



Government of **Western Australia**
Department of Transport

Empowering a
thriving community

Western Australian Bicycle Network Plan

Annual Progress Report 2022-23



Acknowledgment of Country

The Department of Transport acknowledges the Traditional Custodians of the land throughout Western Australia and pays our respects to Elders both past and present.

We acknowledge the members of all Aboriginal communities, their cultures and continuing connection to Country throughout the State.

About this Report

The information contained in this publication is provided in good faith and believed to be accurate at time of publication.

The State shall in no way be liable for any loss sustained or incurred by anyone relying on the information. January 2024

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Cover: Lake Gwelup Primary School students painting the Erindale Road Underpass to make it a more pleasurable experience for people walking, wheeling or riding.



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INTRODUCTION

The *Western Australian Bicycle Network (WABN) Plan 2014-2031* was released in May 2014, providing a blueprint to make Western Australia (WA) a place where riding is a safe, connected, convenient and widely accepted form of transport.

An updated version of the WABN Plan was released in May 2017 to incorporate significant developments such as the establishment of the Safe Active Streets Program, the Long-Term Cycle Network for Perth and Peel, as well as smaller changes within some of the existing programs.

Monitoring and review of the WABN Plan is an important function that ensures it keeps pace with changes in travel and recreational patterns, urban planning and development, and funding options.

This annual progress report meets the Department of Transport's (DoT) obligations to measure the achievements of the initiatives in the WABN Plan for the 2022-23 financial year.

This document is divided into three sections:

- PART A** Project highlights from 2022-23
- PART B** Progress towards the WABN Plan initiatives
- PART C** Network monitoring in 2022-23

The WABN Plan initiatives:

- Long-Term Cycle Network for Perth and Peel
- Regional 2050 Cycling Strategies
- Expansion of the Principal Shared Path Network
- Perth Bicycle Network Grants Program
- Regional Bicycle Network Grants Program
- Safe Active Streets Program
- Perth Central Area Cycling Projects
- Connecting Schools
- Connecting Stations
- Network Monitoring and Evaluation
- Journey Planner and Hazard Reporting Tool
- End-of-Trip Facilities



Mitchell Freeway Primary Route
between Civic Place and Reid Highway

PART A

PROJECT HIGHLIGHTS FROM 2022-23

Principal Shared Path Expansion Program

In 2022-23, the Principal Shared Path (PSP) Expansion Program continued to deliver priority links within a 15 km radius of the Perth CBD, as gaps in the Mitchell Freeway, Leach Highway and Armadale Rail Line PSPs were completed.



Lake Gwelup Primary School students painting the
Erindale Road Underpass

Highlight: Mitchell Freeway PSP: Civic Place to Reid Highway

Construction of the 3.7 km section of shared path between Civic Place and Reid Highway was completed in May 2023.

The \$23.4 million project delivers a critical missing link on the Mitchell Freeway primary route and provides a safer journey for people travelling between the northern suburbs and the Perth CBD.

Included as part of the project was construction of a new 75-metre underpass at Karrinyup Road. It features bespoke artwork and improves safety for people who walk, wheel or ride along the route by eliminating the need for them to interact with traffic at the busy location.

Works also saw an upgrade to the Erindale Road underpass, with a new artwork installation painted by students from Lake Gwelup Primary School. The project also delivered intersection upgrades at Karrinyup Road and Cedric Street, allowing for a safe and direct journey between Balcatta and Northbridge.

A significant program of work to revegetate along the new route is now planned.



Perth Central Area Cycling Projects

A number of major milestones were achieved in 2022-23 for the Perth City Deal, which will see \$157 million invested in priority projects as part of the Perth Greater CBD Transport Plan. The Perth City Deal funding brings together five funding streams across all levels of government to provide major investment in the city's transport network. It is focused on delivering new active transport infrastructure to allow residents and visitors to walk, wheel or ride around our capital city with ease, connecting major destinations including Kings Park, the Swan River, RAC Arena, the Northbridge entertainment precinct and Claisebrook Cove.

Highlight: Causeway Pedestrian and Cyclist Bridges

Early in 2023, the first sod turned for the iconic Causeway Pedestrian and Cyclist Bridges, marking the start of construction.

The project will feature two cable-stayed bridges, providing a 6-metre-wide shared path linking Victoria Park foreshore at McCallum Park with Heirisson Island and Perth's CBD at Point Fraser.

The project will provide major improvements to safety, connectivity and amenity for people

commuting to work and education, as well as tourists and those walking, wheeling and riding for recreation. The existing Causeway shared path is currently used by more than 3,000 people every day. With numbers predicted to rise, this dedicated infrastructure will greatly improve safety and comfort by separating people walking from those riding, on a standalone structure away from motor vehicles on the Causeway Traffic Bridge.



The planned Causeway Pedestrian and Cyclist Bridges will greatly improve safety and comfort for people walking, wheeling and riding

Your Move Schools Program

In 2022-23, the Your Move Schools Program continued to grow in numbers and strength thanks to multiple strategies including the alignment with the Connecting Schools Grants program. To be eligible for a connecting schools grant, schools need to be a registered Your Move school, reach an accreditation level of Silver or higher and complete a start of year Hands Up Survey.

In 2022-23 a total funding pool of \$225,000 was available for eligible schools. Fifty schools were awarded grants, with 19 of those receiving grants for the first time. Six schools were newly signed up Your Move schools and 14 joined through the Department of Finance Your Move Development Application Condition.

Your Move Schools is a free program delivered by DoT that aims to increase walking, riding, scootering and public transport for the school trip, and reduce car trips. Schools signed up to the program gain access to a comprehensive range of resources and assistance including an online platform to help plan and run activities to encourage active travel. 193 schools were registered Your Move Schools in 2022/23 significantly up from 91 in 2018.

Planning and Design Guidance Suite

DoT is developing a suite of guidance to provide better information to local government authorities (LGAs) and other practitioners involved in planning and designing for active transport in Western Australia. The [guidance documents](#) will reflect current industry best practice so that active transport solutions are designed for people of all ages and abilities.

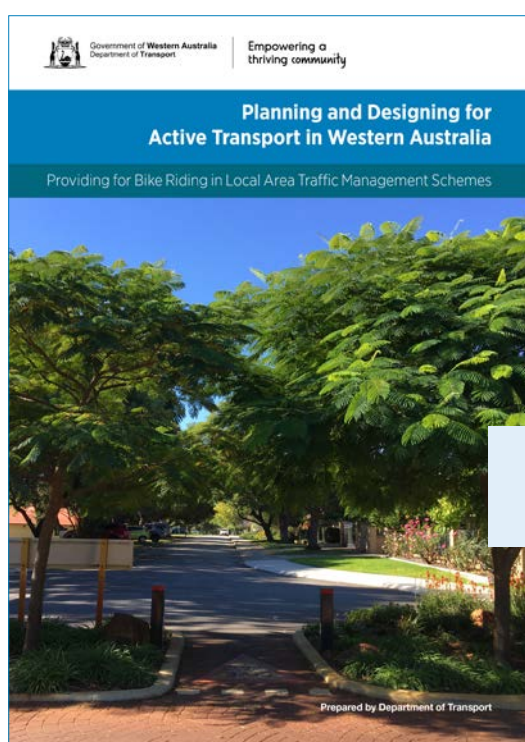
The first document released as part of the suite provided information about planning and designing shared and separated paths. In 2022-23, two more guidance documents were released:

- Interim guidance for local bike planning
- Providing for Bike Riding in Local Area Traffic Management (LATM) Schemes.

The final local bicycle planning guidelines document will be published in 2023-24. Until this time, interim guidance has been prepared for LGAs commencing work on bike plans now.

The LATM document provides advice and guidance to practitioners to incorporate the safe and efficient movement of people riding bikes into the planning and design of LATM schemes. It provides key principles and best practice for design to ensure people riding bikes are not negatively impacted or put at risk by LATM schemes and associated devices.

