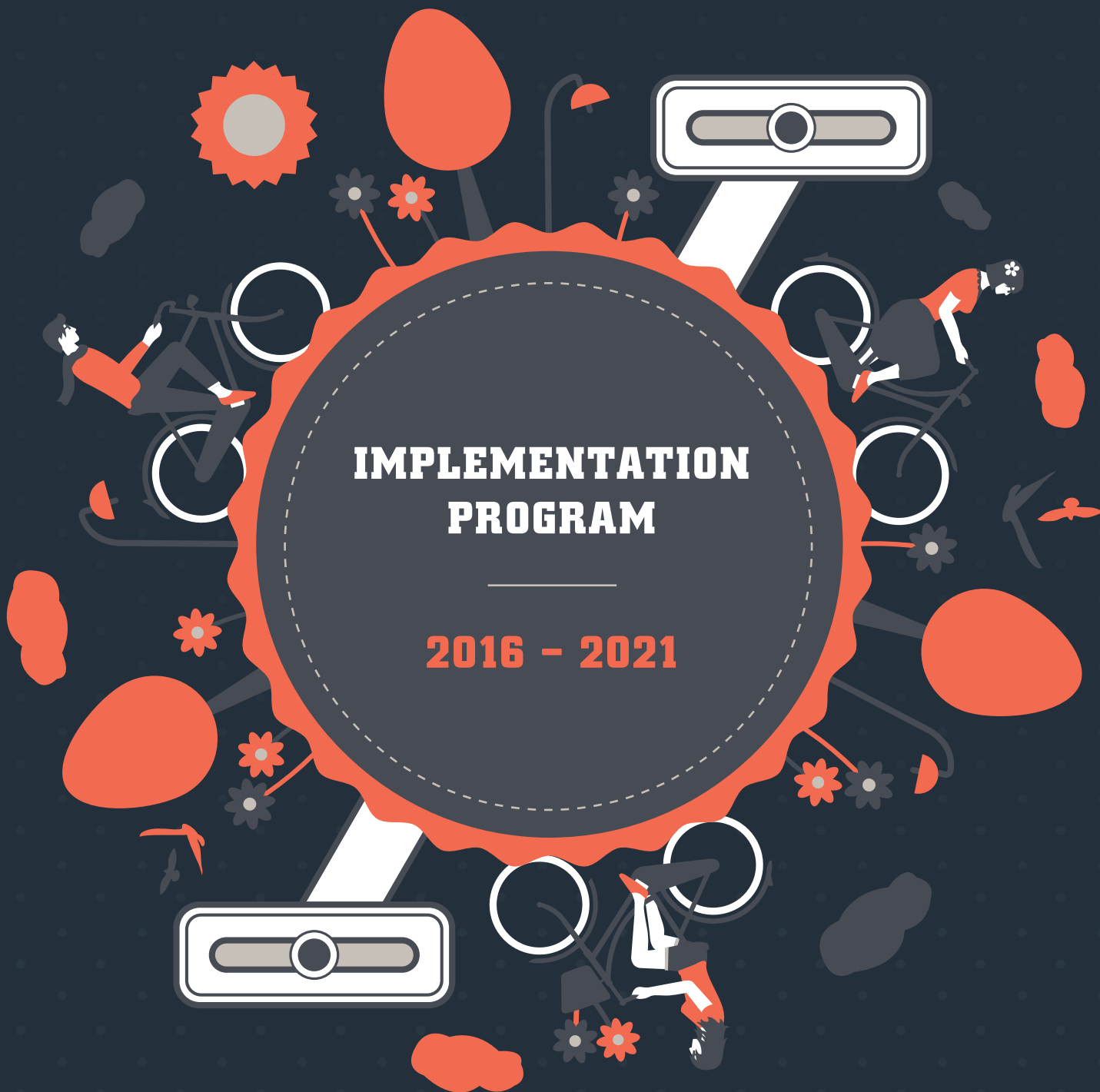




CITY of PERTH



CITY OF PERTH CYCLE PLAN 2029

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## 1. Introduction

The City of Perth Cycle Plan 2029 was endorsed by Council in 2012. The Plan identifies the following goals and actions:

### *Delivering the Strategic Cycle Network*

Goal: Cyclists of various abilities will have access to an integrated, accessible and safe strategic cycle network

Action: Create a strategic cycle network to introduce key east-west and north-south routes and implement complementing key infrastructure

### *Increasing Bicycle Use*

Goal: The City of Perth will have an informed community that participate in cycling and both acknowledge and appreciate the environmental, economic and social benefits that cycling provides

Actions: Play an active role in the encouragement and promotion of cycling

Provide more education and training for all road users, and increase the viability of cycling to develop an inclusive and vibrant cycling culture

The Implementation Program (this document) details the Cycle Plan projects to be delivered over the next five years. The program is based on project priority as well as opportunities identified to collaborate with other capital works programs. A summary of the capital and operational projects delivered since 2012 is also provided.

