

Bike Plan 2023-2028 Implementation Framework

Annual Implementation Progress Update - 2024

The Bike Plan 2023-2028 (the Plan) was adopted at the Ordinary Council Meeting, 23 July 2023 detailing works that will align to the Long-Term Cycle Network plan (LTCN), developed by the Western Australian State Government. The Plan has sixty (60) action items, of which two (2) have been completed and eleven (11) are currently underway. The action items were prioritised Low, Medium and High, and this informs the year for delivery.

Administration is concluding the 100% design for the Norfolk Street, Safe Active Street project which is estimated to be over \$1 million dollars in value for construction. The size of the project means construction will be a staged approach, over a 2 to 3 year period. This is one of the largest projects resulting from the action items within the Bike Plan.

No.	Key Actions	Tasks	Priority	Proposed FY	Lead Team Infrastructure & Environment	Status	Comments
1	City to roll out low-speed zones across local road – supported by physical changes to the road environment as necessary. City to seek Main Roads WA approval to make all local roads across the city 40km/h.	Apply to MRWA to slow all Local Roads to 40km/h.	High	2024	Engineering Compliance, Traffic & Transport	Completed	Completed – Signs installed in April 2024 by MRWA.
2	City to upgrade existing paths and streets for better walking and cycling experiences – as identified in the five neighbourhood plans.	Footpath program for maintenance and renewals developed.	Medium	On-going	Engineering Operations	On track	Programmes being developed.
3	Where possible the City to plant trees along streets and paths to provide amenity and shade to reduce urban heat.	Develop program inline with the Greening strategy.	Medium	On-going	Parks & Gardens	On track	
4	City to use low-cost and/or temporary infrastructure to trial or test active transports initiatives locally.	Roll out of the 12-month e-scooter trial.	Medium	2024	Engineering Compliance, Traffic & Transport	Completed	Completed – e-scooter trial underway with report due back to Council in July 2024.
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.	Review to include options for e-scooter pick-up and drop off locations.	Medium	2025	Engineering Compliance, Traffic & Transport	Not Started	
6	City to partner with local schools and DoT to identify and review safe routes to school networks. City to investigate options for funding routes or missing links within the safe routes to school network.	Active Transport Officer to set up annual meetings with the DoT and Strategic Planning to discuss.	Low	On-going	Engineering Compliance, Traffic & Transport	Not Started	
7	City to identify and prioritise east-west cycling connections across the city. City to seek WABN grant funding support to deliver high priority east-west connections to work towards delivering the City's LTCN.	Active Transport Officer to set up annual meetings with the DoT and Strategic Planning to discuss.	Low	On-going	Engineering Compliance, Traffic & Transport	Not Started	

8	Investigate options to improve the clarity and safety of the pedestrian and cyclist priority crossing Loftus Street left turn slip lane into Graham Farmer Freeway on ramp. Consider road signage and pavement markings as per the Loftus Street left turn slip lane into Railway Street.	Engineering Design to work with MRWA on a design.	High	2025	Engineering Design	Not Started	
9	City to contact Main Roads WA to inform them of community concerns regarding the section of Mitchell Freeway PSP to the south of Old Aberdeen Place where the PSP makes a sharp 90 degree bend and splits between a connection to Newcastle Street and connection to Aberdeen Street/Fitzgerald Street. City to raise concerns over the poor maintenance of the pavement anti-skid coating and tree roots impacting the surface at either end of the transition into the sharp bend.	Engineering Design to work with MRWA on a design.	High	2025	Engineering Design	Not Started	
10	Investigate options to improve clarity and safety of pedestrian and cyclist crossing of Newcastle Street between the Strathcona Street and Golding Street sections of the Safe Active Street route.	Engineering Design to work with MRWA on a design.	Medium	2026	Engineering Design	Not Started	
11	Investigates options to improve the conditions for cycling along the Vincent Street corridor between the Mitchell Freeway PSP and Charles Street. Including enhanced bike parking at key destinations such as the town centre and Beatty Park.	Compliance, Traffic and Transport to work with MRWA on options.	High	2025	Engineering Compliance, Traffic & Transport	Not Started	
12	Investigate options to provide for pedestrian and cyclist priority crossing at the existing Bourke Street raised path connection between Charles Veryard Reserve and Smiths Lake Reserve.	Engineering Design to work with the DoT on options.	Medium	2026	Engineering Design	Not Started	
13	On Bourke Street between Scott Street (end of the Safe Active Street treatment) and Charles Street, consider options to improve the visibility of cyclists along the street. Consider pavement markings as a minimum (such as yellow bike symbols).	Engineering Design to work with the DoT on options.	Low	2028	Engineering Design	Not Started	
14	Monitor path debris and flooding issues at the Richmond Street connection to the Mitchell Freeway PSP. Seek to resolve path debris and flooding issues if identified as a consistent issue.	Engineering Design to review as part of the drainage strategy and design up suitable solutions.	Low	2028	Engineering Design	Not Started	
15	Investigate options to improve safety of pedestrian and cyclist crossing of Loftus Street at Richmond Street.	Engineering Design to work with DoT and MRWA on options.	Medium	2026	Engineering Compliance, Traffic & Transport	Not Started	

