Government of **Western Australia**
Department of **Transport**

Empowering a thriving community

GREAT SOUTHERN

2050 CYCLING STRATEGY

City of Albany · Shire of Broomehill-Tambellup · Shire of Cranbrook · Shire of Denmark · Shire of Gnowangerup · Shire of Jerramungup · Shire of Katanning · Shire of Kent · Kojonup · Shire of Plantagenet · Shire of Woodanilling

Acknowledgement of Country

The authors of the *Great Southern 2050 Cycling Strategy* acknowledge the Traditional Custodians of the land on which we work and live, and recognise their continuing connection to land, water and community. We pay respect to Elders past and present.

Specific acknowledgements have been made throughout the document to name the country and the Traditional Custodians.

In the first instance this has been informed by Native Title Determination Areas, as per the Native Title Tribunal Native Title Claimant Applications and Determination Areas Map, available from the National Native Title Tribunal.

Where no formal Native Title claim has been determined, reference has been made to the AIATSIS Map of Indigenous Australia. We note that some of the information shown on that map is contested and may not be agreed to by some traditional custodians. We additionally recognise there are alternative spellings for some of these names.

Please contact cycling@transport.wa.gov.au if Traditional Custodians have not been accurately recognised.

Aboriginal and Torres Strait Islander people are respectfully advised that this publication may contain images or names of people who are deceased.

Alternative formats

This publication is available in alternative formats upon request. Contact us to request a copy or submit an enquiry.

Contact us

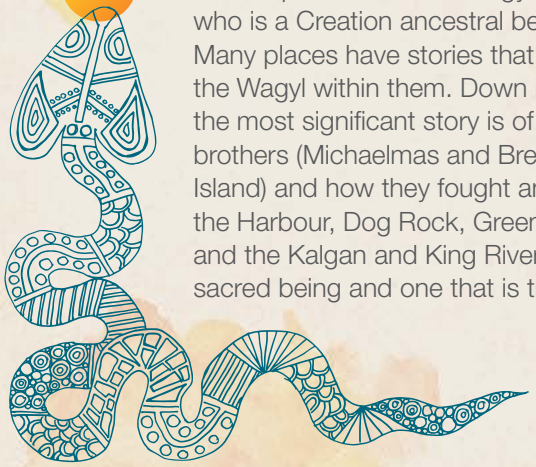
Department of Transport
140 William Street, Perth WA 6000
Telephone: (08) 6551 6000
Website: www.transport.wa.gov.au

Cover photo credit: City of Albany | Cover artwork credit: Shandell Cummings

Images of the Great Southern

The Great Southern region is steeped in ancient Aboriginal stories and customs, which still resonate today. This strategy features a number of images created by Great Southern Noongar based First Nations artist Shandell Cummings, that reflect upon themes which flow through the strategy and have particular meaning to the Great Southern.

1



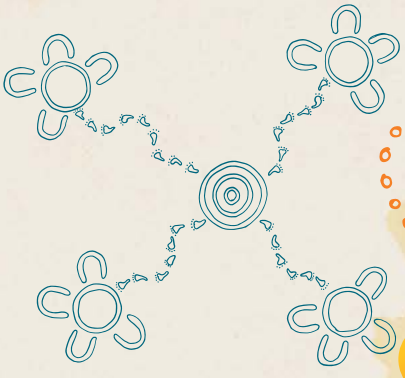
An interpretation of our Wagyl (Warg-ool) who is a Creation ancestral being. Many places have stories that have the Wagyl within them. Down in Albany the most significant story is of the two brothers (Michaelmas and Breaksea Island) and how they fought and created the Harbour, Dog Rock, Green Island and the Kalgan and King River. This is a sacred being and one that is treasured.

2

Symbolises camp grounds and the travel paths between them.

3

People sitting – sitting places.

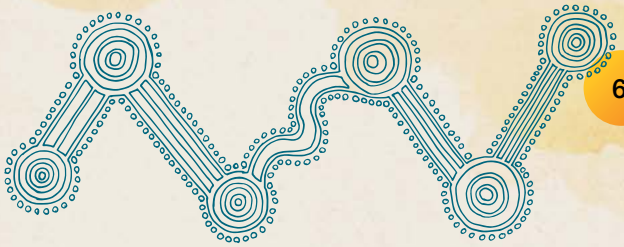


4

The four tribal groups that surround the Stirlings.

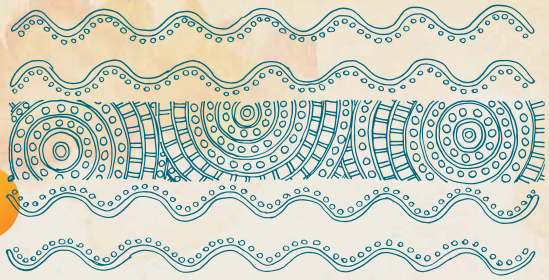
5

Representative of the Stirling Ranges and all the other mountain ranges within our region. Hills for us are called Kaat (same word we use for our head) and these are sacred for our people. We believe they are watching us and making sure we do the right thing on country. The Stirlings in particular, is a bit of a boundary for the tribal groups that surround it.



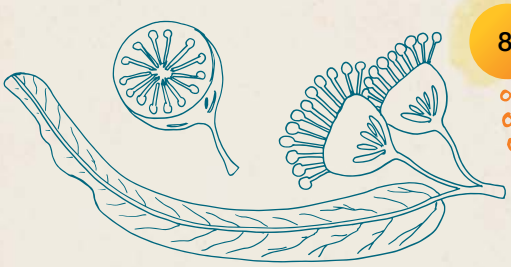
6

Symbolises all the places that people travel and how they travel to and from them. Most places for Aboriginal people connect in one way or another.



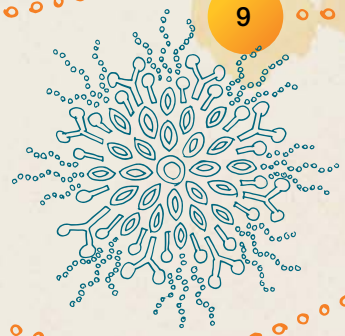
7

The wavy lines talk about our great ocean and the paths we travel along. The inner image is based on round circles (like a bike tyre) that also travel our paths in the region.



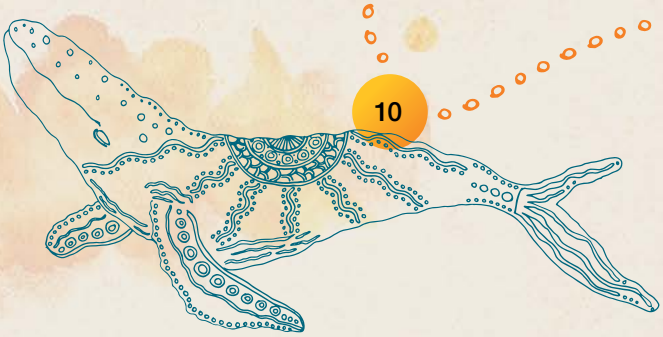
8

Representative of all our eucalypts that you see when you travel throughout the region. These species have a lot of uses for Aboriginal people and act as a boundary for some family groups. It also demonstrates the ancient sea beds on Country.



9

Reflects the coral in the ocean, but also the inner workings of a flower.



10

The whale is a species well known for their travel paths within our region from Albany all the way to Esperance. Our language Menang (Merningar) calls them Mirnong.

11

The beautiful red tailed cockatoo which is synonymous to our region along with the white tailed black cockatoo.

Artist statement

"We value these opportunities to share our knowledge and provide communities with stories of our past, along with our present and we look forward to a shared future. These images depict many things that are significant to my people. Our art reiterates the belief for Aboriginal people, that all things are inextricably linked."

Shandell Cummings – First Nations artist

Executive Summary

Cities and towns with high levels of bike riding enjoy a range of economic, environmental and social benefits. Not only is bike riding proven to reduce traffic congestion and improve air quality, it also helps to create more vibrant and welcoming communities. Cycling can facilitate new industries (such as cycle-tourism) and more generally, it enables people to live happier, healthier and more active lives. Fundamentally, increasing bike riding, and other forms of active transport, is about improving quality of life – something that is critical for attracting and retaining people in regional areas.

The Western Australian Bicycle Network (WABN) plan recognises the importance of bike riding to Western Australia. It enables partnerships between local and state governments to improve cycle infrastructure throughout the State. The State Government has developed a Long-Term Cycle Network (LTCN) in collaboration with local governments that recognises the important integration of connections to major and local attractions, tourist destinations and trails. This network is recognised in the 12 regional cycle strategies that have been, or are being, developed.

The key to increasing walking and riding in the Great Southern is providing infrastructure which is safe, convenient and appealing when compared to other modes of transport. To achieve this, the cycling network needs to be of high-quality, safe, continuous, and fully integrated with adjoining land uses.

If we are serious about reducing car dependency and helping people prioritise active transport choices for short trips, such as those to schools, shops and workplaces, these priorities need to be reflected in the way our communities are planned and developed.

This long-term, aspirational strategy has been developed by the Department of Transport (DoT) in collaboration with the City of Albany and the shires of Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kent, Kojonup, Plantagenet, and Woodanilling. It is accompanied by a short-term action plan that reflects the priorities shared by local and State Government. The plan will help to inform future investment through the current Regional Bike Network (RBN) Grants Program, local government capital works programs, as well as other funding sources.

To develop this strategy, extensive consultation has been undertaken with key stakeholders including local government, the local community, cycling groups and peak bodies, and State Government agencies. Community consultation has helped to inform the overarching aims and objectives of the strategy, as well as clarify expectations about where key routes are most needed, the requirements of different user groups, and what types of programs and initiatives would help to encourage more people of all ages, backgrounds, and abilities to ride a bike.

In progressing the cycling infrastructure projects identified in this strategy, it is important to note that the long-term vision is highly aspirational and will require further work to determine the feasibility and form of various routes. Ongoing consideration must also be given to potential environmental impacts, ensuring that the unique characteristics of the area are respected and maintained, and to respecting the Traditional Owners. Some locations may be limited by legislation and policy which could result in alignments changing as further feasibility and planning is undertaken.

This strategy provides a blueprint for improving and extending the region's cycle networks through the development of new shared paths, upgrades to existing path networks, and completing key links between town centres and previously disconnected residential areas. Its overarching aim is to connect residents and visitors to the places that they live, work, learn, and play. The proposed network reflects the diverse needs, priorities, and resourcing capabilities of the region's local governments.

A primary consideration in this strategy is ensuring that the cycle network is safe for all users, particularly children and vulnerable adults. This will be achieved through the development of safe school routes and safe crossing points in all Great Southern towns, thereby encouraging and enabling more people to reap the health and wellbeing benefits of bike riding and active transport.

Many of the recommendations in this strategy focus on programs and initiatives to support behaviour change, activation and participation, and improved planning. These programs aim to address the barriers and motivators to bike riding, targeting the specific needs of the region's diverse populations. It also supports the development of soft facilities such as bike parking, rest stops, wayfinding, and improved mapping.

The strategy also acknowledges that bike riding infrastructure has many different users, including bike riders, walkers, e-mobility users, skateboarders and gopher users.

There is an exciting opportunity to develop new transport trails that link regional towns and key attractions. Harnessing railway corridors and road systems, the proposed regional cycle tourism network aims to attract more visitors to the region, encouraging them to stay longer and explore the region's unique biodiversity, culture, and heritage.

This strategy brings all this together and outlines how the Great Southern can realise its full cycling potential, leading to a healthier, happier, and more engaged community.

This strategy sets out a blueprint for connecting, enhancing, and extending the Great Southern's cycling network. It also outlines opportunities to improve safety for riders using road systems, build the confidence and skills of all riders, improve long-term planning for cycling, and create unique cycle-tourism experiences.

Why we want more people walking and riding

More vibrant, friendly and safe communities

Increasing active transport improves community cohesion and can enhance local security.[1]

More than 1 in 4

Regional Western Australians bike ride in a typical week – the highest proportion of any Australian state and territory.[2]

A more sustainable health system

Consistent walking or riding can help reduce cardiovascular disease, type 2 diabetes and the mortality rate.[3]

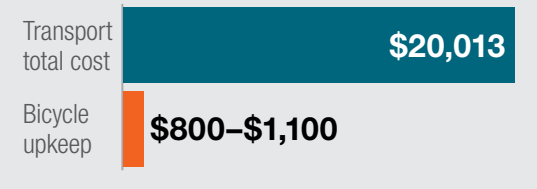
More than 4 in 10

Western Australian adults don't get enough physical activity.

Improving access to walking and riding infrastructure in regional areas is a key focus to better sustain outer metro health systems.[4, 5]

A stronger economy

Cost per year (Australian average)[6]



Bike tourism is a growing niche, encouraging more repeat travel to regional WA areas.[7]

At a glance

The bike riding industry in 2020

$6.3bn
Contributed to the Australian economy.

34,295
Full-time jobs supported.[8]

Healthier and happier people

Bike riding can improve mental, physical and social health and wellbeing, as well as reduce sickness absence to work.[9]

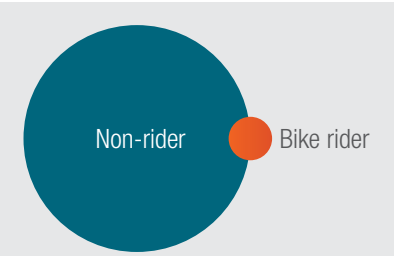
A fairer and more equitable society

Many people living in outer urban, rural and remote regions have very limited transport options.[10]

The improvement of walking and bike riding conditions can reduce motorised travel and enables people of all ages and abilities to use healthier, more cost-effective active travel modes.[11]

Greener and cleaner places

CO2 emissions from daily travel



Bike riders had 84% lower CO2 emissions than non-riders.[12]

People who shifted from car to bike were found to decrease life cycle CO2 emissions by 3.2kg CO2/day.[13]

Contents

1. Introduction

The eleven Great Southern local governments and their communities have expressed a common vision of creating liveable, welcoming communities that embrace their unique living landscapes and culture, and support economic prosperity and vitality.

1.1 Guiding principles

The *Great Southern 2050 Cycling Strategy* aims to deliver a safe, integrated and comfortable cycle network to help achieve this vision. By connecting people from where they live and stay to where they learn, work and play, comprehensive cycle networks can support social inclusion, lead to more active communities, and help to showcase natural landscapes and local attractions to residents and visitors alike.

The long-term cycle network proposed in this strategy has been developed based on the following principles:

- **Safe:** The 2050 cycling network should be built to a standard which reflects an all ages and abilities design philosophy. People of all ages and abilities should be able to cycle safely and confidently to the places they need and want to go. Unprotected cycling facilities located on busy roads are not considered suitable for vulnerable road users, and will not encourage more people to cycle, more often;
- **Connected:** Like a road network, all bike riding routes should connect to something along the way and at each end (whether that is a destination or another bike riding route);

- **Widespread:** In suburbs and towns, the network should be extensive enough for people to safely assume they can get to their destination without encountering hostile traffic conditions. When bike riding networks reach a certain level of density it enables more people to conveniently and enjoyably make many more of their trips by bike;
- **Legible:** The bike riding network needs to be both intuitive and direct. To achieve this, it makes sense to locate major bike riding routes parallel to natural land forms, such as rivers and coastlines, or within existing road and rail corridors. The development of coherent wayfinding initiatives is also important in supporting legibility;
- **Aspirational:** Given the long-term nature of this strategy, several ambitious ideas have been put forward to help enable residents to adopt bike riding as a viable and priority transport mode, as well as encourage visitors to stay longer and explore areas across the Great Southern comfortably by bicycle. This includes linking town sites and national parks via rail corridors and road systems, and implementing climate and terrain specific mid and end-of-trip facilities; and
- **Achievable:** For the most part, the proposals put forward in this strategy adopt tried-and-tested planning principles. The case studies chosen provide regional, interstate and international examples of similar projects undertaken in recent years.

Bike riding disciplines that are dependent on purpose-built facilities (such as BMX parks, downhill and cross-country mountain bike (MTB) trails, pump tracks and jump lines, and velodromes for track cycling) typically perform non-transport related functions and as such are not considered part of the core remit of this strategy. Strategies to support these cycling facilities are outlined in the *Great Southern Regional Trails Master Plan 2020–2029*; and the *Great Southern Regional Sport and Recreation Facilities Plan 2018*.

The existing and planned locations of these facilities have been considered as part of planning the overall network outlined in the *Great Southern 2050 Cycling Strategy* with a focus on providing transport connections to recreational facilities and trail heads.

An all ages and abilities design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By designing walking and bike riding facilities that cater for the youngest and most vulnerable users, we create a network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.

1.2 The Great Southern in context

The Great Southern region encompasses eleven local government areas and covers an expanse of 39,909 square kilometres on the south coast of Western Australia, bordering 250km of the Southern Ocean and extending 200km inland.

The region is host to an estimated residential population of 61,890 – centred mainly on the south coastal area. The City of Albany is the largest urban centre, with a population of approximately 38,000 people.

It is the region's administrative, commercial, retail, and health and medical services centre.

Other larger population centres are located in the Shire of Denmark which has an estimated population of 6,422, of which 2,944 live in the town of Denmark; the Shire of Plantagenet which has an estimated population of 5,354, of which 2,855 live in the town of Mount Barker; and the Shire of Katanning which has a population of 4,512.

Other, smaller towns and villages are scattered throughout the region (see Figure 1 below).

Figure 1: Local Government Areas (LGAs) of the Great Southern

The region's median age is 45 years. Over thirty per cent of the resident population are aged over 60 years, with the 70–79 years cohort recording the largest change in the region between 2016 and 2021 (26.2% increase over five years). This reflects the region's aging population.

The Great Southern has been home to a significant population of Noongar people for tens of thousands of years, with the Great Southern borders now encompassing the ancestorial lands of the Menang, Kaneang and Goreng Noongar peoples, and parts of the Wudjari and Wilman land. The Great Southern falls within the Wagyl Kaip and Southern Noongar portion of the Southern Native Title settlements.

Land types range from mallee scrub in the north-east to karri forests in the south-west of the region. Two ancient ranges of hills, the Stirling Range and the Porongurup Range, rise in the central Great Southern flanking the Kalgan River valley. The Stirling Range includes Bluff Knoll, at 1095m the highest peak in the southern half of Western Australia. The region also includes part of the 1.5million hectare Biosphere Reserve of the Fitzgerald River National Park and is recognised as a place of environmental significance by the United Nations Education, Scientific and Cultural Organisation (UNESCO).

Major industries in the region include agriculture, forestry, viticulture, aquaculture, manufacturing, and tourism. The Port of Albany provides infrastructure for the whole region, being the entry and exit point for produce from the agriculture, pastoral, and forestry sectors. It also supports a growing cruise industry. The Great Southern has one of the more dynamic small business sectors in the state.

1.3 The need for a long-term regional cycling strategy

DoT is currently leading the development of a new active travel strategy, Walk, Wheel, Ride, Thrive, which will better align existing State Government strategies and outline a collaborative approach to increasing active travel across Western Australia. Once published, Walk, Wheel, Ride, Thrive will replace the WABN Plan.

Previous cycle planning across the region has occurred at individual local government level and typically within a very localised context. To support the development of a strong culture of bike riding across the region, a systematic approach to developing a cycling network for the region is required.

Further reasons for preparing this strategy include:

- To address key opportunities which may have previously been overlooked, particularly in relation to future land use and transport developments;
- To help guide investment between local government and State Government;
- To facilitate the planning and development of long-distance bike riding routes that serve a regionally significant need but may be outside the typical funding capability of local government;
- To ensure that the standard of future bike riding facilities meets best practice; and
- To adopt a consistent approach with other 2050 cycling strategies being developed across regional WA.

Going forward, it is important that this strategy is reviewed on a regular basis to ensure it keeps up with the changing face of the Great Southern region and reflects future changes to bike riding as a mode of transport. A framework outlining how this strategy will be maintained is provided in Section 6.

1.3.1 Expected changes in population

The population of the Great Southern remained relatively static between 2011 and 2021, with a compound annual growth rate of 1.1 per cent.[14]

The *Western Australia Tomorrow* population forecasts predict that between 2016 and 2031, the regional population will grow to approximately 66,415 people, reflecting a low growth rate of 0.64 per cent, which is lower than the annual average population growth rate for the entire State over the same period (1.5%).[15]

The majority of population growth is anticipated to occur in the City of Albany, which is predicted to grow by approximately 5,000 people between 2021 and 2031 (or 1.12%). The lower growth rate for the entire region reflects an anticipated decline in population numbers for some towns and villages.

Urban development, including residential development, parks and recreation, schools, and local shopping centres, is expected to be concentrated in the City of Albany, with additional growth in new settlements in the Shires of Denmark and Plantagenet. The City of Albany and the Shire of Denmark have recently updated their Local Planning Strategy to guide future development, including residential and industrial areas, rural villages, farmland and natural areas.

Across the Great Southern region, each local government's Local Planning Strategy reflects the community's vision for the future, as expressed in their respective Strategic Community Plans. This *Great Southern 2050 Cycling Strategy* reflects and supports the vision contained in each community's strategic plan.

1.3.2 Expected changes in land use

As outlined in the *Albany Local Planning Strategy 2019*, the City's overarching strategic direction is to contain urban development and rural living within the existing supply of land zoned and planned for settlement growth.

It aims to promote urban consolidation by making better use of existing zoned land and infrastructure through urban renewal and infill residential and rural living development; and facilitate accessibility to services and facilities through integrated public transport linkages and cycle and pedestrian-friendly environments.

Land designated as 'Urban Growth' will accommodate predicted population growth beyond the 10–15 years lifetime of the City of Albany's Local Planning Strategy. These actions and recommendations of the Albany Planning Strategy are reflected in the City of Albany's draft Local Planning Scheme No. 2, expected to be finalised by the end of 2023.

Limited residential or industrial growth is envisaged in the other townsites across the remaining Great Southern local governments, with local service centres for surrounding agricultural land planned to remain for the foreseeable future.

1.3.3 Expected changes due to climate change

There are very real considerations in asset management for local governments in terms of coastal inundation risks, impacts of urban heat island effects and availability of materials, amongst a raft of other impacts. This is relevant to decisions on where and how future paths will be constructed.

1.3.4 Expected changes to transport

Road Network

The Great Southern region is highly car-dependent and public transport services are limited.
The regional road networks are mostly certified to accommodate RAV 7 (36.4m long, 107.5 tonne maximum) vehicles (excluding the South Coast Highway travelling to the west, which is RAV 4 only), but there is an ever-increasing trend towards larger vehicles to increase freight cost efficiency.

The region's major roads intersect in Albany, carrying freight, as well as local and tourist traffic. The Albany Ring Road is the most significant major transport project in the region.

The Ring Road will function as a heavy haulage route around Albany and aims to provide more efficient heavy vehicle access to the Port of Albany and improve traffic safety within the city centre by reducing road use conflicts.

The anticipated completion of the Albany Ring Road in 2024 will bring with it changed traffic conditions at a number of intersections, as well as impacts on broader connectivity, which will need to be reviewed to identify safety and accessibility improvements required for pedestrians and cyclists.

Throughout the region, several major roads have been flagged by local government for upgrades, including road sealing and sealing of shoulders. Main Roads has also undertaken a series of progressive upgrades to the Albany Highway including widening and installing safety barriers.

The Shire of Kojonup has endorsed a proposed Freight Route that bypasses the town centre, significantly improving safety and amenity by separating heavy vehicles from local and tourist traffic. It will also facilitate the Shire's development plans for Kojonup, ensuring the continued growth of the town as a tourist destination. Upgrades to roads in the region are seen as a vital opportunity to support safe riding outcomes for riders as well as the efficient movement of freight.

Albany Port

The *Port of Albany Master Plan 2020* sets out a vision for the development of the port of a 30-year planning timeframe. It takes into consideration expected trade scenarios and the required infrastructure solutions to meet this forecast trade. It also considers development opportunities to accommodate a growth in cruise tourism; and develop the port waterfront precinct to improve pedestrian and cyclist connectivity within the precinct.

Albany Rail Network

The Albany rail network provides access to the Port of Albany for grain and woodchip operators, and connects with Tier 1, 2 and 3 systems in the State.

The network connecting to Albany is currently benefitting from a regional investment programme in track and signalling infrastructure that will help relieve some existing limitations on rail network capacity (train length, grain load out facilities and numbers of trains able to operate).

Changing technology

The growth in electric vehicle (EV) technology is significantly changing the nature of transport. It is anticipated that by 2050, almost all land-based vehicles will be powered by electricity rather than fossil fuels.[16] The increasing prevalence of e-vehicles on all roads will improve air quality, particularly in urban centres, but will also pose new challenges for pedestrians and cyclists.

EV technology is also contributing to the growth in eRideables such as e-skateboards, e-scooters and hoverboards. eRideables, with certain restrictions, are permitted on footpaths, bicycle paths, shared paths, and local roads without centre lines and a speed limit of 50km/h or less.

Electric bike use is also growing. A recent National Cycling Participation Survey revealed that Western Australia has the highest rate of ebike ownership across Australia.[17] In 2016, the Department of Transport led a change in WA enabling all bikes (including ebikes) to be ridden on footpaths, vastly expanding the available network for bike riders.

Planning standards for footpaths, shared-use paths, and cycle-only paths will need to keep pace with changes to technology, ensuring the safety of pedestrians and other path users.

1.3.5 Changing Climate

Climate change is putting immense pressure on the natural environment and is causing adverse effects such as greenhouse gas release, warming global temperature, rising sea level, coastal erosion and inundation. These all will impact on asset management for local governments. Motor vehicle transportation contributes to a large portion of human-generated greenhouse gas emissions.

On the other hand, bike riding is a low impact, pollution-free and energy-efficient transport option with a range of environmental benefits including reduced air and noise pollution, greenhouse gas emissions and land use efficiency43.

To mitigate against the effects of climate change, and to ensure future cycle infrastructure is sustainable and durable, the Strategy aims to identify opportunities to develop infrastructure that is appropriately designed and constructed.

1.4 Background research and analysis

1.4.1 Document review

In preparing this strategy, a comprehensive review of regional planning documents and strategies was completed. Combined with extensive stakeholder engagement, these documents were critical to understanding previous and current approaches to planning and designing for bike riding and where planning and feasibility for certain routes has already been undertaken. A list of these documents is contained in Appendix B.

1.4.2 Mapping of current and future trip generators

Before commencing the development of the network, all existing and known future trip attractors were mapped. Trip attractors are defined as any place that someone could reasonably be expected to need or want to ride to and include places like schools, shopping centres, industrial areas, tourist destinations, health campuses and sporting precincts. The trip attractors are shown together with the proposed 2050 cycling network in the figures contained in Section 4.

1.4.3 Analysis of crash data

The most recent five-year crash statistics (2017–2021) were obtained from Main Roads' Crash Analysis Reporting System (CARS). Both pedestrian and cyclist crash data was obtained, noting that areas which are dangerous for pedestrians are often also dangerous for cyclists. An analysis of this data is provided in Appendix B.

1.4.4 Analysis of GPS travel data

The GPS mapping tool, Strava Labs, was used to better understand which parts of the region's road and path networks are most heavily used by cyclists. Strava is a website and mobile app which is used to track athletic activity via GPS. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes. An analysis of this data is contained in Appendix B.

1.4.5 Community consultation

Consultation with the local community was central to the development of the *Great Southern 2050 Cycling Strategy*.

The objectives of the consultation were to:

- Help refine the overarching aims and objectives of the strategy;
- Gain an understanding of the community's expectations when it comes to bike riding infrastructure, as well as the needs of different user groups;
- Reveal the major issues and missing links associated with the existing cycle network;
- Provide the community with the opportunity to share their ideas; and
- Seek local buy in and ongoing community support for the strategy.

The consultation was carried out in two distinct phases. Phase 1 was undertaken shortly after the project commenced and involved briefings and workshops with local government officers, Councillors, and targeted community members. Phase 2 consisted of a formal community comment period, including an online community survey. A detailed analysis of the community consultation is contained in Appendix C.

1.4.6 Stakeholder consultation

This strategy has been developed by DoT in partnership with the City of Albany and the shires of Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kent, Kojonup, Plantagenet, and Woodanilling. An internal working group consisting of representatives from across the shire's directorates was established to provide input and guide the development of the document. Further input was provided via the Great Southern Regional Trails Master Plan Noongar Advisory Group (NAG) which has representation from Elders representing Aboriginal corporations and communities across the entire region.

A number of other government and non-government stakeholders were consulted, including:

- Great Southern Development Commission (GSDC)
- Department of Local Government, Sport and Cultural Industries (DLGSC)
- Department of Biodiversity, Conservation and Attractions (DBCA)
- Department of Planning, Lands and Heritage (DPLH)
- Department of Health
- Department of Education
- WA Police
- Public Transport Authority
- Main Roads
- WALGA
- Tourism WA
- Australia's South West
- WestCycle, Munda Biddi Trail Foundation and local cycle groups.

1.4.7 Review of existing cycling network

Alongside community and stakeholder consultation, a technical review of the existing cycling network was undertaken to identify strengths, weaknesses and opportunities.

The quality of bike riding infrastructure across the region varies. Albany benefits from existing high-quality bike riding infrastructure within the CBD and along the foreshore from Middleton Beach to Emu Point. The City has also developed a comprehensive network of wide footpaths and dedicated bicycle paths in recent years which help facilitate local bike riding trips through suburban areas. However, several opportunities remain to enhance the existing network and better cater for bike riding trips.

Many of the smaller towns across the region benefit from existing networks of suitable infrastructure, including footpaths which facilitate local access to many destinations. However, there are significant opportunities to enhance and supplement the existing networks and better cater for bike riding trips, particularly to schools and recreation precincts.

Along with the development of new bicycle routes, these opportunities include:

- Improving connectivity by constructing missing links;
- Providing new or upgrading existing major road crossings to improve levels of safety and comfort;
- Widening older sections of shared paths to provide more comfortable walking and bike riding experiences;
- Providing separated infrastructure to improve cyclist safety on heavy vehicle routes; and
- Introducing wayfinding to assist with network legibility.

The maps contained in the Action Plan (Section 6) classify the existing cycle network in the context of the proposed network hierarchy.

2. Encouraging Bike Riding

The health and wellbeing benefits of bike riding are well understood. Bike riding for recreation, leisure, sport and/or transport is positively related to overall physical activity which in turn has positive benefits for physical and mental health outcomes. And yet, bike riding participation rates remain low. Several factors support or inhibit the uptake of bike riding, including the nature and quality of built infrastructure as well as social norms and attitudes.

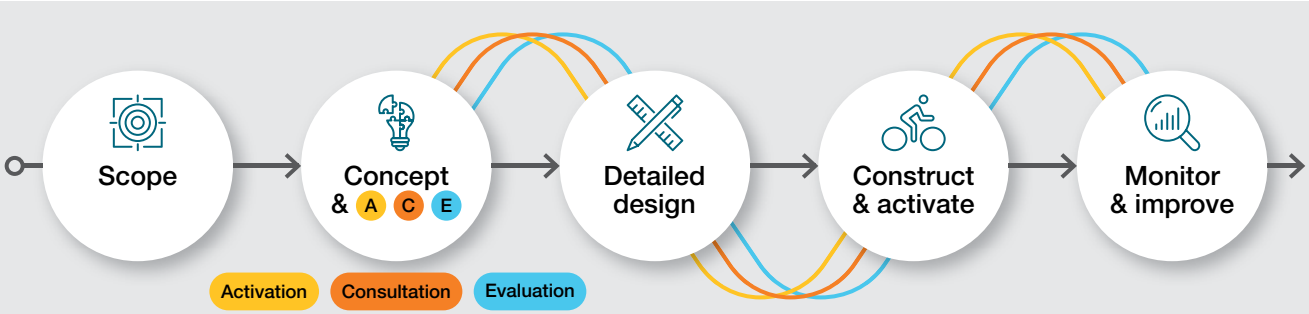
2.1 Activation, consultation and evaluation

This strategy outlines how new bike riding infrastructure can support greater participation in bike riding in the Great Southern region. However, planning and building infrastructure in isolation will not necessarily lead to significantly more people riding.

There needs to be an emphasis on creating inclusive infrastructure projects so that the product delivered serves the needs of the local community as well as people visiting the region. This can be achieved through a range of engagement and monitoring activities as projects are planned, designed and constructed, and as the infrastructure continues to be used after construction.

Effective engagement incorporates three essential elements throughout all project phases – activation, consultation and evaluation (ACE). ACE is an infrastructure delivery model, so the approach will vary with the type of project. One approach, for WABN grant projects, is outlined in the following framework, in Figure 2.

Figure 2: Activation, Consultation and Evaluation Model



Activation

Activation includes promotions and programs designed to encourage people onto the infrastructure by raising awareness and appeal. This can range from highlighting the new facilities in media releases and creating local maps, to making bike riding trips more pleasant through added amenities such as end-of-trip facilities, bike parking, natural landscaping, art works and other initiatives. Activation can take place throughout all phases of an infrastructure project – starting well before a project is built – and can be temporary (one-off activities), intermittent (such as a monthly group ride) or permanent (such as wayfinding signage).

Consultation

Consultation is a crucial part of the delivery of inclusive bike riding infrastructure to ensure that the facilities meet the needs of users, stakeholders and the local community. Consultation can be undertaken in a variety of formats and is typically led by local government.

Evaluation

Evaluation of the infrastructure is essential to measuring the impact it is having, both for people using the infrastructure and for the wider community experiencing the outcomes of increased transport mobility. These outcomes may include better local liveability, improved congestion and parking management, growth in cycle tourism and increased spending at local businesses. Ongoing monitoring will ensure facilities are well maintained and that the planning and delivery of bike riding initiatives undergo continuous improvement.

All three of these elements are inherently linked and some activities will deliver outputs for more than one, such as a community workshop where people are asked to review existing facilities (evaluation), help prioritise new ones (consultation), and participate in the delivery and promotion of new facilities and amenities (activation).

At its core, this approach acknowledges that cycle networks are part of a richer local landscape and should be delivered in an inclusive way that invites participation and supports a range of community outcomes.

2.2 Cross agency synergies

An integrated approach to transport planning is a positive way to influence the planning and provision of transport systems towards more sustainable patterns. Integrated transport planning considers key transport issues such as transport system interdependencies, interactions between transport and land use, transport safety, traffic congestion, parking, travel demand management and accessibility. Integrated transport plans will help identify and prioritise transport infrastructure and service improvements and meet community and government objectives.

Developing and leveraging the benefits of bike riding and other forms of active transport throughout the Great Southern region will rely on the cooperation of several government agencies. The diversity of opportunity allows for key agencies to work together with local governments, communities and businesses to promote active transport.

A key consideration for transport trails and paths in the Great Southern region (particularly those connecting towns) are public drinking water source areas. Prior to development, it is critical that consultation is undertaken with the Department of Water and Environmental Regulation (DWER). Similarly, transport trails through reserve areas should be referred to the DBCA at an early stage of the design process. Early consideration should also be given to Aboriginal heritage and recognition of local sensitivities.

Working together provides greater scope in integrating communities and allows a more effective use of resources to achieve outcomes to benefit more communities.

2.3 Factors that influence cycling rates

2.3.1 Built environment

The built environment refers to the human-made surroundings where people live, work and recreate. It includes buildings and parks as well as supporting infrastructure such as transport networks.

Built environmental factors that influence the uptake of bike riding include:

- **Land use mix:** A mix of land use types in close proximity can encourage bike riding by reducing the time required to ride from one activity centre to another;
- **Green space:** Many cyclists are motivated by the opportunity to spend time in natural surroundings;
- **Cycling infrastructure:** Includes the type of path or route (e.g. on-road bike lane, off-road shared use path) as well as the presence of mid and end-of-trip facilities;
- **Safety:** Factors that can discourage bike riding include dangerous traffic conditions, on-street parking, and poor lighting at night;
- **Accessibility:** The ease with which bike routes can be accessed from homes, places of education, workplaces and other activity centres; and
- **Continuity:** Refers to how easy it is to plan a route that is continuously connected.

2.3.2 Other environmental factors

A range of other environmental factors can also influence the cyclability of a location:

- **Weather:** Extreme heat or cold; or prolonged periods of rain can inhibit bike riding;
- **Topography:** Hills and steep gradients can make bike riding difficult for many riders, although the increasing use of electric bikes has helped to overcome this challenge for some riders; and
- **Distances:** The time required to travel from one destination to another can influence the decision to ride for transport purposes.

2.3.3 Socio-cultural factors

Attitudes, beliefs, and social norms can all influence the decision to ride a bike. While some belief systems are shared across communities, others are influenced by socio-demographic background, age, gender, and ability.

The socio-cultural factors that can influence bike riding include:

- **Positive bike riding culture:** People who reside in cycle friendly environments demonstrate higher rates of bike use. Bike riding culture can be influenced by the positive experience of seeing a diverse range of people riding;

- **Peer and family support:** The views and attitudes of family, friends and other community members can impact on the decision to ride. For example, parents play a critical role in deciding whether children and young people ride to school;
- **Access to a bike:** The ease with which a person can access a bike that suits their needs. Cost and lack of bike shops can be barriers, particularly for people living in rural and remote areas or from lower socio-economic backgrounds;
- **Physical ability:** Differences in the physical activity of individuals in terms of their fitness and ability can influence riding behaviour;
- **Risk perception:** Fears about personal safety can be a significant barrier to the uptake of bike riding, particularly among women and the elderly. Risk perception can be influenced by traffic volumes, the type of cycling infrastructure (e.g. on-road vs off-road), the location of bike paths (e.g. heavily vegetated areas may be perceived as risky for commuting at night); and previous negative experiences;
- **Perceptions of convenience:** While bike riding is a cost-effective form of transport, it is often considered less convenient than driving because it takes longer and involves more planning (particularly when travelling with mixed age groups); and
- **Type of bike rider:** Different types of bike riders have different perceptions and choices with regards to riding. For example, recreational bike riders prefer more scenic locations, low rates of traffic and mid-and-end-of-trip facilities such as picnic areas and toilets; whereas commuting riders prefer direct routes with suitable end-of-trip facilities such as secure bike parking, showers and lockers.

2.4 Strategies to encourage cycling

Insufficient, unsafe, or unfriendly infrastructure is the most frequently cited reason for low rates of bike riding amongst people of all ages, abilities and backgrounds. For this reason, many of the initiatives outlined in this strategy focus on improving the cycling network.

At the same time, this strategy recognises that people don't simply switch from being non-bike riders to frequent bike riders as a result of new or upgraded cycling infrastructure. Research shows that social support and behaviour change programs play an essential role in encouraging bike riding. Studies also show that the more people ride, the more enjoyment they derive from riding, and the more likely they are to continue to ride for a range of purposes.

In developing this strategy, consideration has been given to the range of factors that can support bike riding by focusing on the specific needs of three different types of bike riders:

2.4.1 Recreational bike riders

This group makes up most current and potential bike riders in the Great Southern. They come from a wide variety of ages and levels of experience. They require scenic routes, generally off-road, with access to facilities such as playgrounds, taps and toilets. They ride a bike for fun, fitness and leisure, sometimes alone, but often as part of mixed groups of family and friends.

This group includes visitors to the region who are interested in cycle-tourism experiences that provide opportunities to interact with locals, experience outstanding natural vistas, and learn more about the region's unique biodiversity, history and culture.

2.4.2 Bike riders undertaking local errands

People who ride to undertake a range of local errands, including dropping children to school, come from a wide range of ages and levels of experience. They generally ride at lower speeds and travel shorter distances. This group requires safe and convenient access to shops, schools, and other local destinations. This includes specific provision for vulnerable riders such as inexperienced adults, elderly and children.

While this group is currently small in size there is significant opportunity to increase local community cycling by improving routes and networks.

Of particular focus is addressing missing links to improve the connectivity and legibility of bike routes, with emphasis placed on off-road shared paths, safe road crossings suitable for walkers and riders, and improved wayfinding.

This group would also benefit from a range of activation and participation programs that build skills, confidence and enjoyment from riding; as well as community-based campaigns that focus on promoting the health, wellbeing and sustainability benefits of riding.

2.4.3 Commuter and road cyclists

Commuter and road cyclists are small in number but highly visible on the roads. While the purpose of their trips is different, they share many features in common. They are primarily adults who are confident in traffic and require direct routes, predominantly on-road. For road cyclists, circuit routes are preferred.

Initiatives to support these groups include improved on-road safety through infrastructure upgrades such a separated bike lanes or sealing of road shoulders, and road safety education programs. Growing the numbers of commuter cyclists also requires dedicated end-of-trip facilities in workplaces and town centres.

3. Regional Route Hierarchy

A hierarchy comprising five types of bike riding routes has been used to plan and illustrate the Great Southern's 2050 cycling network. This hierarchy has been adopted for all bike riding strategies in WA as a key action of the WABN Plan. An important aspect of the hierarchy is that unlike many traditional cycling network plans, routes are defined primarily by function, rather than built form. The key differences between the five types of routes are explained in Sections 3.1 to 3.5, with additional detail provided in Appendix A.

3.1 Primary routes

Credit: Department of Transport

Primary routes form the backbone of the Great Southern 2050 cycling network. They define high demand corridors connecting major destinations of regional importance. Primary routes afford people riding and walking with safe and generally uninterrupted journeys.

Primary routes should be completely separated from motorised traffic. Due to this, major road and rail corridors, as well as river and ocean foreshores, tend to be the most practical locations for these types of routes.

In terms of built form, primary routes predominantly consist of high-quality shared paths at least three metres in width. To ensure high levels of rideability and legibility, red asphalt is usually the preferred surface treatment however this may vary depending on the localised climate and terrain.

An important consideration for shared paths is managing safety and ensuring etiquette between different users. In areas of high pedestrian activity, it may be necessary to provide separate facilities for people walking and riding.

In regional areas, which often include long distance connections, consideration should be given to convenience and emergency facilities such as water fountains, rest points and toilets.

3.2 Secondary routes

Credit: Department of Transport

Secondary routes are typically located within built-up environments. The aim of these routes is to provide connectivity for users between primary routes and important trip attractors such as shopping centres and industrial areas, as well as education, health and sporting and civic precincts.

In most cases, secondary routes are located adjacent to busy streets and take the form of protected on-road bike lanes or separated shared paths. It is important that the design of all new bike riding infrastructure (including secondary routes) incorporates an 'all ages and abilities' approach (see Section 1.1).

To ensure that on-road bike riding infrastructure is safe and attractive to such a wide range of users, separation in the form of kerbed medians is desirable to minimise the interaction between those riding bikes and those driving cars – particularly on busier roads. Where this is not possible, softer measures such as painted hatching, mountable plastic kerbing or flexible bollards can be considered, however these treatments are normally only acceptable in low speed environments. In some cases, off-road shared paths are the best option for secondary routes.

Unlike primary routes, secondary routes do not necessarily provide users with uninterrupted journeys. Consequently, it is important that appropriate consideration is given to the design of secondary routes at all intersecting roads, but particularly those controlled by either traffic signals or roundabouts. Where possible, priority should be given to the bike riding route at intersecting minor roads and driveways.

3.3 Local routes

Credit: Shire of Kondinin

The objective of local routes is to collect bike riding traffic from local residential areas and distribute it to the secondary and primary bike riding networks. Local routes are also used by bike riders to access a range of lower-order destinations such as local shops and parks. The look and feel of local routes are distinctively different from primary and secondary routes.

Examples of local route treatments include:

- 30km/h safe active streets which adopt 'self-explaining street' and 'filtered permeability' urban design principles;
- Very quiet suburban streets, communicated using sharrows* and other signage or way finding;
- Sections of shared path (normally linking two or more quiet streets together); and
- On-road bike lanes (but only on quiet roads with low traffic volumes and where posted speed limits are less than or equal to 50km/h).

