CITY OF VINCENT

BIKE PLAN

2023 – 2028

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.

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Department of Transport

CITY OF VINCENT

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.

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.

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
• Safe sections of cycle-friendly infrastructure along strategic commuter routes. • Vincent has a well-established active transport culture.	• 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

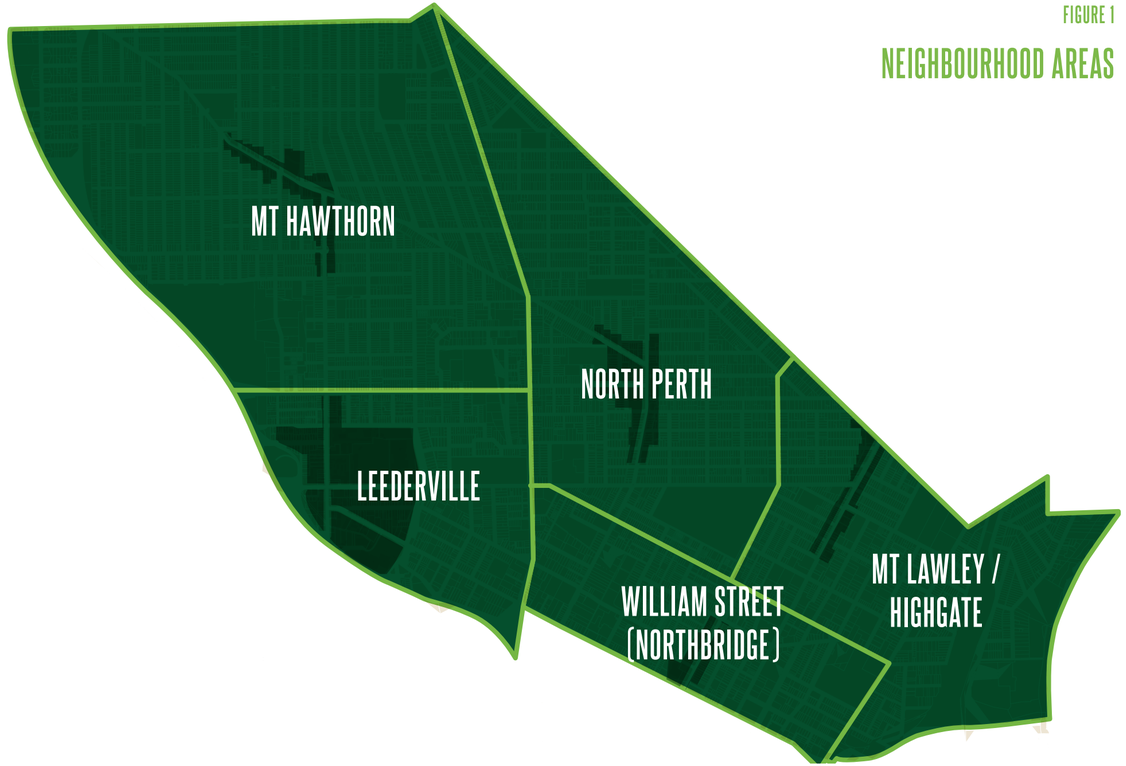
The City has taken the approach to address issues on the cycling network with a localised neighbourhood view, as well as a more holistic city-wide view.

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.

FIGURE 1

NEIGHBOURHOOD AREAS



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

CITY OF VINCENT LONG TERM CYCLE NETWORK

COUNCIL ENDORSED ROUTES (AUGUST 2020)

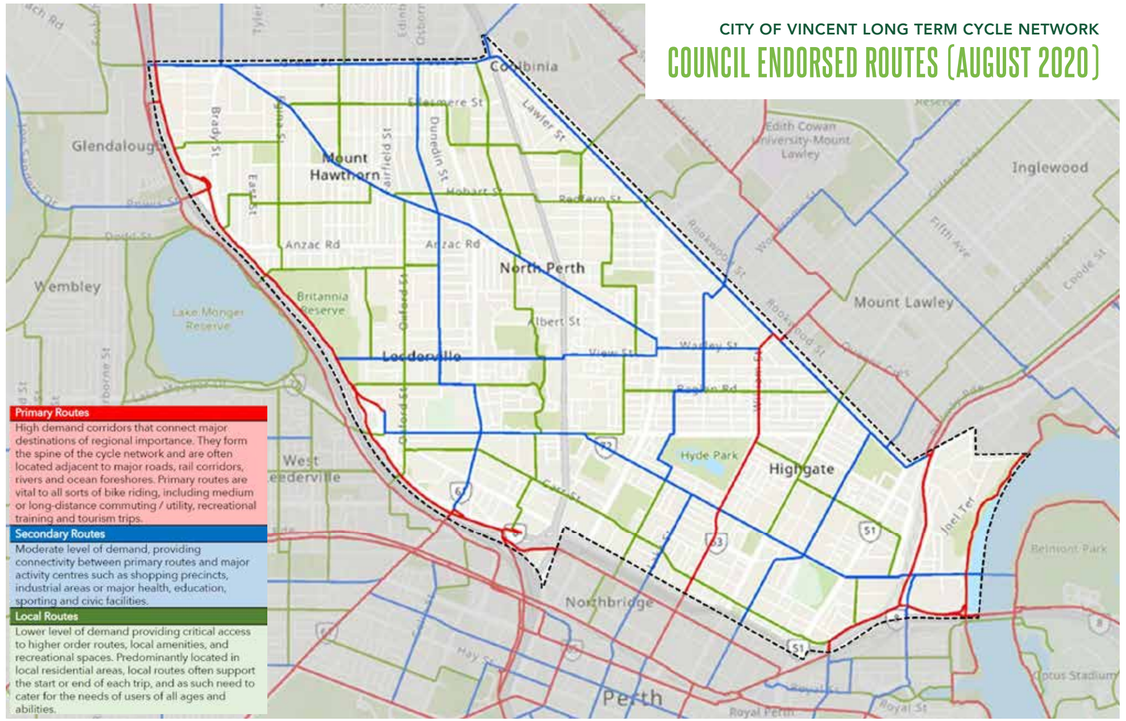
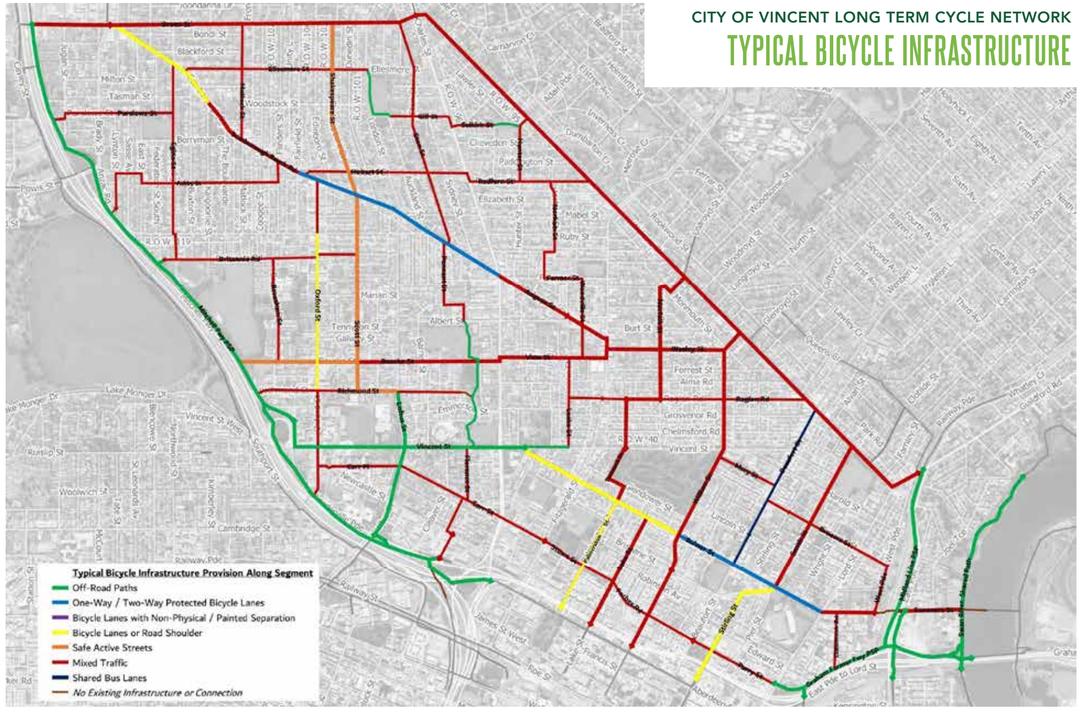


