

Bike Plan

2021 – 2025





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Introduction

Approximately every five years, the City of Subiaco (the City) evaluates its cycle network to determine if it continues to meet expectations of the cycling community and to identify where the key opportunities are to make improvements in order to enable the City to set priorities for cycling infrastructure investment.

This Bike Plan presents the priorities for the City over the coming five-year period 2021 to 2025. It does not lock in the annual works program budget, which will be undertaken by the City each year as a separate process. Too often in a Bike Plan, individual projects are defined in a manner that constrains the solution from being appropriately developed and investigated through additional consultation with the community. The City has learnt from experience that this approach limits the effectiveness of local bike plans, and flexibility is essential. Therefore, this Bike Plan presents a guide to assist the City to implement solutions that will address deficiencies in cycle infrastructure and attract more people to cycle safely within our City. This approach has been agreed and supported by the Department of Transport (DoT)¹ which encourages Bike Plans to be prepared with a broad brush and a range of solutions presented for Council's consideration.

This Bike Plan has not been prepared purely for the confident rider. However, they represent an important component of the cycling community. There is recognition that approximately two thirds of the general population are interested in cycling but are concerned about the safety of cycling on roads and interacting with traffic.² These include children cycling to school, families cycling to parks, and individuals cycling to work or the shops for the first time in a while. This Bike Plan has been prepared with each of these people in mind.

¹ The DoT are the State Government agency who oversee the implementation of the cycle network across Western Australia in conjunction with local government and other stakeholders.

² R. Gellor, Four Types of Cyclists, Portland, USA (2009).



1.1 Framework

1.1.1 State Government

Western Australian Bike Network Plan 2014-2031 (WABN)

One of the most important aspects of the Bike Plan is adhering to the principles and conditions set out in the WABN Plan. The latest version is the 2017 update, current at the time of the development of this Bike Plan. Alignment with the WABN is paramount to the City obtaining State Government funding grants administered by the DoT and ensuring a consistent approach to cycling infrastructure across the metropolitan area of Perth and Peel. Some of the key actions of the WABN Plan that are most relevant to the City, are:

- Connecting Schools
- Perth Bicycle Network Grants Program
- Long Term Cycle Strategy for Perth
- Safe Active Streets.

Other key actions, such as Development of a Counting and Monitoring Strategy and Expansion of the Principal Shared Path (PSP) Network, have relevance to the implementation of cycling infrastructure in the City but provide less of a framework than the previously noted key actions.

Station Access Strategies

Public Transport Authority (PTA) Station Access Strategies are being prepared across all passenger stations in the metropolitan area. Station Access Strategies sit within the PTA's overall intent to manage how people access each train station to facilitate an increased use to its passenger network.

The strategies prioritise active travel (walking and cycling) to access stations, and additional funding opportunities are available to local governments to implement bicycle infrastructure projects that demonstrate they meet this end. These strategies provide the implementation arm of a key action of the WABN 'Connecting Stations' and set out infrastructure priorities to encourage more people to cycle and walk to train stations safely. Train stations in the City each have a strategy, and these were reviewed and have informed this Bike Plan.

1.1.2 City of Subiaco

Within the City of Subiaco, the Strategic Community Plan sets the future direction of the City in accordance with community ambitions and priorities. Strategy 5.2.4 of the Strategic Community Plan makes clear the City is to **'invest in improved pedestrian and cycle networks'** to provide our community with the ability to walk and cycle in and around the City.³ There are additional City documents that provide a framework for this Bike Plan to be aligned to, including the Subiaco Transport Access and Parking Strategy (2017). These are detailed in the Internal Reference Document (IRD) which has been prepared supporting this Executive Summary Report. The City also undertakes initiatives which are coordinated nationally, including the Super Tuesday Bicycle Counts program and the Local Government Participation Survey. The Bike Plan sits within the framework of these initiatives to inform and be informed by future data collation and evaluation.

³ City of Subiaco Strategic Community Plan 2017 – 2027 (page 25).

1.2 A unique opportunity

Preparing this Bike Plan occurred during the unprecedented time of a global pandemic, where travel patterns changed significantly and restrictions on movement and public gatherings were put in place. The outbreak of COVID-19 affected businesses everywhere. Without overlooking the hardships people experienced, there is a positive opportunity created by COVID-19, where the general population also experienced what life looked like with less cars on the roads for a short period of time. Anecdotal evidence indicated cycling numbers increased as government restrictions allowed for exercise under social distancing, and it can be assumed people took the opportunity to make some of their essential trips with less vehicles on the roads and perceived to be safer. This appears to have been a global phenomenon,⁴ which provides an opportunity for the City to develop a bicycle network in an environment where people are more open to the benefits cycling brings to a community. There is also a greater resolve for communities to come together to solve the economic challenges in which cycling can play a part.

1.3 How this Bike Plan was developed

The outcomes of this Bike Plan were derived through consultation with the people of the City, particularly those who cycle, or whose children cycle to school. Input has also been provided by people who live outside the City but cycle to or through the cycle network. These outcomes have been tested against available information such as bicycle crash data, Super Tuesday bike count information and recommendations pertaining to the cycle network in other existing literature. The City undertook a saddle survey as part of developing this plan.

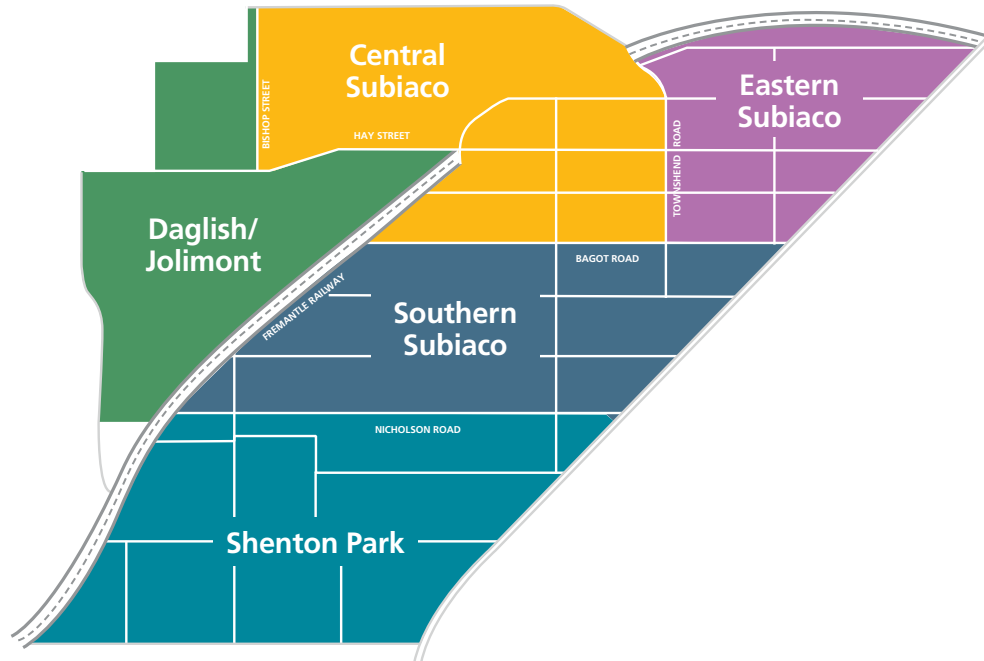
1.3.1 Neighbourhood Plan

The City has taken the approach to address issues on the cycling network with a localised neighbourhood view, as well as a more holistic City-wide view. To achieve these two approaches, the City was divided up into five 'neighbourhood' areas about 1-2km² where land use and transport patterns are more consistent (Figure 1.1). Where practical, busier roads or railways that frame communities and influence transport movement borders were selected as neighbourhood perimeters.



⁴ RAC, F. Bainger. (2020, May). Cycling Revival: COVID-19 and the Rise in Riding. Retrieved from <https://rac.com.au/home-life/info/cycling-during-coronavirus> (accessed 20 August 2020).