In many cases, a local route may consist of a combination of two or more types of treatment. Where this is the case, the transition from one type of facility to another needs to be carefully considered.

* Sharrows are a wayfinding tool that assist cyclists in road positioning and alert motorists to the presence of people on bikes.

3.4 Transport trails

Credit: K. Stevens

Transport trails are long-distance, predominantly unsealed trails which are typically used to connect towns. Unlike downhill mountain biking trails, transport trails are non-technical in design. While there will be some level of crossover, transport trails provide users with a more passive bike riding experience.

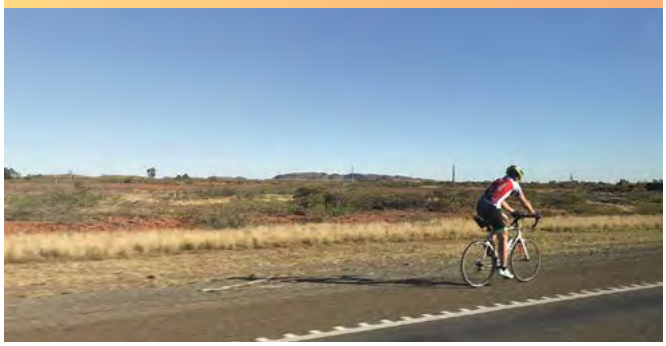
In some cases, transport trails cater for other types of users including bushwalkers, trail runners and horse-riders. On such trails, it is essential that paths are managed appropriately to ensure the safety and satisfaction of all user groups.

In terms of their built form, transport trails should ideally be wide enough to allow two people to ride comfortably side-by-side. As they are often located in remote locations, it is important that extensive wayfinding signage is used to direct users to, from and along the route.

Transport trails are often constructed along the alignments of disused or closed railways, watercourses (such as rivers, drains and irrigation channels), utility corridors (such as electricity, gas or water supply), as well as fire breaks and other tracks through forested areas including nature reserves and national parks.

Depending on land ownership, the planning, design, construction and maintenance of transport trails is typically led by local government or the DBCA. Funding is usually sought through the DLGSCI or Lotterywest. Other government agencies such as DoT and Tourism WA, and key documents such as the WA Strategic Trails Blueprint can assist with planning, design and promotion.

3.5 Road cycling routes



Credit: Department of Transport

Road cycling routes cater for people cycling long distances for training, sport or recreational, as well as transport, purposes. For this user group, distances of 100 kilometres or more are achievable.

This type of bike riding, which is often undertaken by groups or clubs, is commonly carried out on rural and semi-rural roads which tend to feature nice scenery, challenging terrain and low traffic volumes, but are also selected in order to minimise the likelihood of interactions with pedestrians and lower speed cyclists.

Around WA there is a growing need to review the key routes being used by road cyclists in order to improve safety and user experience. The introduction of safe passing legislation has gone some way to protect those riding on the road*. However, other initiatives may include shoulder widening, pull-off bays, advisory signage, and electronic flashing warning signs which detect when groups of cyclists are using certain sections of road. Detailed assessment is required in partnership with cycling bodies and groups to determine appropriate locations and preferred safety measures, which will likely differ on each route.

* *Road Traffic Code 2000 Part 11 Division 3 r124A* A driver of a motor vehicle must pass a bicycle travelling in the same direction at a safe distance (1m on roads with a posted speed limit of ≤60km/h and 1.5m on roads >60km/h.) While legislation for passing safely has always existed in WA, these amendments to the *Road Traffic Code 2000* clarify the minimum distance a driver must keep between their vehicle and a bicycle when overtaking.

Around WA there is a growing need to review the key routes being used by road cyclists in order to improve safety and user experience.

4. Proposed Network

The Strategy covers the City of Albany and all townsites across the region. It includes regional connections between towns, including relatively short distances as well as consideration for longer distance connections for recreational and touring bike riders. The proposed network includes the current existing key paths and routes as well as the proposed paths and routes, many of which are aspirational in nature. The classification and alignments of routes may change following further feasibility assessment and consideration of local environmental, heritage, engineering constraints and impacts on other road users.

4.1 Overall network

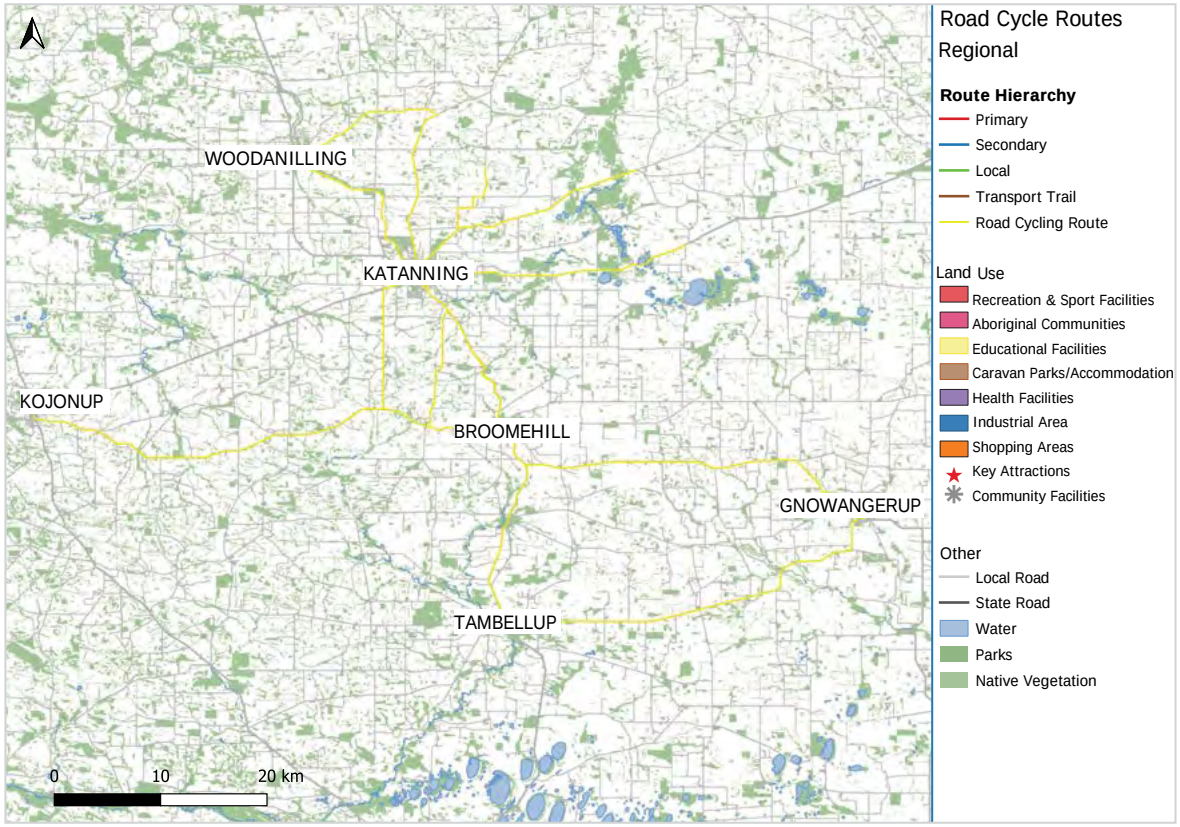
Maps 4.01 and 4.02 provide an overview of the proposed road cycling network and transport trails for the region, with maps 4.03 to 4.28 also including the primary, secondary and local routes. Key features include:

- A series of primary routes providing connectivity within the City of Albany, and the larger regional towns of Denmark, Mount Barker and Katanning;
- Secondary route spines within Albany, Denmark, Mount Barker, Katanning and Kojonup;
- A network of local routes linking residential areas to schools, shops, workplaces and recreational facilities in all regional towns;
- A network of transport trails connecting towns to national parks, nature reserves and other attractions using rail corridors and major roads. This includes new rail trail opportunities:
  - Albany to Woodanilling rail trail;
  - Kojonup-Katanning-Pingrup rail trail;
  - Tambellup-Gnowangerup rail trail; and
- A series of road cycling routes to better accommodate local and visiting road cyclists based in Albany, Denmark, Mount Barker, Katanning and Kojonup.

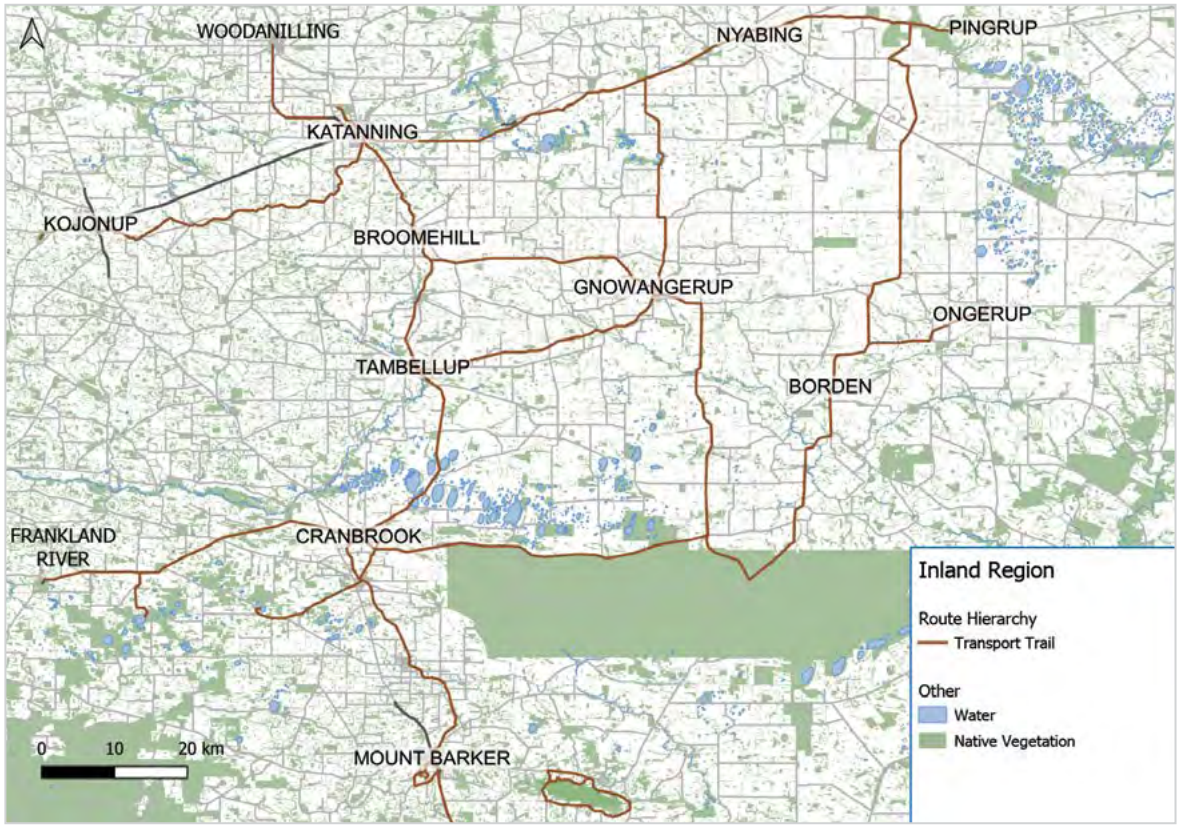
The exact alignments of some routes may change following further feasibility assessment and consideration of local environmental, heritage and engineering constraints.

A key consideration for transport trails and paths in the region is the existing lease held by Arc Infrastructure on the closed railway lines. Prior to the development of paths and trails in these corridors it will be necessary to negotiate access with the lease holder.

Map 4.01 Regional Road Cycle Routes



Map 4.02 Inland Region Transport Trails

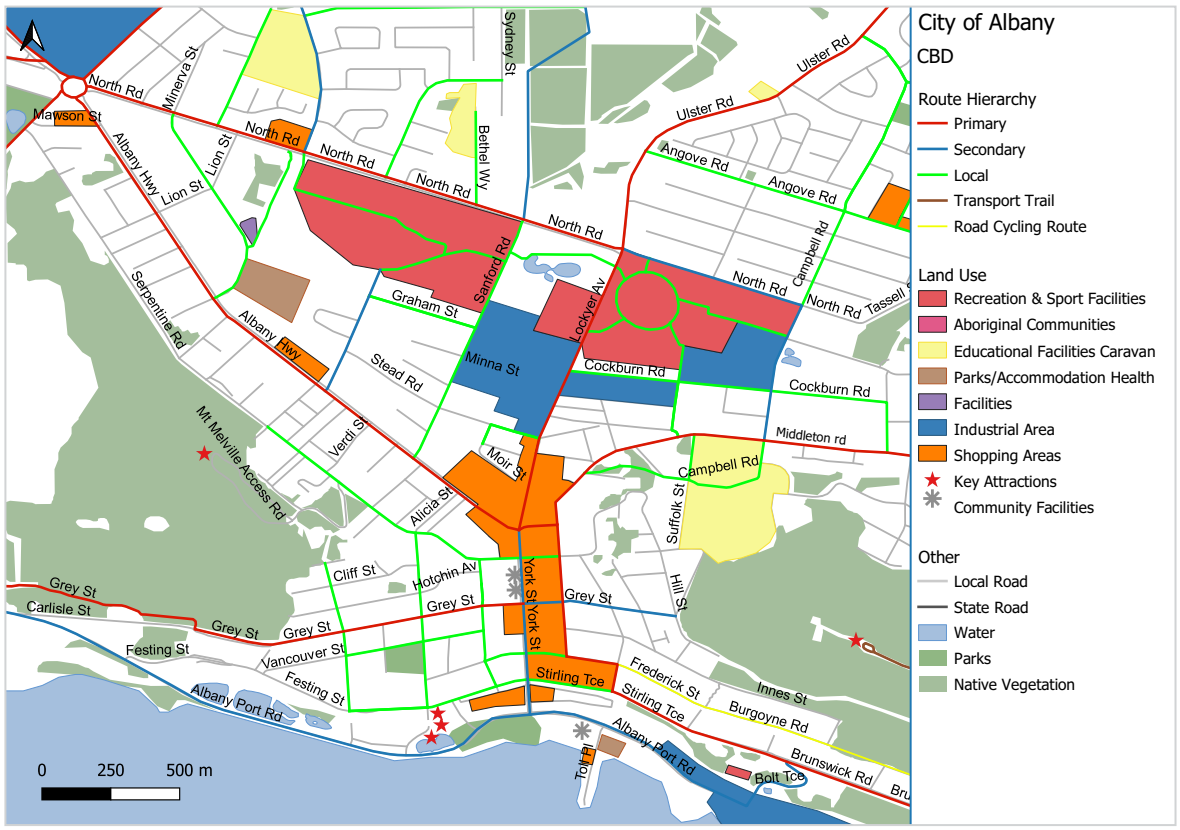


4.2 City of Albany

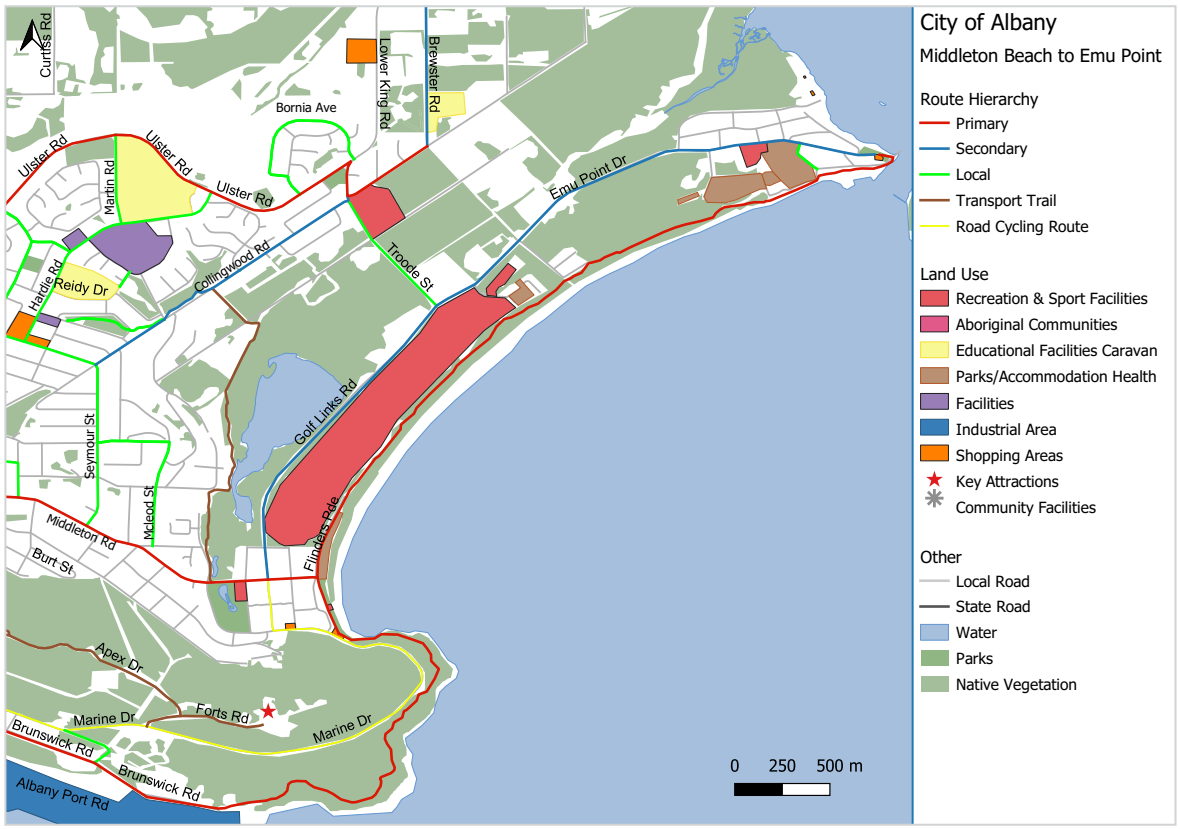
The proposed routes for the City of Albany are shown in maps 4.03 to 4.09 and include:

- Primary connections between the Central Business District and residential suburbs;
- Primary routes connecting coastal recreation precincts at Middleton Beach, Emu Point and Goode Beach;
- Primary route connecting Marine Drive to the Mounts;
- Secondary routes through residential areas to support a fine-grain network of safe local routes between places where people live, work, learn and play;
- Secondary route along Chester Pass Road, within the Mounts precinct, and along Nanarup Road;
- Addressing missing connections in primary, secondary and local routes;
- Safe local routes to schools, other education precincts and the Albany Health Campus;
- Developing transport trails that provide unique recreational and tourism cycling opportunities at Lake Sepping and Oyster Harbour Fish Traps;
- Identifying and supporting road cycling routes through signage and improved wayfinding; and
- Developing and implementing a range of programs and initiatives to encourage cycling for people of all ages, abilities and backgrounds.

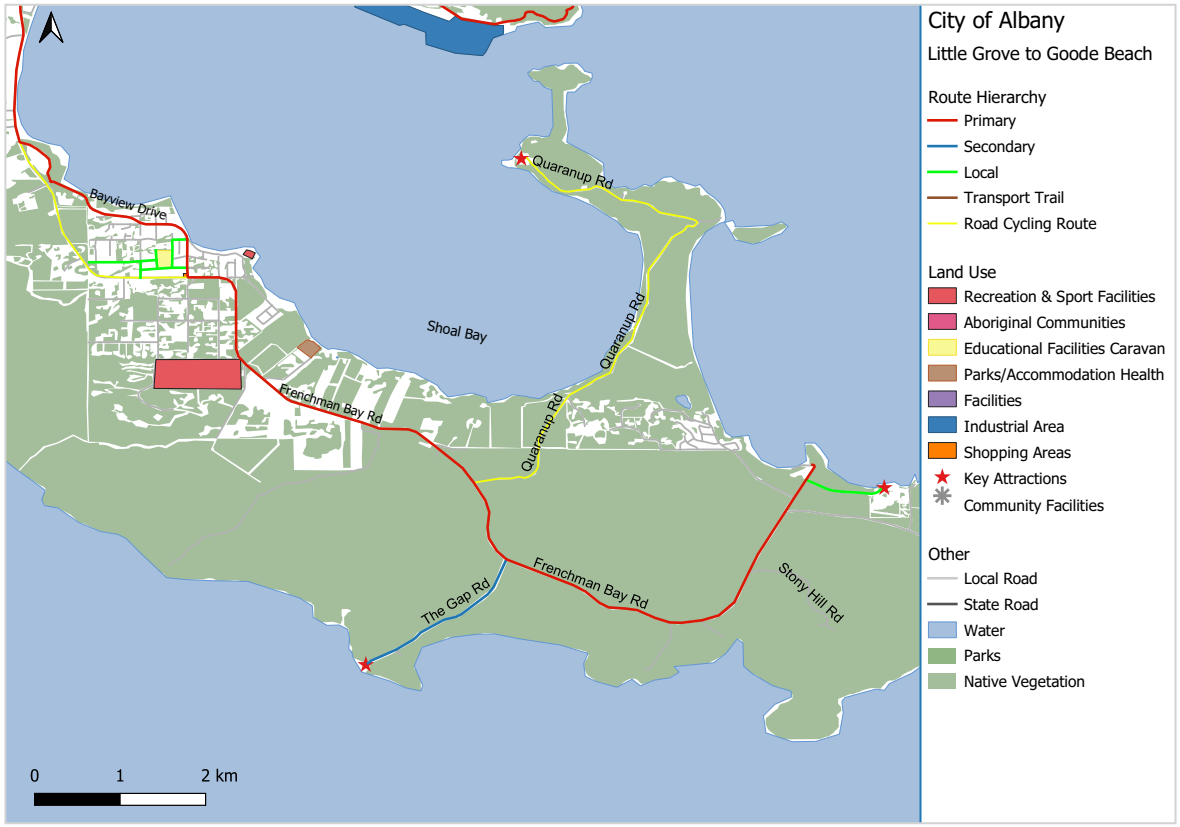
Map 4.03 City of Albany – CBD



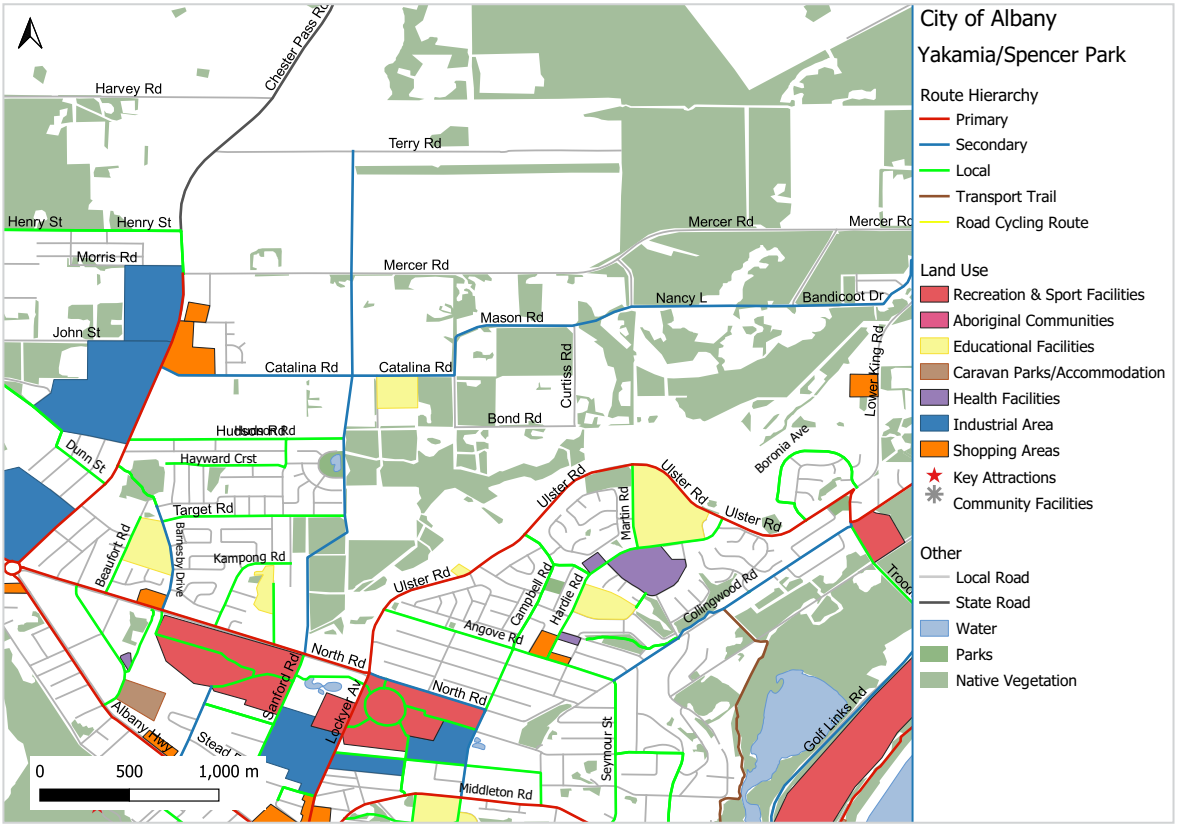
Map 4.04 City of Albany – Middleton Beach to Emu Point



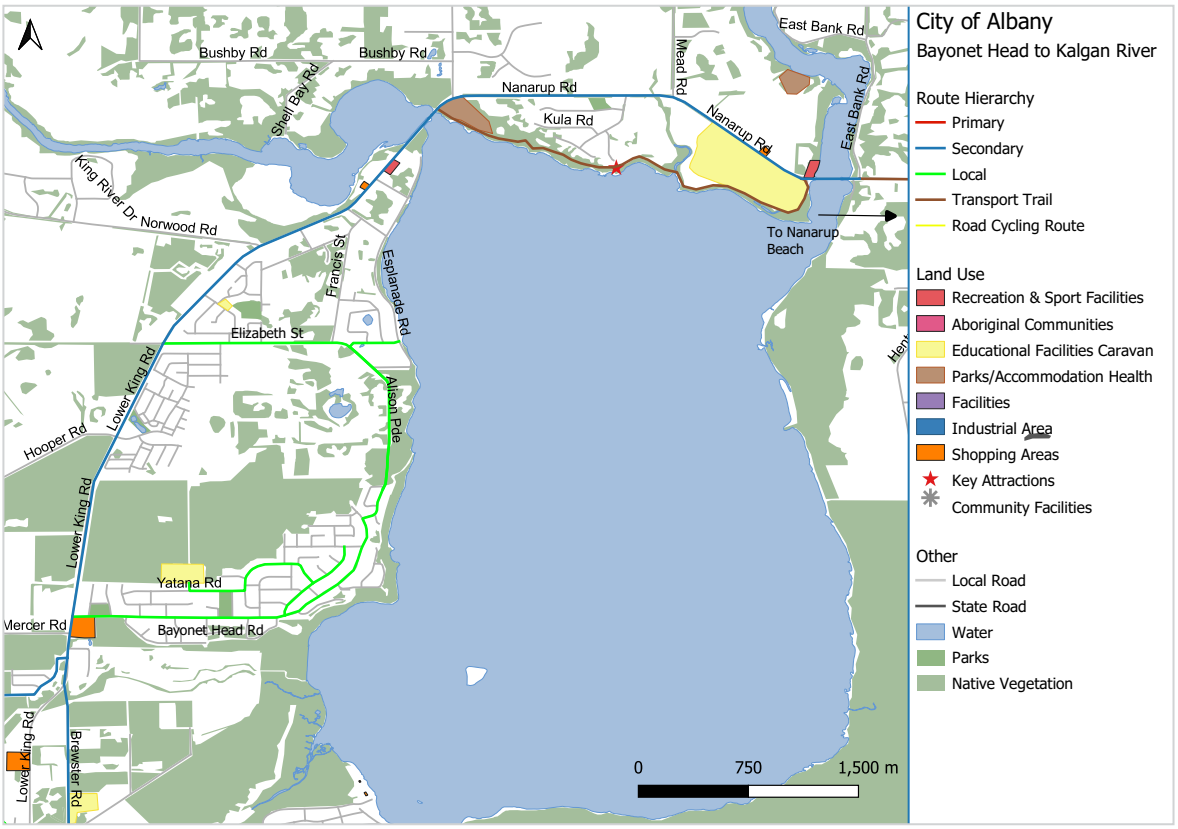
Map 4.05 City of Albany – Little Grove to Goode Beach



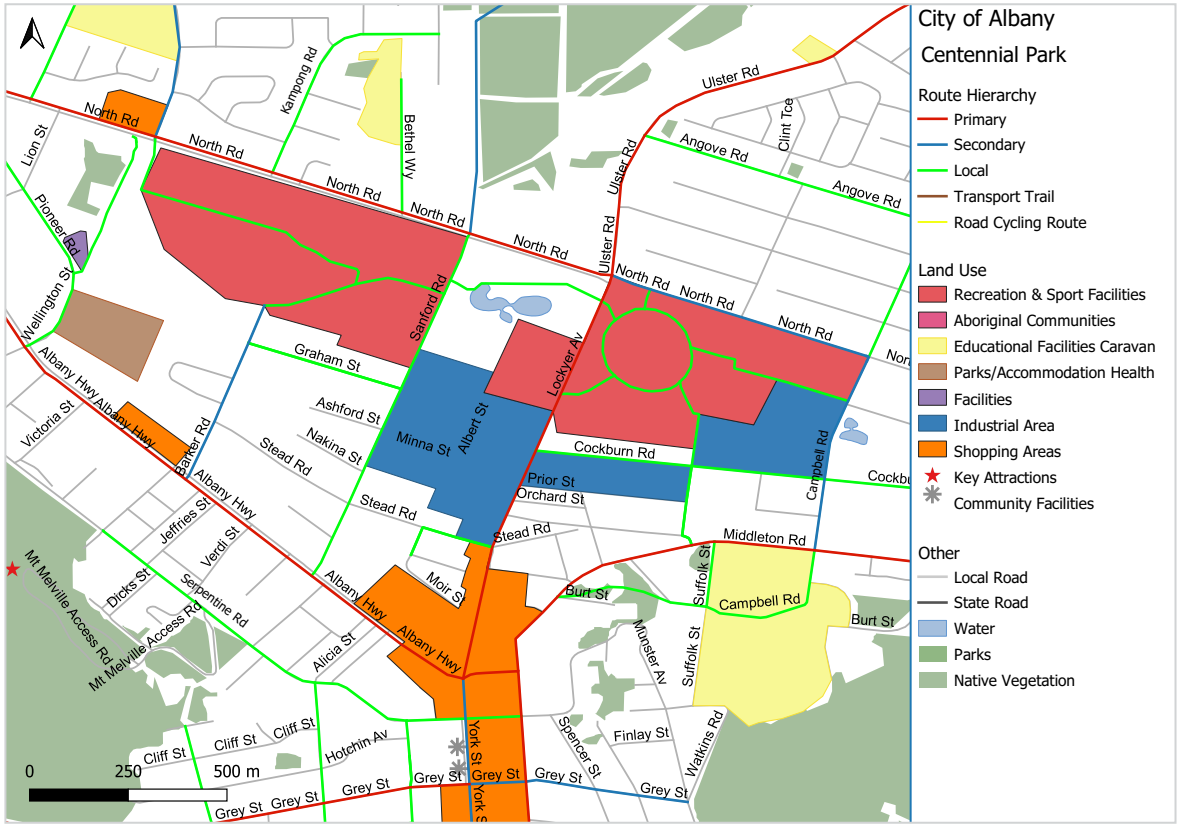
Map 4.06 City of Albany – Yakamia/Spencer Park



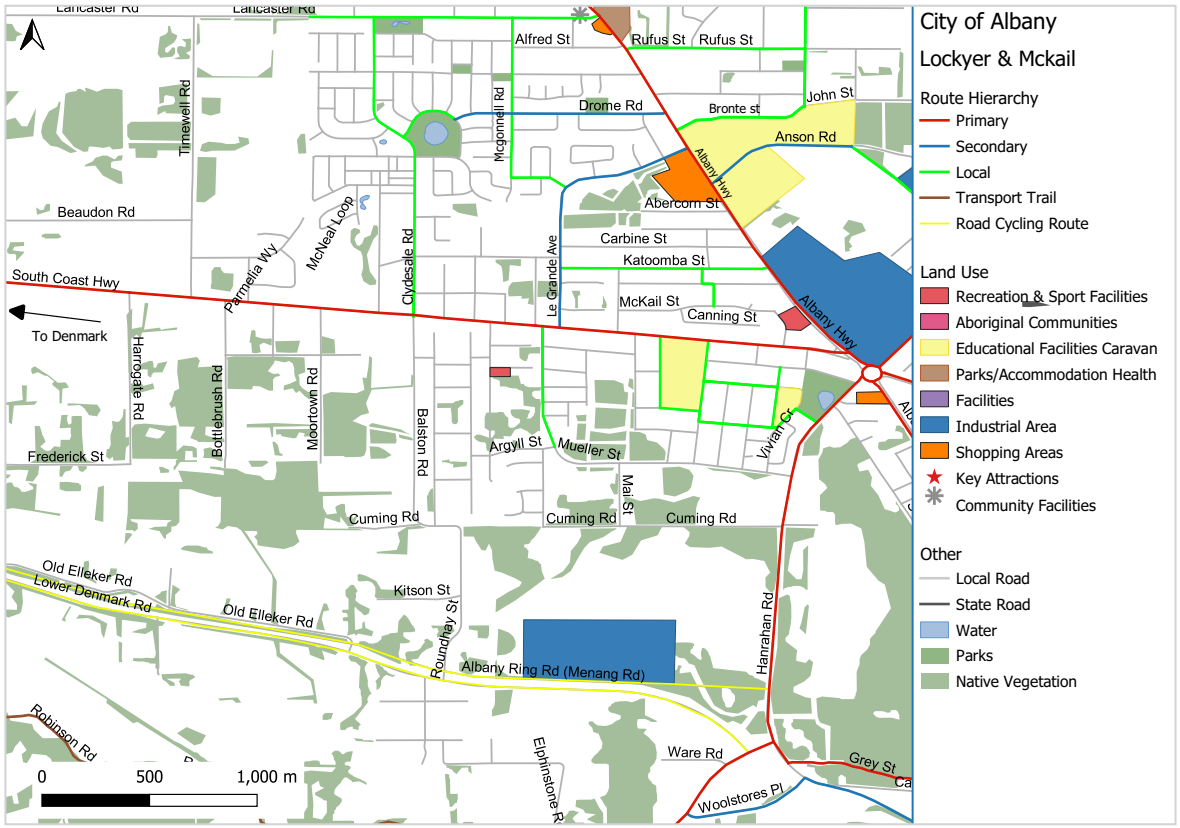
Map 4.07 City of Albany – Bayonet Head to Kalgan River



Map 4.08 City of Albany – Centennial Park



Map 4.09 City of Albany – Lockyer and McKail



4.3 Shire of Broomehill-Tambellup

The routes proposed for the Shire of Broomehill-Tambellup are shown in maps 4.10 to 4.11.

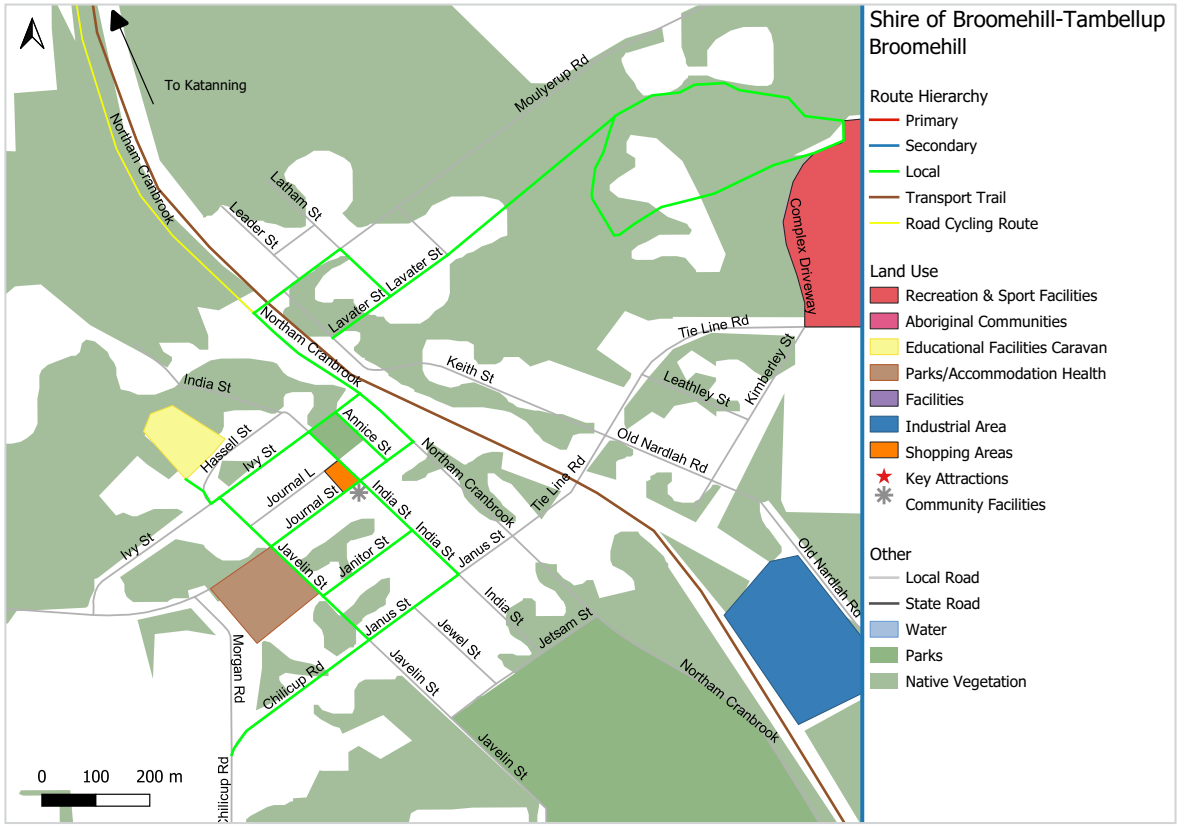
4.3.1 Broomehill

- A network of local routes connecting residents with the town centre and school;
- Developing a safe local route from the Primary School to the Recreational Centre;
- A long-distance transport trail connecting Broomehill to Katanning and Tambellup (part of the proposed Albany to Woodanilling Rail Trail); and
- A road cycling route connecting Broomehill to Katanning and Kojonup.

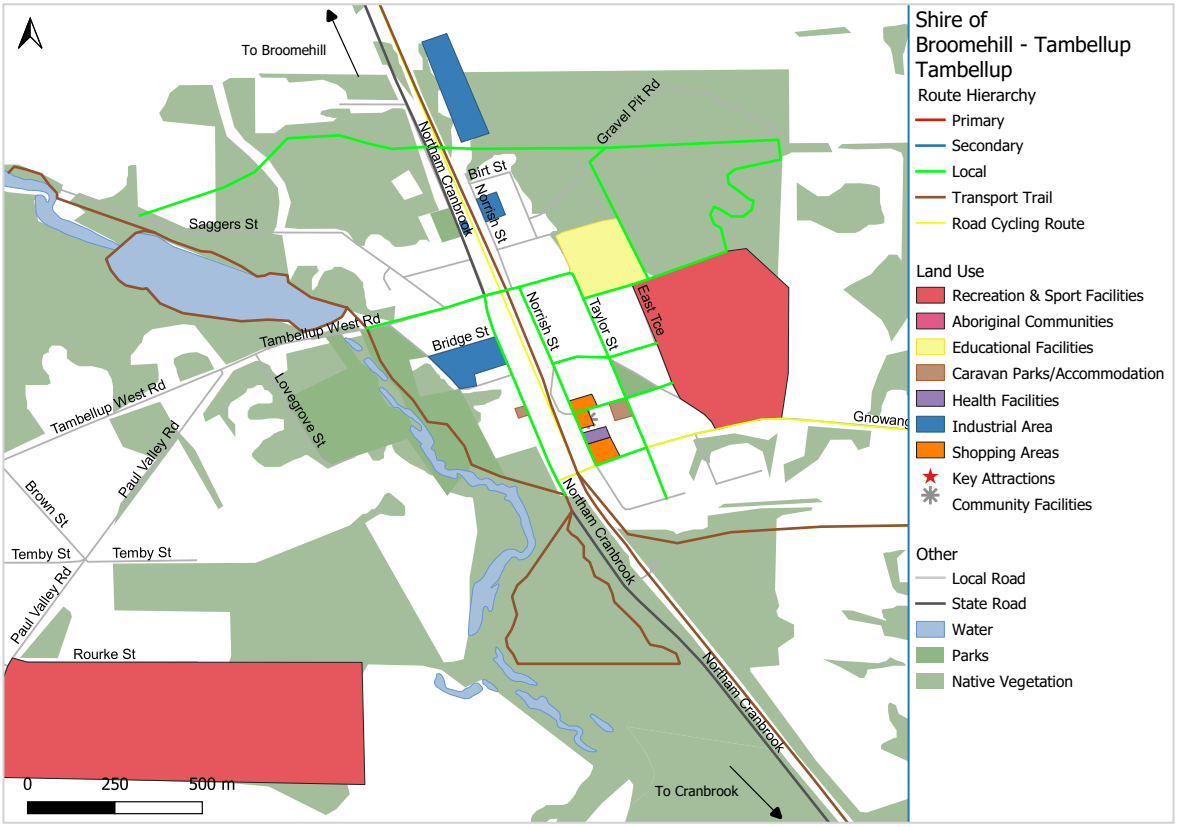
4.3.2 Tambellup

- Developing a safe local route from the Primary School and Sports Complex to the trails near the Gordon River;
- A short transport trail connecting existing recreational trails along the Gordon River;
- A long-distance transport trail connecting Broomehill to Katanning and Tambellup (part of the proposed Albany to Woodanilling Rail Trail);
- A long-distance transport trail connecting Tambellup to Gnowangerup via the closed rail corridor;
- A road cycling route connecting Tambellup to Gnowangerup; and
- A safe crossing point near Birt Street (to cross the Great Southern Highway and railway line).

Map 4.10 Shire of Broomehill-Tambellup – Broomehill



Map 4.11 Broomehill-Tambellup – Tambellup



4.4 Shire of Cranbrook

The routes proposed for the Shire of Cranbrook are shown in maps 4.12 to 4.14.

4.4.1 Cranbrook

- Developing a safe local route from the Primary School and Sports Ground to the town centre;
- A transport trail connecting Cranbrook town centre to Sukey Hill;
- A long-distance transport trail connecting Cranbrook to Broomehill and Kendenup (part of the proposed Albany to Woodanilling Rail Trail); and
- A transport trail connecting Cranbrook to the Stirling Range via Salt River Road.

