

#INVESTinCYCLING

WESTERN AUSTRALIAN STATE ELECTION 2021



WestCycle and its members call on the next State Government to #INVESTinCYCLING. This will increase the health of Western Australians, make our communities more liveable, reduce congestion and grow cycling as a sport.

OUR POLICY ASKS

#1	#2	#3	#4	#5	#6
Sustainability of Cycling Governance	Infrastructure	Cycle Tourism	Safety	Active, Healthy and Safe Children	Facilities

WHAT CYCLING MEANS TO WESTERN AUSTRALIA



693,000

more bike trips were counted on the PSP network during COVID restriction period representing a **45%** net growth³



6 Bike Parking Spaces

can replace one car parking space and this would produce approx. **\$70/hr** in additional retail turnover in urban activity centres and high streets⁵



WA has the highest proportion of households with an electrically assisted bike (both states and territories) at **4.1%**²



\$1.43 the amount of the economy benefits for every km ridden¹



Over half of Perth children currently travel to school by car despite living less than **1km** away



17 direct jobs created per million dollars spent on infrastructure⁴



A cycle tourist's daily spend is nearly **5 times higher** than an average tourist¹⁰



40%

of all private car trips made in Australia are less than **3km**^{6,7,8}



1500kg of green house gas emissions - the amount saved per person per year that cycles 10km each way to work



Economic modelling found that the return on WA investment in cycling infrastructure produced community benefits of **3.4 to 5.3** times the cost incurred⁹

400,000+

People ride a bike in Western Australia each week, and over **1 million** at least in a typical year⁹

WestCycle is the peak body for riding in Western Australia, representing cycling organisations, clubs, and associated industries in addition to the 1 million people who ride each year. Bringing our members and bike riders together, we give one united voice to cycling in Western Australia.

Our members represent the diversity of riding in the state - from children learning to ride, to people commuting to work, training for charity events, competing in races, and winning gold medals at the Olympics.

Our vision is for Western Australia to be a healthy, bike-friendly state that supports, encourages and celebrates riding in all forms.

Investing in bike riding is proven to provide strong returns for the Western Australian economy and community. More than ever we are faced with challenges on fronts including health, congestion, safety and creating liveable communities.

Bike riding plays an important role in all these challenges and in creating a better Western Australia but requires an ongoing commitment of investment.



For further information, please

contact **WestCycle**

Ph: 08 6336 9688

Email: info@westcycle.org.au

Web: westcycle.org.au

ABN: 365 563 134 343

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2. Austroads, 2019 Western Australian Cycling Participation
3. Department of Transport - 3 month data snapshot of COVID-19 impacts on Active Transport in Perth, WA
4. American Association of State highway and Transportation Officials (2012)
5. Heart Foundation (2011). *Good for Business Discussion Paper*
6. Transport Data Centre: 2008/09 Household Travel Survey Summary Report, NSW Government, 2010
7. Victorian Integrated Survey of Travel & Activity: 2018
8. Vichealth (1999). *Moving to Healthier People and Healthier Places*
9. RAC WA (2012). *The Economic Cycle: A Business Case for Investment in Cycling in Western Australia*
10. Western Australian Cycle Tourism Strategy

OUR POLICY ASKS SUMMARY

#1 SUSTAINABILITY OF CYCLING GOVERNANCE

- 1.1** Establish a Parliamentary Secretary role for cycling within Government.
- 1.2** Increase WestCycle's sustainability funding to \$750,000 per annum with engagement from all Government portfolios that are vested in bike riding outcomes.
- 1.3** Allocate a minimum of \$250,000 per annum to WestCycle for project specific initiatives identified in Our Bike Path – A Strategic Framework for Cycling in Western Australia.

#2 INFRASTRUCTURE

- 2.1** Continue funding the Metropolitan Principal Shared Path Network at current levels to ensure its completion by 2031.
- 2.2** Prioritise and fast-track Principal Shared Path projects that are within 5km of Major Activity Centres.
- 2.3** Completion of the new Causeway Bridge, commitment to the Veloway Connector linking the Mitchell Freeway and Kwinana Freeway PSPs and completion of the Fremantle PSP into the Fremantle CBD by including the bridge over Beach St and PSP into Fremantle as part of the Swan River Crossings project.
- 2.4** Allocate \$1.25 million per annum to path maintenance and \$1.25 million per annum to existing path widening to comply with current standards.
- 2.5** Increase the Perth Bicycle Network and Regional Bicycle Network Grant budgets to \$10m-\$15m per annum.
- 2.6** Decrease the Local Government funding contribution requirement to be in line with road projects to two-thirds State Government and one-third Local Government.
- 2.7** Allow Local Governments to access the State Government road projects grant pool for the maintenance and improvements to existing shared path networks.
- 2.8** Mandate that Local Governments must include cycling infrastructure as part of any major road project for which they receive State Government funding.
- 2.9** Incorporate a network of shared paths as part of the construction of every new METRONET station within a minimum of 3km-5km radius.
- 2.10** Allocate funding to deliver the improvements to station access identified in each Station Access Strategy to enable more public transport users to walk and cycle for their first and last mile between their home and the station.

