cycle network in other existing literature, as well as the identified network being subject to a cycling level of traffic stress assessment.

The City also undertook a saddle survey as part of developing this plan.

Connected Neighbourhoods

The City has taken the approach to address issues on the cycling network with a localised neighbourhood view, as well as a more holistic city-wide view.

To achieve these two approaches, the city was divided up into five neighbourhood areas where land use and transport patterns are more consistent (Figure 1).

Where practical, busier roads or railways that frame communities and influence transport movement borders were selected as neighbourhood perimeters.



CYCLING NETWORK ASPIRATIONS

Long Term Cycle Network (LTCN) Project

Between 2018-2020 the City, along with all local governments across Perth and Peel, collaborated with the DoT on the LTCN project.

The LTCN project enabled the State and local governments to identify and agree on an aspirational network of connected bicycle routes that would link parks, schools, community facilities and transport services, to make riding a bicycle a convenient and viable option for more people and more trips.

Identification of bicycle routes to form the LTCN, began with a review of the City's 2013 Bike Plan's strategic bicycle routes, and then supplementing these with a network of connected local and secondary routes.

In August 2020, the City of Vincent Council endorsed the City's LTCN, which means the City are eligible to seek grant funding support from the DoT to deliver infrastructure along the identified LTCN routes.

All unbuilt bicycle routes in the City's LTCN are subject to review as part of developing a new bike plan every 5 – 10 years.

As part of the periodic review of the bike plan, the City will work together with the community and the DoT to modify as necessary the LTCN, to reflect land use changes/new development, or to realign routes to reflect changing aspirations or new knowledge of constraints along a route.

Several Community Routes were identified through the community consultation process to develop this Bike Plan. The function of the Community Routes will be designed to compliment the LTCN routes, and additional consultation will need to take place prior to prescribing any specific treatments.

Figure 2 shows the City's August 2020 Council endorsed LTCN routes, and Figure 3 shows the existing typical bicycle infrastructure along each segment of the LTCN routes.



FIGURE 2

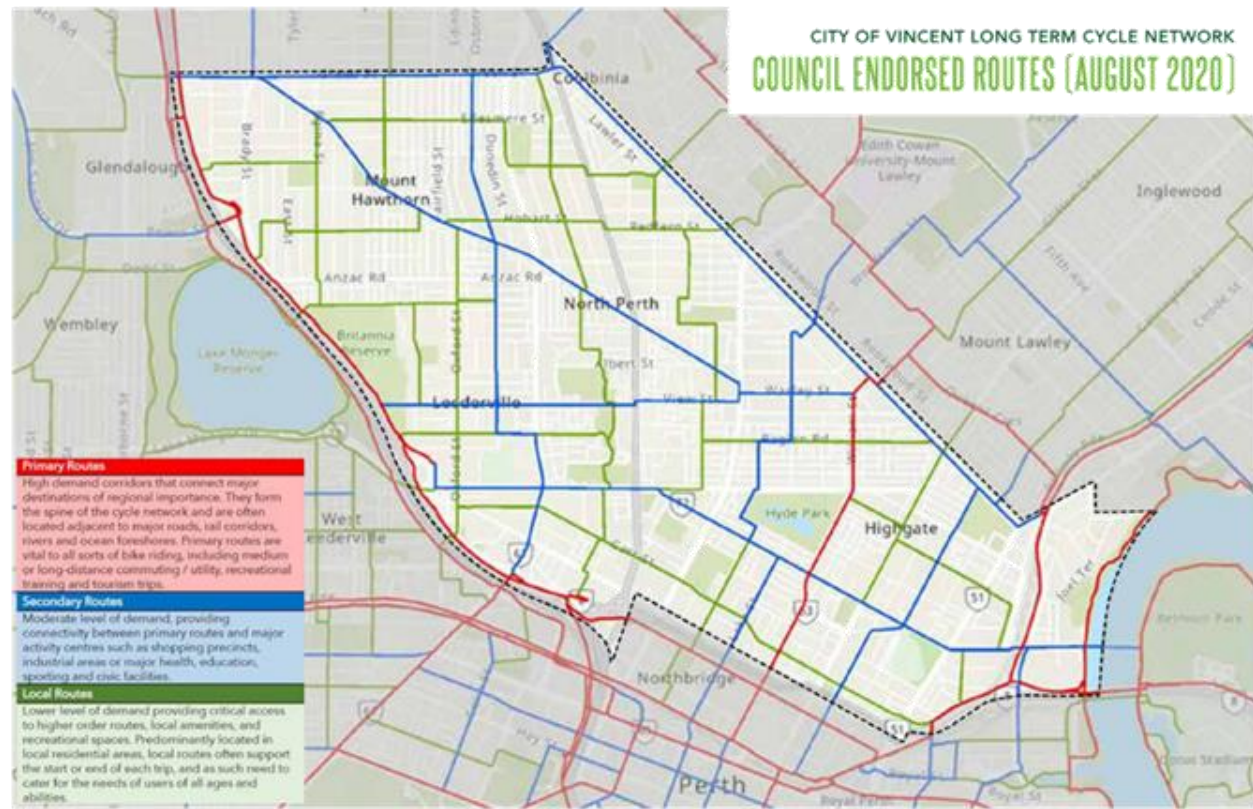
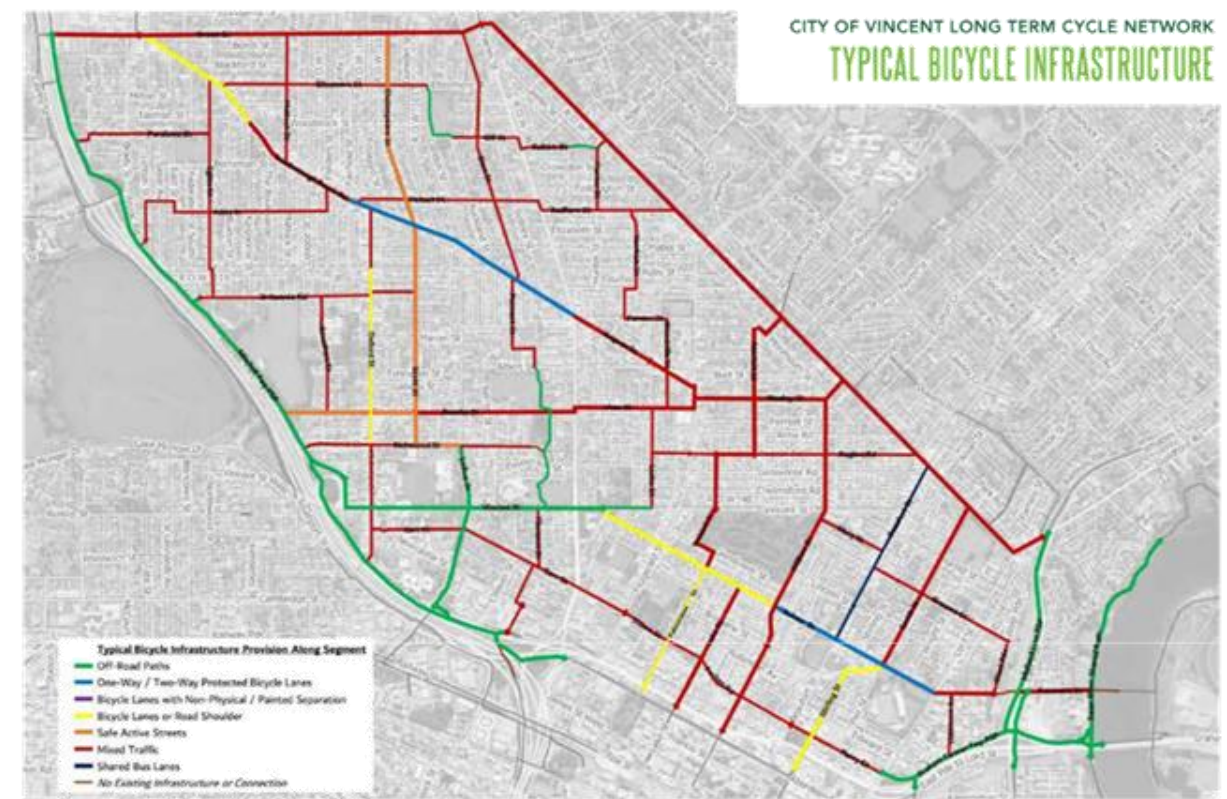


FIGURE 3





Level of Traffic Stress (Cycling) Assessment

Traffic stress is the potential or actual stress arising from interactions with motor vehicles. The methodology developed to measure the cycling Level of Traffic Stress (LOTS) has been developed in recognition that concerns about danger from traffic is a key factor in people's choice to cycle or not.

The Victorian State Department of Transport has developed a tool to measure the level of traffic stress on any given road segment and gave the City permission to use the tool to undertake a LOTS assessment of the City's LTCN.

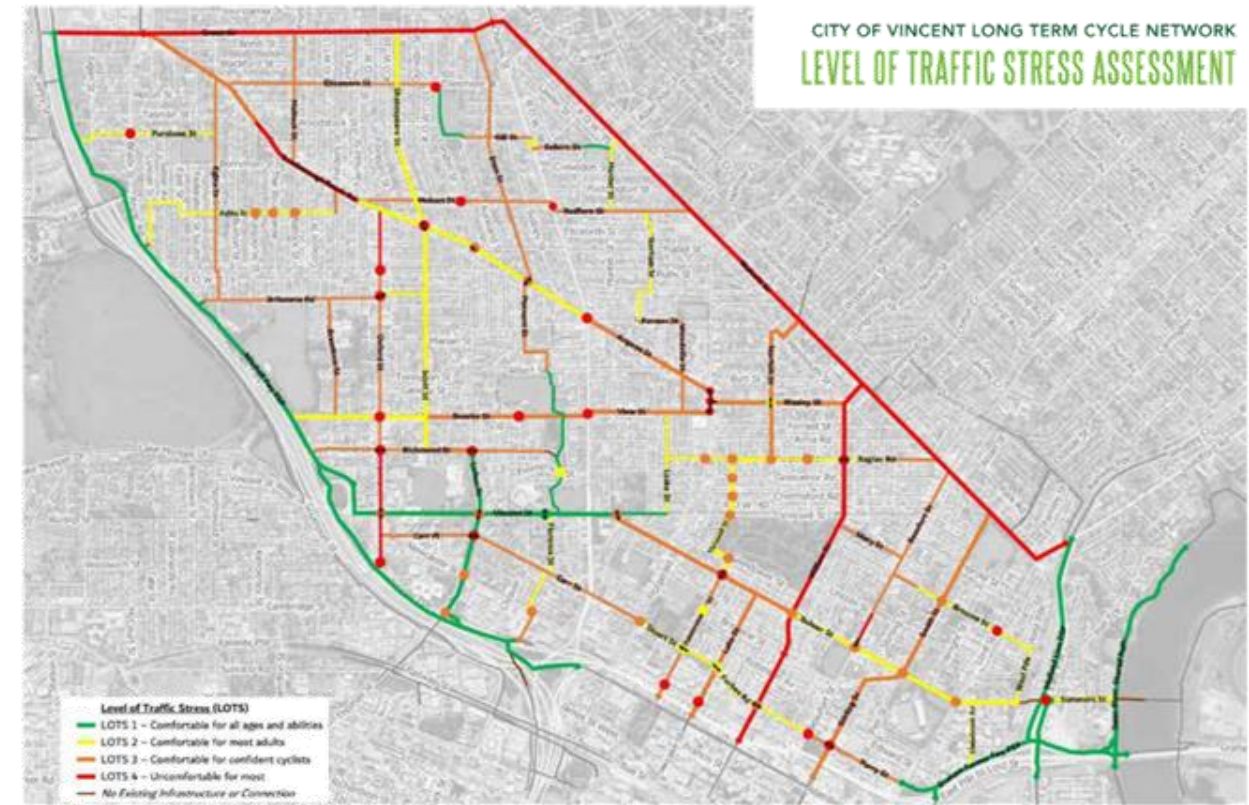
The LOTS assessment allows classification of the cycling network based on user tolerance for traffic stress, with the table outlining the broad user groups which could be expected to be comfortable riding a bike at each level.