4.4.2 Tenterden

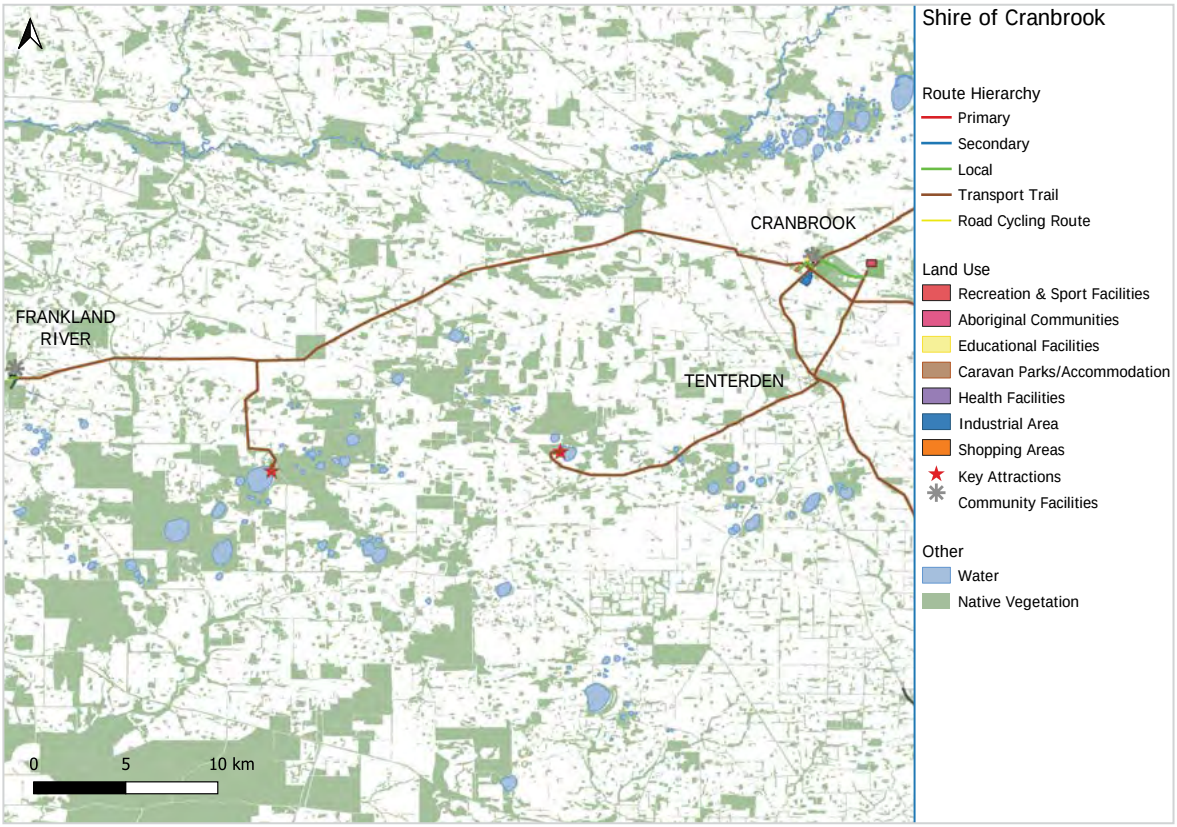
- A transport trail connecting Tenterden to Cranbrook via Ronaldshaw Road.

4.4.3 Frankland River

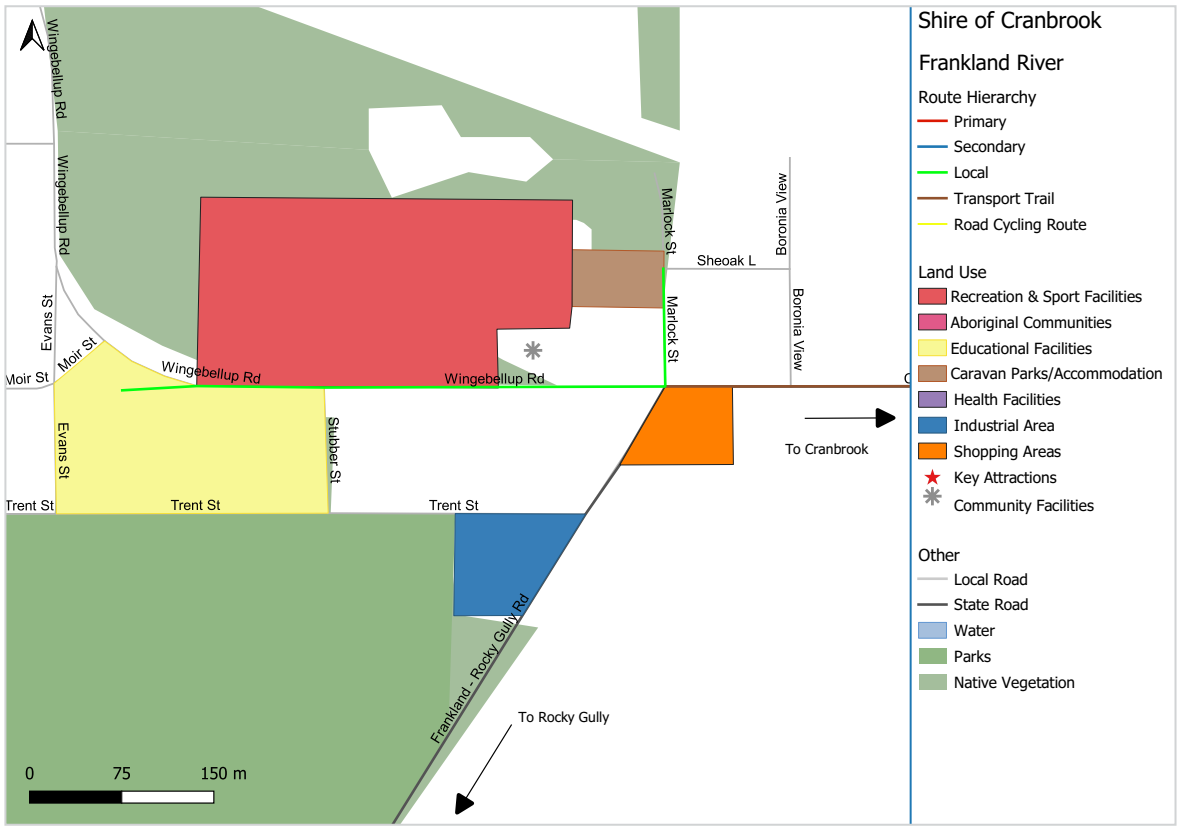
- Developing a safe local route from the Primary School and Marlock Street; and
- A safe crossing point on Wingebellup Road.

Map 4.12 Shire of Cranbrook – Townsite

Map 4.13 Shire of Cranbrook – Regional including Tenterden



Map 4.14 Shire of Cranbrook – Frankland River



4.5 Shire of Denmark

The routes proposed for the Shire of Denmark are shown in maps 4.15 to 4.17.

4.5.1 Denmark

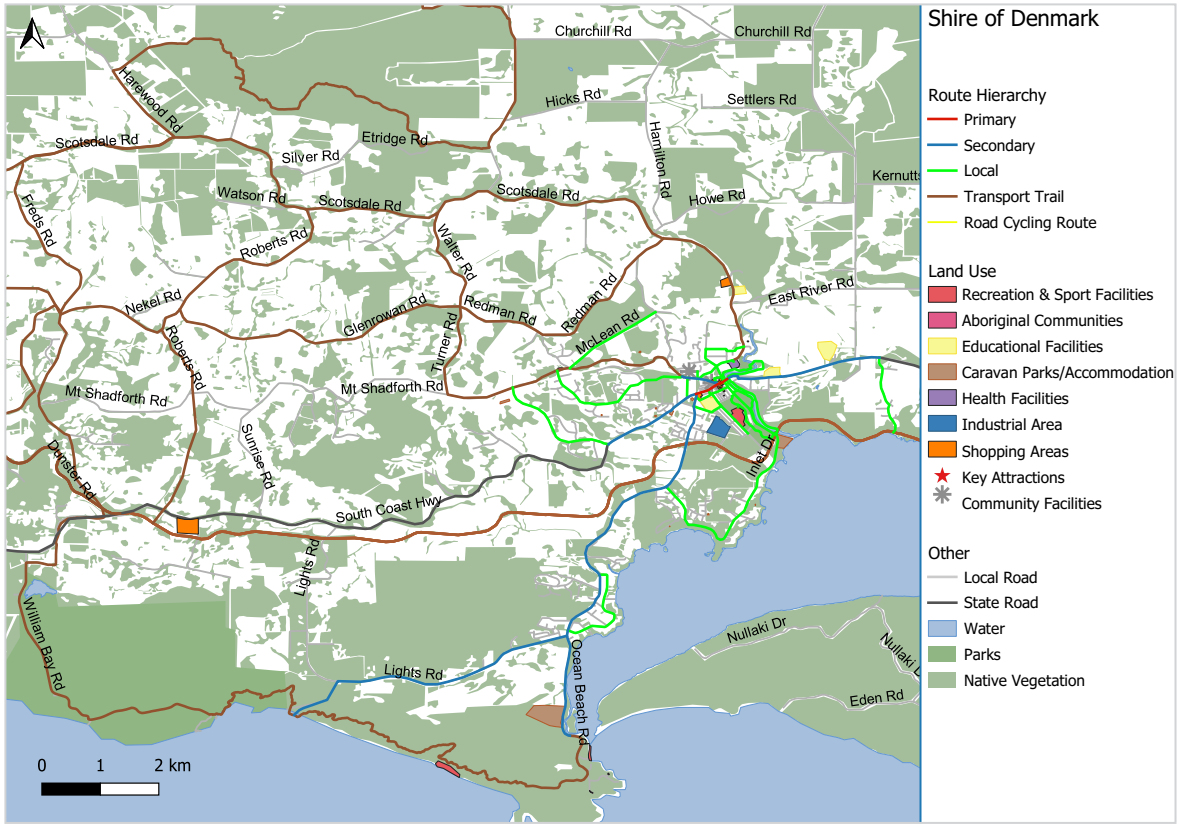
A primary route along the South Coast Highway from Hollings Road to Ocean Beach Road;

- A network of secondary routes complementing and connecting the local route networks, including:
  - Mount Shadforth Road to Peace Street;
  - South Coast Highway to Cussons Road;
  - Ocean Beach Road;
- South Coast Highway to Springdale Beach;
- A network of local routes connecting residents with town centre destinations, including primary schools, the pump track, and Recreation Centre;
- Local routes connecting residents living in Peace Street and Cussons Road to the town centre;
- A network of transport trails linking tourism attractions on Scotsdale Road and surrounding areas;
- A transport trail along Mount Shadforth connecting to the proposed MTB trails on Turner Road;
- A transport trail along Lights Road connecting to Lights Beach, creating a loop trail with the WOW trail; and
- A road cycle route on the South Coast Highway and Scotsdale Road.

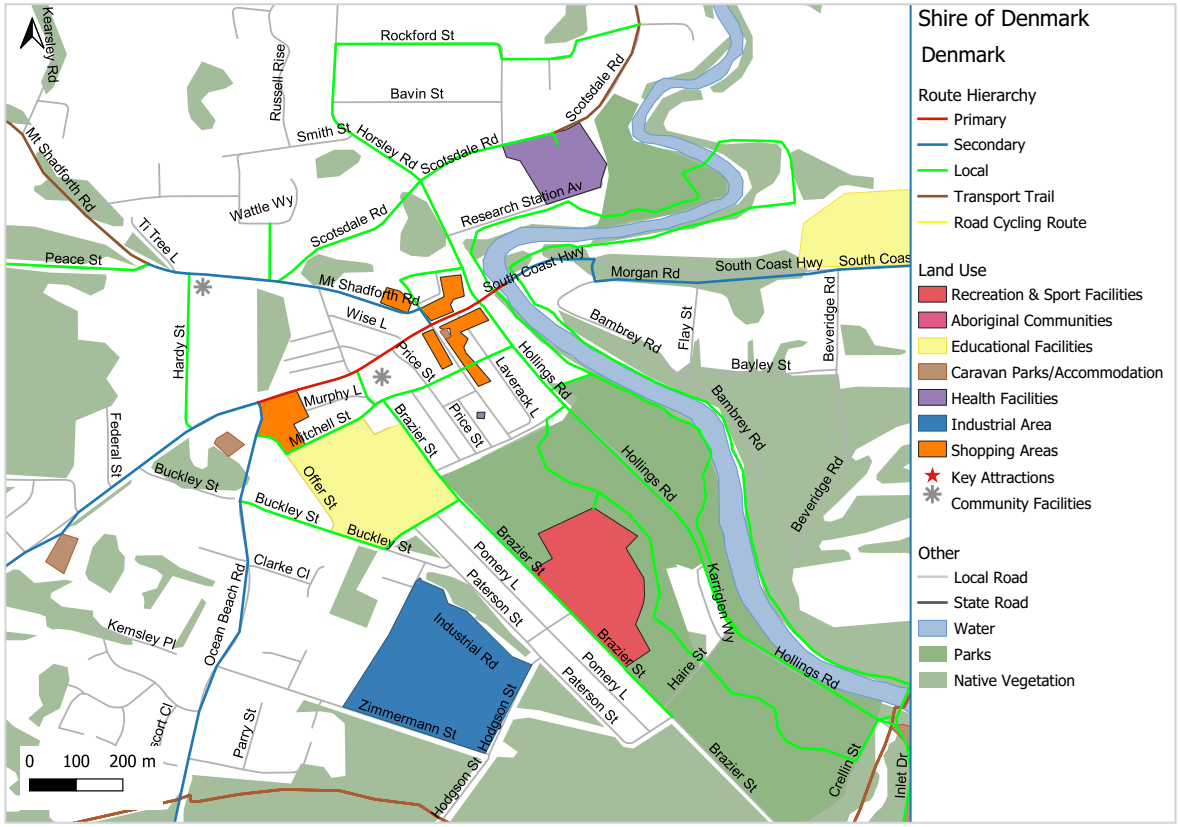
4.5.2 Peaceful Bay and Nornalup

- A transport trail along the Valley of the Giants Road;
- A transport trail from Station Road to Nornalup, completing the Denmark-Nornalup Heritage Rail Trail;
- A safe pedestrian and cyclist bridge over the Frankland River, connecting the village of Nornalup to the Valley of the Giants trail head; and
- A transport trail from the Denmark-Nornalup Heritage Rail Trail to Peaceful Bay.

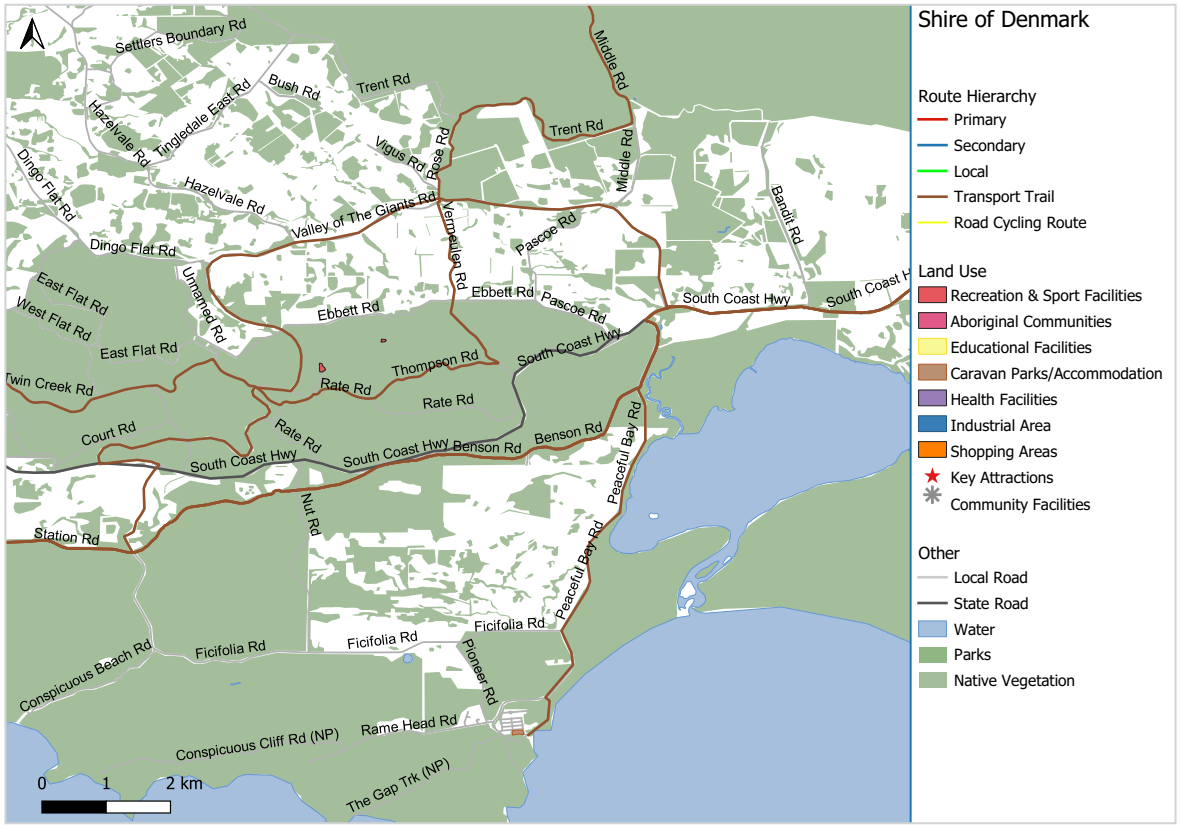
Map 4.15 Shire of Denmark – Regional



Map 4.16 Shire of Denmark – CBD



Map 4.17 Shire of Denmark – West



4.6 Shire of Gnowangerup

The routes proposed for the Shire of Gnowangerup are shown in maps 4.18 to 4.20.

4.6.1 Gnowangerup

- Local route connecting the Sports and Recreational Complex, Caravan Park and District High School to the Hospital;
- A safe crossing on Yougenup Road near Cecil Street;
- A transport trail connecting Gnowangerup to Tambellup using the closed rail corridor;
- A transport trail linking Gnowangerup to the proposed Kojonup-Katanning-Pingrup rail trail west of Nyabing;
- A transport trail linking Gnowangerup to the Stirling Range National Park via Formby South Road; and
- A road cycle route to Tambellup.

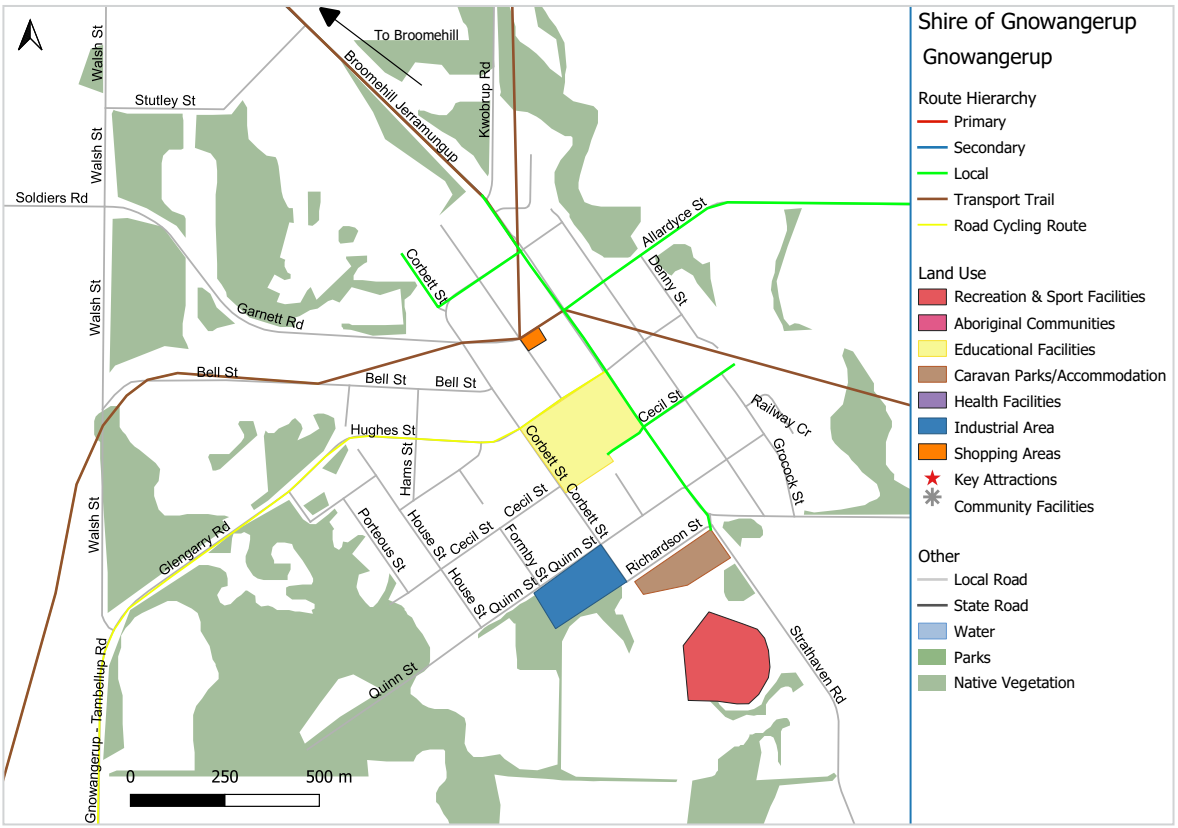
4.6.2 Borden

- A transport trail linking Borden to the Stirling Range National Park and the proposed Kojonup-Katanning-Pingrup rail trail west of Pingrup; and
- A local route on John Street in Borden connecting to the proposed transport trail on Chester Pass Road.

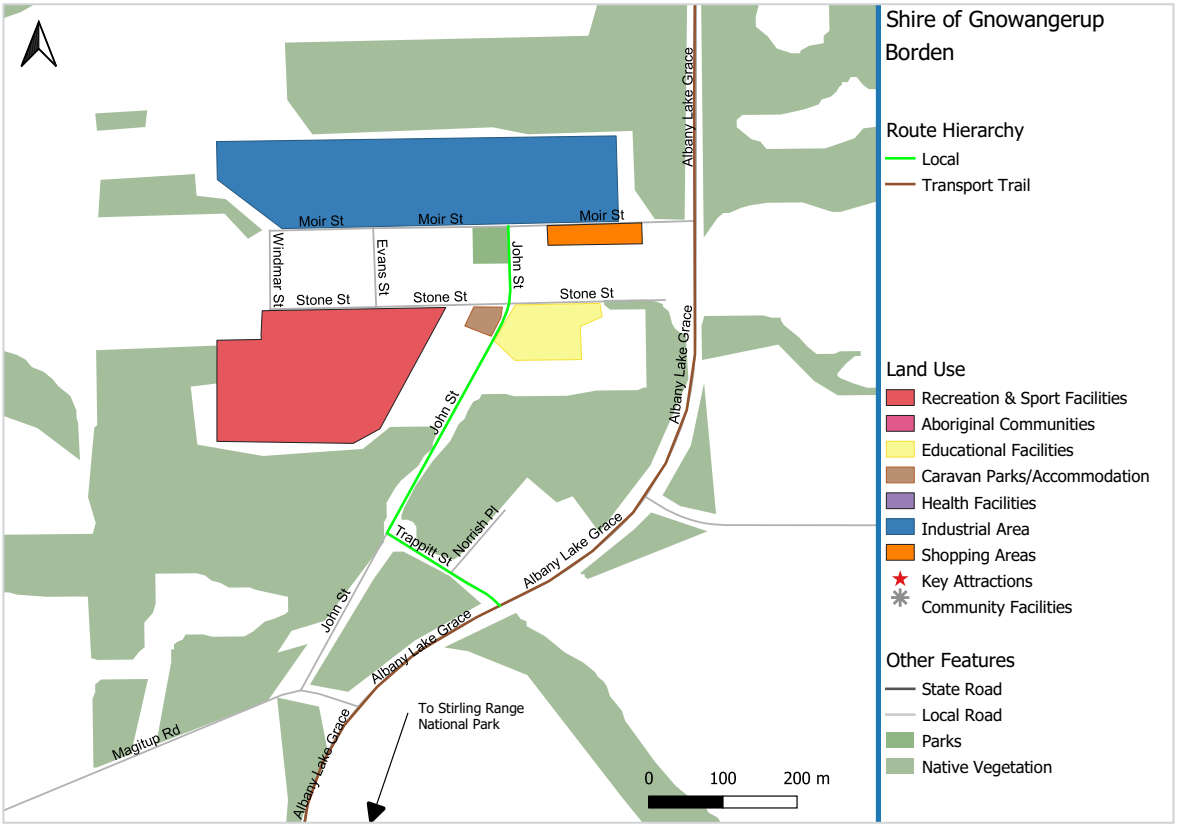
4.6.3 Ongerup

- A local route on Jaekel Street in Ongerup connecting the Yongergnow Mallee Fowl Centre to the caravan park and main street; and
- A transport trail linking Ongerup to Chester Pass Road.

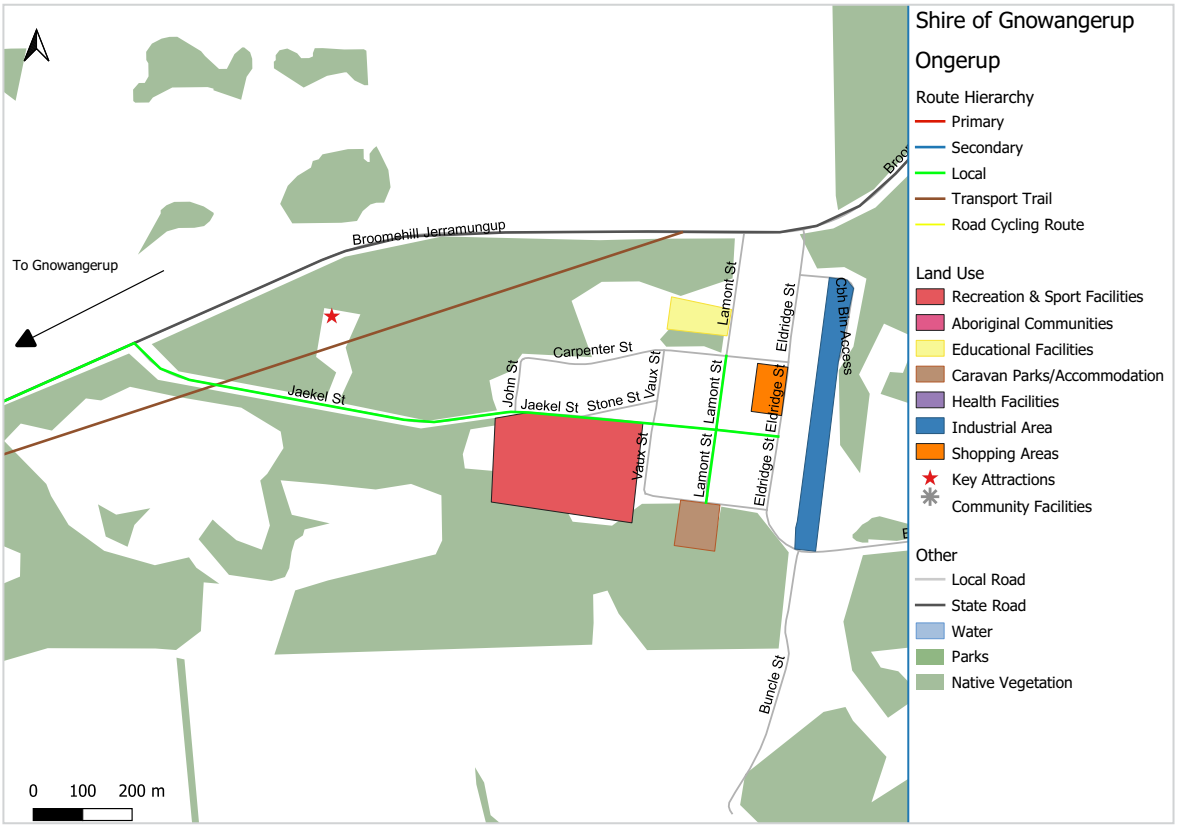
Map 4.18 Shire of Gnowangerup



Map 4.19 Shire of Gnowangerup – Borden



Map 4.20 Shire of Gnowangerup – Ongerup

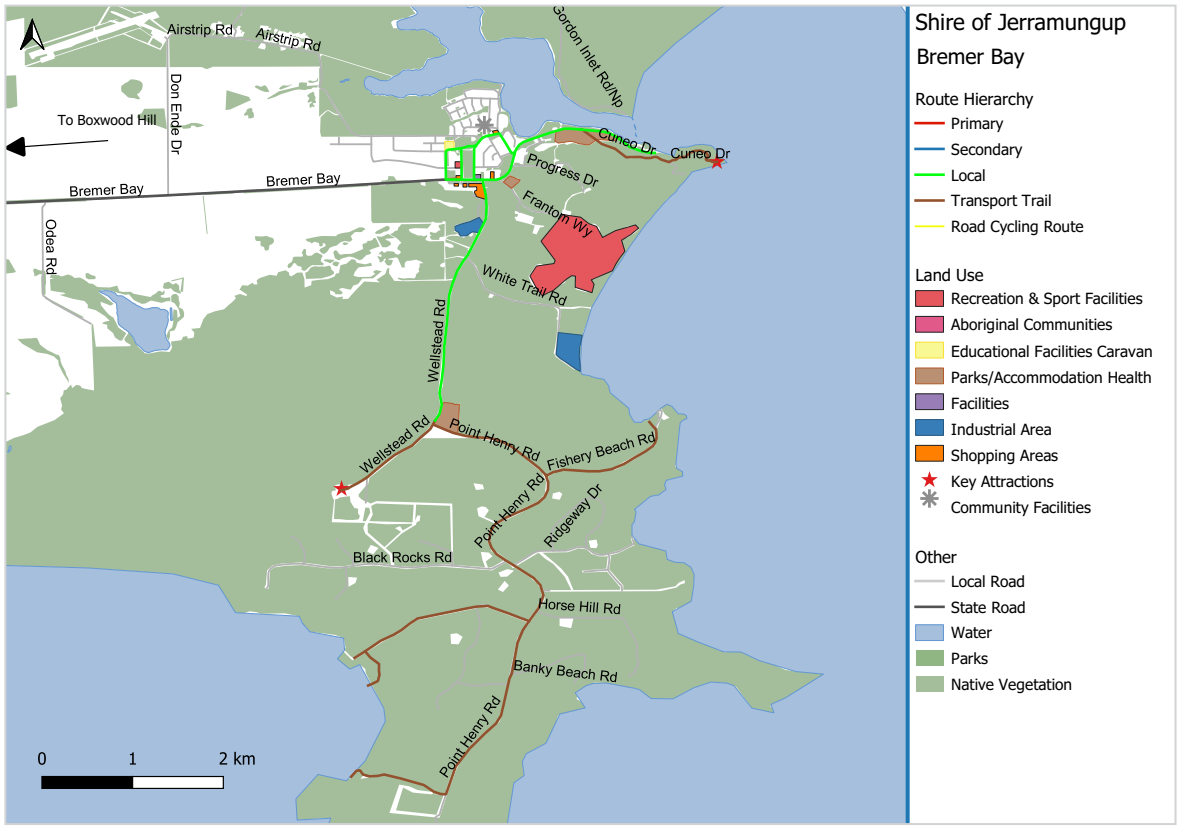


4.7 Shire of Jerramungup

The routes proposed for the Shire of Jerramungup are shown in Map 4.21.

- Local routes connecting the proposed new town centre, including skatepark to the Primary School, Community Resource Centre, and shops;
- A transport trail from Cuneo Drive to the Rock Cairn lookouts;
- A transport trail that extends from the existing Native Snail Trail to the Wellstead Museum; and
- A network of transport trails linking the Bremer Bay beaches.

Map 4.21 Shire of Jerramungup – Bremer Bay

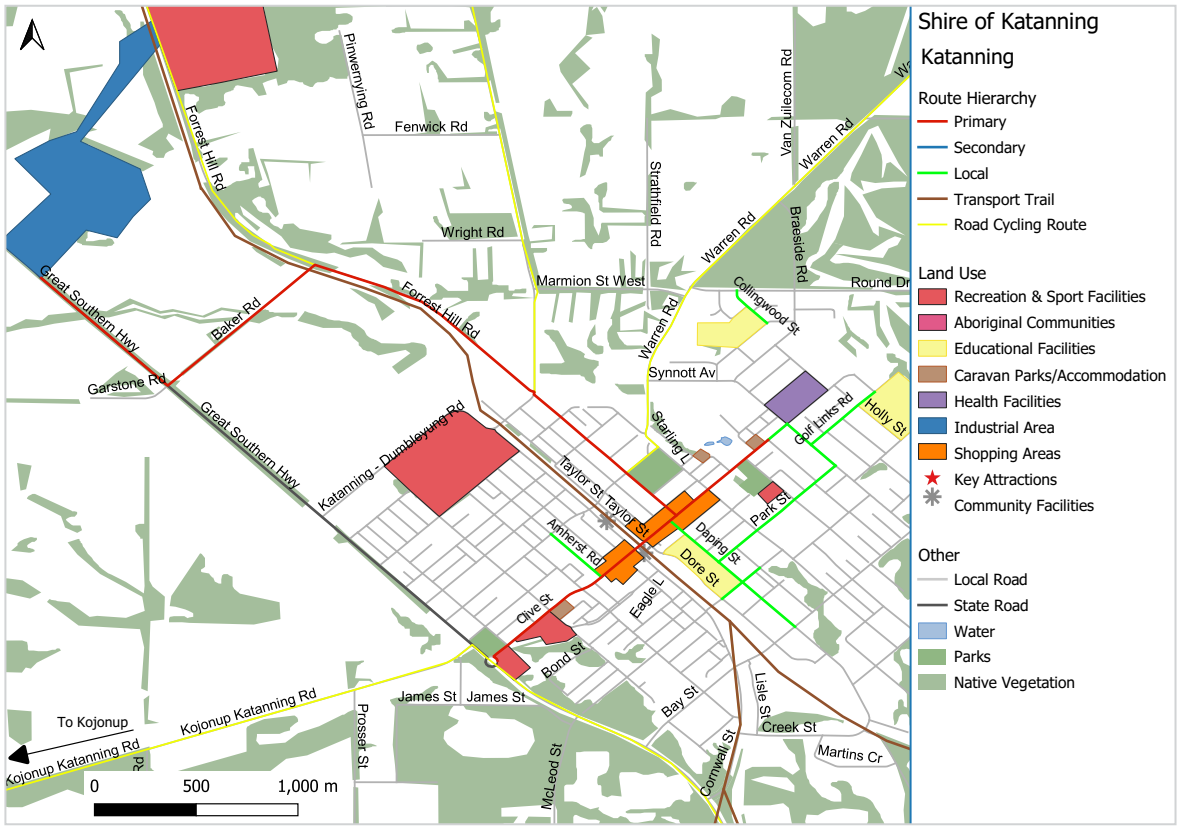


4.8 Shire of Katanning

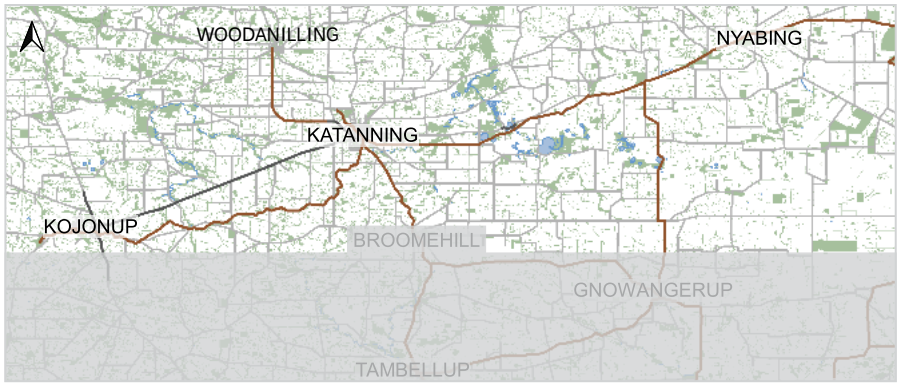
The routes proposed for the Shire of Katanning are shown in maps 4.02a and 4.22.

- A primary route along Clive Street connecting the All Ages Playground to Piesse Park;
- A secondary route connecting Clive Street to WAMCO via Forrest Hill Road;
- A transport trail to Kojonup and Nyabing via the closed railway line (see Map 4.02a below); and
- A road cycling network connecting Katanning to Kojonup, Woodanilling and Broomehill.

Map 4.22 Shire of Katanning



Map 4.02a Inland Region Transport Trails



Return to Map 4.02 (page 27)

4.9 Shire of Kent

The routes proposed for the Shire of Kent are shown in maps 4.02b, 4.23 and 4.24.

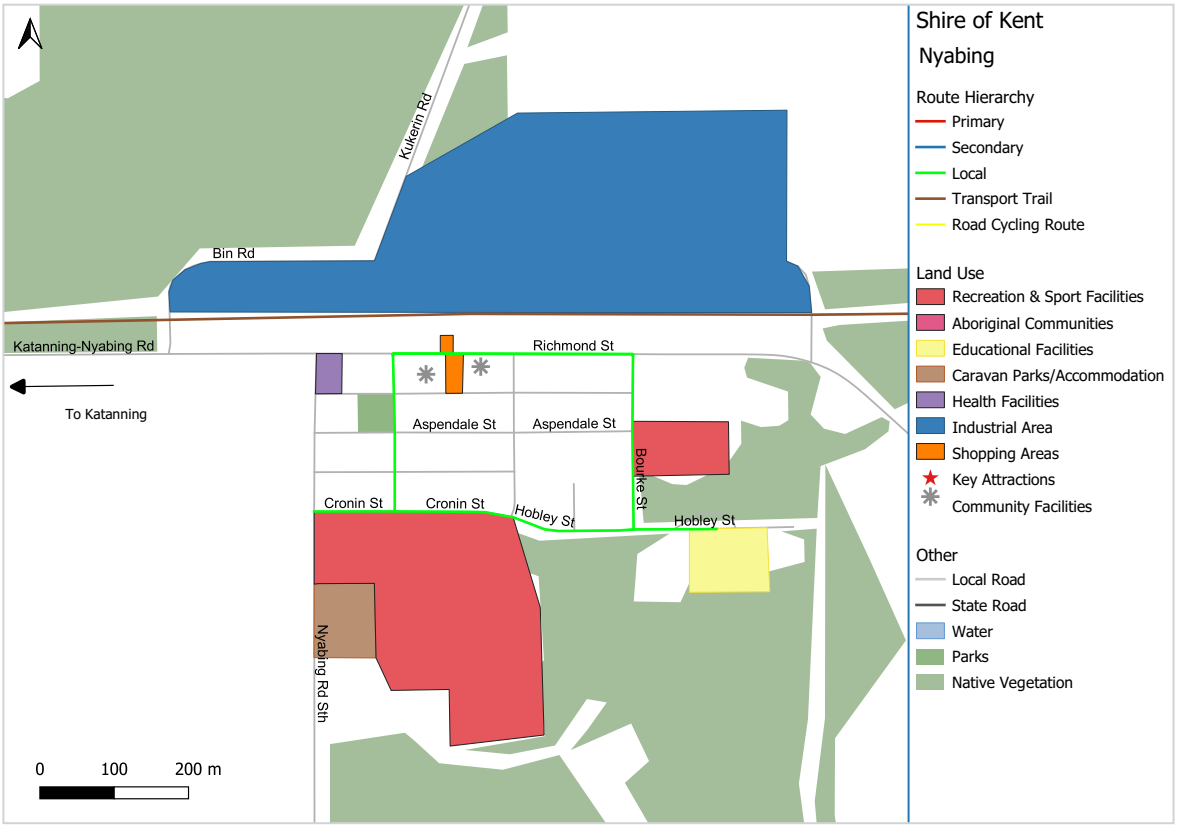
4.9.1 Nyabing

- Local routes connecting the Primary School, caravan park and town centre; and
- A transport trail to Katanning and Pingrup via the closed railway line (see Map 4.02b below).

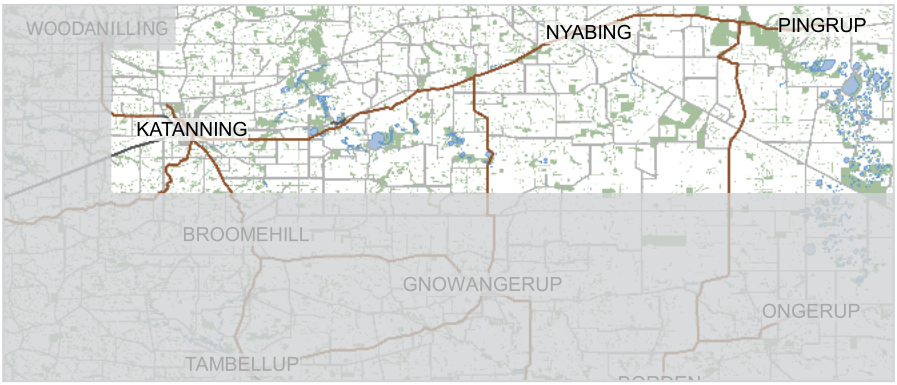
4.9.2 Pingrup

- Local routes connecting the Primary School, caravan park, and recreation centre; and
- A transport trail to Katanning and Nyabing via the closed railway line (see Map 4.02b below).

