



Response to the Western Australian Bicycle Network Plan

SUBMISSION FROM THE RAC
JULY 2012

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Executive Summary

Western Australia (WA) has the fastest growing population in Australia. By 2020, WA's population is expected to grow by more than 500,000 people. Using current levels of motor vehicle registrations, this could mean an extra 400,000 vehicles on our roads by the end of this decade. It has been forecast that traffic congestion will cost the WA economy more than \$2 billion each year.

Despite best efforts, too often the provision of cycling infrastructure has been opportunistic and planned in isolation. This has meant that the quality of cycle routes today is variable from a design, construction and maintenance point of view.

The RAC welcomed the release of the draft Western Australian Bicycle Network Plan which presents an opportunity to learn from the lessons of the past and move away from a fragmented approach to providing the infrastructure needed to encourage further growth in cycling numbers. We are pleased to have the opportunity to provide our comments on the Draft Plan and provide this submission to assist in refining the good work done to date.

While a great deal of useful work has gone into the preparation of the latest plan, its focus appears to be on completing the projects which should have been delivered over the past decade rather than looking forward to what will be required over the coming decade, to support and encourage the growth of cycling in WA.

As such, the draft Plan in its current form is lacking in ambition and funding. An accelerated delivery schedule across all components of the network is needed to provide economies of scale and ultimately facilitate completion of the network, route by route rather than kilometre by kilometre.

The RAC believes WA should look to the model adopted by Sydney and commit to a growth target for the number of cycle trips being undertaken. The drive towards this target should then dictate the strategies, policies and infrastructure to be delivered.

Without setting an ambitious target for growth, successive state governments will not have any incentive to truly commit to the timely delivery of the infrastructure required to increase the number of cycle trips. In the absence of a target, the end result will always be the adequate level of effort required to patch-up the current network to accommodate current cycling numbers.



Recommendations

The RAC provides the following recommendations which are discussed in more detail in this submission:

RECOMMENDATION 1: **A growth target for cycling**

In line with the findings of the Best Practice Review, the draft Western Australian Bicycle Network Plan should be predicated on an ambitious target for growth in cycling in Western Australia which would then drive the delivery of infrastructure and policy over the next decade.

RECOMMENDATION 2: **Funding**

Significant additional funding for state and local transport authorities should be committed from 2013/14 for the life of the Plan, to aggressively roll out the projects, create cost efficiencies and encourage capacity building within agencies.

RECOMMENDATION 3: **Implementation**

The current implementation schedule needs to be accelerated and managed strategically, route by route rather than kilometre by kilometre to provide certainty and reduce tendering and start-up costs. The State Government should consider if the 'alliance contract' approach used successfully by Main Roads WA for major projects could be adapted to cycle network projects.

RECOMMENDATION 4: **Network maintenance**

A separate and well-financed budget for improving the standard of existing bicycle routes is urgently needed. The Plan should commit to setting standards for ongoing maintenance and detail associated funding arrangements.

RECOMMENDATION 5: **Activity centres**

The draft Plan's focus on implementation within 15 kilometres of the CBD is city-centric. There is a need to ensure that high standard on-road routes are in place to and through other major activity centres.

RECOMMENDATION 6: **Network expansion**

The urban extent of Perth and its suburbs now exceeds the area originally covered by the Perth Bicycle Network and while not all new areas need to be connected to Perth's central core, local and intra-regional connections to public transport and the extension of Principal Shared Paths for inter-regional cycling should be considered.

RECOMMENDATION 7: **Resourcing local government**

Tangible support for transport professionals responsible for implementing the network is needed consisting of reporting, training, design and planning tools, mechanisms for knowledge share/transfer and professional development. Additionally a toolkit is required to guide cycle route feasibility and planning work, and facilitate a systematic review of the conditions for cycling on particular routes, including the full involvement of stakeholders at an early stage.

RECOMMENDATION 8: **Principal shared paths**

The Plan should include timeframes for completion of the priority Principal Shared Path components. Additionally, to cater for cycling in outer areas, the program should be expanded to include details about the completion of Principal Shared Paths located beyond 15 kilometres of the CBD including the Roe Highway, Tonkin Highway and Reid Highway.

