

Attachment A – Responses to Further Along the Path report

Findings	Recommendations	Response
<p>Finding 1</p> <p>In July 2017 the Department of Transport published a status update outlining the actions it had taken (or would be taking) in response to the Auditor General's 2015 report, Safe and Viable Cycling in the Metropolitan Area. We commend this initiative.</p>	<p>Recommendation 1</p> <p>The Government, through the Minister for Transport, should direct public-sector agencies attention to the initiative shown by the Department of Transport in publishing (and maintaining) a status update on its response to the recommendations contained in the Auditor General's 2015 report Safe and Viable Cycling in the Metropolitan Area.</p>	<p>Response 1</p> <p>The Department of Transport (DoT) will provide a briefing to the Minister for Transport to consider appropriate mechanisms to inform other public-sector agencies on the request from the Public Accounts Committee.</p>
<p>Finding 2</p> <p>While the Department of Transport now provides much greater transparency around the status of the Western Australian Bicycle Network Plan 2014-2031, there is still scope for improvement. For example, on the department's latest implementation schedule, the estimated costs and construction timeframes associated with the completion of the Principal Shared Path network could be broken down further across individual projects.</p>	<p>Recommendation 2</p> <p>To further enhance the level of transparency and accountability around the Western Australian Bicycle Network Plan 2014-2031, the Department of Transport should report the current status of each retrofit Principal Shared Path (PSP) project against its original cost estimate and construction timeframe every time it updates its PSP network implementation schedule.</p>	<p>Response 2</p> <p>DoT agrees to update its documentation to reflect forecast cost estimates and timeframes of each PSP retrofitting project on its work program whenever it updates the PSP network implementation schedule. Forecast cost estimates will be provided at completion of PSP concept design phase only. Cost estimates will then be updated once 100% designs have been completed.</p>
<p>Finding 3</p> <p>The Acting Director General, Department of Transport confirmed that only one of currently funded retrofit Principal Shared Path projects included within the Western Australian Bicycle Network Plan 2014-2031 had a specific business case.</p>	<p>Recommendation 3</p> <p>The Department of Transport should demonstrate consistent adherence to all Strategic Asset Management Framework policies when preparing future funding requirements linked to the Western Australian Bicycle Network Plan 2014-2031.</p>	<p>Response 3</p> <p>DoT will adhere to all Strategic Asset Management Framework policies when preparing future funding requirements linked to the Western Australian Bicycle Network Plan 2014-2031.</p>

<p>The Acting Director General did add, however, that all programs linked to the Plan require an annual funding submission to Treasury and are included in [Treasury's] Strategic Asset Management Framework.'</p>	<p>In particular, the Department should ensure it develops business cases for all PSP projects that are yet to have funding committed.</p>	<p>The Western Australian Bicycle Network Plan 2014-2031 identified PSP projects within 15km of the CBD, and DoT has prioritised these projects according to multi-criteria analysis. The key PSP retrofit projects have been identified up to 2022-2023.</p> <p>DoT is currently undertaking a gap analysis and prioritisation exercise to inform the funding and staging of the PSP Program from 2022-2031. DoT will use this information to develop business cases for PSP projects that are yet to have funding committed, specifically those to be prioritised from 2023 onwards.</p>
<p>Finding 4</p> <p>Since September 2017, the Government has confirmed a total of \$134.5 million to fund initiatives associated with the Western Australian Bicycle Network Plan 2014-2031.</p> <p>This includes an amount of \$67 million that the Department of Transport claims will enable it to practically complete the PSP network within 15km of the central business district by 2022.</p>	<p>Recommendation 4</p> <p>The Department of Transport should publish the estimated cost of completing the PSP network across the 2022-2031 timeframe as soon as its current feasibility assessment on this portion of the network is complete.</p>	<p>Response 4</p> <p>DoT is currently undertaking a gap analysis and prioritisation exercise to inform the funding and staging of the PSP Program from 2022-2031.</p> <p>Following this gap analysis and prioritisation work being completed in quarter three 2019, DoT will work closely with Main Roads to develop the funding and works programs. Project development and design work will be staged according to prioritisation recommendations and related forecast cost estimates provided as they become available as part of the roll out of the program. Cost estimates will be formally published as the design work and required cost estimation detail becomes available.</p>

<p>Finding 5</p> <p>It appears that the Department of Transport relies primarily on the use of expensive static counters to gather data on cycling participation and network use.</p> <p>Finding 6</p> <p>Researchers at Edith Cowan University have undertaken research into cycling participation and network use that might usefully inform the execution of Western Australian Bicycle Network Plan 2014-2031 activities.</p>	<p>Recommendation 5</p> <p>The Department of Transport should increase its level of engagement with universities across Western Australia (WA) to develop innovative solutions that seek to address the challenge of collecting and analysing data associated with cycling participation and network use.</p>	<p>Response 5 & 6</p> <p>DoT works closely with WA universities, collaborative research bodies and national researchers such as Curtin University, Curtin - Monash Accident Research Centre and the Planning and Transport Research Centre which is a collaboration amongst the University of Western Australia (UWA), Curtin University, Edith Cowan University (ECU), DoT, Main Roads and Western Australian Planning Commission, in regard to research and statistics around cycling, cycling participation and network use.</p> <p>DoT recently completed an international cycling and walking participation literature review to consider how other jurisdictions undertake cycling and/or walking participation surveys and the methods they use to collect the data.</p> <p>DoT has recently commissioned a big data trial. Part of the trial is to determine if active transport data is currently available, and if it can be used for network planning. This project includes discussions with Curtin University and involves a UWA PhD student seconded to the project team.</p> <p>DoT will continue to work closely with universities, local governments, Main Roads, private industry, workplaces, places of education and community groups on initiatives associated with gathering cycling participation and cycling network data. It will also contact ECU researchers identified by the Public Accounts Committee.</p>
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Finding 7

Consistent, high-quality cycle path standards are a vital component of safe and viable cycling.