The Program is updated biannually to capture new opportunities, and ensure any changes in associated capital works programs are reflected.

## 2. Capital Projects

### 2.1 Progress to Date

#### On Road Cycle Lanes and Shared Paths

Table 1 and Table 2 show cycle infrastructure projects that have been delivered by the City of Perth since 2012. These projects focus on the creation of key east-west and north-south routes through the CBD. The projects are identified as either dependant or standalone to indicate whether or not they were delivered within an overarching capital works program, such as Two Way Streets, Parallel Walks or Streetscape Enhancement.

Cycle infrastructure is also delivered within the City of Perth by State Government and/or as part of major redevelopment projects. Recent projects include:

- The Barrack Street cycle lanes between Riverside Drive and St Georges Terrace delivered as part of Elizabeth Quay,
- The shared pedestrian and cycle bridge delivered as part of Elizabeth Quay,
- The Wellington Street separated cycle path being delivered as part of Perth City Link,
- The Swan River shared pedestrian and cycle bridge currently under construction as part of the Perth Stadium development, and
- New shared paths through the Waterbank site.

These projects are delivered by external authorities in collaboration with City of Perth officers who are involved in the design process to ensure consistency with the Cycle Plan 2029.

#### Bike Parking

There are approximately 420 on-street bike racks now available for public use throughout the City, and 54 secure bicycle racks at Elder Street carpark. The City is also working with the Public Transport Authority (PTA) to deliver secure bicycle parking at train stations within the City of Perth.

Table 1: Standalone cycle infrastructure projects delivered since 2012

<b>Standalone Projects - Completed</b>							
Cycle plan projects delivered independent of other capital works programs.							
Cycle Route	Section	Cycle Infrastructure	Est. Project Cost (Design & Con.)	Delivery Date			
				2012/13	2013/14	2014/15	2015/16
Stirling St	Roe St to Newcastle St	Cycle lanes	\$140,000				
Mount St Bridge	Over Mitchell Freeway	Pedestrian priority zone	\$35,000				
Barrack St Bridge	Roe St to Wellington St	Shared path on bridge	\$35,000				
Wellington St	George St to Elder St	Shared path markings	\$35,000				
George St	Market St to Hay St	Shared path (signs & lines upgrade)	\$30,000				
Harvest Tce Stage 1	Malcolm St to Parliament Pl	Shared path	\$261,000				
Roe St Stage 1 <sup>a</sup>	Thomas St to Sutherland St	Shared path	\$1,558,000 <sup>b</sup>				

Table 2: Dependant cycle infrastructure projects delivered since 2012

<b>Dependant Projects (Cycle Plan Contribution) - Completed</b>							
Cycle plan projects delivered as part of an overarching capital works program, with funding contributed from the cycle plan budget.							
Cycle Route (Associated CW Program)	Section	Cycle Infrastructure	Est. Project Cost (Design & Con.)	Cycle Plan Contribution	Delivery Date		
					2013/14	2014/15	2015/16
Murray St West Stage 1 (Two Way Streets)	William St to Elder St	Cycle lanes / integrated treatment	\$1,052,500	\$90,000			
Murray St East (Two Way Streets)	Barrack St to Irwin St	Integrated cycle route	\$860,000	\$40,000			
Aberdeen St (Black Spot Program)	Lake St intersection	Cycle lanes	\$85,000	\$17,000			
Mounts Bay Rd (Major Capital Works)	Spring St to William St	Shared path	\$2,358,000	\$200,000			
	Spring St / Mounts Bay int.	Integrated intersection treatments		\$26,000			
	Mill St / Mounts Bay int.			\$26,000			
Barrack St (Two Way Streets)	Wellington St to St Georges Tce	Cycle lanes	TBC <sup>b</sup>	\$140,000 <sup>b</sup>			

<sup>a</sup> Funded by Department of Transport

<sup>b</sup> Figures to be confirmed when the close out report is finalised.

## 2.2 Future Projects

This section identifies cycle plan projects to be delivered by the City of Perth over the next five years. The proposed timeframes include design, approval and construction.

Additional cycle infrastructure projects are expected to be delivered by State Government agencies during this period in collaboration with the City of Perth.

### 2.2.1 Dependant Projects

Where possible, cycle plan projects are aligned with an overarching major capital works program to ensure the cost effective delivery of new infrastructure. These are known as 'dependent projects' and are outlined in Table 3 for projects planned over the next five years. The delivery of these projects is subject to change in the overarching capital works program.

