Active Transport and Micromobility

Discussion Paper

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WALGA

Influence. Support. Expertise.

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Acknowledgement of Country

WALGA acknowledges the continuing connection of Aboriginal people to Country, culture and community. We embrace the vast Aboriginal cultural diversity throughout Western Australia, including Boorloo (Perth), on the land of the Whadjuk Noongar People, where WALGA is located and we acknowledge and pay respect to Elders past and present.

WALGA

The Western Australian Local Government Association (WALGA) is an independent, member-based, not for profit organisation representing and supporting the WA Local Government sector. Our membership includes all 139 Local Governments in the State.

WALGA uses its influence, support and expertise to deliver better outcomes for WA Local Governments and their communities. We advocate to all levels of Government on behalf of our members and provide expert advice, services and support to Local Governments.

WALGA's vision is for agile and inclusive Local Governments enhancing community wellbeing and enabling economic prosperity.

Executive Summary

Active Transport (AT)—encompassing walking, cycling, and micromobility such as eRideablesoffers significant benefits for health, the environment, and community liveability. By reducing reliance on private vehicles, AT helps to address traffic congestion, carbon emissions, and public health challenges while providing affordable, accessible, and sustainable mobility options. Despite these benefits, the uptake of AT in Western Australia (WA) remains relatively low, constrained by gaps in infrastructure, limited funding, cultural preferences for car travel, and insufficient policy coordination.

This discussion paper provides an overview of the current status of AT in WA, identifies key challenges, and outlines opportunities to strengthen support for Local Governments in developing and promoting AT. The paper is informed by a review of existing frameworks, guidelines, and standards, as well as targeted consultation with Local Governments and stakeholders across WA. It forms the foundation for WALGA's policy positions and advocacy to advance AT at the state and local level.

The paper aims to consolidate existing frameworks and policies into a comprehensive overview, identify Local Government needs and barriers, and explore opportunities to strengthen AT planning, design, funding, and integration across levels of government.

The current AT framework in WA reflects a shared responsibility across different levels of government for planning, funding, and delivering infrastructure. Although networks of paths, lanes, and shared spaces exist in many areas, connectivity gaps, inconsistent provision, and variable quality continue to limit effectiveness. Integration of walking, cycling, and micromobility with public transport and land use planning is underdeveloped, constraining the role of AT within the broader transport system. While there has been growing investment in AT, funding sources are fragmented and often insufficient to achieve the scale of change required. Policy direction exists through a range of strategies and plans, but there is no unified position to guide Local Governments in prioritising and delivering AT.

Consultation with Local Governments and stakeholders highlighted a number of persistent challenges. These include gaps in infrastructure and network connectivity, inadequate funding for both new projects and maintenance, restrictive grant eligibility criteria, and a lack of coordinated and flexible policies that empower Local Governments to respond to local conditions. Safety concerns, including vehicle speeds, inconsistent design standards, and inadequate consideration of AT during construction works, remain a significant barrier to uptake. Cultural and behavioural barriers also limit adoption, as WA's transport culture remains strongly car-dominant. Emerging modes such as eRideables present further challenges, with infrastructure and regulatory frameworks lagging behind use. Local Governments also report limited internal resourcing and access to case studies, particularly in regional and remote areas where capacity is already stretched.

Two workshops conducted by WALGA provided further insight. A strategic forum with elected members and State agencies emphasised six overarching themes: governance, behaviour change and education, data and information, planning, infrastructure, and funding. Participants emphasised the need for a more holistic, cross-government approach and identified opportunities for coordinated policy and advocacy. An operational workshop with practitioners confirmed ten key issues, including safety, school travel, network gaps, integration with public transport, and community engagement. Prioritisation exercises at both workshops reinforced the urgency of addressing network connectivity, sustainable funding, and safety.

Overall, the paper confirms that AT remains underdeveloped relative to its potential. While frameworks and strategies provide direction, delivery is fragmented and underfunded, with significant gaps in infrastructure quality, network connectivity, and Local Government resourcing. There is strong consensus that Local Governments require clearer guidance, more flexible funding, and stronger policy alignment to support AT initiatives.

WALGA has a key role to play in responding to these needs. The insights gathered through this paper directly inform the proposed policy positions on **Active Transport Vision and Strategy, Funding, Safety, Education/Encouragement/Community Engagement, eRideables, and Active Travel to School.** These positions will guide advocacy for increased and sustained investment, promote greater alignment across levels of government, and strengthen the capacity of Local Governments to deliver AT outcomes.

1 Introduction

In recent decades, there has been a growing emphasis on sustainable and environmentally friendly modes of transport, giving rise to the concept of AT. This paradigm shift reflects a global commitment to reducing carbon footprints and fostering healthier communities. AT, which includes walking, cycling, and other human-powered forms of travel, contributes to the health of individuals and societies, reduces traffic congestion, decreases environmental impacts, and fosters liveable communities.

Alongside AT, micromobility is another emerging transport mode, which includes some human-powered travel, but also includes eRideables. WA has adopted regulations around the use of eRideables and defines eRideables as having at least one wheel, being designed for one person, not exceeding a top speed of 25km/h, weighing 25kg or less, and is no more than 125cm long, 70cm wide and 135cm high. [1]

By encouraging people to shift away from private vehicle use, AT and micromobility offer multiple societal benefits. They enhance physical and mental well-being by integrating exercise into daily routines, help to reduce traffic congestion by lowering vehicle dependency, and mitigate environmental impacts through reduced greenhouse gas emissions and pollution. Additionally, AT and micromobility provide affordable and accessible mobility options, support the development of more liveable and inclusive communities by fostering safer, more attractive streetscapes and public spaces.

Despite these potential benefits, the adoption of AT and micromobility in many parts of WA remains limited, primarily due to insufficient funding, infrastructure gaps, concerns around safety and perceived safety, cultural preferences for car travel, and a lack of supportive policies. To address these barriers, Local Governments require targeted measures and resources that facilitate the planning and implementation of supportive infrastructure and promotion of AT initiatives. This discussion paper explores the current status of AT and micromobility in WA and outlines key Local Governments requirements to enable a more robust and sustainable AT and micromobility network.

2 Objective

WALGA, in collaboration with Local Government, has identified a need to review the Local Government sector's AT policy and infrastructure needs. Although various guidelines and documents discuss AT rules and standards, opportunities exist to develop a more cohesive and comprehensive framework to support AT initiatives with a particular focus on Local Government. Other authorities within the WA transport portfolio have similarly noted the challenge of consulting multiple documents for AT-related information. Therefore, this paper aims to consolidate existing AT rules and facilities into a single, comprehensive document that clarifies the current situation from a Local Government perspective.

Additionally, this paper identifies key challenges related to AT and offers suggestions for enhancing this mode of transport, based on consultations with Local Governments about their needs and requirements to increase AT and support their communities. The ultimate objective of this paper is to provide an overview of the AT status in WA and explore ways to support Local Governments. Furthermore, the insights from this discussion paper may inform the development of future WALGA policy positions, which will help WALGA advocate for additional investment in AT and guide the sector's approach on support AT.

3 Scope

AT includes several types of transport in which cycling and walking are the most popular (Users of mobility scooters and motorised wheelchairs are considered to be a pedestrian provided the device is limited to a maximum speed of 10 km/h (Road Traffic Code 2000)). However, by incorporating technology to the transport system, there are other modes that are not completely human powered but are eco- friendly, such as eRideables. In this paper, the term AT includes modes powered solely by human power (e.g. bike, walk, and kick scooter), as well as micro-mobility electronic motorised modes with power under 200W (Road Traffic Code 2000).

In this paper, the term infrastructure refers specifically to the physical features of AT, including pathways, cycle lanes, PSPs, crossings, end-of-trip facilities, and other built environments that support walking and cycling.

4 Methodology

This discussion paper has been developed through a comprehensive review and consultation process. The initial phase involved gathering and analysing all relevant information, standards, and guidelines related to AT in WA. This included a review of existing frameworks, guidelines, and support mechanisms currently in place for AT.

Following this, a consultation process was undertaken with Local Governments across WA. These meetings aimed to assess the current status of AT infrastructure and facilities within each Local Government, identifying both their existing resources and their specific needs. In addition to these consultations, WALGA conducted two workshops with a diverse range of stakeholders to test and refine the findings, and to examine AT and micromobility in the Local Government context. Through this engagement, WALGA identified gaps between the current provisions and the actual requirements of Local Governments and other challenges and opportunities.

The insights gained from this process will inform the development of policy and advocacy positions to support Local Governments to manage their obligations and plan for the future with regard to AT.

5 Active Transport – The Current State

In WA, the responsibility for AT infrastructure is shared among several key agencies within the State's Transport Portfolio. The Department of Transport (DoT) works with State and Local Government bodies and industry partners e.g. Austroads, to support the funding, planning, designing, and development of AT initiatives, and infrastructure. Main Roads Western Australia is responsible for integrating AT infrastructure, such as Principal Shared Paths, bike paths, and pedestrian walkways within and alongside the State's road and rail network. Additionally, the Public Transport Authority (PTA) considers AT options in the planning and development of public transport infrastructure. These agencies operate under the guidance of the Active Transport Infrastructure Policy, which ensures consistency and suitability of infrastructure across the State.

This section summarises the existing infrastructure and facilities for AT within WA. This includes physical features such as roads, paths, and bike lanes, end of trip (EoT) facilities, parking, guidelines, etc.

5.1 Network

An intricate network of transport routes serves the Western Australian public, providing the pathways for our daily journeys. Beyond their functional role in facilitating vehicular movement, routes play a key role in shaping the landscape for AT infrastructure and initiatives. Whether navigating through vibrant urban centres or extending across peaceful rural landscapes, the route network forms the backbone of transport infrastructure. The existing routes, their differences, and their significance in accommodating AT are discussed in this section. From dedicated bike lanes to pedestrian-friendly walkways, AT infrastructure promotes sustainable and health-conscious mobility and is a critical component of urban planning and design. The development and continuous improvement of this network is vital to ensure that all modes of transport are safe, well-connected, and accessible to everyone.

In 2018, the Department of Transport introduced a new cycling route hierarchy, classifying routes by their functional use rather than their physical design. The Western Australian Cycling Network Hierarchy consists of three key route types: primary, secondary, and local. These are supported by a complementary network of road cycling routes and transport trails. Each route type is defined by the function it performs in the cycle network, rather than its 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, the Cycling Network Hierarchy seeks implementation of an all ages and abilities design philosophy.

The Western Australian Department of Transport developed the Long-Term Cycling Network (LTCN) over a two-year period (2018-2020) to address growing concerns over traffic congestion and to promote healthier mobility options. The LTCN was conceived as a strategic framework to develop and expand cycling infrastructure across urban and regional areas. The LTCN categorises paths following the WA Cycling Network Hierarchy (including Primary, Secondary, and Local routes) and assigns them based on their purpose rather than how they are constructed. Since its

adoption, the LTCN has undergone revisions and expansions, guided by feedback from communities and stakeholders, to better serve the needs of AT.

Numerous factors play a role in shaping the current alignments of the LTCN, leading to continuous refinements and adjustments over time. Designed to be responsive to changing circumstances such as population growth, urban development, shifting transport patterns, and stakeholder feedback, the LTCN may be modified by Local Governments with appropriate justification, usually via the development of a bicycle plan. For the most current information and updates on the LTCN, including its status, developments, and any changes, check the Long-term cycle network.

5.1.1 Primary Routes

Primary Routes are the backbone of the cycling network, designed to connect major destinations such as city centres, regional hubs, and transport interchanges. These routes cater to high-demand corridors and are typically located alongside major roads, rail corridors, rivers, and ocean foreshores. To accommodate higher speeds and a larger volume of users, primary routes often feature separated cycling facilities, providing a safe and direct path for long-distance and commuter cyclists. The focus on separation from motor vehicle traffic and pedestrians helps minimise conflicts and enhances safety and efficiency for cyclists.

5.1.2 Secondary Routes

These routes serve medium-demand areas, acting as essential links between primary routes and local destinations. These routes connect suburban centres, schools, and shopping districts, making them essential for daily activities and medium-distance travel. Secondary routes can include both on-road and off-road facilities, designed to support a mix of cycling abilities and provide seamless transitions between different parts of the network.

5.1.3 Local Routes

Designed for shorter trips within local areas, Local Routes provide access to local destinations such as community centres, parks, and shops. These routes typically include bike lanes on roads and shared paths through residential streets.

Additionally, the network includes road cycling routes and transport trails, serving specialised user groups. Road cycling routes are designated for long-distance rides primarily on roads, catering to training, sport, and recreational cyclists, while transport trails offer extensive off-road experiences in natural settings. These routes are predominantly unsealed and are ideal for recreational and tourism purposes, linking towns and regions.

5.2 Types of Active Transport Routes

AT routes encompass a variety of infrastructure types designed to support non-motorised modes of travel, such as walking, cycling, and other forms of micromobility. These routes are designed to create safe, accessible, and efficient pathways for users, enhancing connectivity within urban and rural areas. By integrating various types of infrastructure, AT routes contribute to healthier communities, reduce traffic congestion, and support environmental sustainability.

The following sections of this paper provide an overview of the different categories of AT routes, highlighting the infrastructure that supports both off-road and on-road travel and their significance in fostering an interconnected transport network.

5.2.1 Off- Road Infrastructure

Off-road infrastructure is a critical component of AT networks, providing dedicated spaces for activities like walking, cycling, running, and riding eRideable devices and are separated from motorised traffic. According to the literature, these pathways enhance safety, reduce the risk of accidents, and encourage more frequent use by minimising interactions with vehicles.[2, 3] They are often designed to accommodate a diverse range of users, including pedestrians, cyclists, eRideable riders, and people with disabilities, ensuring accessibility and inclusivity. Off-road routes also contribute to environmental sustainability by promoting non-motorised transport and reducing carbon emissions. Research highlights that well-planned off-road infrastructure can significantly increase AT participation, improve public health, and enhance the overall quality of urban and rural life.[4] In the following section, we will review the specific types of off-road infrastructure, their benefits, and their role in fostering a robust AT system.

5.2.1.1 Shared Path

A shared path network typically refers to a system of paths designed for both pedestrians and cyclists. In WA, such a network that aims to provide a safe and efficient means of walking and riding divided into two types. The first type is the Principal Shared Path (PSP), constructed according to the established Main Roads WA PSP standard. Typically, these paths are 4 meters wide, equipped with sufficient lighting, and feature grade separation at intersections (where possible). Serving as the foundation of the Western Australian cycling network, PSPs frequently align with freeway and rail routes.[5] They offer a safer alternative for off-road travel, minimising interactions with vehicular traffic and facilitating more direct routes for cyclists and pedestrians.[6] The shared path network may traverse urban areas, parks, and recreational spaces, connecting various destinations and supporting sustainable transport options. The design usually considers factors such as accessibility, signage, and the integration of paths with existing infrastructure.

Image 1. Glenfield- Principal Shared path *Photo: WALGA*

For the most accurate and up-to-date information on the shared path network in WA, including specific routes, regulations, and developments, check the WA PSP Network . Also, information regarding the planning and designing of shared and separated paths in WA can be found at DOT guidelines on Shared and separated paths.

The second type, known as shared path or dual use path, also serve both pedestrians and cyclists. These paths are generally delivered and maintained by Local Governments to provide local connections and access to community facilities. The shared path is accessible to public, allowing

both bike riders and pedestrians to utilise the area. There are no mandatory signs or pavement marking required to formally designated it as a shared path. However, red asphalt is the preferred surface treatment for all shared and bicycle-only paths in WA. The recommended width of the path may vary (between 2.5-4 meters), depending on the path's desired function (e.g. local access), specific requirements and contextual factors.[7] The reported length of dual use paths across Local Governments totals approximately 5,529 km. This figure represents an aggregate of council-reported data and may reflect variations in how path networks were defined or measured locally.

Image 2. Nannup-Brockman Hwy Shared Path *Photo: WALGA*

Research indicates that providing convenient pathways to common destinations such as workplaces, schools, shopping centres, parks, and public transport encourages individuals to engage in physical activity such as walking, cycling, or skating, leading to improved health across various demographics. [8-10] The Western Australian Government is expanding the PSP network statewide to bring the benefits of AT to regional communities. Despite these efforts, there remain areas of disconnection and limitation that need attention to create a fully comprehensive network. These issues will be discussed further is section 6: Issues, Challenges, and Opportunities. For more information on the design of the shared path refer to Planning and Designing for Bike Riding in Western Australia.

5.2.1.2 Bicycle only Paths

Bicycle-only paths, also known as dedicated cycling paths, are routes specifically designed for cyclists, providing a safe, separated space away from motorised and pedestrian traffic. These paths are typically separated from roads by barriers, green strips, or other physical dividers to ensure the safety of cyclists.

Image 3. South Perth- Bike only path *Photo: WALGA*

The primary goal of these paths is to encourage cycling by offering a secure and comfortable environment, reducing potential conflicts with vehicles and pedestrians. A bicycle path designated for exclusive cyclist use must have signage clearly indicating its purpose. In WA, bicycle-only paths are an integral part of the state's broader AT network. They are often part of larger infrastructure networks and may branch off from shared paths or dual-use paths, due to changes in user needs, level of traffic, or environment.

5.2.1.3 Separate Path (a bicycle path alongside a pedestrian path)

Separate paths for bicycles and pedestrians involve distinct pathways designed to cater specifically to each user group, ensuring safety and comfort for both. These paths are typically implemented in high-traffic areas or popular recreational zones where the needs of cyclists and pedestrians can differ significantly. By providing dedicated space for each group, these pathways help minimise conflicts and enhance the overall user experience.

Image 4. Boorloo Bridge- Separate Paths *Photo: WALGA*

In WA, such separate paths are commonly integrated into larger AT networks. They often include features like clear signage, physical barriers or markings, and designated crossing points to

manage interactions between cyclists and pedestrians effectively. For more information on the design of the separated path refer to Planning and Designing for Bike Riding in Western Australia.

5.2.1.4 Footpath

Footpaths are dedicated walkways designed exclusively for pedestrian use, providing a safe and comfortable space for walking. They are an essential component of the AT network, ensuring that pedestrians have a clearly defined and protected area separate from vehicle traffic. Footpaths are typically designed to accommodate various pedestrian needs, including those of people with disabilities, and often feature amenities such as benches, lighting and signage.

In WA, footpaths are integrated into urban and suburban planning to enhance pedestrian safety and accessibility. They are designed in accordance with local standards and guidelines to ensure they meet the needs of all users. Effective footpath design includes considerations such as proper width, smooth surfaces, and adequate crossings to ensure a safe and accessible pedestrian experience.

Image 5. South Perth- Footpath Photo: WALGA

While cyclists and eRideable riders are also permitted to use footpaths in WA, they are required to comply with rules that prioritise the safety of all users, including lowering speeds. However, there have been reports of conflicts and challenges arising from this shared use, highlighting some of the negative aspects of this practice. [11]

The total length of existing foot path across WA is approximately 10,885 kilometres. Of this, about 8000 kilometres are located in the Perth Metropolitan area, with the remaining length distributed across region areas. The Southwest region has the largest share, with 1,032 kilometres, while the Gascoyne region has the smallest, at 37 kilometres.