RECOMMENDATION 9: **Local bicycle routes**

Confirmation is needed that the review of Local Bicycle Routes will be delivered on the basis of on-the-ground asset and condition auditing, rather than a desk-top approach, and that the review will be adequately funded. This should include clearly defined criteria for what a 'completed' Local Bicycle Route is and how often they need to be reassessed to ensure they remain up to standard. The auditing/review should be a 2012/13 priority.



RECOMMENDATION 10:

On-road routes

There is strong community support for cycle lanes and segregation of cyclists from motor vehicles. The Plan should focus more attention on the completion and upgrading of on-road cycle routes and facilities.

RECOMMENDATION 11:

Priority spot improvements

The Plan should make clear whether the Priority Spot Improvement program will continue and if so, nominate the next tranche of treatments.

RECOMMENDATION 12:

Outcome monitoring

The Plan should introduce outcome monitoring for cycling schemes to evaluate the extent to which projects meet local or strategic objectives.

RECOMMENDATION 13:

Cyclist training

The RAC supports the planned introduction of the Safer Routes to School program but believes that cyclist training must be a key element of the program and the broader Bicycle Network Plan. The State government should also commit to funding the planned Safer Routes to School Program.

RECOMMENDATION 14:

Regional cycling – consultation

The Plan should detail what consultation has occurred with regional stakeholders including local governments and the community.

RECOMMENDATION 15:

Regional cycling – strategies

More detail is needed regarding the development of regional cycling and funding sources.

RECOMMENDATION 16:

Regional cycling – cycle touring

The Plan should adopt a stronger focus on cycle tourism in regional Western Australia. Mechanisms should be established (possibly in partnership with Tourism WA) to adequately estimate the scope of cycle tourism, quantify its potential and track its development.

RECOMMENDATION 17:

Best practice

Actions for relevant findings from the best practice review reported in the draft Plan should be captured in the draft Plan's actions.

RECOMMENDATION 18:

New developments

The State Government must identify better mechanisms to ensure cycling is being effectively catered for in new developments, particularly in greenfield areas and ensure that any requirements imposed on developers are enforced.

RECOMMENDATION 19:

Demand monitoring

Cyclist counters currently cover most of the Metropolitan area but this coverage is sparse. The Plan should include a program to expand the number of cycle counters to assist in long-term planning.

RECOMMENDATION 20:

Local area traffic management review

There seems to be a disconnect in ensuring that good practice in relation to Local Area Traffic Management is effectively disseminated. The State Government should consider implementing auditing processes to ensure the needs of cyclists are effectively catered for in all traffic schemes.



1. Introduction

The RAC is a leading advocate on the mobility issues and challenges facing our State and we are pleased to have this opportunity to comment on the Draft Western Australian Bicycle Network Plan. The RAC collaborates with government and other organisations on issues that affect the way Western Australians move around their community, informing and representing members on such issues as road and vehicle safety, fuel pricing, transport planning, infrastructure funding, energy and the environment. The RAC is committed to ensuring that the right public policies are in place to deliver safe, accessible and sustainable mobility options for its members and the broader community.

The membership of the RAC broadly reflects the community of Western Australia. The RAC regularly surveys its members on a range of issues, including cycling. The RAC's inaugural Cycle Survey (2011) revealed that more than half the 2800 respondents rated the Perth Bicycle Network as average or below, despite a continuing rise in the number of people taking to their bikes in WA. More than 90 per cent of respondents said a fear of sharing the road with cars was a major barrier preventing them from getting on two wheels. The results reinvigorated public calls for more funding for bike routes and better education programs to improve mutual awareness, respect and shared responsibility between riders and motorists.



2. RAC response to the Plan

2.1 A growth target for cycling

Despite the best intentions, the bicycle network in WA has been developed in an ad hoc manner and has suffered from both a lack of priority and a lack of funding.

The new Western Australian Bicycle Network Plan is a chance to break with the past and adopt an ambitious vision to accelerate the growth of cycling in our capital city and our State.