Additional information in development includes contextual guidance on selecting all ages and abilities bicycle facilities and guidelines pertaining to safe active streets, bicycle lanes and wayfinding.



Local area traffic management (LATM) Planning and Designing for Active Transport in Western Australia

PART B

PROGRESS TOWARDS THE WABN PLAN INITIATIVES

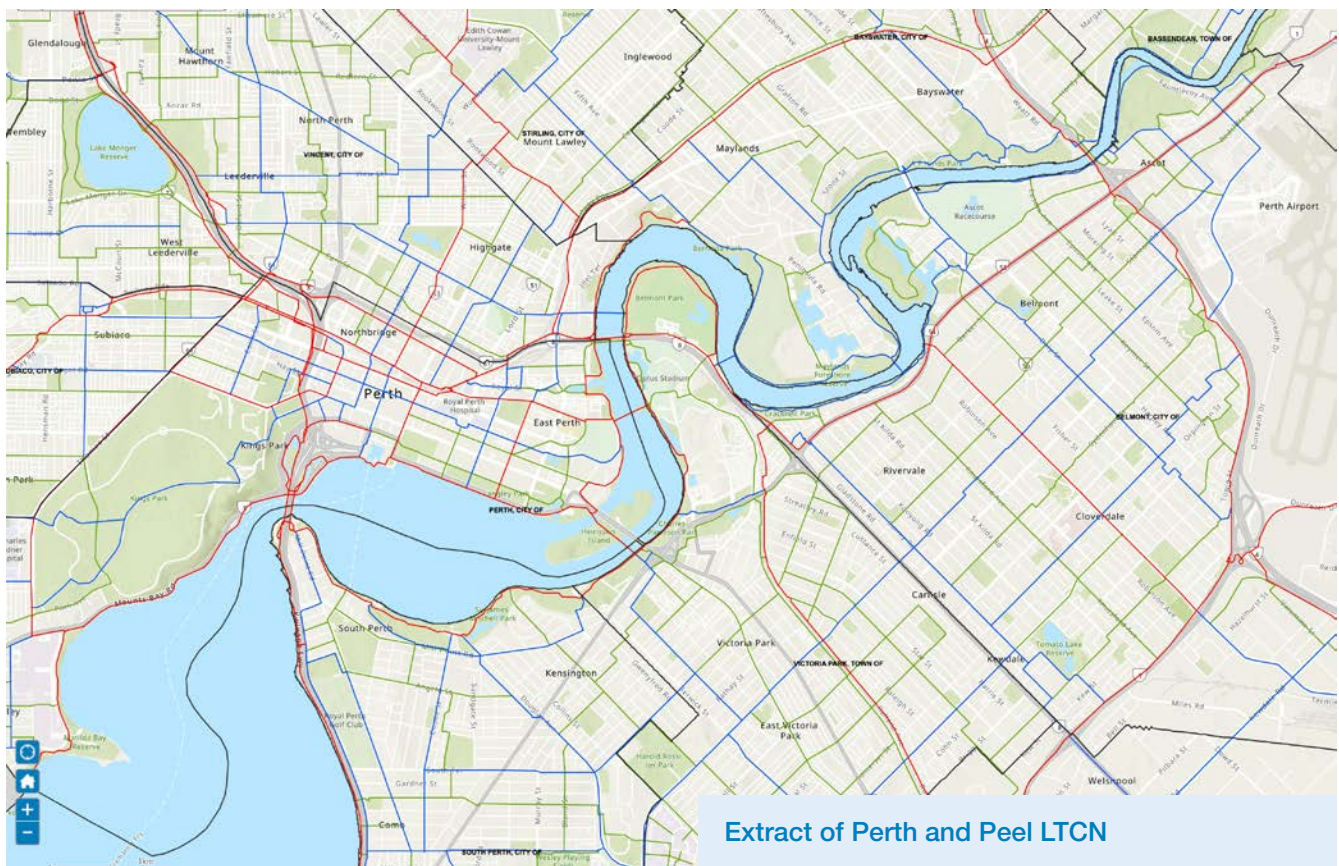
1. Long-Term Cycle Network for Perth and Peel

The Long-Term Cycle Network (LTCN) for Perth and Peel identifies an aspirational blueprint to ensure state and local governments continue to work together towards the delivery of a continuous cycling network, providing additional transport options, recreational opportunities and support for tourism and commercial activity.

DoT is seeing increased use of the LTCN by state and local government partners in planning and project delivery. Importantly, the LTCN is not a static plan and can be modified through collaboration with DoT where circumstances change, including new bike plans, precinct subdivisions, masterplans and major projects.

The status of the LTCN can be publicly viewed via the [LTCN online portal](#). This includes information on existing infrastructure and network gaps – a new capability made possible in 2022-23. The network status will be audited and updated every six months to ensure up-to-date information.

In 2022-23, DoT published an interim change management process for maintaining the currency of the LTCN for Perth and Peel. A range of activities can influence current LTCN routes, requiring ongoing refinement of the network over time. This change process ensures DoT and stakeholders can understand the current level of completion across the LTCN to a reasonable level of accuracy.



2. Regional 2050 Cycling Strategies

The regional 2050 cycling strategies are long-term, ambitious strategies. They seek to identify gaps in existing cycling networks, plan for future growth corridors and produce strategic and operational plans for regional centres and surrounding areas. Improvements in planning for bike riding in the regions is a key action of the WABN Plan.

In 2022-23, concentration was focused on finalising four regional strategies for Avon and Central Coast, Great Southern, Kalgoorlie and Gascoyne which are all near completion. Partners in the development of these include:

- Avon and Central Coast – with the shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York.
- Great Southern – with the City of Albany and the shires of Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kent, Kojonup, Plantagenet and Woodanilling.
- Gascoyne – with the shires of Carnarvon, Exmouth, Shark Bay and Upper Gascoyne; and
- Kalgoorlie – with the City of Kalgoorlie-Boulder.

The Kimberley is the final planned strategy and is to commence in 2023-24. Previously, six regional strategies have been endorsed across the State.

A key element of the more recent strategies has been a greater stakeholder engagement with local Aboriginal organisations and representative bodies. For example, the Great Southern Trails Master Plan Noongar Advisory Group sat on the stakeholder working groups and helped inform route choices for the region and highlighted the need for youth engagement and economic opportunities. A Great Southern First Nations artist has contributed beautiful representative artwork to the Great Southern strategy, reflecting the unique attributes of the area. In the Gascoyne, the Yinggarda Aboriginal Corporation highlighted how the health benefits of active transport planning would positively impact their community.