5.2.2 On-road infrastructure

Given constraints to providing off-road AT infrastructure everywhere, on-road infrastructure dedicated to active modes of transport is essential for fostering sustainable urban mobility and improving public health. This type of infrastructure encompasses dedicated bike lanes, pedestrian walkways, and essential safety features like crosswalks, traffic calming installations, and clear signage. Incorporating these components into urban planning ensures that AT users have safer and more accessible routes, thereby reducing the likelihood of crashes and promoting the use of non-motorised transport. Additionally, on-road infrastructure links important destinations like schools, workplaces, and public transport stations and is an important component of a seamless network that supports environmental objectives and enhances the overall quality of life for community members.

5.2.2.1 Bicycle lanes

A bicycle lane is designated on-road infrastructure specifically for bike riding, marked by road markings and signage to indicate its use. Bicycle lanes are typically positioned on the left side of the road and are separated from motor vehicle lanes by a solid white line, which may sometimes be accompanied by a coloured surface for enhanced visibility.

According to WA rules and guidelines, a bicycle lane is exclusively for cyclists during its hours of operation, and motor vehicles are generally not permitted to drive or park in these lanes, except when turning or crossing the lane to access driveways or intersections. Micromobility devices/eRideables may also use the lane if bicycle lanes are on roads with a speed limit of 50km/h or less, provided the road has no lane markings.

5.2.2.1.1 Protected Bicycle Lanes

Protected bicycle lanes are designated to reduce interaction with motor vehicles, supporting smoother and more comfortable environment for cyclists and other AT modes (that are allowed to use bicycle lanes). Research indicates that bike lanes with physical barriers offer effectiveness compared to those with only painted marking.[12] Separating vulnerable road users from other vehicles is an effective way to protect and encourage people to use AT. While protected bicycle lanes may not be feasible on all roads, strategies such as coloured lanes and carriageways designed with optimal width can help improve conditions for vulnerable road users without encouraging higher vehicles speeds.

Image 6. Bicycle lane- Bunbury-Ocean Drive Photo: WALGA

5.3 Active Transport Plan

5.3.1 Australian Bicycle Network (WABN) Plan-State

In May 2014, the Western Australia Department of Transport (DoT) unveiled the **Western Australian Bicycle Network Plan 2014-2031 (WABN Plan)**. This plan serves as a strategic framework with the goal of transforming WA into a region where cycling is not only secure and well-connected but also a convenient and widely embraced mode of transport.[13] The WABN Plan outlines the key initiatives and investments needed to develop a comprehensive and integrated bicycle network across the state, highlighting the importance of cycling infrastructure in urban planning and transport policy.

One of the key components of the WABN is the LTCN, mentioned earlier, which outlines strategic cycling routes across WA to improve connectivity to key activity centres and attraction areas. Additionally, some Local Governments have developed their own cycling plans to address specific community needs, these are discussed in more details in section 5.3.2. These plans often focus on key AT objectives, such as identifying and prioritising infrastructure projects that align with the State's LTCN and other relevant policies.

Regional areas have also developed or are in the process of developing cycling strategies in collaboration with DoT. These strategies aim to identify gaps in existing cycling networks and plan for future growth corridors, ensuring that cycling infrastructure meets the specific needs of regional communities. A list of completed and in-progress regional cycle network strategies is available through the Long-term cycle network website.

5.3.2 Local Government Bike Plans

Local Governments across WA play a critical role in shaping cycling infrastructure and promoting AT through the development of local bike plans. These plans serve as strategic frameworks that guide the planning, design, and implementation of cycling infrastructure, ensuring alignment with broader state-level policies such as the Western Australian Bicycle Network (WABN) Plan.

A well-developed bike plan typically includes a network vision, key cycling routes, infrastructure priorities, and strategies to enhance safety, connectivity, and accessibility. Many Local Governments integrate these plans into their broader Strategic Community Plans and Integrated Transport Strategies to ensure that cycling infrastructure is developed in a way that supports urban growth, sustainability, and public health objectives.

5.4 Local Area Traffic Management Plans

To support Local Governments and increase safety for AT users in WA, there are Local Area Traffic Management (LATM) schemes that involve various measures designed to enhance road safety and improve the quality of life in local communities. These measures include the use of physical devices such as speed humps, roundabouts, as well as streetscaping treatments like tree planting and landscaping. These treatments, while not directly related to AT, can have positive outcomes for AT.

To facilitate the integration of AT in LATM schemes, WA Department of Transport developed a guideline, "Planning and Designing for AT in Western Australia". This guideline emphasises the importance of ensuring that LATM schemes facilitate the safe and efficient movement of people walking and riding bikes. This guideline outlines key principles and best practices for design, ensuring that LATM measures do not negatively impact or endanger cyclists. For detailed guidance go to Local Area Traffic Management (LATM).

5.5 Safe Active Streets

Safe Active Streets are urban roadways designed to prioritise the safety and convenience of vulnerable road users, such as pedestrians and cyclists. They often feature traffic calming measures, reduced speed limits, dedicated bike lanes, wider sidewalks, and improved crossings to enhance safety for non-motorised users. Different terms and variations exist for this concept worldwide, such as Complete Streets,[14] , Healthy Street [15],Pedestrian Priority Streets [16] , Slow Streets [17], and, more recently, Pandemic streets. [18] These streets promote AT by creating a more inviting and secure environment for people of all ages and abilities. Speed limits are reduced to 30 km/h, or lower, as seen in Wales [19, 20], on safe streets to create a safer environment for all road

users. By reducing traffic speeds, these streets become more conducive to walking and biking for people of all ages and abilities, while still accommodating vehicles. [21]

In WA, the Safe Active Street program was launched in 2015. The program involves modifying streets to reduce vehicle speeds to around 30 km/h, typically by implementing features such as raised platforms, road narrowing, and improved pedestrian crossings. These modifications encourage safe shared use of the road by all users, including cyclists, pedestrians, and motorists.

The key goals of the Safe Active Streets Program are to enhance road safety, promote AT, and create more liveable communities. The streets selected for the program are typically low-traffic local roads that connect to key destinations such as schools, parks, and shopping areas. The program aims to encourage more people to walk or cycle by providing a safer and more attractive alternative to driving. The program emphasises community engagement and consultation to ensure that the designs meet local needs and contexts. It has been successfully implemented in various locations, including Subiaco and Cambridge. [22, 23]

More information about this program, including detailed guidelines and case studies of successful implementations, can be found in Navigating safe active streets (transport.wa.gov.au).

5.6 Speed

Higher speeds on roads can lead to severe consequences in the event of a crash, including fatalities and long-term injuries. The higher the operating speed on a road, the higher the likelihood of a killed and serious injury crash. In 2023 , nearly 60% of all serious injuries occurred on roads with posted speed limits of 50 km/h, 60 km/h, or 70 km/h, where serious injuries made up 96.2%, 92.8%, and 90.7% of all KSI crashes respectively.in WA.[24] Speed management plays a crucial role in the safety of pedestrians, cyclists, and other vulnerable road users. By implementing lower speed limits, particularly in urban areas and near location of AT activity, such as school zones, these initiatives contribute to creating safer and more accessible environments for AT.

Lowering speed limits not only enhances safety for all road users but also encourages walking, cycling, and other sustainable transport modes by making roads more welcoming. Integrating AT considerations into existing speed management initiatives can further boost the effectiveness of speed reduction efforts, fostering a culture of safer road use and promoting a shift toward more sustainable modes of transport. This approach benefits not only metropolitan areas but also regional communities, where the roads may be less congested but still present risks to vulnerable road users.

In WA, programs are in place to promote safer speed limits and create environments that support AT. While the primary objectives of many of these programs may not explicitly focus on AT, they provide a conductive environment for AT movement. One such initiative is the " Safer Speeds & Better places Community Toolkit ",which offers resources and guidelines for implementing measures to reduce speed-related accidents and improve road safety.

WALGA advocates for empowering Local Governments with greater authority and flexibility in managing speed limits on local roads in WA. Currently, the process for changing speed zones is complex and often results in more applications being rejected than approved, limiting the ability of Local Governments to apply their local knowledge of the road networks they manage and address community needs. WALGA advocates for speed management reform that streamlines the speed zone amendment process and grants Local Governments more influence in determining speed limits, aligning with global best practices. WALGA's position paper emphasises the importance of a holistic, integrated approach to speed management, which includes road design, enforcement, technology, and public education. This approach would enable Local Governments to effectively manage travel speeds, enhance road safety, and better reflect the unique needs of each community. For more detailed information, refer to the original paper here.

5.7 Design

Design plays an integral role in the development of AT infrastructure, as it directly impacts the safety, accessibility, and attractiveness of walking, cycling, and other active modes of transport. The WA Department of Transport is creating a set of guidelines to provide information to Local Government authorities and other professionals engaged in planning and designing AT systems in WA. These guidelines will incorporate the latest industry best practices to ensure that AT solutions accommodate people of all ages and abilities. For access to the latest guidelines visit Planning and designing for active transport.

Note: To ensure the effectiveness of all AT initiatives, it is crucial that designs and implementations adhere to the Main Roads Western Australia (MRWA) guidelines and standards. While the Western Australian RTC 2000. provides the legal framework for road user behaviour, the MRWA and DoT documents offer the technical specifications necessary for the safe and efficient design for AT infrastructure. For more detail, refer to Table 1.

5.8 E Rideable

The integration of eRideables—such as electric scooters and bikes—into WA's AT infrastructure is progressing, with developments aimed at enhancing safety for all users of the road and path network, user experience, and environmental sustainability. Since the amendment of the Road Traffic Code 2000 in December 2021, eRideables have been legally permitted on certain public roads and paths in WA, provided they meet specific criteria, including a maximum speed of 25 km/h on level ground and a weight limit of 25 kg. [25]

Key regulations for eRideables in WA stipulate that riders must be at least 16 years old, wear an approved helmet, and use lights and reflectors during night riding. On footpaths, the speed limit is 10 km/h, while on bicycle paths, shared paths, and local roads, the limit is 25 km/h. Riders are also required to give way to pedestrians and keep left on paths. For more information, visit the Department of Transport website (note that the information provided is correct at the time of publication, but regulations may change).

As e-micromobility usage continues to grow, its role in enhancing sustainable and accessible transport becomes more evident, aligning with broader goals of creating eco-friendly and liveable urban spaces in WA.

5.9 Guidelines

It is essential that all paths in WA be designed in accordance with the standards established by the Western Australian RTC 2000. DoT is developing an Active Transport Planning and Design Guidance Suite to further support the planning and design of bicycle infrastructure in WA. The latest guidelines and resources can be found at Planning and designing for active transport. In addition to these, the Austroads guidelines provide another set of reference for the design and implementation of AT-related infrastructure. While these frameworks provide a structured approach, there remains an opportunity for innovation within the design process to meet evolving needs.

MRWA technical standards take priority over Australian Standards and Austroads guidance. However, while MRWA technical standards take precedence, reference will also be made to relevant Austroads guidelines to ensure comprehensive consideration of industry best practices.

Table 1. Active Transport Documents and Toolkits Overview

No	Existing Documents, guidance, toolkit about Active Transport and Micromobility		
	Document Title	**Developed By**	**Link**
1.	Western Australian Road Traffic Code 2000	Main Roads	WALW - Road Traffic Code 2000 - Home Page
2.	Planning and Designing for Active Transport Guidance Suite	DoT	Planning and designing for active transport
3.	Disability Discrimination Act 1992	Australian Parliament	Federal Register of Legislation - Disability Discrimination Act 1992
4.	MRWA supplement to Austroads Guide to Road Design – Part 6A	Main Roads	MRWA Supplement to Austroads Guide to Road Design - Part 6A - Paths for Walking and Cycling | Main Roads Western Australia
5.	MRWA Supplement to Austroads Guide to Road Design – Part 4A	Main Roads	part-4a-unsignalised-and-signalised-intersections.pdf
6.	MRWA Technical Guideline – Bicycle Directional Signs	Main Roads	Bicycle Directional Signs | Main Roads Western Australia
7.	MRWA Policy and Application Guidelines for Signage and Pavement Marking on Paths	Main Roads	policy-and-application-guidelines-signage-and-pavement-marking-on-paths.pdf
8.	Guidelines for Pedestrian Crossing Facilities at Traffic Control Signals	Main Roads	guidelines-for-pedestrian-crossing-facilities-at-traffic-signals-v2.pdf
9.	AS1158 – Lighting for roads and public spaces	Standards Australia/Standards New Zealand Committee LG002	AS/NZS 1158.1.1:2022 Lighting for roads and public spaces, Part 1.1: Vehicular traffic (Category V) lighting — Performance and design requirements | Standards Australia Store
10.	Austroads, Guide to Road Design and Guide to Traffic Management:	Austroads	Guide to Traffic Management | Austroads
11.	Cycling Aspects of Austroads Guides (2017 Edition)	Austroads	AP-G88-17 | Austroads

No	Existing Documents, guidance, toolkit about Active Transport and Micromobility		
12.	Austroads Guide to Road Design Part 3: Geometric Design.	Austroads	AGRD03-16-Ed3.4 | Austroads
13.	Austroads Guide to Road Design Part 4: Intersections and Crossings -General	Austroads	AGRD04-23-Ed2.2 | Austroads
14.	Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossing	Austroads	AGTM06-20 | Austroads
15.	Austroads Guide to Road Design Part 6A: Paths for walking and cycling	Austroads	AGRD06A-17 | Austroads
16.	Safer Speeds & Better places Community Toolkit	Town Team Movement, Road Safety Commission, Main Roads WA	Safer Speeds & Better places Community Toolkit
17.	Paths and Cycling	Main Roads	Paths and Cycling | Main Roads Western Australia
18.	Pedestrian Crossings Facilities Guidelines	Main Roads	guidelines-for-pedestrian-crossing-facilities-at-traffic-signals-v2.pdf

5.10 Funding

One key aspect of developing AT is the availability of funding and resources to support AT initiatives and infrastructure development. Grant programs play a crucial role in providing the financial support needed to establish and enhance AT infrastructure and facilities, such as cycling lanes and safe parking. A variety of funding sources can support AT initiatives, including both dedicated AT funding and broader programs that may consider AT-related elements such as road design, markings, and pedestrian crossings.

The Western Australian Bicycle Network (WABN) Grants Program provides funding to Local Governments to support the planning, design, and implementation of AT infrastructure. The program aims to enhance safety, connectivity, and accessibility for walking and cycling across the State. The State Government WABN Grants Program offers competitive grants on the basis of matched funding from Local Governments. Proposed projects are required to align to the relevant Long-Term Cycle Network (LTCN) strategy.

In the 2023-24 and 2024-25 funding round, the WABN Grants Program has committed $9.6 million to 47 new projects over the next two years, resulting in approximately 38 kilometres of new paths and infrastructure improvements. This investment benefits communities across 37 Local Governments areas, with $5.2 million allocated to 13 projects in the metropolitan area and $4.4 million dedicated to 34 projects in regional areas. [26]

The latest round of WABN grant is for a four-year program between the 2024-25 to 2027-28 financial years. Each year, $8 million is allocated to WABN grants, split evenly between the PBN and RBN streams. [27] This constitutes only a small portion of the investment required to deliver safe and appealing AT options at a scale that can transform how people travel within their communities and across WA. In addition, the newly introduced eligibility criteria for the Perth Bicycle Network (PBN) component in 2024 limits funding to primary or secondary routes within 2 km of a METRONET train station, with local routes considered only as part of area-wide proposals. This change excludes many Local Governments from accessing State Government funding, despite their efforts to plan and develop projects under the LTCN framework, underscoring the program's limited suitability for supporting broader AT initiatives.

For a detailed list of relevant funding options, refer to the Table 2 below.

Table 2. Active Transport Funds

	AT related Fundings			
No	Grant name	Developed By	Link	Comment
1.	WABN Grant	State	WA Bicycle Network Grants Program	Open: Wednesday 31st July 2024- Close: Friday, 6th September 2024. Funding will support a four-year program to enhance the safety and accessibility of key active transport routes through better planning, design, and construction.
2.	Active Transport Fund (ATF)	Federal	Active Transport Fund - Resources | Infrastructure Investment Program	The fund commences on 31 October 2024 and will be close on 13 January 2025.
3.	WABN Local Bike Planning Grants Program	State	WA Bicycle Network Grants Program	From 2025, the WABN Grants Program offers year-round funding for local bike planning across with, assessments held twice annually.
4.	Australian Government Black Spot Program	Federal	Black Spot Program | Infrastructure Investment Program	The Black Spot Program funds safety upgrades such as traffic signals, roundabouts, and street lighting, among others. Some Black Spot projects may include AT infrastructure elements, such as improved crossings, signage, and lighting, and the enhancement of the safety and accessibility of AT routes for pedestrians and cyclists.
5.	WA State Government Black Spot Program	State	Road safety Programs | Main Roads Western Australia	The Black Spot Program directly targets roads with a proven crash history or locations identified as high-risk. Funding

	AT related Fundings			
				for the program is mainly focused on the most cost-effective treatment of hazardous road locations.
6.	Street Alive grant	State	Home Page - Streets Alive	The program consists of $5 million over 5 years and supports collaborative projects that improve the safety of WA local roads by making them more vibrant and people friendly.
7.	Road Safety Commission's Community Grants	State	Apply for a Road Safety Commission Grant | Western Australian Government	The Road Safety Community Grant Program supports the development and implementation of sustainable projects and one-off community activities that assist in promoting road safety across the state through the Road Trauma Trust Account (RTTA).
8.	Road Project Grants	State Road Funds to Local Government Agreement	Funding | WALGA	Road Project Grants provide funding for projects on Roads of Regional Significance and may include AT improvements as part of larger improvement project works.
9.	Low Cost Urban Road Safety Program	State	Road safety Programs | Main Roads Western Australia	This state funding seeks to implement low-cost road treatments to improve the safety of Local Government roads and intersections.
10.	Safer Local Roads and Infrastructure Program (SLRIP)	Federal	Safer Local Roads and Infrastructure Program | Infrastructure Investment Program	A merit-based funding program launched in July 2024, providing at least $200 million annually to support safer and more productive road infrastructure. Open to all State, Territory, and Local Governments, SLRIP funds projects aligned with identified road infrastructure priorities. Applications are accepted year-round and assessed in batches three times per year.

5.11 Overview of current AT status

Perth's AT network continues to evolve as a critical component of the city's transport system. While walking, cycling, and other active modes of transport provide essential alternatives to

private vehicles, challenges persist in the development of a fully integrated and efficient network. Various factors, including route connectivity, infrastructure quality, design standards, and planning frameworks influence the current state of AT. Progress is being made, but significant gaps remain in linking key destinations, improving accessibility, and enhancing the overall safety and convenience of AT options. Despite the growing recognition of AT's potential to alleviate congestion, its uptake is still constrained not only by incomplete networks and infrastructure gaps but also by prevailing travel behaviour, cultural norms, and habits that influence transport choices.