LEVEL OF TRAFFIC STRESS	SUITABILITY FOR USE
LOTS 1 Comfortable for all ages and abilities	Minimal traffic stress and requires less attention, making this suitable for all bicycle riders. This includes new bicycle riders with poor cycling skill and children trained to safely cross the road unsupervised (typically a 10-year-old), or younger children under supervision of parents.
LOTS 2 Comfortable for most adults	A little traffic stress that requires more attention than young (typically a 10-year-old) unsupervised children can handle. It is suitable for most teen and adult bicycle riders with adequate bicycle handling skill.
LOTS 3 Comfortable for confident cyclists	Moderate traffic stress that would require higher levels of cycling skill and confidence to interact with traffic using on-road bicycle lanes in areas of moderate traffic speeds or volumes.
LOTS 4 Uncomfortable for most	High level of traffic stress only suitable for very skilled bicycle riders with confidence to interact with traffic on busy roads with minimal or no on-road cycle facilities.

Figure 4 shows the LOTS assessment of the City's LTCN routes. The assessment shows that the very few routes across the City are categorised as comfortable for all ages and abilities cycling.

The majority of the LTCN routes are categorised as only comfortable for confident cyclists and/or uncomfortable for most.

FIGURE 4





Long Term Cycle Network and Additional Distributor Road Routes

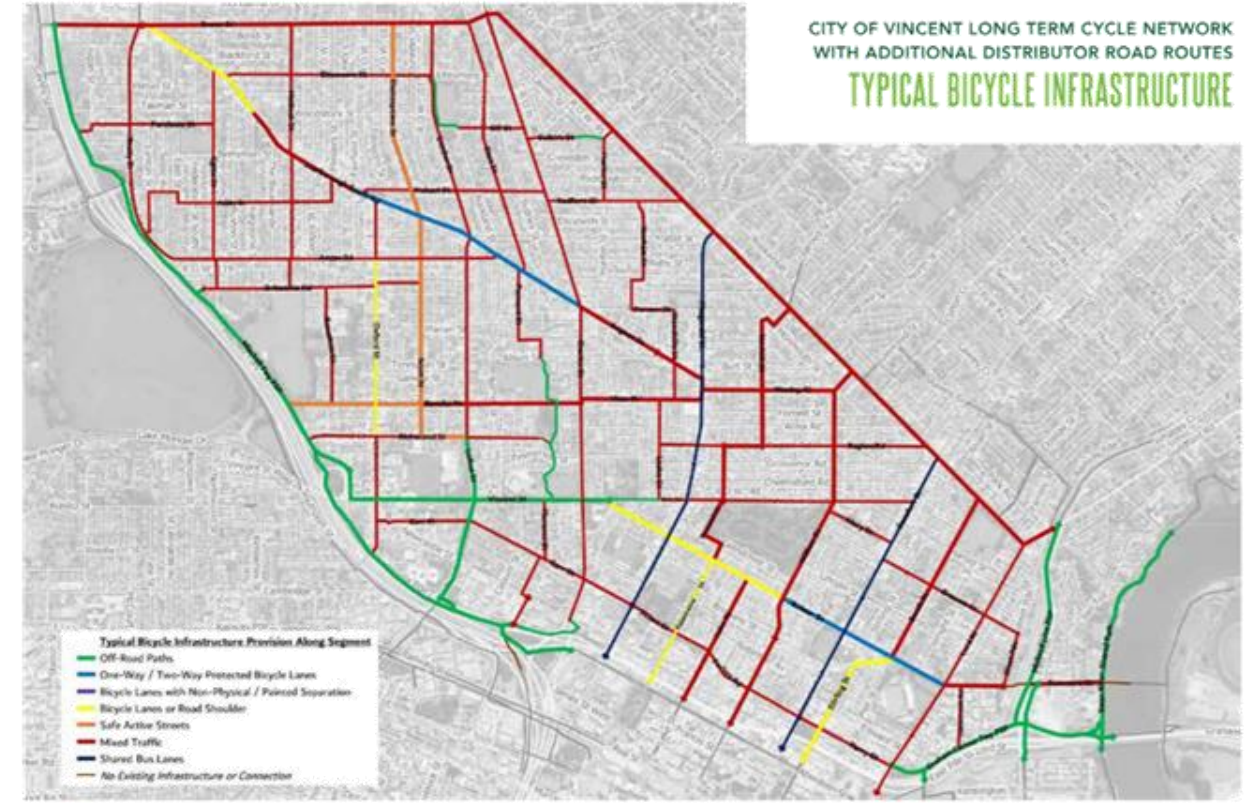
- The City has used the LOTS assessment tool to investigate the existing conditions along additional distributor roads which do not form part of the City's LTCN. These include:
- Brady Street (Green Street to Powis Street)
 - Anzac Road (Powis Street to Scarborough Beach Road)
 - Matlock Street (Scarborough Beach Road to Britannia Road)
 - London Street (Green Street to Scarborough Beach Road)
 - Loftus Street (Scarborough Beach Road to Richmond Street)
 - Charles Street (Green Street to Newcastle Street)
 - Fitzgerald Street (Walcott Street to Newcastle Street)
 - Vincent Street (Leake Street to Beaufort Street)
 - Beaufort Street (Bulwer Street to Newcastle Street)
 - Lord Street (Walcott Street to Newcastle Street)

Figure 5 shows the City's LTCN and additional distributor road bicycle routes and the existing typical bicycle infrastructure along each segment of the route.

Figure 6 shows the LOTS assessment of the City's LTCN and additional distributor road bicycle routes. The assessment shows that all additional distributor road routes are categorised as uncomfortable for most – other than Matlock Street which is categorised as only being comfortable for confident cyclists.

These additional distributor road routes typically carry the most motorised traffic and are unlikely to be subject to significant re-design in the short to medium term to provide for comfortable all ages and abilities bike riding.

FIGURE 5





20 | CITY OF VINCENT



BIKE PLAN 2023/24 - 2026/27 | 21

CONNECTED NEIGHBOURHOODS

The City has taken the approach to address issues on the cycling network with a localised neighbourhood view, as well as a more holistic city-wide view.

To achieve these two approaches, the city was divided up into five neighbourhood areas where land use and transport patterns are more consistent (Figure 1).

Well-connected cycling networks enable people to safely ride their bikes as part of their everyday travel.

The city benefits from high quality strategic cycling links around the city's perimeter and between some of the city's neighbourhood town centres.

However, the existing interconnectivity between other neighbourhood town centres, as well as the connections between the town centres and their local resident neighbourhood community, is disjointed, fragmented, and often does not support safe cycling for all members of the community.

Local Neighbourhood Connectivity

Prioritising local neighbourhood connectivity has become known as the 15-minute city or 15-minute neighbourhood concept.

15-minute neighbourhoods allow communities to be strong, vibrant and active, and prioritise place making, walking and bike riding to support 15-minute access to everyday destinations and local transport networks.

15-minute neighbourhoods have well-designed pathways and roads with safe speeds, tree canopy cover and shade. They have quality public spaces, and activated local town centre streets.

In these neighbourhoods, children can ride and walk independently to and from school and walking and cycling is integrated with public transport.

At an average walking speed, a 15-minute trip covers about 1 kilometre. For people riding a bike, that distance can increase up to 5 kilometres or more. Even for an inexperienced young rider cycling independently with a parent or carer, they can cover over 1.5 kilometres riding for only 10 minutes at a slow riding speed of 10 kilometres per hour.

The city is fortunate to have five well-established town centres supporting local residential neighbourhoods and in some cases providing services and employment opportunities for communities further afield.