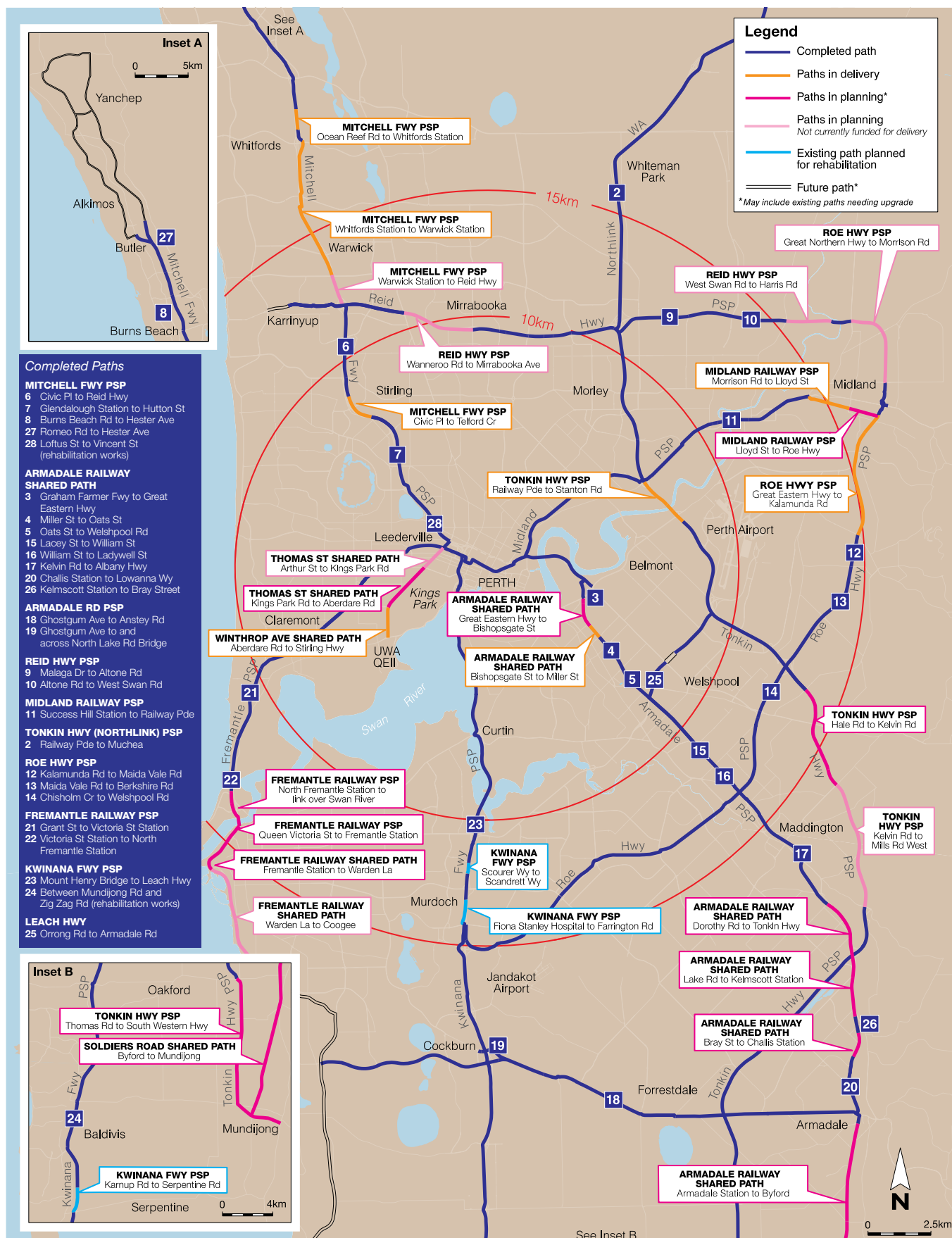
As with the Perth and Peel LTCN, the completed regional 2050 cycling strategies, and the LTCNs identified within them, guide WABN Grant Program funding eligibility and project prioritisation for those local governments involved. Local governments without a regional strategy will continue to remain eligible for funding.

Gascoyne Junction Remote Community School children riding their bikes on the newly built Hatch Street shared path at a 'Ride to School' event - Shire of Upper Gascoyne



Major Cycle and Pedestrian Paths

Principal Shared Path and Primary Route Projects - Completed and Current Projects



3. Expansion of the Principal Shared Path (PSP) Network

The State Government is committed to completing the PSP network within a 15 km radius of the Perth CBD to provide safe and continuous access to the city for people walking, wheeling and riding.

In 2022-23, WA's PSP network increased by a further 12 km. Significant PSP and primary route works completed include:

→ **Mitchell Freeway Primary Route, Civic Place to Reid Highway:** Funded through the PSP Expansion Program, the project is a continuation of the State Government's commitment to completing priority gaps along the Mitchell Freeway primary route. The project includes the following features:

- » A 3.7-km-long, 4-m-wide shared path, linking Civic Place to Reid Highway
- » Construction of a new 75-m-long underpass at Karrinyup Road
- » Artwork on the new underpass as well as the existing underpass at Erindale Road.

→ **Mitchell Freeway Primary Route, Hester Avenue to Romeo Road:** As part of the Mitchell Freeway extension to Romeo Road, construction included:

- » A 5.6-km-long, 4-m-wide primary route shared path
- » Underpasses at Lukin Drive and Butler Boulevard
- » More than 6 km of additional pathways, including a secondary route along Romeo Road to link the path network with Wanneroo Road and Marmion Avenue.



Mitchell Freeway Primary Route
Hester Avenue to Romeo Road

→ **Armadale Rail Line, Kelvin Road to Albany Highway:** Co-funded with the City of Gosnells, this project closes a 1 km gap between Kelvin Road and Albany Highway, forming part of a broader plan to complete the primary route between Perth and Armadale along the Armadale Rail Line.

→ **Leach Highway, Orrong Road to Sevenoaks Street:** As part of the Leach Highway and Welshpool Road interchange upgrade, a section of PSP was constructed between Orrong Road and Sevenoaks Street. Key features included:

- » A 1.9-km-long, 4-m-wide primary route shared path
- » Grade separation at the Armadale Rail Line, with shared path connections to the Armadale Line primary route shared path.

The opening of The Crescent, Maddington – part of the Armadale Rail Line Primary Route