16	Continue on-street bike lanes on Oxford Street between Vincent Street and Richmond Street. In the longer term, investigate options for segregated or protected cycling infrastructure along the Oxford Street corridor.	Engineering Design to work with the DoT on designs and to protect the existing cycle lane with Reilly kerbs.	Medium	2025	Engineering Design	On track	Reilly Kerb drawings completed and issued to Engineering Operations for delivery
17	Investigate options to improve clarity and safety of pedestrian and cyclist priority crossings at left turn slip lanes at the Vincent Street and Leederville Parade and Mitchell Freeway ramp intersection. Consider road signage and pavement markings as per the Lake Monger Drive and Southport Street and Mitchell Freeway ramp intersection.	Engineering Design to work with MRWA on design options.	High	2025	Engineering Design	Not Started	
18	City to contact Main Roads WA to seek a review of the pedestrian signal phases at the Loftus Street intersections with Vincent Street and Newcastle Street. To seek to provide pedestrian and cyclists crossings in a single phase with sufficient green time.	Compliance, Traffic and Transport to contact MRWA and request signal upgrade.	Low	2028	Engineering Compliance, Traffic & Transport	Not Started	
19	Investigate options to provide for a safe cycling route for local movements between Britannia Road and Bourke Street.	Engineering design to explore options internally with any future planning/master planning of Britannia Reserve.	Medium	2025	Engineering Design	Not Started	
20	Investigates options to improve the conditions for cycling along the Britannia Road corridor between the Mitchell Freeway PSP and Oxford Street	Engineering Design to explore options of a Safe Active Street.	High	2025	Engineering Design	On track	Concept designs complete at the Intersection of Matlock Street and also the corner of Federation Street on Britannia Road which will be incorporated into a "Safe Active Street" design over the next 12 months.
21	Investigate opportunities for a Community Route connecting local communities and a number of school sites from Britannia Road to Angove Street (North Perth Town Centre) via Wavertree Place – Bennelong Place – Marian Street – Chamberlain Street – Pennant Street – Kadina Street – Tay Place – Albert Street.	Active Transport Officer to explore options	Medium	2027	Engineering Compliance, Traffic & Transport	Not Started	
22	As part of the planning for a Community Route (Project No.21) from Britannia Road to Angove Street (North Perth Town Centre), options should be considered for a safe pedestrian and cyclist crossing of Loftus Street between Marian Street and Chamberlain Street. Consideration should be given to the relocation and replacement of the existing school crossing with a permanent signal-controlled crossing.	Active Transport Officer to explore options	Medium	2026	Engineering Compliance, Traffic & Transport	Not Started	