Figure 1.1: Neighbourhoods Selected in City of Subiaco



1.3.2 Long Term Cycle Network

At the other end of the spectrum, the City has reviewed its cycle network within the broader regional context consisting of surrounding local governments, and has sought to align with the DoT's Long Term Cycle Network (LTCN) that was being finalised as this Bike Plan was developed. Adjacent local government areas and the Botanic Gardens and Parks Authority (Kings Park) have been consulted to understand how people are riding across local government boundaries to destinations either side. The City of Subiaco Council voted to support the LTCN on 21 April 2020. The City's endorsement of the principles of the network includes provision changes where necessary; some which have been suggested in this Bike Plan.

Changes to LTCN

Changes to the agreed network suggested in this plan are indicated with 'to be confirmed' (TBC) and the original agreed category provided as a footnote. Some changes were suggested based on the outcomes of consultation, and observations of land uses and counts available.

Cycling Network Hierarchy

LTCN routes are categorised as Primary, Secondary, or Local in accordance with the Cycling Network Hierarchy stipulated in the WABN Plan. These have been categorised by DoT based on the type of activities that take place on the route. For the purpose of this Bike Plan, the complementary network of Training Routes and Tourist Trails has not been considered.

Additional community routes

Routes that serve a cycle function for the City but do not fall on the designated LTCN have been categorised as 'Community Routes' to ensure their distinction exists.

Further information on the LTCN including maps showing locations of suggested changes is provided in Appendix A.

1.3.3 Community engagement

In conjunction with the City's policy of community engagement for all planning activities, a working group was established through an 'expression of interest' process at the early stages of developing this plan. This group comprised of people of varying perspectives towards all that cycling encompasses. For example, parents of students at our local primary schools as well as people with experience riding on cycle networks in European cities were all represented who understood the deficiencies and opportunities of their local areas. The neighbourhood approach allowed for people to be represented across the entire City area to ensure adequate coverage in determining the network priorities. Due to the outbreak of the pandemic, the process for consultation was altered, and working group members were contacted by phone to document perspective towards where improvements on the bicycle network should occur.

An online survey map on the City's community engagement hub, Have Your Say Subiaco, allowed for the wider community to locate a pin on their issue of concern in the City's cycle network. More than 200 pins were dropped at 90 separate locations which is substantial for a small sized local government. The online survey map and working group input provided comprehensive information on network priorities.

1.3.4 Cycling infrastructure built form

The designated LTCN route hierarchy is focused on the intended function of the route. The built form of any individual route will be based on the physical characteristics of the location and has been designed for the eight to 80 user group. This widely endorsed practice suggests that if everything we do in our cities is great for an eight and an 80 year old, then it will be great for everyone.⁵ The built form for bicycle routes, as set out in the WABN can be in the form of Principal Shared Paths (PSP), high-quality shared paths, bi-directional protected cycle lanes, one-directional protected cycle lanes and Safe Active Streets (Bicycle Boulevards).⁶

The function of community routes will be designed to compliment the function of the LTCN routes, and the eventual built form of these routes will reflect this. However, additional consultation will need to take place prior to prescribing any specific treatments.

Protected cycle lanes are expected to be less common in the City with the competing car parking demand on these routes. Implementation of Safe Active Streets comes at a significant expense and might not be warranted across the expanse of the network. Therefore, quiet mixed traffic streets with limited infrastructure interventions are being considered in this Bike Plan. On all routes, the behaviour of motorists and bike riders will need to be monitored to ensure the built form is appropriate.

⁵ Creating cities for all is a concept promoted by 8-80 Cities <https://www.880cities.org/>

⁶ Western Australian Bike Network Plan: 2017 Update, (page 43).

1.4 Changes since previous Bike Plan

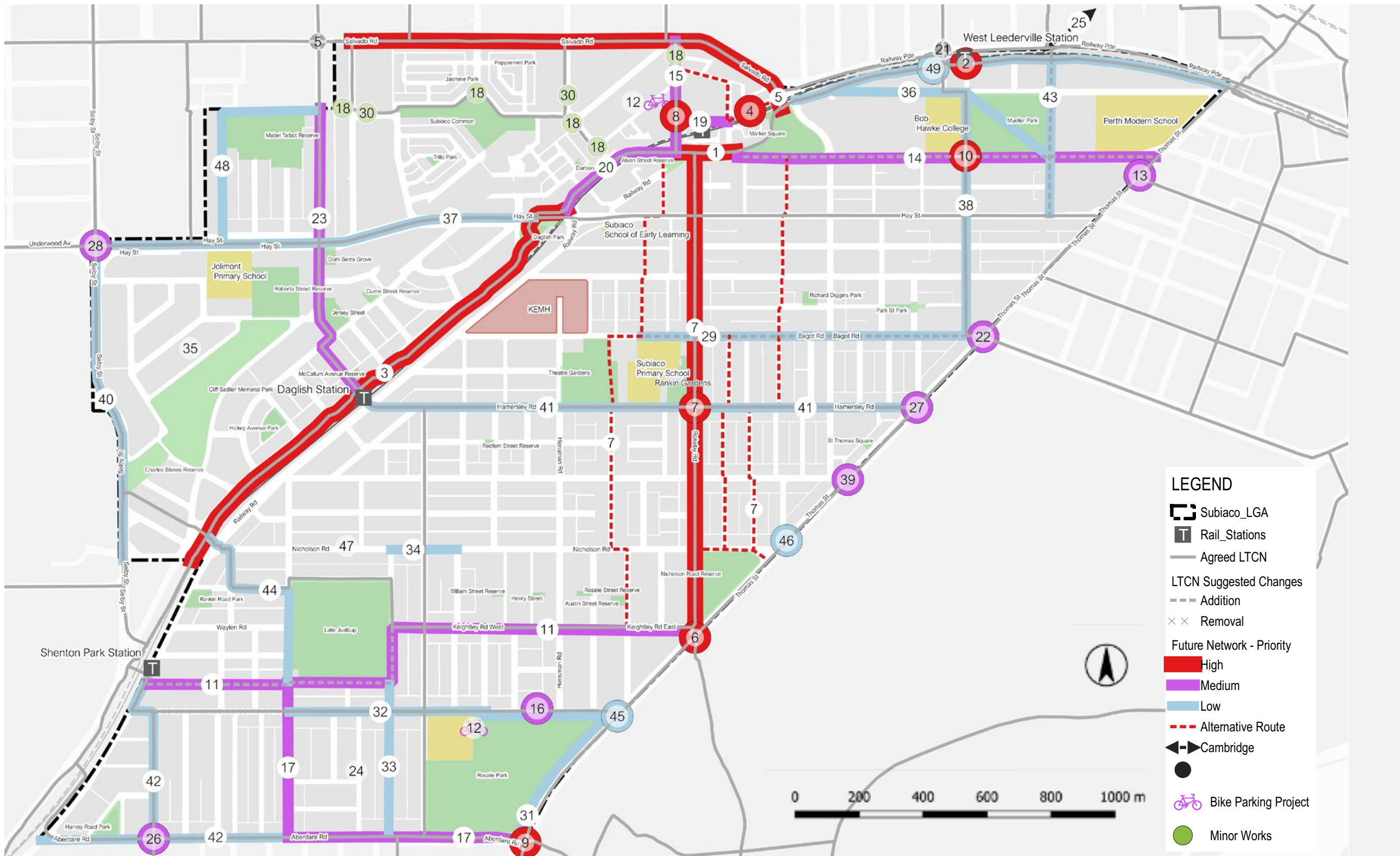
It is well understood how much the City has changed since the last bike plan was prepared six years ago. However, there have also been some substantial changes at a state level which pertain to cycling, including:

- Cyclists above 12 years are now legally allowed to ride on footpaths.
- Sealed shoulders (unprotected cycle lanes) are no longer acceptable practice and supported or funded by DOT. Infrastructure should have separation or be integrated with traffic.
- Introduction of safe passing legislation requiring car drivers to overtake with a minimum of one metre passing distance of a cyclist (for local streets i.e. no more than 50 kilometre per hour speeds). This has implications for Local Area Traffic Management (LATM) treatments.
- Safe Active Streets demonstration projects have been introduced in Perth.
- There is a greater push for lower speed 30 to 40 kilometres per hour streets in Australia, especially in denser inner-city areas such as Subiaco.
- LATM cycle guidelines and shared path guidelines are in preparation.