FIGURE 3

CITY OF VINCENT LONG TERM CYCLE NETWORK

TYPICAL BICYCLE INFRASTRUCTURE



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.

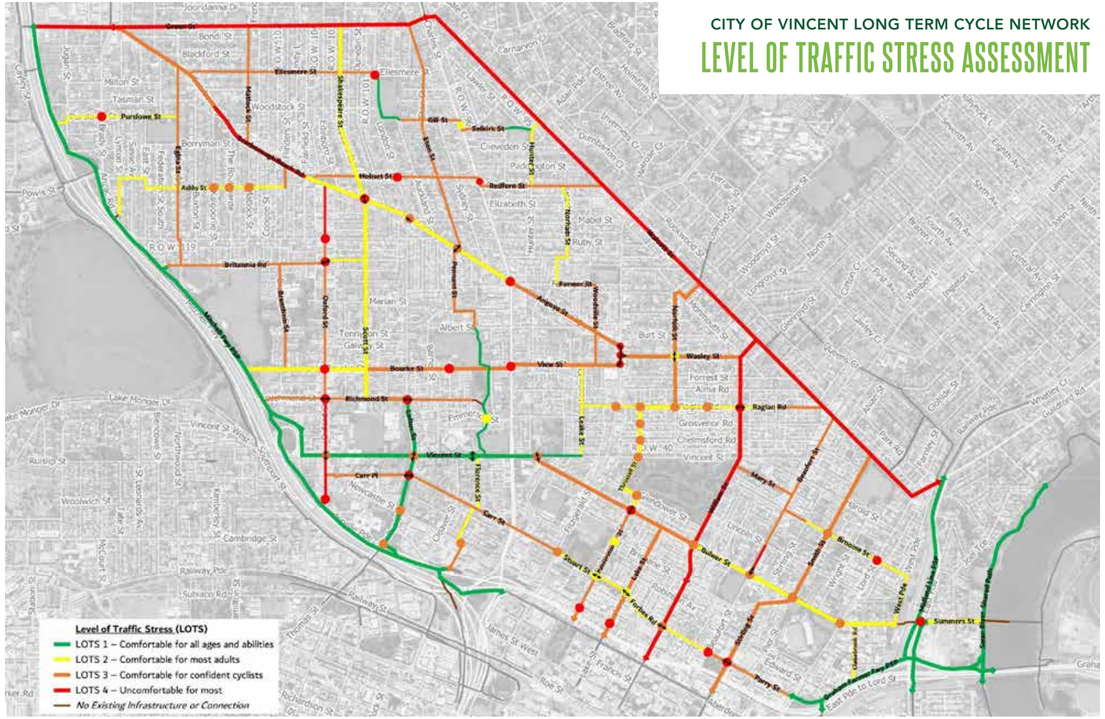
Figure 4 shows the LOTS assessment of the City's LTCN routes. The assessment shows that the very few routes across the City are categorised as comfortable for all ages and abilities cycling.

