# Bike Plan 2023-2028 Implementation Framework

## Annual Implementation Progress Update - August 2026

The Bike Plan 2023-2028 (the Plan) was adopted at the Ordinary Council Meeting, 23 July 2023 detailing works that will align to the Long-Term Cycle Network plan (LTCN), developed by the Western Australian State Government. The Plan has sixty (60) action items, of which thirty three (33) have been completed and Fifteen (15) are currently underway. The action items were prioritised Low, Medium and High, and this informs the year for delivery.

| No. | Key Actions | Tasks | Priority | Proposed FY | Lead Team Infrasture & Environment | Status | Comments |
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| 1 | **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.** | Apply to MRWA to slow all Local Roads to 40km/h. | High | 2024 | Engineering Compliance, Traffic & Transport | Completed | Signs installed in April 2024 by MRWA. |
| 2 | **City to upgrade existing paths and streets for better walking and cycling experiences – as identified in the five neighbourhood plans.** | Footpath program for maintenance and renewals developed. | Medium | 2027 | Engineering Operations | Completed | Footpath renewal (capex) and footpath maintenance (opex) have been developed and are being delivered annually. |
| | | Kyilla Primary Road Safety Project | | | Engineering Compliance, Traffic & Transport | | Kiss and Drive Zone and Footpath Upgrades have been completed at Kyilla Primary School.<br>Cycle Ramps at Mt Hawthorn School completed.<br>Cycle Ramp at Brisbane St completed. |
| 3 | **Where possible the City to plant trees along streets and paths to provide amenity and shade to reduce urban heat.** | Develop program inline with the Greening strategy. | Medium | 2027 | Parks & Gardens | Completed | Where possible, the City continues to plant trees along streets, paths, and within the public realm to improve amenity, increase shade, and reduce urban heat. This is delivered through ongoing street tree planting, maintenance, and replacement of dead trees in line with the City of Vincent's tree canopy targets.<br><br>Additional greening outcomes are achieved through park replanting programs led by City of Vincent Parks staff in partnership with local Friends Groups, as well as initiatives that support verge greening. These include the Native Plant Sale, which encourages residents to plant waterwise native species on private land and verges, and the Adopt a Verge program, where the City undertakes initial verge preparation to enable residents to establish planting. |
| | | Kyilla Primary Road Safety Project | | | | | The Parks team is liaising with the school to improve landscaping, including potential tree planting. |
| 4 | **City to use low-cost and/or temporary infrastructure to trial or test active transports initiatives locally.** | Roll out of the 12-month e-scooter shared scheme | Medium | 2024 | Engineering Compliance, Traffic & Transport | Completed | E-scooter shared scheme operated until June 2025. |
| | | Community Bike Hire | | | | | The City has discontinued the Community Bike Hire scheme due to low demand. The significant reduction in e-bike costs since the scheme's inception has made personal ownership more accessible. |
| | | Sparque | | | | | Staff Salary Sacrifice Program: A partnership with Sparque enables staff to lease e-bikes through salary sacrifice. This pilot program may be extended to school families to support sustainable school travel. |
| | | eRideable Fleet for Vincent Staff | | | | | City eRideable Fleet: The City has established a fleet of 2 e-bikes and 2 e-scooters for staff use on local work trips. |
| | | Open Streets Event with Schools | | | | | An application for the Department of Transport's Bike Month Grant has been submitted to support an Open Streets event in October 2025. |
| 5 | **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.** | Active Transport Officer to manage this scope manually | Medium | 2025 | Engineering Compliance, Traffic & Transport | Completed | Completed - Review to include options for e-scooter pick-up and drop off locations. |
| | | | | | | | Completed - Bike rack condition survey conducted in town centres with the Assets team. |
| 6 | **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.** | Active Transport Officer to set up annual meetings with the DoT and Strategic Planning to discuss. | Low | 2028 | Engineering Compliance, Traffic & Transport | On track | Formal letter sent out to all primary schools to partner for initiatives relating to YourMove, specifically addressing safe routes to school auditing in 2024. |