Recommendation 6

The Department of Transport should exercise greater leverage over Local Government Authorities when approving Perth Bicycle Network and Regional Bicycle Network grants, and grants under the State Road Funds to Local Government Agreement, to ensure that cycle paths are built (and are able to be maintained) to a consistently high standard, and to achieve other objectives outlined in the Western Australian Bicycle Network Plan 2014-2031.

Recommendation 7

The Department of Transport and Main Roads should build their capacity to provide Local Government Authorities (LGA) with detailed guidance to inform the planning, design and maintenance of cycling infrastructure in local communities. This guidance should be based on best practice advice and should be provided with the goal of building a network of high-quality, consistent and easily-recognised cycle paths, irrespective of location.

Response 6 & 7

The Perth Bicycle Network and Regional Bicycle Network grant assessment process is a robust process with participation from WALGA, DoT, Main Roads Westcycle, and the RAC. It uses a clearly defined multi-criteria assessment process that prioritises high standards, strategic cycling network improvements and alignment to the objectives within the WABN Plan. If applications are not meeting these objectives, they are not recommended for funding. The process is reviewed and improved annually following feedback from key stakeholders to improve equity and transparency. Recent improvements to the grant agreement process, now also puts more responsibility on the LGA to activate and encourage use of the new infrastructure and to evaluate (where appropriate) its use.

There are currently a number of guidelines and standards available to assist local governments in the planning, design and maintenance of cycling infrastructure, including Austroads Guidelines, Australian and Main Roads Standards and draft Local Area Traffic Management Guidelines to name a few.

Local cycling infrastructure is owned and maintained by the respective local government authorities. DoT and Main Roads work closely with local government to maintain and continue to develop their networks.

DoT and Main Roads officers provide local government officers such as local planners and engineers with advice from network planning, route selection, appropriate treatments for cycling infrastructure specific to the context of the area and problem solving complex scenarios where current guidelines or standards are not achievable.

DoT also undertakes demonstration projects, such as the Safe Active Streets Program, to highlight world's best practice approaches to planning and design.

DoT has long facilitated an online hazard reporting tool on its website which facilitates users of the network to be able to report maintenance issues and hazards to their respective local government. In addition to this, the development of the DoT's Cycling Incident Reporting Facility in 2018/19 will provide users the opportunity to provide additional feedback from both a cyclist and pedestrian perspective to local governments as to incidents or near misses and possible improvements to their assets.

To support a high quality, connected and legible network of paths, DoT is currently developing a suite of guidelines over 2018/19 and 2019/20 which will cover such aspects as:
Shared Path guidance, Local Area Traffic Management guidance, PSP technical guidelines, Safe Active Streets guidance and Wayfinding guidance.

<p>Finding 8</p> <p>The Department of Transport does not possess reliable data on the condition of the 3,000 kilometres of Recreational Shared Paths (RSPs) throughout Western Australia. The task of collating such data is made more challenging by the fact that individual local governments are responsible for building and maintaining RSPs within their own jurisdictions.</p>		<p>The Shared Path guidance is being developed in partnership with WALGA. Following the finalisation of this guide, training will be offered to local governments.</p> <p>DoT is working collaboratively with 33 local governments in the Perth Metropolitan area and all large regional centres in WA to develop long-term aspirational cycle networks for their respective areas. Cross border continuity is a key focus to ensure a network-wide approach is taken into consideration.</p>
<p>Finding 8</p> <p>The Department of Transport does not possess reliable data on the condition of the 3,000 kilometres of Recreational Shared Paths (RSPs) throughout Western Australia. The task of collating such data is made more challenging by the fact that individual local governments are responsible for building and maintaining RSPs within their own jurisdictions.</p>	<p>Recommendation 8</p> <p>The Department of Transport should expedite the development of a knowledge database detailing the condition of the entire network of cycle paths in the Perth metropolitan area, and work with responsible Local Government Authorities to address deficient sections.</p>	<p>Response 8</p> <p>Local cycling infrastructure is owned and maintained by the respective local government authorities and DoT works closely with local government to maintain and continue to develop their networks.</p> <p>Part of the work being undertaken by DoT to develop the long-term cycle network identifies the existing network of paths, including those that are substandard. This will inform the local governments where substandard facilities are located and assist them in planning potential upgrades.</p> <p>Main Roads has an existing database which tracks maintenance and upgrading of the state-owned cycling network. The state cycling network is monitored on a regular basis and remedial works or upgrades are undertaken as required.</p>