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

FIGURE 4

CITY OF VINCENT LONG TERM CYCLE NETWORK

LEVEL OF TRAFFIC STRESS ASSESSMENT



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

CITY OF VINCENT LONG TERM CYCLE NETWORK
WITH ADDITIONAL DISTRIBUTOR ROAD ROUTES

TYPICAL BICYCLE INFRASTRUCTURE

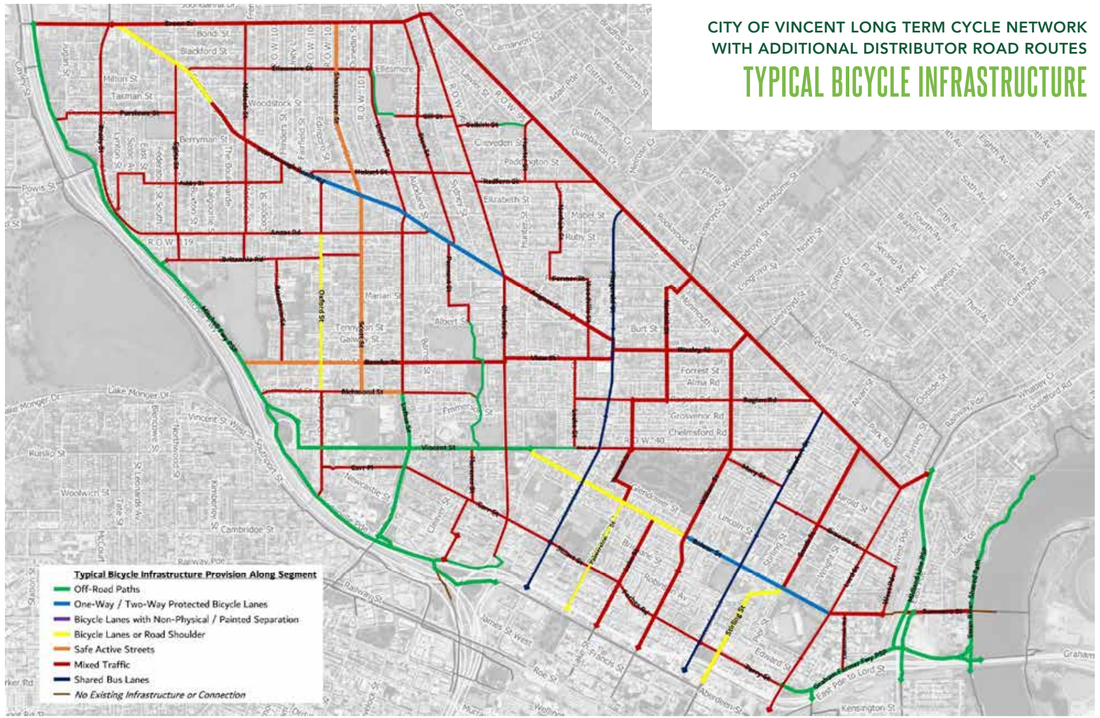
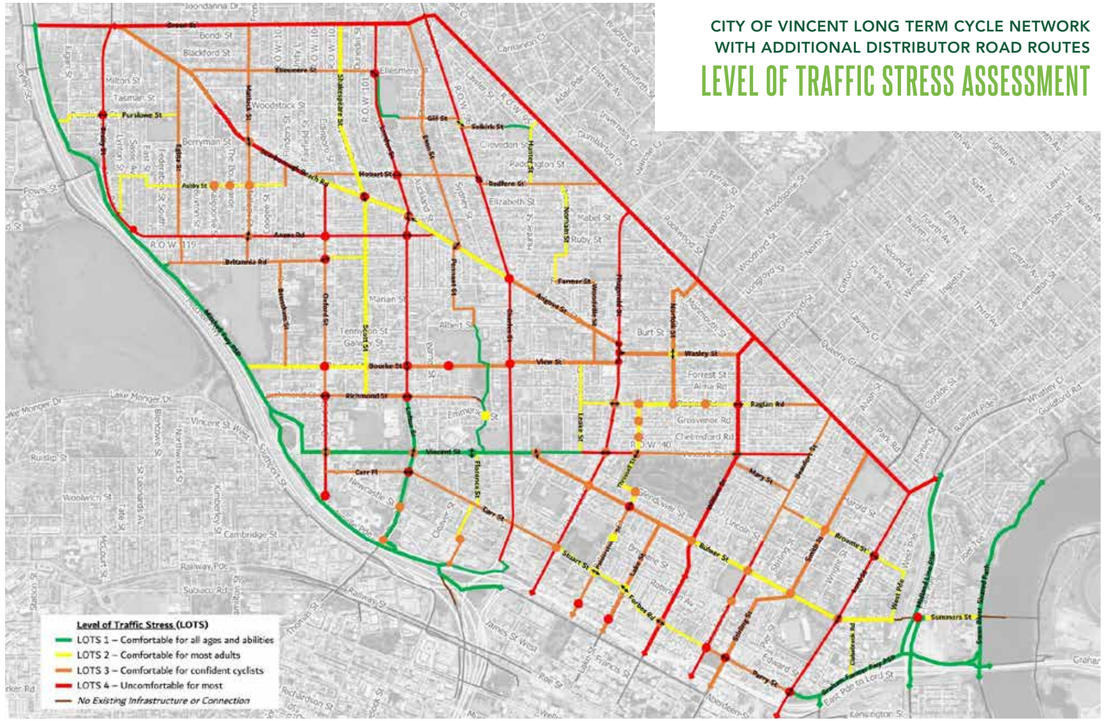


FIGURE 6

CITY OF VINCENT LONG TERM CYCLE NETWORK
WITH ADDITIONAL DISTRIBUTOR ROAD ROUTES

LEVEL OF TRAFFIC STRESS ASSESSMENT



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.

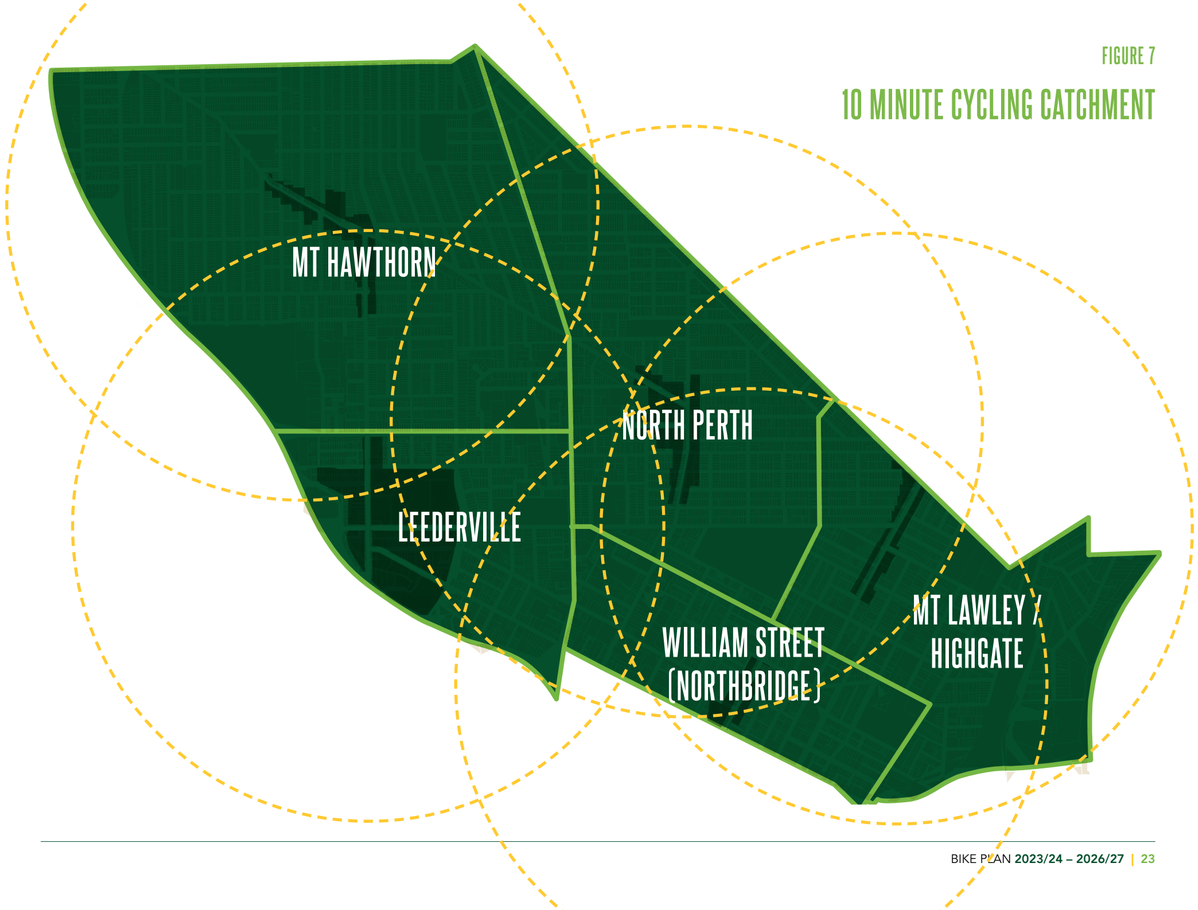
Across all the city's neighbourhoods, local shops, parks, and facilities can be accessed within the 15-minute neighbourhood concept distance. We know that people across our city value living in neighbourhoods that are attractive and functional, with the services and facilities they need to comfortably 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	• 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	• City to upgrade existing paths and streets for better walking and cycling experiences – as identified in the five neighbourhood plans.	● ●
3	• Where possible the City to plant trees along streets and paths to provide amenity and shade to reduce urban heat.	● ●
4	• City to use low-cost and/or temporary infrastructure to trial or test active transports initiatives locally.	● ●
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.	●
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.	●
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.	●