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| 7 | **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.** | Active Transport Officer to set up annual meetings with the DoT and Strategic Planning to discuss. | Low | 2027 | Engineering Compliance, Traffic & Transport | Completed | Identification and prioritisation actions completed. Moving to implementation.<br><br>• Britannia Road being investigated for suitable traffic calming treatments to support more cycling and pedestrian activity.<br>• Brady and Purslowe signalised pedestrian crossing being progressed by MRWA.<br><br>Feasibility Study and Concept Plans prepared by external consultants. RSI completed. |
| 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.** | Engineering Design to work with MRWA on a design. | High | 2025 | Engineering Design | Completed | MRWA has prepared a concept drawing and shared with CoV. Implementation relies on installation of street lighting. |
| 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.** | Engineering Design to work with MRWA on a design. | High | 2025 | Engineering Design | Completed | Main Roads have implemented a Give-Way pavement marking to improve safety and address visibility issues. |
| 10 | **Investigate options to improve clarity and safety of pedestrian and cyclist crossing of Newcastle Street between the Strathcona Street and Golding Street sections of the Safe Active Street route.** | Engineering Design to work with MRWA on a design. | Medium | 2026 | Engineering Design | Completed | Preliminary investigations have been carried out.<br>Include wayfinding, narrow road to 2 lanes to support Wombat at Newcastle St.<br>Signalised crossing won't be supported due to signals on each side being too close. |
| 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.** | Compliance, Traffic and Transport to work with MRWA on options. | High | 2025 | Engineering Compliance, Traffic & Transport | Completed | Internal audit has been completed.<br><br>2 Wombat crossings proposed on Vincent St – SLRIP Grant.<br><br>New design concept for long-term infrastructure along Vincent St is being prepared internally. |
| 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.** | Engineering Design to work with the DoT on options. | Medium | 2026 | Engineering Design | Completed | Request has been made to Main Roads WA. Lighting requirements need to be met to install pedestrian priority markings.<br>Potential for solar lighting.<br><br>New Wombat design has been sent to MRWA for approval. This will help upgrade the current raised crossings into proper Wombats.<br><br>Upgrade to Wombat has been approved and Detailed Design is being progressed. |
| 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).** | Engineering Design to work with the DoT on options. | Low | 2028 | Engineering Design | On track | Request has been made to MRWA on 05/02/2025 – yellow symbols are not recommended.<br><br>Speed Limit Request to MRWA – Bourke Street from Loftus Street to Charles Street: CoV have completed the designs for the speed limit changes and are being reviewed by PJA. The City intends to progress the changes this financial year for all local distributors. |
| 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.** | Engineering Design to review as part of the drainage strategy and design up suitable solutions. | Low | 2028 | Engineering Design | Not Started | |