Recommendations

Figure 2.1: City of Subiaco Project Priorities



Part two Recommendations

The recommendations made to the City to improve its cycle network are outlined in Tables 2.1 to 2.3 and correspond to the map in Figure 2.1 on the previous page. Maps and tables of projects within each of the neighbourhoods are provided in chapter three. It is the City's intent to work with the local communities in each neighbourhood (residents and business owners alike) to refine these neighbourhood plans to tailor them to the community priorities.

The tables indicate where projects are on the LTCN; and projects that fall on routes which are not on the LTCN, are suggested as community routes. Nicholson Road (project #47) is one exception, and further consultation with the community is required. Given its traffic volumes and need for separation from traffic, its status as a Community Route is questionable. It should be noted that projects within a routes' categorisation (Primary, Secondary, or Local) does not always indicate the priority of the individual project, but rather the importance of the route in a regional, sub-regional or local context. The priority has been suggested based on analysis of crash data and demand from the community consultation.

The route that riders are cycling on has determined the category rather than the road being crossed.

2.1.1 High priority

A majority of the high priority projects have already commenced to a certain degree, mostly in terms of design and discussion with relevant stakeholders.

Table 2.1: High priority projects

#	Project	LTCN
1.	Improve the legibility and distinction of cycling and walking areas of the Perth to Fremantle Principal Shared Path between Station Street and Brigid Lane.	Primary
2.	Address the blind spot on the Perth to Fremantle Principal Shared Path at the intersection with Coghlan Road.	Primary
3.	Make improvements including lighting and resurfacing to the Perth to Fremantle Principal Shared Path between Nash Street and Hay Street (Daglish PSP).	Primary
4.	Improve the eastern access to Subiaco Train Station from the Fremantle PSP. Realign paths and kerb ramps.	Secondary (TBC) ⁷
5.	Implement the Salvado Road separated bike path from Bishop Street to Haydn Bunton Drive. The potential for an alternative route exists east of Station Street. Liaison with Town of Cambridge required regarding improving Jersey Street crossing.	Primary (TBC) ⁸
6.	Improve the crossing of Thomas Street at Rokeby Road / Saw Avenue.	Secondary ⁹
7.	Make improvements to the conditions for cycling on Rokeby Road including alternative routes that follow the same desire line of Kings Park to Subiaco Train Station.	Secondary
8.	Improve the Station Street crossing between Coles Subiaco and Subi Square Road.	¹⁰
9.	Improve the crossing of Thomas Street at Aberdare Road.	Secondary
10.	Improve the crossing of Roberts Road at Coghlan Road.	Local

⁷ Route currently not categorised but should form extension of secondary routes on Rokeby Road and Station Street, as well as connect to PSP at Haydn Bunton Drive.

⁸ Route categorised as secondary but suggested in this Bike Plan as primary due to its regional importance connecting the Coast to Perth CBD attracting large coverage across the western suburbs.

⁹ Rokeby Road categorised as secondary. Suggested Saw Avenue be added as secondary. This route crosses a primary route in Thomas Street.

¹⁰ Station Street crossing is a walking project of significance.

2.1.2 Medium Priority

Table 2.2: **Medium priority projects**

#	Project	LTCN
11.	Implement the Keightley Road / Evans Street safe active street.	Local ¹¹
12.	Improve and expand bike parking across the City including bike repair stations at specific locations (note: secure facilities are required at Rosalie Primary School and sheltered parking is required at Coles Subiaco).	-
13.	Improve the Thomas Street underpass at the former Princess Margaret Hospital site for pedestrians and bike riders, as part of the redevelopment of Subi East. Ensure it is well connected to Roberts Road, York Street and Hamilton Street.	Secondary
14.	Implement separated cycling facilities on Roberts Road (facilities are also to be considered on Hay Street).	Secondary (TBC) ¹²
15.	Investigate improvements to cycling on Station Street. Separated on-road infrastructure is expected north of Hood Street, and low speed shared traffic more likely to be feasible south of Hood Street.	Secondary
16.	Install wheel stops to car park adjacent to Rosalie Park pathway.	Local (TBC)
17.	Improve Aberdare Road and Herbert Street connections to QEII Medical Centre. Route to connect with Evans Street safe active street.	Aberdare: Secondary Herbert: Local (TBC) ¹³
18.	Improve kerb ramp access at various locations in Subi Centro	Secondary / Local
19.	Investigate improvements to pedestrian and cycling environment on Subiaco Square Road. The focus is on reducing vehicle movements in the section north of the train station.	Secondary (TBC)
20.	Improve access to destinations by removing sections of hedging on the Perth to Fremantle PSP between Hay Street and Station Street.	Primary
21.	Liaise with Town of Cambridge regarding improving the crossing of Railway Parade on Northwood Street.	Local
22.	Improve the crossing of Thomas Street at Bagot Road with involvement of the City of Perth.	Secondary (TBC) ¹⁴
23.	Investigate and implement Jersey Street improvements (to align with Daglish Station Access Strategy).	Local
24.	Develop behaviour change strategy specific for Shenton Park neighbourhood, to be used as a demonstration for the other neighbourhoods.	-
25.	Liaise with Town of Cambridge on improving connections north of Bob Hawke College towards Leederville Station.	Local (TBC) ¹⁵
26.	Investigate improvements to Aberdare Road / Smyth Road roundabout.	Secondary
27.	Improve the crossing of Thomas Street at Hamersley Road.	Local
28.	Liaise with Town of Cambridge on improving connections across Selby Street, particularly for students of Jolimont Primary School. Intersection improvements of Selby Street / Hay Street to be modelled on Brockway Road / Underwood Avenue.	-

¹¹ This route could be considered upgrading to secondary if monitoring shows an increase in use and is supported by DoT. This route will connect to Lemnos Street in City of Nedlands via Selby Street (presently a secondary route).

¹² Hay Street is the agreed east-west secondary route. However, consultation suggested strongly supporting Roberts Road to be the secondary route with direct connectivity to destinations in Subi-East and suitability for construction of separated cycling facilities.

¹³ Aberdare Road is agreed as a secondary route. Suggested to include Herbert Street as a local route between Aberdare Road and Evans Street.

¹⁴ Subi Square Road is currently not shown as a LTCN route but serves a continuation of Rokeby Road and connectivity to the Station precinct.

¹⁵ The direct and most widely used route is not presently indicated on the LTCN and will need to be confirmed with DoT and Town of Cambridge through liaison with the College.