Map 4.23 Shire of Kent – Nyabing

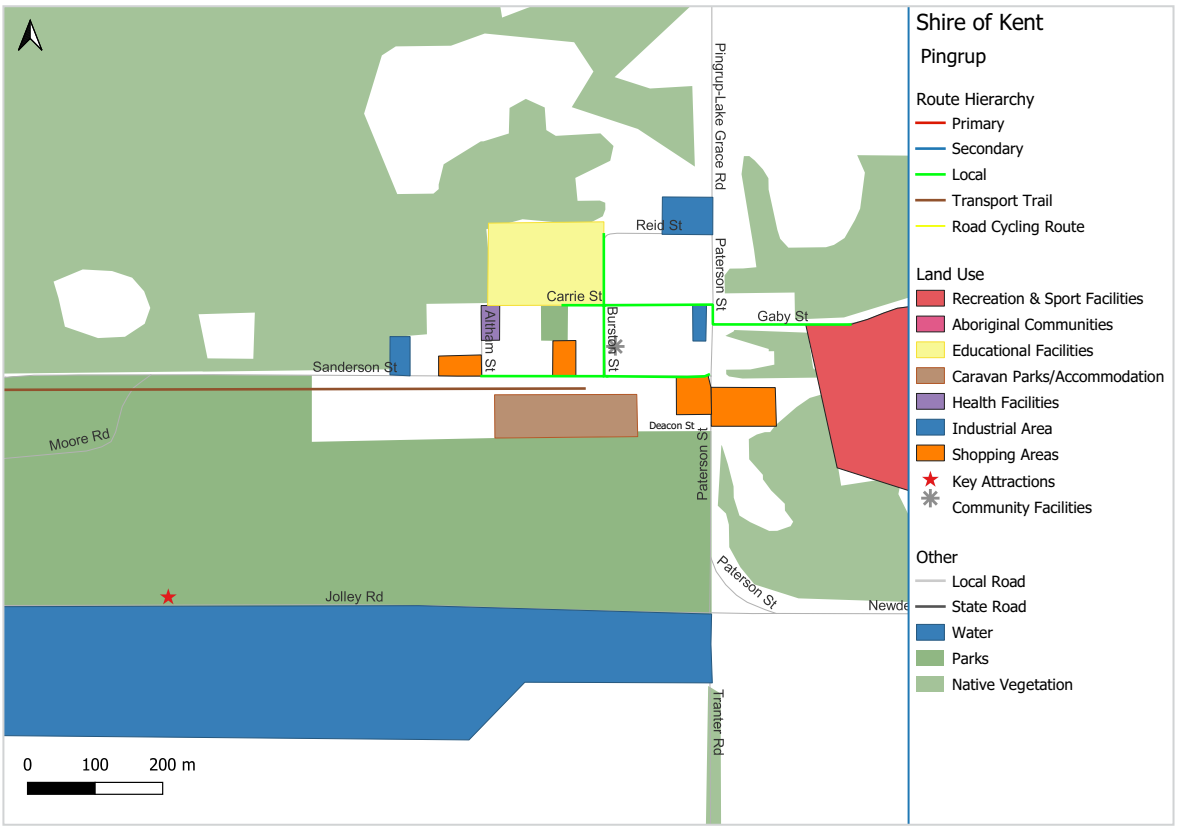


Map 4.02b Inland Region Transport Trails



Return to Map 4.02 (page 27)

Map 4.24 Shire of Kent – Pingrup

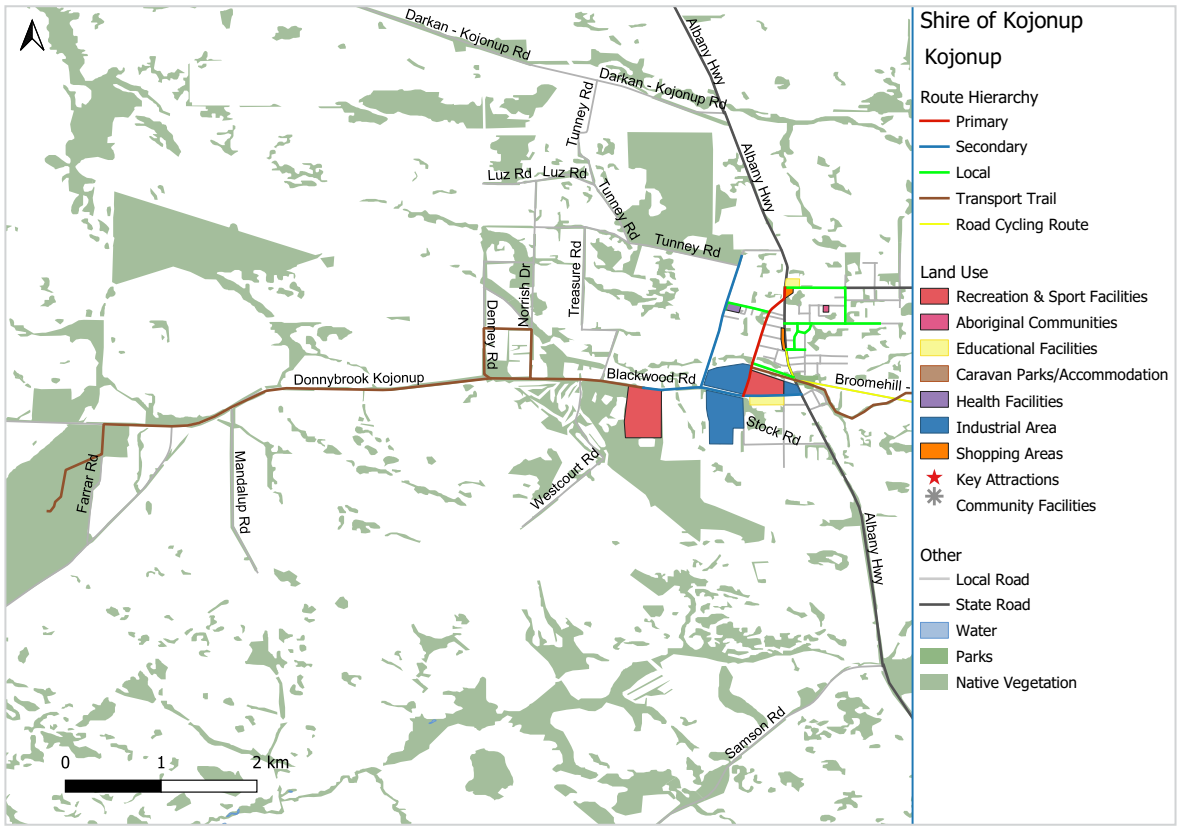


4.10 Shire of Kojonup

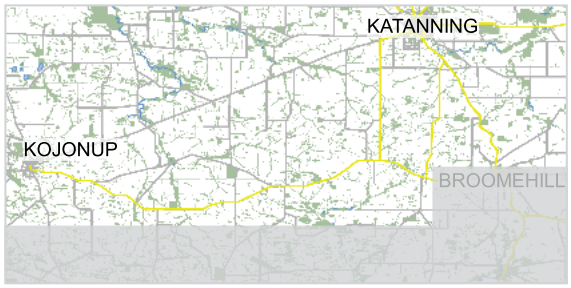
The routes proposed for the Shire of Kojonup are shown in maps 4.01b, 4.02c, 4.25 and 4.26.

- A primary route connecting the District High School to St Bernard's Primary School via Pensioner Road;
- A safe crossing point on the Albany Highway near St Bernard's Primary School;
- Secondary routes connecting to key recreational precincts:
- Blackwood Road to the Showgrounds;
- Soldier Road from Blackwood Road to Myrtle Benn Flora and Fauna Sanctuary;
- Local routes connecting residential areas to schools, town centre and recreation precincts;
- A transport trail connecting Kojonup to Katanning (see Map 4.02d); and
- A road cycling network connecting Kojonup to Katanning (see Map 4.01b).

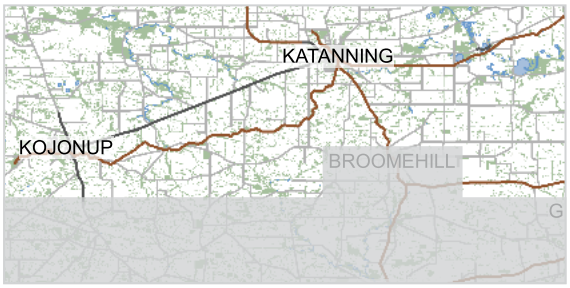
Map 4.25 Kojonup – Regional



Map 4.01b Regional Road Cycle Routes

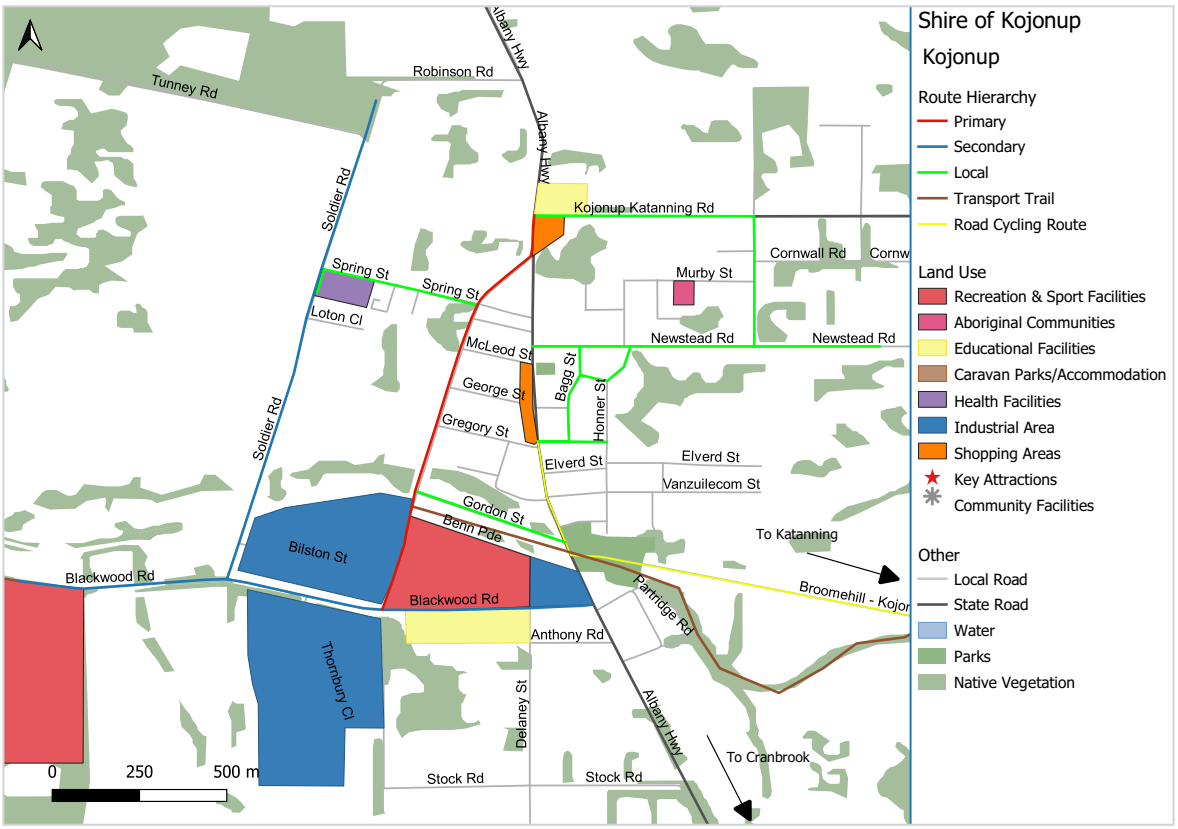


Map 4.02c Inland Region Transport Trails



Return to Map 4.01 and Map 4.02 (page 27)

Map 4.26 Kojonup – Townsite



4.11 Shire of Plantagenet

The routes proposed for the Shire of Plantagenet are shown in maps 4.27 to 4.29.

4.11.1 Mount Barker

- Primary routes connecting Mount Barker Community College to Mondurup Street via the Albany Highway and Lowood Road;
- Local routes connecting residential areas to the primary and secondary spines;
- A transport trail to the Pwakkenbak MTB Park via Braidwood Road;
- A transport trail to the pump track and Pwakkenbak MTB park via Mitchell Street, St Werburghs Road and Mount Barker Road;
- A transport trail linking Mount Barker to Albany via the active rail corridor (proposed Albany to Woodanilling Rail Trail); and
- A transport trail to Porongurup National Park along O'Neill Road.

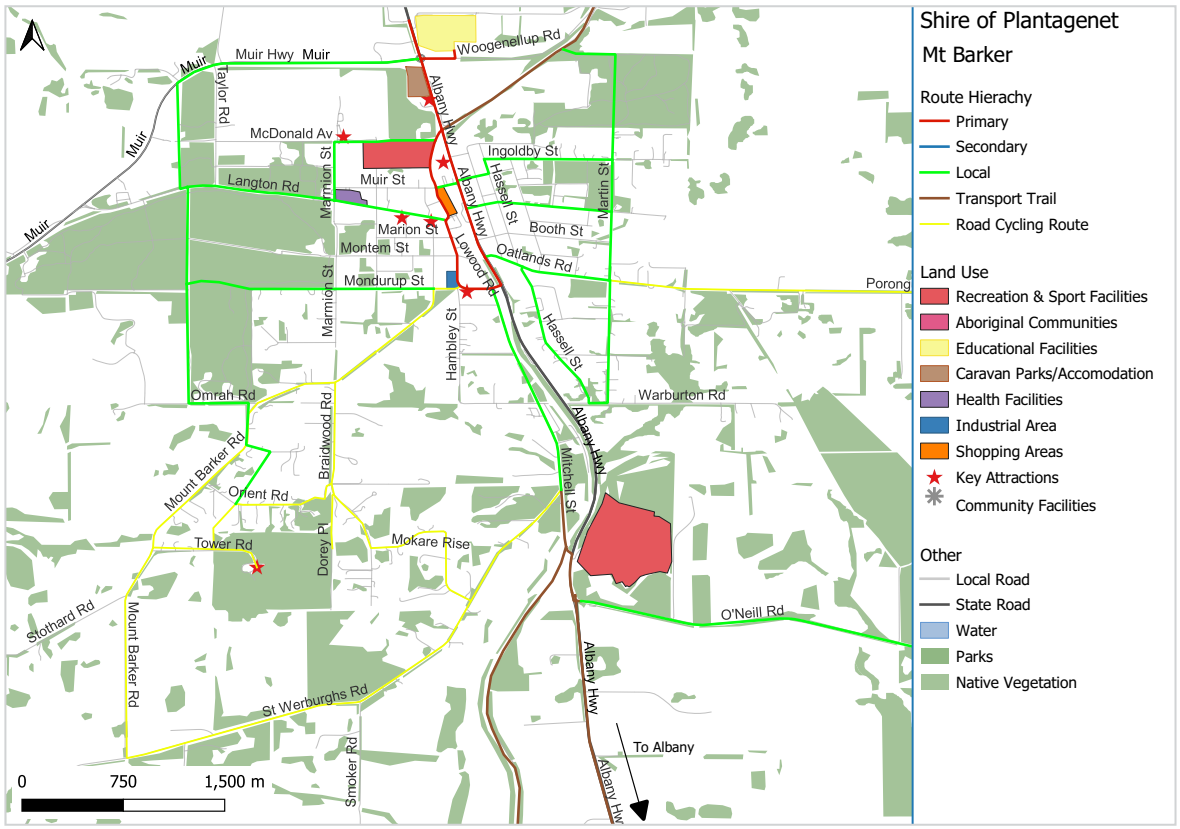
4.11.2 Kendenup

- A transport trail linking Kendenup to Mount Barker via the active rail corridor (proposed Albany to Woodanilling Rail Trail).

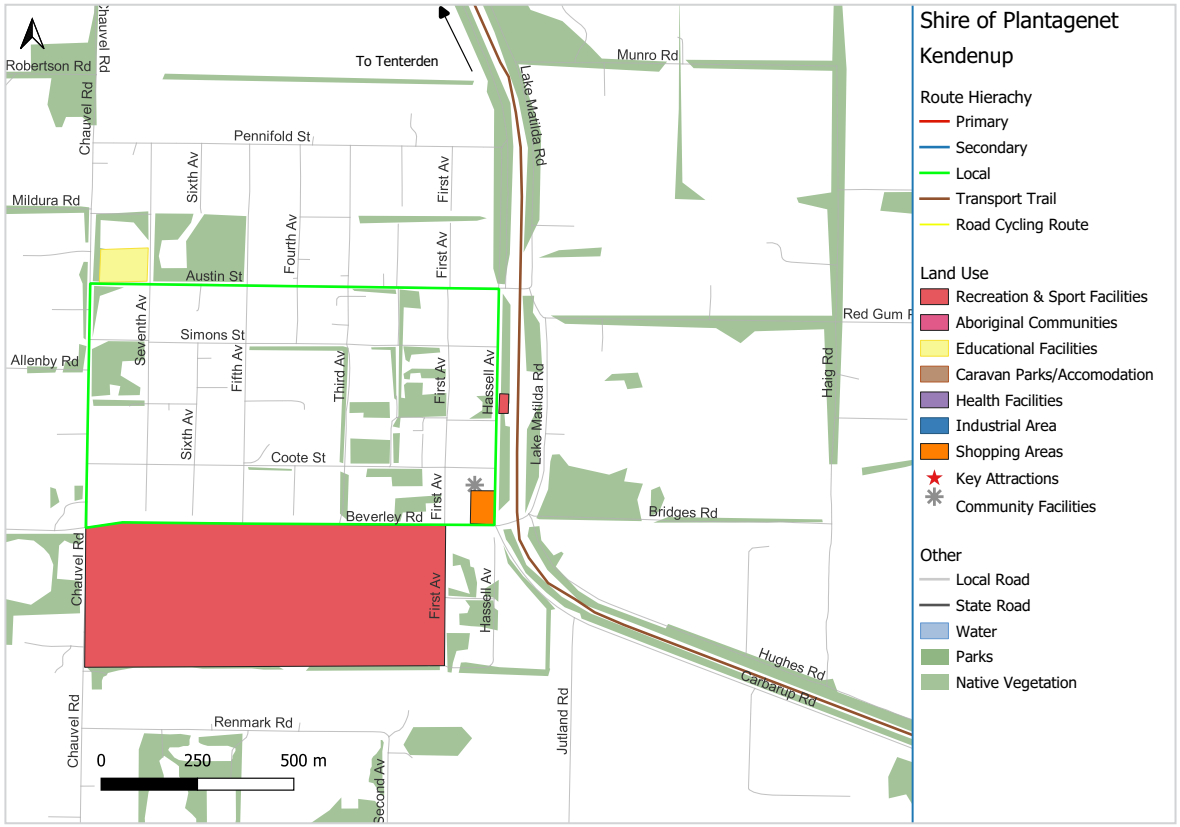
4.11.3 Porongurup

- A transport trail that loops around the Porongurup National Park using Millinup Road, Chester Pass Road, Porongurup Road and Woodlands Road; and
- A transport trail to Mount Barker along O'Neill Road.

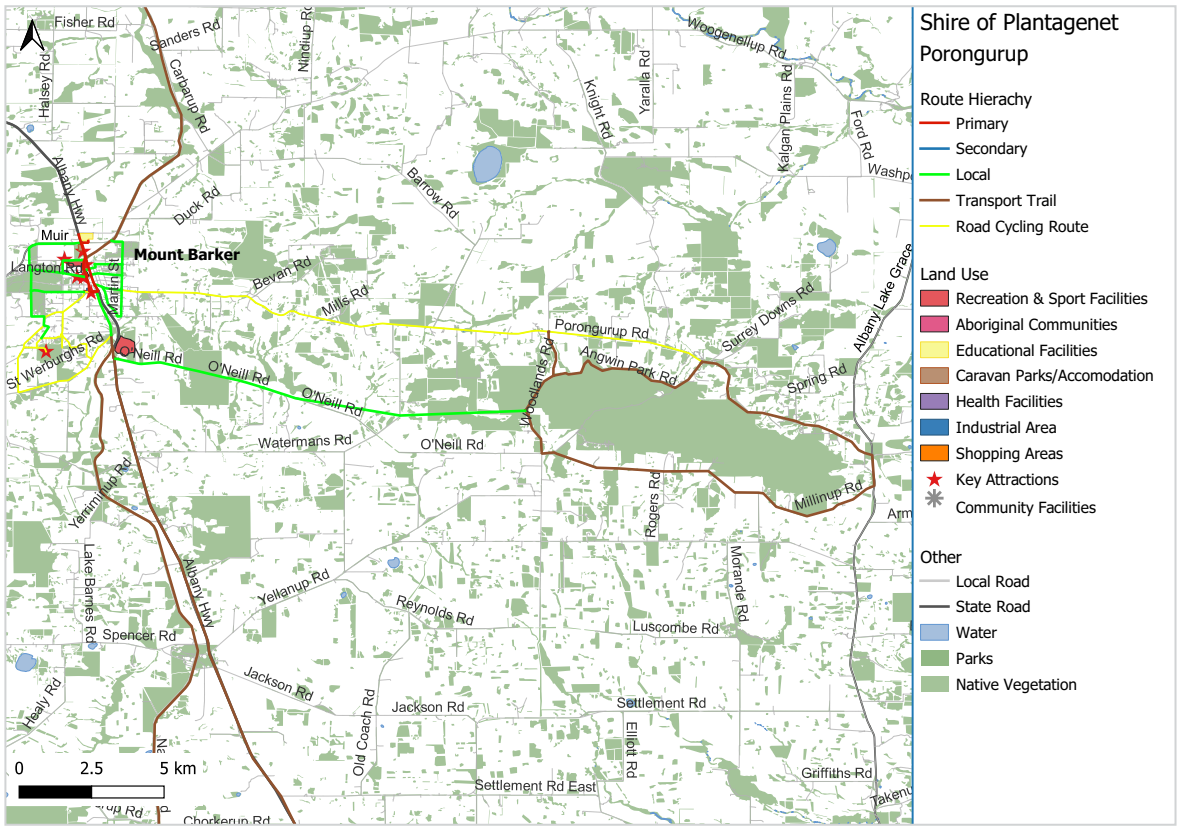
Map 4.27 Shire of Plantagenet – Mount Barker



Map 4.28 Shire of Plantagenet – Kendenup



Map 4.29 Shire of Plantagenet – Porongurup

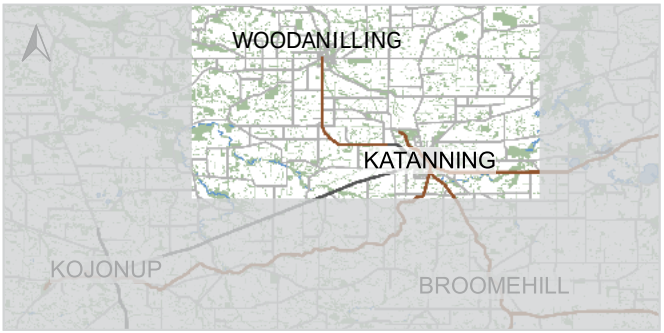


4.12 Shire of Woodanilling

The routes proposed for the Shire of Woodanilling:

- A transport trail linking Woodanilling to Katanning via the active rail corridor – proposed Albany to Woodanilling Rail Trail (see Map 4.02d).

Map 4.02d Inland Region Transport Trails



Return to Map 4.02 (page 27)

5. The Way Forward

This section outlines the key themes that have guided the development of this strategy. Within each of the themes several opportunities have been identified to highlight the potential for bike riding in the Great Southern. Case studies are used to illustrate where similar outcomes have been achieved elsewhere.

5.1 Connecting people to where they live, work, learn and play

One of the aims of this strategy is to support and encourage more people of all ages and abilities to choose bike riding as a safe and appealing form of transport. Bike riding offers benefits over other forms of transport because it reduces congestion, is environmentally friendly, and improves riders' health and wellbeing.

To achieve this goal, it is essential that the places that people want to travel to – such as schools, workplaces, shopping centres, and recreation precincts – are connected by high-quality cycling facilities that are safe, direct, and clearly signposted.

In large urban centres, the most practical way to connect activity centres to residential areas is along major urban roads. Primary and secondary routes (as defined in Section 3) are typically located within these corridors and can take the form of either on-road bike lanes or off-road shared paths.

In smaller towns, local routes may be the most effective means to connect to activity centres. In both cases, it is critical that they are of a standard which reflects the 'all ages and abilities' design philosophy.

Consultation for this strategy showed that bike riders' primary concern is potential or actual stress arising from interactions with motor vehicles.

The level of stress varies across the cycling network depending on the volume of vehicles, the speed of vehicles, and the size and type of vehicle. Other challenges include gaps in the cycle path network; a lack of convenient and accessible crossing points that enable pedestrians and bike riders to cross major roads safely; off-road shared paths that do not meet current design standards; and a reliance on off-road shared paths that prioritise on-road traffic at all road intersections.

Opportunities exist to provide safer, more convenient ways for people to ride to school, work, the shops and recreation areas, including:

- Addressing missing links in the path network;
- Establishing safe school routes; and
- Establishing safe crossing points.

5.1.1 Opportunity: Address missing links in path network

Albany has a large network of shared paths and footpaths, connecting most suburbs into the city centre. However, for some residents who live north or west of the large roundabout connecting the Albany Highway and Chester Pass Road, access to the Central Business District (CBD) and the key recreation precinct of Centennial Park by bike is difficult and dangerous due to the lack of suitable path infrastructure.

In smaller towns across the region, path infrastructure is often missing or lags new sub-division development.

Potential opportunities to address missing links across the region include:

- **Albany:** Dedicated cycle routes linking Gledhow, Orana, Milpara, McKail and Lockyer to the city centre and Centennial Park;
- **Mount Barker:** a link from the town centre to the new Mountain Bike Park at Pwakkenbak (Mount Barker Hill);
- **Denmark:** Links from the town centre to new residential areas on Cussons Road, Peace Street, and Springdale Beach; and
- **Frankland River Bridge:** Upgrade to provide safe cyclist and pedestrian access from Nornalup village to the Valley of the Giants trailhead on western side of the river.

When addressing these gaps and making improvements to the existing cycle network, this strategy supports initiatives to make bike riding a safer, more comfortable experience for all users.

Consultation for this strategy shows that most cyclists prefer protected bike lanes and off-road paths. Separating bike riders and motor vehicles makes riding more comfortable by reducing traffic stress.

Other factors that make bike riding a more comfortable experience are:

- Placing routes through attractive and safe locations;
- Providing wider and smoother paths that allow for side-by-side riding and overtaking in comfort;
- Keeping existing paths well-maintained;
- Minimising delays for riders, particularly at intersections and crossings;
- Providing good lighting; and
- Holding rails and foot rests.

Case Study | Middleton Road Cycle Path

Middleton Road in Albany is the main route connecting the suburbs of Middleton Beach and Emu Point to the central business district and also connects Albany Primary School and Albany Senior High School to the surrounding residential areas. The route is regularly used by bike riders and scooters commuting to work and school as well as recreational cyclists and tourists accessing the scenic beaches, coastline, and CBD.

Previously, the road design had no dedicated cycle lanes or other features separating bike riders from vehicles. Added to this were several 'pinch points', roundabouts and centre islands that were contributing to dangerous interactions between cyclists and vehicles.

The key features of the infrastructure improvements included defined on-road cycle lanes, improvements to merge points at roundabouts, replacement of poor road surface, damaged grates and kerbing and improvements to the adjacent shared paths.

The infrastructure works were supported by a comprehensive community awareness and education campaign that focused on vulnerable road users such as pedestrians and bike riders. The education campaign engaged residents, business owners and the schools through Share the Road information, Keys for Life campaign for novice drivers and students, cycling activities at Albany Primary School, newspaper stories and cinema adverts.

At a glance

16%
Increase in cyclists travelling east

35%
Increase in cyclists travelling west

Recipient of a Road Safety Award

Middleton Road cycle path
Credit: City of Albany

5.1.2 Opportunity: Safe school routes

Establishing safe cycle routes in town centres makes bike riding a safer and more feasible option for riders of all abilities. Being active is essential for many aspects of a young person's health and development and bike riding is a fun way to build healthy exercise habits for all children and youth. Children in regional and remote areas have been found to be more likely to be overweight or obese (29 per cent) than children living in major cities. A quarter of children aged 2–17 are overweight or obese.[18]

Encouraging children to ride and scoot to school is an important way to increase the rate of physical activity and reduce the rate of childhood obesity. However, the percentage of students walking or riding to school is significantly less than in the past. Although many Great Southern towns have small populations with low traffic volumes, very few children ride to school.

One of the most effective ways to encourage bike riding amongst youth is to make it a safe, easy and convenient method of transport to school and recreational activities.

Community and stakeholder consultation for this strategy identified several barriers, including the lack of footpaths or bicycle paths, lack of pedestrian crossings on major roads, and lack of safe, all-weather bike storage facilities at schools and recreation precincts.

Dedicated safe school routes should allow school children safe passage to and from school and key recreation precincts. The network in this strategy has been designed to ensure that all schools located within townsites are accessible.

The infrastructure needed will vary in each town and may include new footpaths or bicycle paths, upgrades to existing footpaths or bike paths, and new crossing points.

These improvements should be supported by improved signage, maps and promotional campaigns to raise awareness of the route amongst residents and other road users – see example for the City of Albany in case study above. Other initiatives to encourage riding to school include school-based skills and education programs and secure, all-weather end-of-trip facilities such as lockable bike shelters. See Section 5.3.1 for a discussion of these initiatives.

5.1.3 Opportunity: Developing safe crossing points

Analysis of the location of cyclist crashes occurring in the Great Southern region for the period 2017–2021 reveals that most cycling crashes occur at busy intersections and crossings, particularly where highways intersect with major roads. These intersections and crossings do not provide adequate safety and priority for cyclists.

The lack of safe crossing points on major roads is another significant barrier to the uptake of bike riding amongst children. Developing dedicated safe pedestrian and cyclist crossing points in all Great Southern town centres will ensure that anyone, regardless of age or ability, can cross a major road or haulage route safely.

Most towns in the Great Southern are built on major highways, haulage routes and/or railway lines. These transport routes usually run through the centre of town along the main street and create hazards for pedestrians and cyclists. In some towns, the challenges posed by crossing a busy transport route can be compounded by the extreme width of the road, the lack of safety islands and/or refuges, and high-speed zones.

Treatments and infrastructure to create safe crossing points on major roads will vary in each location, depending on the width of the road, heavy vehicle usage, and current speed limit. Where speeds cannot be reduced and/or heavy vehicles re-routed, high-quality separated infrastructure should be provided to achieve a similar level of safety and comfort for pedestrians and cyclists.

Potential opportunities for major roads may include:

- Pedestrian crossing;
- Pedestrian island;
- Reduced speed limit;
- Variable speed limit signs;
- Improved lighting; and
- Review Heavy Vehicle/RAV network

The following locations have been identified as key sites for safe road crossing improvements:

- Albany Highway Roundabout (crossing Albany Highway, Hanrahan Road, Chester Pass Road, and North Road), Albany;
- Connections between routes on either side of the Albany Ring Road.
- Great Southern Highway near Lavarock Street, Broomehill;
- Great Southern Highway near Tambellup West Road, Tambellup;
- Great Southern Highway near Dunn Street, Cranbrook;
- Wingebellup Road, Frankland River;
- Yougenup Road near Cecil Street, Gnowangerup;
- Albany Highway near Katanning-Kojonup Road, Kojonup; and
- Albany Highway, Mount Barker.

Improvements to railway crossings would create a safer environment for pedestrians and cyclists. Many Great Southern towns are located on the Albany rail freight line, servicing grain harvested across the northern region of the Great Southern. In each town, the rail line runs parallel to the highway, creating a significant hazard for pedestrians and cyclists who must cross both a major haulage route and rail line in close proximity to each other.

Potential treatments for railway crossings include:

- Visual and audible warnings (e.g. flashing lights); and
- Pedestrian gates.

In some towns, new railway crossings would also improve the functionality of the cycle network, enabling both pedestrians and cyclists to cross at points which are convenient to the existing path network. Most towns have one designated railway crossing, often located some distance from where pedestrians and cyclists wish to cross. For example:

- **Tambellup:** A new crossing at Birt Street would facilitate ease of crossing from the primary school to the cycle and walk trails near the Gordon River.

CASE STUDY | Safe Active Streets in WA

Safe active streets (SAS) are cycle routes on quiet local streets, where lower vehicle speeds and volumes help to create a safer on-street environment shared between people in cars and on bikes.

Currently being trialled across various locations in WA, key elements of SAS include:

- 30km/h speed limits complemented by one-way slow points and other traffic calming treatments aimed at reducing vehicle speeds and traffic volumes;
- Red asphalt pavement treatments with safe active street pavement markings;
- Reversal of stop or give way controls along a route to provide priority to people riding (where possible);
- Various improvements to crossing facilities to increase safety and highlight the presence of cyclists; and
- Landscape enhancements to provide shade and improve the overall amenity of the street.

SAS provides a much more pleasant on-road riding environment for cyclists of all ages and abilities and, importantly, facilitate safer and more convenient journeys by bicycle between the places where people live, work and play. They are becoming a popular alternative for local routes that connect residents, schools and community hubs, as well as higher order bike riding facilities.

Railway Street, Geraldton

Railway Street was identified as a potential site for a SAS in the *Geraldton 2050 Cycling Strategy* and is the first of its kind in regional Western Australia.

At a glance

1.4km long route

Connects to popular community facilities, including Spalding Park Reserve, St Lawrence Primary School and Geraldton Commercial Centre.

500m shared path

Installed to connect the safe active street to the existing path network within Chapman River Regional Park, facilitating recreational opportunities for families, residents and visitors.

Geraldton SAS school crossing point
Credit: Department of Transport

5.2 Improving safety for bike riders on roads

In the Great Southern, road cycling, as described in Section 3, typically occurs on rural and semi-rural roads that feature scenic landscapes, and challenging or undulating terrain. Road cyclists, whether engaging in road cycling for sport, recreation or transport, do not typically require or use, protected cycling infrastructure (such as shared paths) in these environments.

In the Great Southern, a range of challenges impact on the safety of road cyclists. Many roads have a maximum speed of 110km/h with unsealed shoulders or are windy and narrow with poor lines of sight. While many of the roads used by road cyclists experience low traffic volumes, most experience heavy vehicle traffic (such as road trains) during seasonal grain harvests.

This strategy has highlighted a number of opportunities which could result in improved safety outcomes, including:

- Increasing awareness of road cycling routes through signage and road markings;
- Sealing shoulders of road cycling routes; and
- Heavy vehicle education programs.

5.2.1 Opportunity: Dedicated signage for road cycling routes

There is an opportunity to review the key routes being used by road cyclists in order to improve safety and user-experience.

Clear signage and delineation of popular road cycling routes can help to reduce actual and perceived levels of conflict between road users. It also helps to spread the message that the road is a shared asset and that cyclists are a legitimate road user.

Signage and delineation can be used to highlight known conflict areas (for example, where cycling routes cross major haulage routes) as well as inform motorists that they are likely to encounter cyclists along these routes.

Delineating road cycling routes is also helpful for visitors and could be tied to a promotional campaign to attract more road cyclists to the area.

The following initiatives should be investigated further, including:

- Mapping popular road cycle routes and installing signage to raise awareness of the route (e.g. ‘road cycling route’);
- Installing warning signs where cycle groups regularly cross or join major haulage routes, such as Chester Pass Road, the South Coast Highway and Great Southern Highway;
- Trialling time/day activated warning lights (similar to school zone signage) during designated peak cycle hours.

Such initiatives would need to be progressed by Local Governments in conjunction with Main Roads and the Road Safety Commission.

5.2.2 Opportunity: sealing road shoulders

Most popular road cycling routes in the region have sections of narrow shoulder or no shoulders at all. This can increase the potential for conflict between different road user groups, particularly on heavy vehicle haulage routes and where speed differentials are greatest, such as uphill sections.

There is an opportunity for Local Governments and Main Roads to target the provision of sealed shoulders in a manner that reduces conflict between cyclists and other road users.

Examples of priority areas for shoulder sealing include:

- Chester Pass Road near Porongurup National Park;
- Formby South Road from Gnowangerup to the Stirling Range;
- Great Southern Highway from Katanning to Broomehill;
- Broomehill-Kojonup Road; and
- Scotsdale Road, Denmark.
- Treatments for sealed shoulders need to be suitable for cyclists, where possible. For example, while the new Albany Ring Road development incorporates a shoulder, the chosen surface is not suitable for road cyclists.

5.2.3 Opportunity: Establish heavy vehicle education program

Community consultation for this strategy showed that greater awareness and acceptance of cyclists by all road users was necessary to make bike riding a safer, lower-stress experience. Many drivers have not cycled near motor vehicles and have a limited awareness and understanding of the cyclist's vulnerability.

Similarly, many cyclists have never driven large heavy vehicles, such as road trains, and have a limited understanding of the challenges truck drivers face on the road. Educating drivers and cyclists is key to encouraging a positive road safety culture.

There is an opportunity to collaborate with haulage companies and other heavy vehicle transport businesses to create driver and cyclist education programs to improve safety for all road users.

These programs would not only benefit people that cycle regularly on heavy vehicle transport routes, but would also extend to visitors and tourists, ensuring that cyclists and heavy vehicles can coexist without conflict and improved safety outcomes. The following case study involving Toll truck drivers could be developed in the Great Southern in partnership with CBH and haulage contractors.

CASE STUDY
Trucks and cyclists on regional roads

Many regional roads pose additional challenges for cyclists. Often the most direct and convenient routes are main roads which during agricultural harvest periods can also be very busy with large grain trucks or movements of livestock.

Several campaigns have been developed around the country to educate both truck drivers and cyclists on how to stay safe on busy trucking routes.

In one video campaign developed in Geraldton in partnership with CBH (Co-operative Bulk Handling) Group, the Geraldton Cycling Club and the Geraldton Triathlon Club, actively encouraged cyclists to seek alternative routes during the busy harvest period.

Launched in 2013 and re-invigorated in 2016, the Amy Gillett Foundation and Toll Group have partnered to promote road safety. In 2016, 14 trucks, which travel across Australia, were branded with key safety messages. There was also road safety training for Toll staff, focusing on how bicycle riders and drivers in the road transport industry can share the road safely.

Amy Gillett Foundation and Toll Group road safety campaign
Credit: Amy Gillett Foundation

5.3 Encouraging cycling for people of all ages, abilities and backgrounds

Participating in regular physical activity provides many benefits for physical and mental health at all ages and can also help manage biomedical risk factors such as high body weight, high blood pressure and high cholesterol. Unfortunately, insufficient physical activity is a key risk factor contributing to disease burden in Australia. Less than a third of people aged 15 years and over meet the recommended physical activity levels set out in *Australia's Physical Activity and Sedentary Behaviour Guidelines*.[19]

Enabling people to walk and bike for more everyday journeys is one way to tackle inactivity and help reduce the burden of health conditions linked with a sedentary lifestyle. There are numerous health benefits associated with walking and riding a bike, including promoting increased cardiovascular fitness, muscle strength and joint mobility, improved posture, and reduced stress.

Regular exercise through walking and bike riding also benefits peoples' emotional and mental wellbeing, encourages people into the outdoors, and promotes socialising. The *National Outdoor Strategy 2009–2012* found that there were five key barriers to participation in physical activity: the costs of participating in leisure activities, lack of time and/or the pressure of other commitments, inadequate or inaccessible facilities, isolation (including social and geographic isolation) and lack of skills and ability.[20]

Local governments, educators, employers and community groups can all play a role in encouraging more people to choose to cycle by supporting transport behaviour change programs and skills development and activation programs.

In the Great Southern, there are opportunities to encourage more people of all ages, abilities and backgrounds to cycle through initiatives such as:

- Bike programs in schools;
- Skills development programs;
- Youth engagement programs; and
- Installing mid-trip and end-of-trip facilities.

5.3.1 Opportunity: Supporting cycling in schools

While a number of schools across the region support Ride to School days, the feedback received from schools and community members was that these events were seen as novel activities rather than a sustainable choice for children and their parents. Rather than a 'once off', these activities need to become a regular feature of school life and supported by infrastructure improvements (see section above on Safe School Routes) and promotion and communication campaigns.

Your Move is a free travel behaviour change program run by the Department of Transport that supports individuals, schools and workplaces in swapping a few car trips each week for sustainable and active transport modes, including riding a bike.

There is an opportunity for local governments to encourage schools to sign up to Your Move and participate in a program of events that support active travel by building peoples' competency and confidence, as well as supporting walking and riding through activation and facilities. Individual schools can support bike education, maintenance and skills courses, wayfinding, access guides, Ride to School/Work events, group rides, and more. Your Move resources are designed to be tailored to the local context and participants earn points through the program that can be spent in the 'shop' on resources and activities.

CASE STUDY | Albany Primary School

In late March 2022, Albany Primary School partnered with Outdoors Great Southern to construct a mountain bike trail loop on the school grounds. Outdoors Great Southern facilitated the construction of the infrastructure with the help of parents, students, teachers, and community volunteers. Additional support in the form of supplies and materials came from local businesses and the Albany Mountain Bike Club. The trail project was funded by the Connecting Schools Grants; a grant program led by the Your Move team at the Department of Transport.

The project was initiated by Albany Primary School's P+C, parents, students and staff as a way of promoting active transport, as part of the school's ongoing involvement with the Your Move program.

The track was officially opened on 19 May 2022 with up to 100 kids on bikes testing out the new track. With the explosion in participation in mountain biking (MTB) as a recreational activity, the track is a popular addition to the school's outdoor facilities.

The mountain bike trail has been a great motivator for Albany Primary School students to ride to school. The track is open three days a week before school, thanks to a group of parent volunteers who supervise riders. It is also open at random lunchtimes, and for a once-a-term Bike Club event.

Albany Primary School mountain bike trail
Credit: Albany Primary School

CASE STUDY
Little Grove Primary School

Little Grove Primary School has engaged in the Your Move program through the Department of Transport and delivered a series of programs for teachers and students. By being involved with the program, the school were able to engage the team from People on Bicycles to deliver bike education lessons with students in years 2, 3 and 4.

The younger kids also got a chance to participate in bike activities when their teacher invited students to bring their bike or scooter for a morning of fun activities.

In covering the Contributing to Healthy and Active Communities strand of the Health Curriculum, teachers were able to talk to students about safe active play in outdoor settings and how important it is to wear a helmet.

To enable further bike programs in the school a group of teachers participated in the bike training course conducted by WestCycle. This course provided the staff with practical activities to take back to school to use with students of all ages.

Little Grove Primary School bike education
Credit: Your Move

5.3.2 Opportunity: Skills development programs

International experience shows that educating cyclists about how to ride safely is an integral part of road safety initiatives. During the consultation for this strategy, many cyclists, including those who ride frequently, expressed concern about their personal safety when riding. Women and infrequent riders were most likely to express high levels of discomfort with all types of cycle facilities, particularly those that are on-road.

Feedback on the strategy revealed that while many adults are keen to cycle for transport and/or recreational purposes, they lack confidence and skills. Challenges included a lack of access to safe places to learn how to ride or improve riding ability, as well as a lack of knowledge about basic bicycle maintenance and repairs.

These challenges are sometimes particularly acute for people from culturally and linguistically diverse backgrounds who may not have had the opportunity to learn to ride a bike or lack the resources to purchase a bike. Many towns in the Great Southern are home to migrant populations, including re-settled refugees and asylum seekers. There are opportunities to develop programs that provide 'learn to ride' and other bike riding skills to these groups, particularly young girls and women.

Most small towns in the Upper Great Southern lack access to bike stores and are unable to purchase helmets, bike locks and spare parts locally. They also lack access to professional bike maintenance services. People don't know how to perform basic repairs on their bikes, with the result that bikes often remain unridden once a minor maintenance issue is encountered.

This strategy aims to encourage bike riding by providing cyclists of all ages and backgrounds with the skills to use, maintain and service their bikes.

There are opportunities for a range of initiatives, including:

- Women only skills development workshops;
- Bike maintenance programs for parents; and
- Skills development workshops targeting people from culturally and linguistically diverse backgrounds.

CASE STUDY
Gnowangerup Safety Bike Check

Many local governments run bike riding events as part of the sport and recreation programs, working with local schools, workplaces and community service organisations to deliver a range of engaging activities.

As part of its Youth Fest '22 celebrations, the Shire of Gnowangerup in partnership with RoadWise, Gnowangerup Police, Department of Communities, and Act Belong Commit held a Bike Safety Check at Gnowangerup Community Park. The aim of the event was to undertake basic maintenance checks on bicycles to promote bike safety.

Representatives from RoadWise and the local police chatted to kids, their parents and other community members about bike and road safety and each participant received a free Act Belong Commit goody bag.

Gnowangerup Community Bike Check
Credit: Shire of Gnowangerup

CASE STUDY | Denmark Mountain Bike Club – Women's Maintenance Workshops

To encourage more female participation in mountain biking the Denmark Mountain Bike Club partnered with Monkey Rock Mountain Bike Company to deliver a women's only bike maintenance workshop.

The casual, relaxed workshop took participants through basic bike maintenance including changing a tube, lubrication of the chain, what tools to carry on a ride, and what to do when a chain breaks on a ride.

Participants were able to meet other women who were interested in riding and the club was able to provide information about its women-only social rides.

5.3.3 Opportunity: Youth engagement programs

Less than ten per cent of people aged 15–17 years meet the physical activity guidelines.[21] This figure is even lower for young people who are disengaged from formal education, training or employment, or who have very low attendance in these activities.

Many disengaged and at-risk youth lack opportunities to be involved in sport and recreational opportunities due to a lack of transport; costs associated with participating in competitive sporting clubs (including fees and uniforms); lack of role models or family/friend networks that encourage participation; poor social skills; and anti-social behaviour. For many young people who are disengaged from mainstream education there are very few outlets for physical activity. This can have a profound impact on both physical and mental wellbeing.[22]

Outdoor recreation provides an effective means to address the shortcomings of traditional sports for engaging young people – it does not require an optimum number of people to form a team; it is primarily non-competitive; there are few age or gender barriers or perceptions; and there are few imposed group hierarchies (e.g. team captains, etc). Because outdoor recreation occurs in natural, informal settings, it has a strong focus on enjoyment and personal skills development rather than competitive outcomes. For disengaged youth, the 'fun' aspects of outdoor recreation can therefore be strong motivators for involvement. Bike programs that target disengaged youth can lead to improvements in physical and mental wellbeing and can also be a means to re-engage with education and employment opportunities.

This strategy supports the need for dedicated funding to develop and deliver cycling-based youth engagement programs.

The following case studies of the work that not-for-profit group Dismantle has undertaken demonstrate the value in investing in these programs.