23	Investigate options to improve clarity and safety of cycling connection between Scarborough Beach Road on-street bike lanes at Eucla Street and Mitchell Freeway PSP/Glendalough Station.	Compliance, Traffic and Transport to liaise	Medium	2027	Engineering Compliance, Traffic & Transport	Not Started	
24	Provide kerb ramp at end of southbound on-street bike lane adjacent to Mt Hawthorn Primary School, to provide access from the on-street bike lane to school bike parking area and to avoid cyclists along Scarborough Beach Road from having to join the general traffic lane for a short distance to access the school site.	Engineering Design to concept up this option to 15% design.	Medium	2025	Engineering Design	Not Started	
25	Consider seeking Main Roads WA approval for introducing a 30km/h speed limit through Mt Hawthorn Town Centre to improve safety of on-street cycling through the town centre and pedestrian crossing of Scarborough Beach Road.	Principal Engineer – Traffic and Transport to liaise internally with the Mt Hawthorn Town Centre Place Planner.	Medium	2028	Engineering Compliance, Traffic & Transport	Not Started	
26	Investigate options to extend westbound bike lane on Scarborough Beach Road up to Loftus Street intersection.	Active Transport Officer to liaise with DoT	Low	2028	Engineering Compliance, Traffic & Transport	Not Started	
27	Review clarity of green bike lane pavement marking eastbound on Scarborough Beach Road on approach to Charles Street, to avoid cyclists being directed towards a raised kerb.	Engineering Design to review.	Low	2028	Engineering Design	Not Started	
28	Investigate options to improve clarity and safety of pedestrian and cyclist crossing of William Street east-west between the traffic signal controlled intersections of Walcott Street/William Street and Vincent Street/William Street. Crossing of William Street should be located to support a future LTCN Local Route – possibly in vicinity of Raglan Road	Compliance, Traffic and Transport to liaise	Medium	2025	Engineering Compliance, Traffic & Transport	Not Started	
29	Continue eastbound on-street bike lane along Bulwer Street to the east of the Beaufort Street and Bulwer Street intersection (adjacent to existing fuel station).	Engineering Design to concept up this option to 15% design.	Medium	2026	Engineering Design	Not Started	

30	Conduct a review of the Bulwer Street and Stirling Street intersection with focus on the movement and safety of pedestrians and cyclists. Review pedestrian and cyclist conflicts across the Bulwer Street bike lanes, review location and utilisation of bike parking adjacent to Woolworths and road safety of on-street parking and cyclists conflicts, and vehicle conflicts with pedestrian and cyclist movements. Develop options to address any issues and safety concerns identified.	Compliance, Traffic and Transport to liaise	Medium	2025	Engineering Compliance, Traffic & Transport	Not Started	
31	Conduct a review of the existing Bulwer Street bike lanes channelising cyclists into a narrow traffic lane on approach to the Brisbane Street/Smith Street and Bulwer Street roundabout. Develop options to address the conflicts of cyclists merging into traffic lanes without sufficient warning for bike riders or drivers.	Compliance, Traffic and Transport to liaise	Medium	2026	Engineering Compliance, Traffic & Transport	Not Started	
32	Investigate options to continue existing eastbound Bulwer Street bike lane up to the Lord Street intersection. Consider installing cyclist advanced stopline to assist with bike riders adopting a safe position to cross ahead to Summer Street and be visible to drivers of left turning vehicles.	Compliance, Traffic and Transport to liaise	Medium	2026	Engineering Compliance, Traffic & Transport	Not Started	
33	Investigate options to improve clarity and safety of cyclist movements between the end of the PSP at Lord Street and the desire to continue along Parry Street (consider both eastbound and westbound cycle movements).	Compliance, Traffic and Transport to liaise	Low	2028	Engineering Compliance, Traffic & Transport	Not Started	
34	City to monitor the use of the Swan River Shared Path between the Windan Bridge and Bardon Park and the increasing pressure on the path with high pedestrian and cyclist volumes. City to consider locations where separate pedestrian and cyclist paths may be required in the future.	Active Transport Officer to monitor and Strategy plan for the future of the area regarding sustainable transport.	Medium	2028	Engineering Compliance, Traffic & Transport	Not Started	
35	City to advocate for enhanced pedestrian and cyclists facilities and network connections through the area where Guildford Road, East Parade, Whatley Crescent, Railway Parade and the Midland Line rail bridge intersect.	Active Transport Officer to advocate to MRWA, DOT and PTA.	Medium	2027	Engineering Compliance, Traffic & Transport	Not Started	