Part two Recommendations

2.1.3 Low Priority

Table 2.3: Low priority projects

#	Project	LTCN
29.	Investigate and implement improvements to cycling on Bagot Road.	Secondary
30.	Investigate priority driveway crossings at various locations in Subi Centro.	Local
31.	Install lighting and investigate path widening to Rosalie Park pathway.	Local (TBC)
32.	Investigate a low speed 30km/h trial for Onslow Road between Herbert Road and Rosalie Primary School.	-
33.	Investigate improvements to north-south access QEII Medical Centre: route options to include Rosalie Park path, and / or Derby Road, Violet Grove and Hensman Road. Project to include liaison with QEII and align with its Active Transport Plan.	Local
34.	Investigate a low speed 30km/h trial for Nicholson Road between Excelsior Street and Waverley Street.	-
35.	Investigate a low speed 30km/h trial for the Daglish / Jolimont neighbourhood. Successful trials should follow with trials for Central Subiaco and ultimately consideration for the entire City.	-
36.	Investigate development of a green route connecting parks and recreation facilities within the north parts of City of Subiaco (phase 1: Mabel Talbot Reserve to Kings Park).	Local (TBC)
37.	Implement the Hay Street West shared path upgrade. Project can consider a safe active street for Cardigan Terrace.	Local
38.	Investigate improvements to Coghlan Road. Intersections at the Fremantle PSP, Roberts Road and Bagot Road should already be addressed.	Local
39.	Improve the crossing of Thomas Street at Heytesbury Road.	
40.	Investigate improvements to Selby Street shared path. Consideration to widen to 3m red asphalt.	Local
41.	Investigate improvements to Hamersley Road focused on the section west of Rokeby Road.	Local
42.	Aberdare Road west of Herbert Street, and Smyth Road with section of Onslow Road and Railway Road to connect to Shenton Park Station.	Local
43.	Investigate improvements to cycling on Hamilton Street.	Local
44.	Investigate improvements to Herbert Road north of Evans Street, and the alternative east-west route to Nicholson Road (Rankin Road, Lake Avenue). A section of Nicholson Road west of Gray Street would require separated cycle facilities.	Local (TBC)
45.	Improve the crossing of Thomas Street at Onslow Road.	-
46.	Improve the crossing of Thomas Street just north of Nicholson Road.	-
47.	Investigate improvements to cycling on Nicholson Road. Focus is on section west of Derby Road where no high frequency bus route.	- ¹⁶
48.	Investigate extending green route (phase 2: Mabel Talbot Reserve to Lake Jualbup and Rosalie Park via parks and reserves in Daglish).	-
49.	Beautification and shade to area of Perth to Fremantle PSP between Haydn Bunton Drive and West Leederville Station (to be developed in conjunction with Main Roads and Development WA).	Primary

¹⁶ Nicholson Road is not suitable for a Community Route, and requires further consultation before designated as a Local Route given the implications of protected cycle lanes on street parking.



Neighbourhood Plans

3.1 Central Subiaco

Central Subiaco encompasses the redeveloped Subi Centro, Homebase, Station Square and the Old Town Centre. For the purpose of this Bike Plan, Bagot Road has been considered the southern point, meaning the City of Subiaco Administration Centre, Theatre Gardens and Subiaco Primary School are considered in the Southern Subiaco Neighbourhood.

There are a large number of high priority projects in this neighbourhood, namely; Salvado Road, Rokeby Road and the Fremantle PSP between Station Street and Brigid Lane, as well as the Station Street crossing from Coles into the Station Square.

Figure 3.1: Central Subiaco neighbourhood map



Table 3.1: **Central Subiaco neighbourhood projects**

Project	Priority	#	LTCN
Improve the legibility and distinction of cycling and walking areas of the Perth to Fremantle Principal Shared Path between Station Street and Brigid Lane.	High	1	Primary
Improve the eastern access to Subiaco Train Station from the Fremantle PSP. Realign paths and kerb ramps.	High	4	Secondary (TBC)
Implement the Salvado Road separated bike path from Bishop Street to Haydn Bunton Drive. The potential for an alternative route exists east of Station Street. Liaison with Town of Cambridge required regarding improving Jersey Street crossing.	High	5	Primary (TBC)
Make improvements to the conditions for cycling on Rokeby Road north of Bagot Road including alternative routes that follow the same desire line of Kings Park to Subiaco Train Station.	High	7	Secondary
Improve the Station Street crossing between Coles Subiaco and Subi Square Road.	High	8	Secondary
Improve and expand bike parking across the neighbourhood including bike repair stations at specific locations (note: sheltered parking is required at Coles Subiaco).	Medium	12	-
Implement separated cycling facilities on Roberts Road as part of the two-way project (facilities also to be considered on Hay Street).	Medium	14	Secondary (TBC)
Investigate improvements to cycling on Station Street. Separated on-road infrastructure is expected north of Hood Street, and low speed shared traffic more likely to be feasible south of Hood Street.	Medium	15	Secondary
Improve kerb ramp access at various locations in Subi Centro.	Medium	18	Secondary / Local
Investigate improvements to pedestrian and cycling environment on Subiaco Square Road. The focus is on reducing vehicle movements in the section north of train station.	Medium	19	Secondary (TBC)
Improve access to destinations by removing sections of hedging on the Perth to Fremantle PSP between Hay Street and Station Street.	Medium	20	Primary
Investigate priority driveway crossings at various locations in Subi Centro.	Medium	30	Various ¹⁷
Investigate development of a Green Route connecting Mabel Talbot Reserve, Subiaco Common and Market Square.	Low	36	Various

¹⁷ These projects fall on primary, secondary, and local routes.

3.2 Eastern Subiaco

Neighbourhood plans have been prepared running clockwise around the City starting from Central Subiaco. Eastern Subiaco has become very prominent in recent years, given the release of the Subi East Master Plan, the opening of Bob Hawke College, and redevelopment of Subiaco Oval and Princess Margaret Hospital (PMH). The neighbourhood itself is larger than the Subi East Master Plan area and incorporates the Hay Street precinct and residential area to its south to Bagot Road.

A large portion of projects associated with this neighbourhood are advocating for this to be implemented as part of the Master Plan and are expected to be funded through DevelopmentWA. The timing of the two-way project for Roberts Road and Hay Street will also impact cycling infrastructure in this neighbourhood, with the overwhelming priority being for Roberts Road to carry protected cycling lanes as part of the two-way project.

The most critical project to commence in this neighbourhood is to address the blind spot from Coghlan Road accessing the Fremantle PSP. Another critical project is improving the crossing of Roberts Road at Coghlan Road for pedestrians and bike riders accessing Bob Hawke College. Discussions have already commenced between the City and Main Roads WA in regard to this project.

Another important aspect of this neighbourhood plan is the connection between Bob Hawke College and Leederville Station on the Joondalup Line. This station, while not within the City, has a catchment in Eastern Subiaco. Perth Modern School and Bob Hawke College students and staff are likely to want to walk or cycle to and from Leederville Station if travelling from the north (and potentially the south) to prevent transferring to the Fremantle line at Perth Station.