CASE STUDY | Dismantle in Cranbrook

In 2020, the Shire of Cranbrook engaged youth engagement organisation Dismantle to deliver their BikeRescue program over three days during the school holidays.

The Dismantle Smarter than Smoking BikeRescue Program is a hands-on skill building program that engages young people with the aim of building knowledge, socials skills, confidence and teamwork.

The participants were given old bikes which they stripped down, re-painted and re-built. After three gruelling days of bike mechanics the participants had each re-built themselves a bike which they received as a token of their hard work.

Dismantle's BikeRescue project
Credit: Dismantle

CASE STUDY | Midlands MTB Program

The Midlands Mountain Bike Program was created as a pilot program to foster recreational activity engagement in at-risk young people. The pilot program was funded by the Department of Local Government, Sport and Cultural Industries, and undertaken in partnership with Swan City Youth Service (SCYS).

The Perth suburb of Midland, which ranks in the lowest quintile of socio-economic disadvantage in Western Australia and experiences high rates of youth unemployment, was selected as the location for the pilot program.

The program ran for six weeks and consisted of two weekly components:

1. *BikeRescue maintenance and bike re-build program run by Dismantle at SCYS in Midland; and*
2. *Mountain biking skills session at Rock 'n' Roll Mountain Biking in Kalamunda.*

At a glance

19
Program participants aged 14–25

1 in 3
Participants were of Aboriginal or Torres Strait Islander descent

The program facilitators reported high levels of participant engagement and attendance from the young people, who have complex lives and often struggle to attend programs that require regular attendance.

Feedback from participants and program facilitators identified a raft of beneficial outcomes as a by-product of the hands-on bike maintenance and mountain bike riding activities. These included new opportunities to be engaged in physical activity; improved resilience and other life skills such as perseverance, teamwork, leadership and mentoring and risk management; and community involvement and connection. Other benefits included feelings of friendship, acceptance and togetherness.

5.3.4 Opportunity: Organisational development

Cycling clubs provide a means to develop bike skills, interact with other people with similar interests, and train and compete in a range of bike riding disciplines. Many clubs also organise events, including local social activities, state competitions, and mass-participation events that attract visitors to the region. Clubs are also important advocates for bike riding, often working with local governments, peak bodies, and State Government agencies to lobby for improvements to cycling infrastructure.

Clubs are not the only groups involved in advocating for and supporting the growth of bike riding. Outdoor recreation organisations and informal groups also play a critical role in encouraging interest in riding. Social media and app-based networks surpass clubs in terms of the numbers of engaged participants. It is likely that these groups will continue to grow, making clubs less relevant for some riders.

As volunteer-based and led organisations, all these groups rely on the knowledge and skills of a small number of people to operate effectively.

Volunteer burn-out, coupled with limited financial and other resources, has led to some clubs becoming unsustainable. Many clubs would like to grow the number of qualified instructors able to deliver skills development programs, particularly for emerging elite athletes, but lack access to accredited courses within the Great Southern.

This strategy supports opportunities to strengthen the capability of clubs, organisations and informal networks delivering cycling activities.

This includes assisting clubs and outdoor recreation organisations to build their capacity through:

- Governance training;
- Organisational planning and education of administrators;
- Events development and management training; and
- Skills development of instructors and program leaders.

CASE STUDY | Assisting clubs' members to become mountain bike instructors

Outdoors Great Southern, a regional non-profit peak body, works with Great Southern teachers, clubs, and community groups to provide accredited instructor training. Its goal is to promote and deliver high-quality professional development opportunities in a regional setting.

Few instructor and coaching qualifications are delivered in regional areas, requiring club members and teachers to travel to Perth to undertake coaching qualifications. The additional time and costs associated with travel makes it difficult to grow the numbers of qualified instructors and coaches across the region.

Since 2018, Outdoors Great Southern has supported members of local mountain bike clubs, as well as community groups, outdoor recreation groups, and school teachers, to undertake mountain bike coaching qualifications through in-region courses, as well as by providing funding to attend Perth-based courses.

This has seen the number of mountain bike coaches in the region grow significantly. It has also supported the establishment of a small group of trained volunteers with basic instructor qualifications who provide supporting roles to meet minimum participant ratios for bike skills programs.

Denmark Mountain Bike Instructors training
Credit: Outdoors Great Southern

CASE STUDY | Cycling Without Age

Cycling Without Age is an Australian not-for-profit charity that provides a community service by connecting those no longer able to ride for themselves with their community and the outdoors by giving them free rides on trishaw e-bikes, piloted by volunteer cyclists.

Their mission is to build bridges between generations and help prevent loneliness by providing elderly people with an opportunity to avoid social isolation and remain active in their community by taking them out on bike rides and allow them to feel the wind in their hair!

The Cycling Without Age Albany chapter commenced in 2021, and now operates with three trishaws based out of Emu Point.

Cycling Without Age trishaw
Credit: CWAA Albany

5.3.5 Opportunity: Mid-trip and end-of-trip facilities

The term 'mid-trip facilities' refers to facilities that are provided along a route to create a more pleasant riding experiencing. These facilities include lighting, wayfinding, seating, shady rest stops, drinking fountains, and bike repair stations.

End-of-trip facilities are designated facilities at a bike riding destination, including workplaces, schools, shopping centres and recreation precincts. These facilities include:

- Secure bicycle parking, including all-weather bike shelters and racks;
- Secure e-bicycle charging stations;
- Locker facilities; and
- Showers and change rooms.

Community feedback on the strategy identified the lack of secure, all-weather bike storage as a significant barrier to riding. The increasing uptake of e-bikes also necessitates improvements to existing facilities to accommodate larger bikes and charging facilities.

Many activity centres are unable to accommodate the increased volume of bikes during peak hours. For example, recreation centres and gyms may require significant numbers of bike storage racks in the early morning or late afternoon and evening, and during competitions. Local governments, employers, and business owners need to work together to develop effective solutions for end of trip facilities in town centres, recreation precincts, and other high-volume activity centres.

CASE STUDY | End-of-trip facilities

A City of Sydney Active Transport Survey conducted in 2021 found that 19% of cyclists rode more regularly because their workplace made it easier for them by providing end of trip facilities. These facilities also benefit employers – riding to work leads to healthier and more productive employees, it promotes a positive corporate image and helps to attract and retain staff, and it reduces the demand for car parking.

Cycle-friendly cities, such as Utrecht in the Netherlands, actively support bike riding as a form of transport by providing public end-of-trip facilities such as bike parking.

World's largest bike parking station

Located under Station Square in Utrecht, Netherlands

23,000 bikes
Storage capacity

24/7 access
Free parking for the first 24 hours

Utrecht bike parking station
Credit: Bicycle Dutch

5.4 Improving planning for cycling

The pedestrian and cycling network should be integral to the design of all neighbourhoods. It should not be considered as an optional add-on at the end of the design process or facility to be retrofitted at a later stage. Land use planning therefore has an important role to play in improving conditions for walking and riding.

Consultation for this strategy revealed a general commitment by all local governments to provide for bicycles. However, there is much variation in the quality, scope and implementation of initiatives to support bike riding, reflecting different resourcing capacities and local government priorities. Many local governments lack specific knowledge, understanding or training on how to create effective pedestrian and cycling networks suited to the needs of their communities.

There is an opportunity to support local governments to create a safer, lower-stress, better connected cycle network through:

- Professional development on standards for cycling infrastructure;
- Support to develop and implement bike plans and/or integrated transport plans; and
- Encourage developer contributions to cycle infrastructure.

The Department of Transport is continuing to develop resources and guidelines to assist in approaches to designing cycle networks.

5.4.1 Opportunity: Professional development for planners and decision-makers

Most small local governments lack staff with specific knowledge of best practice planning and design for cycling infrastructure. In addition, many elected representatives are unaware of the benefits and importance of planning for active transport.

The example of e-bikes, eRideables, and micromobility devices is useful in demonstrating how local government planning can often lag technological change. Sales of e-bikes have grown exponentially as they counteract barriers to bike riding such as hilly terrain. They are particularly suited to people who may otherwise not ride a bike due to a lack of fitness, injury, illness or age. Cycling infrastructure, as well as user safety and public education, has not kept pace with the growth in e-bike usage, often leading to conflict between pedestrians, other cyclists, and e-bike users on shared-paths and footpaths.

eRideables provide another example where planning and infrastructure can lag business entrepreneurship. The bicycle and e-scooter share market has evolved with the arrival of dockless technology. Customers use an app on a mobile device to locate a nearby device and unlock it. However, there are issues with these services, mainly with devices being abandoned in inappropriate public places, or creating blockages on paths and roadways. Councils often have to respond in an ad hoc way to requests from business owners to introduce these services, and would benefit from key learnings of other local governments who have approved such businesses.

Dedicated professional development programs for local government staff and key decision-makers would assist in securing positive, sustainable outcomes for the initiatives outlined in this strategy.

5.4.2 Opportunity: Local bike plans and integrated transport plans

Local bike plans provide an important means to identify short-term priorities such as upgrades to existing infrastructure and maintenance requirements. Most local governments in the Great Southern do not have current bike plans and many do not have footpath or path network plans. Bicycle and pedestrian plans are often not integrated into other key strategic planning documents, including sport and recreation plans and tourism plans.

There is an opportunity to work with local governments to develop and/or update a local bike plan or footpath plan or prepare an Integrated Transport Plan.

This could include:

- Resources and templates to undertake path audits;
- Resources and templates to prepare a bike plan in-house;
- Funding support to engage an experienced consultant to prepare a bike plan or integrated transport plan.

Local governments can apply for funding to develop a local bike plan through the Department of Transport's annual WABN grants program.

CASE STUDY
Geraldton Cycle Advocacy Group

After the release of the *Geraldton 2050 Cycle Strategy* the Mid West Sports Federation was quick to capitalise on the momentum and worked with the community to develop a plan which included collaborative approaches to education, bike riding culture, perceptions and respect, sustainability, safety, capacity building, marketing, community engagement, tourism and events, and participation.

Critical to the success of this plan was the establishment of the Geraldton Cycle Advocacy Group. Made up of key stakeholder and community members the group was established to guide the implementation of key strategies that were identified in the plan.

The group worked to develop a shared vision for Geraldton to become recognised as a bike friendly city – a place where bike riding is a legitimate mode of transport and an everyday way of life.

The Geraldton Cycle Advocacy Group provide leadership on the implementation of several bike riding projects as well as being an advocate for all things cycling in the region.

Mid West Sports Federation Bike Month event
Credit: Department of Transport

CASE STUDY
Regional Trails Implementation Strategy

In 2020, the *Great Southern Regional Trails Master Plan 2020–29* was launched to support the development of recreational trails across the region. The plan spans eleven Local Government Areas and includes land managed by the Department of Biodiversity, Conservation and Attractions (DBCA).

Outdoors Great Southern, a regional non-profit peak body that aims to improve the capacity and opportunity for residents and visitors to participate in outdoor activities in the Great Southern, was identified as the organisation to lead the implementation of the Master Plan.

In this role Outdoors Great Southern provides support to the Master Plan Steering Group, leads projects which cross local government boundaries, and assists land managers to develop priority projects.

Outdoors Great Southern's work is supported through service agreements with each local government and DBCA which allows the employment of a dedicated Program Manager.

Without a lead organisation, implementation of the Master Plan would fall back to each individual land manager and regional projects would be more difficult to develop.

This model has proved to be successful for the Great Southern region, with half of the Master Plan priority projects completed or in-progress ahead of schedule.

Great Southern Regional Trails Masterplan
Credit: Outdoors Great Southern

5.4.3 Opportunity: Planning for future growth

Major transport projects offer a valuable opportunity to improve strategic bike riding corridors. This is because planning and building high-quality cycling infrastructure as part of a new project is less-disruptive and lower-cost than retrofitting it into an existing development.

Similarly, the development of new urban sub-divisions presents an opportunity to incorporate a dense and interconnected network of cycling facilities from the outset to avoid the slow and costly process of retrofitting cycling infrastructure.

When planning the street networks of urban developments, consideration should be given to:

- Providing primary routes alongside all main roads, railways and watercourses;
- Providing secondary routes along all urban arterials to provide access to local shops, schools and community facilities;
- Providing local routes along all local access streets; and
- Mid-trip and end-of-trip facilities, including bike parking.

Developer contributions provide one means to ensure that developers pay their fair share of the cost of cycling infrastructure needed to service their development. Contribution requirements could take the form of cash, works in kind, dedication of land, material public benefit or a combination of these.

There is an opportunity to ensure that developer contributions are incorporated into development approval processes to ensure appropriate walking and cycling facilities that meet the needs of the community and are consistent with the cycling network plans developed as part of this strategy.

In terms of future urban growth, key opportunities in Albany are:

- Proposed Department of Education school in McKail; and
- New tourism accommodation developments at Middleton Beach and the Albany Waterfront.

5.5 Developing cycle tourism experiences

The popularity of outdoor recreation and adventure tourism is increasing all over the world, with cycle-tourism identified as a key growth area. In the year ending June 2019, 2.2 per cent of domestic overnight visitors went cycling. This equated to 2.6 million overnight trips. In addition, Australians took almost 2 million day trips involving bike riding.[23]

The economic, social and environmental benefits of cycle tourism, particularly for regional and rural communities, has led to significant national investment in rail trails and mountain bike trails, as well as cycling events.

There are a number of factors which make the Great Southern particularly conducive to cycle-tourism, including:

- Picturesque scenery encompassing a diverse range of landscapes;
- The coastal areas enjoy a mild Mediterranean climate, making outdoor recreation possible year-round;
- Unique culture, heritage and biodiversity;
- An abundance of wineries, breweries and other attractions; and
- Short distances between towns, enabling people to undertake cycle touring without needing to carry camping equipment or food supplies.

As detailed below, cycle-tourism has been used successfully in diversifying tourism industries in other parts of Australia. While infrastructure is an important part of attracting visitors, marketing and promotion also play an integral role, as does the availability of information such as maps, wayfinding and digital resources.

This strategy has identified the following opportunities to grow cycle tourism in the Great Southern:

- Harness the potential of rail corridors;
- Create regional cycle touring routes;
- Link national parks and nature reserves to town centres;
- Improve existing long-distance cycle routes; and
- Develop new cycle tourism experiences.

5.5.1 Opportunity: Harnessing the potential of rail corridors

Rail trails are becoming increasingly popular in Australia and overseas, and have been proven to boost regional economies, create jobs and strengthen local communities. These trails are mostly flat or with very low gradients, with wide surfaces that may be gravel or paved. They pass through diverse landscapes, including farmland, rural towns and villages, forests, coastlines and waterways.

Rail trails are suitable for riders of all abilities, and because they facilitate a slow pace of riding through picturesque areas, are popular for leisure, social interaction, and education (by providing opportunities to learn about the culture and heritage of a location).

Across the Great Southern several hundred kilometres of disused rail trail is currently being underutilised. These corridors can be developed, relatively inexpensively, to create multi-use rail trails that link towns, communities, and popular locations such as tourism or recreational nodes.

Opportunities to capitalise on these corridors include:

- Linking Kojonup to Pingrup via the closed rail line;
- Linking Tambellup to Gnowangerup via the closed rail line;
- Linking Albany to Woodanilling via the active rail line; and
- Linking Nornalup to Denmark via the heritage rail trail.

CASE STUDY
Brisbane Valley Rail Trail

The Brisbane Valley Rail Trail is Australia's longest rail trail.

At a glance

161km

Varying surface types including gravel, compacted earth, and sealed sections. A gentle, undulating trail, it passes through farmland, bushland, picturesque rural settings and country towns.

Keen cyclists may challenge themselves to complete the trail in one day, however, most use the trail for multi-day tours that showcase heritage-listed attractions along the way. Passing through small towns with a variety of pubs, bakeries, and cafés, and accommodation, the rail trail supports a range of tourism enterprises and local businesses.

Brisbane Valley Rail Trail
Credit: State of Queensland

5.5.2 Opportunity: Create regional cycle touring routes

Studies of cycle tourism have found that many cycle tourists are motivated by the desire to visit small, previously unexplored towns in order to meet local people and learn about the area's culture and heritage. A recurring theme of these studies is the cyclist's desire to spend time immersed in nature and experience a destination at a slower, gentler pace.[24]

Cycle touring – also known as bike touring or bike-packing – is a form of riding that typically involves overnight stays at different locations or a long single-day bike ride. Cycle touring includes inn-to-inn riding where food and clothing is carried by a vehicle that meets the rider along the route; or a solo or group adventure where all clothing, equipment, food and tools are carried on the bicycle.

Due to the relative proximity of towns and settlements, the Great Southern region is well suited to the development of regional cycle touring routes that link communities together. There is an opportunity to position rail trails as the spine of these routes, and then connect towns via road corridors to create loops of varying lengths suited to multi-day bike touring routes. These different routes would incorporate towns and local attractions such as national parks, reserves and lakes, and other points of interest.

There are also opportunities to map and promote gravel riding in the region. Gravel grinding or gravel biking consists mostly of distance riding over unpaved roads. Routes are primarily made up of non-technical and unsurfaced (gravel or dirt) roads. While fitness, sport and training are the primary motivators for gravel riders, they also enjoy the opportunity for social interaction, adventure, and riding in scenic locations. Most gravel cyclists ride close to home for training purposes, but there is an opportunity to promote the Great Southern as a short-stay holiday destination for gravel riders, many of whom ride hundreds of kilometres per day.

Key regional opportunities include:

- Creating a multi-day bike touring loop linking Cranbrook, Tambellup, Gnowangerup and the Stirling Range;
- Linking the two east-west rail corridors together into a circular or a figure-of-eight loop suited to multi-day touring; and
- Creating a series of gravel riding short-stay routes with town-based accommodation.

5.5.3 Opportunity: Linking national parks and reserves to town centres

The Great Southern is known for its natural environment and is home to almost a dozen national parks and iconic tourism attractions such as the Valley of the Giants Tree Top Walk, Greens Pool in William Bay National Park the Castle Skywalk in Porongurup National Park, Bluff Knoll in the Stirling Range National Park, and The Gap in Torndirrup National Park. The diversity of the region's flora and fauna, rich cultural heritage, dramatic coastlines and mountain ranges are major drawcards.

Access to the region's national parks and nature reserves is primarily by motor vehicle. There is an opportunity through this strategy to link town centres to national parks and reserves in order to provide active holiday experiences for visitors, and increased access to outdoor recreation trails for residents.

Key regional opportunities include:

- Linking Albany city centre to The Gap and Albany's Historic Whaling Station via Frenchman's Bay Road;
- Linking Lights Beach to Denmark town centre via a loop trail that incorporates the existing WOW Trail;
- Linking Gnowangerup to the Stirling Range National Park via Formby South Road; and Cranbrook to the Stirling Range National Park via Salt River Road;
- Providing a loop circuit from Mount Barker township around Porongurup National Park; and
- Linking Bremer Bay township to beaches and coastal lookouts.

5.5.5 Opportunity: Improving existing long distance cycle routes

The Great Southern is home to the southern section of the iconic Munda Biddi Trail which at over 1000 kilometres in length is Australia's longest off-road cycle trail. The Munda Biddi Trail can be experienced as a long distance, remote camping touring route, or as day rides or short, multi-day sections.

While the Munda Biddi Trail's greatest drawcard is the opportunity to immerse oneself in nature, unfortunately some sections of the trail in the Great Southern utilise sealed roads in peri-urban corridors. Some of these roads experience high volumes of traffic during peak commuting periods such as early morning and late afternoon. These sections detract from the overall Munda Biddi experience and would benefit from re-alignment or the creation of single-track pathways.

Another iconic regional long-distance bike riding route is the Denmark-Nornalup Heritage Rail Trail. Unfortunately, the trail ends abruptly at Parker Road, 24 kilometres short of Nornalup village. While it is possible to ride into Nornalup using a combination of the South Coast Highway and local gravel roads, the experience is marred by the challenges of riding on the narrow, windy highway which has no shoulder and varying speeds of 90–110km/h. The trail is also poorly maintained, with branches and debris littering the track.

Munda Biddi Trail
Credit: Department of Transport

There is an opportunity to improve these existing long-distance cycle routes through:

- Trail re-alignments;
- New sections of trail to address gaps and missing connections; and
- A dedicated maintenance regime for the Denmark-Nornalup Heritage Rail Trail.

5.5.4 Opportunity: Developing new tourism experiences

As the Great Southern region works to position itself as a cycle tourism destination, it will face strong competition from a multitude of new and emerging destinations. Product life cycles are getting shorter and there is a strong need for businesses to re-innovate and develop an ongoing innovation culture to meet changing consumer demand.

Compelling, extraordinary experiences will enable the region to grow visitor numbers, nights and spend. Critical to this process will be new product and experience development. For example, the Shire of Denmark has a growing reputation as a gourmet produce and food destination. Unlike some other wine regions, the Denmark area has yet to capitalise on the potential of cycle tourism. Currently, access to most producers is via either the Scotsdale Road or South Coast Highway, neither of which are conducive to bike riding. There is an opportunity to develop a dedicated 'food and wine' trail.

There are several barriers to new cycle tourism experience development. This includes a lack of wayfinding information, maps and signage; lack of secure places to store, repair and charge bikes at accommodation venues; and poor integration with public transport and on the ability to carry bicycles on the regional TransWA bus service. Business development programs, including programs aimed at start-ups as well as 'bike friendly' (see Trails WA Business Friendly case study, page 71) business training would assist to activate and grow cycle tourism opportunities.

Marketing and promotion of the Great Southern cycle tourism offering will be essential to increase participation and encourage visitation. It will require a coherent and consistent marketing campaign, supported by high-quality images and content that can be used in local signage, websites, social media, and printed material such as visitor guides. Partnership between local governments, regional and local tourism organisations, visitor centres, and tourism businesses, will be critical to enable the region to position itself as a cycle tourism destination.

This strategy supports the following initiatives to develop and promote the region's cycle tourism experiences:

- Develop and deliver a cycle tourism strategy;
- Develop and deliver a regional cycle events strategy; and
- Deliver business development programs, including 'bike friendly' accreditation.

CASE STUDY | Trails WA – Trails Friendly Business Program

The Trail Friendly Business Program is an initiative of Trails WA, a not-for-profit organisation who specialises in marketing and advocacy for Western Australia's trail network and responsible for developing a comprehensive website of trails in Western Australia.

The program aims to make businesses that offer trail-specific products and services easily identifiable. It is designed to direct trail users to businesses that offer a warm welcome, provide local information and allows them to re-stock, re-fresh and re-energise.

The Trail Friendly Business program is a mutually beneficial relationship for businesses and trail users across Western Australia – by combining WA's exceptional trails with high-quality trail friendly businesses, trail users will have a superior trails experience and businesses will be able to reach their target customers more easily.

The benefits of identifying as a trail friendly business include priority listings and communication opportunities through Trails WA as well as opportunities for positive reviews, social media endorsements and word of mouth across the trails community.

Trail friendly businesses
Credit: Russell Ord

CASE STUDY | Hawke's Bay Trails

Hawke's Bay Trails is an initiative of the Hawke's Bay Regional Council, with the vision of the Napier Rotary Club, and the support of Napier City Council and Hastings District Council to position Hawke's Bay in the North Island of New Zealand as 'the land of hundreds of cycle trails'.

The Hawke's Bay Trails are the sum of three concept rides:

1. *The Water Ride;*
2. *The Wineries Ride; and*
3. *The Landscapes Ride.*

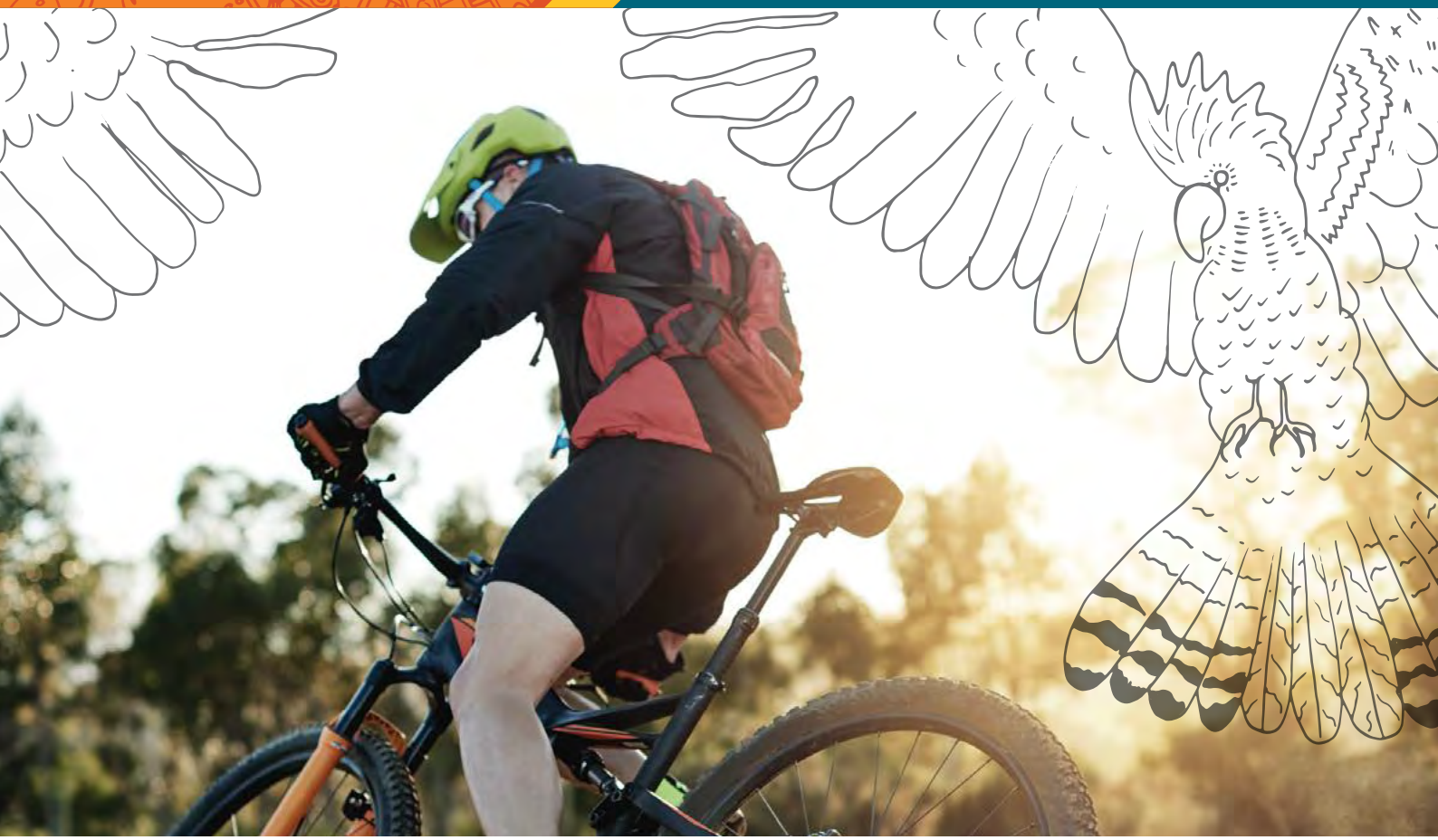
Open year-round, nearly 200 kilometres of mostly off-road trails criss cross the plains and main rivers, linking many of the sights and delights in Napier, Ahuriri, Bayview, Taradale, Clive, Haumoana, Te Awanga, Clifton, Havelock North and Hastings.

Each route is unique and offers a chance to slow down and savour the region's food and beverage offerings, and explore stunning scenery from bountiful vineyards, pastures, plains and orchards to panoramic seascapes, low-lying estuaries and wetlands.

The project is promoted via a dedicated website which helps visitors to plan their trip. Digital and print maps, and up-to-date alert systems, provide real-time information about routes.

Tourism and hospitality businesses listed on the maps are part of New Zealand's Cycle Trail's (NZCT) Official Partner programme which aims to build the profile of New Zealand's Great Rides. To become an Official Partner, a business must meet and maintain certain cycle-friendly standards. These include selling or promoting products or services that relate to the NZCT; providing a warm welcome and a high level of customer service for cyclists; and providing useful first-hand knowledge about the NZCT, including maps and brochures.

Hawke's Bay Trails NZ
Credit: Hawke's Bay Trails Great Ride



6. Action Plan

This section outlines the strategic priorities that are proposed to be progressed over the next five years. This approach will help enable the Great Southern region to realise its long-term cycling potential over time. The priorities have been informed by community and stakeholder consultation throughout the project, as summarised in Appendix C.

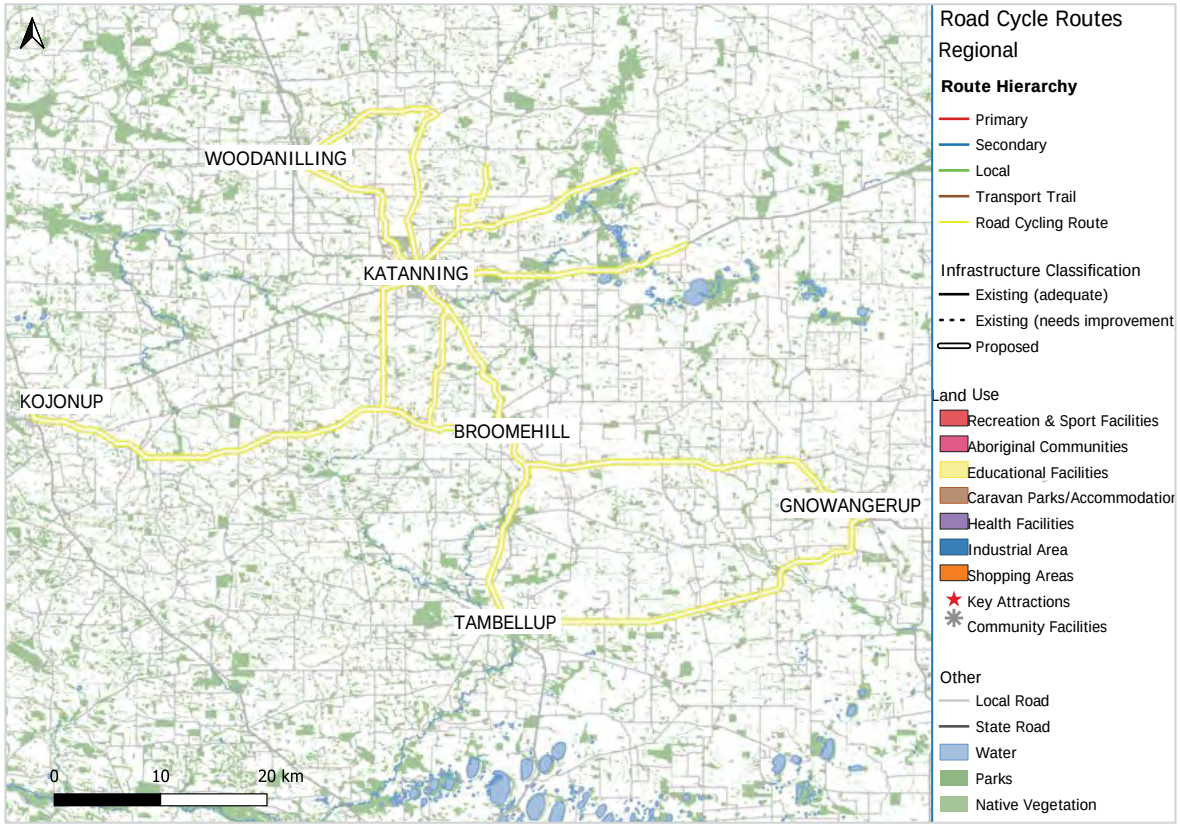
6.1 The existing cycling network

To inform the action plan's strategic priorities, each route within the 2050 cycling network was classified as one of the following:

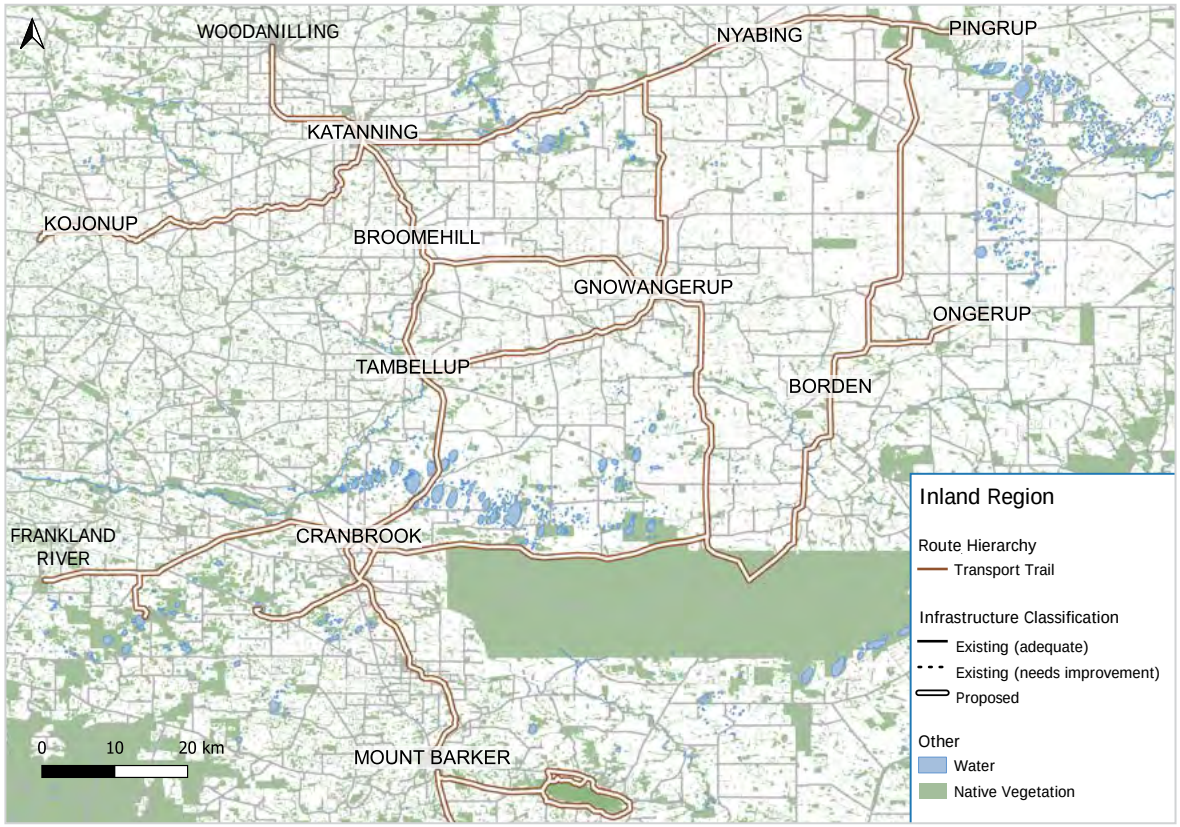
- **Existing (adequate):** The level of service reflects current best practice for this type of bike riding route (as defined in the route hierarchy);
- **Existing (needs improvement):** Although possible to cycle along this corridor, the level of service provided does not reflect current best practice for this type of bike riding route (as defined in the route hierarchy); or
- **Non-existent (proposed):** It is either not possible to cycle along this route due to the corridor being non-existent, or, because of existing road conditions, most people are unable to cycle comfortably.

These classifications are reflected in the maps on the following pages, with each route considered in the context of the five-year timeframe of this action plan.

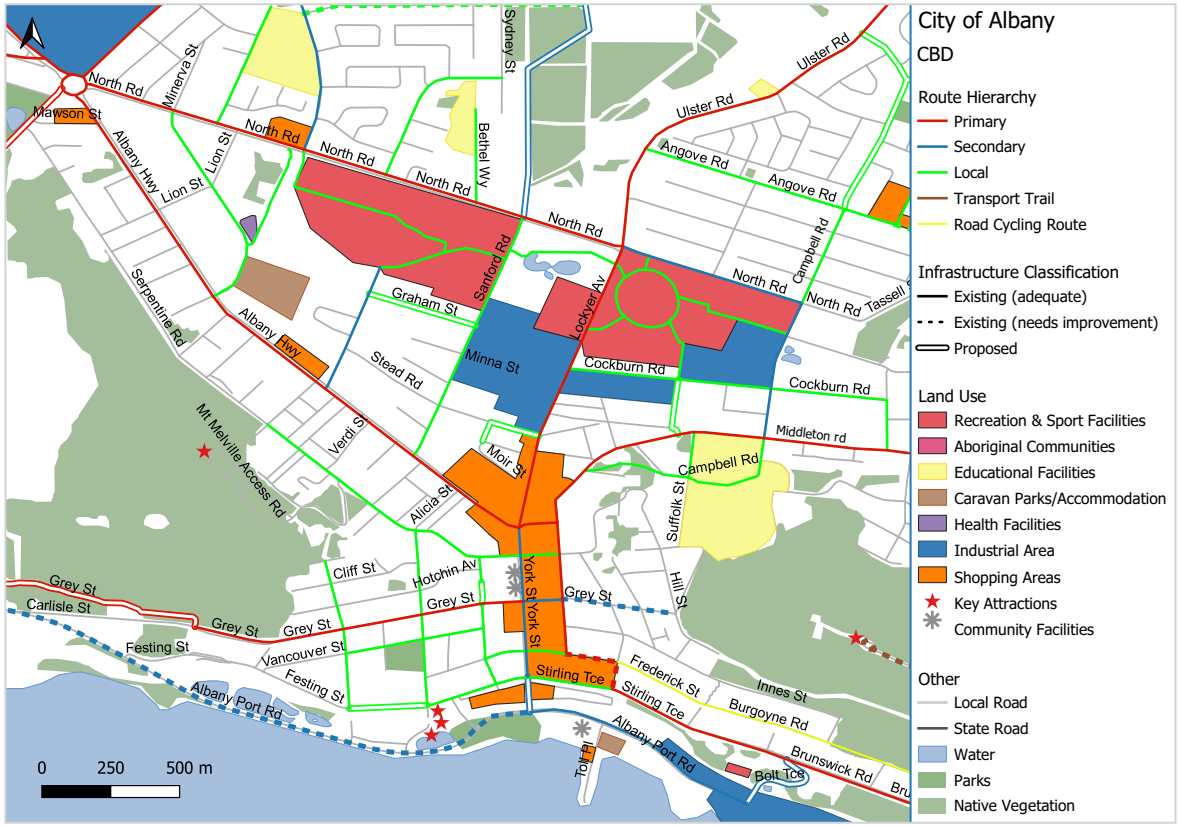
Map 6.01 Regional Road Cycle Routes



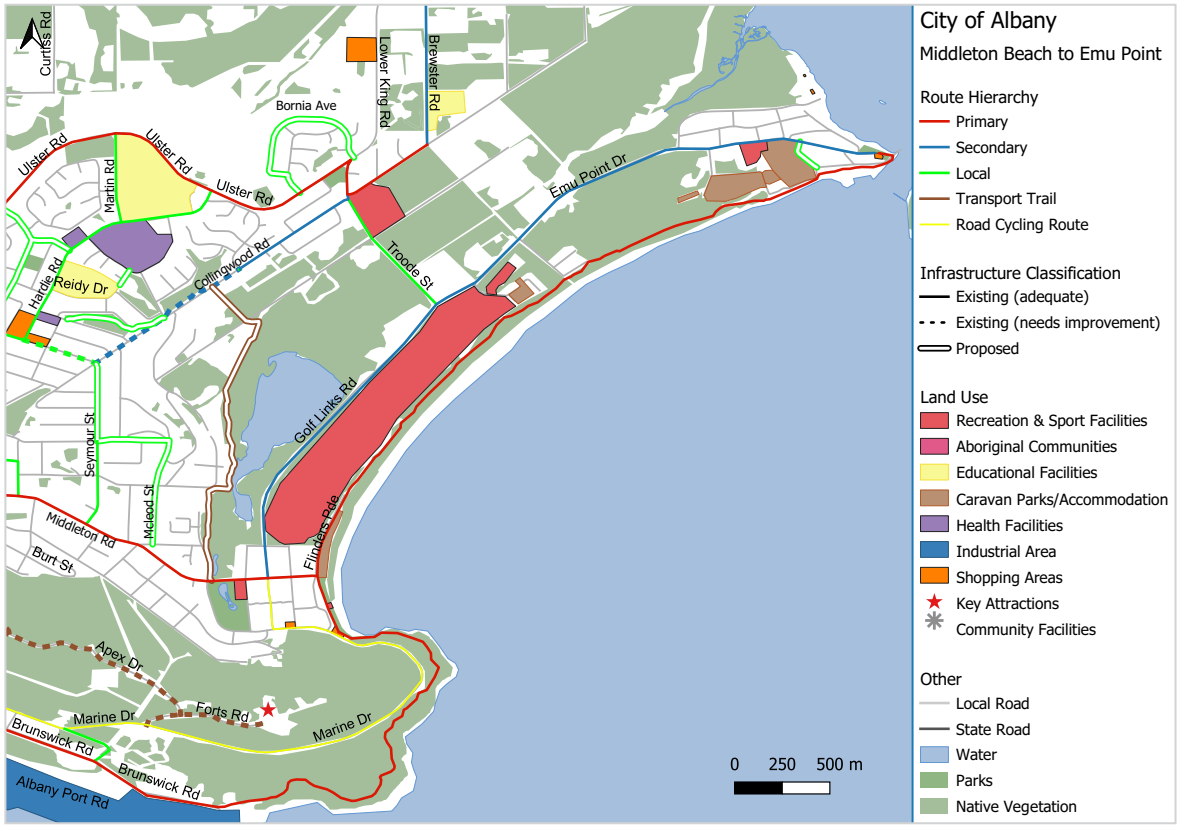
Map 6.02 Inland Region Transport Trails



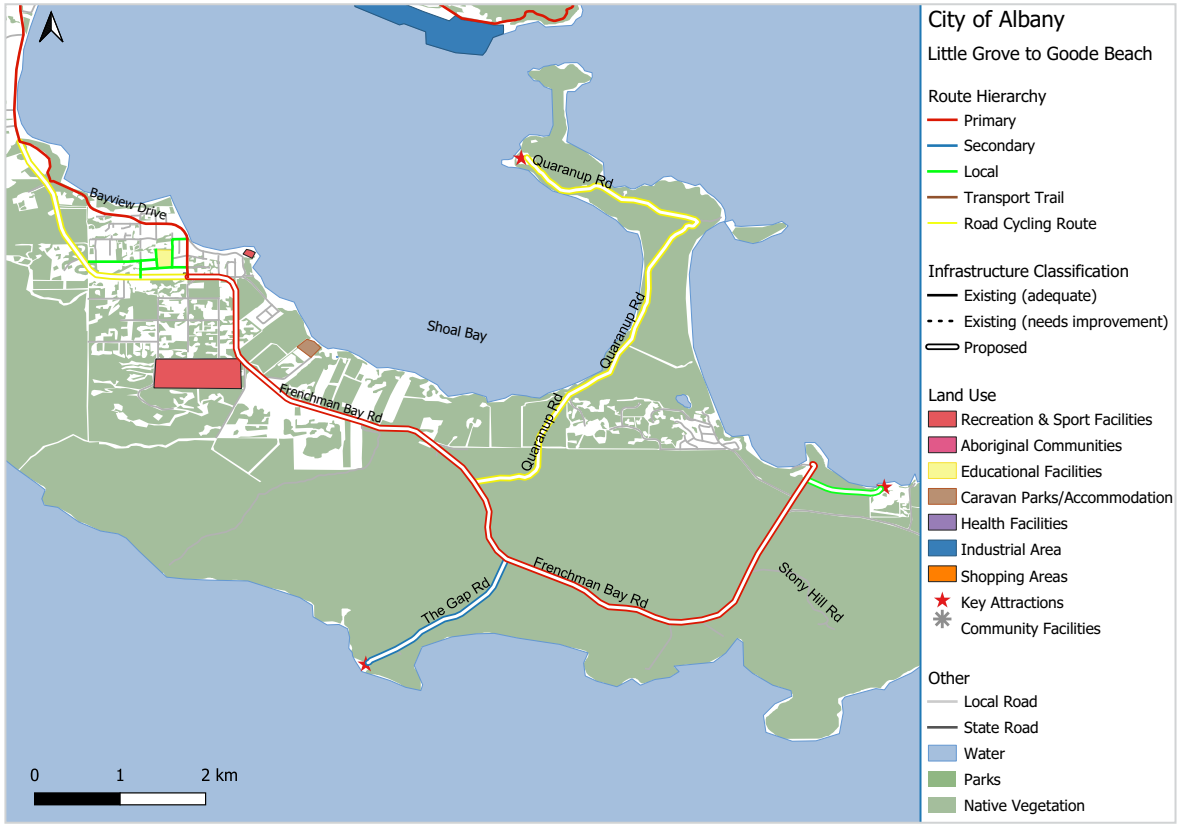
Map 6.03 City of Albany – CBD



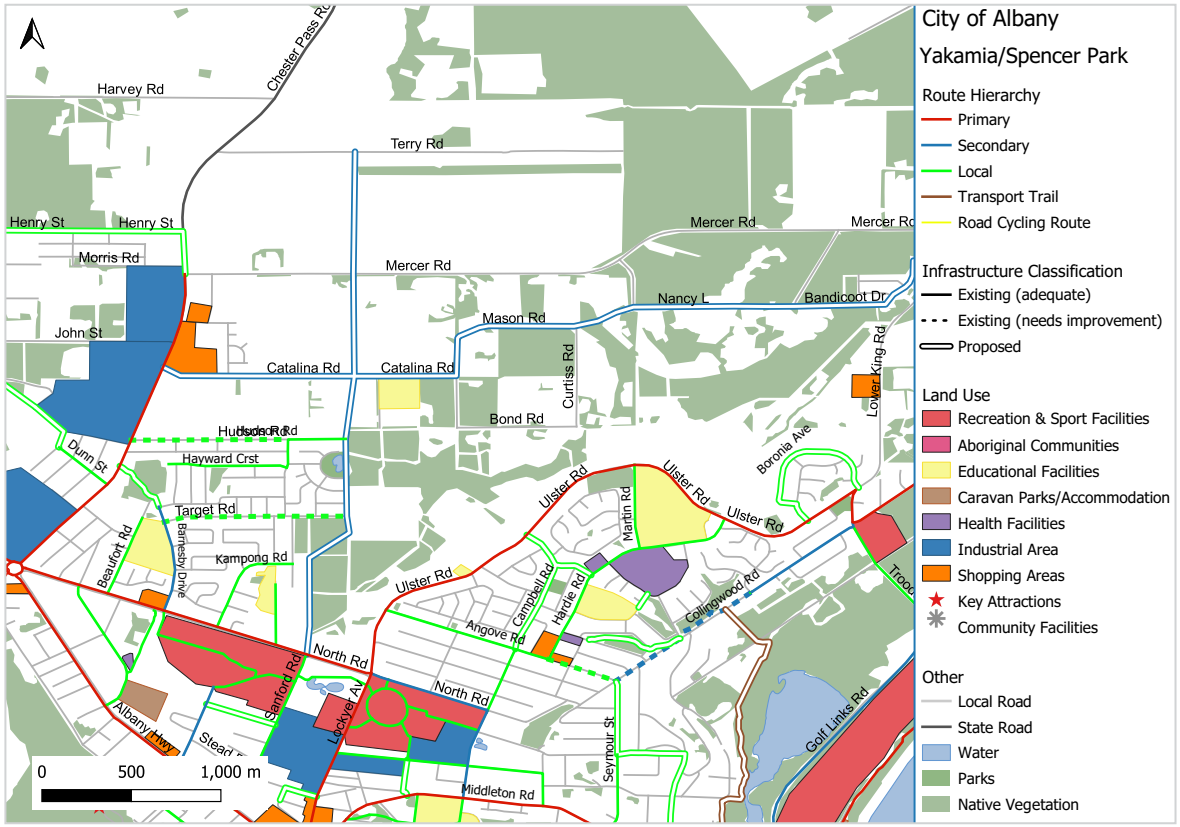
Map 6.04 City of Albany – Middleton Beach to Emu Point