#3 CYCLE-TOURISM

- 3.1** Invest \$20 million to create a 60km Indian Ocean Beach Ride and \$3.5 million to create a 12km Kings Park loop.
- 3.2** Invest \$10 million to complete the 120km Wadandi Track between Busselton and Augusta.
- 3.3** Invest to develop a 5-10 year cycling major event strategy.
- 3.4** Work with Main Roads WA, Department of Transport, Department of Jobs, Tourism, Science and Innovation and Local Governments to develop and implement a consistent 'tourist-route' wayfinding strategy.
- 3.5** \$100,000 to be allocated to establish a digital presence that promotes cycle tourism in Western Australia highlighting scenic routes, mountain biking and sightseeing opportunities.

#4 SAFETY

- 4.1** Amend the Road Safety Council Act 2002 to allow the provision of a cycling representative on the Council.
- 4.2** Amend the Road Safety Council Act 2002 to include revenue from infringements for mobile phone use be attributed to the Road Trauma Trust Account.
- 4.3** Ensure that a minimum of 5% of the Road Trauma Trust Account expenditure is allocated to specific initiatives that make bike riding safer within Western Australia.
- 4.4** Increase enforcement and education activities to reinforce the Minimum Passing Distance law.

#5 ACTIVE, HEALTHY AND SAFE CHILDREN TRANSPORT STRATEGY

- 5.1** Invest \$1 million per annum to enable every primary school student of a state school in Western Australia to undergo bicycle training as part of their education.
- 5.2** Double the 'Connecting Schools' Grant program, which provides funds to schools to invest in required infrastructure such as bike storage to \$200,000.
- 5.3** Increase the investment in the Your Move Schools Program to \$760,000 per annum from \$280,000.
- 5.4** Incorporate a network of shared paths as part of every new state school within a minimum of 1km-3km radius.
- 5.5** Allocate funding to plan and retrofit a network of shared paths around existing schools within a minimum of 1km-3km radius.

#6 FACILITIES

- 6.1** Complete the construction of the Goat Farm project by allocating funding to Phase 2
- 6.2** Invest \$2 million - \$3 million to develop a network of mountain bike trails in John Forrest National Park.
- 6.3** Invest in the development of a recreational road facility strategy to identify common routes and improvements to make them safer and more usable.
- 6.4** Invest in the development of a criterium circuit strategic plan that identifies locations for facilities in the North, South; East; West of the Perth Metropolitan Area.
- 6.5** Commitment to work with Local Government to fund the infrastructure requirements of four criterium circuits identified in the strategic plan.

OUR POLICY ASKS

#1 SUSTAINABILITY OF CYCLING GOVERNANCE

PARLIAMENTARY SECRETARY FOR CYCLING

1.1 Establish a Parliamentary Secretary role for cycling within Government.

Under the current Government Mr Chris Tallentire MLA, has been given the position of Chair of the Bike Riding Reference Group and has played a key role as a conduit into Parliament for all matters cycling.

This is a model that has worked well as cycling is integral in a number of Ministerial portfolios and can bridge across these.

We would like to see this role formalised with the position becoming a Parliamentary Secretary position in future governments.

WESTCYCLE FUNDING

1.2 Increase WestCycle's sustainability funding to \$750,000 per annum with engagement from all Government portfolio's that are vested in bike riding outcomes.

1.3 Allocate a minimum of \$250,000 per annum to WestCycle for project specific initiatives identified in Our Bike Path - A Strategic Framework for Cycling in Western Australia.

As the peak body for riding in Western Australia, WestCycle receives funding primarily from the Department Local Government Sport and Cultural Industries. Unlike other 'sports', cycling generates very little revenue from Membership as membership is not mandatory to participate in riding a bike, yet we play a role that represents all types of bike riders across

all disciplines and reasons for riding.