36	Review the proposed LTCN Local Route connection along Broome Street between Beaufort Street and West Parade. Consider the merits of the Harold Street corridor forming the Local Route connection between Beaufort Street and West Parade in this locality. If Harold Street is considered to form a better long term connection and provide access to key local destination, then the City to request for the Harold Street corridor to be added to the LTCN in place of or in addition to the Broome Street corridor.	Compliance, Traffic and Transport to review with the DoT.	Medium	2027	Engineering Compliance, Traffic & Transport	Not Started	
37	City to work with the City of Stirling to consider options for a safe pedestrian and cyclist signal controlled crossing of Walcott Street between the existing traffic signal controlled intersections at Charles Street and Alexander Drive/Fitzgerald Street. Consider location(s) for crossing(s) to support the proposed LTCN Local Route(s) across Walcott Street at Hunter Street/Adair Parade and Redfern Street/McPherson Street.	Compliance, Traffic and Transport to work with the City of Stirling, MRWA and DoT.	High	2025	Engineering Compliance, Traffic & Transport	Not Started	
38	Provide bike parking within Kyilla Park (near to playgrounds) to avoid users locking bikes to the school fence and blocking the path network along the northern side of the park.	Engineering Operations to install bike parking, with the assistance of Engineering Design.	Medium	2027	Engineering Operations	Not Started	
39	Investigate options to contain verge run-off at Redfern Street at the mouth of the path connection south through to Blake Street/Norham Street. Regular debris washed into the mouth of the path access on Redfern Street causing a safety concern for path users.	Engineering Design to concept up this option to 15% design.	Low	2028	Engineering Design	Not Started	
40	Review the proposed LTCN Local Route connection along Norham Street between Redfern Street and Farmer Street. Consider the merits of the Hunter Street corridor forming the Local Route connection between Redfern Street and Farmer Street in this locality. If Hunter Street is considered to form a better long term connection and provide access to key local destination, then the City to request for the Hunter Street corridor to be added to the LTCN in place of the Norham Street corridor.	Compliance, Traffic and Transport to work with MRWA and DoT.	Medium	2027	Engineering Compliance, Traffic & Transport	Not Started	
41	As part of the future Norfolk Street Safe Active Street project, the City to ensure a safe form of cycle crossing is provided across Vincent Street between Ethel Street and Throssell Street.	Engineering Design to work with DoT on the final design for Norfolk Street to ensure this is achieved.	High	2025	Engineering Design	On track	85% designs completed which allows for safe cycle crossing.

42	As part of the future Norfolk Street Safe Active Street project, the City to investigate options to reduce the carriageway width of Glendower Street between Fitzgerald Street and Throssell Street to reduce vehicle speeds and rat running in proximity to the Safe Active Street route. To ensure these adverse impacts do not impact on the safety and use of the Safe Active Street route.	Engineering Design to work with the resident on the concept design received.	Low	2028	Engineering Design	On track	Concept Design received from resident, being reviewed.
43	Consider options for safe pedestrian and cyclist signal controlled crossing of the Charles Street corridor. Consider location(s) for crossing(s) to support the proposed LTCN route(s) across Charles Street at Hobart Street/Redfern Street (Local Route) and Bourke Street/View Street (Secondary Route).	Compliance, Traffic and Transport to work with MRWA and DoT.	High	2026	Engineering Compliance, Traffic & Transport	Not Started	
44	Consider LTCN route connections to North Perth Primary School and potential plans for Albert Street to support east-west cycling access to the school site and North Perth Town Centre as part of a wider Community Route outlined in Project No.21.	Compliance, Traffic and Transport to work with North Perth Place Planner and DoT.	Medium	2027	Engineering Compliance, Traffic & Transport	Not Started	
45	Continue on-street bike lanes between Stirling Street/Brisbane Street intersection and Bulwer Street either via Brisbane Street or Stirling Street (depending on the long term plans for the north-south route through this area), to include safe pedestrian and cyclist crossing of Bulwer Street.	Engineering Design to concept up this option to 15% design and seek DoT funding for the remaining design and delivery.	Medium	2027	Engineering Design	Not Started	
46	Investigate options to improve clarity and safety of cyclist crossing of Beaufort Street between Parry Street and Little Parry Street. Consider widening the gaps between the yellow base of the existing Beaufort Street central median bollards.	Compliance, Traffic and Transport to work with MRWA and DoT.	Medium	2027	Engineering Compliance, Traffic & Transport	Not Started	
47	Provide bike kerb ramp at the Brisbane Street cul-de-sac to enable bike riders to access the signal controlled crossing at the Beaufort Street/Brisbane Street intersection.	Engineering Operations to Deliver.	Medium	2026	Engineering Operations	Not Started	
48	Investigate options for LTCN Primary Route infrastructure along the William Street corridor to support safe cycling access to Northbridge and Perth CBD from the north.	Compliance, Traffic and Transport to work with MRWA and DoT.	Medium	2026	Engineering Compliance, Traffic & Transport	Not Started	
49	Investigate options to improve clarity and safety of cyclist crossing of William Street between Little Parry Street and Forbes Road.	Compliance, Traffic and Transport to work with MRWA and DoT.	Low	2027	Engineering Compliance, Traffic & Transport	Not Started	