● **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

0–11	12–24	25–49	50–69	70–85+
9.5%	12.6%	48.9%	18.4%	10.6%

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 Strathcona 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.

FIGURE 8

LEEDERVILLE CYCLING CATCHMENT

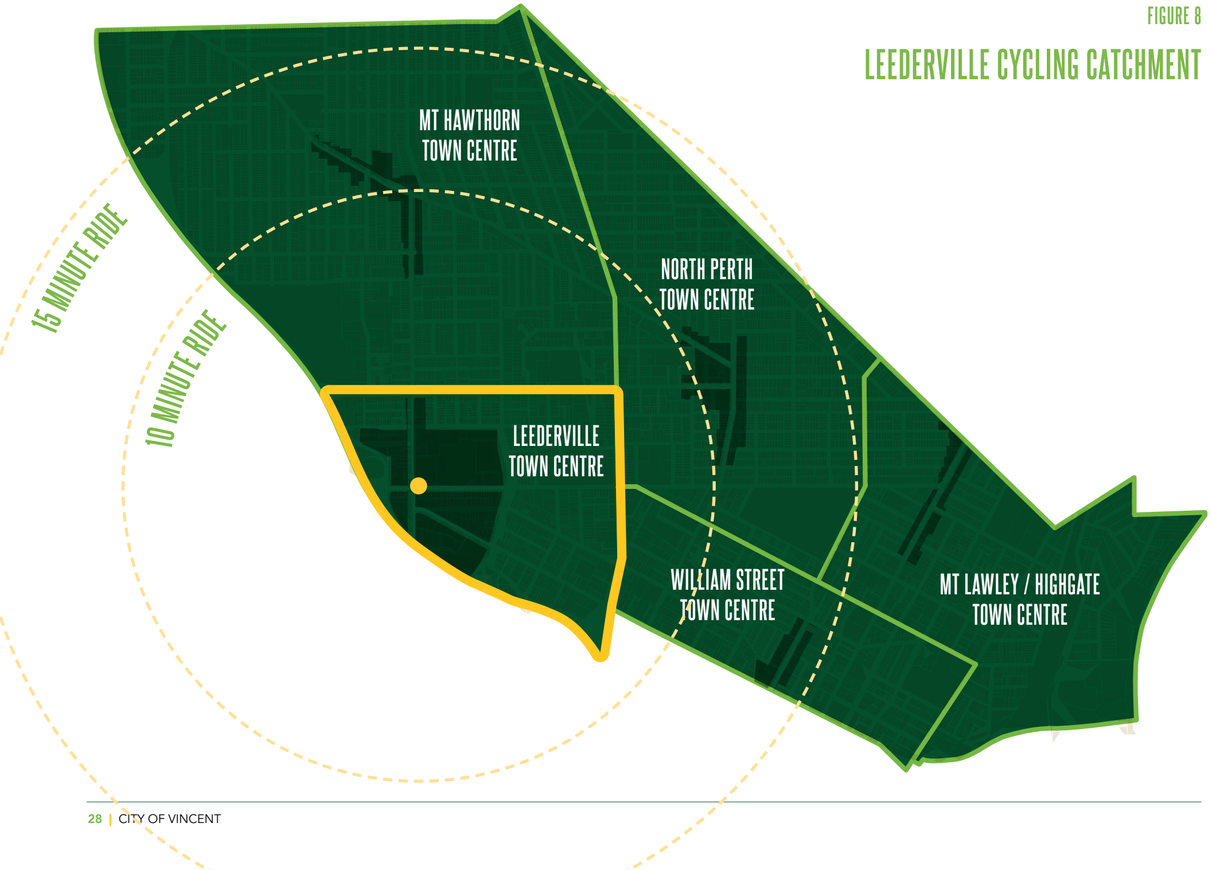
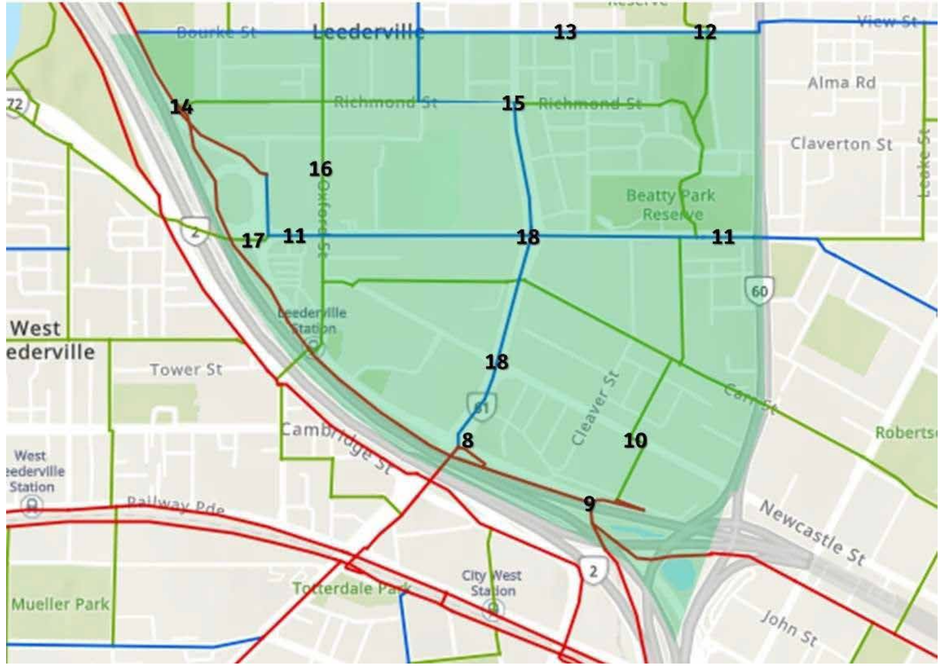