To capitalise on the significant investment in infrastructure WestCycle needs to be able to continue to work with the community to increase participation; normalise bike riding; get more children riding to school and provide a conduit for Government and the riding community alike.

Over recent years, we have dramatically diversified revenue to reduce the reliance on Government funding, however for the State to make inroads in areas such as increasing transport mode share, more children riding bikes and continued cohesion within cycling organisations, long term investment is required.

#2 INFRASTRUCTURE

PSP NETWORK CONSTRUCTION

2.1 Continue funding the Metropolitan Principal Shared Path Network at current levels to ensure its completion by 2031.

2.2 Prioritise and fast-track Principal Shared Path projects that are within 5km of Major Activity Centres.

2.3 Completion of the new Causeway Bridge, commitment to the Veloway Connector linking the Mitchell Freeway and Kwinana Freeway PSPs and completion of the Fremantle PSP into the Fremantle CBD by including the bridge over Beach St and PSP into Fremantle as part of the Swan River Crossings project.

The investment into cycling paths has been primarily focused on the completion of the Principal Shared Path (PSP) network within a 15km radius to the Perth CBD. These paths are the 'freeways' of the cycling network, designed to move large volumes of riders of all ages and abilities along major corridors with multiple entry and exit points.

This network, as outlined in the Western Australia Network Plan, is due for completion in 2031. In order to achieve this completion date, long term funding is required.

PSP NETWORK MAINTENANCE AND IMPROVEMENTS

2.4 Allocate \$1.25 million per annum to path maintenance and \$1.25 million per annum to existing path widening to comply with current standards.

There are sections of the existing shared path network that are now 30 years old. Investment to date has focused on the building of new paths to complete the network, meaning that large sections of the network are now old, below standard and in places can be unsafe.

These improvements should not come at the expense of delivering the completed Shared Path Network by 2031 and as such a dedicated budget of \$2.5m per annum is required to maintain and upgrade of the existing PSP network.

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#2 INFRASTRUCTURE (cont.)

LOCAL NETWORK FUNDING

2.5 Increase the Perth Bicycle Network and Regional Bicycle Network Grant budgets to \$10m-\$15m per annum.

2.6 Decrease the Local Government funding contribution requirement to be in line with road projects to two-thirds State Government and one-third Local Government.

2.7 Allow Local Governments to access the State Government road projects grant pool for the maintenance and improvements to existing shared path networks.

2.8 Mandate that Local Governments must include cycling infrastructure as part of any major road project for which they receive State Government funding.

Local Governments are responsible for 94% of WA Roads, whilst perhaps not quite as high, Local Governments are also responsible for a similarly large proportion of infrastructure for bike riders. Local cycling networks serve to connect communities to their homes, shops, schools and workplaces.

The State Government provides funding for local governments for road projects, in most cases on a two-thirds State Government contribution and one-third local government.

The following budgets show the budgeted amounts in the future years, with 13.2% of the amount allocated to routine maintenance on Local Government Roads (shown in brackets):

- 2020/21 - \$193.4 million (\$25.5 million)
- 2021/22 - \$198.4 million (\$26.2 million)
- 2022/23 - \$203.4 million (\$26.8 million)

In comparison, the State Government through the WA Bicycle Network Grant Program, offers a funding program for Local Government to contribute towards the constructions of the local cycling network. This program contributes a total of \$6 million per annum separated equally between the Perth Bicycle Network (PBN) and Regional Bicycle Network (RBN). This funding is provided on a 50-50 state/local government contribution and each year both programs are significantly oversubscribed as local governments apply to complete their local cycling networks. In 2020, applications to the program continued to be significantly over subscribed.

Recently, significant work has been done in collaboration between the Department of Transport and Local Governments to map out the long-term cycle network plan which identifies the aspirational local cycling infrastructure requirements to 2050. Given that the focus on the cycling network will move from the state-PSP network towards the local cycling network in coming years, it is critical that sufficient funding to build these networks is made available.

CONNECTING TRAIN STATIONS

2.9 Incorporate a network of shared paths as part of the construction of every new METRONET station within a minimum of 3km-5km radius.

2.10 Allocate funding to deliver the improvements to station access identified in each Station Access Strategy to enable more public transport users to walk and cycle for their first and last mile between their home and the station.

It is well established that facilitating walking and cycling to train stations is significantly more space and cost efficient than providing large and multi-level car parking facilities. In recent years, commuters have been increasingly combining cycle trips with rail or bus journeys. To address this demand, the Public Transport Authority, in partnership with Department of Transport, Main Roads WA and local governments, has developed Station Access Strategies to identify future interventions and investment required to meet access demands.