The City of Sydney has adopted a target of increasing the number of bicycle trips as a percentage of total trips, from less than 2% in 2006 to 5% by 2011, and to 10% by 2016¹, a 500 per cent increase on current numbers. The commitment to this target is driving a program to build a 200 kilometre cycling network, including 55 kilometres of separated cycle ways over the next four years.

In comparison, the draft Western Australian Bicycle Network Plan commits to completing about 20 kilometres of new principal shared path (all within 15 kilometres of Perth CBD) on an unspecified schedule over the next 10 years.

The RAC believes a fundamental flaw with the draft Plan is that it asks the wrong question: it asks what infrastructure is needed as a minimum requirement to meet current demand.

The Plan should ask, 'what is the aspirational level of cycling we want to achieve by 2021?' Having asked that question and set an ambitious growth target for cycling, we can then commit to delivering infrastructure needed to meet that growth target. Both government and opposition would then need to spell out their plans for funding and delivering that infrastructure. Such an approach is more likely to see continuity of effort and commitment beyond the four-year electoral cycle.

RECOMMENDATION 1

In line with the findings of the Best Practice Review, the draft Western Australian Bicycle Network Plan should be predicated on an ambitious target for growth in cycling in Western Australia which would then drive the delivery of infrastructure and policy over the next decade.



2.2 Funding

Cycling in WA has suffered from a lack of long-term funding required to deliver new and upgraded infrastructure.

The original Perth Bicycle Network Plan published in 1996 called for \$113 million of investment in cycling infrastructure over three project stages – none of which have been completed.

The 2012/13 State Budget has made a welcome initial commitment to this task with an additional \$25 million over two years. Of significant concern is the fact that despite the draft Plan being a blueprint for the next decade, there is no additional funding commitment beyond 2013/14, with funding falling back to \$2.66 million per annum.

The RAC has significant concerns that the lack of adequate and long-term funding commitments for the network indicates that we may be set to repeat the mistakes of the past.

The City of Sydney signalled its commitment to delivering on its ambitious target to increase cycle trips by allocating \$76 million over four years – a 20-fold increase in the City's budget for cycling infrastructure. This funding certainty has allowed the City to build a team of 20 people to work on cycling projects, supplemented by consultants and contractors².

In order to deliver the much-needed cycling infrastructure in our State, our road authorities will need to have the confidence to recruit and train dedicated teams to deliver the network.

1. City of Sydney Cycle Strategy and Action Plan 2007-2017

2. Clover Moore, Bicycle Victoria Seminar 26 February 2009
<http://www.bicyclenetwork.com.au/media/vanilla/Clover%20Moore%20Seminar%20Dinner%20Speech.pdf>



RECOMMENDATION 2

Significant additional funding for state and local transport authorities should be committed from 2013/14 and for the life of the Plan, to aggressively roll out the projects, create cost efficiencies and encourage capacity building within agencies.

2.3 Implementation

The seven priority projects identified in the draft Plan appear to exclude 72 kilometres of the Principal Shared Path network (Roe Highway, Tonkin Highway and Reid Highway) and currently, there are no timelines attached to the priority projects.

Under the draft plan the completion of approximately 20 kilometres of the remaining 134 kilometres of Principal Shared Path network needing completion, equates to roughly 2 kilometres of path being built each year. In comparison, the City of Sydney's four year program aims to build a 200 kilometre cycling network, including 55 kilometres of separated cycle ways.

While acknowledging that some of the projects will require significant engineering work, the RAC believes there is a clear need to bring a sense of urgency to the Plan by accelerating the implementation program.

Main Roads WA has recently shown its ability to plan and implement major road projects such as the widening of the Great Eastern Highway within relatively short timeframes, drawing on the successful alliance

contract approach. A similar approach to the cycle path network would appear both logical and achievable.

The acceleration of the delivery schedule would also provide certainty to transport agencies and contractors allowing for planning on a route-by-route rather than kilometre-by-kilometre basis. This would deliver efficiency gains and savings by generating economies of scale and reducing tendering and start-up costs.

