

Memo

Subject:	Long Term Cycle Network – Shire of Serpentine Jarrahdale <u>FOR COUNCIL CONSIDERATION AND ENDORSEMENT</u>
Date:	28 February 2020

Western Australia has all the ingredients to be a great place for riding a bike - warm weather, rolling landscape and outstanding natural beauty.

Across Perth and Peel we already have a good level of existing bicycle infrastructure, but we know we can make it even better by developing an integrated network, that connects suburbs with one another.

The Department of Transport (DoT) is working with 33 local government authorities in Perth and Peel to agree on bicycle routes that link parks, schools, community facilities and transport services, to make bike riding a convenient and viable option.

The aim of the Long Term Cycle Network (LTCN) project is to develop an aspirational blueprint to ensure State and local governments work together towards the delivery of one continuous bicycle network providing additional transport options, recreational opportunities and support for tourism and commercial activity – **creating a bicycle network catering for all ages and abilities.**

This long term network had been agreed between DoT and local government officers, and the network was subject to a review by Main Roads and PTA/Metronet teams in relation to any routes within or crossing State controlled assets.

We are now seeking Council endorsement of the agreed LTCN across all 33 local governments, and moving forward the agreed long term network will guide funding allocated through the WA Bicycle Network Grants Program administered by DoT.



Project Overview

The LTCN involves consultation with 33 local governments across Perth and Peel – the project aims to agree a long term aspirational bicycle network for the region.

The vision is for a network of safe and attractive bicycle routes:

- To provide continuous routes along major corridors
- To establish links between strategic, secondary, district, specialised activity centres and public transport services.
- To provide connections to schools, education sites and local centres

Project History

In 2016 as part of the State Governments long term transport strategy (*Transport @3.5M*) the Transport Portfolio released the *Cycling Network Plan*.

The aspirational long term bicycle network identified within the Plan was based on a robust methodology of connecting all key activity centres. However, the Plan was developed by DoT in-house with little consultation with local governments due to the time constraints to deliver the project.

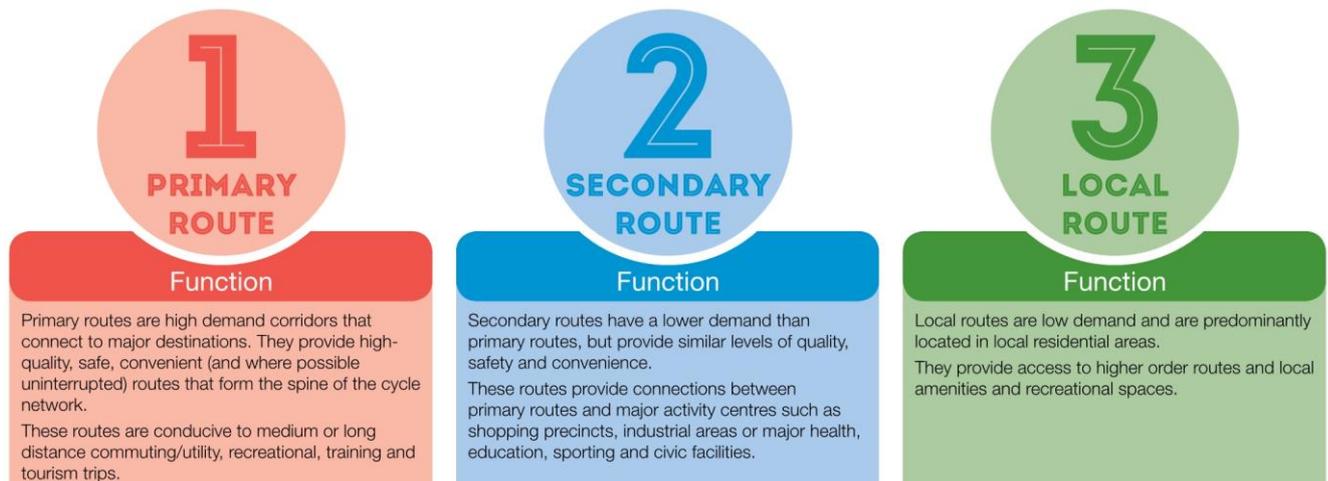
In 2017-18 DoT were successful in receiving funding across a 2 year period to deliver the LTCN project – to go through detailed engagement with 33 local governments across Perth and Peel to agree a long term aspirational bicycle network for the region that supports and addresses local and regional bicycle connections.