These strategies not only address the future demand and usage for secure bicycle storage but also acknowledge that protected, direct and prioritised routes within a 3 km radius of railway stations need to be established to make cycling a safe and convenient option for one leg of a person's commute and have the potential to replace many short distance car trips and the associated car parking demand.

To minimise expensive retrofitting costs, a network of safe and convenient cycling infrastructure should be included into the construction of every new Metronet station as well as progressively upgrading existing stations as per these Station Access Strategies.

OUR POLICY ASKS

#3 CYCLE-TOURISM

A Tourism Research Australia International Visitor Survey estimated that more than 100,000 international tourists participated in cycling activities whilst visiting Western Australia with a 22.7% increase between 2012/13/14 – 2015/16/17 periods. That equates to approximately 10% of all international tourists with the biggest growth markets coming from Asia. Further to this 247,300 domestic tourists participated in cycling.

Studies have identified that whilst a cycle tourist's average daily spend is comparable with the average overnight visitor, their overall trip spend is nearly five times as high.

Other key characteristics include;

- Total trip expenditure is approximately \$2,000 per domestic cycle tourist and \$5,005 per international cycle tourist
- High tendency to become repeat visitors to a destination
- More likely to visit WA than the average overnight visitor
- Have a higher propensity to travel to regional areas
- Tend to love fine wine, good restaurants and outdoor activities in natural environments

In 2018, WestCycle and Tourism Western Australia developed and released a State Cycle Tourism Strategy to identified a number of opportunities within Cycle Tourism that can be capitalised on.

Western Australia is well placed to capitalise on the growing trend of cycle-tourism with an ideal climate and scenic natural areas, investment in key infrastructure, events and promotional activities have the potential boost the tourism industry with tourists staying longer and spending more in the State.

TOURIST ROUTES

3.1 Invest \$20 million to create a 60km Indian Ocean Beach Ride and \$3.5 million to create a 12km Kings Park loop.

3.2 Invest \$10 million to complete the 120km Wadandi Track between Busselton and Augusta.

There is potential to build on the metropolitan path network through the development of a comprehensive network of scenic cycle routes which will enable cyclists to experience some of WA's iconic tourism locations. These include:

Indian Ocean Beach Ride: \$20 million to develop a 60km Indian Ocean Beach Ride, a world-class cycling path along the coast from Mindarie to Woodman point via Fremantle, incorporating existing coastal paths and new paths to fill gaps as well as fully dedicated, separated, protected bicycle-only lanes for West Coast Drive, increasing safety for both groups and allowing for more pedestrians and cyclists to travel through the area.

Kings Park Cycle Loop: \$3.5 million to develop a 12km Kings Park Cycle Loop allowing tourists to cycle around and through the park to access its many attractions and take in unparalleled views of the Swan River and Kings Park. The project includes cycle paths on Thomas Street and Kings Park Road.

Wadandi Track: Approximately \$10 million to complete the 280km Wadandi Track situated on an alignment of the former Busselton-Flinders Bay railway. 23km of the track has already been constructed, but if completed can provide a world-class recreational trail through the centre of one of Australia's largest and most scenic food and wine regions. There are currently more than 15 wineries within 2km of the track as well as many opportunities to showcase the area's cultural and heritage significance.

MAJOR EVENTS

3.3 Invest to develop a 5-10 year cycling major event strategy.

Major cycling events are proven to deliver a high return on investment whilst also tending to disperse participants into regional areas they may not otherwise visit.

Within the State Cycle Tourism Strategy, it was identified that a 5-10 year cycling major event strategy was required to build up to hosting major international events

3.4 Work with Main Roads WA, Department of Transport, Department of Jobs, Tourism, Science and Innovation and Local Governments to develop and implement a consistent 'tourist-route' wayfinding strategy.

LOCAL TOURIST WAYFINDING

3.5 \$100,000 to be allocated to establish a digital presence that promotes cycle tourism in Western Australia highlighting scenic routes, mountain biking and sightseeing opportunities.

Tourism Western Australia and WestCycle have developed a range of six tourist route maps to encourage tourists to ride whilst visiting Perth. These maps are currently available in hard copy via hotels and tourist information centres, as well as static electronic versions on the WestCycle website.

To capitalise on the potential of these routes, along with others planned for development better 'way-finding' is required and an interactive map should be made available.

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#4 SAFETY

With improvements to motor vehicle safety, innovation and legislation, the rates of serious injury and death for motorists has been gradually declining over recent decades.