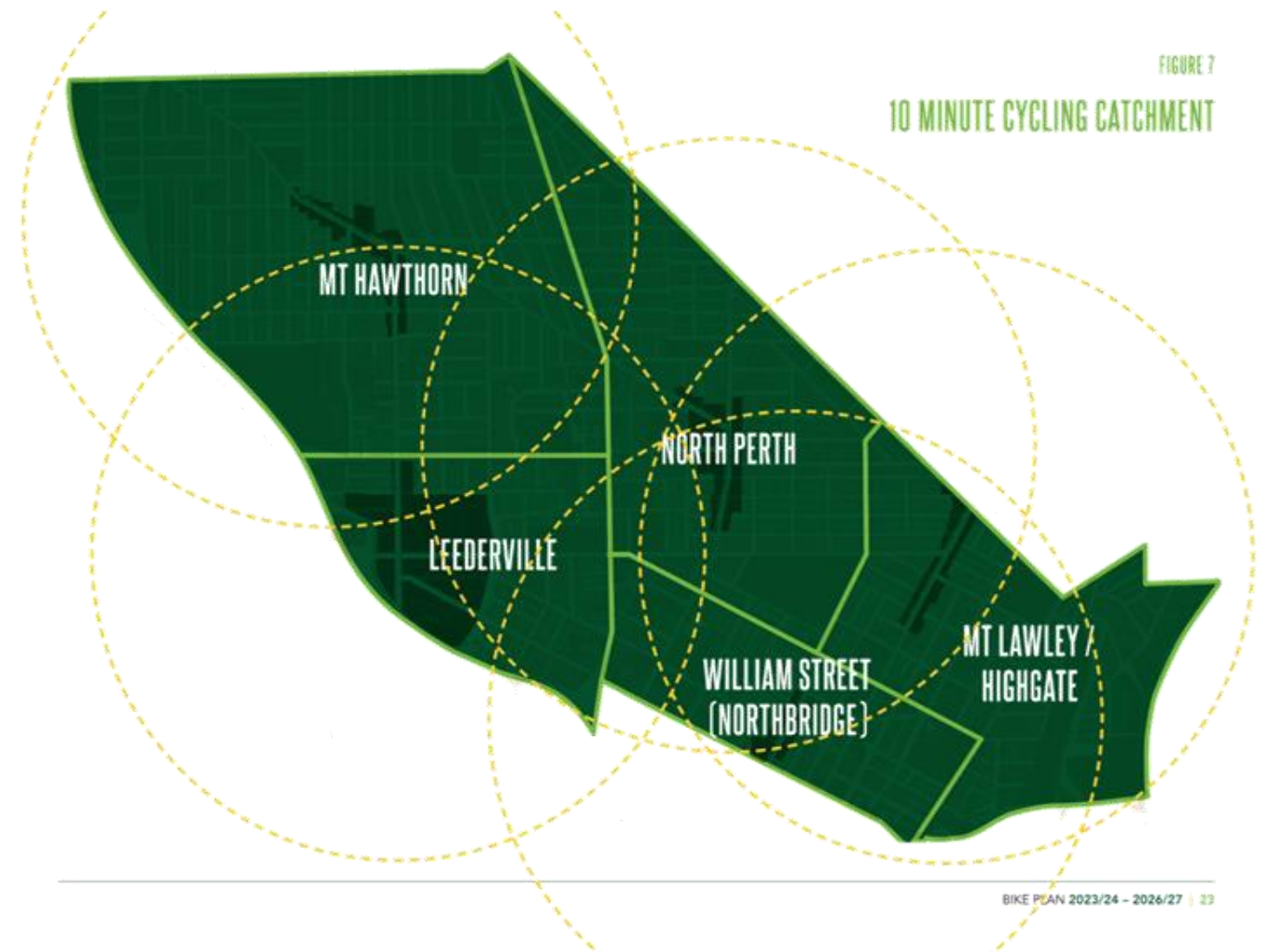
Across all the city's neighbourhoods, local shops, parks, and facilities can be accessed within the 15-minute neighbourhood concept distance. We know that people across our city value living in neighbourhoods that are attractive and functional, with the services and facilities they need to comfortably live, work and visit.

Figure 7 shows a 10 minute cycling catchment from each of the five town centres for an inexperienced young rider. It shows that even within a modest 1.5 kilometre catchment, all residents across the city are able to access at least their nearest town centre – with many residents within the catchment of multiple town centres.

The City recognises that increased levels of active transport use by residents, students, workers and visitors, will need to play a central role in enhanced neighbourhood connectivity – and the City plays a crucial role in delivering the networks and programs required to support 15-minute neighbourhoods.

FIGURE 7

10 MINUTE CYCLING CATCHMENT





City-wide Connectivity

Within our city, the interconnectivity between neighbourhoods and town centres is important to ensure residents have access to the full range of services, facilities, recreation, and leisure that is on offer across the city.

The City recognises that safe east-west connections across the city for riding a key to improving city-wide connectivity.

CITY ACTIONS: to improve local neighbourhood connectivity and support 15-minute neighbourhoods

CITY ACTIONS: to improve local neighbourhood connectivity and support 15-minute neighbourhoods		TIMING
1	<ul style="list-style-type: none"> City to roll out low-speed zones across local road – supported by physical changes to the road environment as necessary. City to seek Main Roads WA approval to make all local roads across the city 40km/h. 	●
2	<ul style="list-style-type: none"> City to upgrade existing paths and streets for better walking and cycling experiences – as identified in the five neighbourhood plans. 	●●
3	<ul style="list-style-type: none"> Where possible the City to plant trees along streets and paths to provide amenity and shade to reduce urban heat. 	●●
4	<ul style="list-style-type: none"> City to use low-cost and/or temporary infrastructure to trial or test active transports initiatives locally. 	●●
5	<ul style="list-style-type: none"> City to review location, form, and use of existing bike parking infrastructure in town centres. City to upgrade existing facilities as identified by the review. 	●
6	<ul style="list-style-type: none"> City to partner with local schools and DoT to identify and review safe routes to school networks. City to investigate options for funding routes or missing links within the safe routes to school network. 	●
7	<ul style="list-style-type: none"> City to identify and prioritise east-west cycling connections across the city. City to seek WABN grant funding support to deliver high priority east-west connections to work towards delivering the City's LTCN. 	●

- Short term action (completed or initiated within 2 – 3 years)
- Longer term action (completed or initiated after 2 – 3 years)





LEEDERVILLE NEIGHBOURHOOD PLAN

The Leederville Town Centre has a unique mix of retail, civic uses, restaurants, bars, and residential dwellings which all function in a cohesive environment and flourish together as one mixed-use hub. It is bounded by the Mitchell Freeway and Loftus Street, and extends north to Bourke Street.

Community Profile



High Income Households (more than \$3000/wk)
 Leederville 35.3% | Greater Perth 24.2%

Population (ERP 2021)
 Leederville 3814
 % of Vincent 10.1%

Transportation Modes
 6.6% of Leederville households do not own a car compared to 4.8% in Greater Perth

16.7% of Leederville households travel to work on a train or a bus compared to 8.4% in Greater Perth

7.1% of Leederville households travel to work using active modes compared to 2.2% in Greater Perth

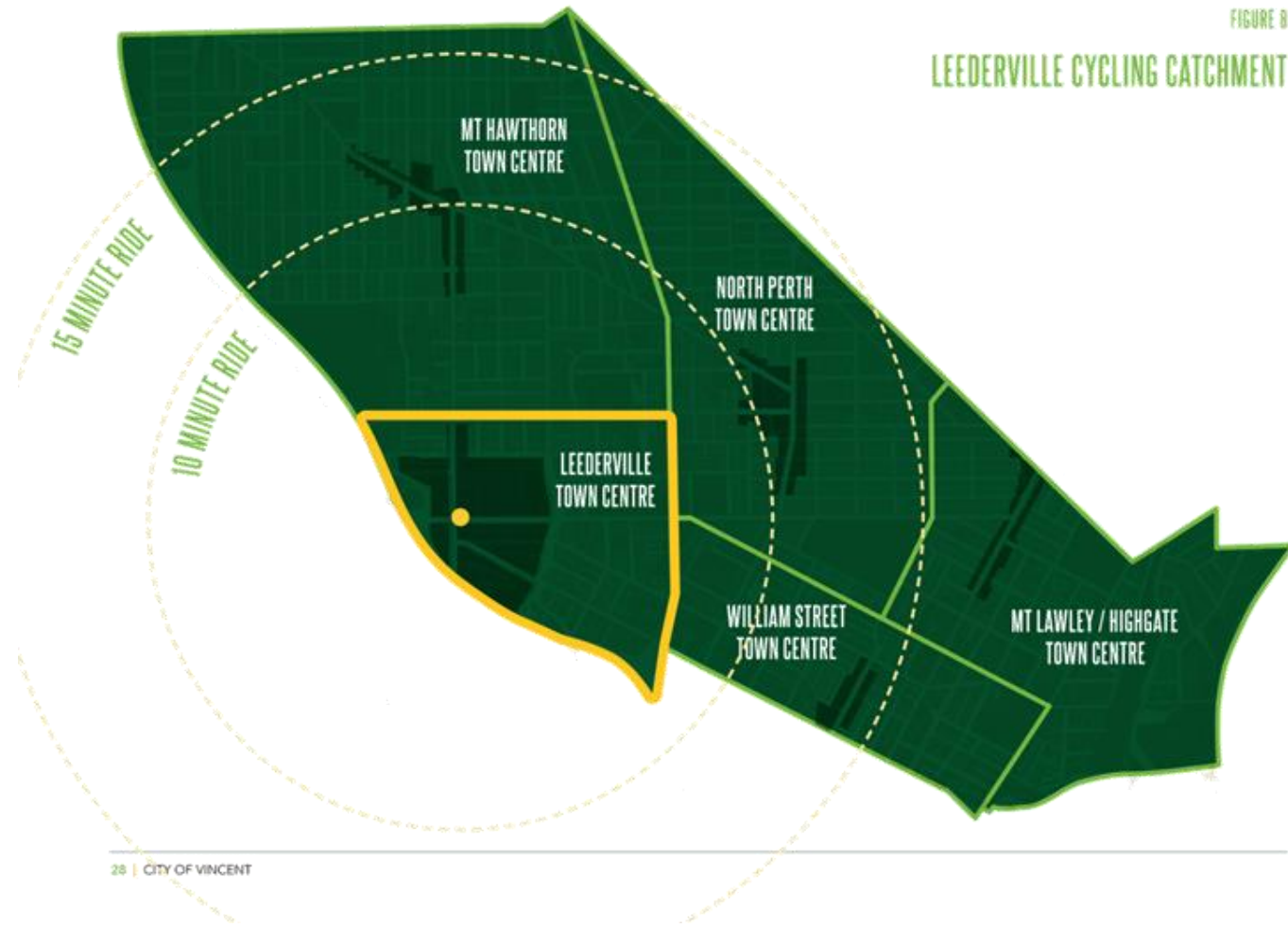
ABS 2021 Census data for the suburb of Leederville