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| **15** | **Investigate options to improve safety of pedestrian and cyclist crossing of Loftus Street at Richmond Street.** | Engineering Design to work with DoT and MRWA on options. | Medium | 2026 | Engineering Compliance, Traffic & Transport | Completed | The City has investigated options with MRWA to improve safe mobility crossing.<br>2 options were considered: Raised intersection – Restrict right turn movements from Richmond Street.<br>Following actions will look into collecting traffic data at the intersection and assessing the feasibility of the considered options.<br>Following actions will be linked to the Leederville Precinct Study |
| **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.** | Engineering Design to work with the DoT on designs and to protect the existing cycle lane with reiley kerbs | Medium | 2025 | Engineering Design | Completed | Riley kerbs were initially installed as a protective measure but were removed following reports of injuries. Engineering team is working with MRWA and DoT to trial alternative solutions.<br><br>PJA is conducting a study on this section to explore suitable options. Outcome of the study will inform the best treatment to implement as part of the next Bike Plan. |
| **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.** | Engineering Design to work with the DoT on options. | High | 2025 | Engineering Design | Completed | A request has been submitted to Main Roads, who have indicated their support for the proposed action, subject to lighting requirements being met. |
| **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.** | Compliance, Traffic and Transport to contact MRWA and request signal upgrade. | Low | 2028 | Engineering Compliance, Traffic & Transport | On track | A request was made to MRWA at the December 2024 meeting. Main Roads has since prepared concept designs for the Loftus/Vincent Street intersection for the City's review.<br><br>Request was also made to review signal timing for Loftus/Newcastle intersection. |
| **19** | **Investigate options to provide for a safe cycling route for local movements between Britannia Road and Bourke Street.** | Engineering design to explore options internally with any future planning/master planning of Britanna Reserve. | Medium | 2025 | Engineering Design | Completed | The Britannia Road Shared Path has been identified for a potential route and could be explored when the renewal of the existing path is due to be completed by the Parks team. |
| **20** | **Investigates options to improve the conditions for cycling along the Britannia Road corridor between the Mitchell Freeway PSP and Oxford Street** | Engineering Design to explore options of a Safe Active Street. | High | 2025 | Engineering Design | Completed | Concept designs for linemarking on Britannia Road, including the Federation Street corner, have been completed to support traffic calming.<br><br>Concept and feasibility study undertaken by external consultant.<br><br>Speed radar signs currently being deployed on Britannia Road to encourage slower speeds and active transport. |
| **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.** | Active Transport Officer to explore options with the DoT. | Medium | 2027 | Engineering Compliance, Traffic & Transport | Not Started | |
| **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.** | Active Transport Officer to explore options with the DoT. | Medium | 2026 | Engineering Compliance, Traffic & Transport | Completed | A safe crossing request between Marian Street and Chamberlain Street has been submitted to Main Roads. The City was advised that the existing children's crossing on Franklin Street is too close. Further feasibility investigation and discussion with the school are underway.<br><br>Crossing at Franklin St has been submitted for upgrade as signalised crossing under the SLRIP Grant. |

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| **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.** | Compliance, Traffic and Transport to liaise with MRWA. | Medium | 2027 | Engineering Compliance, Traffic & Transport | On track | Feasibility study and concept designs were prepared for WABN Funding 2020/21. The team will continue developing the project.<br>Signalised crossing on Purslowe St being progressed to provide safe crossing. |
| **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.** | Engineering Design to concept up this option to 15% design. | Medium | 2025 | Engineering Design | Completed | Project has been fully designed and delivered in 2025-2026 financial year. |
| **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.** | Principal Engineer – Traffic and Transport to liaise internally with the Mt Hawthorn Town Centre Place Planner. | Medium | 2028 | Engineering Compliance, Traffic & Transport | Not Started | |
| **26** | **Investigate options to extend westbound bike lane on Scarborough Beach Road up to Loftus Street intersection.** | Active Transport Officer to liaise with DoT on options. | Low | 2028 | Engineering Compliance, Traffic & Transport | Not Started | |
| **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.** | Engineering Design to review. | Low | 2028 | Engineering Design | Not Started | |
| **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** | Compliance, Traffic and Transport to liaise with MRWA. | Medium | 2025 | Engineering Compliance, Traffic & Transport | Completed | The William/Walcott intersection is under investigation as part of the Highgate Mount Lawley Traffic Study.<br><br>Main Roads has recently completed concept plans for the Vincent/William intersection, including new signal phasing to enhance pedestrian safety. |
| **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).** | Engineering Design to concept up this option to 15% design. | Medium | 2026 | Engineering Design | Completed | PJA has carried out a feasibility study at this intersection.<br>Concept design is on file for future upgrade. |
| **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 cyclists conflicts, and vehicle conflicts with pedestrian and cyclist movements. Develop options to address any issues and safety concerns identified.** | Compliance, Traffic and Transport to liaise with MRWA. | Medium | 2025 | Engineering Compliance, Traffic & Transport | Completed | Main Roads is investigating the feasibility of installing a pedestrian priority crossing at this location to enhance pedestrian safety and reduce cyclist-pedestrian conflicts. Intersection has been submitted for the SLRIP grant as a Wombat Crossing. |
| **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.** | Compliance, Traffic and Transport to liaise with MRWA. | Medium | 2026 | Engineering Compliance, Traffic & Transport | Completed | Action is being delivered as part of Brisbane Street/Bulwer Street/Smith Street Blackspot Project for delivery in 2025/26 FY. Blackspot project completed and did review the existing Bulwer Street bike lanes within this location. |