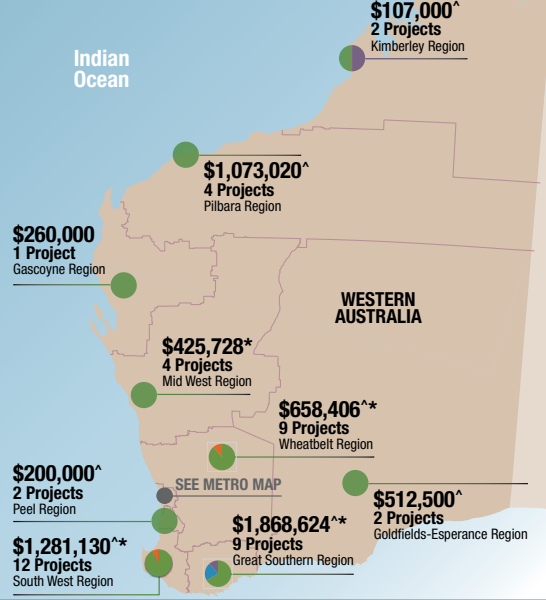


WA Bicycle Network Grants

2023-24 and 2024-25 Awarded Projects

Regional Projects

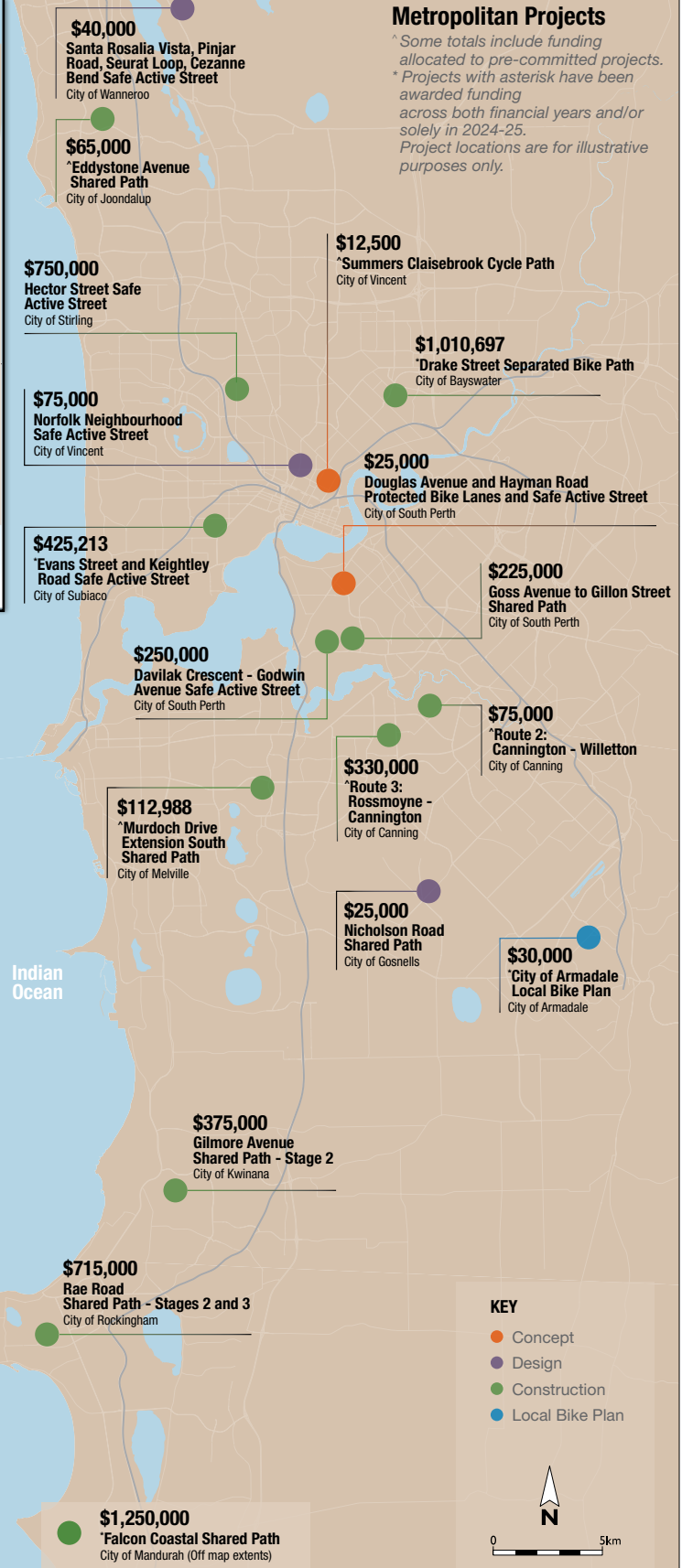
SEE TABLE BELOW FOR DETAILS



Gascoyne		
\$260,000.00	• Murat Road and Trusscott Crescent Shared Path *	Shire of Exmouth
Goldfields-Esperance		
\$180,000.00	• Keenan Street and Maritana Street Shared Path *	City of Kalgoorlie-Boulder
\$332,500.00	• Harbour Road Shared Path	Shire of Esperance
Great Southern		
\$300,000.00	• Marine Drive - Mounts Access *	City of Albany
\$475,624.00	• Middleton Beach *	City of Albany
\$103,750.00	• Maley Place Shared Path Project *	City of Albany
\$30,000.00	• City of Albany Local Bike Plan	City of Albany
\$10,000.00	• Shire of Katanning Local Bike Plan	Shire of Katanning
\$5,000.00	• Symers Street Shared Path *	City of Albany
\$245,000.00	• South Coast Highway (Springdale Beach) Shared Path *	Shire of Denmark
\$366,750.00	• Clifton, Banks, Lambert and Menzies Street Shared Paths *	City of Albany
\$332,500.00	• Seymour, Nelson and McLeod Street Shared Paths *	City of Albany
Kimberley		
\$100,000.00	• Halls Creek shared path program *	Shire of Halls Creek
\$7,000.00	• Coolibah Drive Shared Path	Shire of Wyndham East Kimberley
Mid-West		
\$140,000.00	• Railway Street and Wittenoom Street Shared Paths *	Shire of Cue
\$70,000.00	• Main Street and Station Street Shared Paths	Shire of Coorow
\$98,825.00	• Granville Street, Broad Ave and Gill Street Shared Paths *	Shire of Morawa
\$116,903.00	• Chapman Road/Phelps Street Roundabout Bicycle Bypass (North)	City of Greater Geraldton
Peel		
\$150,000.00	• North Pinjarra Shared Path *	Shire of Murray
\$50,000.00	• Club Drive Shared Path	Shire of Boddington
Pilbara		
\$175,000.00	• Dampier Road Stage 7 *	City of Karratha
\$625,000.00	• Cooke Point Shared Path	Town of Port Hedland
\$69,908.75	• Newman Drive Shared Path	Shire of East Pilbara
\$203,111.70	• Bathgate Road & Delambre Drive Shared Paths	City of Karratha
South-West		
\$87,500.00	• Zamia Street and Main Road *	Shire of Manjimup
\$230,000.00	• Coastal Shared Path upgrade from Forth Street to Holgate Road *	City of Busselton
\$315,000.00	• Cape Leeuwin Trail (Stage 3) Shared Path *	Shire of Augusta Margaret River
\$20,000.00	• Caves Road Shared Path (Dunsborough to Yallingup) *	City of Busselton
\$45,000.00	• Johnson Street Shared Path	Shire of Manjimup
\$140,000.00	• Redgate Road Shared Path	Shire of Augusta Margaret River
\$17,500.00	• Hillview Road Shared Path	Shire of Augusta Margaret River
\$30,000.00	• Tingle Avenue Shared Path *	Shire of Augusta Margaret River
\$28,129.50	• Cathedral Avenue Shared Path (Stage 3)	Shire of Harvey
\$123,000.00	• Frank Buswell Foreshore Shared Path Upgrade	City of Bunbury
\$95,000.00	• Duggan Drive Shared Path *	Shire of Augusta Margaret River
\$150,000.00	• Preston River Loop Shared Path *	Shire of Donnybrook Balingup
Wheatbelt		
\$45,273.00	• Shared Path - Spanney/McAndrew Street *	Shire of Corrigin
\$105,000.00	• Henrietta & Forrest Street Project *	Shire of York
\$98,670.00	• Dalwallinu and Kalannie Shared Paths *	Shire of Dalwallinu
\$100,402.50	• Ellis, Mitchell, Ackland, Booth, Shields and Korraling Shared Paths *	Shire of Wongan-Ballidu
\$5,000.00	• Wheatbelt Rail Transport Trail (Nungarin to Wyalkatchem)	Shire of Nungarin
\$48,206.00	• Gnowing Street Shared Path *	Shire of Wandaring
\$115,855.00	• Mitchell Avenue Shared Path	Shire of Northam
\$91,000.00	• Jubilee Street and Connor Street Shared Path	Shire of Toodyay
\$49,000.00	• Toodyay Street Shared Path	Shire of Toodyay

Metropolitan Projects

[^] Some totals include funding allocated to pre-committed projects.
* Projects with asterisk have been awarded funding across both financial years and/or solely in 2024-25.
Project locations are for illustrative purposes only.



4. WA Bicycle Network Grants Program

The WABN Grants Program is the State Government's primary funding source to local government for the planning, design and implementation of bike riding infrastructure and is a key initiative of the WABN Plan.

Up to \$8 million in funding was awarded to 39 local governments for 50 projects to be delivered across 2022-23 and 2023-24. This funding was for eligible projects on the reserve list from the previous year, following the comprehensive review of the WABN Grants Program in 2021-22 and subsequent suspension of the grant intake that year.

Improved stakeholder guidance on how grant funding is administered was also implemented for the 2022 WABN grants intake. Another significant change for this intake was the introduction of a grant management system, which enabled fully online applications for the first time.