Despite the increasing recognition of AT's importance, WA still faces significant challenges in fully integrating all modes of transport. The state has one of the lowest rates of walking and cycling commuting trips in Australia. On any given day, there are an estimated 4.2 million private car trips in Perth, with 2.8 million of these trips being under 5 kilometres. This highlights a major opportunity for AT to reduce congestion by substituting short car trips with more sustainable alternatives.[28]

The LTCN, developed in consultation with Local Governments, serves as a strategic framework for addressing these issues. It identifies missing links and areas that require improvements to ensure a continuous and efficient AT network. Local Governments played a key role in the development of the LTCN, identifying vital routes for cyclists, pedestrians, and eRideables. Although the LTCN has identified these gaps, significant investment is still required to complete and improve the network.

Currently, the State Government's Stage 1 submission to Infrastructure Australia highlights that only 41% of the Primary Network and 34% of the Secondary Network are completed. The remaining sections either need to be constructed from scratch or require extensive upgrades. Furthermore, investment in the local AT network is critical, though the exact funding requirements have not yet been clearly defined.[28]

5.11.1 Network

According to DoT (in an email from DoT in January 2025), the LTCN in WA, as of 2024, spans 5,567 km of planned cycling routes, including Primary, Secondary, and Local Routes. A detailed review of the network highlights that 61.1% of the total length is incomplete or inadequate, indicating a significant gap in providing a fully functional cycle network. Specifically:

- 39.2% of the network is categorised as non-existing or inadequate, with 45% of Primary Routes, 55% of Secondary Routes, and 27% of Local Routes falling under this category.
- 21.7% of the network exists but requires significant improvement, including 12% of Primary, 24% of Secondary, and 25% of Local Routes.
- 8.9% of the network exists and requires some improvement, comprising 10% of Primary, 12% of Secondary, and 7% of Local Routes.
- 30.2% of the network is deemed adequate, with 33% of Primary, 10% of Secondary, and 41% of Local Routes currently meeting the necessary standards.

These statistics provided by DoT illustrate the current state of the LTCN and underline the ongoing work required to enhance and complete the network across WA.

5.11.2 Policies

Policies play a key role in shaping transport systems and can significantly support the promotion of AT by providing frameworks, incentives, and regulations that encourage its adoption. Well-designed policies can help reduce barriers, increase infrastructure investment, and foster a culture of sustainability and inclusivity, ultimately advancing the goals of AT. This section is divided into two parts. The first part outlines the existing policies related to AT within WA, including relevant state-level initiatives, legislative measures, and government strategies. The second part focuses on the policies and advocacy positions held by the Western Australian Local Government

Association (WALGA), highlighting the Association's stance on AT and the efforts made to support and promote sustainable transport at the Local Government level.

5.11.2.1 State Government

This section presents a table outlining key policies related to AT in WA.

Table 3. Key State policies supporting active transport in WA.

	State Policies related to AT		
No	Policy name	Developed By	Link
1.	Traffic Signals Approval Policy	Main Roads	Traffic Signals Approval Policy
2.	Active Transport Infrastructure Policy - endorsed December 2021	WA Transport Portfolio	Planning and designing for active transport
3.	Active Transport Infrastructure Policy	WA Transport Portfolio	Active Transport Infrastructure Policy December 2021
4.	Supplement to Active Transport Infrastructure Policy	WA Transport Portfolio	Supplement to Active Transport Infrastructure Policy May 2022
5.	Guidelines for Pedestrian Crossing Facilities at Traffic Control Signals	Main Roads	Pedestrian Crossing Facilities at Traffic Control Signals
6.	Pathway to Increased Active Living	WA Department of Health	Pathway to increasing active living: a guide for local government
7.	Healthy Active Living	WA Department of Health	Healthy Active Living

5.11.2.2 Local Government

Local Governments play a crucial role in shaping and implementing policies that support AT within their communities. Their policies and strategies influence the development of walking and cycling infrastructure, integration with public transport, and broader urban planning decisions, and broader land use and urban planning strategies that promote safe, accessible, and sustainable transport options. These local approaches are essential for translating state-level guidance into on-the-ground improvements that reflect community needs and priorities. Table 4 highlights a selection of policies and strategies adopted by various Local Governments that demonstrate their commitment to advancing AT outcomes.

Table 4. WA Local Government policies and Strategies supporting active transport

	Local Government Policies related to AT Local Governments have policies that are related to different aspects of AT. Below are some examples of the policies:		
No	Policy name	Developed By	Link
1.	Footpath Policy	City of Bayswater	footpath-policy

	Local Government Policies related to AT Local Governments have policies that are related to different aspects of AT. Below are some examples of the policies:		
2.	Pathways construction policy	Town of Cambridge	Policy-068-Pathways-Construction-Policy.pdf
3.	Path Policy	City of Melville	City of Melville
4.	Pedestrian Access Way Strategy	City of Rockingham	Pedestrian Access Way Strategy - City of Rockingham
5.	New Footpath Policy	City of Stirling	Management Practice
6.	Pathways Policy	City of Wanneroo	Pathways Policy - City of Wanneroo
7.	Footpath lighting Strategy	City of Karratha	endorsed_footpath_lighting_strategy_.pdf
8.	Integrated Cycling Strategy	City of Stirling	City-of-Stirling-Integrated-Cycling-Strategy-ICS-Adopted.pdf
9.	Walk and Off-Road Cycle Trails Strategy	Shire of Augusta Margaret River	Walk and Off-Road Cycle Trails Strategy
10.	Geraldton 2050 Cycling Strategy	City of Great Geraldton	Geraldton 2050 Cycling Strategy

5.11.2.3 WALGA

While AT has become an increasingly important topic, WALGA does not yet have a formal policy position specifically dedicated to AT. Instead, WALGA has established advocacy positions on aspects of the subject, aiming to influence and guide the development of initiatives at the State and Local Government level. This gap in policy is recognised as a significant opportunity for further development, as the need for comprehensive AT strategies becomes more pressing across Local Governments in WA. The table below shows WALGA's related advocacy positions on AT.

Table 5. WALGA advocacy positions on active transport.

	WALGA advocacy positions related to AT	
No	Policy name	Position Statement
1.	Western Australian Bicycle Network	That WALGA advocate for: • At least 33% increase in funding for the Perth Bicycle Network and Regional Bicycle Network programs; and • That PBN and RBN grants be offered to Local Governments on the basis of $2 from the State and $1 from Local Government, in line with road funding arrangements.
2.	Cycling on Footpaths	• The amendment of regulation 216(1) of the Road Traffic Code 2000 to allow cyclists of all ages ride bicycles on footpaths subject to the implementation of an appropriate speed limit for cyclists riding on footpaths. • Any change to regulation 216 (1) of the Road Traffic Code 2000 is accompanied by a comprehensive public education campaign.

	WALGA advocacy positions related to AT	
		• The Association to investigate the provision of local laws for cyclists riding on footpaths in specified areas, at the discretion of a Local Government. • The Association advises the Office of Road Safety and Department of Transport in writing of key matters highlighted by the Local Government sector to be considered should the proposed amendment to the Road Traffic Code 2000 proceed.
3.	Licencing cyclists and registering bicycles	• The Local Government sector does not support a policy of licensing cyclists or a policy of registering bicycles. The Association does not support compulsory third-party insurance scheme for cyclists.
4.	Active Travel to Schools	• The Department of Transport's Draft Active Travel to School Roadmap; and • increased State and Federal Government funding for walking and cycling infrastructure in Western Australia.
5.	Pedestrian Crossings	• Planning at the local level- A detailed understanding of modal networks at the local level and/or local transport plans should inform where and which pedestrian crossing types are implemented. • Pedestrian Crossings are essential- High-speed, high-volume roads are the major barrier to active transport that must be resolved. • Pedestrian Priority- Pedestrian travel should be given equal weight to vehicular travel. High-quality, cost-effective, pedestrian-priority crossings should be implemented wherever possible. Pedestrian Crossings on roads with heavy vehicles should also be given higher priority toward the implementation of a safe, pedestrian- priority crossings in the Guidelines, based on the risk to the pedestrian. • Cost- Cost-effective pedestrian-priority crossings should be considered first, rather than high-cost facilities. The Guidelines should provide guidance on the cost of installing pedestrian crossing facilities and general information on which party may bear the costs. • Proactive Approach- Forecast pedestrian demand based on network planning, rather than existing pedestrian counts should be used to plan appropriate crossings. • Speed- Vehicle travel speed requirements for implementing pedestrian crossings must not be a barrier to selecting and installing pedestrian-priority crossings, but crossings but should be a consideration in selecting cost-effective designs. • Intersections- Intersection designs, including roundabouts, should accommodate pedestrian crossing priority.
6.	Speed Management Reform	• Supporting Local Governments in managing travel speeds to promote health, social, and environmental benefits. • Retaining Main Roads WA's authority over speed limit setting, with reforms to give Local Governments more influence in speed limit changes for local roads. • Allowing speed limit applications to be approved based on evidence, safety upgrades, and community engagement, while also ensuring Main Roads WA can decline applications with specific reasons. • Collaborating with Main Roads WA to develop a speed management guide for Local Governments.

	WALGA advocacy positions related to AT	
7.	The Role of Local Government in the Future Management of Warden Controlled Children's Crossings	• Opposing the removal of the ban on removing Children's Crossings and supporting alternative solutions to the Traffic Warden shortage, including better pay, training, and funding. • Promoting the creation of safe active travel routes within 1500m of schools.
8.	State Road Funds to Local Government Agreement	• That the Government returns to Local Government at least 27 percent of motor vehicle licence fee collections.
9.	Vehicle Emissions	• Considering vehicle emissions in the planning, design, and construction of large-scale infrastructure projects. • Considering vehicle emissions in fleet purchasing and policies. • Promoting the adoption of electric vehicles and charging infrastructure. • Advocating for vehicle emissions to be considered by Infrastructure Western Australia in project assessments. • Advocating for Infrastructure Australia to include non-greenhouse gas emissions in project assessments. • Supporting the implementation of the 'CleanRun' emissions monitoring program to reduce fuel consumption. • Advocating for State Government policies on electric vehicle charging station installations.

6 Issues and Challenges

The consultation process with Local Governments and experience of the WALGA's Transport and Roads Team has highlighted a range of issues and challenges currently facing AT initiatives in WA. Through one-on-one interviews with more than 30 Local Governments, WALGA gathered insights into the current status of AT infrastructure and facilities. These discussions provided valuable insights into the unique needs and perspectives of Local Governments as they work to enhance AT infrastructure and promote sustainable mobility within their communities. Key challenges have been identified, reflecting the barriers that Local Governments face in managing AT. This section aims to outline these challenges and gaps, emphasising the critical areas where support and intervention are necessary to advance AT efforts across the region.

6.1 Infrastructure and Network

6.1.1 Poor AT Network Connectivity

A significant challenge raised by Local Governments is the poor connectivity within the AT network. Many Local Governments have identified missing links and gaps in road and path infrastructure. This fragmented infrastructure means that local AT facilities are unable to provide efficient and cohesive routes for pedestrians and bike riders, reducing the usability and appeal of AT as a viable alternative to motor vehicle transport.

One of the main concerns is that key destinations, such as town centres, schools, and business districts, remain disjointed. In the consultation, Local Governments emphasised the need for a thorough review of current AT infrastructure to ensure it connects people to critical community locations. Local Governments stressed the importance of creating walkable, rideable, safe, and accessible environments that promote active living. Without these connections, the benefits of an AT network are severely limited, particularly in newly developing, or regional areas.

A common theme among Local Governments is the lack of coordination between State and Local Government infrastructure. They expressed concerns that new State Government projects often fail to properly integrate with existing local AT assets, creating disjointed systems that limit accessibility and mobility. Local Governments stress that ensuring the seamless intersection of state and local infrastructure is crucial for creating an efficient and accessible AT network.

AT infrastructure alone does not always guarantee accessibility, as various barriers can hinder access to these routes. In some areas, physical obstacles such as cemeteries, restricted-use spaces, rail corridors, and the removal or absence of pedestrian crossings prevent residents from easily reaching existing cycling and walking paths. Even where AT infrastructure exists, the need to cross heavily trafficked roads or navigate other local barriers makes it challenging for residents to use these facilities. The disconnect between available paths and actual accessibility significantly limits the effectiveness of AT networks and highlights the importance of addressing local challenges to improve connectivity.

One effective approach to overcoming some of these connectivity issues is the adoption of the Green Light wave concept, which involves synchronising traffic lights to prioritise the continuous flow of cyclists and pedestrians. This reduces stop-and-go conditions and enhances the overall AT experience, as demonstrated in Copenhagen, where green waves decreased travel time for cyclists by 17% and significantly reduced stops. [29] Smart technologies, such as adaptive signal control systems, can further enhance this approach by dynamically adjusting signal timings based

on real-time traffic conditions. In city centres and high-AT-demand areas like transport hubs or tourist destinations, adaptive systems could minimise delays and improve safety by reducing waiting times for non-motorised users. Integrating Internet of Things (IoT) technology, such as sensor-equipped traffic lights and streetlights, adds an innovative dimension. For instance, in Denmark, rain sensors extend green light durations for cyclists during rainfall, and motion detectors reduce their waiting times at intersections. [30] Similarly, heat sensors could be employed in WA to extend green light durations during high temperatures, ensuring comfort and safety for AT users. By reducing cycle lengths at traffic lights, introducing call buttons for faster changes, and leveraging these smart technologies, cities can create a more AT-friendly environment, encouraging active travel while supporting broader sustainability goals.

A further challenge for Local Governments is the absence of a comprehensive AT model to guide planning and decision-making. While the Perth Transport Model exists, to date it has not provided outputs that support Local Governments AT planning at a regional and sub-regional level.

This creates difficulties in systematically understanding travel patterns, assess infrastructure needs, and predict the impacts of interventions. Enhancing existing models or developing a more fit for purpose tool would enable Local Governments to better allocate resources and design environments that support sustainable, inclusive mobility options.

Key Points

- Poor connectivity between AT infrastructure
- Lack of provision for AT around key destinations
- Lack of coordination around AT infrastructure between land managers
- Barriers hindering access to AT routes
- Explicit consideration of AT in transport models

6.1.2 Urban Design

Extensive urban sprawl presents a significant challenge for AT, particularly in terms of accessing essential destinations. The distance between residential areas and key services—such as workplaces, schools, and recreational spaces—combined with the lack of dedicated infrastructure, makes AT less feasible. This separation increases reliance on motor vehicles, contributing to traffic congestion and higher emissions. To address this, Local Governments must prioritise developing connected, safe AT networks that enhance accessibility and encourage sustainable mobility.

Internally, improving connectivity within neighbourhoods is crucial. This involves creating safe, continuous walking and cycling routes linking residential areas to essential services, thereby making AT a more attractive and practical option. Externally, better integration with public transport is key to overcoming the barriers posed by sprawl. Ensuring that cycling and walking infrastructure connects seamlessly with public transport hubs, such as bus and train stations, would facilitate multi-modal journeys. Acknowledging the importance of allowing bikes on trains and buses, as highlighted earlier, would further support this integration, enabling people to use AT for longer journeys and connect more easily to the broader transport network.

Key Points

- More priority on AT infrastructure connectivity
- Need to address gap in AT networks within neighbourhoods

6.1.3 Temporary Works

Local Governments have expressed significant concerns regarding temporary infrastructure works, such as land development or street redesigns, as these projects can severely disrupt AT accessibility. When roadways are closed for construction, pedestrians and cyclists often face

inadequate or poorly marked alternative routes, leading to confusion and compromised safety, especially when detours lack proper crossings. Additionally, poorly placed temporary bus stops that misalign with existing transit patterns add further inconvenience, reducing ridership. These disruptions emphasise the importance of thorough planning to maintain AT access and safety during temporary works.

Local Governments also face challenges with traffic management costs, which represent a substantial portion of AT project budgets. This is especially burdensome for projects involving pathways and bike lanes, where effective traffic control measures are essential to ensure the safety of cyclists and pedestrians amid vehicle traffic. Limited resources for comprehensive traffic management can hinder the development of safe, accessible AT facilities, highlighting the need for innovative solutions to support AT infrastructure and address community needs across WA.

Furthermore, Local Governments highlighted the critical role of travel and access plans during construction, which are intended to promote AT. Developers are often required to prepare these plans as part of the development approval process. However, the submitted plans frequently lack meaningful, actionable solutions, leading to prolonged communication without effective outcomes. For instance, Local Governments cited examples where plans aiming for a 60% modal share for public transport were viewed unrealistic, given that public transport currently accounts for a small proportion of total trips in Perth, around 8% of commuter journeys, with private vehicles remaining the predominant mode of travel. Despite these plans being a prerequisite for construction approval, Local Governments raised concerns that they frequently lack enforcement, serving as "checkbox" items rather than as genuine tools to improve AT accessibility and sustainability. These concerns underscore the need for stronger regulations and enforcement mechanisms to ensure that travel and access plans fulfill their intended role in supporting AT during construction projects.

Key Points

- Lack of planning for AT users during construction
- Need to place temporary bus stops to support AT users
- High traffic management costs
- Need for stronger regulations and enforcement to support AT during construction

6.1.4 Shade and Environment

One concern raised by Local Governments regarding AT projects relates to the integration of environmental and shade considerations in both the design and construction phase. While achieving design requirements, such as minimum path width and appropriate curve radii, sometimes necessitates the removal of trees, there is an opportunity to better incorporate shade and other environmental features where possible. For instance, design could prioritise preserving existing vegetation, or include new planting to provide shade and ecological benefits. Addressing these aspects can enhance the aesthetic, environmental, and long-term sustainability outcomes of AT projects, ensuring the infrastructure supports both AT use and healthy urban ecosystem.

Key Points

- Address environmental impact of AT infrastructure construction

6.2 Funding

Significant transport infrastructure projects delivered by Local Governments are typically co-funded with the Federal or State Governments, reflecting the revenue raising capacity of governments and the beneficiaries of that investment. The Western Australian Bicycle Network (WABN) Grants Program is the primary funding source for Local Governments to support AT

infrastructure. Despite investment through the WABN program, the allocated funds are limited and do not fully address the scale of investment needed to develop safe, accessible, and well-connected AT networks across the State. Additionally, the competitive nature of funding applications, combined with the significant time and resources required to complete applications, makes it even more difficult for Local Governments to secure necessary funding for AT.

The $100 million National Active Transport Fund commenced in July 2025, and while eleven WA Local Governments in WA received funding, there is currently no commitment from the Federal Government to continue this program.

Without sustainable and adequate investment, Local Governments face significant challenges in delivering the necessary infrastructure to support AT and enhance connectivity within their communities. The absence of a dedicated and consistent funding stream for maintenance of AT facilities further compounds these challenges, making it difficult to ensure an appropriate and reliable level of service for AT users across the network.