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| **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.** | Compliance, Traffic and Transport to liaise with MRWA. | Medium | 2026 | Engineering Compliance, Traffic & Transport | Completed | PJA have completed a feasibility study where several options have been explored. This study will support future actions to form part of the new Bike Plan. |
| **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).** | Compliance, Traffic and Transport to liaise with MRWA. | Low | 2028 | Engineering Compliance, Traffic & Transport | Not Started | |
| **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.** | Active Transport Officer to monitor and Strategy plan for the future of the area regarding sustainable transport. | Medium | 2028 | Engineering Compliance, Traffic & Transport | On track | Shared path use is being monitored as part of Super Tuesday Annual Counts.<br>Separate path location?<br><br>Discussions underway with major projects team to investigate opportunities to widen the path given high usage - subject to funding opportunities. |
| **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.** | Active Transport Officer to advocate to MRWA, DOT and PTA. | Medium | 2027 | Engineering Compliance, Traffic & Transport | Completed | City is working with Main Roads to improve signal phasing at this intersection which would encourage safe crossing opportunities for pedestrians/cyclists.<br>City continues to advocate for an improvement at this intersection. MRWA already has a design but it is pending funding. |
| **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.** | Compliance, Traffic and Transport to review with the DoT. | Medium | 2027 | Engineering Compliance, Traffic & Transport | On track | The Highgate/Mount Lawley Traffic Study proposes slow point treatments along both corridors to encourage safe cycling and strengthen the case for the LTCN route. |
| **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.** | Compliance, Traffic and Transport to work with the City of Stirling, MRWA and DoT. | High | 2025 | Engineering Compliance, Traffic & Transport | Completed | A request has been made to Main Roads, who are investigating crossing opportunities on Walcott Street at the Hunter Street/Adair Parade intersection to improve access to Kyilla Primary School.<br><br>MRWA progressing delivery of signalised pedestrian crossing at Walcott St and Hunter St. |
| **38** | **Provide bike parking within Kyilla 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.** | Engineering Operations to install bike parking, with the assistance of Engineering Design. | Medium | 2027 | Engineering Operations | Not Started | |
| **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.** | Engineering Design to concept up this option to 15% design. | Low | 2028 | Engineering Design | Not Started | |