Figure 3.2: East Subiaco proposed projects map

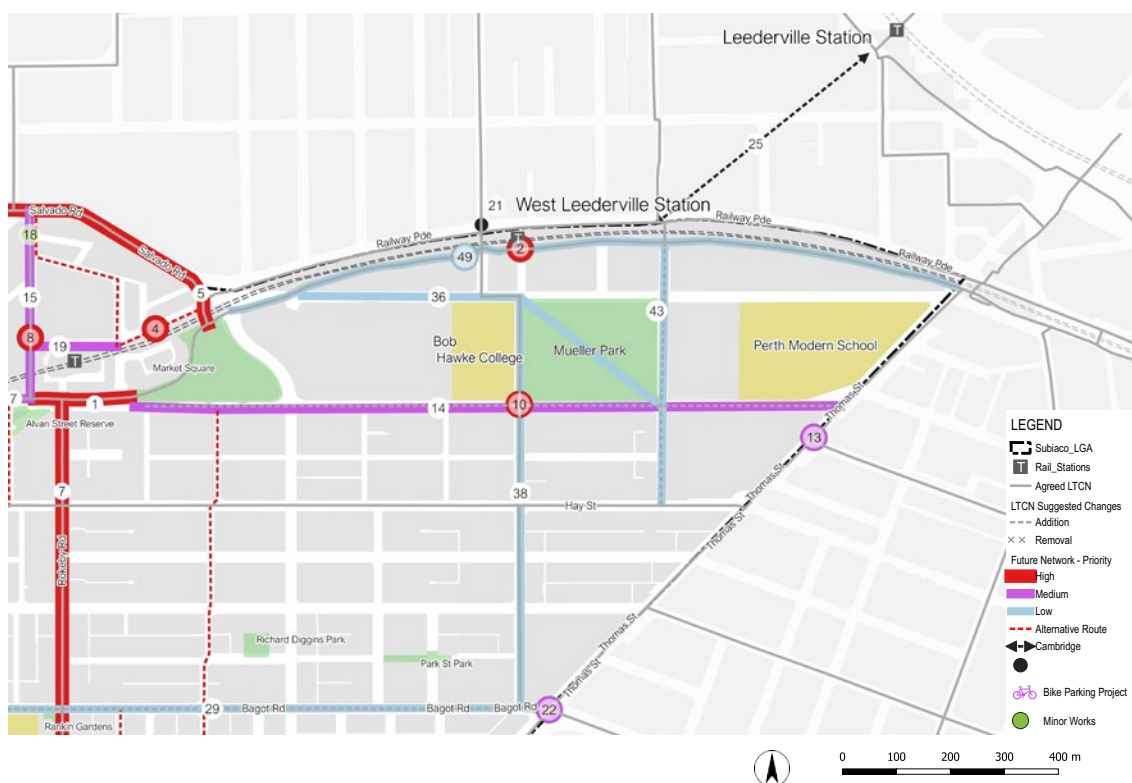


Table 3.2: **Eastern Subiaco neighbourhood projects**

Project	Priority	#	LTCN
Address the blind spot on the Perth to Fremantle Principal Shared Path at the intersection with Coghlan Road.	High	2	Primary
Improve the crossing of Roberts Road at Coghlan Road.	High	10	Local
Improve and expand bike parking across the neighbourhood including bike repair stations at specific locations.	Medium	12	-
Improve the Thomas Street underpass at the former Princess Margaret Hospital site for pedestrians and bike riders, as part of the redevelopment of Subi East. Ensure it is well connected to Roberts Road, York Street and Hamilton Street.	Medium	13	Secondary
Liaise with Town of Cambridge regarding improving the crossing of Railway Parade on Northwood Street.	Medium	21	Local
Liaise with Town of Cambridge on improving connections north of Bob Hawke College towards Leederville Station.	Medium	25	Local (TBC)
Investigate development of a Green Route connecting Market Square, Mueller Park to Thomas Road underpass where connections to Kings Park can be developed by City of Perth.	Low	36	Various
Investigate improvements to Coghlan Road. Intersections at the Fremantle PSP, Roberts Road and Bagot Road should already be addressed.	Low	38	Local
Investigate improvements to cycling on Hamilton Street.	Low	43	-
Beautification and shade to area of Perth to Fremantle PSP between Haydn Bunton Drive and West Leederville Station (to be developed in conjunction with Main Roads and Development WA).	Low	49	Primary



3.3 Southern Subiaco

Southern Subiaco is bound by the railway line and Thomas Street, Bagot Road and Nicholson Road. This neighbourhood is focused on incorporating cycling as part of Rokeby Road South and enhancing the alternative route options available.

The priority for this neighbourhood is the Rokeby Road South Streetscape project which will be a low speed shared space environment for people cycling. East-west movement across Rokeby Road is difficult for bike riders and pedestrians especially at Hamersley Road. In addition, the crossing points of Thomas Street are important for providing residents access into Kings Park. It should be noted that some of the crossing points of Thomas Street in Shenton Park are given a higher priority as they access cycle routes such as Rokeby Road, Aberdare Road and Keightley Road on the LTCN.

One of the unique features of this neighbourhood is investigating transforming Rupert Street and Salisbury Street into a one-way pair between Hamersley Road and Nicholson Road. This project is part of enhancing the alternative route to Rokeby Road for bike riders which will be influenced by the Rokeby Road South Streetscape project. This project will require additional consultation with the community including which streets will be north and south.

Figure 3.3: Southern Subiaco proposed projects map



Table 3.3: Southern Subiaco neighbourhood projects

Project	Priority	#	LTCN
Make improvements including lighting and resurfacing to the Perth to Fremantle Principal Shared Path between Nash Street and Hay Street (Daglish PSP).	High	3	Primary
Make improvements to the conditions for cycling on Rokeby Road between Bagot Road and Nicholson Road including alternative routes that follow the same desire line. ¹⁸ The alternative route projects include investigating transforming Rupert Street / Salisbury Street into a one-way pair.	High	7	Secondary
Improve and expand bike parking across the neighbourhood including bike repair stations at specific locations.	Medium	12	-
Improve the crossing of Thomas Street at Bagot Road.	Medium	22	Secondary
Improve the crossing of Thomas Street at Hamersley Road.	Medium	27	Local
Investigate and implement improvements to cycling on Bagot Road.	Low	29	Secondary (TBC)
Investigate a low speed 30km/h trial for Nicholson Road between Excelsior Street and Waverley Street.	Low	34	-
Improve the crossing of Thomas Street at Heytesbury Road.	Low	39	-
Investigate improvements to Hamersley Road focused on the section west of Rokeby Road. 30km/h shared traffic solutions favoured over segregated cycle lanes.	Low	41	Local
Improve the crossing of Thomas Street just north of Nicholson Road.	Low	46	-
Investigate improvements to cycling on Nicholson Road. Focus is on section west of Derby Road where no high frequency bus route.	Low	47	-

¹⁸ Intersection requirements to Bagot Road and Nicholson Road are included with this project.



3.4 Shenton Park

The Shenton Park neighbourhood aligns with the boundaries of the Shenton Park suburb within the City and forms a similar shape to Southern Subiaco. There is a lot of activity in this neighbourhood with Rosalie Park, Rosalie Primary School, Lake Jualbup and the Onslow Street Shopping Precinct. QEII Medical Centre abuts this neighbourhood, with bike routes for staff passing through this neighbourhood. Shenton College is also across the border and yet another major attraction for Shenton Park. Each of these destinations could be made by bicycle for people in the Shenton Park neighbourhood. For that reason, this neighbourhood should trial a behaviour change promotion program that could be rolled out across other areas of the City.

Thomas Street forms a major barrier for the community in Shenton Park and Kings Park. The crossings at Rokeby Road / Keightley Road and Aberdare Road are considered high priority. Rokeby Road in this neighbourhood requires protected cycle lanes due to its larger volume of vehicles. If that is not achievable, a shared path within Nicholson Road Reserve may be considered.

East-west movement across Shenton Park is another important area to address and was strongly supported by stakeholders in the consultation for this Bike Plan. Developing Keightley Road / Evans Street as a Safe Active Street between Thomas Street and Shenton Park provides an important neighbourhood route between several key destinations including Shenton Park Station, Lake Jualbup and Kings Park.