FIGURE 8

LEEDERVILLE NEIGHBOURHOOD PROJECTS



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

0–11	12–24	25–49	50–69	70–85+
18.2%	14.8%	37.6%	22.9%	6.5%

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 a safe cycling 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.

FIGURE 10

MT HAWTHORN CYCLING CATCHMENT

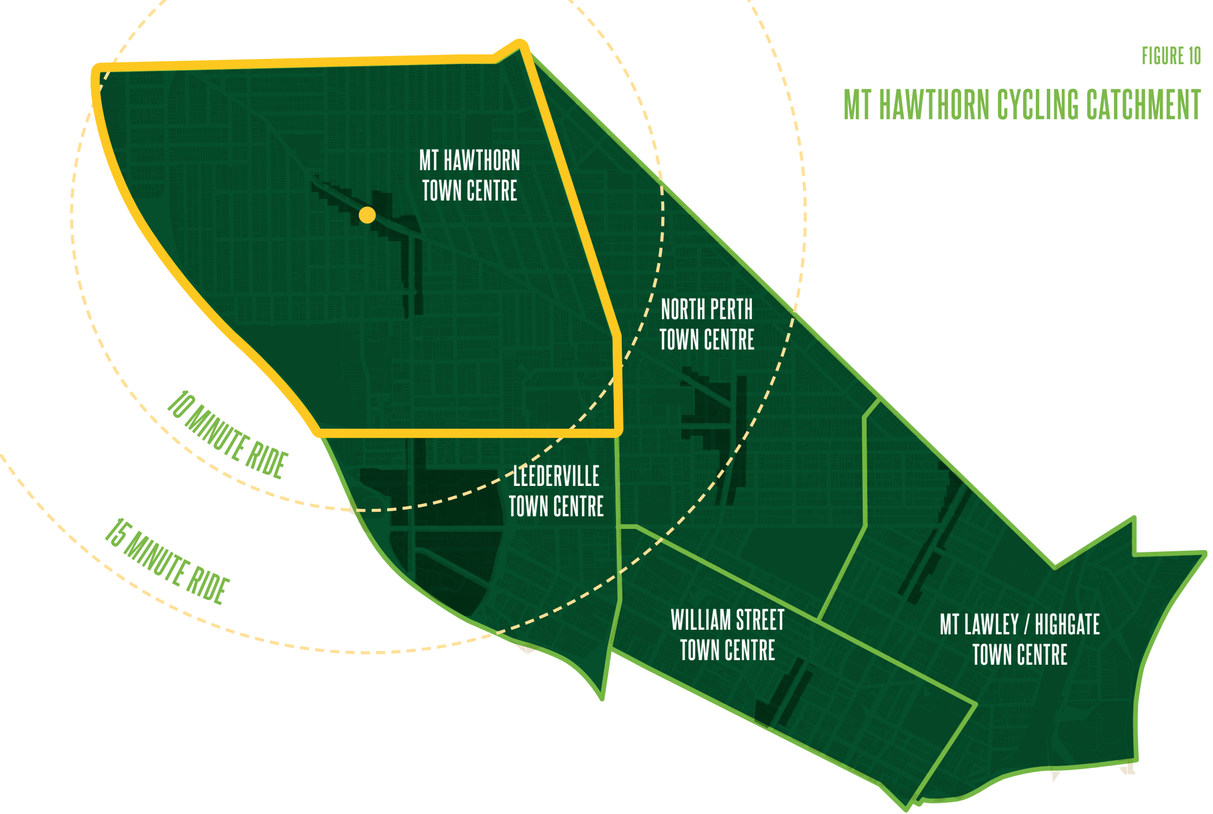


FIGURE 11

MT HAWTHORN NEIGHBOURHOOD PROJECTS

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

0–11	12–24	25–49	50–69	70–85+
10.3%	12.3%	44.9%	22.5%	9.9%

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

0–11	12–24	25–49	50–69	70–85+
7.6%	10.9%	55.1%	18.8%	7.5%

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

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

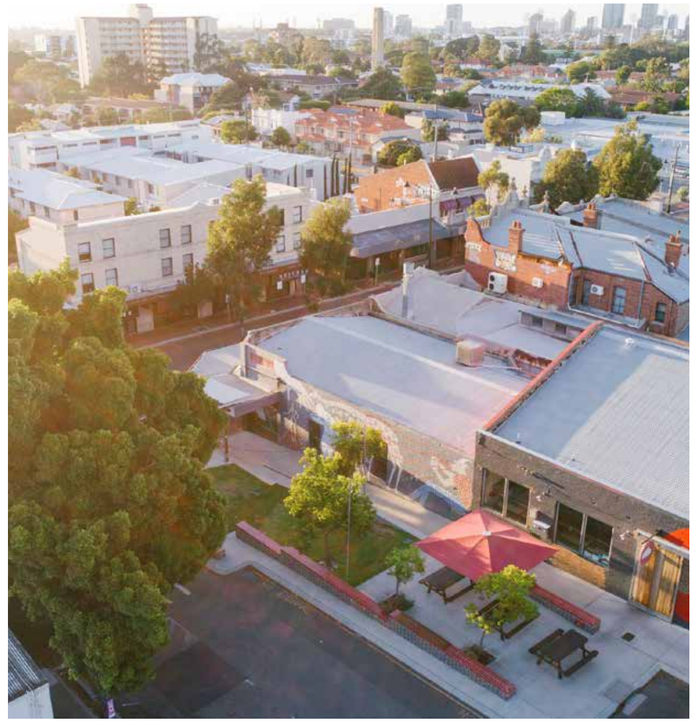
Transportation Modes

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 cyclists 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.