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| **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.** | Compliance, Traffic and Transport to work with MRWA and DoT. | Medium | 2027 | Engineering Compliance, Traffic & Transport | Not Started | |
| **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.** | Engineering Design to work with DoT on the final design for Norfolk Street to ensure this is achieved. | High | 2025 | Engineering Design | Completed | 100% design completion achieved for Norfolk Safe Active Street which includes the crossing at Vincent Street between Ethel Street and Throssell Street. |
| **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.** | Engineering Design to work with the resident on the concept design received. | Low | 2028 | Engineering Design | On track | Concept design submitted by a resident is currently under review. |
| **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).** | Compliance, Traffic and Transport to work with MRWA and DoT. | High | 2026 | Engineering Compliance, Traffic & Transport | Completed | Completed - A request for a safe crossing along the View Street corridor was submitted to Main Roads, who are currently in the optioneering stage. No further action from the City of Vincent. |
| **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.** | Compliance, Traffic and Transport to work with North Perth Place Planner and DoT. | Medium | 2027 | Engineering Compliance, Traffic & Transport | On track | Main Roads is currently reviewing the project to improve crossing opportunities at this location.<br>Four new crossing improvements have been identified on Angove Street. All are proposed for delivery through the SLRIP grant within the current financial year. |
| **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.** | Engineering Design to concept up this option to 15% design and seek DoT funding for the remaining design and delivery. | Medium | 2027 | Engineering Design | Not Started | |
| **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.** | Compliance, Traffic and Transport to work with MRWA and DoT. | Medium | 2027 | Engineering Compliance, Traffic & Transport | Not Started | |
| **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.** | Engineering Operations to Deliver. | Medium | 2026 | Engineering Operations | Completed | Concept Design has been completed and approved by Place team. |
| **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.** | Compliance, Traffic and Transport to work with MRWA and DoT. | Medium | 2026 | Engineering Compliance, Traffic & Transport | Completed | Cled consultants have completed a feasibility study. Findings have been shared with DTMI to align on potential options.<br>Study findings state a very constrained environment and the potential to amend the LTCN and search for more suitable routes instead of William St. |
| **49** | **Investigate options to improve clarity and safety of cyclist crossing of William Street between Little Parry Street and Forbes Road.** | Compliance, Traffic and Transport to work with MRWA and DoT. | Low | 2027 | Engineering Compliance, Traffic & Transport | Not Started | |

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| **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.** | Active Transport Officer to manage this scope annually. | Low | 2028 | Engineering Compliance, Traffic & Transport | On track | Department of Transport's Bike Month Grant application submitted for Open Streets Event in October 2025.<br>Continue to submit for this grant in 2026. |
| **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.** | Active Transport Officer to manage this scope annually. | Medium | 2027 | Engineering Compliance, Traffic & Transport | On track | Discussion underway with Mount Hawthorn Primary School and Kyilla Primary School for providing bike infrastructure. |
| **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.** | Active Transport Officer to manage this scope annually. | Low | 2028 | Engineering Compliance, Traffic & Transport | On track | Active Transport School Grants given to Mount Hawthorn for hosting bike workshops. |
| **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.** | Active Transport Officer to manage this scope annually. | Medium | 2026 | Engineering Compliance, Traffic & Transport | Completed | Temporary bike infrastructure provided at Hyde Park Festival 2025 to encourage users to opt for sustainable transport modes.<br><br>E-Shared Scheme for e-scooters. First trial completed and future River Loop for people to attend events.<br><br>Annual Free bike tune-ups and coffees offered for cyclists during Bike Month 2024.<br><br>Temporary e-scooter parking stations provided at the annual East Perth Festival to promote the use of e-scooters.<br><br>Annual child learn-to-ride workshops in partnership with RAC.<br>Annual staff Ride2Work days to encourage active travel within CoV employees. |
| **54** | **City to run events that promote and empower women to cycle more often for a wider range of trips.** | Active Transport Officer to manage this scope annually with events team. | Low | 2025 | Engineering Compliance, Traffic & Transport | Completed | Women on Wheels workshop organised in partnership with Westcycle. |
| **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.** | Engineering Design to work with Policy and Place on their wayfinding project to include cycling and walking. | Medium | 2026 | Engineering Design | Completed | Place team has already completed audits at this location and reviewed any existing signage assessments.<br><br>Feedback from Place team is that rollout will commence in 2026. |
| **56** | **All of the City's active transport projects (both WABN funded projects and City-funded projects) to follow the ACE plan.** | Active Transport Officer to manage this scope annually. | Low | 2028 | Engineering Compliance, Traffic & Transport | On track | ACE Plan prepared for Norfolk Safe Active Street.<br>ACE alignment with all projects<br>PMO close out forms to referance these checks to ensure the ACE Plan is followed. |
| **57** | **City to work with DoT and other State Government partners to identify available annual datasets which the City can use to monitor movement trends:**<br>**• Percentage of short walk trips within the city (<1 kilometre)**<br>**• Percentage of short bike trips within the city (<3 Kilometres)**<br>**• Percentage of short vehicle trips within the city (<3 Kilometres)**<br>**•Total number of walk trips within the city.**<br>**•Total number of bike trips within the city.** | Active Transport Officer to manage this scope annually. | Low | 2028 | Engineering Compliance, Traffic & Transport | On track | Super Tuesday Surveys conducted annually.<br>Viva City Sensors Grant Submission. |
| **58** | **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.** | Active Transport Officer to manage this scope annually. | Medium | 2027 | Engineering Compliance, Traffic & Transport | On track | Schools have been encouraged to participate in the Hands Up surveys.<br>Data will be requested from DTMI. |
| **59** | **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):**<br>**• LOTS 1 – comfortable for all ages and abilities**<br>**• LOTS 2 – comfortable for most adults** | Engineering Design to include this within their design checklist. | Low | 2028 | Engineering Design | On track | Current engagement to deliver a Cycle RAP level audit of the whole cycle network. This will be a more comprehensive analysis that will include the Level of Stress perceived. |
| **60** | **City to use Main Roads WA crash data to annually monitor crashes within the city involving a pedestrian or bike rider.** | Principal Traffic Engineer to include these stats within the **"Road Safety Management Plan"**. | Medium | 2026 | Engineering Compliance, Traffic & Transport | Completed | Principal Engineer - Traffic and Transport - Road Safety Management Plan has been derived from the MRWA 'Driving Change' and has stats from the MRWA crash data within. Ongoing each year. |