Key Points

- Insufficient funding for active transport projects and maintenance of existing

6.3 Cultural and Behavioural Barriers

6.3.1 Mode Choice

One of the key barriers to the widespread adoption of AT in WA is the prevailing car-dominant culture. For many communities, car use remains the default mode of transport and shifting this ingrained preference poses a significant challenge. Overcoming this cultural barrier is essential to encouraging more sustainable and active travel choices, as public attitudes towards AT often reflect deep-rooted habits and perceptions.

Recognising AT as a legitimate mode of transport is still overlooked in many government and private systems. This lack of recognition and support further entrenches car dependency, making it challenging to shift public perception and behaviour towards more sustainable and AT methods.

Another challenge identified through discussions with Local Governments was the stop/start nature of AT project delivery, often due to a lack of resources, which may lead to resistance by the community. A related issue that compounds this challenge is the lack of consistent engagement throughout project development. In one case, Local Governments engaged with the community at the early concept phase, but resource constraints caused a long delay before reconnecting at the final design stage. This gap in communication resulted in missed opportunities for community input during the interim stages, which is not considered an effective approach. When communities are only involved at the start and end of a project, it can lead to feelings of exclusion, eroding trust and enthusiasm for AT initiatives. Consistent engagement is crucial for maintaining interest and support, particularly when trying to shift cultural attitudes toward AT.

Key Points

- Car-dominant culture challenging
- Lack of AT recognition in infrastructure development
- Inconsistent community involvement

6.3.2 Awareness of Active Transport options

Local Governments have raised concerns regarding the significant barriers to the adoption of AT, particularly due to gaps in public awareness and understanding. Many members of the general public remain unaware of existing AT facilities and the benefits of using them, limiting their willingness to embrace AT options. For instance, some communities are unaware that they live along strategic cycling routes, such as those identified in the Long-Term Cycle Network (LTCN). This lack of awareness can undermine efforts to encourage cycling and other forms of AT, as residents may not recognise the value of these routes in their daily commutes.
Additionally, there is a growing need for public education on emerging AT options, such as e-bikes and e-scooters. As these modes of transport increase in popularity, many users remain unaware of essential safety practices, such as moderating speed on footpaths, wearing helmets, and respecting pedestrian spaces. Local Governments have emphasised the importance of educational programs to address these issues, including public awareness campaigns aimed at educating drivers about the importance of keeping cycle lanes clear and the risks of non-compliance. Some Local Governments, such as the City of Cockburn, have proactively developed their own guidelines to inform their communities about safe and responsible AT use. The City of Cockburn's comprehensive AT guidelines are a helpful resource for residents; the document is available through the
Walking, Cycling and Public Transport - City of Cockburn.

In addition to public education, Local Governments have highlighted the need for better education and awareness among key stakeholders who interact directly with AT users. Staff in organisations such as the WA Police Force, Public Transport Authority (PTA), and other service providers often lack adequate understanding of key elements of AT, including the rights, needs, and requirements of cyclists and pedestrians, as well as road-sharing practices, and how to support its users effectively. For example, bus drivers and frontline public service employees, such as rangers or maintenance staff, may not fully understand how to interact safely with cyclists and pedestrians on shared roadways. To bridge this gap, Local Governments have suggested that these stakeholders receive specialised training to better comprehend the needs of AT users and ensure their safety. Educating these service providers not only improves their ability to assist and protect AT users but also contributes to a broader culture of respect and awareness for AT across various sectors.

Key Points

- Inadequate public awareness about AT options and benefits
- Insufficient education on emerging AT technologies like e-bikes and e-scooter
- Need for better stakeholder training to improve support AT users

6.4 Policy and Regulation

6.4.1 Policy

Local Governments in WA play a crucial role in addressing the unique needs of their communities. However, their ability to effectively implement local initiatives can be constrained by existing state policies and regulations. While these policies aim to ensure statewide consistency, they can restrict Local Governments' ability to address specific local challenges or pursue innovative projects. Recognising these limitations is essential for identifying opportunities for policy reform that could better empower Local Governments with greater flexibility. State or Federal funding programs often come with conditions that dictate resource allocation, which can restrict Local Governments from prioritising initiatives that best serve their communities. For example, maintenance of AT infrastructure is critical for safety and useability, yet funding streams are typically directed toward new infrastructure rather than ongoing upkeep. Without the ability to allocate sufficient resources to pathway resurfacing, signage replacement, and marking,

infrastructure deteriorates, reducing accessibility and public trust in AT system. A more flexible funding approach that allows Local Governments to allocate resources based on local priorities, whether for new infrastructure or essential maintenance could improve long term network sustainability.

Local Governments report challenges with the current funding structure, specifically the requirement to cover 50% of the project costs, which they feel places a considerable financial burden on their budgets. Many favour a more balanced model, similar to that used in road infrastructure projects, where Local Governments contribute one-third of cost while the State covers the remaining two-thirds. This adjusted approach could alleviate financial pressure and allow for broader investment in AT infrastructure and maintenance.

A key challenge identified is the coordination between State Government projects, infrastructure planning, and Local Government assets. Ensuring that these elements are effectively integrated is crucial, particularly for new developments. Local Governments have emphasised the importance of stronger consultation during the planning stages to prevent potential misalignments and ensure smoother implementation, ultimately avoiding problems that arise from disconnected infrastructure efforts.

Concerns raised regarding Main Roads Western Australia (MRWA) Traffic Signals Approval Policy include limited accommodation of non-motorised users, the preference for roundabouts over signalised intersections potentially compromising AT safety, unclear design requirements for integrating AT, and insufficient alignment with the Structure Planning Process, resulting in inconsistent consideration of AT needs in early planning stages.

The State Government recently allocated $10 million to expand the 40 km/h speed limit to all warden-controlled school crossings outside existing school zones, improving safety for Traffic Wardens and children during school hours. However, there is still potential to enhance safety on high-speed, high-volume roads by converting children's crossings to signalled pedestrian crossings. WALGA has identified 30 priority crossings for immediate focus, with an estimated cost of $15 million. Converting to signalled crossings will address the shortage of Traffic Wardens—an issue worsened by the average age of Traffic Wardens (76). As part of its election commitments, the Labor Party announced $17.7 million to deliver 23 new signalised crossings to replace warden-controlled children's crossings, 10 of which align with WALGA's list of 30 priority crossings. This shortage often leaves some crossings unmanned, increasing risks. Signalisation would enable redeployment of Wardens to less dangerous crossings and reduce overall staffing needs for high-risk areas, improving safety.

Key Points

- Need for flexible policies to empower Local Governments in addressing local challenges and priorities
- Lack of adequate coordination between projects
- Appropriate facilities are needed to ensure safe crossings

6.4.2 Regulatory Oversight and Compliance

The current lack of regulatory enforcement presents significant challenges in maintaining safety and usability standards on shared pathways and roads. Limited monitoring and enforcement of rules, such as relating to cyclist equipment, speed limits and right-of-way protocols, contribute to unsafe conditions for AT users and the broader community. Ensuring that all network users adhere to established regulations is critical for fostering a secure environment.

Another concern raised by Local Governments involves the need for developers to adhere to established guidelines during the application process. Inconsistent enforcement of planning and design requirements leads to ambiguity in how new developments align with local transport and

community objectives. Local Governments have expressed a strong need for clear, enforceable standards that developers must follow, ensuring consistency and accountability in their projects. This approach would streamline the planning process, reduce inconsistencies, and enhance safety and accessibility for cyclists and pedestrians.

Parking in cycle lanes, footpaths, and shared paths is a significant challenge faced by Local Governments. When vehicles obstruct these spaces, they not only compromise safety for cyclists but create barriers for pedestrians, people using wheelchairs, or those pushing prams. This issue is particularly prevalent around community facilities such as schools, hoping centres, and public parks, where demand for parking and footpath is high. Such obstructions can force people into traffic or uneven ground, increasing the risk of crashes and injuries, and undermining the safety and accessibility of the AT network. Addressing this issue requires a combination of clear and visible signage, regular maintenance and consistent enforcement.

Key Points

- Lack of regulatory enforcement in ensuring AT safety
- Need for enforceable standards to align developments with local transport goals
- Obstacles in AT spaces

6.4.3 Inadequate and Ambiguous Active Transport Guidance

The consultation process has revealed a significant gap in cycling infrastructure planning, particularly concerning roads that lie between urban and regional categories. These roads, often situated on the outskirts of urban areas, are vital links between suburban and rural regions. They typically experience mixed traffic and higher speeds, which necessitates physical separation for cyclists, in line with Austroads' recommendation for roads with speeds of 60 km/h or more. However, the absence of clear, specific guidelines for peri-urban and semi-rural roads, such as Toodyay Road, Mundijong Road, and Brookton Highway, results in inconsistent application of safety measures. This inconsistency creates potential risks for cyclists, highlighting the urgent need for tailored guidelines to enhance safety. Furthermore, the challenge is compounded by roads with fluctuating speed limits throughout the day, adding complexity to infrastructure planning and underscoring the necessity for more adaptive and clear regulations.

Local Governments have expressed a need for more structured and practical resources to support AT initiatives. One suggestion is the creation of a comprehensive toolkit or guideline package tailored specifically for Local Governments. This resource would provide clear, actionable steps for effectively engaging with and implementing AT strategies.

Moreover, Local Governments have also identified a need for greater flexibility in tailoring solutions to their unique contexts. While Local Governments emphasised the importance of developers adhering to established standards to ensure consistency and safety, they also noted that standard infrastructure designs may not always be feasible or suitable in all local settings. Factors such as topography or land use patterns can limit the applicability of uniform standards. Allowing Local Governments a degree of discretion to adapt infrastructure designs within the intent of established guidelines would enable more practical and context-sensitive outcomes. Such flexibility acknowledges the diversity of local conditions while maintaining alignment with broader active transport objectives and design principles.

In addition, a notable gap in the existing guidance is the lack of clear standards for pedestrian priority zones. While some Local Governments have implemented such zones, the absence of consistence design standards has led to variability in their appearance and functionality. Establishing well-defined guidelines for the design, layout, and integration of pedestrian priority zones would not only promote safety but also ensure that these spaces are cohesive and accessible.

Many Local Governments have raised concerns regarding the accessibility of grant funding, particularly its relevance to specific Local contexts. Gants are often tailored to the Perth metropolitan area or defined regional centres, leaving Local Governments in transitional areas ineligible for either scheme. Consequently, these Local Governments may miss out on critical funding opportunities that could support their AT initiatives. These challenges highlight the need for clear guideline to help Local Governments Identify and access appropriate funding pathways.

Local Governments have emphasised that the current framework for navigating grants is often confusing and lacks transparency. Establishing a comprehensive set of guidelines would provide a structured pathway, supporting better understanding and more effective engagement with grant programs.

Key Points

- Need for clear guidance for peri-urban and semi-rural AT infrastructure
- Need for clear and adaptable AT guidance
- Need for greater flexibility for Local Governments in tailoring solutions to local conditions
- Lack of consistent standards for pedestrian priority zones
- Restrictive grant eligibility
- Unclear grant navigation framework

6.5 Planning and Resourcing

6.5.1 Knowledge and Expertise

A significant challenge identified by Local Governments across WA is the lack of resources dedicated to AT. Many Local Governments report insufficient personnel or qualified staff to effectively assess needs, develop strategies, or implement AT projects. This shortage of expertise makes it challenging for them to evaluate and address the specific requirements of AT. For those Local Governments that have experts in the field, it is believed that their presence significantly improved AT outcomes, benefiting the Local Government in the long run. The absence of such expertise has created gaps in the planning and execution of AT initiatives, hindering progress toward more sustainable transport networks. Local Governments have expressed a strong need for dedicated experts, either by incorporating specialists into their teams or by collaborating with agencies like the Department of Transport to provide the necessary expertise. Access to specialised knowledge is crucial for Local Governments to develop and execute effective AT strategies that align with current best practices.

In addition to the shortage of personnel, some Local Governments are unaware of existing AT guidelines, which hampers their ability to leverage available resources and implement effective strategies. This lack of awareness limits their capacity to align their initiatives with best practices and current standards. For others, even when guidelines are known, they find them insufficient to support the development of comprehensive, robust AT strategies that can address their unique local needs. These guidelines as mentioned in the above section may lack the level of detail or flexibility required to adapt to specific regional contexts, such as rural or suburban areas.

Additionally, Local Governments have highlighted the importance of including case studies in these guidelines to showcase common problems, present proven solutions, and provide insights into successful and unsuccessful operational practices across both metropolitan and regional settings. The absence of these tools and detailed examples creates challenges, as Local Governments are often left navigating vague or inconsistent information, which can hinder their ability to promote and enhance AT within their communities. Access to such case studies can help Local Governments refine their strategies by offering practical applications, identifying challenges,

and sharing lessons learned, ultimately enabling them to better tailor initiatives to diverse contexts and create a more cohesive and effective AT infrastructure.

Regional Local Governments face a particularly pressing challenge in the disparity of resources and facilities allocated for improving AT. Many of the existing programs are heavily focused on metropolitan areas, leaving regional communities underserved. The resources, such as contractors, workshops, and support services, are predominantly located in Perth, making it difficult for regional Local Governments to access the support and resources needed to develop and maintain AT infrastructure. This urban-centric approach exacerbates inequalities in access to AT and limits the ability of regional areas to improve their AT networks effectively.

Key Points

- Shortage of personnel and expertise in AT within Local Governments
- Limited knowledge and use of existing AT guidelines by Local Governments
- Need for case studies
- Lack of resources and support for reginal Local Governments

6.5.2 Strategic Planning

The absence of clear and enforceable regulations for AT in WA presents a significant barrier to creating a safe and accessible network. While strategic and statutory planning frameworks reference AT, they often lack specific requirements for delivery and implementation. High-level strategic plans, such as Perth and Peel @ 3.5 Million ,and Regional and Sub-regional strategies , outline broad AT networks but do not specify how they will be delivered. Local Planning Strategies set the planning vision for the next 5–10 years and include AT considerations, yet they remain largely aspirational. In statutory planning, Local Planning Schemes serve as legislative tools that may include AT-related objectives, such as bike parking requirements, but there is little consistency across Local Governments. Local Planning Policies, which commonly outline requirements for AT infrastructure, vary significantly in their approach, leading to inconsistent standards and a lack of uniformity in implementation. Without stronger regulatory mechanisms mandating AT considerations in planning and development, AT infrastructure often remains an afterthought, resulting in fragmented networks and missed opportunities for integration. Embedding clear and enforceable AT requirements within statutory planning instruments would ensure more consistent and effective AT infrastructure across WA.

Key Points

- Implementation risks in strategic and statutory planning objectives

6.6 Emerging Mobility

6.6.1 ERideable

E-Ridable charging stations present challenges for building owners and facility managers, especially concerning the risks associated with safety, maintenance, and operational management. Local Governments have raised concerns about the absence of specific guidelines to manage these issues effectively. The potential fire and overheating risks posed by lithium-ion batteries in eRideables make the establishment of safe, reliable charging facilities essential. Additionally, the lack of standardised protocols complicates the consistent maintenance and oversight of these stations, creating further risks in terms of both durability and public safety. Without clear guidelines, Local Governments face difficulties in supporting, regulating, and overseeing the provision of charging infrastructure that safely and effectively supports micromobility devices

within the community. Establishing regulatory guidance would help address these safety concerns while promoting the responsible growth of eRideable usage.

Building on the previous concerns around eRideable charging infrastructure, another critical issue for WA Local Governments is managing eRideable on footpaths, especially in high-traffic pedestrian areas. Challenges in enforcing appropriate regulations differ depending on the type of eRideables. Public hire scheme, with dockless model, present issues such as flexible pick-ups and drop-offs, making consistent oversight and enforcement difficult. Public concerns for these schemes frequently revolve around the need for clear signage, effective enforcement, and well-defined boundaries for eRideable usage.
Private eRideables pose additional challenges. Riders may fail to comply with rules regarding speed limits or appropriate use of shared paths and footpaths, creating safety risks for pedestrians and other path users. Users may lack insurance or accountability in the event of an accident. Limited awareness or understanding of safe riding practices further exacerbates these issues particularly in high density areas.
In response, there is a growing need for clear guidance on managing these issues effectively for each type of eRideables. This should include recommended signage, designing parking and docking areas for shared scheme, speed and usage regulations for private devices, and policies to facilitate the integration of eRideable into shared spaces in a way that ensures safety and convenience for all users. Finding the right balance is crucial, as eRideable is likely to remain a part of the urban landscape. Establishing clear regulatory guidance and best practices is essential to ensure safe and effective integration into urban environments.

Key Points

- Lack of guidelines for eRideable infrastructure and management
- Difficulty in regulating eRideable use in shared public spaces

6.7 Integration and Community Alignment

6.7.1 Multi-modal Trips

While guidelines and policies widely acknowledge AT as essential to a well-functioning transport system, Local Governments are calling for stronger, more practical integration of AT with public transport. Many Local Governments emphasise that improved connectivity—such as enabling people to bring bikes, scooters, and other micromobility devices onto trains and buses at all times—would significantly enhance accessibility and mobility across the State. Currently, infrastructure often lacks adequate space for AT users on public transport, which limits the potential for a truly interconnected network. Local Governments support addressing these space and coordination gaps to build a cohesive, efficient system that encourages AT use and better meets community mobility needs. Seamless connections between AT infrastructure and transport hubs, along with the ability to bring bikes on trains and buses, would encourage the incorporation of AT in longer trips.

Key Points

- Provide more flexibility to allow bicycles and eRideable on public transport

6.7.2 Amenity

The lack of essential amenities for AT users is a significant barrier to the usability and appeal of AT networks. End-of-trip facilities such as lockers and showers are notably absent in many areas, undermining efforts to promote AT. These amenities are vital for active commuters, particularly cyclists, as they provide secure storage for belongings and opportunities to freshen up after journeys. Additionally, the availability of bicycle repair stations has emerged as a contentious issue

among Local Governments. While some advocate for their inclusion to support cyclists, concerns about costs, maintenance, and misuse have made others hesitant to invest in such infrastructure. This divergence highlights the need for a balanced approach to end-of-trip facilities and repair stations, addressing both practical challenges and the potential benefits for AT users.

The lack of essential amenities for AT users, such as water fountains, restricts access to hydration, particularly during warmer months. Insufficient seating along pathways further discourages participation, particularly among older adults who may require rest stops during their journeys. Similarly, the lack of shading along routes in metropolitan and rural areas compounds these challenges, as exposure to intense heat during summer months can make walking and cycling intolerable. Adding shade features, such as tree canopies or shelters, and providing seating at strategic locations could enhance comfort and usability, encouraging wider adoption of AT.