Past experience shows that a gradual approach to the delivery of cycling infrastructure cannot be done cheaply. In 2011, the State Government awarded a contract for \$5.5 million for 3.5 kilometres of cycle path alongside the Reid Highway between from Mirrabooka Avenue to Camboon Road.

RECOMMENDATION 3

The current implementation schedule needs to be accelerated and managed strategically, route by route rather than kilometre by kilometre to provide certainty and reduce tendering and start-up costs. The State Government should consider if the alliance contract approach used successfully by Main Roads WA for major projects could be adapted to cycle network projects.

2.4 Network Maintenance

The comfort and safety of cyclists is strongly linked to the condition of the cycling network. Cyclists are more impacted by debris, and relatively small maintenance issues can affect their perception of the entire network. A recent safety audit of the Mitchell Freeway Principal Shared Path commissioned by the RAC identified in excess of 40 safety issues.

It appears that there is insufficient funding available even now to keep pace with the required maintenance work and that transport authorities may struggle to meet the maintenance requirements of an expanded network.

A strategy is urgently needed to clarify how the bicycle network will be maintained now and in the future. The strategy should cover all aspects of the maintenance cycle and be supported by a ring-fenced funding program.

RECOMMENDATION 4

A separate and well-financed budget for improving the standard of existing bicycle routes is urgently needed. The Plan should commit to setting standards for ongoing maintenance and detail associated funding arrangements.

2.5 Activity centres/ Network expansion

The draft Plan focuses strongly on the Principal Shared Path network within 15 kilometres of the Perth CBD.

To this extent, despite acknowledging its importance, there appears to be a disconnect between the draft Plan and Perth's strategic land use planning document, *Directions 2031 Spatial Framework for Perth and Peel*. The CBD-centric approach of the draft Plan appears at odds with the activity centres framework advocated by *Directions 2031*.

There is a need to ensure that high standard on-road routes are in place to and through other major activity centres particularly the strategic metropolitan centres of Armadale, Cannington, Fremantle, Joondalup, Mandurah, Morley, Midland, Stirling, Rockingham and Yanchep as well as some secondary centres.

The RAC's recent submission on the Perth Public Transport Plan argued that public transport connections in Perth's outer suburbs were poor and that more services were needed. The Public Transport Plan itself stated that *"the current focus of public transport services on the CBD does not support connectivity between the strategic centres identified in Directions 2031 and Beyond"*. There is a small window of opportunity to ensure Perth's outer suburbs are not short-changed on transport options prior to the finalisation of the Western Australian Bicycle Network Plan.

Additionally, the extent of Perth and its suburbs now exceeds the area originally covered by the original bike network and it is timely to consider expanding the coverage of the network. In particular some areas in the

north-west and south-west are not currently connected to the network. Not all new areas need to be connected to Perth's central core, but local and intra-regional connections to public transport and the extension of Principal Shared Paths for inter-regional cycling should be a priority.

RECOMMENDATION 5

The draft Plan's focus on implementation within 15 kilometres of the CBD is city-centric. There is a need to ensure that high standard on-road routes are in place to and through other major activity centres.

RECOMMENDATION 6

The urban extent of Perth and its suburbs now exceeds the area originally covered by the Perth Bicycle Network and while not all new areas need to be connected to Perth's central core, local and intra-regional connections to public transport and the extension of Principal Shared Paths for inter-regional cycling should be considered.

2.6 Resourcing local government

The ramping up of funding for cycling means that effective governance and resourcing structures have never been so relevant. Holistic management of the cycle network, as occurs for other transport networks, is crucial. Success depends on developing positive partnerships, improving communication and co-operation.

Due to the extent to which the implementation of the network ultimately relies on local government, it is crucial that local governments are supported to carry out their responsibilities. This may be facilitated in the form of a framework consisting of reporting, training, design and planning tools (including mapping), mechanisms for knowledge share/transfer and professional development.

Other cities have adopted cycle route feasibility and stakeholder plans (such as London's CRISP document), and a similar approach would benefit the implementation of WA's own network.