# Bike Plan 2023–2028 Implementation Update

Council Information Report – Annual Progress Summary, August 2026

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| Total actions | Completed | On track / underway | Not started | More completed than 2025 |

## Purpose

This one-page update summarises progress against the City of Vincent Bike Plan 2023–2028 for inclusion in the Council Information Bulletin. The reviewed August 2026 tracker records 60 actions, with 33 completed, 15 on track or underway, and 12 not started.

## Progress since August 2025

- The number of completed actions has increased from 9 in 2025 to 33 in August 2026, meaning 24 additional actions have moved to completed status.
- The program has progressed from early investigation and planning into implementation across local-speed environments, school access, corridor studies, crossings, events and active-transport monitoring.
- Several remaining items are dependent on external approvals, funding opportunities or partnership delivery with Main Roads WA, DTMI / DoT, PTA, schools and neighbouring local governments.

## Key themes

| Progress area | Update included in the tracker | Future focus |
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| **Delivery momentum** | Completed actions have increased from 9 in the 2025 tracker to 33 in the August 2026 update. | Continue converting investigations and designs into deliverable projects. |
| **Safer streets and crossings** | 40 km/h local-road signage, multiple Wombat / crossing investigations, signal phasing reviews, and several corridor safety studies have progressed. | Prioritise externally dependent crossings and lighting requirements with MRWA / DTMI. |
| **Schools, community routes and activation** | School engagement, Bike Month activities, Ride2Work, learn-to-ride workshops and end-of-trip facility discussions are continuing. | Confirm priority Safe Routes to School and community-route opportunities. |
| **Evidence and future planning** | Super Tuesday surveys, Your Move data requests, crash-data monitoring, ACE alignment and CycleRAP / LOTS work are now embedded or being progressed. | Use monitoring to inform the 2028–2033 Bike Plan and future funding submissions. |

## Priority studies and next steps

- Prioritise full feasibility studies for Action 21, the Britannia Road to Angove community route, and Action 40, the Norham Street versus Hunter Street LTCN route review.
- Progress targeted investigations for the Scarborough Beach Road to Glendalough connection, Scarborough Beach Road to Loftus bike-lane extension, PSP to Parry Street movements, and Swan River shared-path capacity.
- Use the updated tracker as a transition point from a 60-action checklist to a strategic performance dashboard for the 2028–2033 Bike Plan.

The Bike Plan is progressing as planned, the next focus areas will be closing network gaps, progressing priority feasibility studies and preparing the 2028–2033 Bike Plan.