Another priority expressed by several Local Governments is the integration of greenery into AT infrastructure. Natural features such as trees and vegetation can significantly enhance the comfort and appeal of walking and cycling routes, making them more inviting for users. Many Local Governments have highlighted their intent to incorporate green elements into new pathways, recognising the broader benefits of combining transport infrastructure with environmental enhancements.

Wayfinding and navigation tools also represent critical gaps in AT infrastructure. The lack of consistent wayfinding systems across WA make navigation difficult for new AT users and those in unfamiliar areas. Clear signage at key intersections and maps showing real-time locations and destinations would greatly improve user experience. Moreover, stakeholders have identified the need for a dedicated bike navigation app tailored to cyclists' needs, offering real-time updates, bike-friendly routes, and amenity information. Simplifying bike maps to make them more user-friendly, particularly for children, would also support more inclusive use of AT networks.

Key Points

- Lack of AT essential amenities
- Limited greenery integration
- Inconsistent wayfinding systems

6.7.3 Aligning Active Transport planning with Community Facilities

The effective integration of AT infrastructure and amenities with community facilities is crucial for ensuring safety, connectivity, and accessibility. When infrastructure, such as zebra crossings, are not properly aligned with community facilities—such as school entrances or public transport hubs—it creates hazards for pedestrians and discourages the use of AT. For example, improperly positioned crossings can lead to pedestrian congestion or force users to take unsafe routes. Similarly, pedestrian clearance times at key intersections, particularly near schools or transport hubs, need to be adjusted to ensure safe crossings during peak times. However, implementing such targeted improvements often faces resistance due to concerns about funding, planning, and conflicting priorities.

One of the key challenges in ensuring the integration of AT infrastructure with community facilities is the need to accommodate diverse range of users, including pedestrians, cyclists of varying speeds, and users of eRideables. As shared paths and accessways become increasingly used by different modes travelling at different speeds, managing these interactions is critical for ensuring safety and comfort. In areas with high numbers of AT users clear separation between modes—through dedicated lanes or designed zones—can reduce conflicts, prevent crashes, and support safer, more dedicated movement for all users. Without appropriate design measures to manage the varying speeds and behaviours of these groups, shared spaces risk becoming congested and

unsafe. Furthermore, the current lack of comprehensive research and practical guidance on how to effectively design for these mixed-use environments presents a challenge for Local Governments attempting to develop inclusive and functional AT networks that cater to a broad user base.

Land acquisition also poses a challenge when aligning AT infrastructure with community facilities. Historical landowner boundaries can extend to the edge of pathways or bike lanes, which complicates efforts to expand or enhance these facilities. In densely populated areas with mixed-use developments, property lines can be uneven or unclear, making it difficult for Local Governments to acquire the land needed for infrastructure improvements. These challenges often lead to delays or abandonment of critical initiatives that would enhance access to community facilities and promote AT. Without addressing these land acquisition issues, it becomes difficult to create a cohesive and efficient AT network that connects essential community facilities.

Finally, a common issue raised by Local Governments during consultations is the tendency to focus on individual aspects of AT—such as footpath improvements or bicycle lanes—without taking a holistic view of the entire AT network. This fragmented approach can hinder the overall effectiveness of the transport system, especially when there is insufficient integration with community facilities. For instance, focusing solely on footpaths might overlook the need for cycling lanes or shared mobility options, which are essential for creating an efficient, multimodal network. Addressing this issue requires Local Governments to consider how different modes of transport can complement each other, even if immediate implementation is not feasible. By adopting a broader perspective that recognises the interconnectedness of various AT components, Local Governments can lay the groundwork for a more efficient and cohesive transport network in the future. This comprehensive approach can guide future planning efforts, ensuring that all elements are considered in relation to one another, ultimately fostering a more robust AT environment that meets the diverse needs of their communities.

Key Points

- Lack of appropriate integration of AT infrastructure with community facilities
- Land acquisition issues affecting AT development

6.7.4 Parking

Local Governments have raised concerns about parking priorities, especially in schools where bike parking has been reduced or eliminated to create more car parking. As student numbers increased without an expansion of school grounds, space originally allocated for bike parking and play areas was repurposed for classrooms and car spaces. This shift reflects a car-centric approach, where car parking often takes precedence over AT options, reinforcing dependency on vehicles and limiting viable alternatives. Without rebalancing priorities to accommodate all transport modes, efforts to enhance AT infrastructure will continue to face obstacles, diminishing the overall effectiveness of these initiatives.

Key Points

- Prioritisation of land to support AT requirements

7 Stakeholder Engagement

Following data collection and analysis, WALGA hosted two stakeholder workshops, one at the high-level strategic level and one at the operational level. Feedback and insights from both workshops form the foundation for developing the policy positions. An overview of each workshop's outcome is provided in the following sections.

7.1 High-level Strategic Forum

The first event was a strategic forum involving Elected Members and key stakeholders from State Government. The event was held at WALGA office on 6 March, it brought together around twenty attendees. Ahead of the event, attendees received a copy of the Summary of Issues, Challenges for Active Transport in WA, which outlining ten key challenges faced by LG in the AT space.

During the forum, participants worked in small groups to identify any additional gaps and challenges, with a focus on the integrated planning context involving Local and State Government and other stakeholders. A key overarching theme emerged: *'Holistic approach by government, with responsible leadership'*.

All identified issues were consolidated into six key themes:

1. Governance
2. Behaviour change and education
3. Data and information
4. Planning
5. Infrastructure
6. Funding

Participants then engaged in a group discussion activity to propose policy or advocacy positions to address each theme. Group reviewed suggestions, developed rationale, and prioritised key proposals for WALGA's consideration.

Additional comments not aligned to the six themes, were also captured including:

- Insufficient rules or enforcement of AT needs during works
- Lack of clear contractual arrangements for traffic managers during works

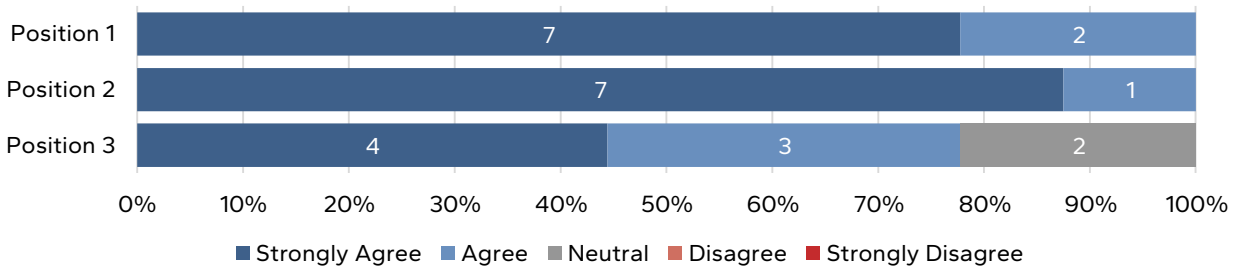
In the first session, participants reviewed the proposed positions, indicating their level of agreement, and provided supporting comments. These results are summarised in the tables below.

7.1.1 Governance

No.	Policy/Advocacy position	Rationale
1	• Support clear cross-sector strategic direction to support better equity between transport modes	• Avoid creating winners/losers; support moving people; unify approach of all levels of government
2	• Enhance focus in infrastructure design on equity for people of all ages and abilities	•

No.	Policy/Advocacy position	Rationale
3	• Give more credence to Local Governments plans in evaluating funding submissions	• Support micro-level planning and investment based on evaluated consultation

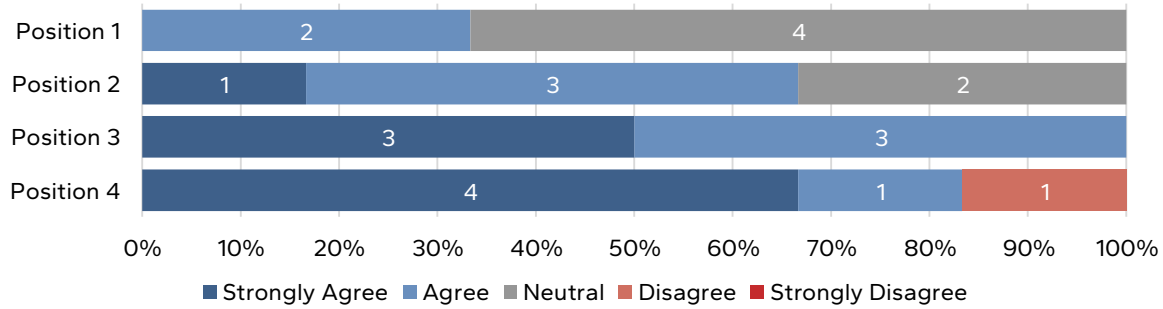
Level of support



7.1.2 Behaviour change and education

No.	Policy/Advocacy position	Rationale
1	• Fun policy: that WALGA advocates for the provision of AT infrastructure that will stimulate an increase in enjoyable usage	• If it's fun people will do it
2	• That the consideration and provision for AT is normalised in all policy (State, Local, Federal gov)	• AT is normalised in all discussions and becomes 'business as usual'
3	• WALGA calls for sustained investment in school and community programs that promote active travel	• Benefits it provides – health, economic, environmental, social, mental wellbeing, community safety and cohesion
4	• That WALGA advocates for financial incentives to shift mode from ICE vehicles to active transport	• Hip pocket talks • Addresses issues of (3) and pollution (CO2) in atmosphere, road congestion, length of journey, Net Zero

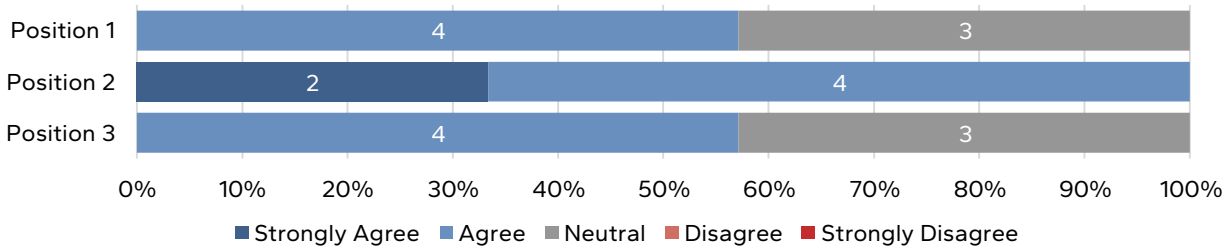
Level of support



7.1.3 Data and information

No.	Policy/Advocacy position	Rationale
1	• WALGA calls on the State Government to develop and implement a platform to accurately collect AT related incidents	• We need to understand the scale of the problem – more information is needed to inform action/investment
2	• Model data sharing arrangements for AT data – supported by a consistent data standard and a central platform for data storage and access	• Many agencies collect AT related data – this may be done inconsistently • Some data may not be shared across agencies • Some agencies may record data differently – limiting city-wide planning
3	• Need for support for new types of tech (AI) to improve quality of AT data collection	• Our AT data collection is limited (counters on DUP's) and there are opportunities to capture the wide range of AT users/journeys through the use of tech • If we have better data on other forms of AT users then we are more likely to invest in those

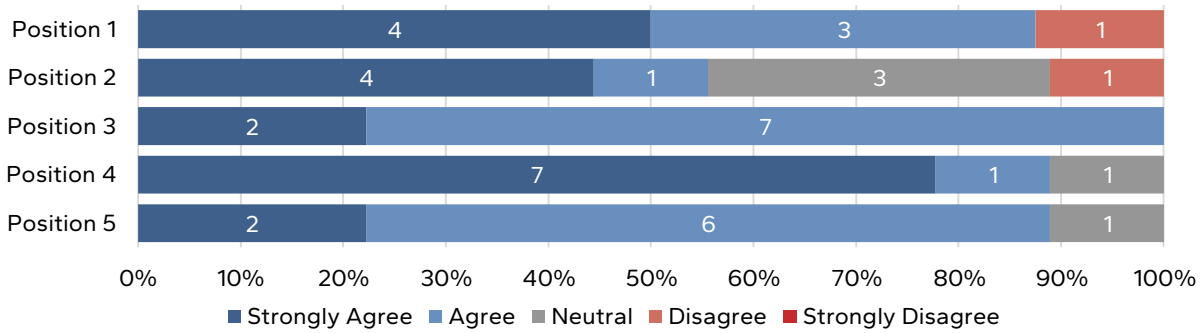
Level of support



7.1.4 Planning

No.	Policy/Advocacy position	Rationale
1	• Develop people focused community level strategy and network plans	• Addresses missing mode supports LTCN when routes align
2	• Develop cross government agency KPIs with accountabilities and reporting	• You get responses to KPIs
3	• Develop a prioritisation category/s for building network, e.g., connections to train stations/schools/ community centres	• Enables focussed outcomes
4	• Develop the long-term strategic vision for the movement of people	• Helps set priorities
5	• Develop networks that support 15-minute cities	• Enables short journeys by AT

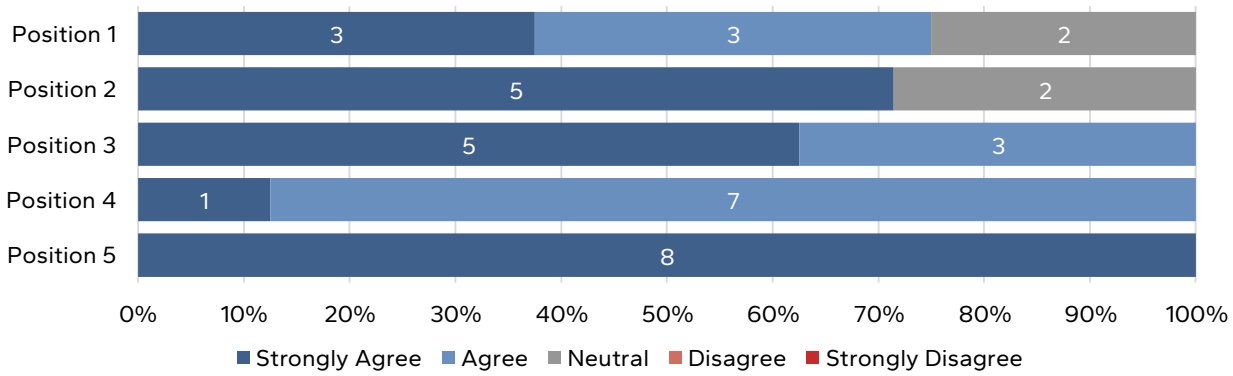
Level of support



7.1.5 Infrastructure

No.	Policy/Advocacy position	Rationale
1	• WALGA supports a level of service policy for active transport users to guide the decision making for LGA • This covers amenity, quality, user needs	• Ensue the experience of people who walk, wheel, and ride is safe, comfortable, and enjoyable for people of all ages and abilities
2	• Developments need to deliver on the needs of people walking, wheeling, and riding to those destinations	• Ensuring a 'door to door' experience for AT users regardless of who development asset ownership is – connections (path to door), end of trip
3	• Infrastructure planning and delivery requires human centred thinking to ensure equity in access and movement	• Considering the needs of people of all ages, abilities, and culture will result in equitable outcomes for all to deliver on community expectations
4	• WALGA supports wayfinding solutions to meet the needs of visitors, community, and all AT users	
5	• WALGA supports the right of children to feel safe and comfortable on streets and to move easily to local destinations, including to schools	

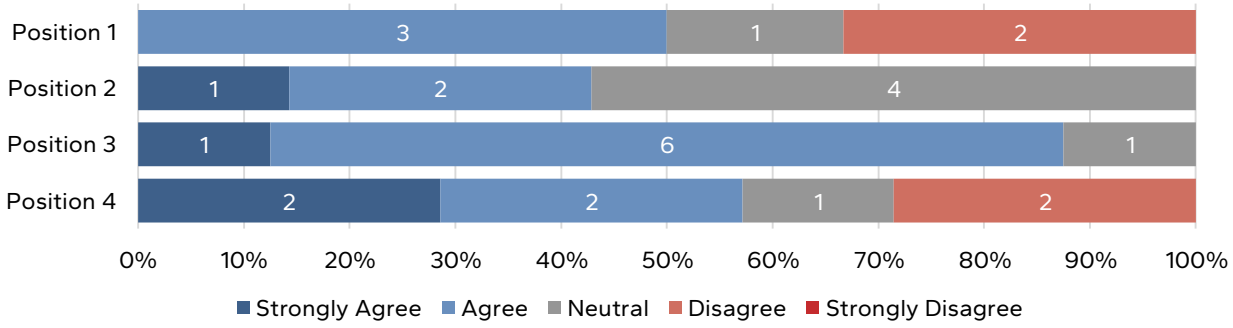
Level of support



7.1.6 Funding

No.	Policy/Advocacy position	Rationale
1	• Support the development of a dedicated fund for the maintenance of active transport infrastructure	• No current funding for maintenance • Focus on vulnerable population or growth areas
2	• Support the development of a new indexed funding model to adequately fund Local Governments for new infrastructure for AT and AT maintenance	• Redistribution of some of State transport budget to AT
3	• Support enhancing regional economic development via active transport infrastructure development	• Focus on regions • Need economic development to activate townships
4	• Model policy: Mandate the provision or consideration of AT as part of any road project (possibly on LTCN)	

Level of support



7.2 Operational level workshop

The second engagement event was an online workshop involving LG practitioners, held on 2 April 2025 and with 42 attendees.

Following the strategic forum, and in conjunction with the findings of this discussion paper, ten issues and challenges (Key Themes) were developed to represent the key issue and challenges facing AT. These themes were shared with participants prior to the workshop to inform the discussion. The ten identified themes were:

1. Safety
2. Amenities
3. Active transport integration in plans and programs
4. Active transport and schools
5. E-Rideables
6. Closing network gaps
7. Funding
8. Incentives/Disincentives
9. Active transport and public transport integration
10. Education and community engagement

During the session, participants were divided into small group and asked to identify any additional challenges not captured within the ten themes. In addition, they asked to discuss potential actions or interventions to address the identified challenges.

Participants were also asked to consider these issues within the context of integrated planning, particularly the roles and responsibilities across Local and State Government and other stakeholders. The additional feedback received was found align with the ten established themes, reinforcing their relevance.

Following the group discussion, participants were invited to individually identify their top ten priorities. Each individual was given ten votes to allocate across the themes based on perceived importance. The following chart represents the top 15 priorities identified through this process.