Unfortunately, the same cannot be said for bike riders and if this trend is to change then a greater focus on vulnerable road users is required.

ROAD SAFETY COUNCIL REPRESENTATION

4.1 Amend the **Road Safety Council Act 2002** to allow the provision of a cycling representative on the Council.

At present, the Road Safety Council Act 2002 does not allow for a specific representative of bike riders. The current representatives are:

- WA Police
- Main Roads WA
- Department of Transport
- Department of Planning, Lands and Heritage
- Western Australia Local Government Association (WALGA)
- Department of Health
- Department of Education
- Insurance Commission of Western Australia
- Royal Automobile Club of WA (RAC)

ROAD TRAUMA TRUST ACCOUNT REVENUE

4.2 Amend the **Road Safety Council Act 2002** to include revenue from infringements for **mobile phone use** be attributed to the Road Trauma Trust Account.

Currently, all revenue received from infringements associated with red light and speed cameras goes to the RTTA account.

Given the increase in driver distraction, all revenue generated from infringements issued due to mobile phone use should also be directed to this account and be spent on road safety initiatives.

ROAD TRAUMA TRUST ACCOUNT EXPENDITURE

4.3 Ensure that a minimum of 5% of the **Road Trauma Trust Account** expenditure is allocated to specific initiatives that make bike riding safer within Western Australia.

At present, there is no benchmark for the amount of spending from the Road Trauma Trust Account that should be directed towards initiatives to make cycling safer.

Given that cycling deaths and serious injuries are not declining at the same rate as other road users, a specific focus is required in this area and a base level for expenditure should be set, reflective of this situation.

ENFORCEMENT AND EDUCATION

4.4 Increase enforcement and education activities to reinforce the **Minimum Passing Distance law**.

Since the successful introduction of Minimum Passing Distance Legislation in 2017, there has been a noticeable change in driver behaviour around bike riders. This was particularly evident during the initial period of introduction whilst there was advertising. Since that time, little has been done to ensure the ongoing awareness and education of the importance of safe passing behaviours. In addition, the WA Police need greater ability to enforce the law.

To ensure that the importance of this road rule does not dissipate, the introduction of targeted Police-led enforcement and awareness-raising activities that raise awareness and educate motorists (modelled on similar initiatives by Police in West Midlands (UK)), in conjunction with a mass media campaign from the Road Safety Commission is recommended.



OUR POLICY ASKS

#5 ACTIVE, HEALTHY AND SAFE CHILDREN TRANSPORT STRATEGY

The number of children getting to school via active transport has plummeted over recent decades which is leading to immediate and long-term issues that impact the economy as well as the transport network. In Perth, the rate is as low as 20 per cent with one-half of children travelling to school by car despite living less than one kilometre away.

The factors behind this decline in active transport to school are complex and with the expected growth in the school population over the next decade, Western Australia needs a whole of Government, multi-faceted approach to reverse this alarming trend to minimise the significant costs associated with congestion, road safety and physical inactivity. This will include infrastructure and program investment and policy coordination and collaboration across government departments.

The potential benefits include:

- Reduced congestion around schools
- Reduced car parking demands at schools
- Improvements to children's health, including both immediate and long term, mental and physical health
- Development of a future generation of aware and responsible road users
- Improved learning outcomes from being mentally alert at school
- Create a community that is resilient and less reliant on motor vehicles

BICYCLE EDUCATION

5.1 Invest \$1 million per annum to enable every primary school student of a state school in Western Australia to undergo bicycle training as part of their education.

At present less than 1% of Western Australian primary school children benefit from any form of bicycle education, in comparison to 90% students who take part in State Government-funded swimming education. Both swimming and cycling (and road safety awareness) are important life skills that deserve equal focus.

In addition to road safety awareness, cycling proficiency courses, where a person is taught the relevant skills to safely operate a bicycle, is a component of a comprehensive Bicycle Education Program that addresses this key barrier to cycling participation in adulthood.

5.2 Double the 'Connecting Schools' Grant program, which provides funds to schools to invest in required infrastructure such as bike storage to \$200,000.

5.3 Increase the investment in the Your Move Schools Program to \$760,000 per annum from \$280,000.

BEHAVIOUR CHANGE PROGRAMS

The 'Your Move' Schools program is a Department of Transport initiative designed to change the way children travel to school. This cost efficient program has been changing travel behaviours for several years and those schools that are engaged with the program have been increasing the number of children safely riding to school.