50	City to partner with local schools and DoT to pilot infrastructure and traffic management initiatives, including temporary restricted vehicle access on roads adjacent to schools.	Active Transport Officer to manage this scope annually.	Low	On-going	Engineering Compliance, Traffic & Transport	On track	Highgate Primary School is underway with MRWA
51	City to partner with local schools and review location, form, and use of active transport end-of-trip facilities in schools. City to support schools with grant funding applications for additional end-of-trip facilities as identified by the review.	Active Transport Officer to manage this scope annually.	Medium	On-going	Engineering Compliance, Traffic & Transport	Not Started	
52	City to support DoT with delivering initiatives outlined in the Active Travel Roadmap 2023-2030. City to run walking and bike riding promotion at schools alongside any bike education program delivered by DoT or others.	Active Transport Officer to manage this scope annually.	Low	On-going	Engineering Compliance, Traffic & Transport	Not Started	
53	City to include active transport promotion in all its events scheduled each year. City to attract and facilitate events that promote walking and cycling. City to work with other parties including state agencies and stakeholders to attract such events.	Active Transport Officer to manage this scope annually.	Medium	On-going	Engineering Compliance, Traffic & Transport	Not Started	
54	City to run events that promote and empower women to cycle more often for a wider range of trips.	Active Transport Officer to manage this scope annually with events team.	Low	On-going	Engineering Compliance, Traffic & Transport	Not Started	
55	City to review wayfinding information and signage for walking and cycling in the town centres. City to develop consistent and up to date walking and cycling wayfinding material for the town centres.	Engineering Design to work with Policy and Place on their wayfinding project to include cycling and walking.	Medium	2026	Engineering Design	Not Started	
56	All of the City's active transport projects (both WABN funded projects and City-funded projects) to follow the ACE plan.	Active Transport Officer to manage this scope annually.	Low	On-going	Engineering Compliance, Traffic & Transport	On track	Norfolk Street ACE plan underway.
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: <ul style="list-style-type: none"> • Percentage of short walk trips within the city (<1 kilometre) • Percentage of short bike trips within the city (<3 Kilometres) • Percentage of short vehicle trips within the city (<3 Kilometres) • Total number of walk trips within the city. • Total number of bike trips within the city. 	Active Transport Officer to manage this scope annually.	Low	On-going	Engineering Compliance, Traffic & Transport	On track	

58	City to request DoT to provide annual data from the Your Move 'Hands Up' surveys conducted at schools within the city. City to monitor annually how children are travelling to school across the city.	Active Transport Officer to manage this scope annually.	Medium	On-going	Engineering Compliance, Traffic & Transport	On track	
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): <ul style="list-style-type: none"> • LOTS 1 – comfortable for all ages and abilities • LOTS 2 – comfortable for most adults 	Engineering Design to include this within their design checklist.	Low	On-going	Engineering Design	Not Started	
60	City to use Main Roads WA crash data to annually monitor crashes within the city involving a pedestrian or bike rider.	Principal Traffic Engineer to include these stats within the “Road Safety Management Plan”.	Medium	On-going	Engineering Compliance, Traffic & Transport	On track	Principal Engineer – Traffic and Transport – Road Safety Management Plan has been derived from the MRWA “Driving Change” and has stats from the MRWA crash data within. Ongoing each year.