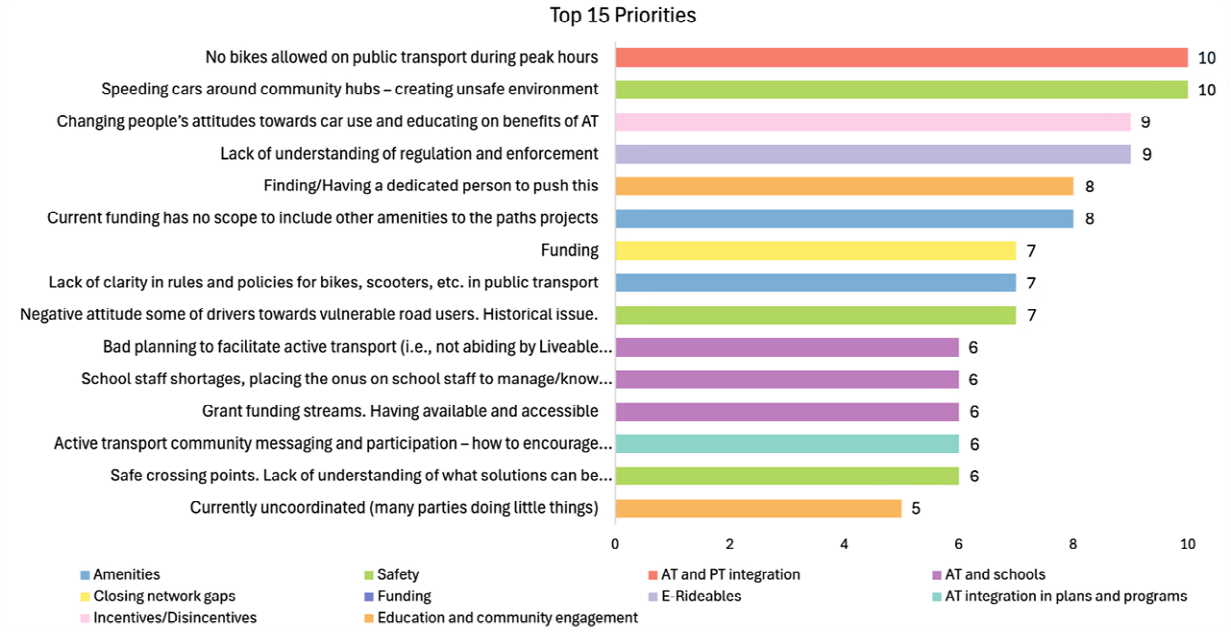


Figure 1. The top 15 At challenges identified by workshop participants as priorities to be addressed

8 Conclusion and Next Steps

The outcome of the stakeholder engagement, including direct consultation with Local Governments and the two facilitated workshops, reinforced the need for clear, practical, and coordinated policy positions to support and advance AT across WA. This consultation formed the foundation of this discussion paper, providing an overview of the current status of AT, identifying shared challenges, and highlighting the areas where Local Governments require stronger support.

The challenges faced by Local Governments are diverse, interrelated, and require coordinated responses from both State and Local Governments. Addressing these challenges will not happen overnight and requires more than the provision of infrastructure alone. International experience demonstrates that meaningful transformation comes through combining well-designed networks with supportive policies, programs, and organisational frameworks that encourage people of all ages and abilities to choose AT.

The insights captured through this process provide a strong foundation for the development of WALGA's future policy positions. These positions will guide WALGA's advocacy for additional investment, promote greater alignment across levels of government, and strengthen the capacity of Local Governments to deliver AT outcomes. By adopting a coordinated and comprehensive approach, WA can move towards a more connected, accessible, and sustainable AT system that better serves its communities.

The proposed Policy Positions, developed through the entire process of preparing this discussion paper, are summarised below and will be presented to WALGA State Council for endorsement:

- Active Transport Vision and Strategy – Develop a coordinated, whole-of-government Active Transport strategy with measurable goals, clear responsibilities, and sustainable funding.
- Funding – Secure long-term, consistent investment from State and Federal Governments to support Local Governments in planning, delivering, and maintaining AT infrastructure and programs.
- Active Transport Safety – Prioritise safer environments for walking, cycling, and micromobility through better crossings, lower speeds, and safer street design.
- Education, Encouragement, Community Engagement – Deliver education, encouragement, and behaviour change programs to build awareness, shift attitudes, and normalise Active Transport.
- eRideables – Establish a comprehensive, state-led regulatory framework that ensures safe and sustainable use of e-scooters and other micromobility devices.
- Active Travel to School – Promote a coordinated, well-funded approach to embed active travel into the school environment, supporting children and families with safe, connected, and accessible options.

Note

A separate appendix has been prepared to support this discussion paper: Appendix on Key Definitions and Regulations for Active and Light E-Micromobility Transport. The appendix compiles relevant definitions, rules, and legislation that provide the regulatory context for Active Transport in Western Australia.

Appendix A- Active Transport and Micromobility transport modes -Current legislations

This appendix has been prepared to provide a consolidated reference to key definitions, rules, and provisions within the Road Traffic Cde 2000 (RTC 2000) that are relevant to Active and E-Micromobility Transport. The material presented here is based on the most recent amendments to the Code, effective from 31 March 2025, to ensure this report reflects and aligns with the current legislative framework.

While this appendix is intended as a practical guide to assist with locating and understanding relevant provisions, it does not replace the legislation itself. For the preparation of documents, drawings, rules, or policies, the official Road Traffic Code 2000 should always be consulted.

A 1. Definition of Active Transport and Micromobility in Western Australia

Part1-Prliminary of Road Traffic Code 2000 defines bicycle lane and path as the following

A1. 1 Bicycle

bicycle means a vehicle with 2 or more wheels that is built to be propelled by human power through a belt, chain or gears (whether or not it has an auxiliary motor) and —

(a) includes a pedicab, penny-farthing, tricycle and power assisted pedal cycle; but

(b) does not include a wheelchair, wheeled recreational device, wheeled toy, any vehicle (other than a power assisted pedal cycle) with an auxiliary motor capable of generating a power output over 200 watts (whether or not the motor is operating), or an electric rideable device;

A1. 2 Bicycle crossing lights

bicycle crossing lights *means a device designed to show, at different times, a green, yellow or red bicycle crossing light;*

Example

Red bicycle crossing light

(bicycle symbol in red)

Green bicycle crossing light

(bicycle symbol in green)

Yellow bicycle crossing light

(bicycle symbol in yellow)

A1. 3 Bicycle hook turn

bicycle hook turn storage area *means an area between an intersection and a marked foot crossing, or if there is no marked foot crossing, a stop line, before the intersection that has painted on it one or more bicycle symbols and one or more right traffic lane arrows, and includes any line that delineates the right side of the area, and any line that*

delineates the left side of the area that is not also a stop line or part of a marked foot crossing but does not include a bicycle storage area;

A1. 4 Bicycle Lane

bicycle lane *means a marked lane, or the part of a marked lane —*

(a) beginning at a "bicycle lane" sign applying to the lane, or a road marking comprising a white bicycle symbol and the word "lane" painted in white; and

(b) ending at the nearest of the following —

(i) an "end bicycle lane" sign applying to the lane, or a road marking comprising a white bicycle symbol and the words "end lane" painted in white;

(ii) an intersection (unless the lane is at the unbroken side of the continuing road at a T-intersection or continued across the intersection by broken lines);

(iii) if the carriageway ends at a dead end — the end of the carriageway;

Bicycle lane sign

End bicycle lane sign

Note There are a number of other permitted versions of the "bicycle lane" sign, and another permitted version of the "end bicycle lane" sign.

A1. 5 Bicycle Path

bicycle path *means a length of path beginning at a "bicycle path" sign or a "bicycle path" road marking and ending at the nearest of the following:*

(a) an "end bicycle path" sign, or an "end bicycle path" road marking;

(b) a "separated footpath" sign or a "separated footpath" road marking;

(c) a carriageway;

(d) the end of the path;

Bicycle path sign

End bicycle path sign

Separated footpath sign

bicycle path road marking *means a road marking consisting of a bicycle symbol, the words "bicycles only", or both the bicycle symbol and the word "only";*

bicycle storage area *means an area of road before an intersection with traffic control signals —*

(a) that has painted on it one or more bicycle symbols; and

(b) that is between 2 parallel stop lines, regardless of whether the lines are of equal length; and

(c) that opens out from a bicycle lane or shoulder,

but does not include either stop line;

A1. 6 Children Crossing

children's crossing ***means*** *a portion of a carriageway between 2 parallel broken or unbroken lines, each approximately 150 mm wide and not more than 5 m apart marked across, or partly across the carriageway and near which "children crossing – stop" signs are displayed and, where the lines are so marked partly across a carriageway, includes the portion of the carriageway between the prolongations of those lines;*

Children crossing — stop sign

(octagonal background in red)

(square background in lime/yellow)

A1. 7 Electric Personal Transport

electric personal transporter *means a vehicle declared as an electric personal transporter under regulation 230B (A13.28).*

A1. 8 Electric Personal Transport use area

electric personal transporter use area *means an area declared as an electric personal transporter use area under regulation 230B (A13.28);*

A1. 9 Electric Rideable Device

electric rideable device has the meaning given in regulation 3A;

3A. Electric rideable devices

(1) *An* electric rideable device *is a scooter, skateboard, or other vehicle, that —*

(a) *has at least 1 wheel; and*

(b) *is designed to be used by a single person; and*

(c) *has an electric motor or motors; and*

(d) *is fitted with an effective stopping system controlled by use of brakes, gears or motor control; and*

(e) *when propelled only by the motor or motors, is not capable of going faster than 25 km/h on level ground; and*

(f) *complies with the mass and dimension requirements referred to in subregulation (2).*

(2) *For the purposes of subregulation (1)(f), the mass and dimension requirements are as follows —*

(a) *unless paragraph (b) applies, the scooter, skateboard or other vehicle must —*

(i) *be no more than 1 250 mm in length; and*

(ii) *be no more than 700 mm in width; and*

(iii) *be no more than 1 350 mm in height; and*

(iv) *have an unladen mass of no more than 25 kg;*

(b) *if different mass and dimension requirements for the scooter, skateboard or other vehicle are approved under subregulation (4) — the requirements specified in the notice of approval.*

(3) *Despite subregulation (1),* electric rideable device *does not include —*

(a) *a motorised scooter; or*

(b) *a motorised wheelchair; or*

(c) *an electric personal transporter; or*

(d) *a vehicle with pedals; or*

(e) *a wheeled toy.*

(4) *The Minister may, by notice in the Gazette, approve mass and dimension requirements that apply to a scooter, skateboard or other vehicle, or a class of scooters, skateboards or other vehicles, for the purposes of subregulation (2)(b).*

[Regulation 3A inserted: SL 2021/200 r. 5.]

A1. 10 Footpath

footpath *means an area that is open to the public that is designated for, or has as one of its main uses, use by pedestrians;*

A1. 11 Marked foot Crossing

marked foot crossing *means a portion of a carriageway —*

(a) at a place with pedestrian lights facing pedestrians crossing the carriageway, and traffic-control signals facing drivers driving on the carriageway; and

(b) indicated by a different road surface, or between 2 continuous or broken lines, or rows of studs or markers, on the road surface substantially from one side of the carriageway to the other;

A1. 12 Motorised Scooter

motorised scooter *means a scooter that has 1 or more electric motors (whether the motors are part of the scooter or attached to the scooter) if —*

(a) the maker of the scooter certifies (either by means of a plate attached to the motor or on each motor, or by means of engraving on the motor or each motor) the ungoverned power output of the motor, or each motor; and

(b) the maximum power output of the motor, or the combined maximum power output of the motors, is not more than 200 watts; and

(c) when propelled only by the motor or motors, the scooter is not capable of going faster than 10 km/h on level ground;

A1. 13 Motorised wheelchair

motorised wheelchair *means a motorised wheelchair that is designed so as to be not capable of a speed exceeding 10 km/h;*

no bicycles road marking means a road marking consisting of a bicycle symbol with a diagonal line across it, or the words "no bicycles", or both the symbol and the words;

A1. 14 Pedestrian

"means any person on foot or in a perambulator, or a physically disabled person in an unmotorised wheelchair or in a motorised wheelchair, and includes —

(a) a person pushing a perambulator or wheelchair; and

(b) a person wheeling a bicycle, electric rideable device, wheeled recreational device, motorised scooter or wheeled toy, if the person is completely dismounted; and

(c) a person in or on a wheeled recreational device or a motorised scooter; and

(d) a person under 12 years of age in or on a wheeled toy

A1. 15 Pedestrian Crossing

pedestrian crossing means a portion of a carriageway —

(a) defined —

(i) by white stripes; or

(ii) by white or yellow stripes (according to the colour of the carriageway) and the portions of the carriageway lying between those stripes,

in such a manner that each stripe is approximately parallel to the centre of the carriageway; and

(b) near each end of which may be erected, on each side of the carriageway, so as to be clearly visible to an approaching driver, a "pedestrian crossing" sign;

Pedestrian crossing sign

(background in yellow)

A1. 16 Pedestrian Light

pedestrian light means a device designed to show, at different times —

(a) a red pedestrian light – being either an illuminated red pedestrian symbol (whether or not flashing), or the words 'don't walk' illuminated in red (whether or not flashing); or

(b) green pedestrian light – being an illuminated green pedestrian symbol, or the word 'walk' illuminated in green (whether or not flashing);

Red pedestrian light showing red pedestrian symbol

Green pedestrian light showing green pedestrian symbol

A1. 17 Pedestrian Mall

pedestrian mall means any road or portion of a road that is designated as a pedestrian mall by signs erected thereon or adjacent thereto;

relevant rider means a rider of a bicycle or electric rideable device who crosses a carriageway, or part of a carriageway, or who is on a crossing, but only if the rider —

(a) enters the carriageway or crossing from a path connected to the carriageway or crossing and not from a carriageway; and

(b) crosses by the shortest safe route to another path; and

(c) approaches and rides across the carriageway or on the crossing at a speed not exceeding 10 km/h;

rider means the driver of, or person riding, a motor cycle, bicycle, electric rideable device, motorised scooter, electric personal transporter, animal or animal-drawn vehicle, but

does not include a passenger, or a person walking beside and wheeling a bicycle, electric rideable device or motorised scooter;

A1. 18 Separated Footpath

separated footpath *means a length of footpath beginning at a "separated footpath" sign or a "separated footpath" road marking, and ending at the nearest of the following:*

(a) an "end separated footpath" sign or an "end separated footpath" road marking;

(b) a "no bicycles" sign, or a "no bicycles" road marking;

(c) a "bicycle path" sign or "bicycle path" road marking;

(d) a carriageway;

(e) the end of the path;

Separated footpath sign

End separated footpath sign

No bicycles sign

(circle and slash in red)

Bicycle path sign

separated footpath road marking means a road marking consisting of a pedestrian symbol and a bicycle symbol side by side, with or without the word "only";

A1. 19 Shared Path

shared path means an area open to the public (except a separated footpath) that is designated for, or has as one of its main uses, use by both the riders of bicycles and pedestrians, and includes a length of path beginning at a "shared path" sign or "shared path" road marking and ending at the nearest of the following:

(a) an "end shared path" sign or "end shared path" road marking;

(b) a "no bicycles" sign, or a "no bicycles" road marking;

(c) a "bicycle path" sign;

(d) a carriageway;

(e) the end of the path;

Shared path sign

End shared path sign

No bicycles sign

(circle and slash in red)

Bicycle path sign

A1. 20 Shared Path Road Marking

shared path road marking means a road marking consisting of the symbols used in the "shared path" sign, and an "end shared path road marking" consists of those symbols with the word "END";

A1. 21 Shared Zone

shared zone means —

(aa) an area designated by the Minister as a shared zone under regulation 4B; or

(a) a length of road with —

(i) both a "shared zone" sign and an "end shared zone" sign; and

(ii) no intersection between the signs;

or

(b) a length of road with —

(i) a "shared zone" sign; and

(ii) a dead end; and

(iii) no intersection between the sign and the dead end;

or

(c) the network of roads in an area with —

(i) a "shared zone" sign on each road into the area, indicating the same number; and

(ii) an "end shared zone" sign on each road out of the area;

Shared zone sign *End shared zone sign*

(circle in red)

Note A "shared zone" sign may have a 10 or a 20 on the sign.

A1. 22 Shared Zone Sign

shared zone sign *means a sign that is substantially rectangular in shape and consists of the following upon a white background —*

(a) the numerals "10" or "20" in black set within a red circle;

(b) the words "SHARED ZONE" in black lettering;

(c) the symbol of a person next to the symbol of a car, each in black;

Shared zone sign

(circle in red)

Note A "shared zone" sign may have a 10 or a 20 on the sign.

A1. 23 Electric rideable devices

(1) An electric rideable device *is a scooter, skateboard, or other vehicle, that —*

(a) has at least 1 wheel; and

(b) is designed to be used by a single person; and

(c) has an electric motor or motors; and

(d) is fitted with an effective stopping system controlled by use of brakes, gears or motor control; and

(e) when propelled only by the motor or motors, is not capable of going faster than 25 km/h on level ground; and

(f) complies with the mass and dimension requirements referred to in subregulation (2).

(2) For the purposes of subregulation (1)(f), the mass and dimension requirements are as follows —

(a) unless paragraph (b) applies, the scooter, skateboard or other vehicle must —

(i) be no more than 1 250 mm in length; and

(ii) be no more than 700 mm in width; and

(iii) be no more than 1 350 mm in height; and

(iv) have an unladen mass of no more than 25 kg;

(b) if different mass and dimension requirements for the scooter, skateboard or other vehicle are approved under subregulation (4) — the requirements specified in the notice of approval.

(3) Despite subregulation (1), electric rideable device *does not include —*

(a) a motorised scooter; or

(b) a motorised wheelchair; or

(c) an electric personal transporter; or

(d) a vehicle with pedals; or

(e) a wheeled toy.

(4) The Minister may, by notice in the Gazette, approve mass and dimension requirements that apply to a scooter, skateboard or other vehicle, or a class of scooters, skateboards or other vehicles, for the purposes of subregulation (2)(b).

[Regulation 3A inserted: SL 2021/200 r. 5.]

A 2. Speed Legislation for Active Transport and Micromobility

Part 3 regulation 15 of Road Traffic Code 2000 establishes specific speed limits for A/G T modes as the following:

A2.1 Speed restrictions for electric rideable devices

(1) This regulation is subject to any other provision of these regulations prescribing a maximum speed for any vehicle lower than that prescribed by this regulation.

(2) A person must not ride an electric rideable device on a carriageway, bicycle path or shared path at a speed exceeding 25 km/h.

Modified penalty: 2 PU

(3) A person must not ride an electric rideable device on a footpath (other than a bicycle path or shared path) at a speed exceeding 10 km/h.

Modified penalty: 2 PU

[Regulation 15 inserted: SL 2021/200 r. 7.]

A 3. Making Turns

Part 4 division 3 of Road Traffic Code 2000 establishes specific division on making turn for AT modes as the following:

A3. 1 Hook turn by bicycle or electric rideable devices at intersection

(1)The rider of a bicycle or electric rideable device turning right at an intersection without a "no hook turn by bicycles" sign, may turn right at the intersection by making a right turn or a hook turn.

No hook turn by bicycles sign

(2) A rider of a bicycle or electric rideable device must not make a hook turn under this regulation unless it is made in accordance with subregulations (3) and (4).

Modified penalty: 2 PU

(3) To make a hook turn, a rider of a bicycle or electric rideable device must take, in sequence, each of the following steps:

1 Approach and enter the intersection in the lane furthest left that allows the rider to ride straight through the intersection and from as near as practicable to the far left side of that lane.