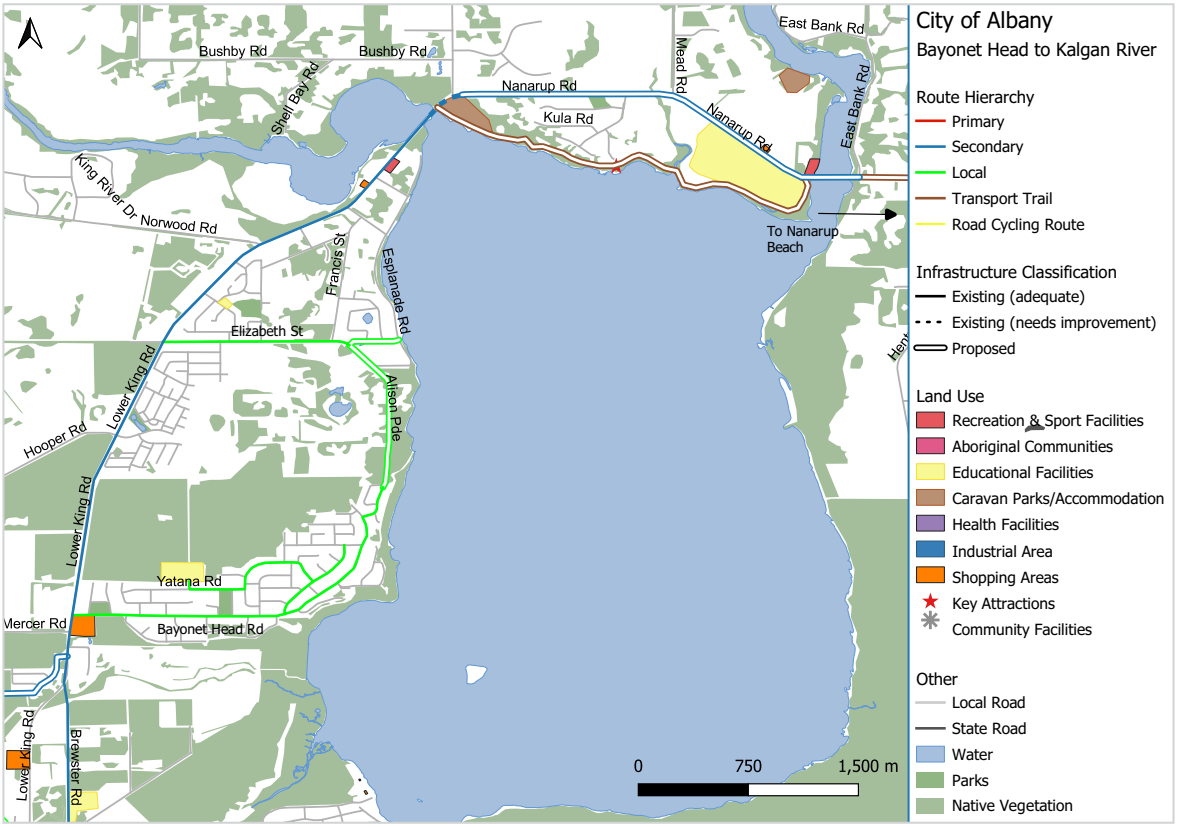
Map 6.05 City of Albany – Little Grove to Goode Beach



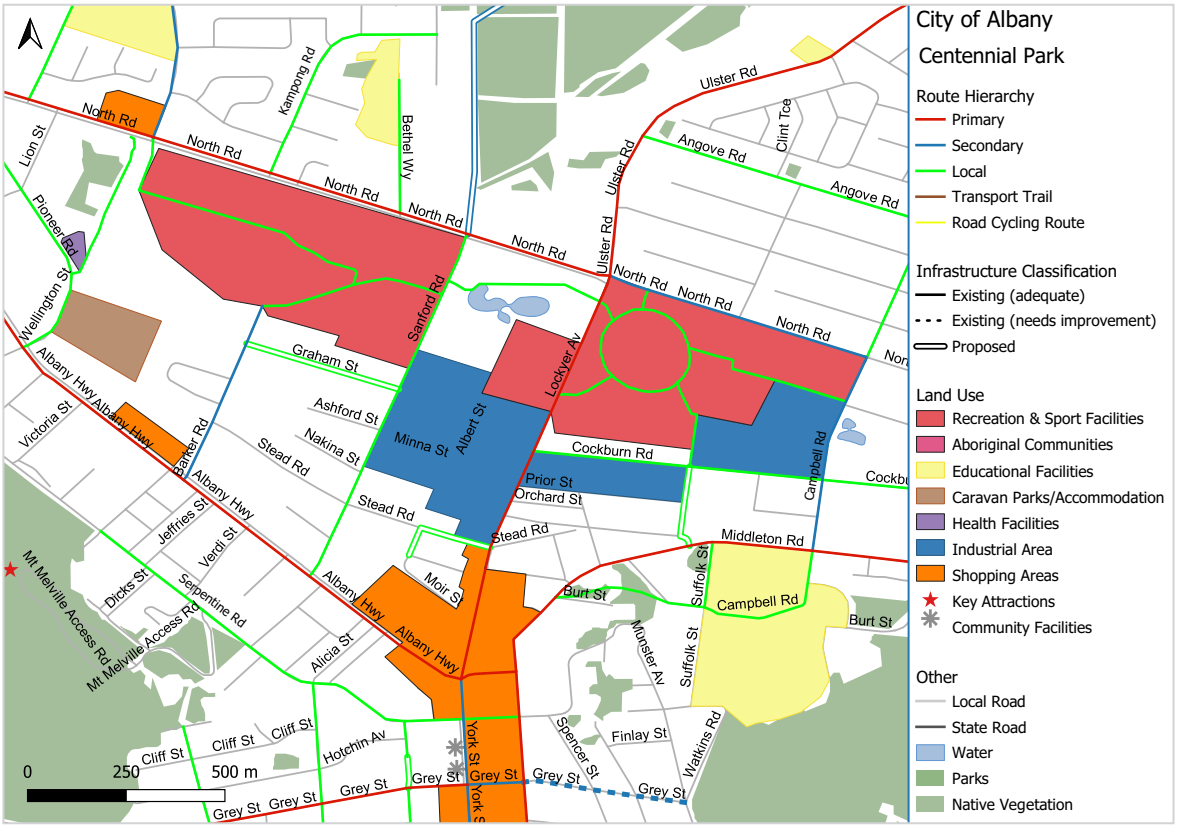
Map 6.06 City of Albany – Yakamia/Spencer Park



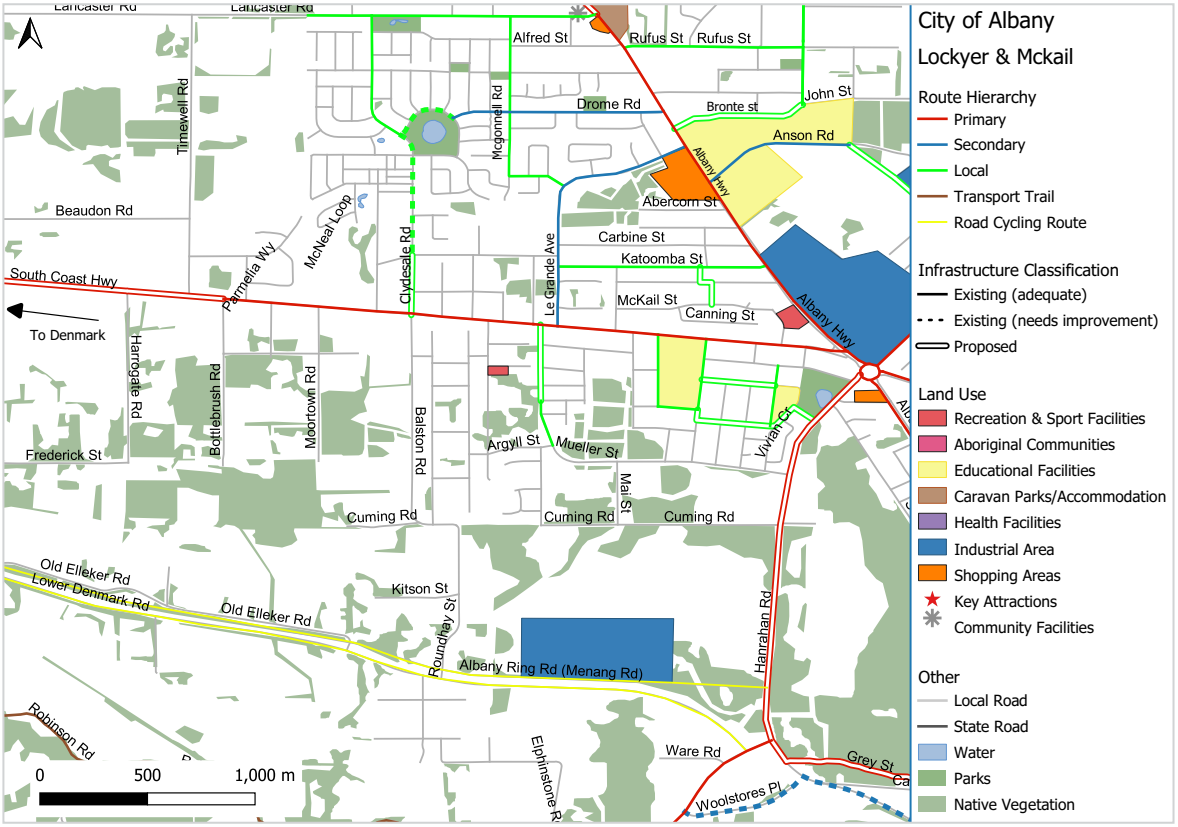
Map 6.07 City of Albany – Bayonet Head to Kalgan River



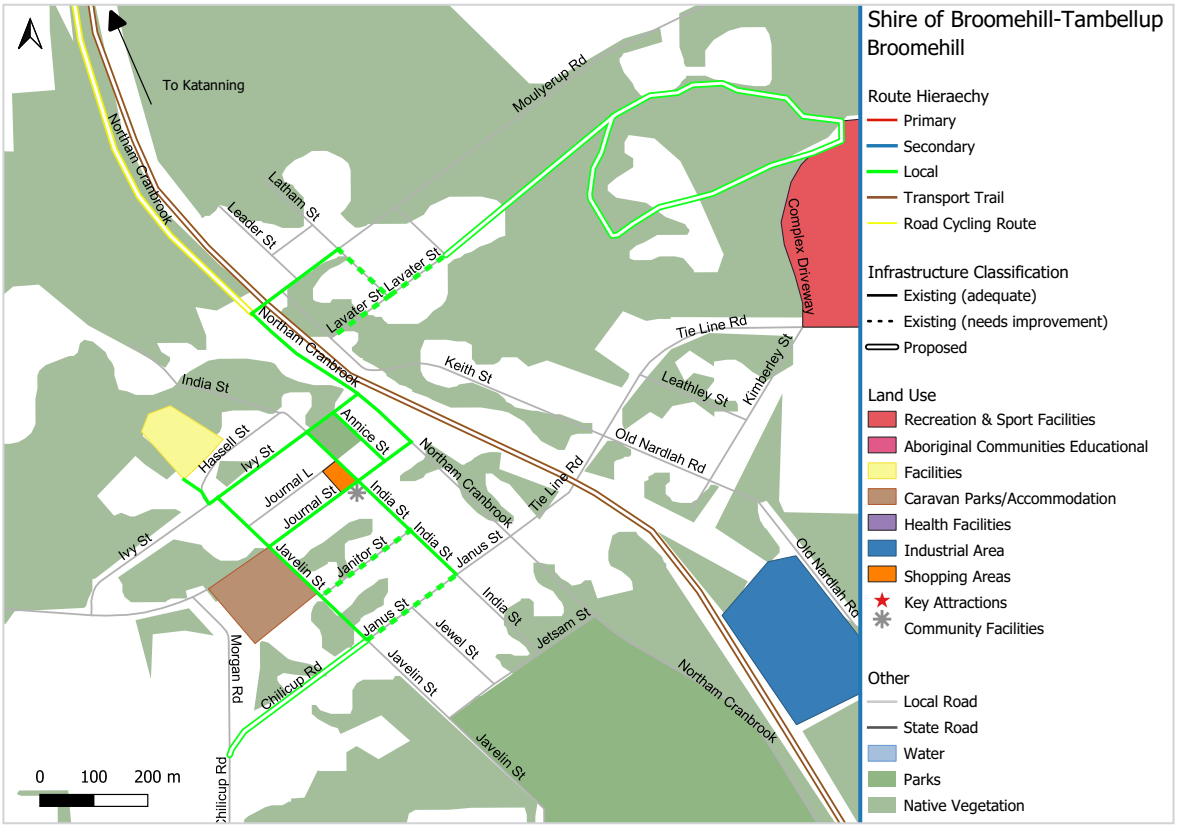
Map 6.08 City of Albany – Centennial Park



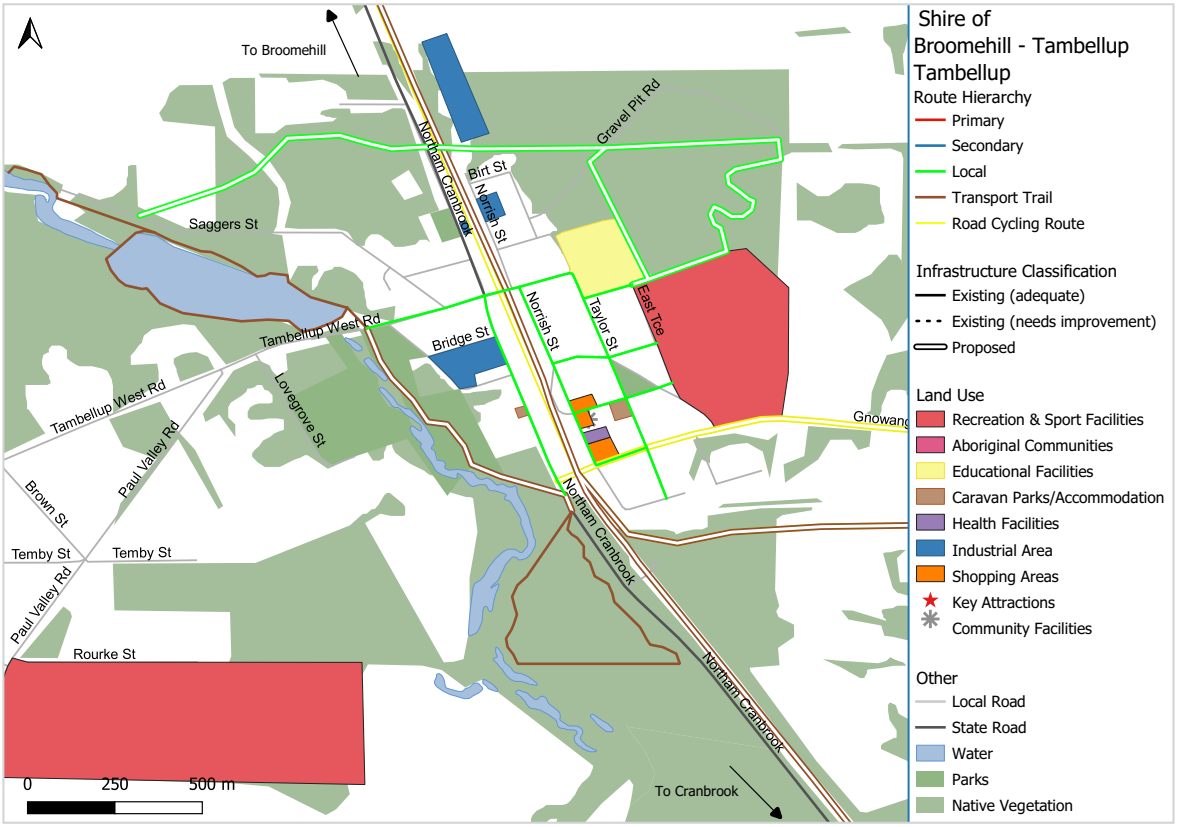
Map 6.09 City of Albany – Lockyer and Mckail



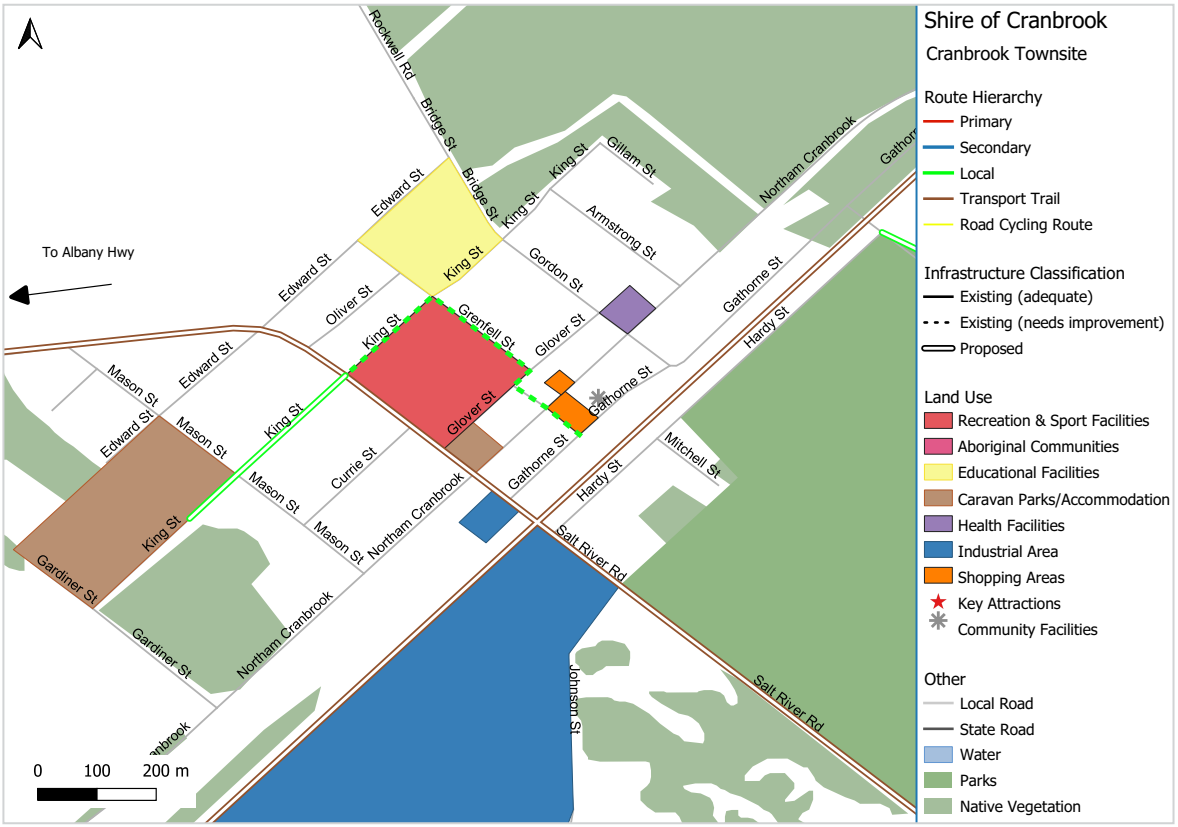
Map 6.10 Shire of Broomehill-Tambellup – Broomehill



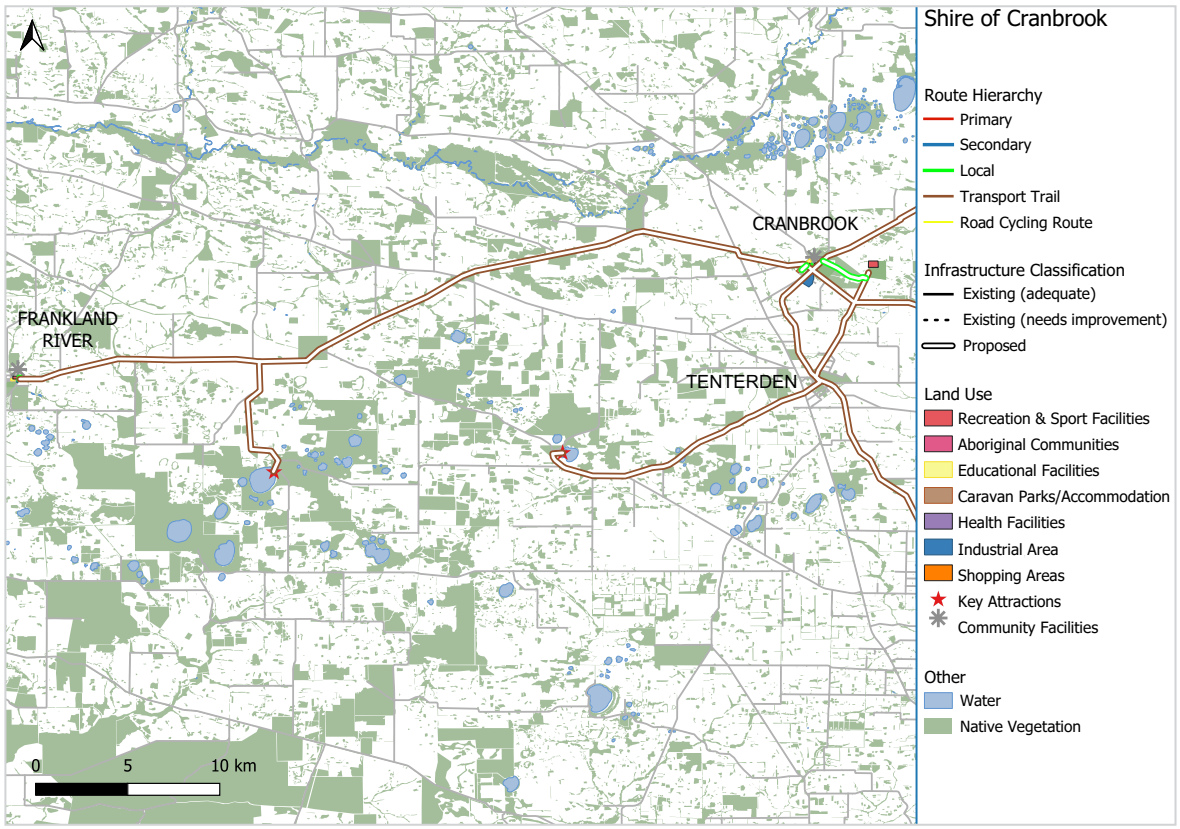
Map 6.11 Shire of Broomehill-Tambellup – Tambellup



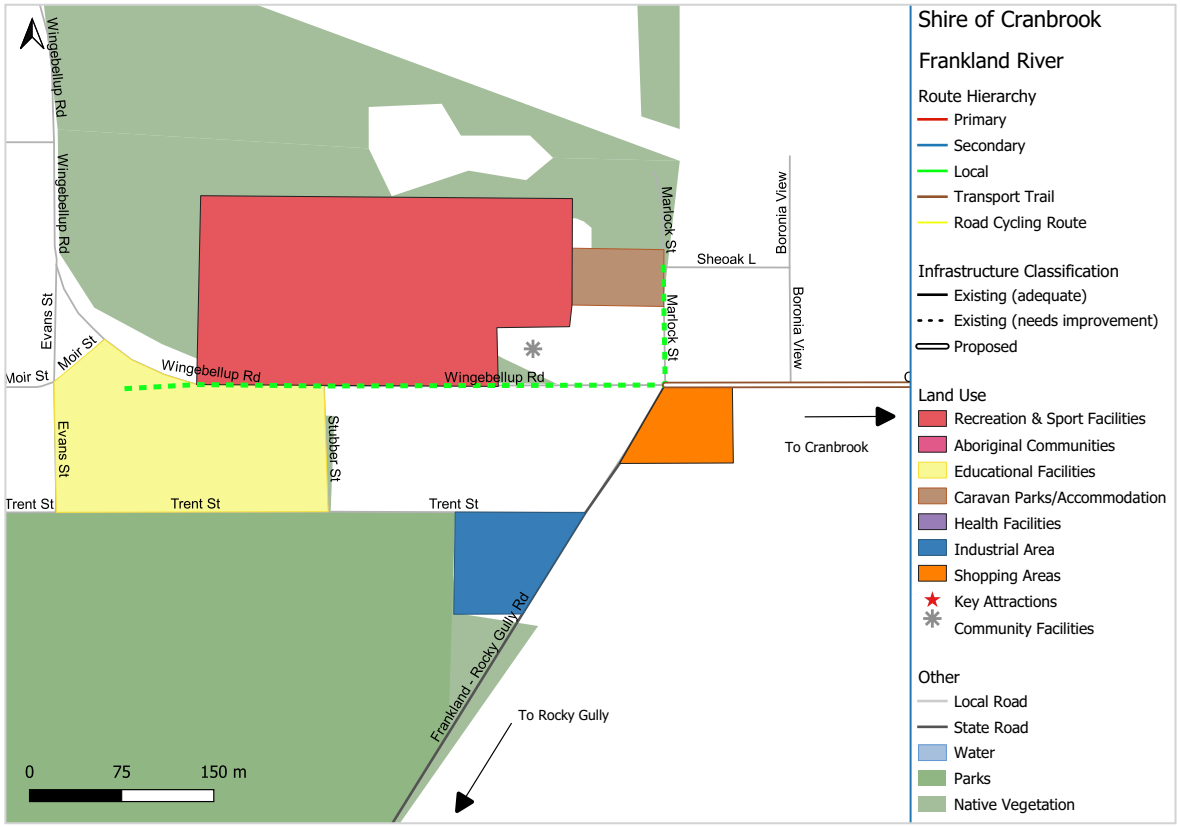
Map 6.12 Shire of Cranbrook – Townsite



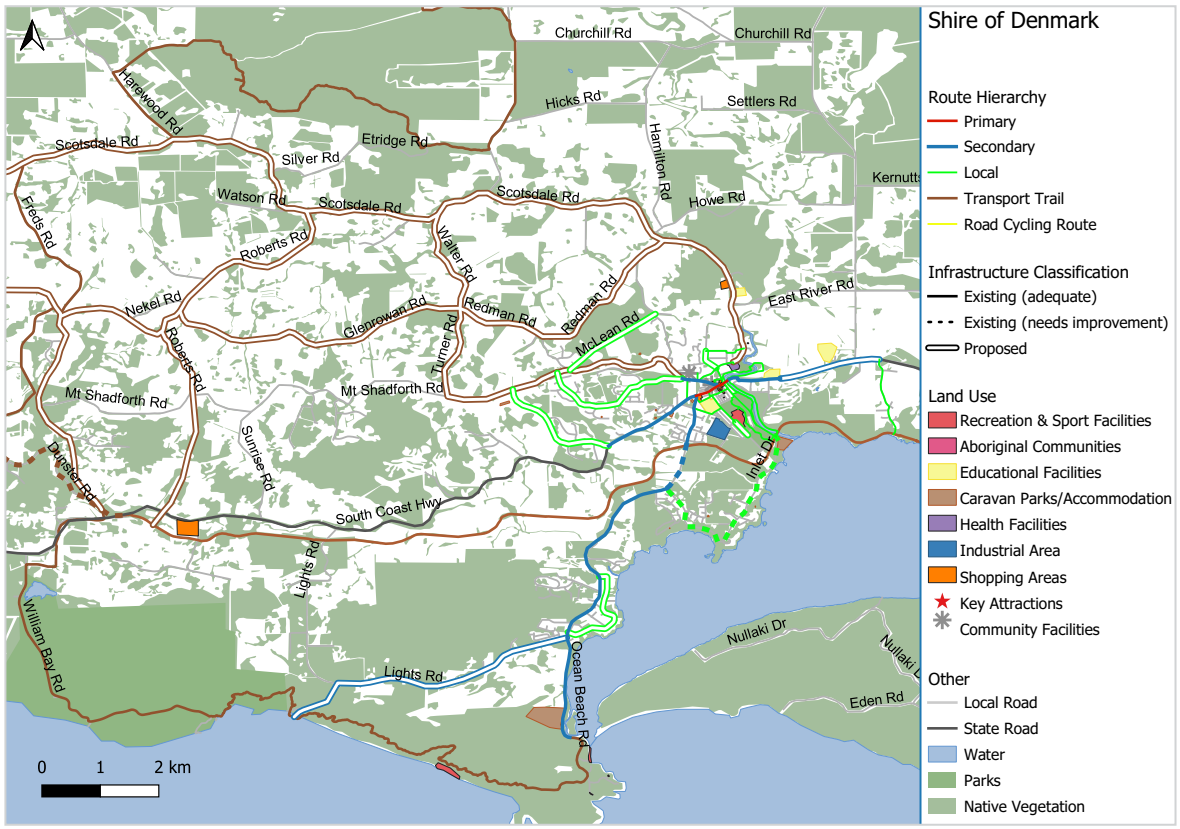
Map 6.13 Shire of Cranbrook – Regional including Tenterden



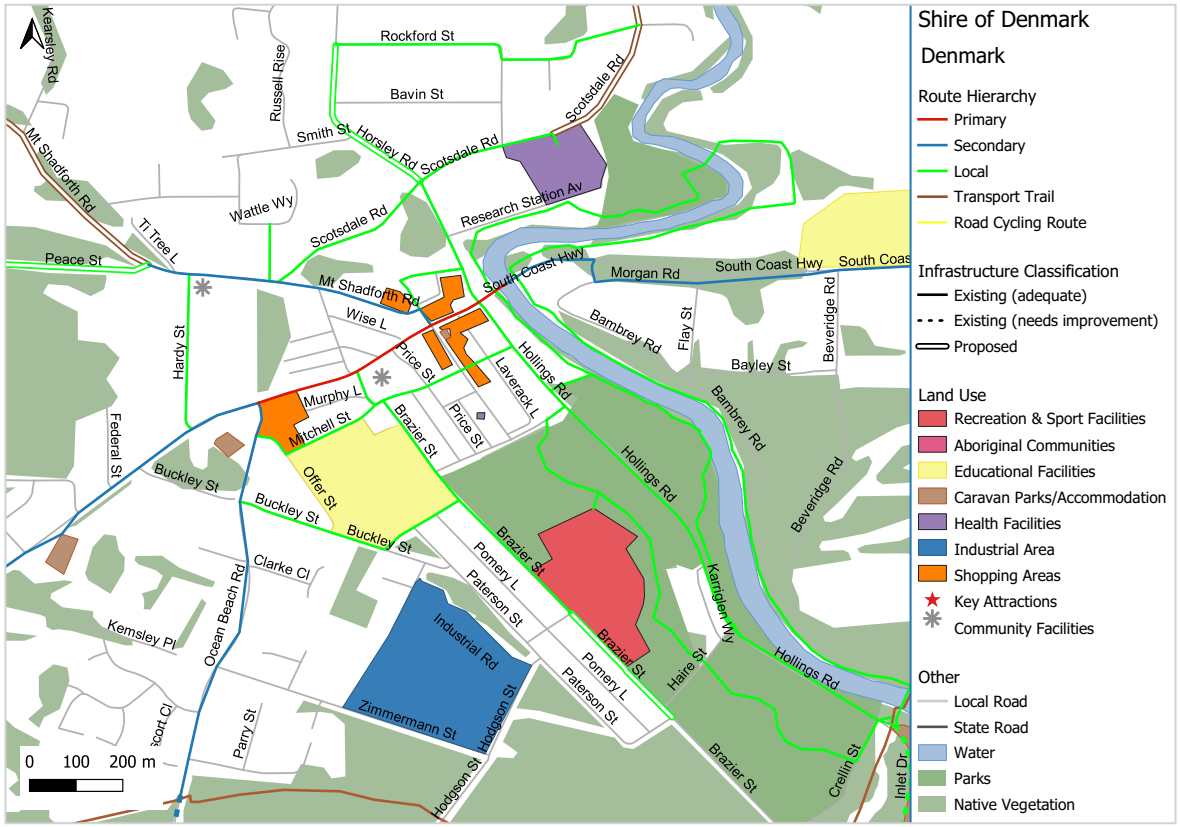
Map 6.14 Shire of Cranbrook – Frankland River