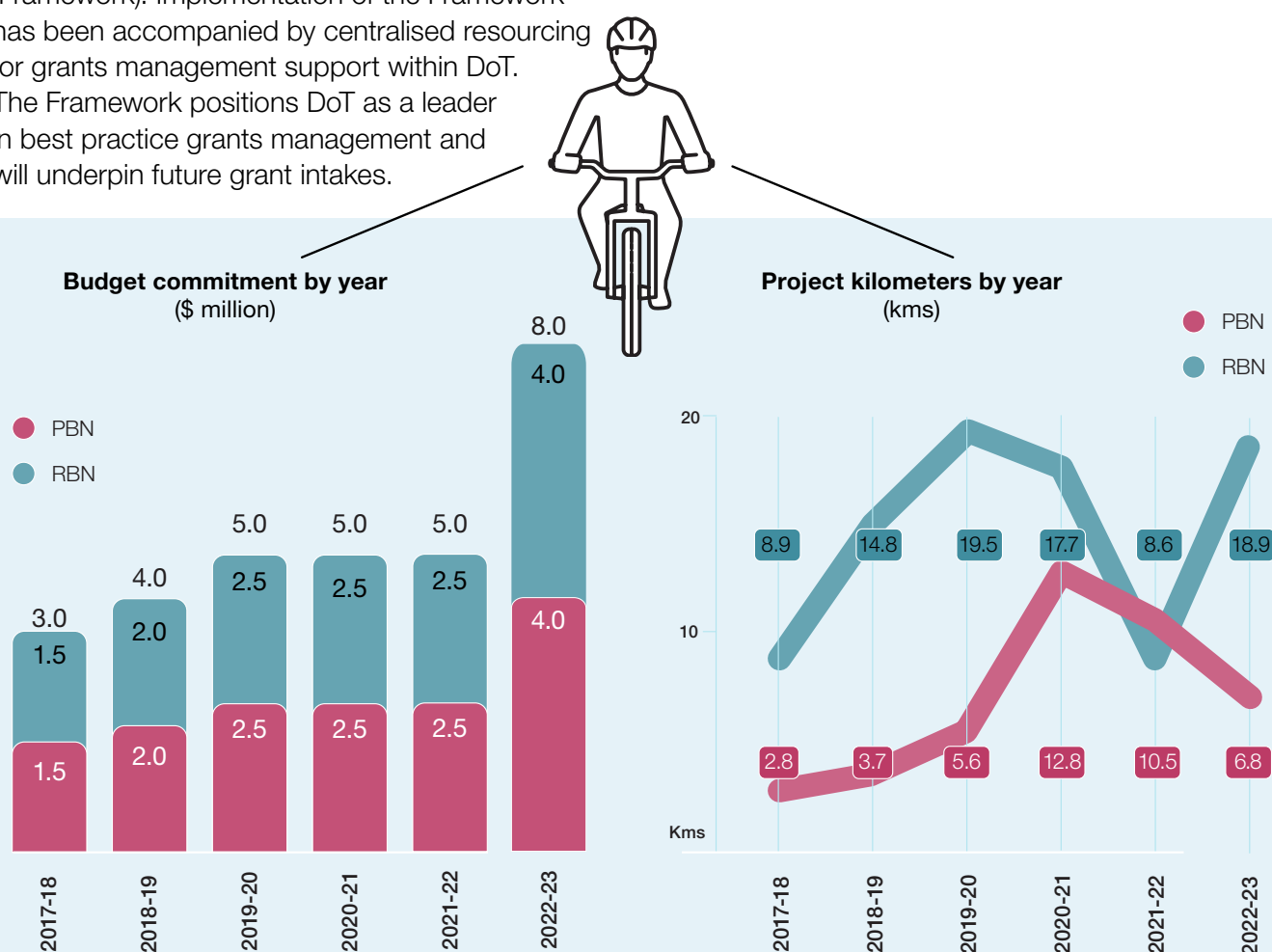
Subsequently, a broader change in grants management took place within DoT during 2022-23, with the development and endorsement of a Grants Management Policy and Procedure (Framework). Implementation of the Framework has been accompanied by centralised resourcing for grants management support within DoT. The Framework positions DoT as a leader in best practice grants management and will underpin future grant intakes.

Perth Bicycle Network 2022-23

In March 2022, \$5.2 million in funding was offered to 11 metropolitan local governments for 13 new projects to be delivered over two years (2023-24 and 2024-25). This represents just under half of the total number of applications received.

Progress in 2022-23:

- Six projects completed construction
- Three projects completed design, with construction funding committed to two of these in future years
- Two projects were either placed on reserve or deferred to 2023-24
- Three bike plans were completed.



Case Study:

Hudson Avenue, Girrawheen Avenue and Wade Court Shared Path

The Hudson Avenue, Girrawheen Avenue and Wade Court Shared Path is located within the City of Wanneroo and was upgraded through the WABN Grants Program in 2022-23, officially opening on 25 July 2023. Stretching 1.57 km in length, DoT funded 50 per cent of the project for a total of \$371,712. The shared path, like many path upgrades that the City have recently completed, aims to encourage walking and riding through linking residents to businesses, local attractions and facilities through high-quality connections.

The Hudson Avenue, Girrawheen Avenue and Wade Court Shared Path provides direct and improved access to Girrawheen Shopping Centre, Newpark Shopping Centre, Our Lady of Mercy Primary School, Girrawheen Senior High School and Hudson Park Primary School.

Additionally, Hudson Park and the Girrawheen Hub, which consists of a library and community centre, are also serviced from the path upgrades.



Shared path opening in Girrawheen with former City of Wanneroo Deputy Mayor Brett Treby, Cr Natalie Herridge, City of Wanneroo Mayor Linda Aitken, Meredith Hammat MLA, Cr James Rowe and students from Our Lady of Mercy Primary School.

Regional Bike Network 2022-23

In March 2022, \$4.4 million in funding was offered to 26 regional local governments for 34 separate projects to be delivered over two years (2023-24 and 2024-25). This represents just over two-thirds of the total number of applications received.

Progress in 2022-23:

- 20 projects completed construction
- Six projects completed design, with construction funding committed to each of these in future years
- Three bike plans were completed.

Case Study: Bay View Drive Shared Path Project

The Bay View Drive Shared Path Project within Albany was completed in April 2023 and is a 700 m red asphalt path that starts at the Stubbs Road intersection and ends at Frenchman Bay Road. A total of \$208,750 (50 per cent) was funded through the WABN Grants Program to complete the missing link in the City of Albany's path network. The project aimed to increase safety for people on bikes, as well as those walking, ensuring residents, local shoppers and students at Little Grove Primary School had access to active transport options.

Undertaking consultation with Little Grove Primary School to inform the Safe Routes to School Project, the school has since been involved through numerous Your Move Schools events, such as an activation for stencil paintings on the path and a breakfast for participants. Hands Up Survey data has shown that active transport to school has increased from 27 per cent in April 2022 to 39 per cent in March 2023, likely a result of the path opening and related programs.

Section of the Bay View Drive Shared Path



5. Safe Active Streets Program

After launching in 2015, the Safe Active Streets (SAS) Pilot Program completed its final year in 2022-23. Safe active streets provide safe walking and riding routes through suburbs to local amenities including schools, parks and shops for people of all ages and abilities. They continue to gain support and traction within the local community, and local governments can now apply for funding for safe active street projects through the WABN Grants Program.

With construction complete on the final pilot project, attention is now on the ongoing evaluation phase of the program, with interim reports available online. The evaluation exercise collected data on eight of the pilot projects for comparison,

using pre and post construction data and a series of community perception surveys. This will inform a whole-of-program evaluation and the development of practitioner guidance for the planning, design and delivery of future safe active streets. The final evaluation report is scheduled for release in 2024.

Throughout the pilot phase, DoT worked with 19 different local governments to progress 23 safe active streets through various phases of feasibility, consultation, design, construction, activation and evaluation.

There are now 12 completed safe active street projects in WA with a total distance of 31 km.

Case Study: Ruislip Street Project

The Ruislip Street Project is a 3.8 km SAS which was completed in 2023. With a total project cost of \$2.2 million, this was the final project to be fully funded within the SAS Pilot Program.

Connecting Floreat Park Primary School, Tennis Club, Rutter and Cowden Parks, and the West Leederville Town Centre, the project included a variety of key design features. These included raised plateaus, flat top road humps, buildouts with trees and plantings, and kerbing and drainage works. The project also incorporates central islands to create safer route crossings.