CITY ACTIONS: projects in the Leederville neighbourhood	PRIORITY	LTCN
8 • Investigate options to improve the clarity and safety of the pedestrian and cyclist priority crossing Loftus Street left turn slip lane into Graham Farmer Freeway on ramp. Consider road signage and pavement markings as per the Loftus Street left turn slip lane into Railway Street.	High	Secondary
9 • City to contact Main Roads WA to inform them of community concerns regarding the section of Mitchell Freeway PSP to the south of Old Aberdeen Place where the PSP makes a sharp 90 degree bend and splits between a connection to Newcastle Street and connection to Aberdeen Street/Fitzgerald Street. City to raise concerns over the poor maintenance of the pavement anti-skid coating and tree roots impacting the surface at either end of the transition into the sharp bend.	High	Primary
10 • Investigate options to improve clarity and safety of pedestrian and cyclist crossing of Newcastle Street between the Strathoona Street and Golding Street sections of the Safe Active Street route.	Medium	Local
11 • Investigates options to improve the conditions for cycling along the Vincent Street corridor between the Mitchell Freeway PSP and Charles Street. Including enhanced bike parking at key destinations such as the town centre and Beatty Park.	High	Secondary
12 • Investigate options to provide for pedestrian and cyclist priority crossing at the existing Bourke Street raised path connection between Charles Veryard Reserve and Smiths Lake Reserve.	Medium	Local
13 • On Bourke Street between Scott Street (end of the Safe Active Street treatment) and Charles Street, consider options to improve the visibility of cyclists along the street. Consider pavement markings as a minimum (such as yellow bike symbols).	Low	Secondary
14 • Monitor path debris and flooding issues at the Richmond Street connection to the Mitchell Freeway PSP. Seek to resolve path debris and flooding issues if identified as a consistent issue.	Low	Local
15 • Investigate options to improve safety of pedestrian and cyclist crossing of Loftus Street at Richmond Street.	Medium	Secondary - Local
16 • Continue on-street bike lanes on Oxford Street between Vincent Street and Richmond Street. In the longer term, investigate options for segregated or protected cycling infrastructure along the Oxford Street corridor.	Medium	Local
17 • Investigate options to improve clarity and safety of pedestrian and cyclist priority crossings at left turn slip lanes at the Vincent Street and Leederville Parade and Mitchell Freeway ramp intersection. Consider road signage and pavement markings as per the Lake Monger Drive and Southport Street and Mitchell Freeway ramp intersection.	High	Secondary- Local
18 • City to contact Main Roads WA to seek a review of the pedestrian signal phases at the Loftus Street intersections with Vincent Street and Newcastle Street. To seek to provide pedestrian and cyclists crossings in a single phase with sufficient green time.	Low	Secondary

The City's projects to action, to improve its cycle network in the Leederville neighbourhood, are outlined in the table above and correspond to the map in Figure 9. It is the City's intent to continue to work with the local communities in each neighbourhood (residents and business owners alike) to refine these neighbourhood plans to tailor them to the community priorities.

Figure 8 shows 10-minute and 15-minute cycling catchments from the Leederville Town Centre for an inexperienced young rider. It shows that even within a modest 1.5 – 2.5 kilometre catchment, all residents across the Leederville neighbourhood are able to access four of the five town centres within the City.

Figure 9 shows the location of the projects that the City will action as outlined in the Leederville neighbourhood projects table.





MT HAWTHORN NEIGHBOURHOOD PLAN

Mt Hawthorn Town Centre is defined by its unique landscape character and rich history. It extends from Braithwaite Park in the west to Britannia Road in the south and incorporates Axford Park. Traditional fine-grain shops front Scarborough Beach Road with an emerging mix of businesses along the northern end of Oxford Street.

Community Profile



High Income Households
(more than \$3000/wk)
Mt Hawthorn 45% | Greater Perth 24.2%

Population (ERP 2021)
Mt Hawthorn 8460
% of Vincent 22.3%

Transportation Modes
4.6% of Mt Hawthorn households do not own a car compared to 4.8% in Greater Perth

10.5% of Mt Hawthorn households travel to work on a train or a bus compared to 8.4% in Greater Perth

5% of Mt Hawthorn households travel to work using active modes compared to 2.2% in Greater Perth

ABS 2021 Census data for the suburb of Leederville

CITY ACTIONS: projects in the Mt Hawthorn neighbourhood	PRIORITY	LTCN
19 • Investigate options to provide for safe cycling along the eastern side of Britannia Reserve to provide a community route for local movements between Britannia Road and Bourke Street.	Medium	Community Route
20 • Investigates options to improve the conditions for cycling along the Britannia Road corridor between the Mitchell Freeway PSP and Oxford Street.	High	Local
21 • Investigate opportunities for a Community Route connecting local communities and a number of school sites from Britannia Road to Angove Street (North Perth Town Centre) via Wavertree Place – Bennelong Place – Marian Street – Chamberlain Street – Pennant Street – Kadina Street – Tay Place – Albert Street.	Medium	Community Route
22 • As part of the planning for a Community Route (Project No.21) from Britannia Road to Angove Street (North Perth Town Centre), options should be considered for a safe pedestrian and cyclist crossing of Loftus Street between Marian Street and Chamberlain Street. Consideration should be given to the relocation and replacement of the existing school crossing with a permanent signal controlled crossing.	Medium	Community Route
23 • Investigate options to improve clarity and safety of cycling connection between Scarborough Beach Road on-street bike lanes at Eucla Street and Mitchell Freeway PSP/Glendalough Station.	Medium	Secondary
24 • Provide kerb ramp at end of southbound on-street bike lane adjacent to Mt Hawthorn Primary School, to provide access from the on-street bike lane to school bike parking area and to avoid cyclists along Scarborough Beach Road from having to join the general traffic lane for a short distance to access the school site.	Medium	Secondary
25 • Consider seeking Main Roads WA approval for introducing a 30km/h speed limit through Mt Hawthorn Town Centre to improve safety of on-street cycling through the town centre and pedestrian crossing of Scarborough Beach Road.	Medium	Secondary
26 • Investigate options to extend westbound bike lane on Scarborough Beach Road up to Loftus Street intersection.	Low	Secondary
27 • Review clarity of green bike lane pavement marking eastbound on Scarborough Beach Road on approach to Charles Street, to avoid cyclists being directed towards a raised kerb.	Low	Secondary

The City's projects to action, to improve its cycle network in the Mt Hawthorn neighbourhood, are outlined in the table above and correspond to the map in Figure 11. It is the City's intent to continue to work with the local communities in each neighbourhood (residents and business owners alike) to refine these neighbourhood plans to tailor them to the community priorities.

Figure 10 shows 10-minute and 15-minute cycling catchments from the Mt Hawthorn Town Centre for an inexperienced young rider. It shows that even within a modest 1.5 – 2.5 kilometre catchment, all residents across the Mt Hawthorn neighbourhood are able to access three of the five town centres within the City.

Figure 11 shows the location of the projects that the City will action as outlined in the Mt Hawthorn neighbourhood projects table.





MT LAWLEY/HIGHGATE NEIGHBOURHOOD PLAN

The Beaufort Street Town Centre is situated largely in the City of Vincent with the portion north of Walcott Street located in the City of Stirling. Although a primary arterial route connecting Inglewood, Mt Lawley, Highgate, and extending through to Perth, Beaufort Street is home to some of Perth's most eclectic restaurants, bars and shops.

Community Profile | Mt Lawley



High Income Households
(more than \$3000/wk)
Mt Lawley 32.6% | Greater Perth 24.2%

Population (ERP 2021)
Mt Lawley 3481
% of Vincent 9.2%

Transportation Modes

8.4% of Mt Lawley households do not own a car compared to 4.8% in Greater Perth

14.4% of Mt Lawley households travel to work on a train or a bus compared to 8.4% in Greater Perth

7.6% of Mt Lawley households travel to work using active modes compared to 2.2% in Greater Perth

Community Profile | Highgate



High Income Households
(more than \$3000/wk)
Highgate 22.6% | Greater Perth 24.2%

Population (ERP 2021)
Highgate 2325
% of Vincent 6.1%

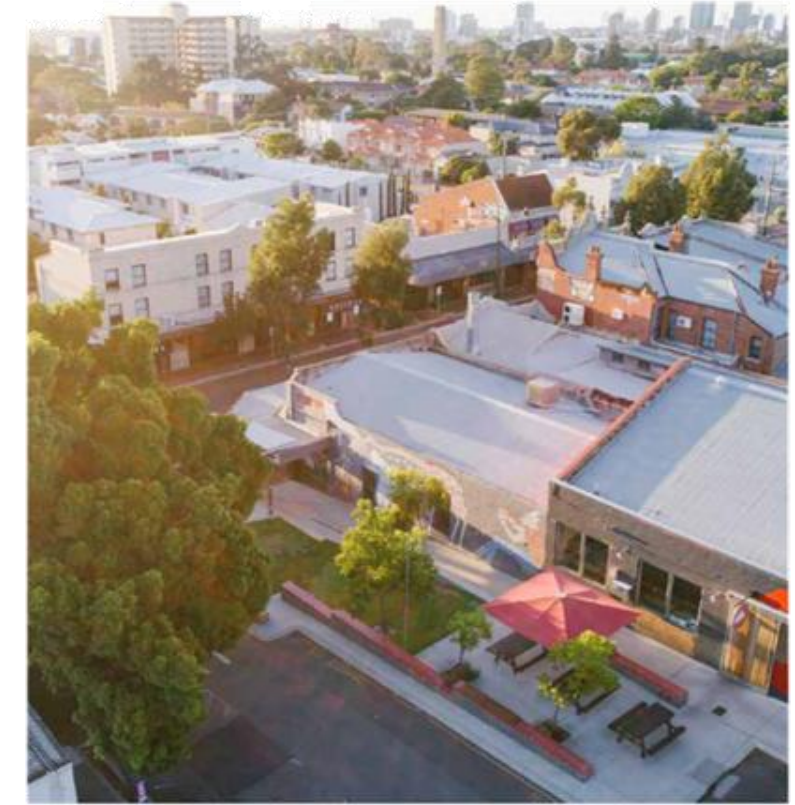
Transportation Modes

14.4% of Highgate households do not own a car compared to 4.8% in Greater Perth

16.9% of Highgate households travel to work on a train or a bus compared to 8.4% in Greater Perth

10.3% of Highgate households travel to work using active modes compared to 2.2% in Greater Perth