Long Term Cycle Network Project

The LTCN project started in July 2018 and is to be completed by June 2020.

DoT and local government officers have worked together to identify LTCN routes, and categorise routes using a new simplified three tier route hierarchy of Primary Routes, Secondary Route and Local Routes.

The categorisation of routes has been based on the function of a given route within the network:



Following DoT and local government officers agreeing an aspirational draft LTCN, the network was reviewed by Main Roads and PTA/Metronet teams. This process has ensured that these State agencies are aware of the aspirational LTCN routes proposed and have made comments to assist in shaping the network in relation to their State controlled assets.

Why is the Long Term Cycle Network Important?

An endorsed aspirational LTCN across the Perth and Peel region can **assist in leveraging additional funding for bicycle infrastructure**.

- It can assist State Government in any discussions/applications regarding Federal funding for bike riding (infrastructure/programs/campaigns).

- It can also assist DoT leverage additional funding for bicycle infrastructure – including funding made available to local governments via the WA Bicycle Network Grants Program administered by DoT.

An endorsed LTCN across the Perth and Peel region will **assist with planning of the bicycle network and routes**.

- It will assist State agencies (Main Roads/PTA/Metronet) with infrastructure planning and delivery.
- It will assist local governments with network planning, cross boundary connectivity and bicycle route prioritisation.

How will the Long Term Cycle Network be Updated in the Future?

DoT will be updating the guidance for local governments in relation to developing local bicycle plans. It is expected that the new guidance will require local governments to review their endorsed LTCN as part of the process of developing/updating their bicycle plan.

As part of the process to develop or update a local bicycle plan, local governments typically conduct public consultation to enable the community to assist in shaping the Plan. It is envisaged that **local governments will seek community comment on the aspirational LTCN as part of this process**.

Local governments typically review local bicycle plans on a 5 year renewal basis – as part of the bike plan review local governments and DoT can work together to modify their endorsed LTCN:

- New routes can be added to reflect land use changes/new development
- Existing routes can be realigned to parallel corridors if details are known which excludes a route from being considered in the future to accommodate bicycle infrastructure (engineering constraints/land tenure issues/etc).

Why is DoT Seeking Council Endorsement?

DoT is seeking the aspirational LTCN to be endorsed by Council (Elected Members) across 33 local governments in Perth and Peel.

Council endorsement is considered necessary to demonstrate region wide agreement of the LTCN – which in particular may assist in any Federal funding discussions/applications.

From July 2020 all WA Bicycle Network Grants for Perth and Peel local governments will be linked to the endorsed aspirational LTCN.

As such, only routes within the endorsed LTCN will be eligible for grants and only local governments with a Council endorsed LTCN will remain eligible for grants.