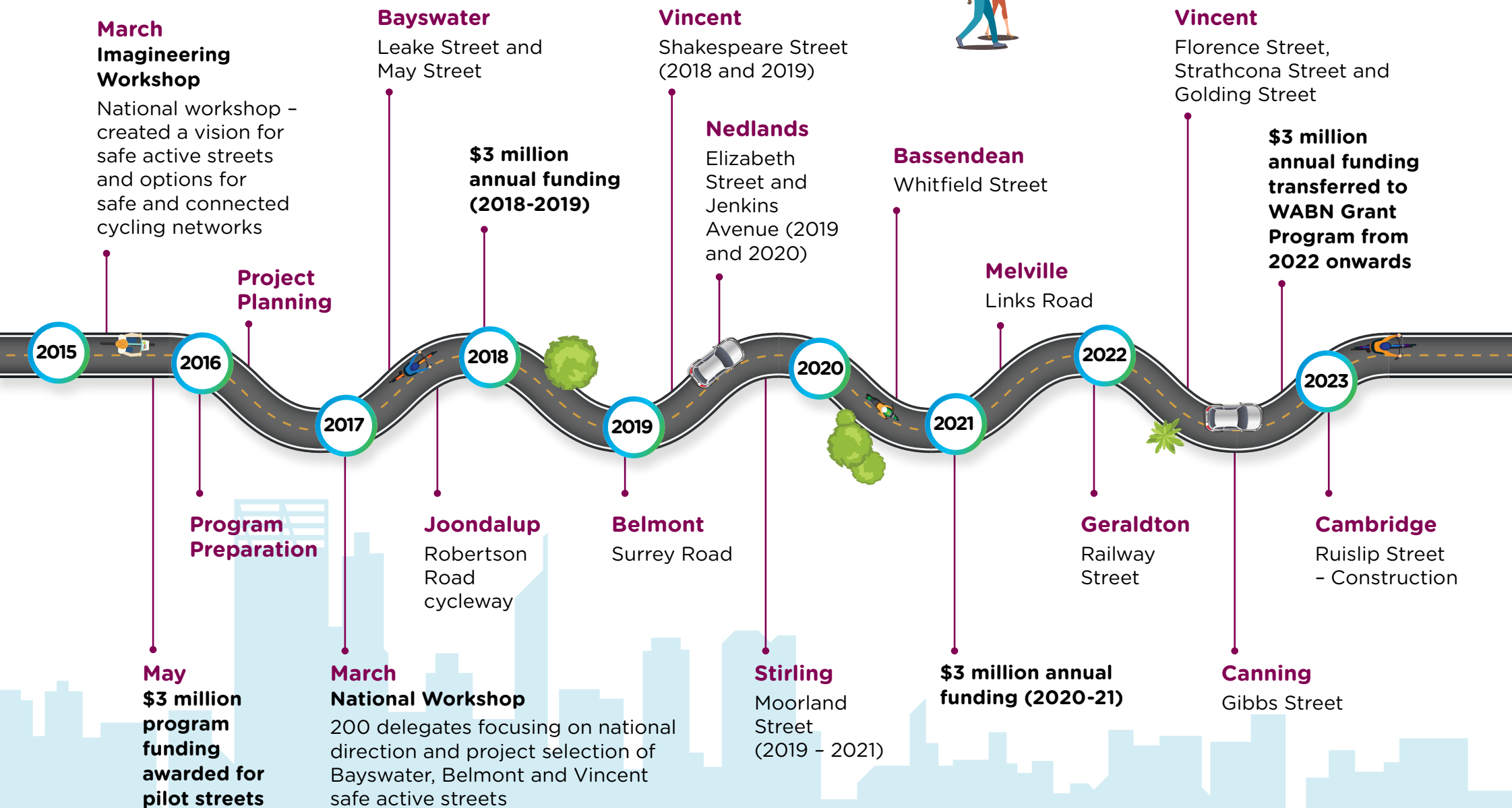
Post-construction evaluation will ensure a viable comparison of how the SAS has altered user behaviour since its completion.





Timeline of completed SAS projects from 2015 to 2023

SAFE ACTIVE STREETS Completed projects



6. Perth Central Area Cycling Projects

The State Government is contributing \$157 million towards the Perth City Deal for investment in priority projects as part of the Perth Greater CBD Transport Plan. The Perth City Deal brings together five funding streams across all levels of government to provide major investment in the city's transport network, while simultaneously supporting the State Government's COVID-19 recovery efforts. The Perth City Deal funding will deliver new active transport infrastructure that will allow residents and visitors to walk, wheel or ride to and around our capital city with ease, and will connect major destinations including Kings Park, the Swan River, RAC Arena, the Northbridge entertainment precinct and Claisebrook Cove.

Across 2022-23 the primary focus has been on project design and construction.

The Causeway Pedestrian and Cycling Bridges commenced construction in early 2023. This project constitutes a major part of the Perth City Deal investment package. The new iconic bridges will provide a safe connection between the city and the suburbs to the east of the Swan River, via Heirisson Island, and is due for completion in late 2024.

Construction of the **Roe Street Enhancement project** also continued throughout 2022-23. This project introduces wide, protected, unidirectional lanes onto this corridor, as well as an enhanced pedestrian experience with shade and street furniture.

The long-awaited **Kings Park Road Shared Path** also began construction in April 2023, with completion expected in early 2024. This project will introduce a shared path for people to walk or ride within the boundary of the park and provide a safe connection to the CBD from the west. Whilst enabling people to walk or ride directly into the heart of the city, the new shared path will also make use of attractive surroundings. The path has been designed in close collaboration and with assistance of the Botanic Gardens and Parks Authority, with a focus on natural vegetation, as well as consultation with Whadjuk knowledge holders.

Construction of the **Spring Street/Mounts Bay Road Bike Connection** concluded in July 2023. This project introduces wide, protected bike lanes along Spring Street, providing a safe connection from the Kwinana Freeway Primary Route into the western end of the CBD.

The **Wellington Street Bike Lane upgrade** was also completed June 2023, bringing the aesthetics of this path into line with other primary route shared paths in the Perth region. Resurfacing this path with red asphalt draws attention to the nature of the path and assists in indicating its use for people walking and riding as well as providing a safer experience.



City of Perth – Construction commenced for Kings Park Road Shared Path

7. Connecting Schools Grant

The 2022-23 Connecting Schools Grant program marked the fifth year of delivering grants linked to the achievement of accreditation through the Your Move Schools points and rewards system. To be eligible, schools had to be registered to, and participating in, the Your Move Schools program, promoting active travel to and from school, reach a Your Move accreditation level of Silver or higher, and have completed a start of year Hands Up Survey in 2022, or completed a survey as soon as signing up as a new school.

In 2022-23 a total funding pool of \$225,000 was available for eligible schools, with \$200,000 funded by DoT as part of the WABN Grants Program and \$25,000 from the Department of Education. Based on lessons learned from the 2021-22 grant round, and to ensure the grants continue to be administered in a fair and equitable way, changes were made to the process for applying for a major grant in 2022-23. For major grants valued from \$7,500 - \$15,000, eligible schools had to complete an application which was formally and competitively assessed.

The following key outcomes were achieved in 2022-23:

- 50 Connecting Schools Grants valued at \$217,058 were awarded.
- 46 grants were acquitted by 30 June 2023 and four major projects were carried over for completion (due to supplies and construction delays).

- 19 of the 50 schools receiving grants had not received one previously, indicating that the grants have a good distribution across schools and motivate new engagement with the Your Move Schools program.

Grants included:

- 14 schools with a Department of Finance Your Move Development Application Condition;
- six new schools that had signed up in 2022;
- five regional schools; and
- six schools that took part in Your Move Canning.

Schools receiving a grant showed a higher average increase in active travel overall when compared to all schools that submitted valid surveys for evaluation in 2022. Connecting Schools Grant recipients are achieving an average 9 per cent increase in active travel compared with 5.2 per cent overall.

Case Study: Thornlie Senior High School

Since signing up to Your Move in 2019, Thornlie Senior High School has incrementally increased its engagement with the program and is reaping the rewards for its school community. The associated health benefits of active travel have been a primary motivation for the school's participation in the program, aligning with the school's goal to decrease car trips to and from school in order to increase health and reduce traffic congestion. Thornlie Senior High School's Your Move champion is school nurse Sue James who is a passionate advocate for physical and mental health. Sue leads their Your Move team which consists of a student-led Health and Wellbeing

Committee including students and parents, supported by the Principal Donna McDonald.

Maximising the return benefit of engagement with Your Move, Thornlie Senior High School has used its accreditation, currently awarded Platinum status, to regularly apply for and receive Connecting Schools Grant funding.