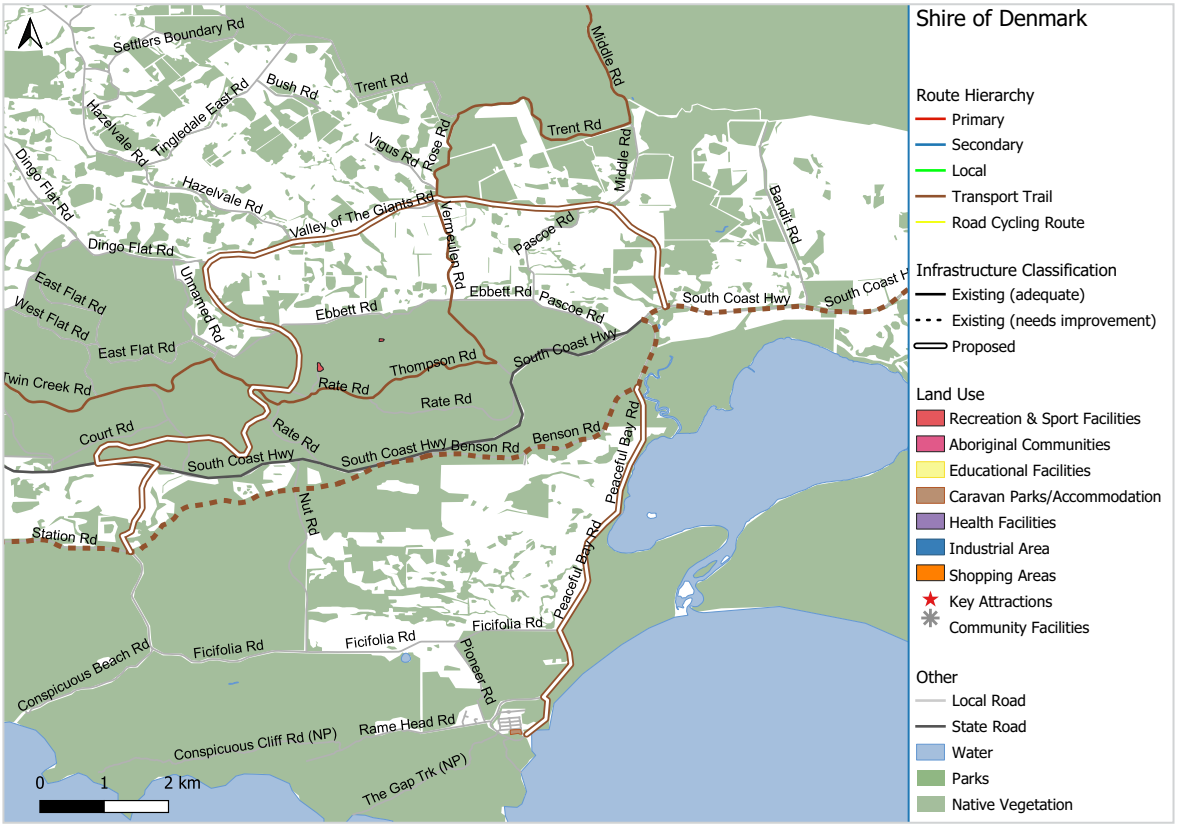
Map 6.15 Shire of Denmark – Regional



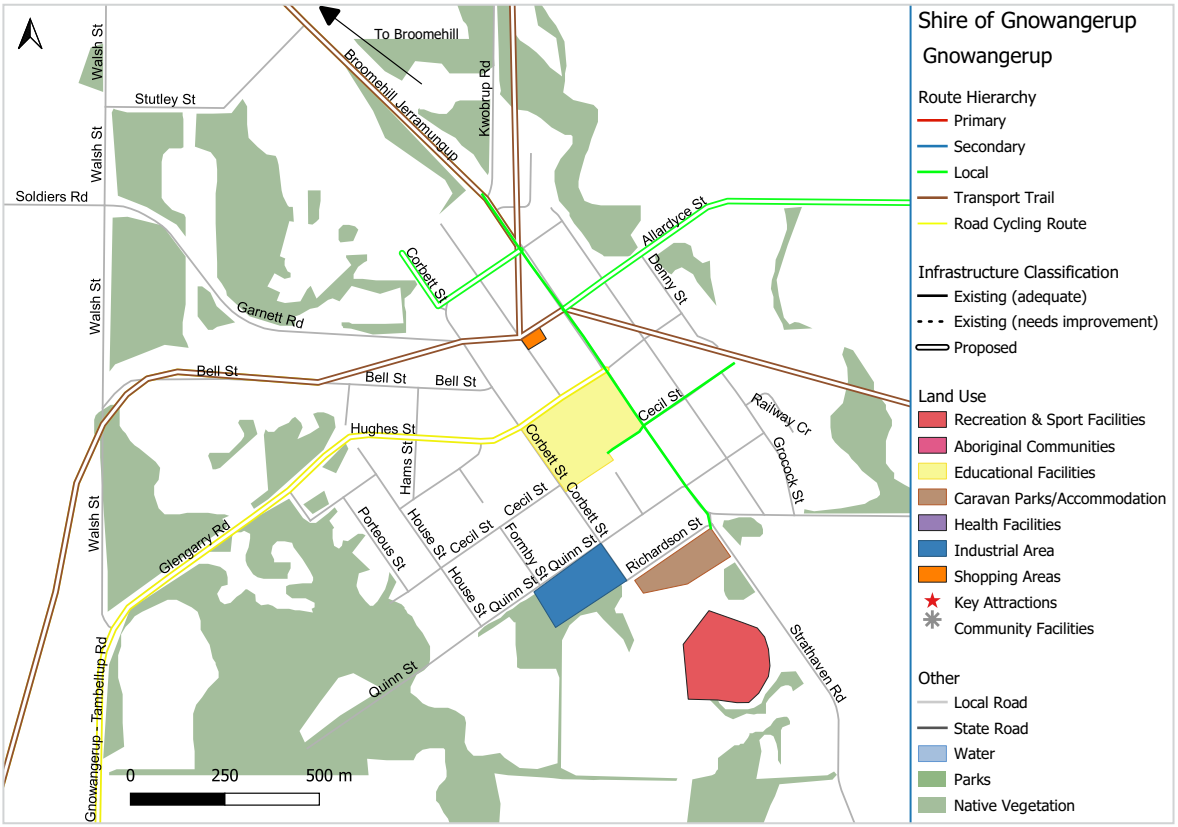
Map 6.16 Shire of Denmark – CBD



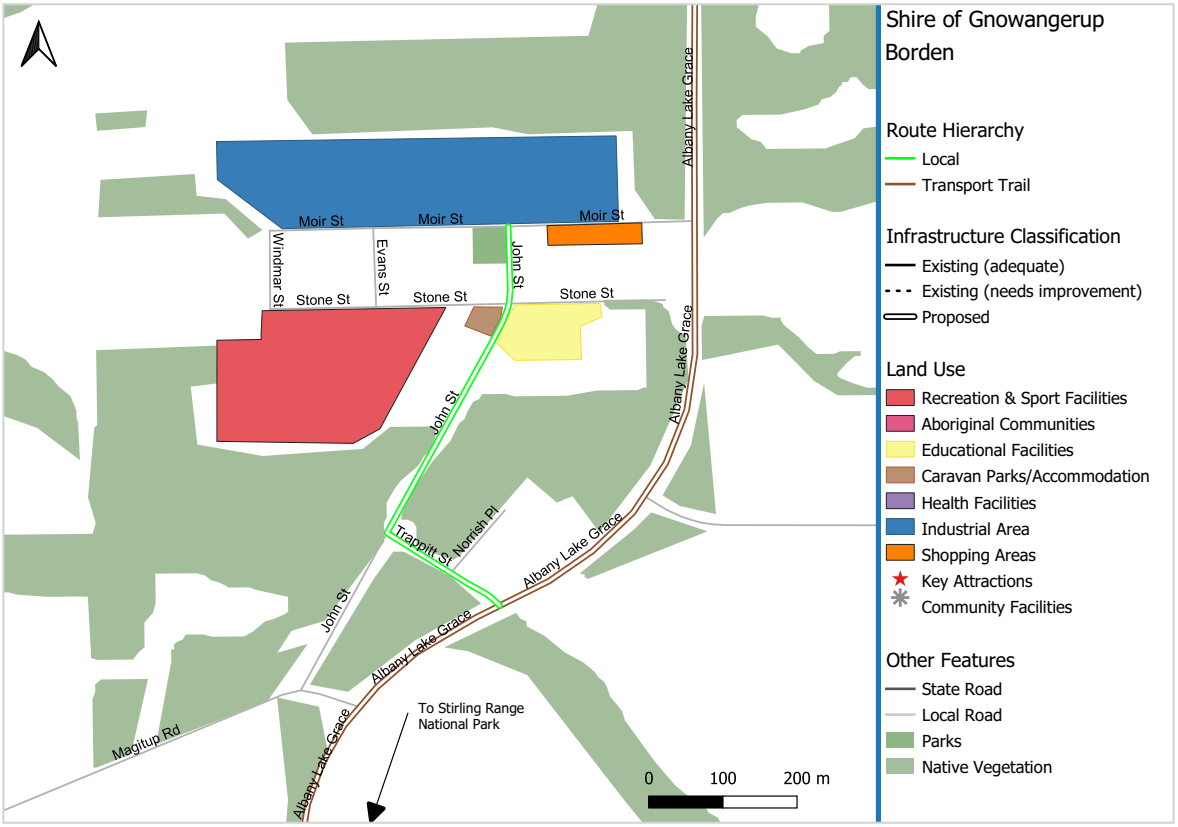
Map 6.17 Shire of Denmark – West



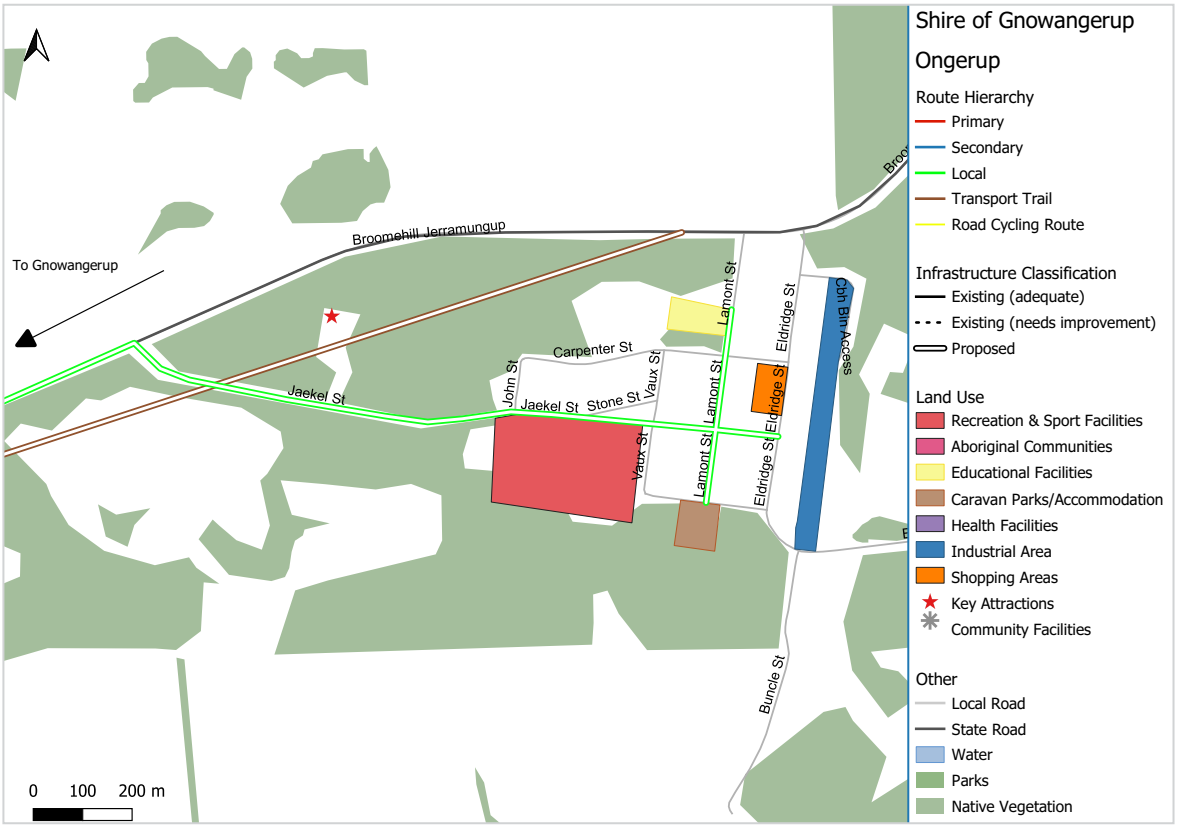
Map 6.18 Shire of Gnowangerup



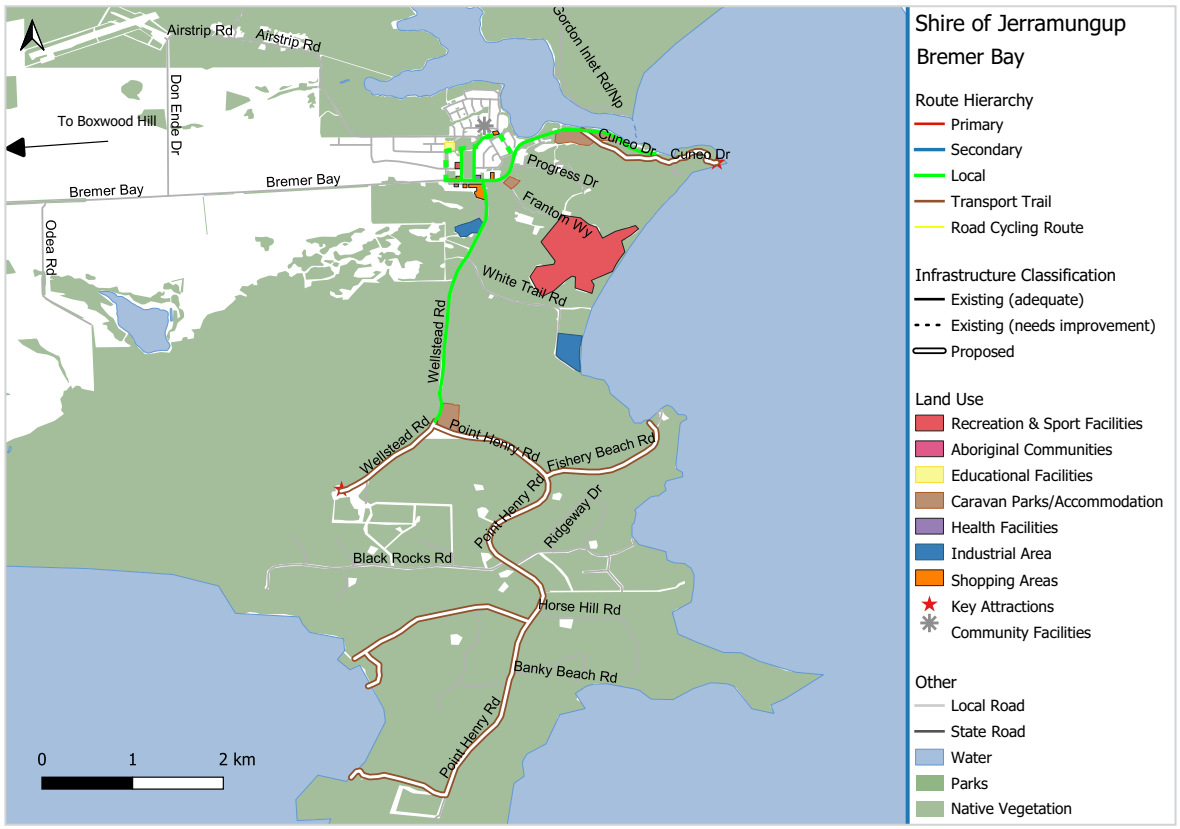
Map 6.19 Shire of Gnowangerup – Borden



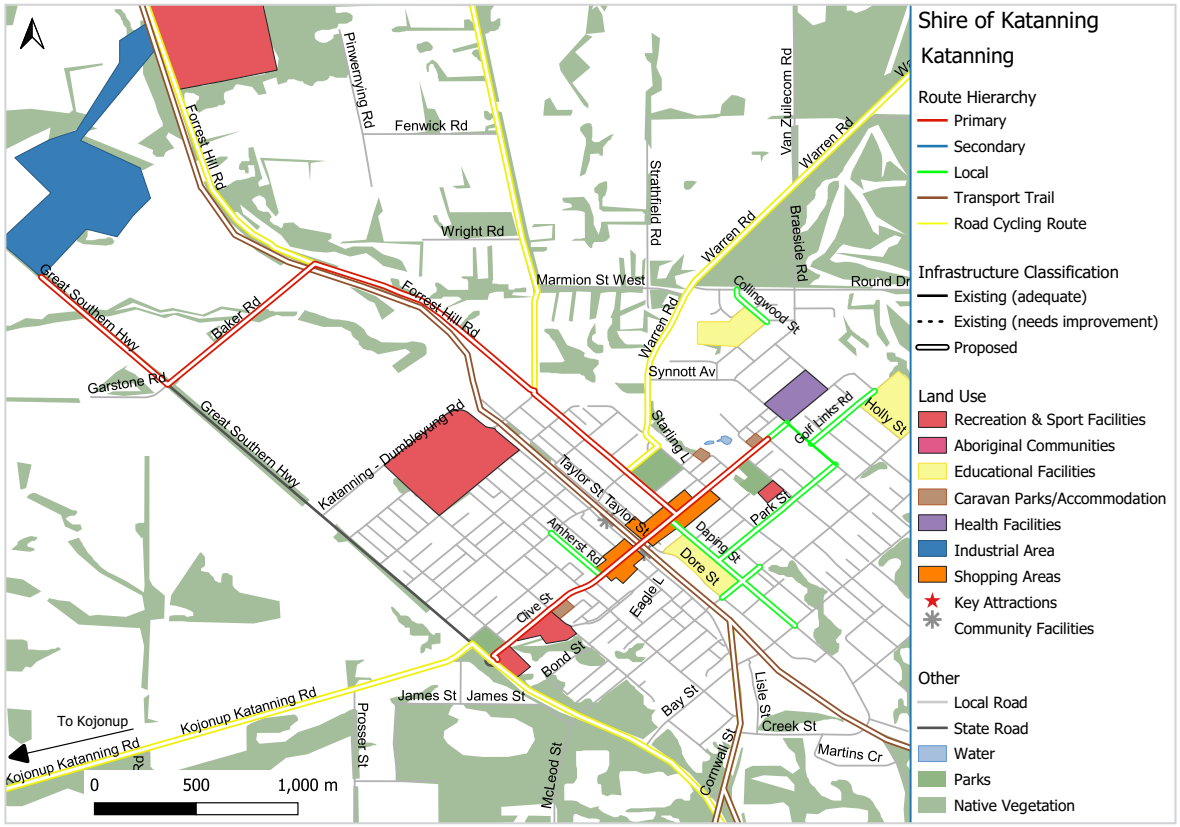
Map 6.20 Shire of Gnowangerup – Ongerup



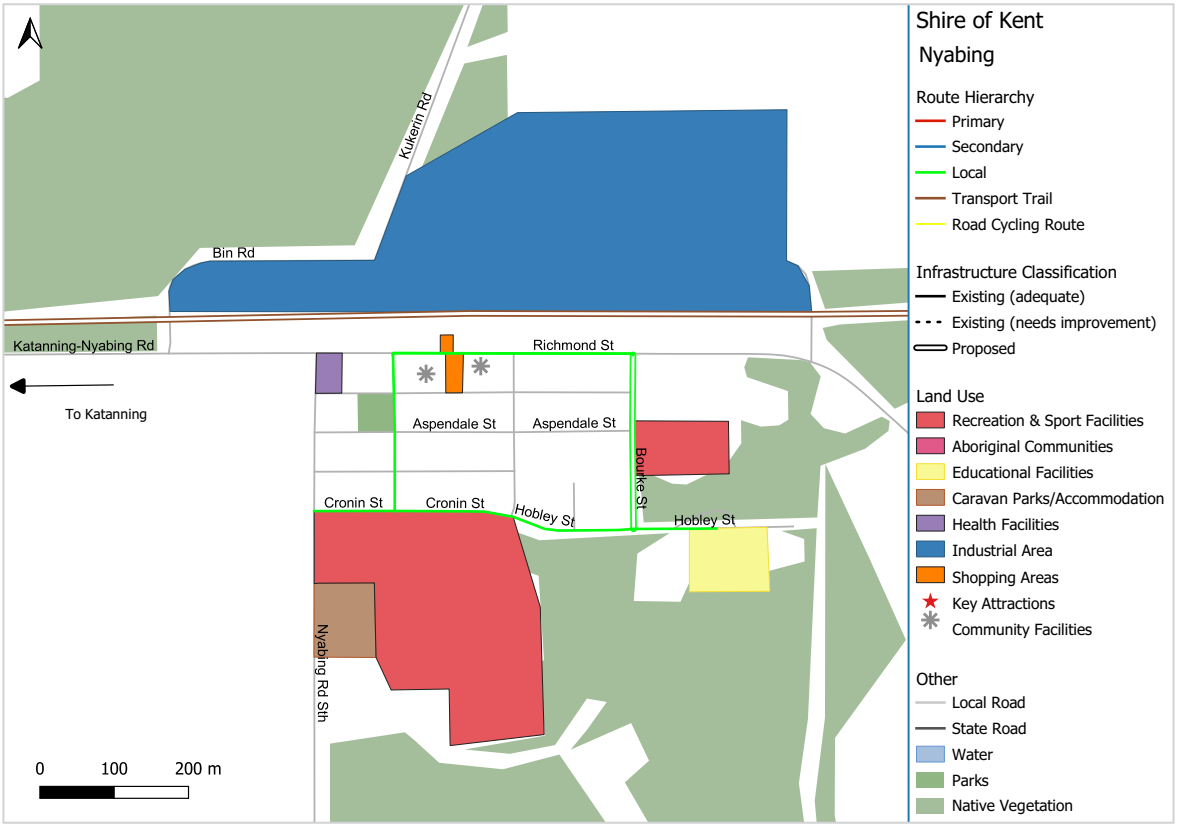
Map 6.21 Shire of Jerramungup – Bremer Bay



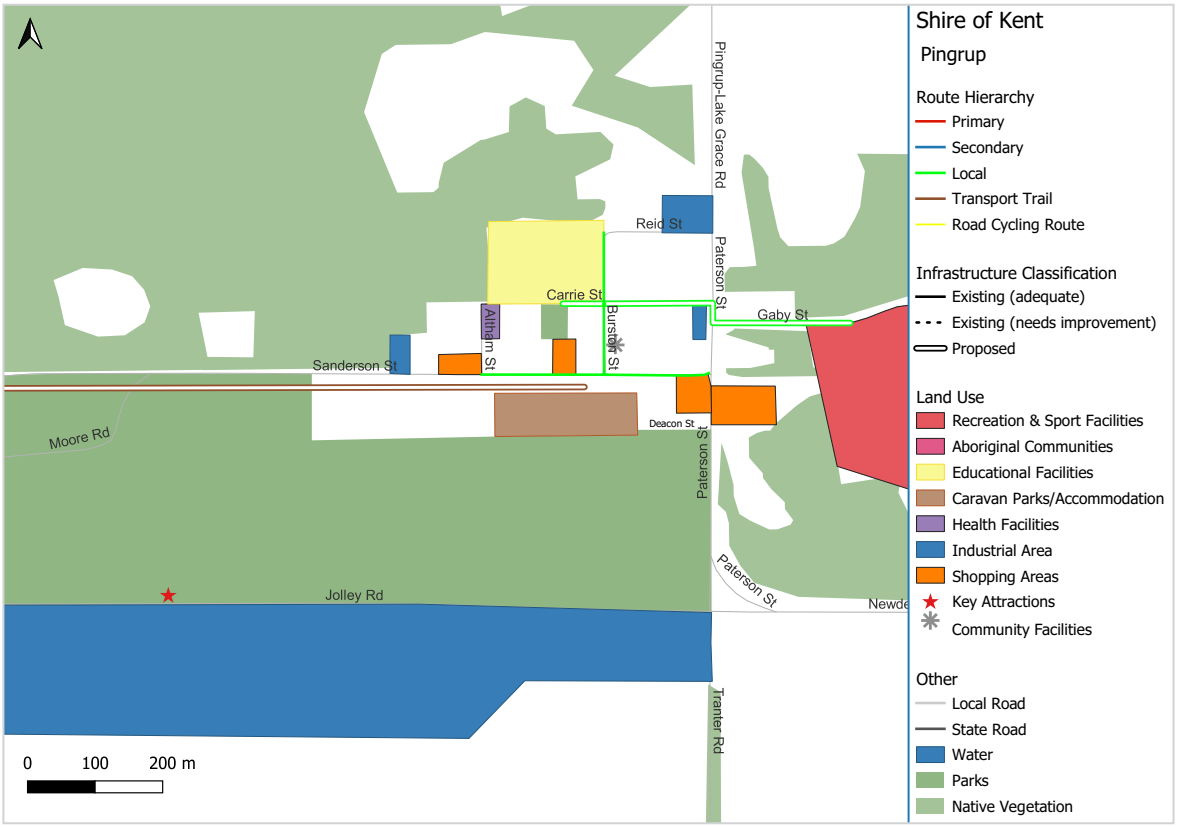
Map 6.22 Shire of Katanning



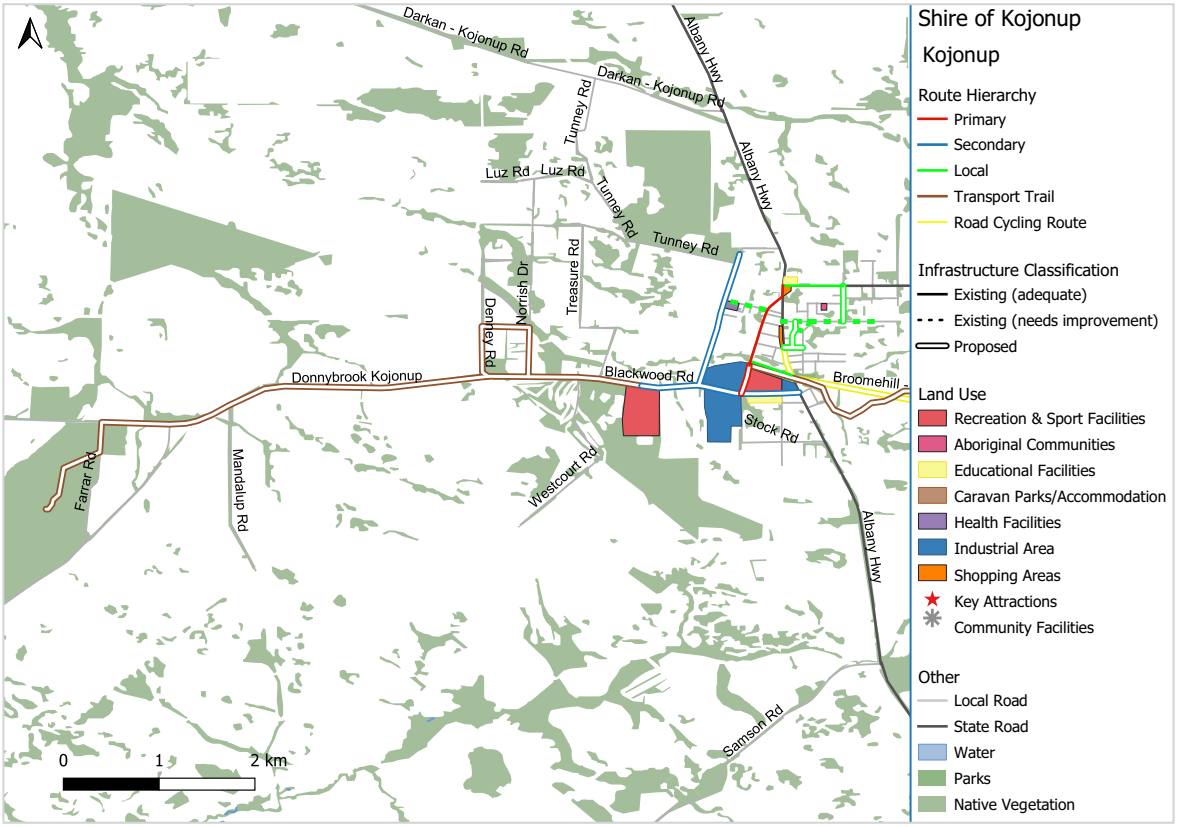
Map 6.23 Shire of Kent – Nyabing



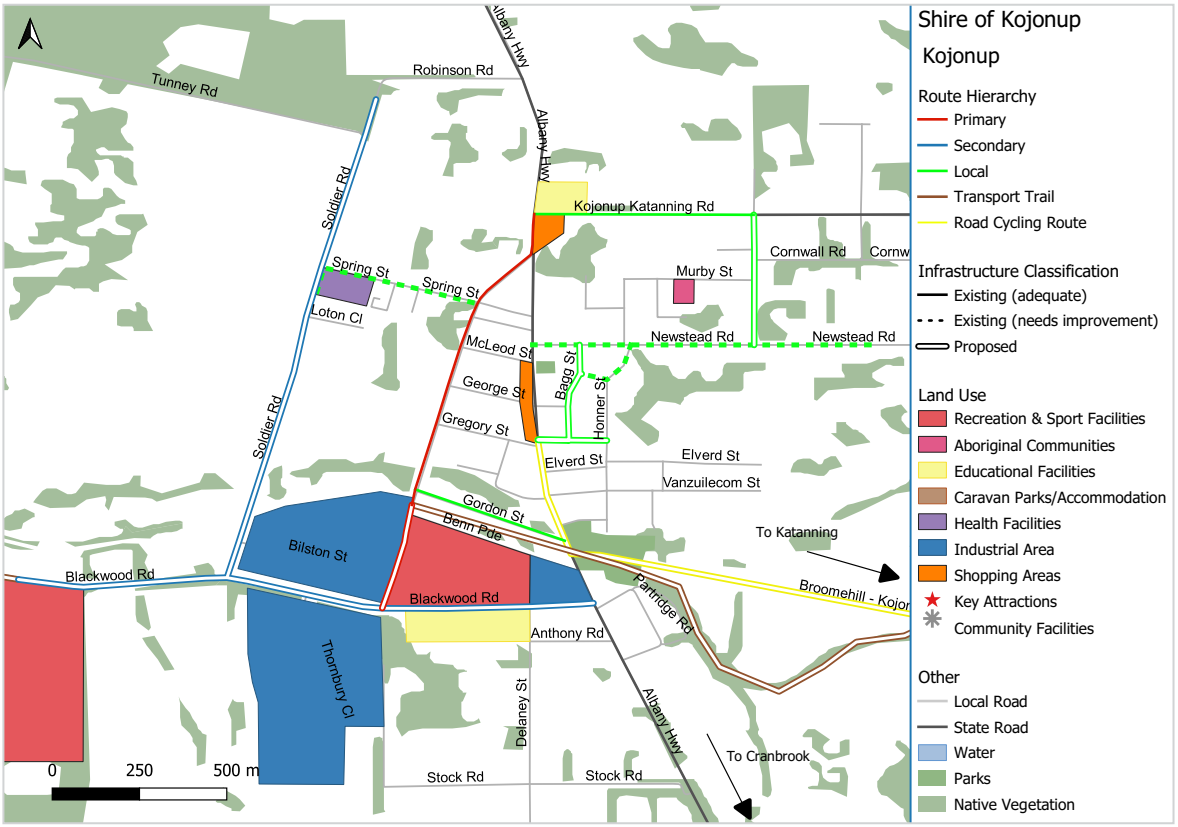
Map 6.24 Shire of Kent – Pingrup



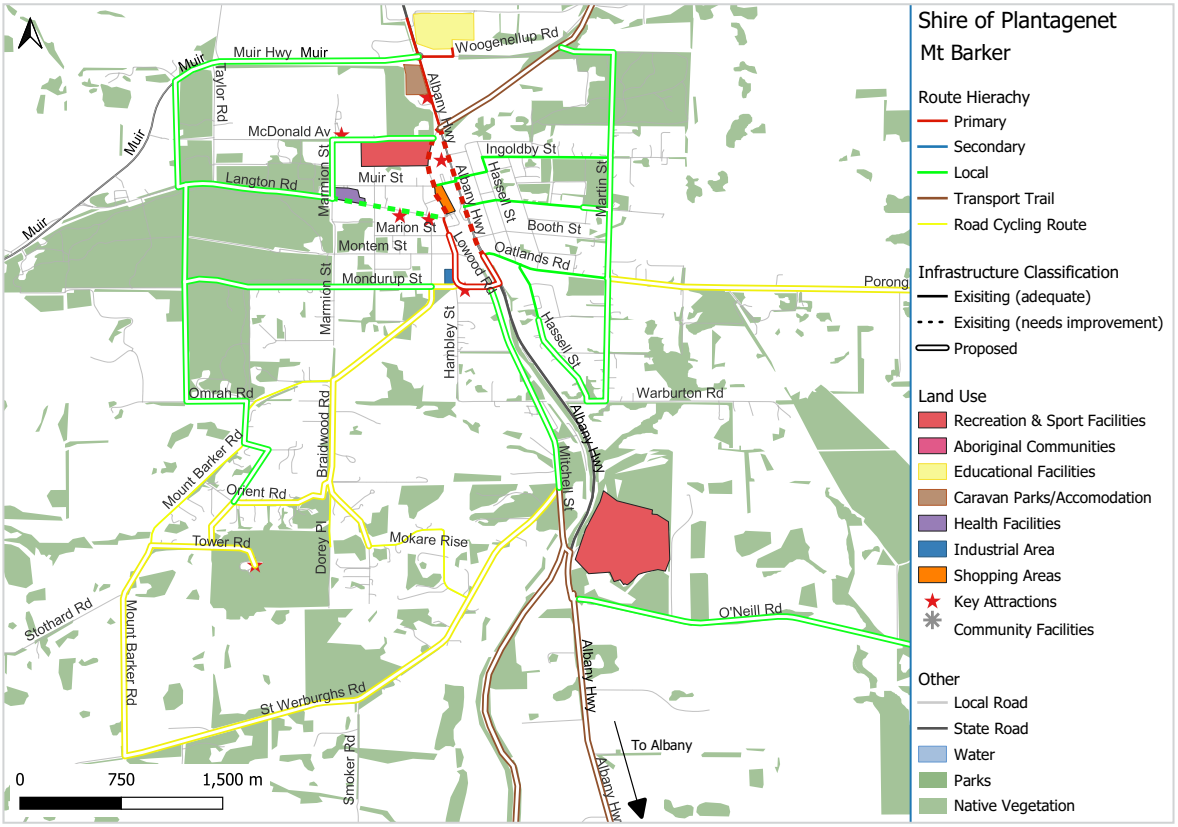
Map 6.25 Shire of Kojonup – Region



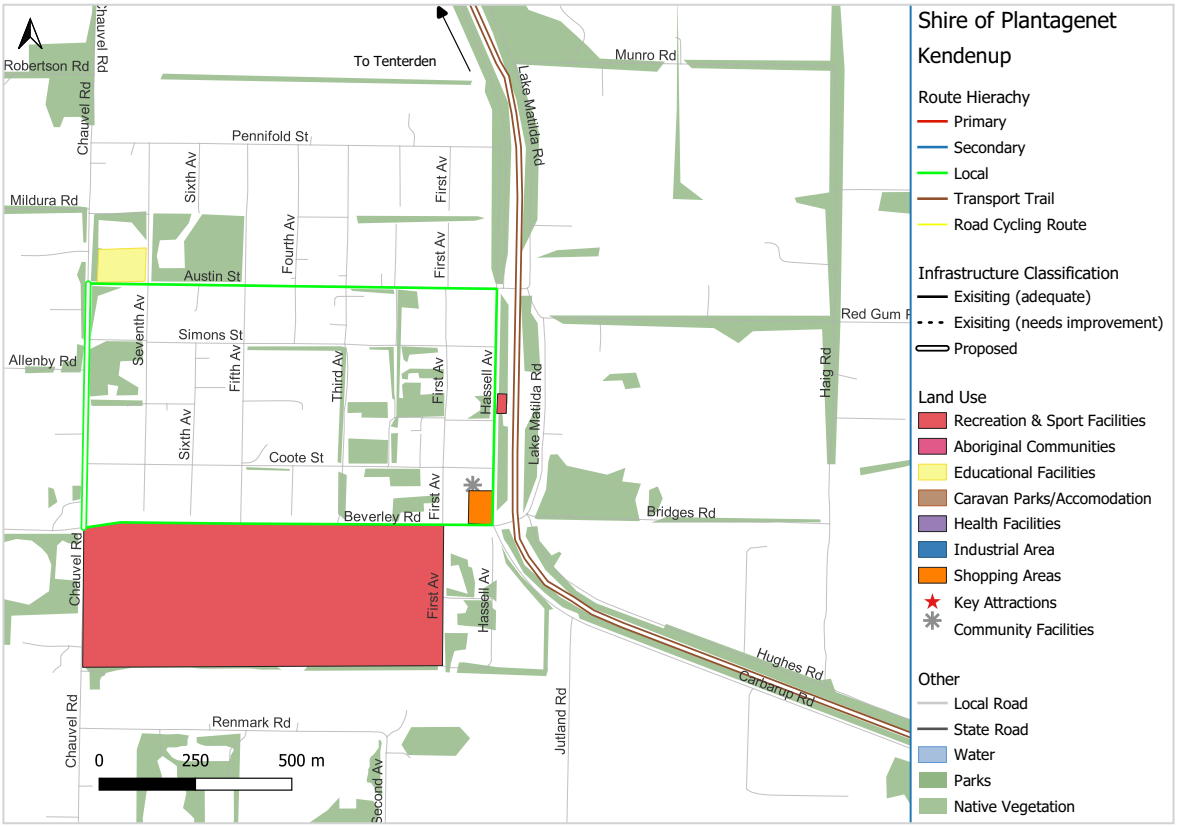
Map 6.26 Shire of Kojonup – Townsite



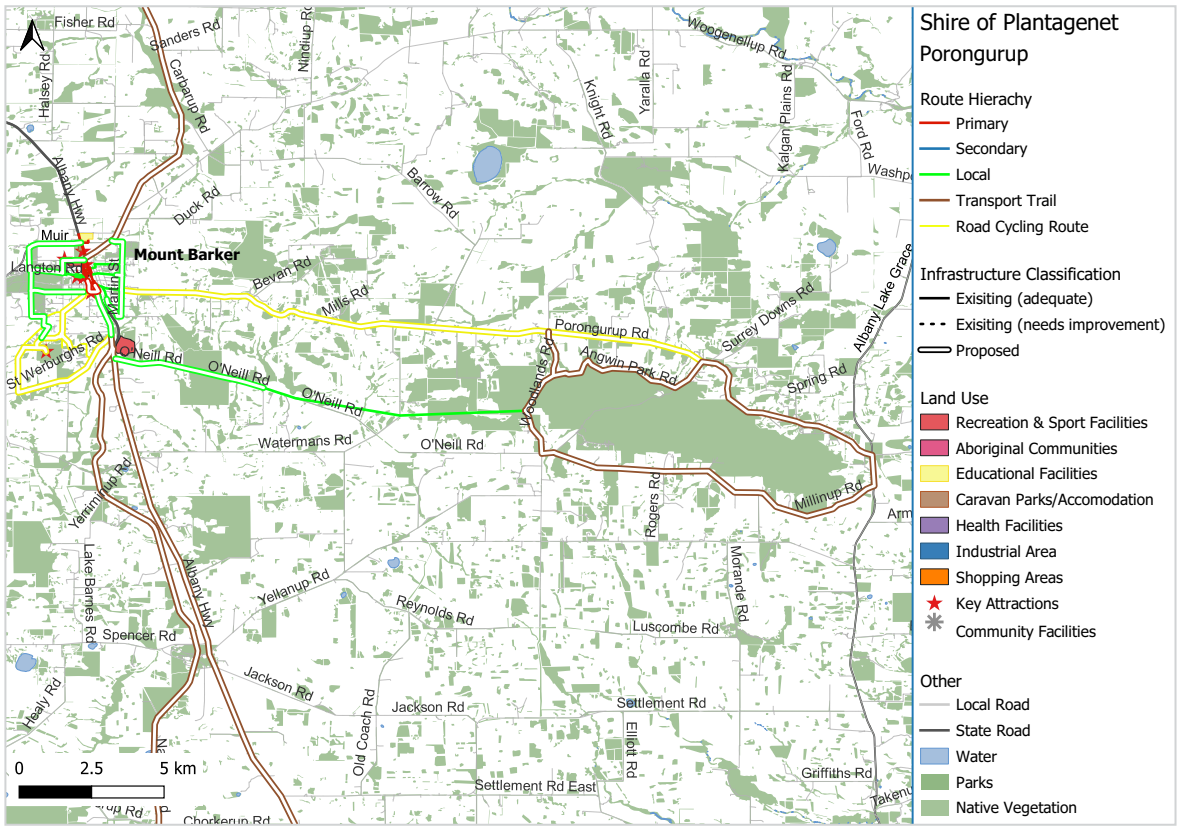
Map 6.27 Shire of Plantagenet – Mount Barker



Map 6.28 Shire of Plantagenet – Kendenup



Map 6.29 Shire of Plantagenet – Porongurup



6.2 Local priority projects

The following tables identify the local strategic priorities for bike riding in the Great Southern region, if and when organisational and funding capacity permits. Broadly categorised as: Short-term (to commence within 1–3years); medium-term (to commence within 4–5 years); and long-term (to commence in 5+ years).

6.2.1 City of Albany

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
A1	Marine Drive Mounts Access	Construction	Construct a shared path from the end of the existing path on Brunswick Road to Burgoyne Road (through an unconstructed road reserve), and connect to Forts Road where it intersects with Apex Drive. This will provide an important link from the CBD to the Heritage Park and Mounts Precinct.	Primary
A2	Mount Melville Cycle Link	Construction	Construct the final stage of the CBD to Mount Elphinstone Cycle link, from the end of the existing path at Carlisle Street to connect with the path infrastructure on the Albany Ring Road. This will provide safe cyclist connectivity between the CBD and areas to the east and south of Albany including Little Grove and beyond.	Primary
A3	Middleton Road Link	Construction	Construct off-road cycle paths on Middleton Road and Golf Links Road in Middleton Beach. This will fill in the missing link between existing cycle infrastructure on Middleton Road to the west, and the major activity centres of the CBD, Middleton Beach and Emu Point.	Primary
A4	Maley Place, Bardley Road and Wansborough Street	Construction	Construct new path along Maley Place, Bardley Road and part of Wansborough Street in Spencer Park. This will provide a better connection between existing infrastructure on Ulster Road (primary route) and Hardie Road (secondary route), and provide better access between residential areas and key facilities such as Spencer Park Primary School, aged care facilities, and the Albany Health Campus.	Local
A5	Clifton Street, Admiral Street, Banks Street, Lambert Street and Menzies Street	Design	Design a shared path along key routes to improve connectivity in Lockyer. These paths will improve safety of travel from west to east across the suburb and link Mount Lockyer Primary School and Parklands Primary School with recreational areas and further link to the CBD.	Local

City of Albany continued

Ref	Action	Project type	Objective/justification	Hierarchy
A6	Chester Pass Road (Brooks Garden Blvd to Henry Street)	Design	Design a connection between shared paths in Milpara and existing primary route on Chester Pass Road. This will link residential areas and educational facilities with retail and industrial hubs, and further access to the CBD.	Primary
A7	Boongarrie Street	Construction	Replace section of old narrow path with 1.5m concrete path, as part of the Emu Beach Foreshore Management Plan. This path will improve connectivity and cycling amenity in Emu Point for residents and visitors.	Local
Short-term				
A8	Seymour Street, Nelson Street, McLeod Street	Design and construct	Construct a north-south link through Mira Mar, which has a low level of current path connectivity. These paths will link the residential areas of Spencer Park and Mira Mar, including health and education facilities, to the key activity centres of Middleton Beach and Emu Point.	Local
A9	Leschnault Street	Design and construct	Construct 2m wide concrete path on Leschnault Street from Admiral Street to Drummond St. Will provide additional east-west link for Lockyer residents accessing Mount Lockyer Primary School and recreation areas.	Local
A10	Collingwood Road (Burville Street to Warden Avenue)	Construction	Upgrade to asphalt existing bitumen path through reserve. This will improve the amenity of the path, which is an important link in a suburb with lower connectivity.	Secondary
A11	Hymus Street	Design and construct	Design and construct path on popular route from the CBD and key retail centre to the Centennial Park Precinct and Youth Precinct.	Local
A12	Festing Street	Design and construct	Design and construct path to address missing link in network between Melville Street and Parade Street.	Local
A13	Crawford Street	Design and construct	Design and construct 2.5m concrete path to replace existing from Katoomba Street to McKail Street. This is a missing link in the network that will provide a better north-south connection in Orana and link to Mount Lockyer Primary School and Parklands School in Lockyer.	Local

City of Albany continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
A14	Chester Pass Road (Brooks Garden Blvd to Henry Street)	Construction	Construct a connection between shared paths in Milpara and existing primary route on Chester Pass Road. This will link residential areas, North Albany Senior High School and TAFE, to retail and industrial hubs, with further access to the CBD.	Secondary
A15	Henry Street (Adelaide Street to Chester Pass Road)	Construction	Construct a shared path which will link path infrastructure on Adelaide Street to a primary route on Chester Pass Road. This will create a cycling link from Chester Pass Road through to Albany Highway through Milpara, and improve access to North Albany Senior High School.	Secondary
A16	Mounts Access	Design and construct	Design and construct path to complete link between existing path on Apex Drive and the Desert Mounted Corp Memorial carpark.	Secondary
A17	Clifton Street, Admiral Street, Banks Street, Lambert Street and Menzies Street	Construction	Construct a shared path along key routes to improve connectively in Lockyer. These paths will improve safety of travel from west to east across the suburb and link Mount Lockyer Primary School and Parklands Primary School with recreational areas and further link to the CBD.	Local
A18	Katoomba Street	Construction	Construct a new shared path to replace existing path in poor condition between Le Grande Avenue and Melos Street. This path will create a better east west connection for cyclists through Orana, which links residential areas with educational and retail/industrial areas in Lockyer and Milpara including Mount Lockyer Primary School and North Albany Senior High School.	Local

City of Albany continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
A19	Stead Road	Feasibility	Explore feasibility for a contra flow cycling lane on Stead Road, from Hymus Street to Lockyer Avenue. This would link existing path on Lockyer Avenue and planned path on Hymus Street to the secondary path on Sanford Road and complete a link between the CBD and Youth Precinct/ALAC.	Local
A20	Grey Street West	Construction	Complete Mount Elphinstone to CBD link by replacing black with red asphalt from Collie Street to Melville Street.	Primary
A21	Barnesby Drive	Construction	Construct new path from end of existing path to provide connection to Chester Pass Road. This forms part of the Local Planning Strategy and will form a connection between Yakamia Primary School and residential areas.	Local
A22	Albany Highway path expansion	Design and construct	Design and construct extension of existing primary 2.5m concrete path, from opposite Bottrell Close to Morgan Road. This will link to existing path through reserve which services Warrenup residential area.	Primary
A23	Symers Street	Design and construct	Design and construct new shared path as second stage of the Lockyer Avenue – Campbell Road path links. This is will improve connectivity between Albany Primary School and Albany Senior High School to recreation areas, particularly the Centennial Precinct and Youth Precinct.	Local
Medium-term				
A24	South Coast Highway path extension	Design and construct	Design and construct extension of existing primary route 2.5m on urban fringe, between Bottlebrush Road and Harrogate Road.	Primary
A25	Mueller Street	Design and construct	Design and construct 2.5m concrete path linking existing infrastructure from Gifford Street to South Coast Highway.	Local
A26	Bronte Street	Design and construct	Design and construct path on Bronte Street from John Street to the end of the road. This will connect with path infrastructure on Adelaide Street to provide additional access to North Albany Senior High School and TAFE.	Local
A27	McGonnell Road	Design and construct	Design and construct 2m concrete path from Cleave Close to Edinburgh Road. This will address a lack of north/south connectivity in McKail.	Local
A28	Graham Street	Feasibility	Explore feasibility for a shared path on Graham Street from Sanford Road to Barker Road, as additional east/west connection in Centennial Park to link key industrial, retail and recreational areas.	Local

City of Albany continued

Ref	Action	Project type	Objective/justification	Hierarchy
Medium-term continued				
A29	Reidy Drive	Design and construct	Design and construct extension of existing 2.5m concrete path from Spencer Park Primary School to Warden Avenue. This will provide a priority link between the school, residential and retail areas, and the Albany Health Campus.	Local
A30	Mokare Park	Design and construct	Formalise existing gravel path through Mokare Park, to create a safer east/west link in Spencer Park. This will create improved connectivity between retail areas, health facilities, Spencer Park Primary School and managed space.	Local
A31	Catalina Road / Mason Road / Nancy Lane / Bandicoot Drive	Feasibility	Investigate feasibility for long term east-west link across the north of Albany.	Secondary
A32	Lake Sepping Tourist trail	Feasibility	Investigate feasibility to link existing path infrastructure around Lake Seppings to form a complete link from Lake Seppings Drive to Collingwood Road.	Transport
A33	Little Grove to Frenchman's Bay link	Feasibility	Investigate feasibility to create off-road path to link existing infrastructure in Little Grove to Frenchman's Bay.	Primary
A34	Nanarup Road	Feasibility	Investigate feasibility to improve on-road cycling facilities on Nanarup Road. This will be linked to Lower King and Lower Kalgan bridge replacements. The time frame for this is not confirmed but is likely to be after the 27/28 FY.	Secondary
A35	Oyster Harbour Fish Traps tourist trail	Feasibility	Investigate feasibility to create a path connection between Lower King and Lower Kalgan bridge, including the Oyster Harbour Fish Traps and Great Southern Grammar School. This will be linked to Lower King bridge replacement, the time frame for this is not confirmed by is likely to be after the 27/28 FY.	Transport
A36	Range Road	Design	Design shared path to complement construction of Range Road.	Secondary
A37	Bolt Terrace	Feasibility	Investigate feasibility of creating a path link from Princess Royal Drive to Brunswick Road, via Bolt Terrace. This will require significant consultation with relevant agencies who have responsibility for land management in this area.	Local