ABS 2021 Census data for the suburb of Mt Lawley / Highgate



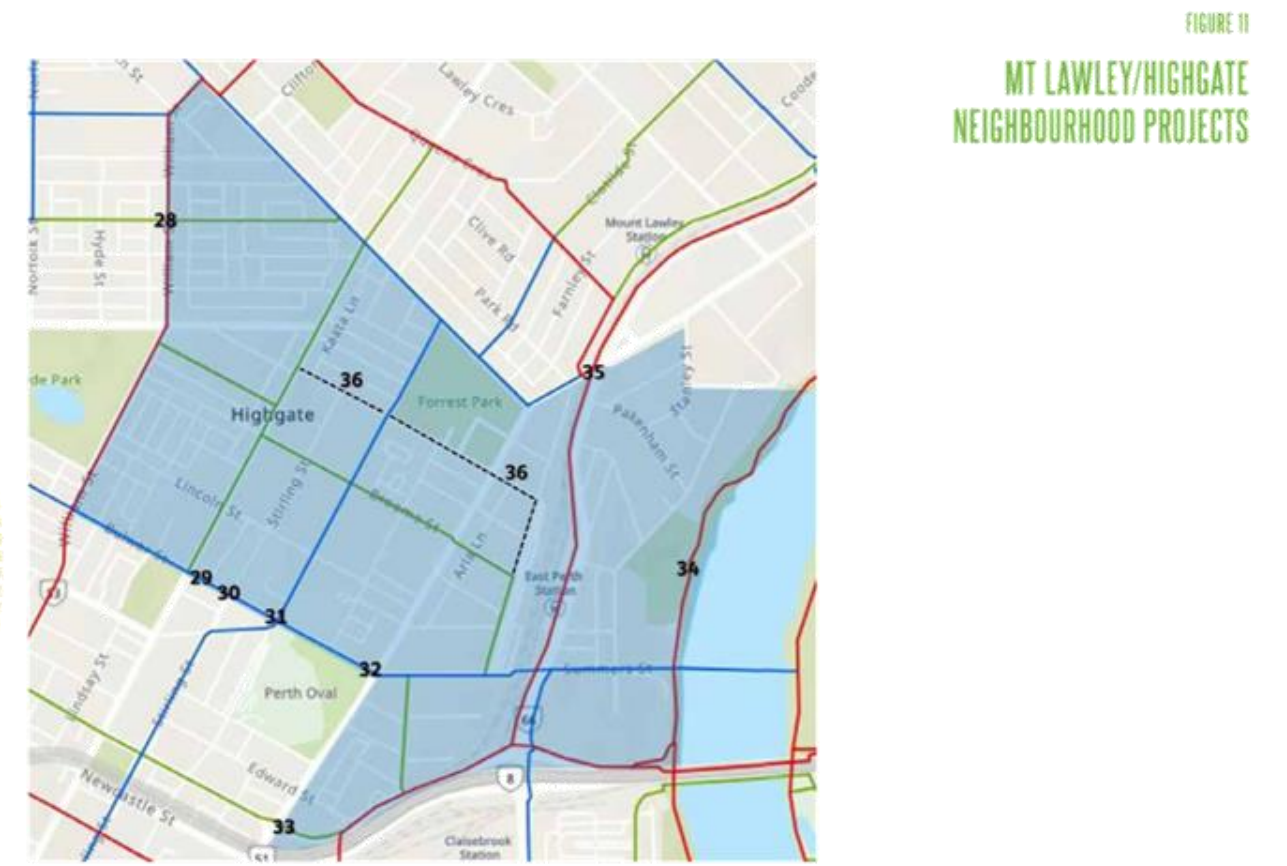
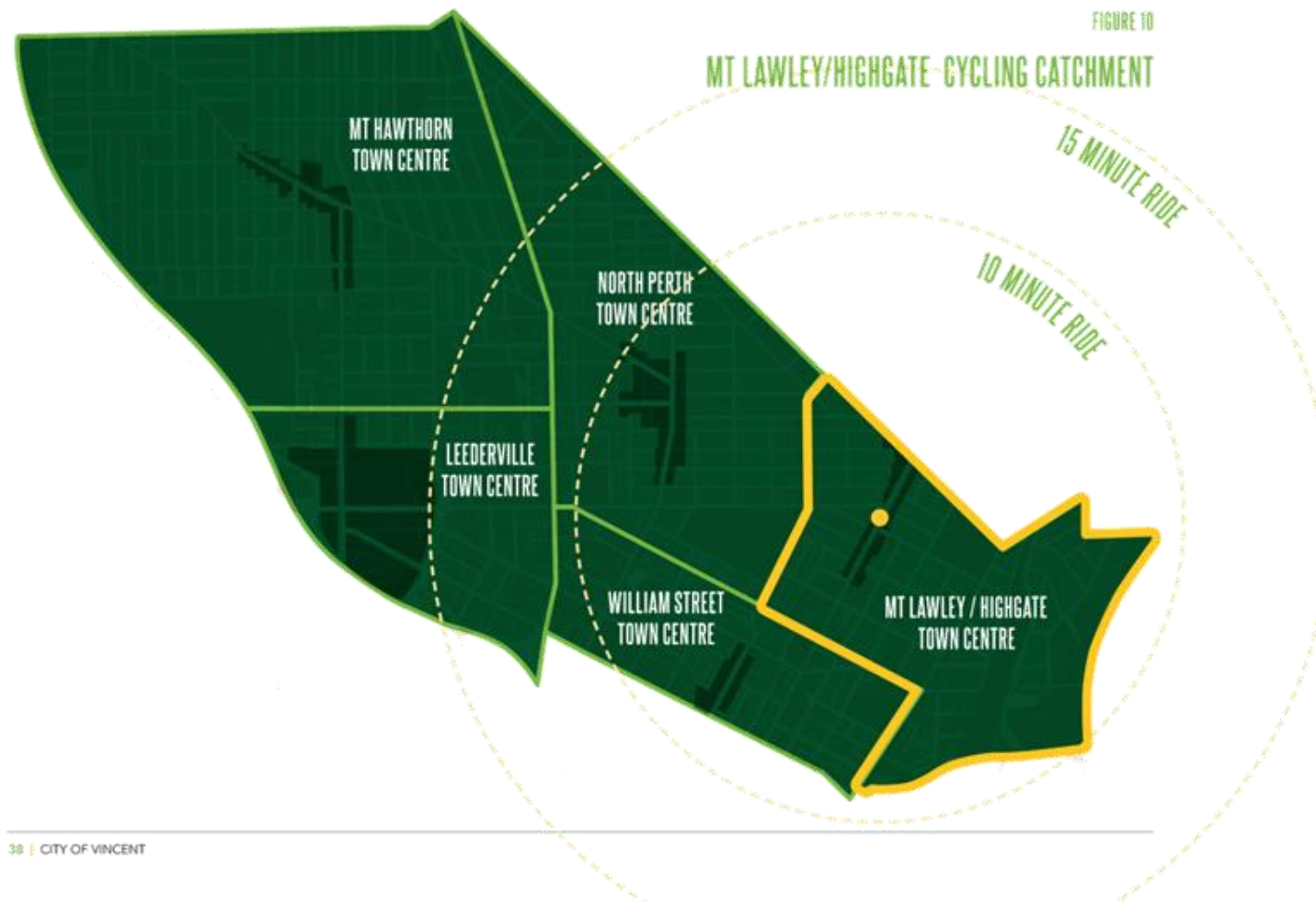
CITY ACTIONS: projects in the Mt Lawley/Highgate neighbourhood		PRIORITY	LTCN
28	Investigate options to improve clarity and safety of pedestrian and cyclist crossing of William Street east-west between the traffic signal controlled intersections of Walcott Street/William Street and Vincent Street/William Street. Crossing of William Street should be located to support a future LTCN Local Route – possibly in vicinity of Raglan Road.	Medium	Local
29	Continue eastbound on-street bike lane along Bulwer Street to the east of the Beaufort Street and Bulwer Street intersection (adjacent to existing fuel station).	Medium	Secondary
30	Conduct a review of the Bulwer Street and Stirling Street intersection with focus on the movement and safety of pedestrians and cyclists. Review pedestrian and cyclist conflicts across the Bulwer Street bike lanes, review location and utilisation of bike parking adjacent to Woolworths and road safety of on-street parking and cyclist conflicts, and vehicle conflicts with pedestrian and cyclist movements. Develop options to address any issues and safety concerns identified.	Medium	Secondary
31	Conduct a review of the existing Bulwer Street bike lanes channelising cyclists into a narrow traffic lane on approach to the Brisbane Street/Smith Street and Bulwer Street roundabout. Develop options to address the conflicts of cyclists merging into traffic lanes without sufficient warning for bike riders or drivers.	Medium	Secondary
32	Investigate options to continue existing eastbound Bulwer Street bike lane up to the Lord Street intersection. Consider installing cyclist advanced stopline to assist with bike riders adopting a safe position to cross ahead to Summer Street and be visible to drivers of left turning vehicles.	Medium	Secondary
33	Investigate options to improve clarity and safety of cyclist movements between the end of the PSP at Lord Street and the desire to continue along Parry Street (consider both eastbound and westbound cycle movements).	Low	Local
34	City to monitor the use of the Swan River Shared Path between the Windan Bridge and Bardon Park and the increasing pressure on the path with high pedestrian and cyclist volumes. City to consider locations where separate pedestrian and cyclist paths may be required in the future.	Medium	Primary
35	City to advocate for enhanced pedestrian and cyclists facilities and network connections through the area where Guildford Road, East Parade, Whatley Crescent, Railway Parade and the Midland Line rail bridge intersect.	Medium	Primary-Secondary
36	Review the proposed LTCN Local Route connection along Broome Street between Beaufort Street and West Parade. Consider the merits of the Harold Street corridor forming the Local Route connection between Beaufort Street and West Parade in this locality. If Harold Street is considered to form a better long term connection and provide access to key local destination, then the City to request for the Harold Street corridor to be added to the LTCN in place of or in addition to the Broome Street corridor.	Medium	Local

The City's projects to action, to improve its cycle network in the Mt Lawley/Highgate neighbourhood, are outlined in the table above and correspond to the map in Figure 13. It is the City's intent to continue to work with the local communities in each neighbourhood (residents and business owners alike) to refine these neighbourhood plans to tailor them to the community priorities.

Figure 12 shows 10-minute and 15-minute cycling catchments from the Mt Lawley/Highgate Town Centre for an inexperienced young rider. It shows that even within a modest 1.5-2.5 kilometre catchment, all residents across the Mt Lawley/Highgate neighbourhood are able to access three of the five town centres within the City.

Figure 13 shows the location of the projects that the City will action as outlined in the Mt Lawley/Highgate neighbourhood projects table.





NORTH PERTH NEIGHBOURHOOD PLAN

North Perth Town Centre is defined by its unique character, diverse mix of businesses and rich cultural history. Its characters, iconic businesses and heritage buildings contribute to its distinct sense of identity and are why it is like no other place.