Figure 3.4: Shenton Park proposed projects map

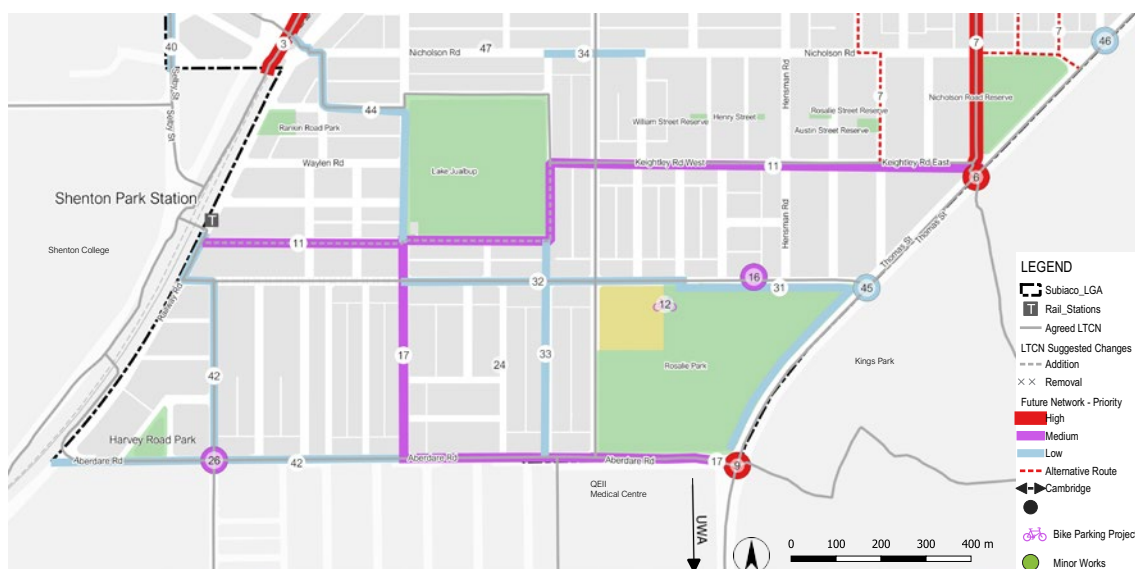


Table 3.4: **Shenton Park neighbourhood projects**

Project	Priority	#	LTCN
Improve the crossing of Thomas Street at Rokeby Road / Saw Avenue.	High	6	Secondary
Make improvements to the conditions for cycling on Rokeby Road south of Nicholson Road including alternative routes that follow the same desire line of Kings Park to Subiaco Train Station.	High	7	Secondary
Improve the crossing of Thomas Street at Aberdare Road.	High	9	Secondary
Implement the Keightley Road / Evans Street safe active street.	Medium	11	Local
Improve and expand bike parking across the City including bike repair stations at specific locations (note: secure facilities are required at Rosalie Primary School).	Medium	12	-
Install wheel stops to car park adjacent to Rosalie Park pathway.	Medium	16	Local (TBC)
Improve Aberdare Road and Herbert Street connections to QEII Medical Centre. Route to connect with Evans Street safe active street.	Medium	17	Secondary
Develop behaviour change strategy specific for Shenton Park neighbourhood, to be used as a demonstration for the other neighbourhoods.	Medium	24	-
Investigate improvements to Aberdare Road / Smyth Road roundabout.	Medium	26	Secondary
Install lighting and investigate path widening to Rosalie Park pathway	Low	31	Local (TBC)
Investigate a low speed 30km/h trial for Onslow Road between Herbert Street and Rosalie Primary School.	Low	32	Local (TBC)
Investigate improvements to north-south access QEII Medical Centre: route options to include Rosalie Park path, and / or Derby Road, Violet Grove and Hensman Road. Project to include liaison with QEII and align with its Active Transport Plan.	Low	33	Local
Aberdare Road west of Herbert Street, and Smyth Road with section of Onslow Road and Railway Road to connect to Shenton Park Station.	Low	42	Secondary / Local
Investigate improvements to Herbert Road north of Evans Street, and the alternative east-west route to Nicholson Road (Rankin Road, Lake Avenue). A section of Nicholson Road west of Gray Street will require separated cycle facilities.	Low	44	Local (TBC)
Improve the crossing of Thomas Street at Onslow Road.	Low	45	-
Investigate development of a Green Route connecting Fremantle PSP to Rankin Road Park, Lake Jualbup and Rosalie Park. This will be able to connect to Kings Park via the Aberdare Road crossing.	Low	48	Various

3.5 Daglish / Jolimont

This neighbourhood plan is for the combined area of Daglish and the portion of Jolimont within the City. The boundary between this neighbourhood and Central Subiaco is Bishop Street which is different to the suburb boundary. Bishop Street presents a change in land use between the redeveloped area to the east and existing residential and industrial to the west.

The most critical project in this neighbourhood is lighting the Fremantle PSP in this section, undertaking path maintenance to sections damaged by tree roots and improving access to the Hay Street underpass.

One of the focal points of this neighbourhood is Jolimont Primary School. Improvements to access this school are a priority of the plan, particularly the signalised crossing of Hay Street and Selby Street. The Daglish suburb (and potentially the entire neighbourhood) is earmarked for a 30km/h street trial. The area is considered to be conducive for quiet low speed safe neighbourhood streets. Consultation with the community should commence to determine whether there is an appetite to move this up from a low priority towards a medium priority over the life of the Bike Plan.

There is a demand for cycling on Jersey Street that forms a north-south connection between Herdsman Lake and the Fremantle PSP at Daglish Station. Due to the higher volume of traffic on this road, cycling provision will need to be through protected cycle lanes on Jersey Street that will require additional investigation and consultation.

Figure 3.5: **Daglish / Jolimont proposed projects map**



Table 3.5: **Daglish / Jolimont neighbourhood projects**

Project	Priority	#	LTCN
Make improvements including lighting and resurfacing to the Perth to Fremantle Principal Shared Path between Nash Street and Hay Street (Daglish PSP).	High	3	Primary
Improve and expand bike parking across the neighbourhood including bike repair stations at specific locations.	Medium	12	-
Investigate and implement Jersey Street improvements (to align with Daglish Station Access Strategy).	Medium	23	Local
Liaise with Town of Cambridge on improving connections across Selby Street, particularly for students of Jolimont Primary School. Intersection improvements of Selby Street / Hay Street to be modelled on Brockway Road / Underwood Avenue.	Medium	28	-
Investigate a low speed 30km/h trial for the Daglish / Jolimont neighbourhood. Successful trials should follow with trials for Central Subiaco and ultimately consideration for the entire City.	Low	35	
Implement the Hay Street West shared path upgrade. Project can consider a safe active street for Cardigan Terrace.	Low	37	Local
Investigate improvements to Selby Street shared path. Consideration to widen to 3m red asphalt.	Low	40	Local
Investigate development of a Green Route connecting Charles Stokes Reserve, Cliff Sadlier Memorial Park, Hickey Avenue Park, Currie Street Reserve and Mabel Talbot Reserve. Route to extend to Fremantle PSP.	Low	48	Various



Bike crashes

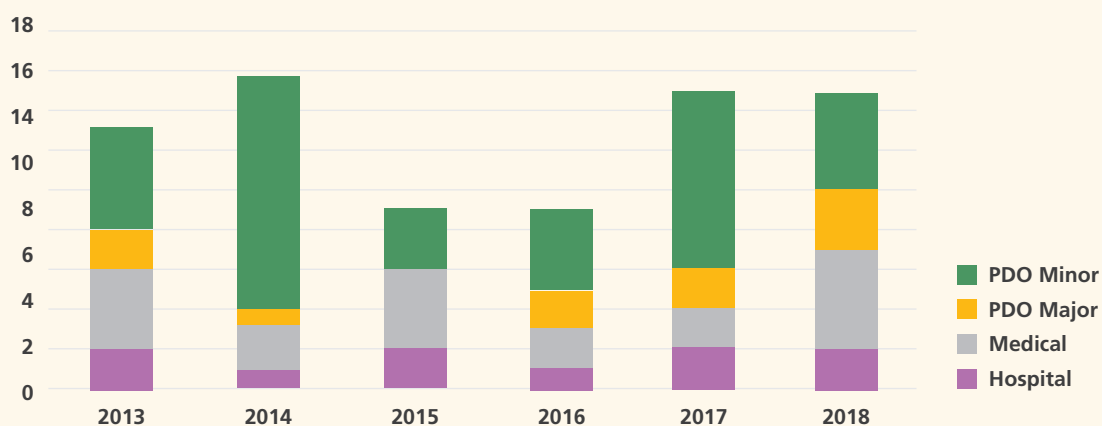
Reported crash data was evaluated within the City over the last six years (2013 to 2018 inclusive).¹⁹ This chapter provides a snapshot of the overall crash data consistent with the previous bike plan to maintain an ongoing comparison. The 2013 year has been added to what is normally a five year evaluation process to retain a continuous annual record of crash evaluation as the previous bike plan evaluated crash data for the years 2008 to 2012 inclusive.

Over the six year period from 1 January 2013 to 31 December 2018:

- 3 per cent of all reported crashes in the City involved people on bicycles (77) and 1.4 per cent involved pedestrians (36).
- 4.4 per cent of reported crashes were active transport related.
- An average of 13 bicycle crashes were reported per year (this was down from 17 per year in the previous bike plan).²⁰
- An average of 1.6 bicycle crashes per year required hospital treatment (down from 2.6 in the previous bike plan).

The number of reported crashes involving bicycle riders per year and their severity is shown in Figure 4.1.