2 Move forward —

(a) keeping as near as practicable to the far left side of the intersection; and

(b) keeping clear of any marked foot crossing; and

(c) keeping clear, as far as practicable, of any driver turning left from the left of the intersection,

until the rider is as near as practicable to the far side of the carriageway that the rider is entering.

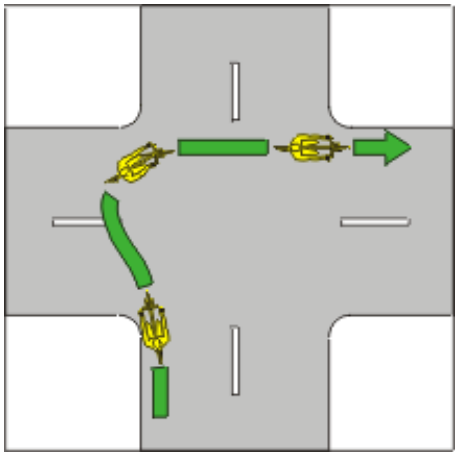
3 If there are traffic-control signals at the intersection, remain at the position reached under step 2 until the traffic-control signals on the carriageway that the rider is entering change to green.

4 If there are no traffic-control signals at the intersection, remain at the position reached under step 2 until the rider has given way to approaching drivers on the carriageway that the rider is leaving.

5 Turn right into the carriageway that the rider is entering.

Example

Bicycle rider making a hook turn at an intersection without traffic-control signals



(4) If the rider of a bicycle or electric rideable device wants to turn right by making a hook turn at an intersection that has a bicycle hook turn storage area on the left side of the intersection as the rider approaches the intersection, the rider must take the following initial 2 steps instead of the initial 2 steps listed in subregulation (3):

1 Approach the intersection from the far left side of the carriageway the rider is leaving and enter the intersection by moving into the bicycle hook turn storage area, keeping clear of any marked foot crossing.

2 Move forward in the bicycle hook turn storage area until the rider is as near as practicable to the far side of the carriageway that the rider is entering.

[Regulation 28 amended: Gazette 1 Dec 2000 p. 6753; 13 Nov 2009 p. 4569-70; SL 2020/253 r. 28; SL 2021/200 r. 12.]

29.Bicycle or electric rideable device rider making hook turn contrary to sign

The rider of a bicycle or electric rideable device must not make a hook turn at an intersection if a "no hook turn by bicycles" sign applies to the rider.

Modified penalty: 2 PU

No hook turn by bicycles sign

[Regulation 29 amended: SL 2020/253 r. 28; SL 2021/200 r. 13.]

A 4. Turning and stop signals

Part 5 regulation 36 of Road Traffic Code 2000 establishes the following rule for AT modes:

"(3) A rider of a bicycle or electric rideable device who is required to give a signal of intention to turn left, must give a signal by fully extending his or her left arm and hand horizontally beyond the left side of the vehicle and approximately at right angles to the centre line of the vehicle."

A 5. Traffic-control signals (traffic lights and twin alternating red lights)

Part 6 regulation related to AT modes:

41. (4) If there is a bicycle storage area before a traffic-control signal referred to in subregulation (1), a reference to the stop line —

(a) in the case of a driver of a motor vehicle, is a reference to the first stop line that the driver comes to, or came to, in approaching the signal;

(b) in the case of a rider of a bicycle or electric rideable device, is a reference to the stop line that is nearest to the intersection

43A. Effect of green bicycle light with red or yellow signals

(1) This regulation applies to the rider of a bicycle or electric rideable device who is faced with —

(a) bicycle crossing lights displaying a green bicycle crossing light; and

(b) either or both of the following —

(i) a traffic-control signal displaying a circular red signal or a steady circular yellow signal;

(ii) a traffic-control signal displaying a red arrow signal or a yellow arrow signal.

(2) Despite regulations 40 and 41, the rider may proceed straight ahead.

[Regulation 43A inserted: SL 2020/253 r. 15; amended: SL 2021/200 r. 17.]

43B. Effect of red bicycle light with green arrow signal

(1) This regulation applies to the rider of a bicycle or electric rideable device approaching an intersection on a carriageway if —

(a) the rider is in a bicycle lane to the far left side of the carriageway; and

(b) drivers entering the intersection from the marked lane next to the bicycle lane must only turn left.

(2) Despite regulation 225, if the rider is faced with both a traffic-control signal displaying a green arrow signal pointing left and bicycle crossing lights displaying a red bicycle crossing light, the rider may proceed, but only in the direction indicated by the arrow.

A 6. Traffic signs and road markings

Part 8 division 76 of Road Traffic Code 2000, restricts drivers of vehicles from driving in a lane marked with an "emergency stopping lane only" sign. It is important to note that bicycles and electric rideable devices are exempt from this restriction mentioned and are permitted to use the emergency stopping lane.

The above rules also apply to emergency stopping bay signage.

A 7. Restriction on freeways

Part 8 division 79 of Road Traffic Code 2000 includes below rules regarding AT:

(b)drive or ride a moped or an animal; or

(c) ride a bicycle, except on a path; or

(d) walk, other than on a footpath, separated footpath or shared path (except in the event of an emergency or breakdown, or to assist a person apparently in need of assistance); or

moped *means a motor cycle that has a propelling engine having a piston displacement not exceeding 50 mL and that is designed so as not to be capable of a speed exceeding 50 km/h, whether or not it is also capable of being propelled as a pedal cycle, but does not include a power assisted pedal cycle.*

A 8. Roundabout

A8. 1 Entering multilane roundabout

Part 9 regulation 92 of Road Traffic Code 2000 established rules in the context of multi-lane roundabouts, drivers are subject to specific lane-related rules during entry and exit. However, it's important to note that these regulations do not extend to cyclists or pedestrians. Unlike drivers, cyclists and pedestrians enjoy greater flexibility and are not bound by lane-specific requirements when navigating multi-lane roundabouts, providing them with more adaptable options for entering and exiting these traffic structures.

A8. 2 Active Transport and Micromobility mode riders to give way to vehicle leaving roundabout

Part 9 regulation 100 of Road Traffic Code 2000 establishes the following rule for A/G T modes:

"The rider of a bicycle, electric rideable device or animal who is riding in the far left marked lane of a roundabout with 2 or more marked lanes, or the far left line of traffic in a roundabout with 2 or more lines of traffic, must give way to any vehicle leaving the roundabout."

A 9. Overtaking

Part 11 division 3 regulation 122 of Road Traffic Code 2000 established specific rules regarding overtaking for cyclists and electric rideable devices.

The rider of a bicycle or electric rideable device must not ride past, or overtake, to the left of a vehicle that is making, or apparently about to make, a left turn, or is signalling a left turn.

A9. 1 Keeping safe distance when passing rideable device

(1A) In this regulation —

rideable device *means a bicycle, electric rideable device, motorised scooter, wheeled recreational device or wheeled toy.*

(1) A driver of a motor vehicle passing to the right of a rideable device that is travelling on a road in the same direction as the vehicle must pass the rideable device at a safe distance from the rideable device.

Points: 4 Modified penalty: 8 PU

(2) A safe distance from the rideable device is —

(a) if the speed limit applicable to the length of road is not more than 60 km/h — a lateral distance of at least 1 m; or

(b) if the speed limit applicable to the length of road is more than 60 km/h — a lateral distance of at least 1.5 m.

(2A) For the purposes of subregulation (2), if the driver of the motor vehicle is in a speed zone that begins with a variable illuminated speed limit sign, a reference to the speed limit applicable to the length of road is a reference to the speed limit applicable to the speed zone when the driver enters the zone.

(3) For the purposes of subregulation (2), the lateral distance is measured between the following points —

(a) the furthest point to the left on the driver's vehicle or any projection from the vehicle (whether or not attached to the vehicle);

(b) the furthest point to the right on the rideable device.

(4) For the purposes of the application of subregulation (3)(b) to a rideable device that is a bicycle —

(a) the following things are to be taken to be part of the bicycle —

(i) any bicycle trailer as defined in regulation 223(3) towed by the bicycle;

(ii) any basket or pannier bags attached to the bicycle or bicycle trailer;

(iii) the rider of the bicycle;

(iv) any passenger on the bicycle, in the bicycle trailer or on the bicycle trailer;

and

(b) a flag or stick (whether or not flexible) attached to and projecting sideways from the bicycle or any bicycle trailer is to be taken not to be part of the bicycle or bicycle trailer.

(4A) For the purposes of the application of subregulation (3)(b) to a rideable device that is an electric rideable device, motorised scooter, wheeled recreational device or wheeled toy, the rider is taken to be part of that rideable device.

A 10. Driving in marked lanes or lines of traffic

A10. 1 Driving on or across continuous white edge line

According to part 11 division 4 regulation 129 of Road Traffic Code 2000, the rider of a bicycle and electric ridable is exempt from the prohibition of crossing a continues white edge line.

rider of bicycle and electric rideable" instead of "rider of bicycle and electric ridable.

A10. 2 Riding certain vehicles alongside more than 1 other rider

Part 11 division 4 regulation 130 of Road Traffic Code 2000 establishes the following rules for A/G T modes:

"(1)The rider of a motor cycle, moped, bicycle or electric rideable device must not ride on a carriageway that is not a multi-laned carriageway alongside more than one other rider, unless the rider is overtaking the other riders.

Modified penalty: 1 PU

(2) The rider of a motor cycle, moped, bicycle or electric rideable device must not ride in a marked lane on a carriageway alongside more than one other rider, unless the rider is overtaking the other riders or one of the riders is the rider of a motor cycle who is lane filtering in accordance with regulation 130B.

Modified penalty: 1 PU

(3) The rider of a bicycle or electric rideable device must not ride on a path alongside another rider, unless the rider is overtaking the other rider.

Modified penalty: 1 PU

(4) If the rider of a motor cycle, moped, bicycle or electric rideable device is riding on a carriageway that is not a multi-lane carriageway alongside another rider, or in a marked lane alongside another rider in the marked lane, the rider must, unless one of the riders is the rider of a motor cycle who is lane filtering in accordance with regulation 130B, ride not over 1.5 m from the other rider.

Modified penalty: 1 PU"

A 11. Driving in marked lanes designated for special purposes

A11. 1 Bicycle lanes

According to part 11 division 6 regulation 132 of Road Traffic Code 2000, the "bicycle lanes" defines as:

"(1) The driver of a vehicle, other than a bicycle or electric rideable device, must not drive in a bicycle lane, unless the driver is permitted to do so under this regulation or regulation 136.

Points: 3 Modified penalty: 2 PU

(2) If stopping or parking is permitted at a place in a bicycle lane, the driver of a vehicle other than a bicycle or electric rideable device may drive for up to 50 m in the bicycle lane to stop or park at that place.

(3) The driver of a public bus, or a taxi, may drive in a bicycle lane for up to 50 m if the driver is dropping off, or picking up, passengers.

Bicycle lane sign

End bicycle lane sign

A 12. Pedestrian

A12. 1 No pedestrians signs

A pedestrian must not travel past a "no pedestrians" sign.

Modified penalty: 1 PU

No pedestrians sign

(circle and slash in red)

[Regulation 194 amended: SL 2020/253 r. 28.]

A12. 2 Pedestrians on road with road access sign

Except in the event of an emergency or breakdown, or to assist a person apparently in need of assistance, a pedestrian must not be on a length of road to which a "road access" sign applies, if information on or with the sign indicates that pedestrians are not permitted beyond the sign.

Modified penalty: 1 PU

Road access sign

End road access sign

Note There are a number of other permitted versions of the "road access" sign.

Note The sign may indicate that it applies to different or additional vehicles or persons.

Note The sign is usually used on a freeway.

[Regulation 195 amended: Gazette 13 Jul 2001 p. 3474; 13 Nov 2009 p. 4597-8; SL 2020/253 r. 28.]

A12. 3 Crossing carriageway — general

(1) When a pedestrian crosses a carriageway or portion of a carriageway, the pedestrian must —

(a) cross by the shortest safe route; and

(b) not stay on the carriageway longer than necessary to cross the carriageway safely.

Modified penalty: 1 PU

(2) However, if the pedestrian is crossing the carriageway at an intersection with traffic-control signals and a "pedestrians may cross diagonally" sign, the pedestrian may cross diagonally at the intersection.

Pedestrians may cross diagonally sign

(pedestrian in green)

Note There is another permitted version of this sign.

[Regulation 196 amended: SL 2020/253 r. 28.]

A12. 4 Crossing at pedestrian lights

(1) This regulation applies to a pedestrian approaching or at an intersection, or another place on a carriageway, with traffic-control signals that include pedestrian lights.

(2) If a traffic-control signal shows a red pedestrian light and the pedestrian has not already started crossing the intersection or carriageway, the pedestrian must not start to cross until the pedestrian light changes to green.

Modified penalty: 1 PU

Note A traffic-control signal (including a pedestrian light) generally only applies to a person if the signal or light faces the person.

(3) If, while the pedestrian is crossing the carriageway, the pedestrian light changes to flashing red or red, the pedestrian must not stay on the carriageway for longer than necessary to cross safely to the nearer (in the direction of travel of the pedestrian) of the following:

(a) a dividing strip or traffic island, forming part of the area set aside or used by pedestrians to cross the carriageway at the intersection or place (the safety area*);*

(b) the far side of the carriageway.

Modified penalty: 1 PU

(4) If, under subregulation (3), a pedestrian crosses to "the safety area", the pedestrian must remain in "the safety area" until the pedestrian lights change to green.

Modified penalty: 1 PU

(5) Despite this regulation, if a pedestrian cannot operate the pedestrian lights from the safety area, that pedestrian may cross to the far side of the carriageway when —

(a) the traffic-control signals display a circular green signal or a flashing circular yellow signal, or there is no circular red signal showing; and

(b) it is safe to do so.

Red pedestrian light

(pedestrian symbol in red)

Green pedestrian light

(pedestrian symbol in green)

[Regulation 197 amended: Gazette 22 Dec 2006 p. 5821; 31 Dec 2013 p. 6567; SL 2020/253 r. 28.]

A12. 5 Crossing carriageway with traffic-control signals that do not include pedestrian lights

(1) This regulation applies to a pedestrian approaching or at an intersection, or another place on a carriageway, with traffic-control signals that do not include pedestrian lights.

(2) If the traffic-control signals show a circular red signal or a circular yellow signal and the pedestrian has not already started crossing the intersection or carriageway, the pedestrian must not start to cross until traffic-control signals show a circular green signal or a flashing circular yellow signal, or there is no circular red signal showing.

Modified penalty: 1 PU

(3) If, while the pedestrian is crossing the carriageway, the traffic-control signals change to a circular red signal or a circular yellow signal, the pedestrian must not stay on the carriageway for longer than necessary to cross safely to the nearer (in the direction of travel of the pedestrian) of the following:

(a) a dividing strip or traffic island, forming part of the area set aside or used by pedestrians to cross the carriageway at the intersection or place (the safety area*);*

(b) the nearest side of the carriageway.

Modified penalty: 1 PU

(4) If, under subregulation (3), a pedestrian crosses to "the safety area", the pedestrian must remain in "the safety area" until the traffic-control signals change to a circular green signal or a flashing circular yellow signal, or there is no circular red signal showing.

Modified penalty: 1 PU

[Regulation 198 amended: Gazette 22 Dec 2006 p. 5821; SL 2020/253 r. 28.]

A12. 6 Crossing carriageway on or near crossing for pedestrians

(1) A pedestrian must not cross a carriageway, or part of a carriageway, within 20 m of a children's crossing, marked foot crossing or pedestrian crossing on the carriageway, except at the crossing or another crossing, unless the pedestrian is —

(a) crossing at an intersection with traffic-control signals and a "pedestrians may cross diagonally" sign; or

(b) crossing in a shared zone; or

(c) crossing a carriageway, or a part of a carriageway, from which vehicles are excluded, either permanently or temporarily; or

(d) alighting from or boarding a public bus in a bus stop, bus zone or other authorised stopping place.

Modified penalty: 1 PU

(2) A pedestrian must not stay on a children's crossing, marked foot crossing or pedestrian crossing on a carriageway for longer than necessary to cross the carriageway safely.

Modified penalty: 1 PU

(3) Subregulation (2) does not apply to a person who is helping pedestrians cross a carriageway at a children's crossing, marked foot crossing or pedestrian crossing.

Pedestrians may cross diagonally sign

(pedestrian in green)

Note There is another permitted version of this sign.

[Regulation 199 amended: SL 2020/253 r. 28.]

A12. 7 Crossing level crossing

(1) A pedestrian must not cross a railway line at a level crossing unless —

(a) there is a path, bridge or other structure designed for the use of pedestrians at the crossing and the pedestrian uses it; or

(b) there is no path, bridge or other structure designed for the use of pedestrians at, or within 20 m of, the crossing.

Modified penalty: 1 PU

(2) A pedestrian must not cross a railway line at a level crossing if —

(a) warning lights (for example, twin alternating red lights, red pedestrian lights or rotating red lights) are illuminated or flashing, or warning bells are ringing; or

(b) a gate, boom or barrier at the crossing is closed, or is opening or closing; or

(c) a train is on or entering the crossing; or

(d) a train approaching the crossing can be seen from the crossing or is sounding a warning, and there would be a danger of the pedestrian being struck by the train if the pedestrian entered the crossing; or

(e) the crossing, or the carriageway beyond the crossing, is blocked.

Modified penalty: 2 PU

Example for subregulation (2)(e)

The crossing, or the carriageway beyond the crossing, may be blocked by congested traffic, a disabled vehicle, a collision between vehicles or between a vehicle and a pedestrian, or by stock on the carriageway.

(3) If a pedestrian has started to cross a railway line at a level crossing and —

(a) warning lights (for example, twin alternating red lights, red pedestrian lights or rotating red lights) are illuminated or start flashing, or warning bells start ringing; or

(b) a gate, boom or barrier at the crossing starts to close,

the pedestrian must get off the railway line without delay.

[Regulation 200 amended: Gazette 22 Dec 2006 p. 5821; 4 Jun 2010 p. 2398; SL 2020/253 r. 28.]

A12. 8 Pedestrians not to cause obstruction

(1) A person must not unreasonably obstruct or prevent the free passage of any other pedestrian or a vehicle upon a path or carriageway.

Modified penalty: 2 PU.

(2) In subregulation (1), a pedestrian does not unreasonably obstruct the path of another pedestrian only by travelling more slowly than other pedestrians.

[Regulation 201 amended: Gazette 22 Dec 2006 p. 5819; SL 2020/253 r. 28.]

A12. 9 Pedestrians travelling along carriageway (except in or on wheeled recreational device, motorised scooter or wheeled toy)

(1) A pedestrian must not proceed along a carriageway where there is a footpath or nature strip adjacent to the carriageway and it is in a fit condition for use.

Modified penalty: 1 PU

(2) A pedestrian must not proceed along a carriageway abreast of more than one other pedestrian, except in a procession or parade authorised under a written law.