Community Profile

0-11	12-24	25-49	50-69	70-85+
12.5%	13.5%	41%	22.9%	10.2%



High Income Households
(more than \$3000/wk)
North Perth 36.3% | Greater Perth 24.2%

Population (ERP 2021)
North Perth 10,022
% of Vincent 26.5%

Transportation Modes

7.3% of North Perth households do not own a car compared to 4.8% in Greater Perth

13.6% of North Perth households travel to work on a train or a bus compared to 8.4% in Greater Perth

5.3% of North Perth households travel to work using active modes compared to 2.2% in Greater Perth

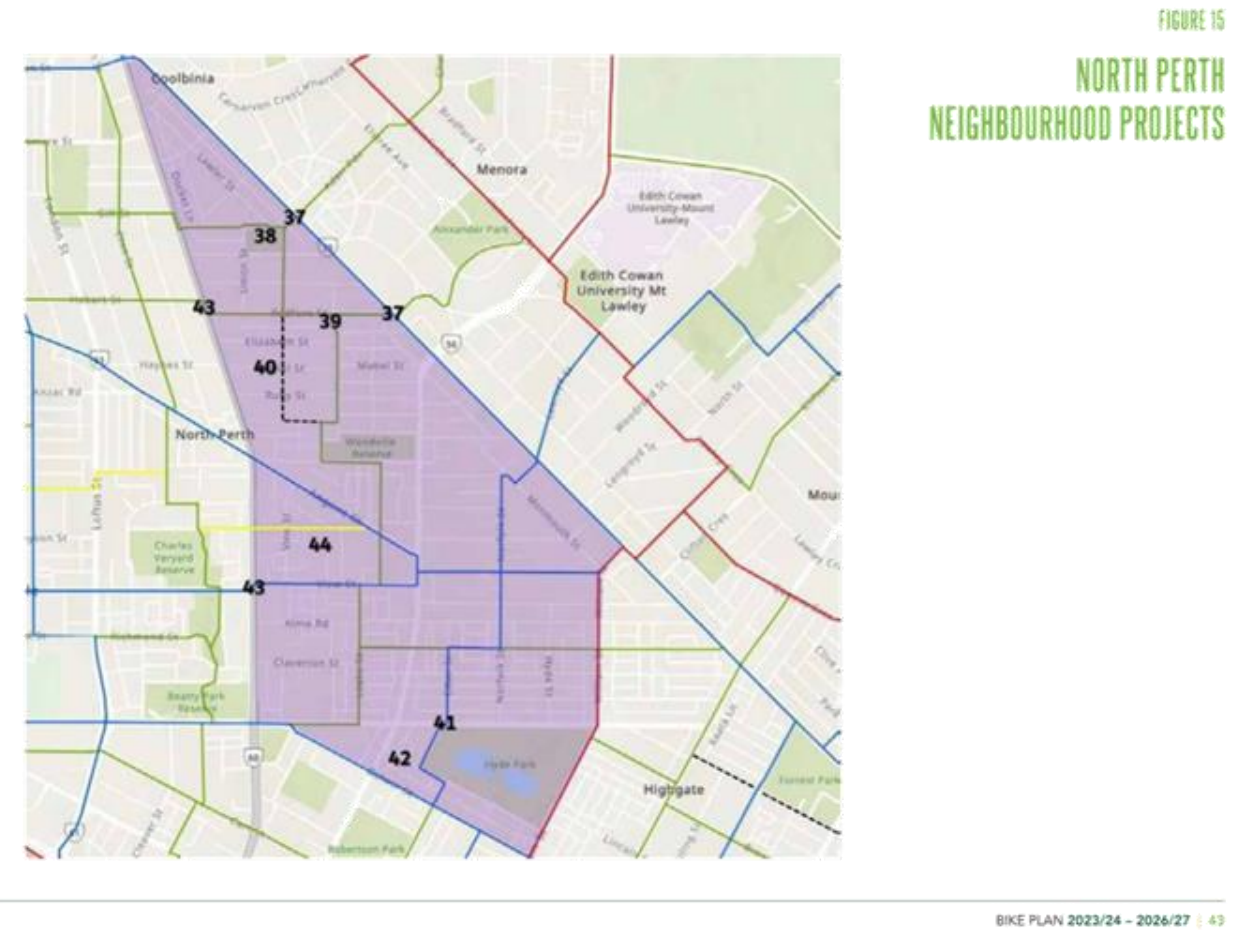
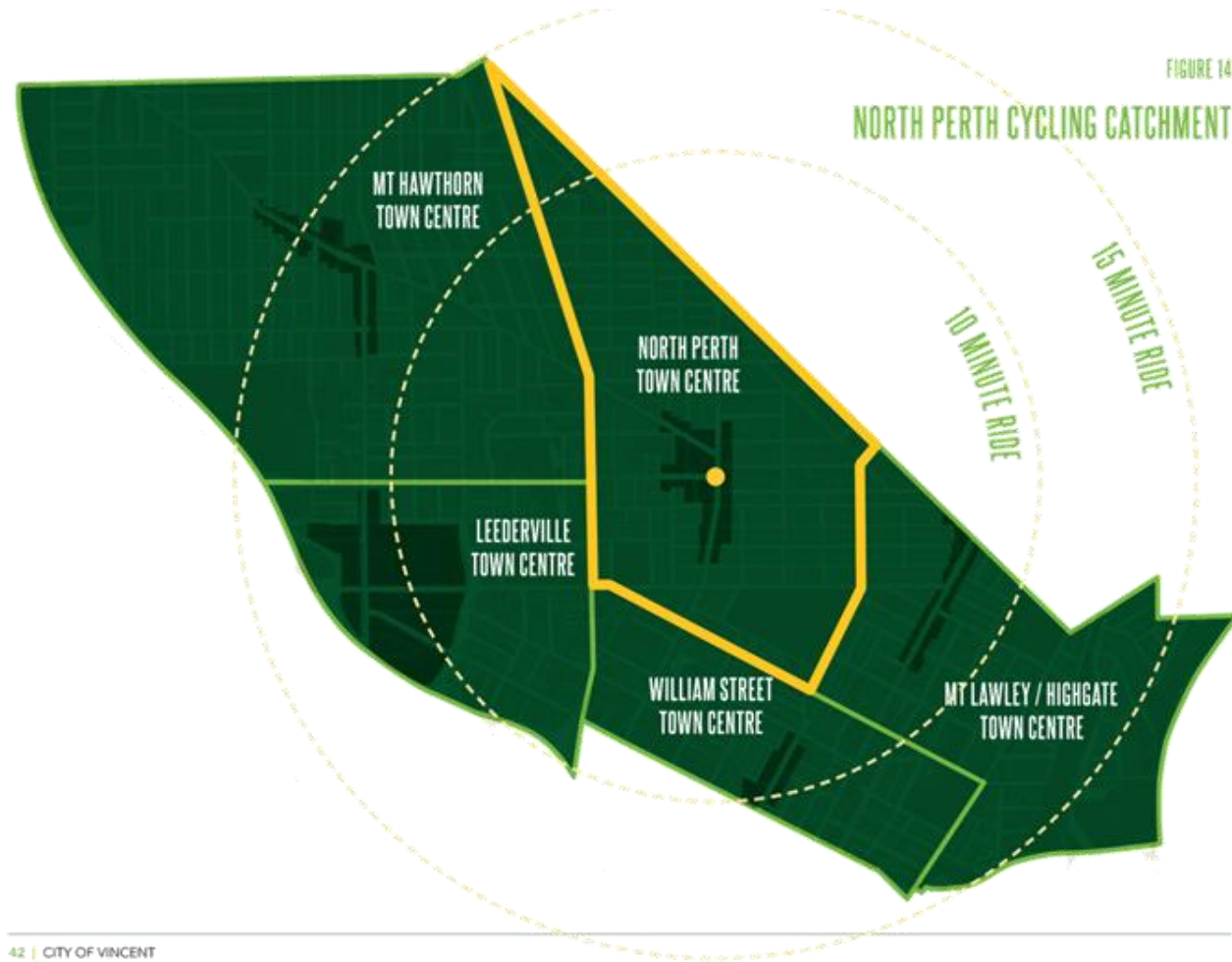
ABS 2021 Census data for the suburb of North Perth

CITY ACTIONS: projects in the North Perth neighbourhood	PRIORITY	LTCN
37 • City to work with the City of Stirling to consider options for a safe pedestrian and cyclist signal controlled crossing of Walcott Street between the existing traffic signal controlled intersections at Charles Street and Alexander Drive/Fitzgerald Street. Consider location(s) for crossing(s) to support the proposed LTCN Local Route(s) across Walcott Street at Hunter Street/Adair Parade and Redfern Street/McPherson Street.	High	Local
38 • Provide bike parking within Kylla Park (near to playgrounds) to avoid users locking bikes to the school fence and blocking the path network along the northern side of the park.	Medium	N/A
39 • Investigate options to contain verge run-off at Redfern Street at the mouth of the path connection south through to Blake Street/Norham Street. Regular debris washed into the mouth of the path access on Redfern Street causing a safety concern for path users.	Low	Local
40 • Review the proposed LTCN Local Route connection along Norham Street between Redfern Street and Farmer Street. Consider the merits of the Hunter Street corridor forming the Local Route connection between Redfern Street and Farmer Street in this locality. If Hunter Street is considered to form a better long term connection and provide access to key local destination, then the City to request for the Hunter Street corridor to be added to the LTCN in place of the Norham Street corridor.	Medium	Local
41 • As part of the future Norfolk Street Safe Active Street project, the City to ensure a safe form of cycle crossing is provided across Vincent Street between Ethel Street and Throssell Street.	High	Secondary
42 • As part of the future Norfolk Street Safe Active Street project, the City to investigate options to reduce the carriageway width of Glendower Street between Fitzgerald Street and Throssell Street to reduce vehicle speeds and rat running in proximity to the Safe Active Street route. To ensure these adverse impacts do not impact on the safety and use of the Safe Active Street route.	Low	N/A
43 • Consider options for safe pedestrian and cyclist signal controlled crossing of the Charles Street corridor. Consider location(s) for crossing(s) to support the proposed LTCN route(s) across Charles Street at Hobart Street/Redfern Street (Local Route) and Bourke Street/View Street (Secondary Route).	High	Secondary- Local
44 • Consider LTCN route connections to North Perth Primary School and potential plans for Albert Street to support east-west cycling access to the school site and North Perth Town Centre as part of a wider Community Route outlined in Project No.21.	Medium	Community Route

The City's projects to action, to improve its cycle network in the North Perth neighbourhood, are outlined in the table above and correspond to the map in Figure 15. It is the City's intent to continue to work with the local communities in each neighbourhood (residents and business owners alike) to refine these neighbourhood plans to tailor them to the community priorities.

Figure 14 shows 10-minute and 15-minute cycling catchments from the North Perth Town Centre for an inexperienced young rider. It shows that even within a modest 1.5-2.5 kilometre catchment, all residents across the North Perth neighbourhood are able to access all five of the town centres within the City.

Figure 15 shows the location of the projects that the City will action as outlined in the North Perth neighbourhood projects table.





WILLIAM STREET (NORTHBRIDGE) NEIGHBOURHOOD PLAN

Northbridge Town Centre is located on William Street.

William Street connects the City of Vincent to the City of Perth. This area is our most demographically diverse town centre – a cultural hot pot brimming with restaurants and culinary delights from around the world.