Figure 4.1: Reported crash data 2013-2018



Note: PDO stands for property damage only. Crash data only contains records of reported crashes, and unreported crashes are typical when there is no injury to any party and no damage to property.

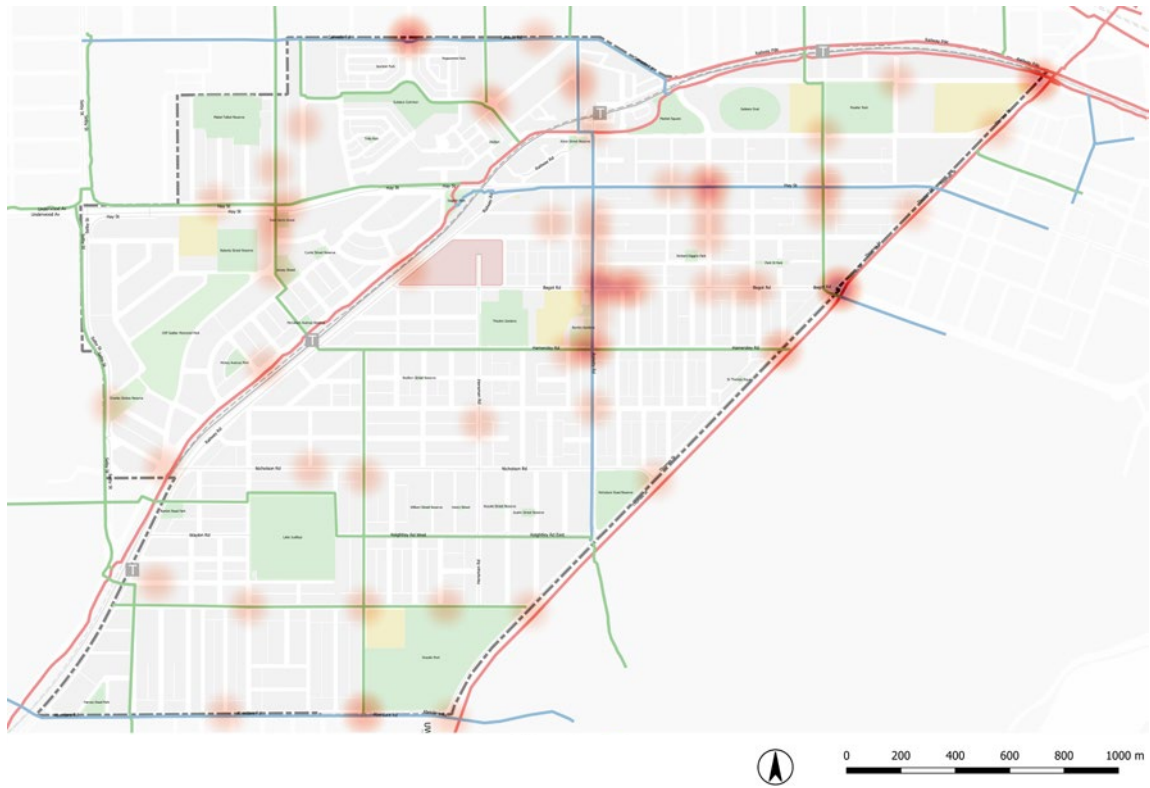
In summary over the last six years the number of bicycle crashes had decreased as well as the severity of the crashes. It was observed that more than a quarter of the total bicycle crashes resulted in medical and hospital treatments. Most of the bicycle crashes which were reported occurred at an intersection (50 crashes) and 27 crashes occurred midblock along the road.

Bagot Road is the street that recorded the highest number of bicycle crashes (four) followed by Rokeby Road where three crashes occurred and two crashes on Jersey Street and Hay Street.

¹⁹ Data obtained from Main Roads Crash Analysis Reporting System; 2019 data was not available at the time of the Bike Plan preparation.

²⁰ The years of reported crash data evaluated in the previous bike plan were 2008 to 2012 inclusive.

Figure 4.2: Reported bike crashes heatmap 2013-2018



The City's objective is for future reported heat maps to be sparse, not because less people cycle, but more people cycle and reach their destination safely.



Implementation

5.1.1 Investment in active transport

Active transport infrastructure requires significant investment, and the City is determined to ensure its own investment, as well as its applications for State Government funding grants, are towards projects best reflecting the communities demands. Utilising funds on the right projects has the greatest potential to increase the number of people walking and cycling within the City, as well as enhance the safety and quality of the overall experience. There has never been a better time for the City to invest into its bicycle network.

The City will consider projects outlined in this Bike Plan as part of its annual budget review process, focusing on highest priority projects and the medium priority projects in the initial phase. Projects that are to be implemented as part of major projects will be timed accordingly.²¹

5.1.2 Grant funding opportunities

Funding opportunities are anticipated to be readily available from the DoT for projects that fall within the LTCN. An additional layer of routes that are important to the City but are not on the LTCN, have been termed community routes. Projects that fall within these routes are more likely to be funded by the City and through private developments rather than through the DoT's bike grant funding process.

It is important that the projects delivered under this plan serve a genuine benefit to the community, and in order to do so the community must have input throughout all stages of development. The Department of Transport has developed an Activation, Consultation and Engagement Plan (ACE) that is an integral part of all WABN funded projects. The plan provides guidance and structure to community-based consultation and engagement initiatives that seek to promote the project and measure its success as a community asset. All consultation for both WABN funded projects and non-funded projects will follow the ACE plan.



ACE Guidance has been developed to assist in the planning, delivering and recording of the engagement and evaluation aspects of all DoT grant funded projects. These are essential aspects of projects that have been embedded into delivery to ensure that projects can be implemented successfully, more fully serve the needs of local communities, attract different types of users, and leverage better returns on investment.

Resources are assigned to undertake:

- Activation – promotion of grant project through local media and/or stories
- Consultation – consultation summary and connectivity map
- Evaluation – bike video survey (construction projects only)

²¹These include the Roberts Road / Hay Street two-way project, Rokeby Road South Streetscape project and Subi East Master Plan.



Figure 5.1: **Activation Consultation and Engagement Plan process (DoT).**

5.1.3 Behaviour Change

The Bike Plan acknowledges the importance that road user behaviour has on the successful implementation of cycling infrastructure projects, while also being the main driver to increasing the uptake of active/alternative transport modes. Individual travel choices are often complex, with many interrelated factors; making active transport (walking and cycling) the choice for localised trips requires a combination of good planning and design, safe and supportive environments, education and behaviour change.

While public events were limited in 2020 due to COVID-19 restrictions, as these restrictions ease the City will look to include active transport promotion in its events schedule going forward. These events will include activities and engagement developed with behaviour change principles in mind, whether related to the delivery of specific projects or broader objectives (Share the Space etc.) In this sense the City will take advantage of events such as Bike Month, City sponsored cycling events and other City community events to promote active transport choices. This will be accompanied by communication, advertising and engagement materials that focus on the many benefits of active transport (health and wellbeing, safety, reduced congestion and parking, functionality and fun). These will be advertised via the City's communication channels and through the production of marketing collateral if appropriate.

The City will continue to promote and participate in the Your Move program which is a community based behaviour change program run by the Department of Transport that supports schools, workplaces and individual participants to reduce their car use and instead try walking, bike riding, and public transport to get around their city and local area.'

In addition, both WABN funded and City funded projects will include behaviour change approaches and objectives as part of the activation elements of its consultation strategy.