Table 3: Dependant cycle infrastructure projects to be delivered 2016/17 to 2020/21

Cycle Route (CW Program)	Section	Cycle Plan Classification	Preferred delivery timeframe (based on overarching CW program schedule)				
			16/17	17/18	18/19	19/20	20/21
Milligan St Stage 1 (Parallel Walks)	St Georges Tce to Spring St	Integrated cycling route (intersection treatment)	■	■			
Murray St West Stage 2 & 3 (Two Way Streets)	Thomas St to Havelock St (S2)	City cycle route (cycle lanes)	■	■			
	Havelock St to Elder St (S3)	City cycle route (cycle lanes)	■	■			
Hill St (Two Way Streets)	Wittenoom St to St Georges Tce	City cycle route (cycle lanes)	■	■			
Kings Park Rd (Streetscape Enhancement)	Thomas St to Cliff St	Regional route (shared path & cycle lanes)			■		
Pier St (Streetscape Enhancement)	St Georges Tce to Wellington St	Integrated cycle route		■	■		
Irwin St (Streetscape Enhancement)	St Georges Tce to Murray St	Integrated cycle route		■	■		
Aberdeen St (Parallel Walks)	Fitzgerald St intersection	City cycle route (intersection treatment)		■	■		
Hay St West (Two Way Streets)	William St to Elder St	Integrated cycle route		■	■	■	
Murray St East Stage 2 (Two Way Streets)	Irwin St to Lord St	Integrated cycle route			■	■	

There are a number of smaller cycle infrastructure projects that will also be delivered as opportunities become available, such as through Council's ongoing road resurfacing program.

These projects, outlined in Table 4, are all integrated cycle routes and involve minor signage and line marking with no (or minor) civil works. As the associated programs are small scale and highly responsive to other works programs, delivery timeframes have not been identified.

Table 4: Minor integrated cycle route projects

Cycle Route	Section
Cliff & Mount Street	Kings Park Rd to Mount St Bridge
Mercantile Ln / King St	St Georges Tce to Wellington St
Royal St	Lord St to Trafalgar Rd
Victory Tce	Trafalgar Bridge to Jewell Lane
James St	Shenton St to William St
Francis St	Parker St to Beaufort St
Shenton St	James St to Aberdeen St
Milligan St North	Roe St to James St
Parker St	James St to Aberdeen St
Lake St	Roe St to Aberdeen St
Nicks Lane & Queen St	Murray St to James St
William St	Mounts Bay Rd to Newcastle St
Howard St / Enchantress Way	St Georges Tce to Geoffrey Bolton Ave
Sherwood Crt / Duchess Way	St Georges Tce to Geoffrey Bolton Ave

## 2.2.2 Standalone Projects

Table 4 outlines standalone cycle infrastructure projects planned over the next five years. No related major capital works programs have been identified for these projects at this stage.

Table 4: Standalone cycle infrastructure projects to be delivered

Cycle Route	Section	Cycle Plan Classification	Proposed delivery timeframe (design, approval & construction)				
			16/17	17/18	18/19	19/20	20/21
Aberdeen St	Beaufort St – Pier St	City cycle lanes	●				
Harvest Tce Stage 2 (Section 1)	Parliament Pl – Hay St & George St	Integrated (shared path / separated cycle path)	●				
Trafalgar Bridge	Trafalgar Bridge at Claisebrook Cove	Pedestrian Priority Zone (new surface treatment)	●	●			
Kensington St / Fielder St	Royal St - Kensington St - Victory Tce	City cycle route & integrated cycle route	●	●			
Milligan St Stage 2	St Georges Tce - Wellington St	Integrated cycle route	●	●			
Harvest Tce Stage 2 (Section 2)	Murray St - Hay St	Integrated (shared path / separated cycle path)	●	●			
Aberdeen St	William St intersection	City cycle lanes (intersection only)		●	●		
Colin St	Kings Park Rd - Arthur St	City cycle route		●	●		
Spring St	Milligan St - Mounts Bay Rd	City cycle route		●	●		
Thomas St	Wellington St - Stirling Hwy	Regional route (shared path)		●	●	●	
Goderich St	Lord St - Plain St	City cycle lanes			●	●	
Bennett St	Royal S - Riverside Dr	City cycle lanes				●	●
Nelson Cr / Hale St	Plain St - Hay St	City cycle lanes				●	●

### 2.2.3 Crawley/Nedlands Projects

Table 7 identifies potential cycle infrastructure projects in the Crawley/Nedlands area which now falls within the City of Perth.

This includes a Bike Boulevard project, linking Claremont to UWA, currently under investigation by the Department of Transport. All other projects are identified in the draft City of Subiaco Bicycle Plan and will be considered in detail as part of the City of Perth Cycle Plan Update (see Section 3.2.4).