Ideally the toolkit would facilitate a systematic review of the existing conditions for cycling on a particular route taking full account of local knowledge constraints and concerns. Such a methodology would ensure the full involvement of stakeholders at an early stage in considering things such as route alignment. The outcome would provide a cohesive network and a coherent approach to implementation, provide a costed prioritised program and encourage long-term planning.





RECOMMENDATION 7

Tangible support for transport professionals responsible for implementing the network is needed consisting of reporting, training, design and planning tools, mechanisms for knowledge share/transfer and professional development. Additionally a toolkit is required to guide cycle route feasibility and planning work, and facilitate a systematic review of the conditions for cycling on particular routes, including the full involvement of stakeholders at an early stage.

2.7 Components of the Bicycle Network

2.7.1 PRINCIPAL SHARED PATHS

The RAC's inaugural Cycle Survey (2011) revealed that cyclists want greater investment in the cycle route network within the CBD; and paths along railway lines were pinpointed as high priority areas. Three out of 10 said they would like to see more bike paths and shared paths built and 35 per cent believe more cycle lanes should be built on roads.

The completion of the Principal Shared Path network was an important component of the RAC 2012/13 State Budget Submission and the RAC welcomes the government's commitment to this program. However,

the RAC has indicated that the implementation timescales need to be shortened both to meet user demand and to achieve economies of scale. The omission of a timeframe in the draft Plan for delivering this work is a significant weakness.

Additionally, only five of the eight designated Principal Shared Paths are included in the implementation program and there should be an indication of when the remaining three Principal Shared Paths – Roe Highway, Tonkin Highway and Reid Highway – will be considered, planned, funded and completed. The RAC estimates there is 71.8 kilometres to complete on these three routes.

Planning for the implementation of routes beyond the indicative 15 kilometre boundary will create efficiencies and cost savings in the long-run and promote cycling in outer areas.

RECOMMENDATION 8

The Plan should include timeframes for completion of the priority Principal Shared Path components. Additionally, to cater for cycling in outer areas, the program should be expanded to include details about the completion of Principal Shared Paths located beyond 15 kilometres of the CBD including the Roe Highway, Tonkin Highway and Reid Highway.

2.7.2 LOCAL BICYCLE ROUTES

There are just over 160 Local Bicycle Routes. The majority of these are on-road and maps of completed Local Bicycle Routes are included in the draft Plan. Specific facilities are not always required on local roads due to lower speeds and traffic volumes and as a result much of the work done on Local Bicycle Routes has been the implementation of pole-mounted navigation signs. However, signing a route is not indicative of it being pleasant and safe to cycle along and criteria are required around what a 'completed' Local Bicycle Route is and how often they need to be reassessed to ensure they remain up to standard.

The draft Plan notes the importance of Local Bicycle Routes as connectors to activity centres and proposes to review their function and design. While the RAC strongly supports the metropolitan-wide review of Local Bicycle Routes proposed in the draft Plan, it is concerning that no new funding has been allocated to this task, raising questions over delivery.

Additionally the RAC believes the Plan should make it clear that the basis of the review will be an on-the-ground asset and condition audit, rather than desk-top audit; and that appropriate state government funding will be made available to achieve this.

RECOMMENDATION 9

Confirmation is required that the review of Local Bicycle Routes will be delivered on the basis of on-the-ground asset and condition auditing, rather than a desk-top approach, and that the review will be adequately funded. This should include clearly defined criteria for what a 'completed' Local Bicycle Route is and how often they need to be reassessed to ensure they remain up to standard. The auditing/review should be a 2012/13 priority.

2.7.3 ON-ROAD ROUTES

Roads play a major role in the mobility of all road users including about 80% of all public transport services. On-road cycling forms part of every cycle trip even if this is to gain access to an off-road path. Additionally many cyclists prefer to cycle on roads because these usually provide the most direct routes.

There is no inclusion of proposed on-road routes on distributor or local roads in the maps and there appears to be large cycling 'black-holes' in the road network e.g. around Jandakot; east-west in proximity to Canning Highway.