Projects and funding

2020: Bike racks and repair station



\$2,499

2021: Bike rack roof



\$15,000

2022: Increased bike rack activity



\$7,499

Innovation has been realised in the construction of the latest grant funded bike rack, with the school's Engineering Pathway students involved in the creation of their own scooter and skateboard racks. Thanks to the passion, diversity and breadth of experience on the Committee, the Your Move Schools program has been brought to life in other ways throughout the school. They run annual events to celebrate National Ride2School Day and National Walk Safety to School Day, and use other significant days such as RUOK Day to further promote the link between walking, riding and scootering to mental health benefits. They have joined up with nearby primary schools to run the Oven's Road Challenge and regularly communicate through the school newsletter, integrating active travel messaging.



Thornlie Senior High School's Your Move Team launching the school's new bike racks

"The new racks have made our bike compound much tidier and we can get more bikes in. Let's hope that we get more students riding to school to put the bike racks to good use."

Sue James, school nurse and Your Move Champion

"It is wonderful to see these new facilities without a monetary cost to the school. Thank you!"

Tracey Nelson, parent and bike rider



8. Connecting Stations

The transport portfolio, encompassing the Department of Transport, Main Roads WA and Public Transport Authority, remains committed to improving walking and riding access to and from public transport and continues to improve accessibility through various projects, including through the delivery of the METRONET program.

Early in 2023, as part of the Bayswater station project, long-awaited upgrades to the Leake Street underpass were constructed providing a 4-m-wide connection between Leake and May Streets on the Bayswater SAS, as well as improving station connectivity and access.

Connecting stations forms part of the WABN Grants Program, with improved connectivity and accessibility to public transport being a key consideration in the assessment of funding applications from local government.

9. Network Monitoring and Evaluation

DoT is committed to the monitoring and evaluation of active transport projects and overall network activity. DoT's strategy for monitoring and evaluating the bicycle network is to collect and analyse data about who is riding, reasons for riding and where they ride, to help us ensure our investments have a positive impact, improving the lives of all Western Australians.

DoT regularly monitors activity on the bicycle network using quantitative and qualitative data sources to provide rich insights and context to the changing patterns of the community's active transport behaviour. Having robust and informative data helps to guide investments in WA's active transport network that support people to walk, wheel and ride.

WA's bicycle network is quantitatively monitored using permanent bike counters with piezoelectric strip technology. A total of 76 permanent bike counters are located primarily on off-road shared paths in the Perth metropolitan area. Of these, nine counters are installed in strategic regional locations including sites in Bunbury, Busselton, Geraldton and Karratha. Additional qualitative data is collected via general population surveys, which provide data on participation rates, demographic profiles and trip purposes.

Collecting transport data helps us to better understand transport choices and behaviours, and guides infrastructure investment in local communities to support the growth of active transport. It also helps us to:

- guide sustainable infrastructure investments in local communities across the State;
- undertake evidence based active transport planning;
- establish baseline data before infrastructure interventions; and
- monitor and evaluate transport projects.

DoT collects data to understand the usage of the network that is quantitative (bike counter data) and qualitative (community surveys). While bike riding data, and some walking data, forms the majority of information collected and reported on currently, the emergence of other modes of active travel has resulted in the need to consider different modes of transport, including eRideables, in the future.

In 2022-23, DoT continued to evaluate the SAS Pilot Program, including the collection of traffic data and community perception surveys on completed routes. Interim reports, which include key quantitative data results, have been published on the DoT website for all eight pilot program routes including Bassendean, Bayswater, Belmont, Geraldton, Melville, Nedlands, Stirling and Vincent.

Analysis of the SAS Pilot Program is ongoing, with the final program evaluation report expected in 2024.

Evaluation also continued for the PSP Key Investment Program, which involves the evaluation of four sections of PSP along the Mitchell Freeway and Fremantle Railway primary route corridors, identified as high priority missing links. An interim evaluation was undertaken in November 2021, revealing overall increases of 61 per cent and 167 per cent respectively along these PSPs (based on

average daily counts six months post-construction compared to six months pre-construction). There was also evidence, in both project locations, of greater variety in the types of riders, with a greater distribution in the daily counts and more diversity of people in terms of ability, age and gender.

Final quantitative (video surveys) and qualitative (community surveys) are being collected in 2023, and a full report is due to be published in 2024.

10. Journey Planner and Hazard Reporting Tool

A multi-modal Journey Planner is available on the Your Move website, providing recommended walking and bike riding routes based on the latest active transport infrastructure available, as well as public transport options.

The Journey Planner proved to be a popular resource in 2022-23 with Google Analytics confirming it to be the sixth most visited page on the Your Move website. A total of 4,252 page views were recorded, with nearly 50 per cent of these first-time users. The Journey Planner has now been incorporated as a tool for DoT's active transport web traffic, through a direct link to the dedicated Your Move webpage.

In 2022-23, DoT continued to progress discussion and option exploration to develop an integrated Active Transport Incident Reporting Facility tool in partnership with other state government agencies.

There is no comparable tool in existence across Australia at this time. A consultative approach has been undertaken with relevant stakeholders. No suitable, practical, cost-effective option/s have been found yet to inform a potential business case and various impediments for different options have been found. A minimum viable prototype has been developed, however has limitations. Road Trauma Trust Account Funding for the project has ended and DoT will reconsider the problem, potential gaps within existing data collection and re-examine what the needs are from a road safety perspective in consultation with the Road Safety Commission and key agencies.

11. End-of-trip Facilities

DoT is continuing to advocate for facilities that support and encourage more people to ride to work and school, including working with developers, local governments and schools to ensure the provision of adequate end-of-trip (EoT) facilities within new developments.

The provision of bike parking and EoT facilities is supported through several programs. Through the WABN Grants Program, for example, applicants are encouraged to include amenities or supporting infrastructure within projects, including bike parking, repair stations, shelters and other end and mid-trip facilities.

EoT facilities at schools, including bike and scooter parking, was a significant component of the Connecting Schools Grants Program and in 2022-23, schools were able to seek funding through the major grants category for new and improved bike cage construction projects, with four schools awarded grants in this category.

A draft guiding framework is currently awaiting stakeholder comment regarding the provision of bicycle parking and EoT facilities in central Perth, with relevance to other major activity centres. The draft document, released in July 2022, aims to provide consistent advice to inform local governments, developers, employers, site managers and staff about best practices in the supply, management and upgrade of bicycle parking and EoT facilities and services for office, non-residential and residential developments.



PART C

NETWORK MONITORING IN 2022-23

There are currently 76 permanent bike counters in use across WA's bike network, primarily in the Perth metropolitan area, with nine located in strategic regional locations including Bunbury, Busselton, Geraldton and Karratha.

In the past, DoT has focused its reporting on the CBD cordon of bike counters, which helps to measure bike riding activity in and out of the Perth CBD.

More recently, our reporting has broadened out to six bike counter groupings which provide greater insight to bike riding activity across the counter network.

These groups of sites are summarised as:

1. picturesque (near the river, ocean, or parkland)
2. suburban
3. regional north
4. regional south
5. CBD cordon
6. Perth's five main primary route corridors.

While the bike counters provide an accurate picture of bike riding volumes at the counter sites, it should be noted there are numerous other riding routes which are not captured in the current counter network. The data provided in this report is based on current counter sites and does not reflect all riding movements across WA.