LTCN maps

Figure A.1: **Subiaco Long Term Cycle Network (approved by DoT)**

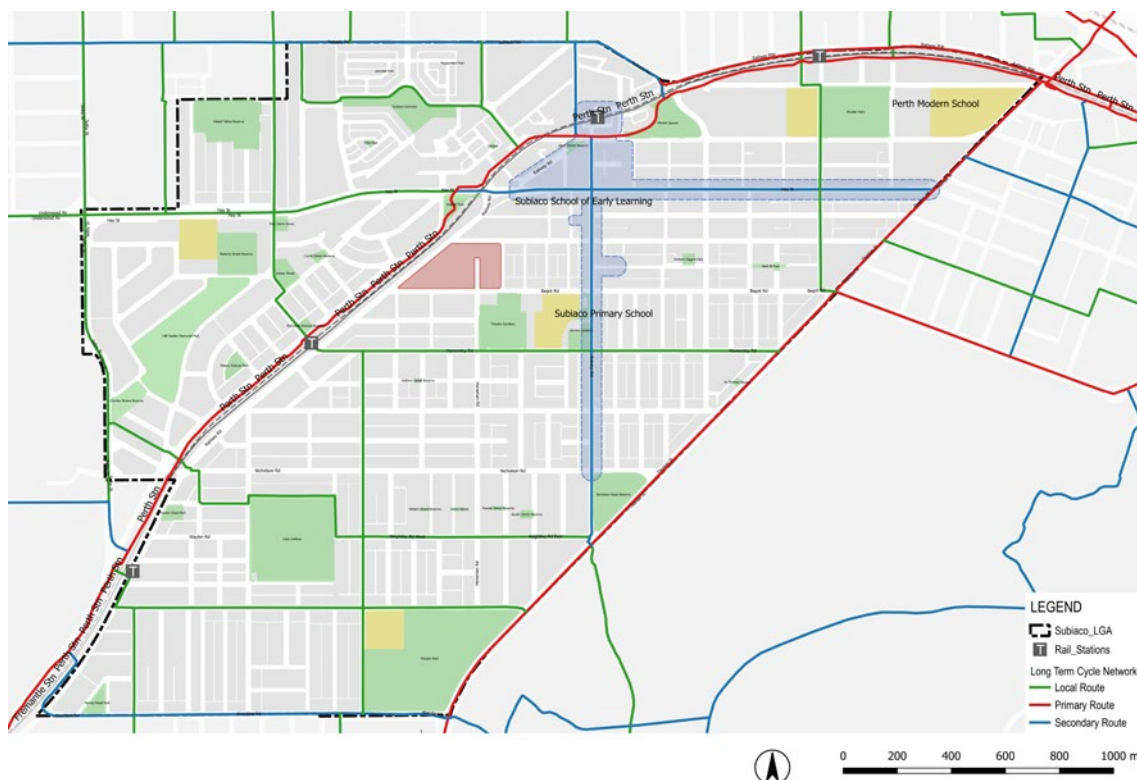


Figure A.2: Suggested adjustments to Long Term Cycle Network in Subiaco

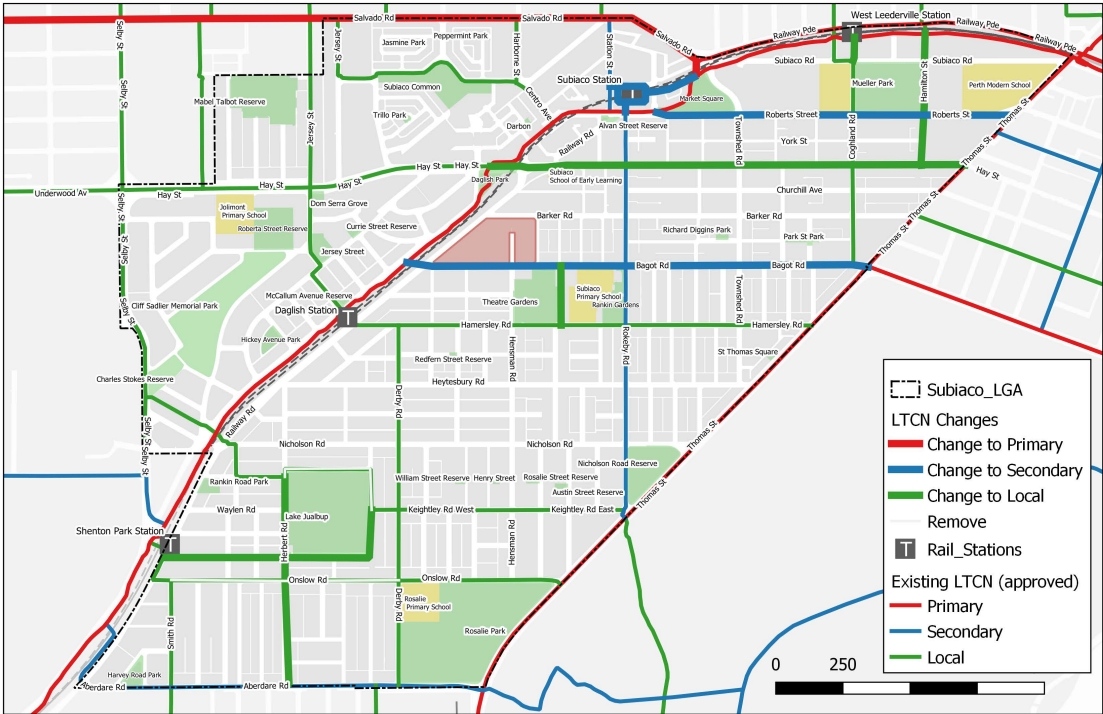
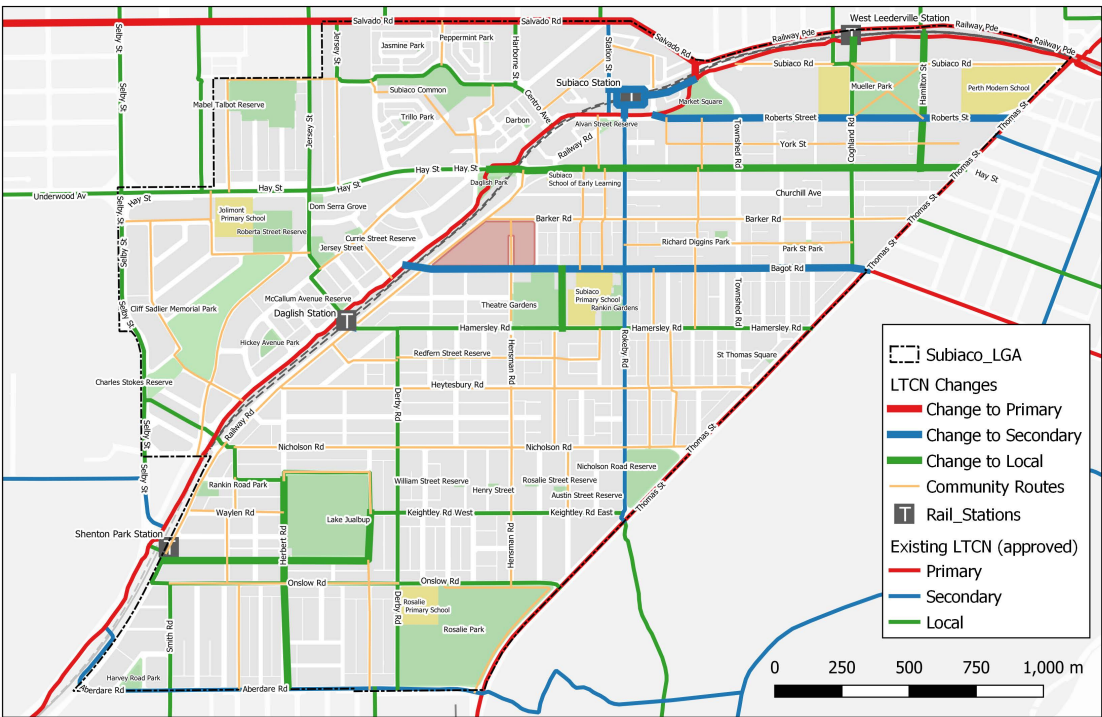
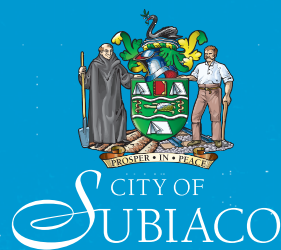


Figure A.3: Adjusted Subiaco Long Term Cycle Network with community routes (indicative)





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