Community Profile



High Income Households
(more than \$3000/wk)
East Perth 25.5% | Greater Perth 24.2%

Population (ERP 2021)
East Perth 7331
% of Vincent 19.4%

Transportation Modes

13.6% of East Perth households do not own a car compared to 4.8% in Greater Perth

15.1% of East Perth households travel to work on a train or a bus compared to 8.4% in Greater Perth

17.9% of East Perth households travel to work using active modes compared to 2.2% in Greater Perth

ABS 2021 Census data for the suburb of East Perth

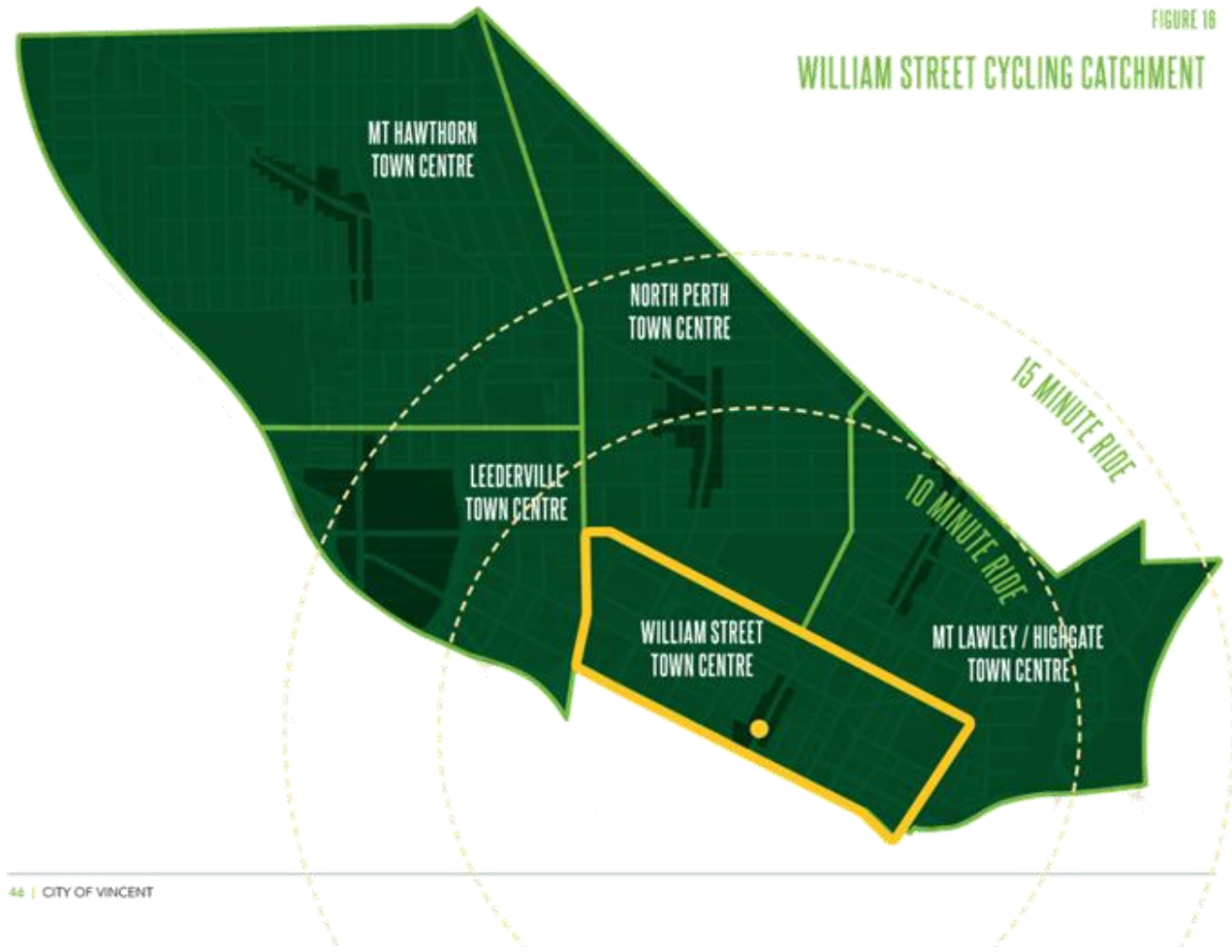


CITY ACTIONS: projects in the William Street (Northbridge) neighbourhood	PRIORITY	LTCN
45 • Continue on-street bike lanes between Stirling Street/Brisbane Street intersection and Bulwer Street either via Brisbane Street or Stirling Street (depending on the long term plans for the north-south route through this area), to include safe pedestrian and cyclist crossing of Bulwer Street.	Medium	Secondary
46 • Investigate options to improve clarity and safety of cyclist crossing of Beaufort Street between Parry Street and Little Parry Street. Consider widening the gaps between the yellow base of the existing Beaufort Street central median bollards.	Medium	Local
47 • Provide bike kerb ramp at the Brisbane Street cul-de-sac to enable bike riders to access the signal controlled crossing at the Beaufort Street/Brisbane Street intersection.	Medium	N/A
48 • Investigate options for LTCN Primary Route infrastructure along the William Street corridor to support safe cycling access to Northbridge and Perth CBD from the north.	High	Primary
49 • Investigate options to improve clarity and safety of cyclist crossing of William Street between Little Parry Street and Forbes Road.	Medium	Local

The City's projects to action, to improve its cycle network in the William Street (Northbridge) neighbourhood, are outlined in the table above and correspond to the map in Figure 17. It is the City's intent to continue to work with the local communities in each neighbourhood (residents and business owners alike) to refine these neighbourhood plans to tailor them to the community priorities.

Figure 16 shows 10-minute and 15-minute cycling catchments from the William Street (Northbridge) Town Centre for an inexperienced young rider. It shows that even within a modest 1.5-2.5 kilometre catchment, all residents across the William Street (Northbridge) neighbourhood are able to access four of the five town centres within the City.

Figure 17 shows the location of the projects that the City will action as outlined in the William Street (Northbridge) neighbourhood projects table.



COMMUNITY ROUTES AND SUGGESTED LONG TERM CYCLE NETWORK ADJUSTMENTS

Community Routes

The community consultation undertaken to develop this Bike Plan has identified a number of Community Routes that the City will seek to investigate further over the coming years.

These routes are outlined as follows:

- Project No.19 – Investigate options to provide for safe cycling along the eastern side of Britannia Reserve to provide a link between Britannia Road and Bourke Street.
- Project No.21 – Investigate opportunities for a Community Route connecting local communities and a number of school sites from Britannia Road to Angove Street (North Perth Town Centre) via Wavertree Place – Bennelong Place – Marian Street – Chamberlain Street – Pennant Street – Kadina Street – Tay Place – Albert Street.

LTCN Route Adjustments

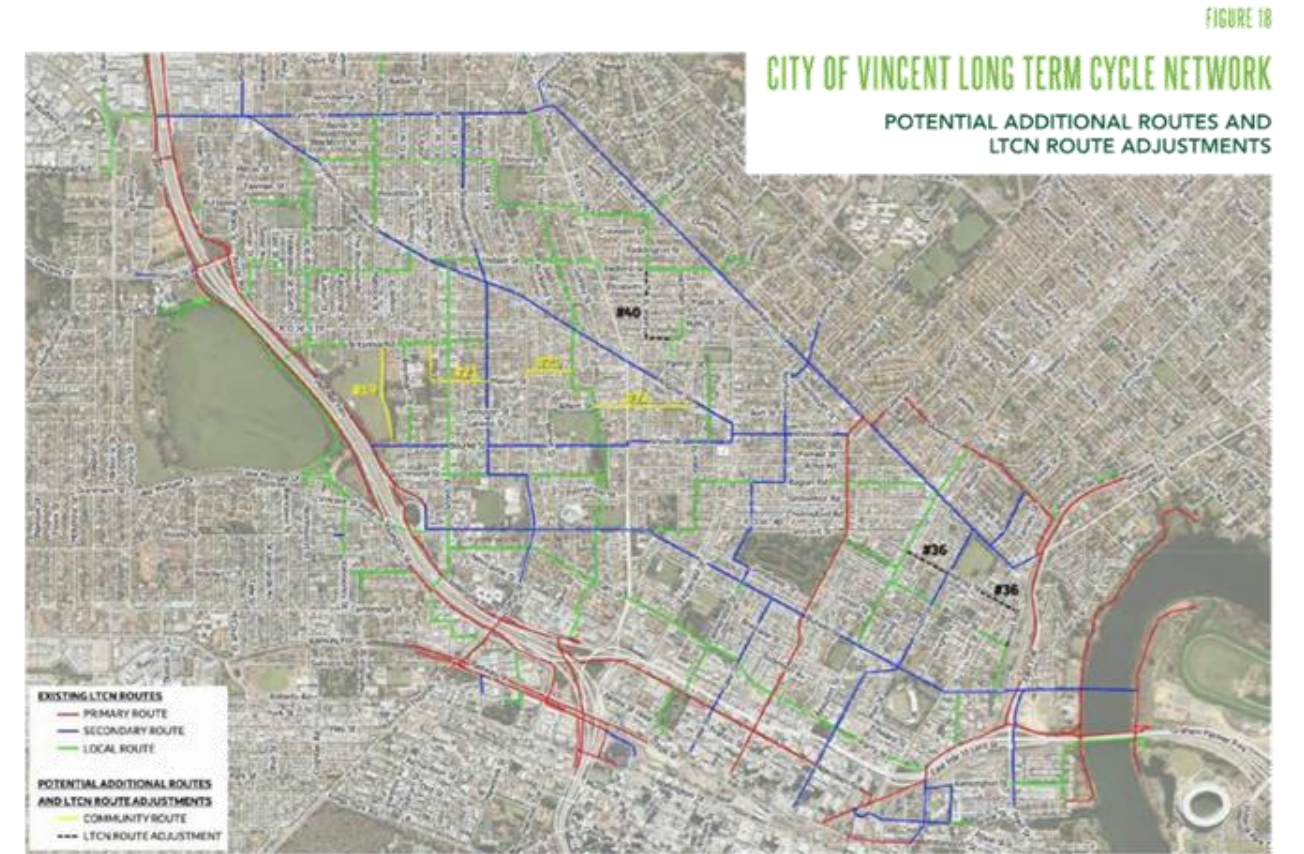
The community consultation also identified a number of existing LTCN Local Routes that should be reviewed to determine if a parallel route provides a better long term option to forming part of the City's LTCN – with the City's existing LTCN to be adjusted accordingly to accommodate the parallel route.

These routes are outlined as follows:

- Project No.36 – Review the proposed LTCN Local Route connection along Broome Street between Beaufort Street and West Parade. Consider the merits of the Harold Street corridor forming the Local Route connection between Beaufort Street and West Parade in this locality. If Harold Street is considered to form a better long term connection and provide access to key local destination, then the City to request for the Harold Street corridor to be added to the LTCN in place of or in addition to the Broome Street corridor.