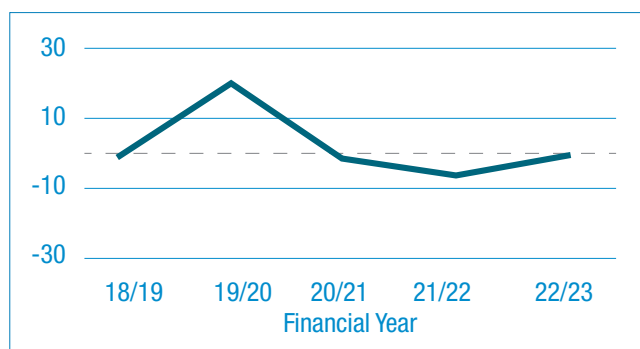


Bike riding count data insights from 2022-23

- Bike riding activity across WA's bicycle network has stabilised in 2022-23, for the first time since the global COVID-19 pandemic. The data in 2021-22 indicated activity was starting to return to typical levels from the high volumes experienced in the preceding periods, reflecting similar surges elsewhere across Australia. The most recent 2022-23 data shows bike movements across the network are steady, with no percentage change between reporting periods.
- When comparing bike counts of 2018-19 (pre-COVID-19) and 2022-23, there has been a 10 per cent aggregate growth in bike riding activity, which indicates some of the growth recorded during the pandemic has been sustained.
- The most recent data indicated weekday bike riding is starting to grow, up 4 per cent in 2022-23 (from a loss of -9 in 2021-22). Growth in weekday bike riding has not been seen over the past two reporting periods.
- All sub-groups (CBD cordon, suburban Perth, regional WA north and south) maintained stable activity or observed growth between FY 2021-22 and FY 2022-23, except picturesque sites where there was lower activity compared to the previous year.
- The Armadale Railway, Mitchell Freeway and Midland Railway primary route corridors all observed growth in 2022-23. This growth could reflect recently completed upgrades along sections of these PSPs.

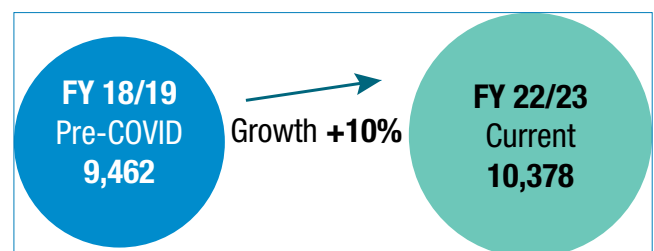
Bike riding count data collected for FY 2022-23 is presented in the 'Making Tracks – Monitoring WA's Bicycle Network: Financial Year 2022-23 Report', available on DoT's website.

Five-year Financial Year comparison across entire WA Bike Network - % Year on Year Change



The data presented is based on consistent sites operational between the reflected financial year and the previous Financial Year (e.g. 2022-23 compared to 2021-22. 2021-22 compared to 2020-21).

Network Average Daily Counts



The data presented is based on 25 consistent sites operational over the five years (between FY 2018-19) allowing for direct comparison between years, and for direct comparison with FY 2018-19 which constitutes a pre-COVID baseline.

Key bike riding participation insights 2022-23

- 2023 National Walking and Cycling Participation Survey (NWPCS) data, collected every two years since 2011, reported approximately 13.4 per cent (or 373,300) Western Australians were riding a bike weekly in 2023.
 - » This is down from 21.4 per cent in 2021, however, this decline is not surprising given the previous data collection was done in 2021 and would reflect boosted activity levels during COVID-19.
- The NWPCS data showed participation levels nationally are tracking higher than pre-COVID levels, and this trend is also observed in the Perth metropolitan area, with 13.5 per cent weekly participation in 2023, compared to 12.6 per cent in 2019.
- WA has around 47 per cent of people who are interested in bike riding; that is, they either do not currently ride but would like to or do ride but only off-road. This cohort of 'interested' bike riders has grown since 2021, up from 40 per cent.

Community insights 2022-23

DoT undertakes surveys to monitor community sentiment towards, and participation in, bike riding and walking, and more recently on eRideable use. In 2020, DoT's Peoples' Voice Survey commenced, which initially comprised of online surveys of Perth and Peel residents to monitor riding behaviours and the level of bike riding participation in the community during and following the first COVID-19 lockdown period. Surveys were collected in April, May, June and October 2020, and continue to be collected annually in May. DoT also administers other community tracking projects and data collection and reports on the results, where relevant.

Key insights from the May 2022 and May 2023 surveys:

- In 2023, around 72 per cent of trips done by bike riders over the past month were mainly for recreational purposes, up from 65 per cent in 2022, and just over half (54 per cent) were done for sport, health or fitness (56 per cent in 2022).
- The proportion of people identifying as bike riders continues to grow each year, up to 56 per cent in 2023, and has significantly grown compared to May 2021 (at 51 per cent) and May 2020 (at 49 per cent).
- In 2023, there were around 7 per cent of people who were new or returning to bike riding. Encouragingly, 71 per cent of these riders were females, and the proportion of females who do not want to be a bike rider is at its lowest level since tracking began (in 2020), at 35 per cent.
- In 2023, approximately 81 per cent of Western Australians walked for at least five minutes or more in the past week, which was consistent with 80 per cent walking activity recorded in May 2022.
- In the May 2023 People's Voice Survey, the strongest motivator, reported by 2 in 5 participants (42 per cent), to increase their walking and riding was more accessible paths, facilities and on road safety features, up from 30 per cent in May 2020 and 37 per cent in May 2022. In addition, participants reported the importance of having facilities to support their journeys, and the confidence to ride where they need to go.
- The benefits of eScooters in providing increased travel accessibility were strongly recognised. Two thirds (67 per cent) agree that eScooters give people more ability to travel around Perth, up from 58 per cent in 2021.

2023: Rode a bike (including eBikes) in the past year and past week

13.4% in past week

= 373,300 Western Australians

21.4% in 2021

15.6% in 2019

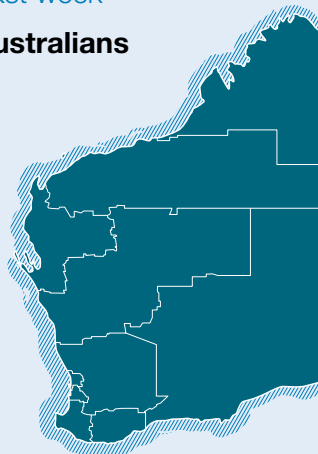
35.9% over past year

= 1 million Western Australians

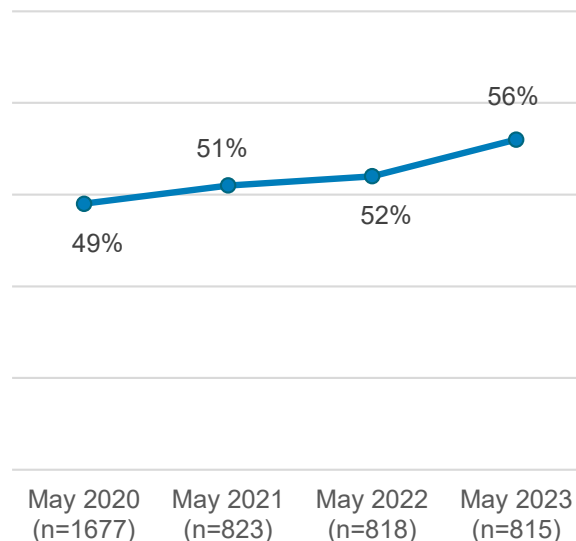
46.7% in 2021

40.8% in 2019

Source: [NWCP 2023](#)



2023: Year on year growth in the proportion identifying as bike riders (%)



Source: DoT People's Voice Survey

Q Which of the following categories best describe you as a bike rider?

2023: Walking activity in the past week

Walking participation - May 2023

81% weekly or more

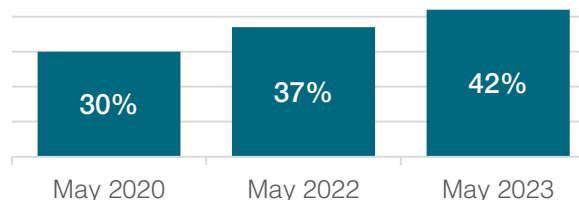
Walked, run or jogged for at least 5 minutes.

(80% in May 2022, 74% in May 2021)

Source: DoT Peoples' Voice Survey

2023: Strongest motivator for increasing walking or riding

More accessible paths, facilities and on road safety features



Source: DoT People's Voice Survey

Q. Thinking about walking or riding your bike, what might help you do any of these activities more?

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