FIGURE 10

MT LAWLEY/HIGHGATE CYCLING CATCHMENT

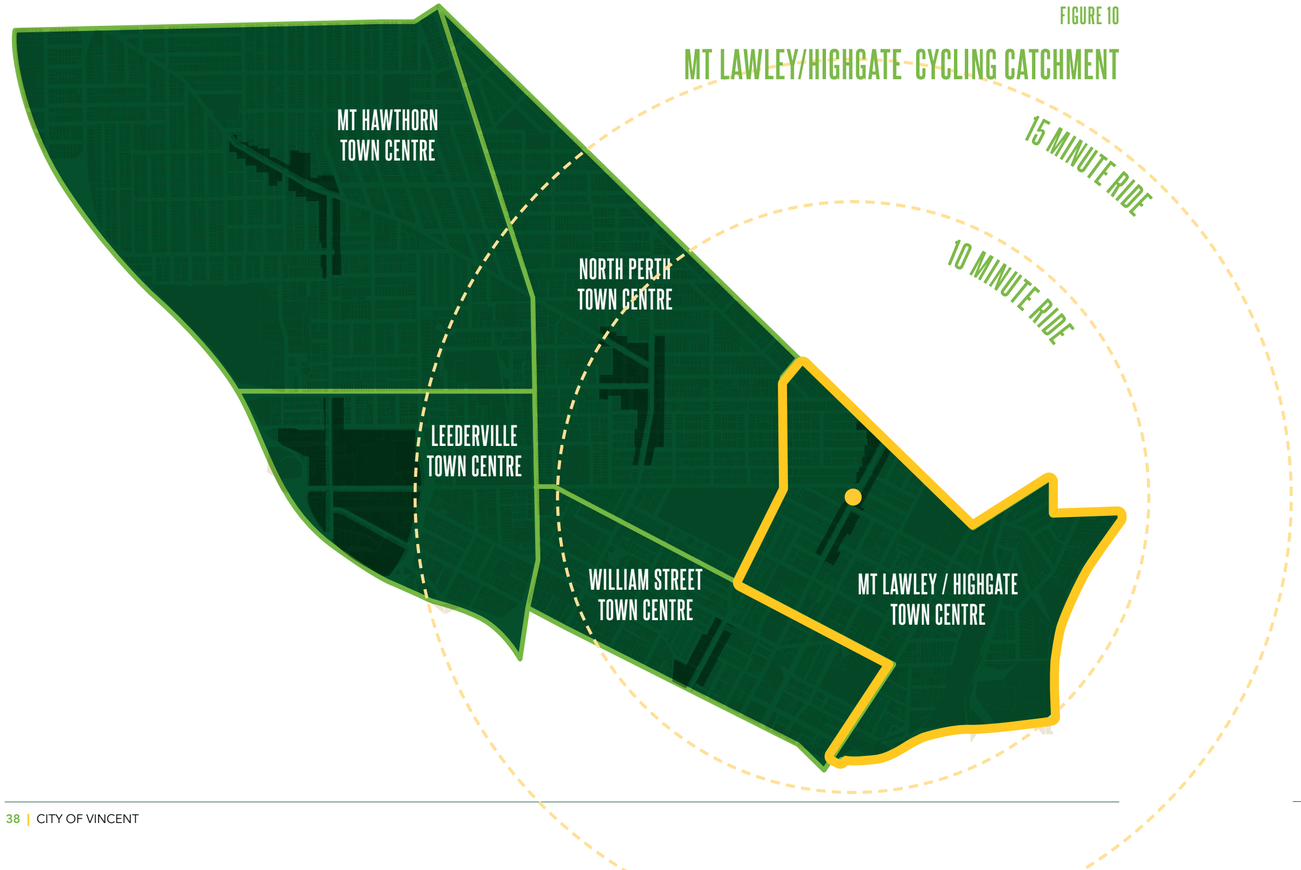
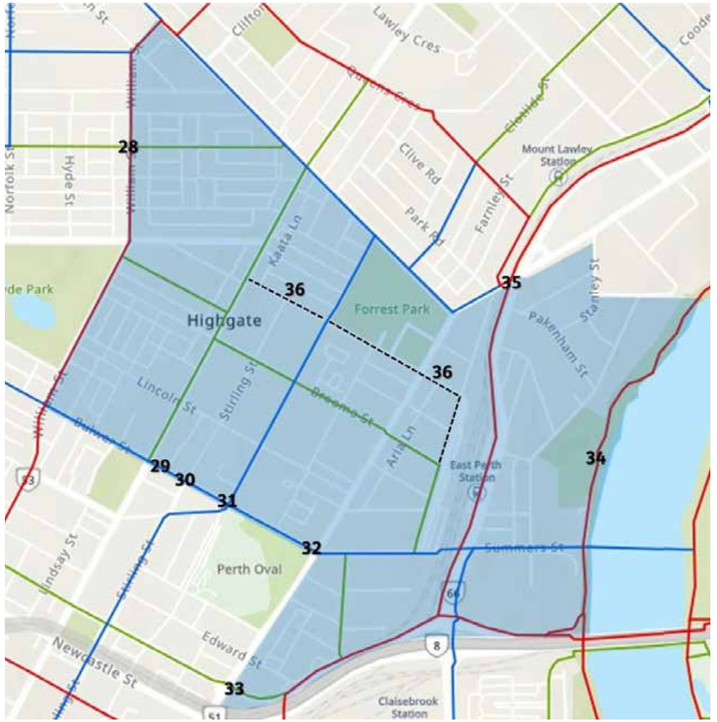


FIGURE 11

MT LAWLEY/HIGHGATE NEIGHBOURHOOD PROJECTS



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 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.	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.