City of Albany continued

Ref	Action	Project type	Objective/justification	Hierarchy
Ongoing				
A38	Signage and wayfinding	Planning	Develop a consistent signage and wayfinding strategy for primary and secondary cycling routes, along with popular road cycling routes.	Not applicable
A39	Support engagement with Your Move Schools program	Planning	Provide ongoing support and encouragement for local schools to engage with the Your Move School program to increase active transport to school.	Not applicable
A40	Map and promote safe routes to school	Planning	Work with schools to map and promote safe routes to school, particularly in proximity to new or upgraded path infrastructure.	Not applicable
A41	Community activities to build cycling skills and social inclusion	Planning	Plan and implement an annual schedule of activities to support and encourage cycling, including participation in WA Bike Month.	Not applicable
A42	Activation of the cycling network	Planning	Inform and engage the community about new or upgraded path infrastructure to encourage usage	Not applicable
A43	Engagement and monitoring	Planning	Undertake regular monitoring and evaluation of cycling infrastructure (for example, using bike counts and gaining feedback from user groups) to measure impact.	Not applicable
A44	Improve mid-and end-of-trip facilities at key City of Albany facilities	Planning	Review existing facilities and develop an improvement plan if required.	Not applicable
A45	Safe road-crossing improvements Albany Highway Roundabout	Planning	Improve the road crossings at this key roundabout (crossing Albany Highway, Hanrahan Road, Chester Pass Road, and North Road) in Albany.	Not applicable

6.2.2 Shire of Broomehill-Tambellup

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
B1	River trail (Tambellup)	Planning	In Tambellup, options will be explored to provide an off-road link between two stages of the Tambellup Heritage Trail – the River Loop and the Noongar loop.	Transport trail
Short-term				
B2	Chillicup Road shared use path (Broomehill)	Design and construct	A shared use path will be constructed along Chillicup Road, between Javelin Street and Morgan Road, to provide a safe connection from the Rural Residential area of the townsite to the Primary School on Ivy Street.	Local
B3	Lavater Street to recreation precinct shared use path (Broomehill)	Design	In Broomehill, a shared use path will be mapped and designed, to link the Broomehill Recreational Complex to the town centre.	Local
B4	Shared use path linking river to recreation precinct (Tambellup)	Design	In Tambellup a shared use path will be mapped and designed, to link the Tambellup Sporting Complex to the River trail, and subsequently the town trail network, creating a loop trail for recreational users.	Local
B5	Tambellup to Gnowangerup Rail Trail	Planning	Advocate for the development of a rail trail using the rail corridor between Tambellup and Gnowangerup (in partnership with Shire of Gnowangerup/OGS).	Transport trail
Short-term				
B6	River trail (Tambellup)	Design and construct	In Tambellup, design and construction of an off-road link between two stages of the Tambellup Heritage Trail – the River Loop and the Noongar loop – will be completed.	Transport trail
B7	Lavater Street to recreation precinct shared use path (Broomehill)	Construction	Following the design process undertaken in the previous financial year, a shared use path will be constructed from the Broomehill Recreational Complex to the town centre.	Local
B8	Shared use path linking river to recreation precinct (Tambellup)	Construction	Following the design process undertaken in the previous financial year, a shared use path will be constructed from the Tambellup Sporting Complex to the River Trail, completing a loop trail for recreational trail users.	Local

Shire of Broomehill-Tambellup continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
B9	Janus Street path upgrade (Broomehill)	Design and construct	The footpath on Janus Street between India Street and Javelin Street will be upgraded to shared path standards, to enhance connection between residential areas, town services and facilities, and school.	Local
Medium-term				
B10	Janitor Street upgrade (Broomehill)	Design and construct	The footpath on Janitor Street between India Street and Javelin Street will be upgraded to shared path standards, to enhance connection between residential areas, town services and facilities, and school.	Local

6.2.3 Shire of Cranbrook

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
C1	King Street shared use path extension (Cranbrook)	Design	The Shire of Cranbrook to consider the footpath upgrades and designs for King Street (from Grantham Street intersection to Mason Street). This connects the Cranbrook Caravan Park to the sport and recreation precinct, school, town centre, café's. Drainage and road specifications via the Shire's Pathway Policy to be included with the design.	Local
C2	Sukey Hill shared use path	Planning	Shire of Cranbrook to design a shared pathway linking Salt River Road Tourist Trail to Sukey Hill.	Local
C3	Sukey Hill Road to Ronald Shaw shared use path	Planning	Shire of Cranbrook to design a shared use pathway along Sukey Hill Road to Ronald Shaw Road, meeting at the T-section onto Salt River Road. A shared use pathway along existing gravel road.	Local
C4	Salt River Road tourist trail	Planning	The Shire of Cranbrook to commence planning a Tourist Trail along Salt River Road to the boundary of the Gnowangerup Shire to incorporate the Stirling Range National Park. Working with the Shire of Gnowangerup.	Transport trail
C5	Wingebellup Road upgrade (Frankland River)	Construction	The Shire of Cranbrook requires to ensure safety along Wingebellup Road due to it being a heavy vehicle use road, main road travelling through the centre of Frankland River separating the town north and south. Safety and accessibility from the Primary School to the shopping precinct, linking the sport and recreational, caravan park and business centre.	Local

Shire of Cranbrook continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
C6	Ronald Shaw Road shared use path (Tenterden)	Design	Shire of Cranbrook has designed a shared use path along Ronald Shaw Road to Tenterden. 1.67 kilometres starting at the Railway Line on the Tenterden end through to Gardiner Street. The continuation of the design through to Salt River Road as a secondary route.	Secondary
Short-term				
C7	King Street path upgrade (Cranbrook)	Design	The Shire of Cranbrook to review the footpath from Grantham Street to Grenfell Street and design an adequate pathway that meets standards.	Local
C8	Grenfell Street to Gathorne Street upgrade (Cranbrook)	Design	The Shire of Cranbrook to review the existing pathway and design an adequate pathway that meets standards. Main areas of consideration would be from Climie Street (Great Southern Highway) to Gathorne Street via Dunn Street).	Local

6.2.4 Shire of Denmark

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
D1	South Coast Highway shared use path to Springdale Beach	Design	Critical link from new subdivision to High School and town centre; supported in Corporate Business Plan.	Secondary
D2	WOW Trail Stage 2	Construction	As per Great Southern Regional Trails Master Plan, to complete the extension of the WOW Trail to join the Ocean Beach shared use path.	Transport
D3	Mokare Walk trail upgrade to shared use path	Construction	To improve surface and address erosion; key link in town centre network.	Local
D4	Berridge park to Thornton Park link	Construction	As outlined in Corporate Business Plan, upgrade to existing trail.	Local
D5	Mount Shadforth Road shared use path	Feasibility and design	To support proposed development of MTB park at Turner Road.	Transport
D6	Bike parking facilities at public facilities and recreational spaces	Construction	To address limited bike parking facilities and bike congestion at the Denmark Recreation Centre, Denmark Library and supermarket.	Not applicable
D7	Trails and paths mapping to inform local Trail Plan	Planning	As outlined in the Corporate Business Plan and Shire Sustainable Tourism Strategy.	Not applicable
D8	Activation programs	Planning	Investigate funding for activation programs such as Bike to Work/Bike to School/Your Move programs	Not applicable

Shire of Denmark continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
D9	Link Berridge Park to McLean park	Feasibility and design	Berridge Park Redevelopment and Corporate Business Plan.	Local
D10	WOW Trail Stage 3	Design and construct	As per Great Southern Regional Trails Master Plan, to complete the extension of the WOW Trail to join the Ocean Beach shared use path.	Transport
D11	South Coast Highway shared use path to Springdale Beach	Construction	As per Corporate Business Plan, to connect new subdivision to high school and town centre.	Secondary
D12	Horsley Road	Design and construct	Local route to support new subdivision in progress, condition to construct path on front verge.	Local
Short-term				
D13	Rail trail completion from Parker Road to Peaceful Bay	Construction	As per Corporate Business Plan, to connect Peaceful Bay to Denmark-Nornalup Heritage Rail Trail.	Transport
D14	Minsterly Road	Design and construct	Local route to support residents in this area access Ocean Beach Road cycle path.	Local
D15	Extend Brazier Street shared use path to Haire Street	Design and construct	Linkage to recreational facility; level 2 footpath hierarchy.	Local

6.2.5 Shire of Gnowangerup

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
G1	Review Strategic Community Plan	Planning	Identify community needs and aspirations in relation to cycling infrastructure.	Not applicable

6.2.6 Shire of Jerramungup

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
J1	Cuneo Drive Transport Trail	Planning	Shire is presently updating it its Trails Master Plan which captures a range of trails of various forms and function. Upon adoption this plan will assist with future prioritisation and planning for expansion of the existing trail/bike network.	Transport
J2	Garnett Road to CRC shared-use path	Planning	Objective is to extend the network in line with future release of residential land to the west of Garnett Road.	Local
J3	Bennett Street shared use path	Planning	Objective is to connect gaps within existing network to improve safety and ease of north-south movements.	Local
J4	Bremer Bay beaches tourists trails	Planning	Shire is presently updating its Trails Master Plan which captures a range of trails of various forms and function. Upon adoption this plan will assist with future prioritisation and planning for expansion of the existing trail/bike network.	Transport

6.2.7 Shire of Katanning

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KA1	CBD to WAMCO shared use path	Feasibility	Safety and links from the main place of works and end-of-trip. Critical link to main employer in town.	Primary
KA2	Park Street / Conroy to Adam	Planning	Links to amenities and community to two schools.	Local
KA3	Amhearst Street / Clive to Arbour Street Dual	Planning	Links to amenities and community to tourism and aged accommodation.	Local

Shire of Katanning continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KA4	Golf Links Road / Adam to High School	Planning	Links to amenities and community to school.	Local
KA5	Daping Street / Clive to Bay / Drove Street	Planning	Links to amenities and community to school and public amenities.	Local
KA6	Park Street/ Conroy to Adam	Design and construct	Links to amenities and community to local school amenities.	Local
KA7	Bokarup Street / Dijon to Dore Street	Design and construct	Links to amenities and community to school.	Local
KA8	CBD to WAMCO shared use path	Design and construct	Safety and links from the main place of works and end-of-trip. Critical link to main employer in town.	Primary
KA9	Clive Street Rogers to Adam	Design and construct	Links to amenities and community to local school amenities.	Local
Short-term				
KA10	Amhearst Street / Clive to Arbour Street Dual	Design and construct	Links to amenities and community to tourism and aged accommodation.	Local
KA11	Golf Links Road / Adam to High School	Design and construct	Links to amenities and community to school.	Local
KA12	Collingwood St / Marmion to Carinya Ground	Feasibility and design	Links to amenities and community to school.	Local
KA13	CBD to WAMCO shared use path	Design and construct	Safety and links from the main place of works and end-of-trip. Critical link to main employer in town.	Primary

6.2.8 Shire of Kent

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KE1	Bourke Street shared use path (Nyabing)	Design and construct	Following assessment between major service locations in Nyabing, Bourke Street was rated as the first priority in the town. This street connected houses to the school, library, shop, post office and local sports ground. It also allowed cyclists and pedestrians to move from the centre and eastern side of town to the school via a shared footpath.	Local
KE2	Carrie Street shared use path (Pingrup)	Design and construct	Following assessment between major service locations in Pingrup, Carrie Street was rated the first priority on town. This street contains a large number of residential houses which connects to the school. Currently, a number of school children reside along this street.	Local
Short-term				
KE3	Gaby Street shared use path (Pingrup)	Design and construct	Following assessment between major service locations in Pingrup, Gaby Street was rated the second priority in town. This street contains the largest number of residential houses and leads to the sporting ground. After Carrie Street is complete (in 23–24), this will link the local school, park, and local CRC to the sports ground via a shared footpath.	Local
KE4	Bourke Street shared use path (Nyabing) (between Hobley Street and Aspendale Street)	Design and construct	Following assessment between major service locations in Nyabing, Bourke Street was rated as the first priority in the town. This street connected houses to the school, library, shop, post office and local sports ground. It also allowed cyclists/ pedestrians to move from the centre and eastern side of town to the school via a shared footpath.	Local
KE5	Bike riding equipment (including, bike racks, bike maintenance stations and secure bike storing facility)	Planning	If the Rail Trail project continues, there will be infrastructure requirements for bike riders in Nyabing and Pingrup.	Transport

Shire of Kent continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KE6	Reid Street shared use path (Pingrup) (between Burston Street and Paterson Road	Design and construct	Following assessment between major service locations in Pingrup, Reid Street was rated a priority in town. This street contains a large number of residential houses which connects to the school. Currently, a number of school children reside along this street.	Local
KE7	George Street shared use path (Nyabing) (between Hobley Street and Richmond Street)	Design and construct	Following assessment between major service locations in Nyabing, George Street was rated a priority in town. Currently, a number of school children reside along this street and will allow the connection between their homes and the school.	Local
KE8	Bike riding equipment (including, bike racks, bike maintenance stations and secure bike storing facility)	Design and construct	If the Rail Trail project continues, there will be infrastructure requirements for bike riders in Nyabing and Pingrup.	Transport
Short-term				
KE9	Aspendale Street shared use path (Nyabing) (between Martin Street and Bourke Street)	Design and construct	Following assessment between major service locations in Nyabing, Aspendale Street was rated a priority in town. This street contains the most number of residents and school children who reside, and after all other footpaths are completed, will connect from school to all amenities and park in town.	Local

6.2.9 Shire of Kojonup

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KO1	Kojonup Katanning Road shared use path	Construction	As per Shire of Kojonup Footpath plan. To provide a safe connection to St Bernard's' Primary School.	Local
KO2	Bagg Street shared use path	Design and construct	As per Shire of Kojonup Footpath plan. To provide a local connection to the main street without having to use the Albany Highway.	Local
KO3	Solider Road shared use path	Design and construct	As per Shire of Kojonup Footpath plan. To provide a link from the District High School to Myrtle Benn Reserve, incorporating aged care facility.	Secondary

Shire of Kojonup continued

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
KO4	Donnybrook Kojonup Road shared use path	Planning	To provide safe road access to the District High School.	Secondary
Medium-term				
KO5	Forsythe Road shared use path	Design and construct	As per Shire of Kojonup Footpath plan. To provide a safe access to Kojonup–Katanning shared use path.	Local
KO6	Jones Road shared use path	Feasibility and design	To provide a local connection to the main street without having to use the Albany Highway.	Local

6.2.10 Shire of Plantagenet

Ref	Action	Project type	Objective/justification	Hierarchy
Short-term				
P1	Lowood Road path upgrade	Design and construct	Pathway is completed and links highway to highway via centre of town, but excludes the shopping precinct. Requires another 100m to connect path to Mitchell Street.	Primary
P2	Mitchell Street shared use path	Feasibility and design	Plans underway to extend the cycle path from the town centre (Wilson Park) to Albany Highway, passing the mountain bike track in bushland near St Werburghs Road.	Transport
Short-term				
P3	McDonald Avenue shared use path	Planning	Path currently runs from Lowood Road to entry gate of Sounness Park. Preliminary discussions had re-extending to hockey stadium. Plans to connect to path around cricket ground and joined to a path on Menston street, connecting to Langton Road.	Local
P4	Langton Road shared use path and path upgrade	Feasibility and design	Path on south side from Eaton Avenue to hospital will be removed during upgrade to the road with treatments added.	Local
P5	Porongurup circuit tourist trail	Planning	New tourism trail to link National Park and nearby attractions. Limited by width of road reserve.	Transport
P6	All access signage on paths and trails	Planning	Implementation of recommendation of Disability Access Group regarding signage on paths and trails.	All

6.3 Regional priority projects

The following tables identify the regional strategic priorities for bike riding in the Great Southern region, if and when organisational and funding capacity permits. Broadly categorised as: Short-term (to commence within 1–3years); medium-term (to commence within 4–5 years); and long-term (to commence in 5+ years).

Ref	Action	Project type	Objective/justification	Hierarchy	Partners
Short-term					
R1	Kojonup to Katanning to Pingrup Rail Trail	Feasibility	Complete business case and concept plan for Stage 1: Kojonup to Katanning rail trail. Funding for concept plan provided through DLGSC Trail Planning grant awarded to Shire of Kojonup.	Transport	Katanning, Kent, Kojonup
R2	Kojonup to Katanning to Pingrup Rail Trail	Planning	Advocate for Stage 2 of rail trail (Katanning to Pingrup).	Transport	Katanning, Kent, Kojonup
R3	Regional cycle tourism routes	Planning	Establish Project Working Group (PWG) to develop strategic plan for regional cycle tourism routes. The PWG will identify all proposed regional cycle tourism routes (rail trails, gravel routes, on-road and off-road trails), identify steps required to progress each route (including any infrastructure needs), and develop an action and implementation plan.	Transport	Albany, Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kojonup, Kent, Plantagenet, Woodanilling, Main Roads, DBCA, Regional Tourism Organisation, Local Tourism Organisations, Visitor Centres
R4	Frankland River Bridge upgrade	Feasibility	Develop feasibility study to upgrade the Frankland River Bridge to ensure safe connectivity for pedestrians and cyclists from Nornalup village to the proposed new trail head west of the river. The bridge is an essential link in the new Valley of the Giants Trail Concept Plan, with trails due to open from 2023.	Secondary	Denmark, Manjimup, Great Southern Development Commission, South West Development Commission, Tourism WA, DBCA

Regional Priority Projects continued

Ref	Action	Project type	Objective/justification	Hierarchy	Partners
Short-term continued					
R5	Regional Cyclist Working Group	Planning	Establish and secure funding for a Regional Cyclist Working Group (RCWG). This group will be responsible for developing an implementation plan for the *Great Southern 2050 Regional Cycle Strategy*.	Not applicable	All LGAs, OGS, User groups, Peak bodies
R6	Professional development	Planning	Develop and deliver professional development for planners and decision-makers on Western Australia's Long Term Cycle Network (LTCN) to ensure effective, sustainable planning for cycling in the region. LGAs need assistance to undertake path audits, prepare cycle and/or integrated transport plan, and develop effective planning frameworks to support cycling infrastructure in new urban developments.	Not applicable	All LGAs, DPLH, DLGSC, Main Roads
R7	Kojonup to Katanning to Pingrup Rail Trail	Feasibility and design	Secure funding to develop Stage 1 the rail trail.	Transport	Katanning, Kent, Kojonup
R8	Tambellup to Gnowangerup Rail Trail	Planning	Advocate for the development of a rail trail using the rail corridor between Tambellup and Gnowangerup.	Transport	Broomehill-Tambellup, Gnowangerup
R9	Regional road cycle routes	Planning	Establish Project Working Group (PWG) to create designated road cycle routes throughout the region. The PWG will map routes and make recommendations for signage, infrastructure upgrades (e.g. sealing of road shoulders), and education programs.	Road cycling	Albany, Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kojonup, Kent, Plantagenet, Woodanilling, Cycling clubs, Main Roads, DoT

Regional Priority Projects continued

Ref	Action	Project type	Objective/justification	Hierarchy	Partners
Short-term continued					
R10	Regional cycle tourism routes	Planning	PWG to implement the initiatives outlines in the Regional Cycle Tourism Strategic Plan.	Transport	Albany, Broomehill-Tambellup, Cranbrook, Denmark, Gnowangerup, Jerramungup, Katanning, Kojonup, Kent, Plantagenet, Woodanilling, Main Roads, DBCA, Regional Tourism Organisation, Local Tourism Organisations, Visitor Centres
R11	Frankland River Bridge upgrade	Design and construct	Pending outcomes of feasibility study, design upgrade to Frankland River Bridge and secure funding to begin construction.	Secondary	Denmark, Manjimup, Great Southern Development Commission, South West Development Commission, Tourism WA, DBCA
R12	Activation Program Development	Planning	Regional Cyclist Working Group (RCWG) to advocate for funding to develop and deliver activation programs across the region; and promote existing programs (e.g. Your Move).	Not applicable	All LGAs, OGS
R13	Regional Active Travel Officer	Feasibility	Advocate for funding to support an Active Travel Officer role that is shared across multiple local government areas. The Active Travel Officer will be responsible for developing and implementing a range of activation, participation and behaviour change programs across the region. A shared role will make the position more viable for small local governments who lack the resources to fund a full-time position.	Not applicable	All LGAs

Regional Priority Projects continued

Ref	Action	Project type	Objective/justification	Hierarchy	Partners
Short-term continued					
R14	Kojonup to Katanning to Pingrup Rail Trail	Design and construct	Construct Stage 1 (pending funding outcomes).	Transport	Katanning, Kent, Kojonup
R15	Albany to Woodanilling Rail Trail	Planning	Establish a Project Working Group to explore the feasibility of a rail trail using the rail corridor along the active rail line from Albany to Woodanilling.	Transport	Albany, Broomehill-Tambellup, Cranbrook, Katanning, Plantagenet, Woodanilling

6.4 Plan maintenance

Progress on the priority actions identified in Section 6 of this strategy will be reported to DoT on an annual basis by local government.

The Great Southern 2050 cycling network should remain consistent over the medium term. A review of the overarching strategy document every 8–10 years will allow new opportunities to be identified and incorporated into a revised document.

The strategic priorities will be reviewed every five years to ensure current conditions are reflected and relevant projects are prioritised. This review will include reassessing each route's classification as either existing (adequate), existing (needs improving), or non-existent (proposed) and updating the existing network maps.

Appendix A. Route Hierarchy

Reference to key planning document, the WA Cycle Network Hierarchy.

Department of **Transport**
Main Roads Western Australia
Public Transport Authority
GOVERNMENT OF WESTERN AUSTRALIA

WESTERN AUSTRALIAN CYCLING NETWORK HIERARCHY

The Western Australian Cycling Network Hierarchy designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), primary users, and so on.

When considering appropriate built forms for primary, secondary and local routes, an all ages and abilities design philosophy should be adopted.

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.
Design Philosophy	An all ages and abilities design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.		
Form	All routes can take a number of different forms and are designed to suit the environment in which they are located. These forms include: • Bicycle only, shared and/or separated paths; • Protected bicycle lanes (uni or bi-directional, depending on the environment); and • Safe active streets Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections (where possible). In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.		

Road Cycling Routes and Transport Trails form part of the complementary network, supporting more select user groups, primarily for recreational, sport and/or tourism purposes.

	ROAD CYCLING ROUTE	TRANSPORT TRAIL
Function	Road cycling routes are designated routes for bike riders undertaking long distance rides in (predominantly) on-road environments, for training, sports or recreational purposes.	Transport trails provide long-distance, off-road (predominantly unsealed) riding experiences through natural settings, away from motorised traffic. They often support recreational and tourism trips between towns and regions.
Form	Road cycling routes are predominantly located on lower order, rural or semi-rural roads on the outskirts of cities and towns. Sections may follow busier roads, particularly as road cycling routes typically begin and end in built up areas and often follow scenic roads popular with other road users. These routes support bike riders undertaking challenging longer distance rides by raising awareness and encouraging safe behaviour by all road users. This is achieved through advisory signage, warning technology and other road safety initiatives.	Transport trails are typically located within underutilised transport and service corridors in rural areas. Due to their relatively gentle gradients, former railways and certain utility corridors make excellent candidates for these trails. Transport trails should be constructed from materials appropriate to the environment and level of service required. Well drained, compacted gravel with supporting infrastructure such as wayfinding signage is a common form. In some instances transport trails will be sealed, such as where they intersect with busy roads or run through town sites. They will often change classification to a primary or secondary route when they pass through a town, reflecting the more holistic role they perform in the transport network in these situations.

Appendix B. Desktop Analysis Summary

B1. Analysis of pedestrian and cyclist crash data (2017–2021)

Analysis was undertaken of the location of cyclist and pedestrian crashes occurring in the Great Southern region for the period 2017–2021. The data was sourced through the Main Roads Crash Map, which only captures reported incidents.

B1.1 Key findings

- There were no fatal crashes involving pedestrians or cyclists during the assessment period.
- There were more cyclist crashes (n=35) than pedestrian crashes (n=26);
- The majority of cyclist crashes involved minor property damage (n=22), rather than medical treatment (n=5) or hospitalisation (n=5);
- In contrast, the majority of pedestrian crashes required medical treatment (n=11) or hospitalisation (n=9); and
- Unsurprisingly, the majority of crashes occurred in the City of Albany, which is the major population centre in the region.

B1.2 Clusters

There were three clusters of pedestrian crashes:

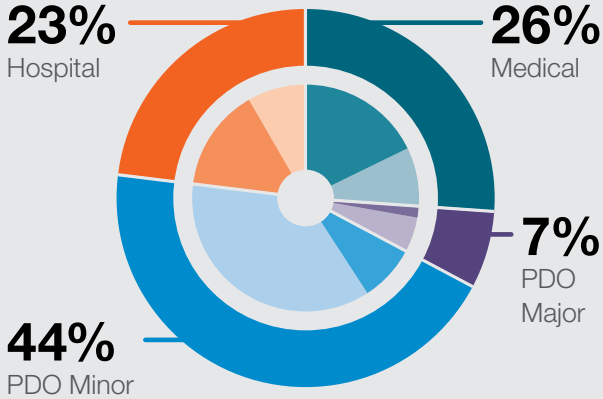
- York Street, Albany (the main shopping precinct in the CBD);
- Near the Chester Pass roundabout, Albany (Albany Highway and South Coast Highway intersection); and
- South Coast Highway, Denmark (between Ocean Beach Road and Hollings Road).

There were several clusters of cyclist crashes in Albany:

- York Street;
- Near Chester Pass roundabout;
- Albany Highway, opposite Albany Plaza;
- North Road and Campbell Road intersection; and
- Flinders Parade, Middleton Beach.

Number of Great Southern pedestrian and cyclist crashes by severity (2017–2021)

Severity	Pedestrian	Cyclist	Total
Medical	11	5	16
PDO Major	1	3	4
PDO Minor	5	22	27
Fatal	0	0	0
Hospital	9	5	14
Total	**26**	**35**	**51**



B2. Analysis of GPS travel data

The GPS mapping tool, Strava Labs, was used to gain an understanding of which parts of the region's road and path network are most heavily used by cyclists.

Strava is a website and mobile app used to track activity via GPS. It is typically used by people who cycle for training and recreational purposes.

The following trends were noted in respect to the GPS travel data for the City and Albany and the Shires of Denmark and Plantagenet, which together are home to the majority of the region's population.

B2.1 High-levels of cycling activity

- Consistently high use of dual-use and cycle paths linking the Central Business Districts in Albany and Denmark to residential areas.
- Middleton Beach to Emu Point Dual-Use Path.
- Munda Biddi Trail and WOW Trail linking Ocean Beach, Lights Beach, and William Bay National Park.

B2.2 Long-distance cycling

- Munda Biddi Trail
- Denmark Nornalup Heritage Rail Trail
- WOW Trail to create loops with above

B2.3 Mountain biking

- High use in Mount Clarence/Mount Adelaide (Albany Heritage Park).
- Moderate use in Mount Melville.

B2.4 Popular road cycling routes

- Albany CBD to Gull Rock National Park and Two People's Bay Nature Reserve.
- Albany CBD to Little Grove, Quarannup Road, to Goode Beach.
- Robinson Precinct and Elleker, to Sand Patch and Mutton Bird in Albany.
- Mt Shadforth and Scotsdale Roads in Denmark.
- Lower Denmark Road to the Nullaki and Eden Road, including loops. Notably, few cyclists used the South Coast Highway between Lower Denmark Road and Rutherford Road (near Marbellup), preferring instead to use the Lower Denmark Road.
- Porongurup Road, Chester Pass Road and Yellanup Road to Narrikup.

B2.5 Walking trails

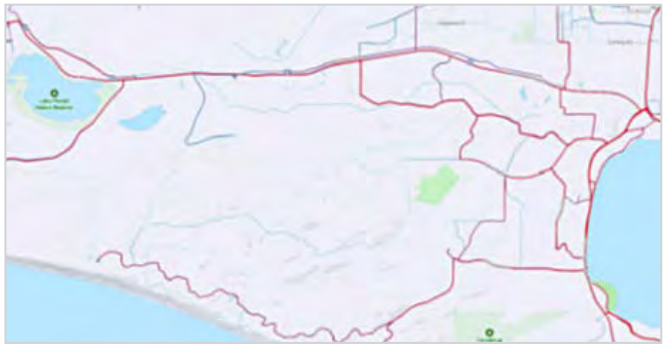
- Moderate to high level of cycling use of identified walking trails, including:
  - Luke Penn Walk (Albany); and
  - Denmark River trails (Mokare Trail, Karri Walk Trail and Community Park trails).

B2.6 Strava GPS Heat Maps – 2022

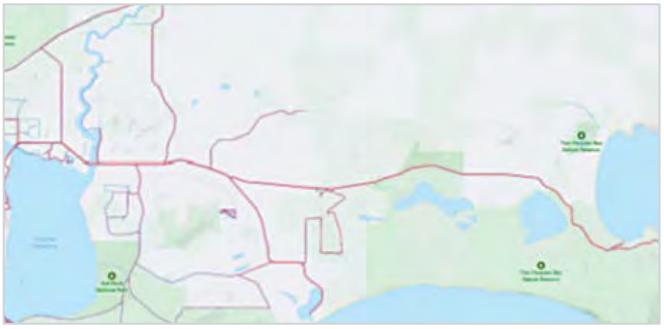
Map B.01 Albany – Urban Area

Map B.02 Albany Little Grove to Goode Beach

Map B.03 Albany – West



Map B.04 Albany – East



Map B.05 Denmark Township and Surrounds

Map B.06 Mount Barker To Porongurup and Narrikup

B3. Document review

A number of documents have been considered as part of the background review. This includes, but is not limited to:

- *Austroads National Cycling Strategy (2010)*
- *Cycling Aspects of Austroads Guides (2017)*
- *Main Roads WA Policy for Cycling Infrastructure (2000)*
- *State Planning Strategy 2050 (2014)*
- *Jina: WA Aboriginal Tourism Action Plan 2021–2025*
- *Western Australian State Disability Strategy 2020–2030*
- *Western Australian Bicycle Network Plan 2014–2031 (2017 update)*
- *Western Australian Strategic Trails Blueprint 2022–2027*
- *Western Australian Cycle Tourism Strategy (2018)*
- *Our Bike Path 2022–2026: A guiding framework for bike riding in Western Australia*
- *Great Southern Regional Investment Blueprint (2015)*
- *Great Southern Regional Trails Master Plan 2020–2029 (2019)*
- *City of Albany Strategic Community Plan – Albany 2032*
- *Cycle City Albany Strategy 2014–2019*
- *Shire of Broomehill-Tambellup Strategic Community Plan 2018–2028*
- *Shire of Cranbrook Strategic Community Plan 2021–2031*
- *Denmark 2027: Shire of Denmark Strategic Community Plan*
- *Shire of Denmark Bike Plan (2014)*
- *Shire of Gnowangerup Strategic Community Plan 2021–2031*
- *Shire of Jerramungup Strategic Community Plan 2021–2031*
- *Shire of Katanning Strategic Community Plan 2017–2027*
- *Shire of Kent Community Strategic Plan 2017–2027*
- *Shire of Kojonup Strategic Community Plan 2017–2027: 2027 Smart Possibilities*
- *Shire of Plantagenet Strategic Community Plan 2023–2033: Imagine Plantagenet*
- *Mount Barker Bicycle Master Plan (2017)*
- *Shire of Woodanilling Strategic Community Plan 2012–2022*

Appendix C. Community and Stakeholder Consultation

C1. Engagement overview

An engagement strategy designed to maximise input from the local community and key stakeholders was developed in partnership with the eleven local governments of the Great Southern region.

C1.1 Objectives

The objectives of the community and stakeholder engagement were:

- Disseminate information to stakeholders, residents and visitors to raise their awareness of the project;
- Increase understanding of the regional cycling strategy, including its context, aims, opportunities and constraints;
- Collect feedback from stakeholders, residents and other impacted groups to inform project development and ensure that outcomes meet the needs of the people impacted. The engagement outcomes sought were:
  - Identify any existing barriers and constraints to the uptake of cycling as a transport mode;
  - Discover initiatives that would support people to cycle more frequently;
  - Establish the themes, opportunities and projects that are most prioritised by the community;
  - Develop aspirational, big picture ideas for the future of cycling in the Great Southern region;
  - Provide updates about the community consultation outcomes, to keep stakeholders informed;

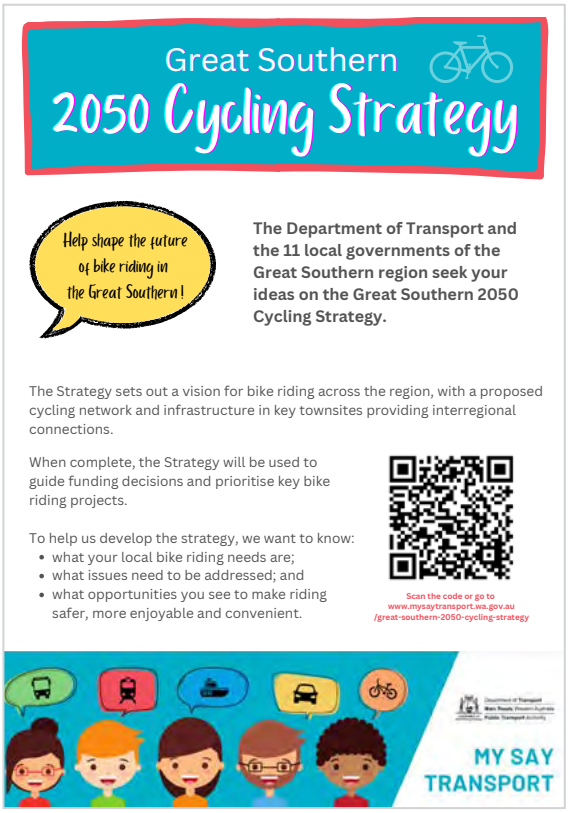
C1.2 Engagement overview

With the support of the eleven local governments in the Great Southern region, the following activities were completed as part of the consultation phase the project:

- **Awareness raising:** Information on the project and opportunities to offer feedback were provided via the online My Say Transport engagement platform. The project was promoted via a media release from the Minister for Transport, with follow-up social media posts by local governments and Outdoors Great Southern. The My Say Transport webpage was visited 640 times;
- **Community bike chat:** In partnership with the City of Albany, DoT and Outdoors Great Southern participated in a community bike chat as part of the Green Fair on the Square held in the Albany town centre on the 29 October 2022. This event coincided with the launch of the project online survey. As part of the bike chat, attendees were provided with information about the purpose of the regional cycle strategy; copies of the draft network maps and information sheets for the City of Albany; and access to the online survey. Approximately 60 people attended the bike chat stall as part of the fair;
- **Online survey:** To obtain feedback from the wider Great Southern community, an online survey was linked to the My Say Transport page. The survey was also available in hard copy format from the offices of each local government. The survey was open from 29 October to 2 December 2022. 140 people completed the survey;

- **Other feedback channels:** Draft network maps and community flyers were posted in the offices of each local government and at key tourism and recreation sites. Three people provided detailed feedback via email to the project consultant;
- **Stakeholder consultation:** Meetings were held with regional and state-level stakeholders in the government and non-government sectors. A workshop was held in Albany for regional representatives of state-government agencies on the 24 November 2022. It was attended by representatives of six agencies; and
- **Noongar consultation:** The project consultant provided a summary of key themes and high-level network concepts to the Great Southern Trails Master Plan Noongar Advisory Group on the 19 December 2022 in Bremer Bay.

Information collected during this phase of the project will be used to inform the final draft of the *Great Southern 2050 Cycle Strategy*.



Leaflet used to promote consultation
Credit: Department of Transport

C2. Community comment summary

C2.1 Survey results summary

Demographics

- 88 per cent of respondents to the survey are residents of the Great Southern, ten per cent are visitors, and two per cent are regular visitors (e.g. work in the region).
- The largest number of respondents (44 per cent) reside in the City of Albany, reflecting the city's status as the regional population centre'.
- Almost a third of the respondents are aged 46–55 years and a quarter are aged 56–65 years. The 18–45 year age bracket is under-represented at 24 per cent of the total number of respondents, compared to almost 32 per cent of the Great Southern total population.

Place of residence of respondents	Percentage (n=140)
City of Albany	44%
Shire of Broomehill-Tambellup	2%
Shire of Cranbrook	1%
Shire of Denmark	18%
Shire of Gnowangerup	2%
Shire of Jerramungup	1%
Shire of Katanning	4%
Shire of Kent	4%
Shire of Plantagenet	7%
Outside of region	12%
Not stated	7%

Gender of respondents	Percentage (n=140)
Female	53%
Male	42%
Prefer not to say	5%

Age of respondents	Number of respondents (n=138)
14–17 years	3
18–25 years	1
26–35 years	11
36–45 years	21
46–55 years	41
56–65 years	33
66–75 years	17
76–85 years	6
Prefer not to say	5

Bike riding habits

- The majority of respondents are frequent bike riders, with six per cent (n=9) riding everyday, 32 per cent (n=45) riding most days (i.e. 4–6 times a week), and another 28 per cent (n=39) riding a few times per week.
- 22 per cent are occasional riders with five people riding once a fortnight, four once a month and 15 riding 1–4 times in the last 12 months.
- The most frequently cited reason for riding a bike was for 'leisure, recreation or to get outdoors' (78 per cent); followed by 'for sport, health or fitness' (61 per cent).
- A significant number of respondents also rode a bike to 'get around when on holiday' (42 per cent).
- Just under one-third of respondents ride a bike to commute to work (31 per cent). Very few respondents ride a bike to a place of study, reflecting the low numbers of respondents who are engaged in secondary or tertiary education.
- About a third of respondents ride their bike to go shopping or run errands, and a third use a bike to visit friends or family.

Frequency of bike rides	Number of respondents (n=140)
Everyday	9
Most days (4–6 times)	45
A few (2–3 times) a week	39
Once a week	7
About once a fortnight	5
About once a month	4
Ridden a bike 4 or more times in the last 12 months	10
Ridden a bike 1–3 times in the last 12 months	5
Not ridden a bike in the last 12 months	6
Not ridden a bike in the last 2 years	1
I never do this activity	9

Reasons for riding a bike in the last 12 months*	Number of respondents (n=140)
For leisure, recreation or to get outdoors	109
For sport, health or fitness	85
To get around when on holiday	59
Commuting to or from work	44
Visiting friends or family	43
For shopping, appointments or other errands	38
Accompanying children to or from school	15
Multi-modal: as part of longer journeys (e.g. riding or walking to or from the train or bus station)	9
Commuting to or from a place of study (e.g. school, TAFE or university)	8
Other (please specify)	7

* Respondents could cite more than one reason.

Attitudes towards bike riding

- Over half of the frequent riders described themselves as 'happy to ride in most circumstances' (60 per cent); and one-fifth said that they would 'ride no matter what'. Interestingly, twenty per cent indicated that they would 'ride more if I felt more comfortable'.
- Of those who ride less frequently, almost half (47 per cent) said that they would 'ride more if I felt more comfortable' and 23 per cent said that 'would take up riding if I felt more comfortable with it'.
- The majority (76 per cent) of respondents stated that having 'Better paths, facilities and on-road safety features to provide for all ages and abilities' would enable them to ride more.
- Almost a third of respondents indicated that dedicated bike parking was also important to assist them to ride more.
- In addition to cycle infrastructure, respondents also placed a strong emphasis on information about local bike paths (29 per cent) and a free app that could assist with journey mapping (17 per cent).
- Socio-cultural factors were also important. This included:
  - Time and motivation;
  - Personal confidence levels;
  - Having someone to ride with; and
  - A bike friendly culture.

These responses suggest programs to improve individual skills and abilities, as well as encourage a culture of cycling are an important part of behaviour change.

Level of comfort with different types of cycle facilities (n=128)

Cycle facilities	Very comfortable	Somewhat comfortable	Neutral	Somewhat uncomfortable	Very uncomfortable
On-road painted lanes	20%	31%	13%	24%	12%
Off-road protected bike lanes	34%	27%	14%	18%	7%
On the road in a shared space	9%	14%	17%	27%	33%
Shared bus and bike lanes	16%	18%	16%	21%	30%
Off-road cycle paths	62%	14%	6%	7%	11%
Off-road shared paths	41%	28%	10%	10%	10%

Factors that would enable respondents to ride more	Percentage (n=130)
Better paths, facilities and on-road safety features to provide for all ages and abilities	76%
Somewhere to park my bike at the places I want to go	29%
More information about biking paths in my local area	29%
Having the time	27%
Feeling more confident to ride my bike wherever I need to go	19%
Having a friend, neighbour, or family member to ride with in my neighbourhood	17%
Seeing more people outside bike riding in my neighbourhood	17%
A free journey planning app that I can use to plan my bike trips, which can tell me the route that is flattest, fastest or most traffic free	17%
Dedicated riding to school routes	13%
Bike racks on buses	12%
Motivation	10%
Knowing how to maintain my bike better	10%
Having a bike that suits my needs (e.g. comfortable, a basket to carry my things, in good working order)	8%
Having a bike that suits my fitness level (e.g. electric bike)	8%
More community bike skills training for adults	6%
More bike repair stations along the bike paths	6%
Not having to worry about commuting to work	6%
Nothing	5%

C2.2 Summary of consultation themes

During the initial round of consultation seven key themes emerged. Survey respondents were asked to rank these themes in order of priority.

When place of residence is considered, the ranking for Albany residents is similar to that for all respondents Outside of Albany, Great Southern residents placed more emphasis on improved planning for cycling, and less emphasis on developing safe cycle routes in town centres.

Themes ranked by order of priority (n=126)	All respondents	Albany only	Denmark and Plantagenet	Upper Great Southern
Improving safety for road cyclists	Priority 1	Priority 1	Priority 2	Priority 4
Connecting people to where they live, work, learn and play	Priority 2	Priority 3	Priority 1	Priority 2
Developing safe cycle routes in town centres	Priority 3	Priority 2	Priority 5	Priority 5
Encouraging cycling for people of all ages, abilities and backgrounds	Priority 4	Priority 4	Priority 6	Priority 3
Improving planning for cycling	Priority 5	Priority 5	Priority 3	Priority 1
Creating inter-regional cycle tourism routes along corridors	Priority 6	Priority 6	Priority 4	Priority 6
Developing unique cycle tourism experiences	Priority 7	Priority 7	Priority 7	Priority 7

Open ended questions

- 58 per cent of respondents provided additional open-ended (free text) comments regarding cycling in the Great Southern. These have been grouped into common responses.
- The most frequent comments related to suggestions for improvements to the regional cycle network (22 per cent), including upgrades or extensions to existing paths/trails, and locations for new shared use paths (seven per cent).
- Safety was a common concern, raised by 15 per cent of those who provided comments.

Network suggestion	Number of comments (n=81)
Network suggestion	18
Safety	12
Support MTB trails	12
Opposition to MTB trails	9
Other	7
Shared cycle paths	6
Road maintenance	3
Action	2
End-of-trip facilities	2
Education	2
Opposition to road cyclists	2
Gravel riding	2
All abilities	1
Tourism	1
Signage	1
Connectivity	1

Endnotes

1 Evaluating Active Transport Benefits and Costs. Available at vtpi.org

2 Cycling RACWA. Available at rac.com.au

3 The climate change mitigation effects of daily active travel in cities – ScienceDirect. Available at sciencedirect.com

4 Rural and remote Australians Overview – Australian Institute of Health and Welfare. Available at aihw.gov.au

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15 Western Australia Tomorrow population forecasts. Available at wa.gov.au

16 The Future of Transport: IPCC author Peter Newman offers 'a very hopeful view' of the electric world to come – and WA's place in it, 6 April 2022. Available at abc.net.au

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18 Australian Institute of Health and Welfare (2022) Australia's Children. Overweight and obesity. Available at aihw.gov.au

19 Insufficient physical activity – Australian Institute of Health and Welfare. Available at aihw.gov.au

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21 Physical activity, 2020–21 financial year – Australian Bureau of Statistics. Available at abs.gov.au

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Contact us

Department of Transport
140 William Street, Perth WA 6000
Telephone: (08) 6551 6000
Website: www.transport.wa.gov.au