The Program currently engages around 120 schools across the State. To increase the Program's reach and effectiveness, the following investments should be considered:

- Increase FTE's administering the Program 2.0 FTE
- Creation of a Business Development 1.0 FTE position to assist in onboarding new schools
- Increase the Program's operational budget to \$200,000 pa.
- Double the 'Connecting Schools' Grant program, which provides funds to retrofit schools with infrastructure such as bike storage to \$200,000

CONNECTING SCHOOLS

5.4 Incorporate a network of shared paths as part of every new state school within a minimum of 1km-3km radius.

5.5 Allocate funding to plan and retrofit a network of shared paths around existing schools within a minimum of 1km-3km radius.

At present, the Your Move program only addresses and assists in the retrofit of infrastructure to facilitate active transport behavior within school premises, such as bike storage and parking facilities.

However, little attention is given to infrastructure outside of the school gates and requires a coordinated approach between the Department of Education, Department of Transport, Main Roads WA and Local Government to ensure that safe, and convenient infrastructure is incorporated into every new school built as well as planning and retrofitting infrastructure into existing schools to enable active transport behaviours within the schools catchment areas.



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#6 FACILITIES

Sporting Facilities in Western Australia for cycling are significantly under indexed versus other States and Territories of Australia and require an ongoing investment across a range of initiatives.

MOUNTAIN BIKE TRAIL NETWORK

6.1 Complete the construction of the **Goat Farm project** by allocating funding to Phase 2.

6.2 Invest \$2 million - \$3 million to develop a network of mountain bike trails in **John Forrest National Park**.

Currently, the demand on the existing network of mountain bike trails in the metropolitan area far exceeds the supply of trails, resulting in a range of issues from decreased participation to environmental issues. The main network of trails in the Perth Hills, the Kalamunda Circuit, is constrained and unable to be further developed due to restrictions as a result of it being in a water catchment area. This is leading to 'illegal' trails being built in surrounding areas.

Two areas for development in the Perth Metropolitan Area have been identified in the Perth and Peel Mountain Bike Masterplan. These are:

The Goat Farm, which is managed by the Parks and Wildlife Service Perth Hills District, is approximately 58ha and is reserved for the purpose of providing recreational opportunities. It is located in the suburb of Greenmount within the Shire of Mundaring, along the Great Eastern Highway. In 2019, a 'Concept Plan' was completed and in 2020 the 'Detail Design' phase of the project concluded. An initial funding commitment has been made to develop Phase 1 of the construction however additional funding is required to complete the project.

John Forrest National Park was identified in the Perth and Peel Mountain Bike Master Plan as a location with high priority for the development of a network of mountain bike trails. It has the ability for trails to cater to all levels of ability and disciplines of mountain biking to be developed, is ideally located to take the pressure off the existing trail networks in Kalamunda and is suitably located to attract interstate and international visitors. The estimated cost to build a network of mountain bike trails in John Forrest National Park is between \$2 million to \$3 million.

RECREATIONAL ROAD RIDING FACILITY STRATEGY

6.3 Invest in the development of a **recreational road facility strategy** to identify common routes and improvements to make them safer and more usable.

Over the last few years, the Department of Transport has developed several long term aspirational cycling strategies collaborating with neighbouring Local Government Authorities with the aim to coordinate a cohesive and connected network of high quality cycling infrastructure. These 2050 Cycling Strategies help prioritise state-funding towards infrastructure that has the greatest impact on transport cycling behaviours.

However, cycling is not only a great method of transport, but it is also an activity enjoyed by a wide range of people of all ages and abilities that include road riders, who ride for fitness, fun and recreation. Given that many transport bike riders initially build their confidence and fitness through recreational cycling, there is a great opportunity to build upon initial work on these 2050 cycling strategies by incorporating targeted investment in infrastructure on roads to ensure that this group of bike riders also have safe and accommodating places to participate in this healthy activity.

CRITERIUM AND CHILD DEVELOPMENT CIRCUITS

6.4 Invest in the **development of a criterium circuit strategic plan** that identifies locations for facilities in the North; South; East; West of the Perth Metropolitan Area.

6.5 Commitment to work with Local Government to fund the infrastructure requirements of **four criterium circuits identified in the strategic plan**.

Western Australia currently has no usable criterium circuits that are used for both competitive events as well as providing a safe, traffic free environment for recreation, training and competition.

This is significantly hindering the development of road cycling as a sport with children needing to train on open and public roads and competitive events requiring the closure of public roads to conduct events.