FIGURE 14

NORTH PERTH CYCLING CATCHMENT

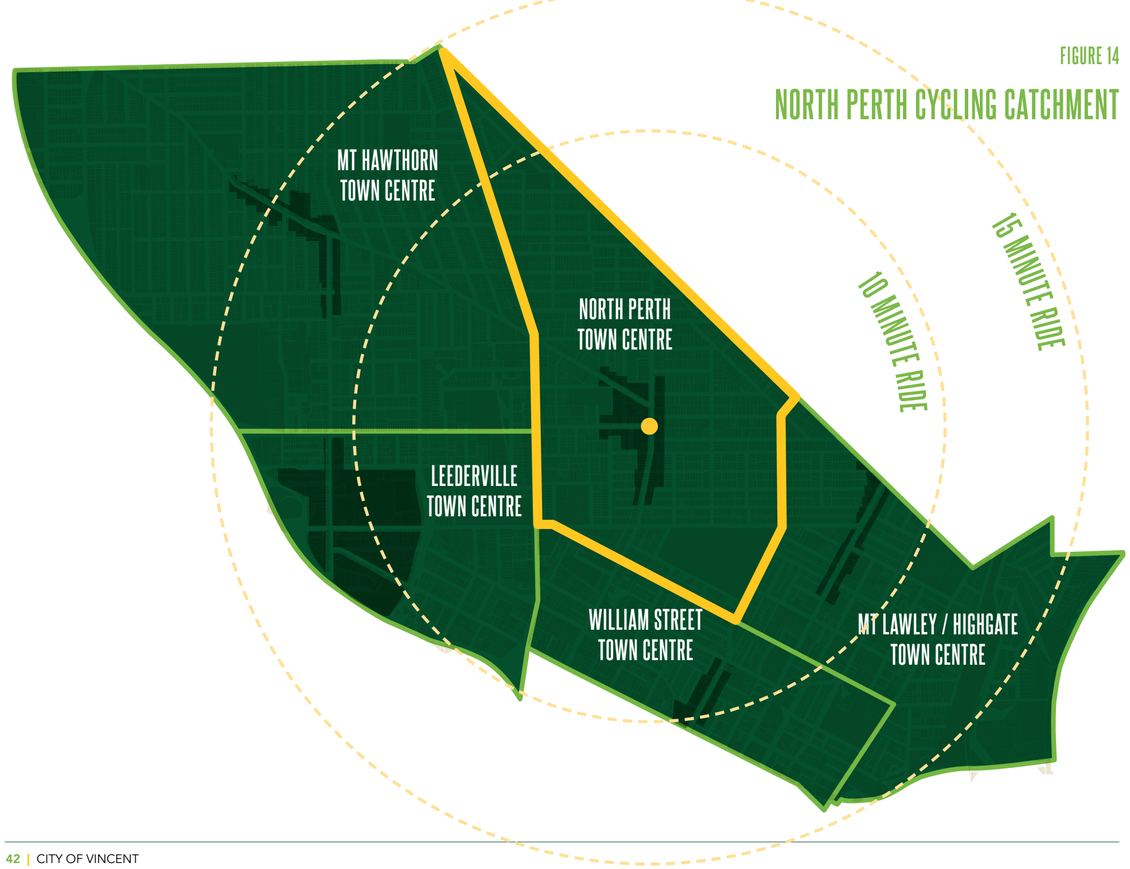
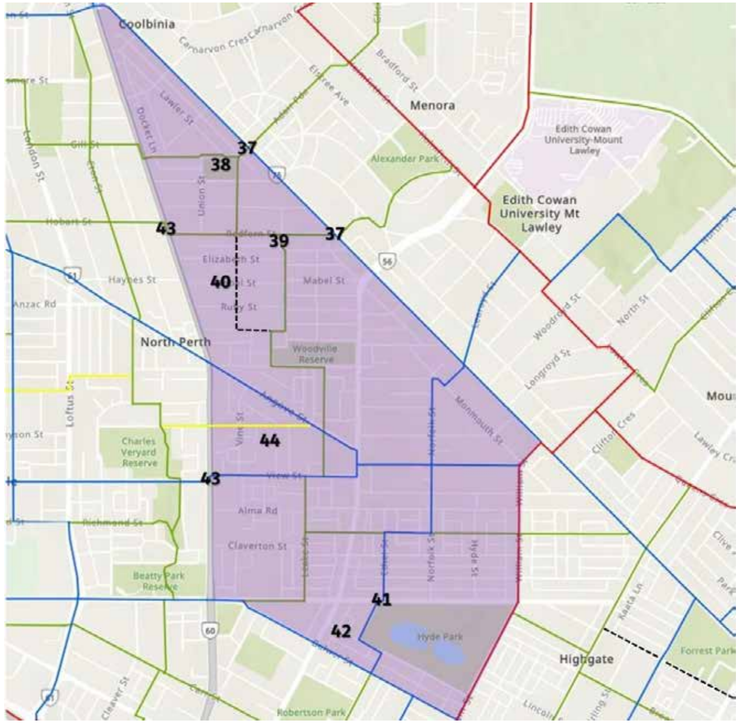


FIGURE 15

NORTH PERTH NEIGHBOURHOOD PROJECTS



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

0–11	12–24	25–49	50–69	70–85+
7.1%	12.4%	57.4%	17%	5.5%

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.