As noted, the RAC's inaugural Cycle Survey (2011) revealed that 35 per cent of respondents believe more cycle lanes should be built on roads. The stakeholder consultation undertaken for the draft Plan also found that *'cycling safety and continuity of good on-road facilities (particularly at intersections), segregation from traffic and pedestrians and ongoing maintenance were identified as key issues.'*

It is not possible or necessary to provide cycle facilities on every street but cycle lanes are generally considered

to be good practice on cycle routes where vehicle speeds exceed 60 km/h. Facilities such as 'Bike Boxes' or 'Advanced Stop Lines' allow cyclists to move off intersections ahead of vehicles or manoeuvre into a safe position to perform a right turn.

RECOMMENDATION 10

There is strong community support for cycle lanes and segregation of cyclists from motor vehicles. The Plan should focus more attention on the completion and upgrading of on-road cycle routes and facilities.

2.7.4 PRIORITY SPOT IMPROVEMENTS

Eighteen of the 20 Priority Spot Improvements are reported as being completed. Reporting successes is valuable but the Plan should make clear whether this program will continue and if so, nominate the next tranche of treatments.

RECOMMENDATION 11

The Plan should make clear whether the Priority Spot Improvement program will continue and if so, nominate the next tranche of treatments.

2.8 Outcome monitoring

The draft Plan states that monitoring the outcomes of cycling schemes was a key finding of the best practice review and that this could help inform decisions about funding allocations. Formal outcome monitoring has the additional benefit of evaluating the extent to which projects meet local or strategic objectives.

RECOMMENDATION 12

The Plan should introduce outcome monitoring for cycling schemes to evaluate the extent to which projects meet local or strategic objectives.

2.9 Cyclist training

Infrastructure improvements alone will not increase the safety of cyclists nor will such improvements be enough on their own to promote the uptake of cycling. The RAC believes that any strategic approach to growing the popularity of cycling as a mobility option must include cyclist training as a key element.

Free or subsidised cyclist training is available for adults and children within most London boroughs. All cyclist training for children in London meets and progresses across three levels. The training, supported by Transport





for London, was provided to 8,350 people in the capital during 2010/11, a 42 per cent increase on the previous year. Courses vary according to the cyclist's age and ability and include, for example, advice on riding in traffic, including road positioning, as well as advice on cycle routes for regular journeys. Some boroughs also provide cycle awareness training for truck drivers.

AustCycle was established in 2009 and provides cycling training for people who want to ride bikes for recreation and transport. The aim is to help people ride better, more often and more safely. Funding for AustCycle is under the federal government's Healthy Communities program and there is an intention to expand the reach of the program nationally. Cycling WA is currently delivering cyclist training in WA on a user-pays basis, using the AustCycle framework. Interest in the 'Be Active Cycle Instead Bike Skills Program' is growing, with in excess of 1,300 participants having participated in the Program in the past 12 months.

Recently in a joint report³, the Australian Local Government Association, Bus Industry Confederation, Cycling Promotion Fund, National Heart Foundation of

Australia and International Association of Public Transport called for the next Australian Government to support cyclist training and pedestrian education in schools.

RECOMMENDATION 13

The RAC supports the planned introduction of the Safer Routes to School program but believes that cyclist training must be a key element of the program and the broader Bicycle Network Plan. The State Government should also commit to funding the planned Safer Routes to School Program.

2.10 Regional Cycling

2.10.1 CONSULTATION

The draft Plan states that it '*incorporates updated community expectations*', however it is not clear from the draft Plan what consultation has occurred in the regions.

RECOMMENDATION 14

The Plan should detail what consultation has occurred with regional stakeholders including local governments and the community.

2.10.2 STRATEGIES

The Regional Bicycle Network makes up a very small component of the overall draft Plan. The draft Plan describes the component route types of the regional network but more detail is needed regarding strategies for its development. For example, the Regional Centres Development Plan (Super Towns) is discussed in the Policy Context yet there is no tie back to this in the regional section of the draft Plan.

RECOMMENDATION 15

More detail is needed regarding the development of regional cycling and funding sources.