Table 7: Crawley/Nedlands cycle infrastructure projects

Cycle Route	Section	Proposed Classification
<b>Subiaco Draft Bicycle Plan Projects</b>		
Princess Rd Bicycle Lanes	The Avenue to Broadway	City cycle route (cycle lanes)
The Avenue Bicycle Lanes	Princess Rd to Broadway	City cycle route (cycle lanes)
Stirling Hwy	Hampden Rd to Winthrop Ave	Regional route (shared path)
Stirling Hwy	Existing underpasses (x2)	Regional route (underpass upgrades)
Hackett Drive	Mounts Bay Rd to Princess Rd	City cycle route (upgrade)
Fairway Bicycle Lanes	Princess Rd to Stirling Hwy	City cycle route (cycle lanes)
Monash Ave Shared Path	Hampden Rd to Winthrop Ave	Regional route (shared path upgrade)
Hampden Rd	Stirling Hwy to Monash Ave	To be determined
<b>State Government Projects</b>		
Claremont Quarter to UWA Bike Boulevard	Broadway to UWA	Integrated cycle route (Bike Boulevard)

### 2.2.4 Supporting Infrastructure

The City will continue to provide on-street bicycle parking at strategic locations and in response to requests by local businesses. Three premium bike repair stations will be installed along major cycle paths in 2016/17. A new cycle totem counter, which displays real time data on cycling numbers, will soon be installed on Barrack Street.



### **3. Operational Projects**

#### **3.1 Progress to Date**

The City is involved in a range of cycling education, encouragement and promotional initiatives. In 2015/16 this included:

- A Bike Week Breakfast event for approximately 500 cyclists at the Bell Tower,
- “Beyond the Bike” photography exhibition in Grand Lane during Bike Week,
- “Projector Bike” night time ride series during Innovation Month,
- Bicycling WA Ride2Work Breakfast,
- A series of bike maintenance and cycle confidence courses,
- Creation of a TravelSmart promotional video for cycling in Perth,
- Updated TravelSmart maps,
- Creation of a series of cycle safety animations,
- Updated Council’s internal and external intramaps to include cycling information, and
- Ongoing engagement with cyclists, including bike maintenance and free coffee pop ups at various locations.

In 2016, the City undertook a feasibility study for the implementation of a public bike share scheme in Perth. The study found that there were some significant barriers to the implementation of a successful public bike share scheme in the short term.

The City has also been working with the Department of Transport to develop a reliable database of end-of-trip facilities within the Perth Parking Management Area (PPMA).

#### **3.2 Future Projects**

##### **3.2.1 Encouragement, Promotion and Education**

The City will continue to participate in a range of encouragement, promotion and education activities, including Ride2Work day, Bike Week, regular bike maintenance and free coffee pop-ups, and basic bike maintenance and cycle confidence courses.

On-going engagement with cyclists and the general public is essential for encouraging good behaviour, promoting sustainable transport choices and communicating issues. This includes spreading road safety messages such as “share the path”, “ring your bell” and “ride bright”. Regular engagement also provides a valuable platform for engagement on upcoming infrastructure projects.

The Transport Unit is working to better integrate active transport messaging into city-wide events and initiatives. We will also be updating information on Council’s transport related webpages to better reflect our priorities, promote our successes and offer more relevant information.

##### *Your Move*

‘Your Move’ is an integrated travel behaviour change program being rolled out by the Department of Transport over five years from 2016/17. Focused on inner Perth, the program

offers significant engagement opportunities for cycling, as well as other sustainable transport choices. The City of Perth are key stakeholders in the program.

### 3.2.2 Monitoring and Maintenance

The City will continue to monitor permanent MRWA cycle counters, review census data and participate in Super Tuesday counts. The sites used for Super Tuesday need to be revised to ensure they accurately reflect cycling behaviour in the City. City of Perth has recently purchased some additional cycle counters which will allow monitoring of more sites, more often.

An overarching monitoring strategy needs to be developed to ensure consistent and comparative reporting on cycling statistics. This will include imbedding data collection processes within the project methodology for new infrastructure projects.

The City will continue to work closely with State Government to ensure cycling related issues are addressed quickly and effectively.

### 3.2.3 Public End of Trip Facility

In 2016/17, the City will commence work with the Department of Transport to investigate the feasibility of a public end-of-trip facility in the CBD.

### 3.2.4 Update to the Cycle Plan

The City of Perth Cycle Plan 2029 was released in 2012, with financial resources allocated over 5 years. An updated Cycle Plan is needed, not only to guide the City through the next phase of implementation, but also to ensure the following are appropriately considered:

- Changes to City of Perth boundaries to include sections of Crawley and Nedlands previously within the City of Subiaco,
- City of Perth Transport Strategy, to be released in October 2016,
- Perth Transport Plan @ 3.5 Million, released by the State Government in July 2016, and
- The revised WA Bicycle Network Plan, expected to be released later this year.

The updated City of Perth Cycle Plan will be released in early 2017.