FIGURE 16

WILLIAM STREET CYCLING CATCHMENT

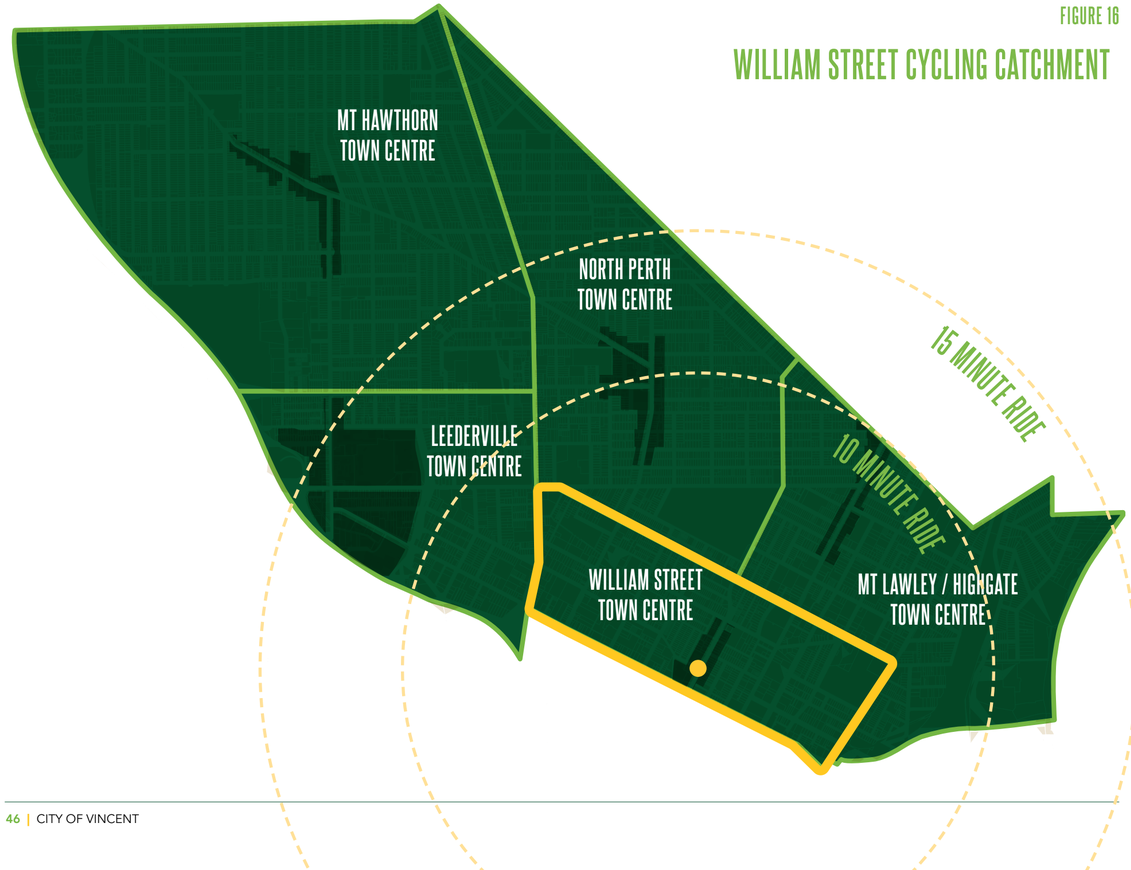
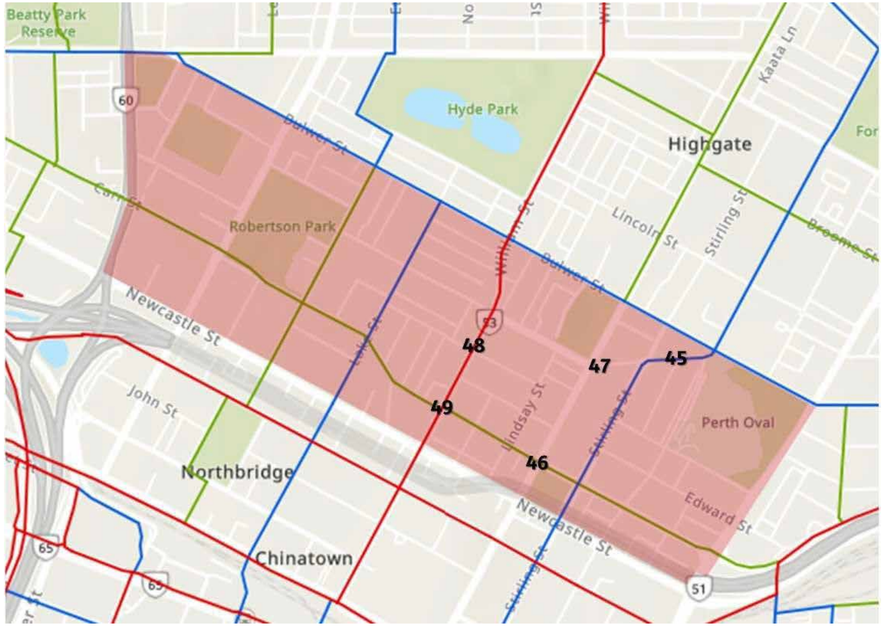


FIGURE 17

WILLIAM STREET NEIGHBOURHOOD PROJECTS



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:

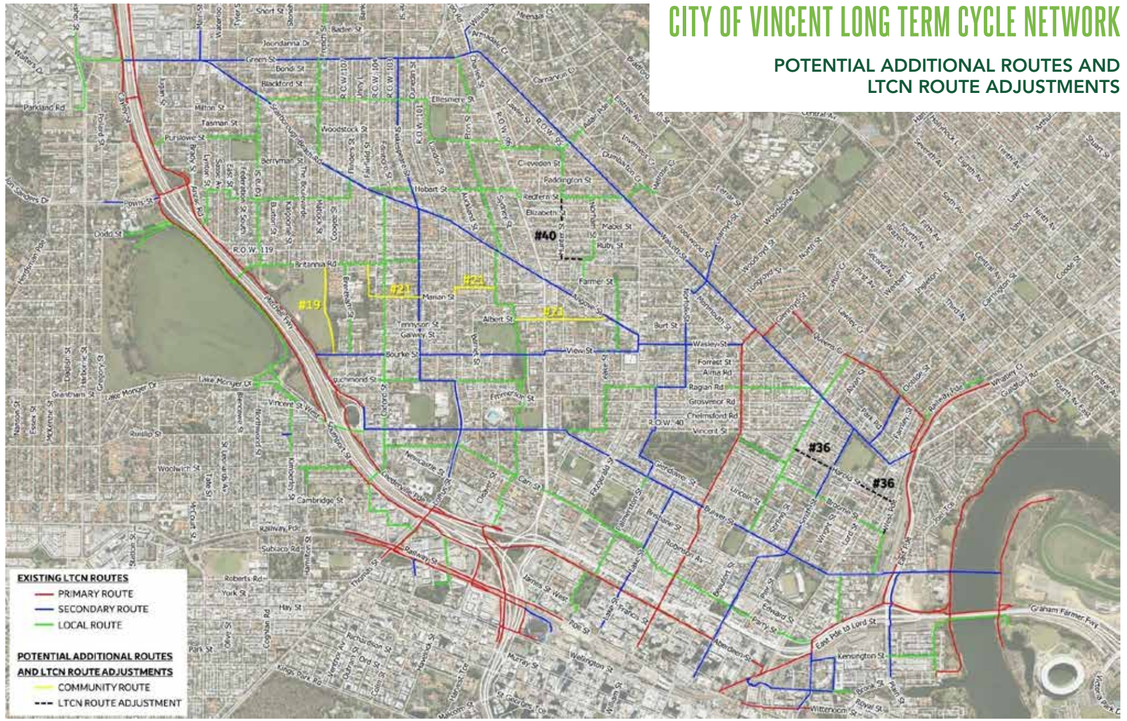
- Project No.36 – Review the proposed LTCN Local Route connection along Broome Street between Beaufort Street and West Parade. Consider the merits of the Harold Street corridor forming the Local Route connection between Beaufort Street and West Parade in this locality. If Harold Street is considered 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.

FIGURE 18

CITY OF VINCENT LONG TERM CYCLE NETWORK

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	• City to work with DoT and other State Government partners to identify available annual datasets which the City can use to monitor movement trends:
	  • 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	• 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	• 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):
	  • 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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