Council Endorsement

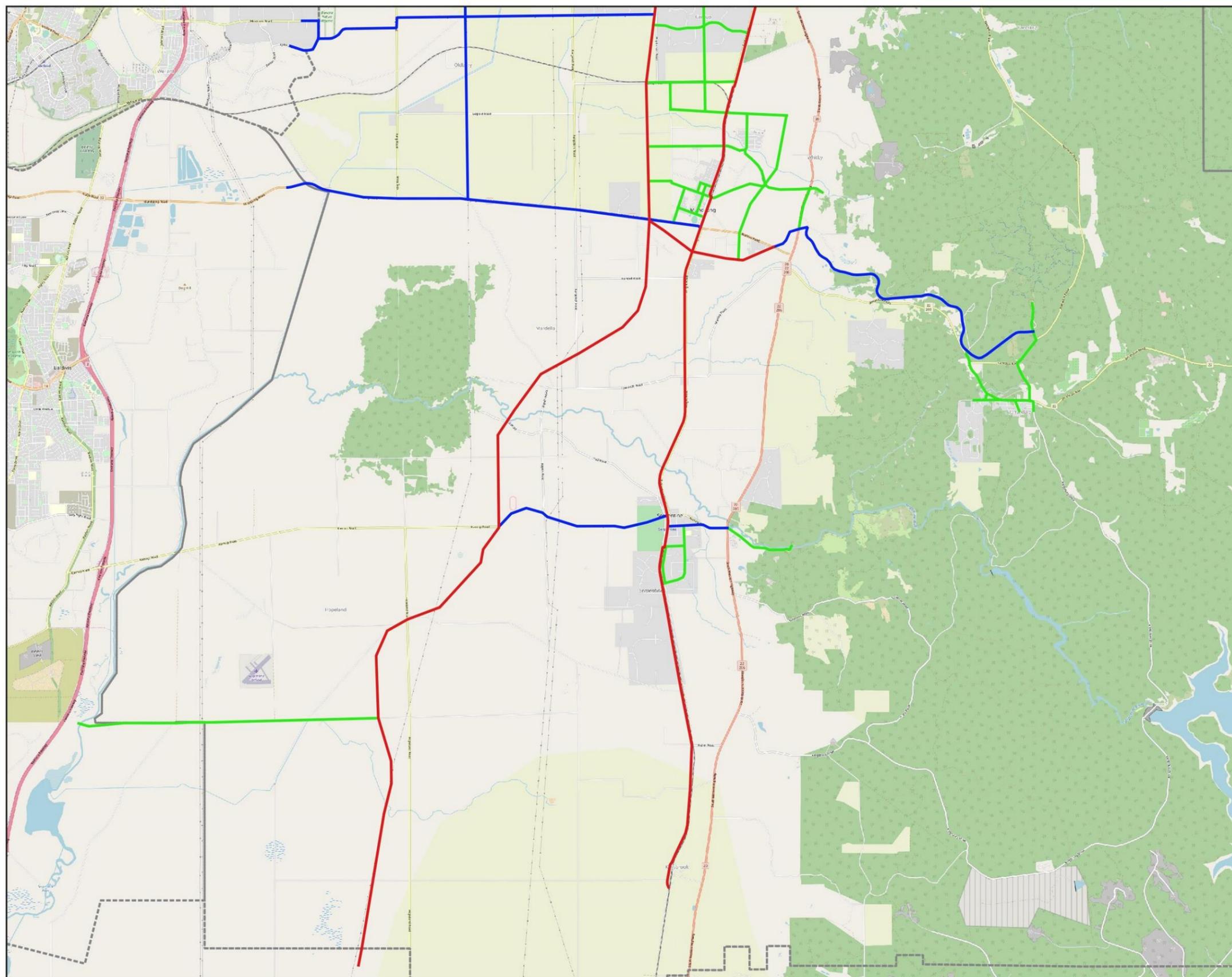
DoT is seeking Council (Elected Members) to endorse/adopt the aspirational LTCN agreed with local government officers (attached) based on the following statement:

‘Council endorse/adopt the aspirational Long Term Cycle Network (LTCN) developed in collaboration between Council officers and the Department of Transport. Endorsement of the LTCN does not commit Council nor State Government agencies to deliver all, or any part, of the LTCN within a particular timeframe – nor does endorsement commit any party(s) to fund any specific route within the LTCN.

Council endorsement confirms support for local and State Government agencies to work together in delivering the aspirational LTCN over the longer term.’

Shire of Serpentine Jarrahdale

Final Draft LTCN (January 2020)



Legend

- Primary Route
- Secondary Route
- Local Route



0 1 2 3 km



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