- Project No.40 – Review the proposed LTCN Local Route connection along Norham Street between Redfern Street and Farmer Street. Consider the merits of the Hunter Street corridor forming the Local Route connection between Redfern Street and Farmer Street in this locality. If Hunter Street is considered to form a better long term connection and provide access to key local destination, then the City to request for the Hunter Street corridor to be added to the LTCN in place of the Norham Street corridor.

Figure 18 shows the location of the potential additional routes and LTCN route adjustments.





**PROMOTE WALKING AND RIDING –
ENCOURAGE BEHAVIOUR CHANGE**

Behaviour Change

How people feel about walking and riding plays an important role in whether they decide to walk or ride. Changing people’s perceptions of active transport will encourage more sustainable travel.

Road user behaviour has a critical influence on the successful implementation of cycling infrastructure projects, whilst also being the main factor to increasing the uptake of walking and riding.

Individual travel choices are often complex, with many interrelated factors. The City recognises that making walking and riding the choice for localised trips requires a combination of good planning and design, safe and supportive environments, education and behaviour change.

The City will encourage more people to walk and ride and promote safer road sharing through public education and campaigns.

In particular, the City will seek to encourage and support an uptake in walking and riding amongst the existing under-represented demographic of children, young people and women.

The City will seek to empower children, young people and women in the community to make more short local trips by bike – whether that be to school, other places of education, community facilities, employment or for recreation and leisure. The City aims to embed active travel options in more people’s travel choices.

The City will promote walking and riding at the events we host, including outlining walking and riding access and parking to event attendees.

The City will include active transport promotion in its event schedule each year. These events will include activities and engagement developed

with behaviour change principles in mind, whether related to the delivery of specific projects or broader objectives (Share the Space, Open Streets, Safe Routes to School etc.).

The City will use events such as Bike Month, City-sponsored cycling events and other City community events to promote active transport choices. This will be accompanied by communication, advertising and engagement materials that focus on the many benefits of active transport (health and wellbeing, safety, reduced congestion and parking, functionality and fun). These will be advertised via the City’s communication channels and through marketing material.

The City will continue to promote and participate in Your Move which is a community-based behaviour change program run by DoT that supports schools, workplaces and individual participants to reduce their car use and instead try walking, bike riding, and public transport to get around the local area.

In addition, both WABN funded and City-funded projects will include behaviour change approaches and objectives as part of the activation elements of its consultation strategy.

Enabling Independent Mobility for Children

Outside of their home, school is the place where children spend most of their time. For children, walking and riding a bike to school along a familiar and frequent route provides independence within and beyond their neighbourhood, improves health and self-confidence, and sets life-long sustainable travel habit patterns.

Reaching children and families by engaging with and through the major institutional influence in their lives – the child’s school – is an important avenue to provide targeted support for children’s independent mobility.

In 2021, DoT released the paper *The Declining Rate of Walking and Cycling to School in Perth* highlighting the low participation in walking and riding to school and the impact it is having on the transport network (in particular streets in close proximity to school sites) and mental and physical wellbeing of children.

The DoT paper notes:

- The national rate of walking and riding to school has dropped from 75 per cent to 25 per cent over the past 40 years, and in Perth the rate is as low as 20 per cent.
- Travel to school comprises approximately 18 per cent of morning peak transport trips in the Perth metropolitan area and is estimated to cost the economy over \$186 million per year.
- The impacts of declining walking and riding to school are immediate and long-term including increased travel time, more traffic congestion, less opportunity for skills development and self-efficacy and associated lower return on investment in cycling infrastructure, childhood obesity and chronic disease, and road infrastructure costs.

To aim to reverse the declining rate of walking and riding to school in Perth, DoT have released the *Active Travel Roadmap 2023-2030*. The Roadmap seeks to address key urban planning, policy, individual and social factors, and enable more children to walk, bike ride, scoot and catch public transport to school.



The Roadmap was developed by a dedicated Active Travel to School Working Group, which was established by the Bicycle Riding Reference Group, and has been endorsed by the Departments of Transport, Education and Health, the Road Safety Commission, the Western Australian Local Government Association and the Institute of Public Works and Engineering Australasia.

The Roadmap identifies the following barriers to walking and riding to school in Perth:

- poor pedestrian and shared path accessibility
- traffic around schools
- safety and parent/carer perceptions
- distance between home and school
- increased car affordability
- parent/carer time constraints

The Roadmap seeks to address these barriers to walking and riding to school, as well as supports initiatives that encourage children to switch from private car to public transport trips.

The proposed Roadmap initiatives to address the barriers to walking and riding to school, have been grouped according to the four social-ecological factors of school travel:

- Urban environment – land use and transport planning.
- Policy and regulation – road rules and safety.
- Individual – personal values, attitudes and behaviours.
- Social – shared values and social norms.

This model is important for addressing the problem of declining walking and riding to school as it systematically identifies all factors that influence behaviour. The model explores causal, interacting and reinforcing links between these factors and facilitates the identification of appropriate measures that will lead to sustained increases in active travel to school if applied consistently.

The Roadmap identifies a total of 24 initiatives across the four social-ecological factors. The following initiatives are most relevant to the City and our community:

FACTOR	REF NO.	INITIATIVE
Urban Environment	3	Provide Connecting Schools Grants for wayfinding, riding education and end of trip facilities.
	5	Deliver School Connectivity Improvement Projects.
	9	Provide WA Bicycle Network Plan grants to connect Long Term Cycling Network to schools.
Policy and Regulation	3	Research and develop new initiative trials including exclusion zones, park and walk/ride, and staggered school start and finish times.
Individual	3	Provide bike education at WA Schools.
Social	1	Research parent safety perceptions.
	2	Develop positive attitudes and behaviours towards walking, riding and public transport.

CITY ACTIONS: to promote walking and riding and Timing encourage behaviour change	TIMING
50 • City to partner with local schools and DoT to pilot infrastructure and traffic management initiatives, including temporary restricted vehicle access on roads adjacent to schools.	● ●
51 • City to partner with local schools and review location, form, and use of active transport end-of-trip facilities in schools. • City to support schools with grant funding applications for additional end-of-trip facilities as identified by the review.	● ●
52 • City to support DoT with delivering initiatives outlined in the Active Travel Roadmap 2023-2030. • City to run walking and bike riding promotion at schools alongside any bike education program delivered by DoT or others.	● ●
53 • City to include active transport promotion in all its events scheduled each year. City to attract and facilitate events that promote walking and cycling. City to work with other parties including state agencies and stakeholders to attract such events.	●
54 • City to run events that promote and empower women to cycle more often for a wider range of trips.	● ●
55 • City to review wayfinding information and signage for walking and cycling in the town centres. • City to develop consistent and up to date walking and cycling wayfinding material for the town centres.	●

- Short term action (completed or initiated within 2 – 3 years)
- Longer term action (completed or initiated after 2 – 3 years)



IMPLEMENTATION AND MEASURING OUR PROGRESS

Investment in Active Transport

Successful active transport infrastructure requires significant community engagement, planning and investment.

The City is determined to ensure its own investment, as well as its applications for State Government funding grants, are towards projects best reflecting community aspirations and seeking to provide for safe environments for riders of all ages and abilities.

Utilising funds on the right projects has the greatest potential to increase the number of people walking and cycling within the city, as well as enhance the safety and quality of the overall experience.

The City will consider projects outlined in this Bike Plan as part of its annual budget review process, focusing on high and medium priority projects in the initial phase. Projects that are to be implemented as part of other major projects will be scheduled accordingly.



Grant Funding Opportunities

It is anticipated that funding opportunities will be available from DoT for projects that fall within the LTCN. An additional layer of routes that are important to the City but are not on the LTCN, have been termed as Community Routes.

Projects that fall within the identified Community Routes are more likely to be funded by the City and through private developments rather than through the DoT's bike grant funding process.

It is important that the projects delivered under this plan serve a genuine benefit to the community, and in order to do so the community must have input throughout all stages of project development.

The DoT has developed an Activation, Consultation and Engagement Plan (ACE) that is an integral part of all WABN funded projects. The plan provides guidance and structure to community-based consultation and engagement initiatives that seek to promote the project and measure its success as a community asset.

ACE Guidance has been developed by DoT to assist in the planning, delivering and recording of the engagement and evaluation aspects of all DoT grant funded projects. These are essential aspects of projects that have been embedded into delivery to ensure that projects can be implemented successfully, more fully serve the needs of local communities, attract different types of users, and leverage better returns on investment.

Resources are assigned to undertake:

- Activation – promotion of grant project through local media and/or stories.
- Consultation – consultation summary and connectivity map.
- Evaluation – bike video survey (construction projects only).

Measuring Our Progress

Our progress in delivering this Bike Plan will be evaluated and tracked against the actions below. The City will annually review and evaluate the Bike Plan and our progress. Where needed, we will update the Bike Plan, our actions and outcomes accordingly.

The desired outcomes for this Bike Plan are:

Increases in:

- Percentage of short trips made by people walking and riding in the city.
- People riding their bike in the city.
- Percentage of school children walking and riding their bike to and from school in the city.
- Perception of cycling safety, connectivity and effectiveness in the city.

Decreases in:

- Percentage of short trips made by people using a vehicle in the city.
- Rate of crashes involving a pedestrian or bike rider in the city.

CITY ACTIONS: to promote walking and riding and Timing encourage behaviour change		TIMING
56	All of the City's active transport projects (both WABN funded projects and City-funded projects) to follow the ACE plan.	●
57	<ul style="list-style-type: none"> City to work with DoT and other State Government partners to identify available annual datasets which the City can use to monitor movement trends: <ul style="list-style-type: none"> • Percentage of short walk trips within the city (<1 kilometre). • Percentage of short bike trips within the city (<3 kilometres). • Percentage of short vehicle trips within the city (<3 kilometres). • Total number of walk trips within the city. • Total number of bike trips within the city. 	●
58	<ul style="list-style-type: none"> City to request DoT to provide annual data from the Your Move 'Hands Up' surveys conducted at schools within the city. City to monitor annually how children are travelling to school across the city. 	●●
59	<ul style="list-style-type: none"> City to use the Level of Traffic Stress (LOTS) assessment tool during the design development stage of all new cycling infrastructure projects. City to ensure that the project scores a LOTS 1 or LOTS 2 as a minimum (the City to provide additional justification for any project that is progressed with a higher LOTS score): <ul style="list-style-type: none"> • LOTS 1 – comfortable for all ages and abilities • LOTS 2 – comfortable for most adults 	●●
60	City to use Main Roads WA crash data to annually monitor crashes within the city involving a pedestrian or bike rider.	●●

● Short term action (completed or initiated within 2 – 3 years)
● Longer term action (completed or initiated after 2 – 3 years)



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