2.10.3 CYCLE TOURING

The Bicycle Victoria website⁴ reports that more than half a million visitors tried a pedal powered tourism experience in 2007, according to official figures. This is an increase of 18.5 per cent on the previous year. It was also found that cycle tourists also stay longer and spend more while on holiday when compared with other tourists.

3. <http://www.heartfoundation.org.au/SiteCollectionDocuments/Active-Vision-for-Active-Transport-Report.pdf>
4. <http://www.bicyclenetwork.com.au/general/bike-futures/92301/>



According to Tourism NSW the State was the number one for cycle tourism, hosting the greatest share of domestic and international cycle tourists in Australia last year.

A study investigating cycle tourism in Australia⁵ noted that due to an increase in cycle participation and bike sales, cycle tourism is a growing market with considerable opportunities for regional economies. Cycle tourism has multiple benefits including encouraging economic revitalisation and enhancing the infrastructure of local communities.

The same report found that data on cycle tourism in Australia is lacking but some interesting trends were evident overseas. In the United Kingdom 2% of all leisure/day trips and 1% of all holiday trips are generated by cycling, while in Ireland 9% of all overseas visitors are considered cycle tourists. In New Zealand it has been estimated that 3% of overseas tourists and 1.6 % of domestic holiday makers cycle between destinations in the South Island worth \$72 million per annum to the economy. Estimates based on Roy Morgan research⁵ found that in Australia each big bike race led to between \$1.2 million and \$4.5 million in tourism spend.

The report makes recommendations regarding data requirements including the development of a latent demand model to examine whether infrastructure development can overcome constraints to cycle tourism participation.

RECOMMENDATION 16

The Plan should adopt a stronger focus on cycle tourism in regional WA. Mechanisms should be established (possibly in partnership with Tourism WA) to adequately estimate the scope of cycle tourism, quantify its potential and track its development.

2.11 Best practice

The findings of the Perth Bicycle Network Review are reported in the Appendix however, some findings have not been incorporated in the draft Plan. For example the benefits of the monitoring the outcomes of projects to evaluate the extent to which they meet objectives; or the development of network planning and design guidelines which account for local conditions; or the importance of defining approaches to maintenance.

RECOMMENDATION 17

Actions for relevant findings from the best practice review reported in the draft Plan should be captured in the draft Plan's actions.

2.12 New Developments

The draft Plan states that many stakeholders thought 'cycle facilities were not being included in all new developments and road projects.'

Development Control Policy 1.5 is the State policy that controls bicycle planning for new developments. However this policy was published in 1998 and is therefore considerably out of date.

Action is required to identify better mechanisms to ensure cycling is being effectively catered for in new developments, particularly in greenfield areas and to ensure that any requirements imposed on developers are enforced.

RECOMMENDATION 18

The State Government must identify better mechanisms to ensure cycling is being effectively catered for in new developments and ensure that any requirements imposed on developers are enforced.

5. Faulks.P, Ritchie. B and Fluker.M Cycle tourism in Australia : an investigation into its size and scope, Sustainable Tourism Pty Ltd, 2007, Australia



2.13 Demand Monitoring

Monitoring cycling demand and trends is essential in tracking progress and also where resources need to be targeted. Cycle counters currently cover most of the Metropolitan area but this coverage is sparse. A program to expand the number of cycle counters in Metropolitan and regional Perth would benefit long-term planning.

RECOMMENDATION 19

Cyclist counters currently cover most of the Metropolitan area but this coverage is sparse. The Plan should include a program to expand the number of cycle counters to assist in long-term planning.

2.13.1 LOCAL AREA TRAFFIC MANAGEMENT REVIEW

The Local Area Traffic Management (LATM) Review needs to be carefully defined as there is already an extensive body of work on highlighting good and bad practice in relation to LATM, but this is mainly at a national level. There seems to be a disconnect between disseminating advice locally and facilitating its implementation.

RECOMMENDATION 20

There seems to be a disconnect in ensuring that good practice in relation to Local Area Traffic Management is effectively disseminated. The State Government should consider implementing auditing processes to ensure the needs of effectively cyclists are catered for in all traffic schemes.



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