Modified penalty: 1 PU

(3) A pedestrian travelling along a carriageway —

(a) must, where practicable, travel on the carriageway, or on the side of the carriageway, used by vehicles travelling in the opposite direction and keep as far to the right side of the carriageway as is practicable; and

(b) must not travel on the carriageway alongside more than one other pedestrian or vehicle travelling on the carriageway in the same direction as the pedestrian, unless the pedestrian is overtaking other pedestrians.

Modified penalty: 1 PU

(4) Despite subregulation (3), where a vehicle approaches a pedestrian on a carriageway, on the same side as the pedestrian, then the pedestrian must, if possible,

immediately move off the carriageway, and must not move back onto the carriageway, until the vehicle has passed him or her.

Modified penalty: 1 PU

(5) Nothing in this regulation applies in respect of —

(a) a carriageway from which vehicles are for the time being excluded; or

(b) a carriageway that is a shared zone.

(6) In this regulation —

pedestrian *does not include a person in or on a wheeled recreational device, a motorised scooter or wheeled toy.*

A12. 10 Pedestrians on part of path designated for bicycles only

(1) A pedestrian must not be on a bicycle path, or the part of a separated footpath designated for the use of bicycles, unless the pedestrian —

(a) is crossing that path by the shortest safe route; and

(b) does not stay on that path for longer than necessary to cross the path safely.

Modified penalty: 1 PU

(2) Despite subregulation (1), a pedestrian may be on a bicycle path, or the part of a separated footpath designated for the use of bicycles, if —

(a) the pedestrian is —

(i) in, or pushing, a wheelchair; or

(ii) travelling in or on a motorised scooter or wheeled recreational device; and

(b) there is no traffic sign, or information on or with a traffic sign, applying to the bicycle path or separated footpath that indicates that a pedestrian of a type described in paragraph (a) is not permitted to use that part of the path.

(3) A pedestrian who is crossing a bicycle path or the part of a separated footpath designated for the use of bicycles must keep out of the path of any rider of a bicycle or electric rideable device, or any pedestrian who is permitted under subregulation (2) to be on that part of the path.

Modified penalty: 1 PU

Bicycle path sign

End bicycle path sign

Separated footpath sign

End separated footpath sign

No bicycles sign

(circle and slash in red)

End no bicycles sign

(circle and slash in red)

Note There are a number of other permitted versions of these signs.

Note The "separated footpath" sign may have the pedestrian symbol and the bicycle symbol reversed.

A12. 11 Wheeled recreational devices, motorised scooters and wheeled toys prohibited on certain carriageways and where no wheeled devices signs apply

(1) A person must not travel in or on a wheeled recreational device, motorised scooter or wheeled toy —

(a) on a carriageway with a dividing line or median strip; or

(b) on a one-way carriageway with more than one marked lane; or

(c) on a carriageway with a speed limit exceeding 50 km/h.

Modified penalty:

(a) where the person is travelling on a carriageway with a speed limit exceeding 70 km/h — 10 PU

(b) in any other case — 1 PU

(1A) For the purposes of subregulation (1)(c) and the Modified penalty in subregulation (1), if the person is in a speed zone that begins with a variable illuminated speed limit sign, the reference to the speed limit is taken to be a reference to the speed limit applicable to the zone when the person enters the zone.

[(2) deleted]

(3) A person travelling in or on a wheeled recreational device, motorised scooter or wheeled toy on a road must not travel past a "no wheeled devices" sign.

Modified penalty: 1 PU

(4) Subregulation (1) does not apply to a person who is crossing a carriageway in or on a wheeled recreational device, motorised scooter or wheeled toy, if the person —

(a) crosses the carriageway by the shortest safe route; and

(b) does not stay on the carriageway longer than necessary to cross the carriageway safely.

(5) Subregulation (1) does not apply to a person who is travelling in or on a wheeled recreational device, motorised scooter or wheeled toy on a carriageway if —

(a) it is necessary to travel on the carriageway to avoid an obstruction; and

(b) the person does not travel on the carriageway for longer than necessary to avoid the obstruction.

No wheeled devices signs

[Regulation 206 amended: Gazette 16 Nov 2001 p. 5990; 29 Dec 2006 p. 5922 and 5924-5; 13 Nov 2009 p. 4598-9; SL 2020/184 r. 22; SL 2020/253 r. 22; SL 2021/200 r. 48.]

A12. 12 Travelling in or on wheeled recreational device, motorised scooter or wheeled toy on carriageway

A person travelling in or on a wheeled recreational device, motorised scooter or wheeled toy on a carriageway —

(a) must keep as far to the left side of the carriageway as is practicable; and

(b) must not travel alongside more than one other pedestrian or vehicle travelling on the carriageway in the same direction as the person, unless the person is overtaking other pedestrians.

Modified penalty: 1 PU

[Regulation 207 amended: Gazette 29 Dec 2006 p. 5925; SL 2020/253 r. 28.]

A12. 13 Travelling in or on wheeled recreational device, motorised scooter or wheeled toy on footpath or shared path

A person travelling in or on a wheeled recreational device, motorised scooter or wheeled toy on a footpath or shared path must —

(a) keep to the left of the footpath or shared path unless it is impracticable to do so; and

(b) give way to any pedestrian (except a person travelling in or on a wheeled recreational device, motorised scooter or wheeled toy) who is on the footpath or shared path.

Modified penalty: 1 PU

Shared path sign

End shared path sign

Note There are a number of other permitted versions of these signs.

A12. 14 Travelling in or on wheeled recreational device or motorised scooter on separated footpath or bicycle path

(1) A person travelling in or on a wheeled recreational device or motorised scooter must not be on a part of a separated footpath designated for the use of pedestrians unless the person —

(a) is crossing the separated footpath by the shortest safe route; and

(b) does not stay on the separated footpath for longer than necessary to cross the separated footpath safely.

Modified penalty: 1 PU

(2) A person travelling in or on a wheeled recreational device or motorised scooter on a bicycle path, or a part of a separated footpath designated for the use of bicycles, must keep out of the path of any rider of a bicycle, EPT or electric rideable device.

Modified penalty: 1 PU

[Regulation 209 amended: Gazette 29 Dec 2006 p. 5925; 12 Apr 2013 p. 1534; SL 2020/253 r. 28; SL 2021/200 r. 49.]

A12. 15 Protective helmets to be worn on motorised scooters

(1) In this regulation —

protective helmet *means a helmet that is, or is of a standard or type that is, approved by the CEO, for the purposes of regulation 222, by notice in the Gazette.*

(2) A person must not travel on a motorised scooter on a road or any path unless that person is wearing a protective helmet securely fastened on his or her head.

Modified penalty: 1 PU

[Regulation 209A inserted: Gazette 29 Dec 2006 p. 5923; amended: Gazette 23 Dec 2014 p. 4928; SL 2020/253 r. 28.]

A12. 16 Travel in hours of darkness or in hazardous weather

(1) A person must not travel in or on a wheeled recreational device or wheeled toy on a road during the hours of darkness or in hazardous weather conditions causing reduced visibility.

Modified penalty: 1 PU

(2) A person must not ride a motorised scooter on a road during the hours of darkness, or in hazardous weather conditions causing reduced visibility, unless the scooter or the rider displays —

(a) a flashing or steady white light that is clearly visible for at least 200 m from the front of the scooter; and

(b) a flashing or steady red light that is clearly visible for at least 200 m from the rear of the scooter; and

(c) a red reflector that is clearly visible for at least 50 m from the rear of the scooter when light is projected onto it by a motor vehicle's headlight on low-beam; and

(d) 2 yellow side reflectors.

Modified penalty: 1 PU

A12. 17 Towing of wheeled recreational devices, motorised scooters and toys

(1) A person travelling in or on a wheeled recreational device, motorised scooter or wheeled toy must not attach himself or herself to, or permit himself or herself to be drawn by, any other vehicle.

Modified penalty: 2 PU

(2) A person must not travel in or on a wheeled recreational device, motorised scooter or wheeled toy within 2 m of the rear of a motor vehicle, over a distance of more than 200 m.

Modified penalty: 2 PU

(3) The driver of a vehicle must not permit a person travelling in or on a wheeled recreational device, motorised scooter or wheeled toy to attach himself or herself to, or be drawn by, the vehicle.

Modified penalty: 2 PU

[Regulation 210 amended: Gazette 29 Dec 2006 p. 5925; SL 2020/253 r. 28.]

A12. 18 Proper control of motorised scooters

A person must not on any road or path —

(a) travel on a motorised scooter while under the influence of alcohol, drugs or alcohol and drugs to such an extent as to be incapable of having proper control of the motorised scooter; or

(b) travel on a motorised scooter recklessly or without due care and attention.

Modified penalty: 2 PU

[Regulation 210A inserted: Gazette 29 Dec 2006 p. 5923; amended: SL 2020/253 r. 28.]

A 13. Provisions for Active Transport and Micromobility Regulations: A comprehensive overview

There is a specific part within Road Traffic Code 2000, part 15, that determines specific rules that are specifically for AT and Micromobility. The followings are all the items under Division 1- Bicycles and electric rideable devices:

A13. 1 Electric rideable devices prohibited on certain carriageways

(1) A person must not ride an electric rideable device —

(a) on a carriageway with a dividing line or median strip; or

(b) on a one-way carriageway with more than 1 marked lane; or

(c) on a carriageway with a speed limit exceeding 50 km/h.

Modified penalty:

(a) if the person is riding on a carriageway with a speed limit exceeding 70 km/h — 10 PU

(b) in any other case — 2 PU

(2) Subregulation (1)(a) and (b) do not apply to a person riding in a bicycle lane with a speed limit not exceeding 50 km/h.

(3) Subregulation (1) does not apply to a person who is crossing a carriageway on an electric rideable device, if the person —

(a) crosses the carriageway by the shortest safe route; and

(b) does not stay on the carriageway longer than necessary to cross the carriageway safely.

(4) Subregulation (1) does not apply to a person who is riding an electric rideable device on a carriageway if —

(a) it is necessary to ride on the carriageway to avoid an obstruction; and

(b) the person does not ride on the carriageway for longer than necessary to avoid the obstruction.

(5) For the purposes of this regulation, if a person is in a speed zone that begins with a variable illuminated speed limit sign, a reference to the speed limit is taken to be a reference to the speed limit applicable to the zone when the person enters the zone.

A13. 2 Riding bicycles and electric rideable devices

(1) The rider of a bicycle must —

(a) be astride the rider's seat facing forward (except if the bicycle is not built to be ridden astride); and

(b) ride with at least one hand on the handlebars.

Modified penalty: 1 PU.

(2) The rider of an electric rideable device fitted with handlebars must ride with at least 1 hand on the handlebars.

A13. 3 Carrying persons or animals on bicycles or electric rideable devices

(1) A person must not use a bicycle to carry, at any one time, more persons than the number for which it is designed and equipped.

Modified penalty: 1 PU

(2) The rider of a bicycle must not carry a child in a child carrying seat on a bicycle unless the rider —

(a) is at least 16 years of age; and

(b) has an uninterrupted view to the front of the bicycle from a normal seated position; and

(c) has unhindered access to all equipment, required by this Part, to be fitted to the bicycle.

Modified penalty: 1 PU

(3) A passenger on a bicycle that is moving, or is stationary but not parked, must sit on a fitted seat designed for a passenger.

Modified penalty: 1 PU

(4) The rider of a bicycle must not ride with a passenger unless the passenger complies with subregulation (3).

Modified penalty: 1 PU

(5) The rider of an electric rideable device must not carry a passenger or animal on the electric rideable device.

Modified penalty: 1 PU

A13. 4 Riding in bicycle lane

Wherever a bicycle lane is provided as part of a carriageway, and is in a reasonable condition for use, a rider of a bicycle or electric rideable device must use that portion of a carriageway and no other.

A13. 5 Riding across a crossing

The rider of a bicycle or electric rideable device riding across a carriageway, or part of a carriageway, on a children's crossing, marked foot crossing or pedestrian crossing must —

(a) enter the crossing from the path connected to the crossing and not from the carriageway; and

(b) approach and ride on the crossing at a speed not exceeding 10 km/h; and

(c) keep to the left of the crossing unless it is impracticable to do so; and

(d) give way to any pedestrians on the crossing.

A13. 6 Entering bicycle storage area on bicycle or electric rideable device

(1) The rider of a bicycle or electric rideable device approaching a bicycle storage area at an intersection that has traffic-control signals showing a circular red signal or red arrow signal must not enter the bicycle storage area other than from a bicycle lane.

Modified penalty: 1 PU

(2) Subregulation (1) does not apply if the bicycle storage area does not have a bicycle lane leading into it.

A13. 7 Giving way while entering or in bicycle storage area

(1) When entering a bicycle storage area, the rider of a bicycle or electric rideable device must give way to —

(a) any vehicle that is in the area; and

(b) if the area is subject to green or yellow traffic-control signal — any motor vehicle that is entering or about to enter the area, unless the motor vehicle is turning in a direction that is subject to a red traffic arrow; and

(c) if the area forms part of a lane to which traffic-control signal arrows apply — any motor vehicle that is entering or about to enter the area at a time when those arrows are green or yellow.

(2) The rider of a bicycle or electric rideable device in a bicycle storage area that extends across more than one lane of a multi-lane carriageway must, if the area is subject to a green or yellow traffic signal, give way to a motor vehicle that is in any lane other than the lane that the bicycle or electric rideable device is directly in front of, unless the motor vehicle is turning in a direction that is subject to a red arrow signal.

A13. 8 Riding on wrong part of separated footpath

The rider of a bicycle or electric rideable device must not ride on a part of a separated footpath designated for the use of pedestrians only.

A13. 9 Paths

(1) For the purposes of this regulation, a bicycle or electric rideable device is abreast of another bicycle or electric rideable device if any part of it is by the side of any part of the other.

(2) The rider of a bicycle or electric rideable device on a path must give way to a pedestrian who is on, or is crossing, the path.

Modified penalty: 1 PU

(3) The rider of a bicycle or electric rideable device on a path must keep to the left of the path unless it is impracticable to do so.

Modified penalty: 1 PU

(4) *The rider of a bicycle or electric rideable device on a path must not ride so that the bicycle or electric rideable device is travelling abreast of any other bicycle or electric rideable device on the path.*

Modified penalty: 1 PU

(5) *Subregulations (3) and (4) do not prevent a rider from overtaking or passing other persons on the path.*

A13. 10 Riding to left of oncoming bicycles or electric rideable devices on path

The rider of a bicycle or electric rideable device riding on a path must keep to the left of any oncoming bicycle or electric rideable device rider on the path.

Modified penalty: 1 PU

A13. 11 No bicycles signs and markings

(1) *The rider of a bicycle or electric rideable device must not ride on a length of carriageway or path to which a "no bicycles" sign, or a "no bicycles" road marking, applies.*

Modified penalty: 1 PU

(2) *A "no bicycles" sign, or a "no bicycles" road marking, applies to a length of carriageway or path beginning at the sign or marking and ending at the nearest of the following:*

(a) *a "bicycle path" sign or "bicycle path" road marking;*

(b) *a "bicycle lane" sign;*

(c) *a "separated footpath" sign or "separated footpath" road marking;*

(d) *a "shared path" sign;*

(e) *an "end no bicycles" sign;*

(f) *the next intersection.*

No bicycles sign

(circle and slash in red)

Bicycle lane sign

Bicycle path sign

Separated footpath sign

Shared path sign

End no bicycles sign

(circle and slash in red)

A13. 12 No wheeled devices signs

A person riding an electric rideable device on a road must not travel past a "no wheeled devices" sign.

Modified penalty: 1 PU

No wheeled devices sign

A13. 13 Riders of bicycles and electric rideable devices not to cause obstruction

(1) *The rider of a bicycle or electric rideable device must not unreasonably obstruct or prevent the free passage of a vehicle or pedestrian by moving into the path of the vehicle or a pedestrian.*

Modified penalty: 1 PU

(2) *A person must not leave a bicycle or electric rideable device in or upon a road so as to become an obstruction.*

A13. 14 Towing of bicycles or electric rideable devices

(1) *The rider of a bicycle or electric rideable device must not attach themselves to, or permit themselves to be drawn by, any other vehicle.*

Modified penalty: 2 PU

(2) *The driver of a vehicle must not permit the rider of a bicycle or electric rideable device to attach themselves to, or be drawn by, the vehicle.*

A13. 15 Riding too close behind motor vehicle

A person must not ride a bicycle or electric rideable device within 2 m of the rear of a motor vehicle, over a distance of more than 200 m.

A13. 16 Riders of bicycles to wear and ensure passengers wear protective helmets

(1) *In this regulation and in regulation 223 (A13.19) —*

protective helmet *means a helmet that is, or is of a standard or type that is, approved by the CEO, for the purposes of this regulation, by notice in the Government Gazette.*

(2) *Except as provided in this regulation, a person must not ride a bicycle on a road or any path unless —*

(a) *that person is wearing a protective helmet securely fastened on his or her head; and*

(b) *where any other person is being carried on that bicycle, that other person is wearing a protective helmet securely fastened on his or her head.*

Modified penalty: 1 PU

(3) *Subregulation (2) does not apply to a person who —*

(a) *is a member of a religious or cultural group and who is wearing a headdress customarily worn by members of that group, if the wearing of that headdress makes it impractical for a person to wear a protective helmet; or*

(b) *has been exempted in writing by the CEO from wearing a protective helmet for medical reasons and is complying with any terms and conditions of that exemption.*

(4) *The CEO may at any time, by notice in writing to the person, amend or revoke an exemption granted under subregulation (3)(b).*

(5) *Subregulation (2)(b) does not apply to a person riding a three or four-wheeled bicycle who is carrying a paying passenger.*

A13. 17 Passengers on bicycles to wear protective helmets

(1) *In this regulation —*

protective helmet *has the meaning given in regulation 222(1) (A13.16).*

(2) *A person must wear a protective helmet securely fastened on his or her head when being carried as a passenger on a bicycle.*

Modified penalty: 1 PU

[(3) deleted]

(4) Subregulation (2) does not apply to a person who is exempt from wearing a protective helmet under the provisions of regulation 222(3) (A13.16).

(5) Subregulation (2) does not apply to a paying passenger on a three or four-wheeled bicycle.

A13. 18 Riders of electric rideable devices to wear protective helmets

(1) In this regulation —

***protective helmet (bicycle)** means a protective helmet as defined in regulation 222(1) (A13.16);*

***protective helmet (motorcycle)** means a protective helmet as defined in regulation 244(1) (A13.20).*

(2) A person must not ride an electric rideable device on a road or path unless the person is wearing a protective helmet (bicycle) or protective helmet (motor cycle) securely fastened on the person's head.

Modified penalty: 1 PU

(3) Subregulation (2) does not apply to a person who —

(a) is a member of a religious or cultural group and who is wearing a headdress customarily worn by members of that group, if the wearing of that headdress makes it impractical for a person to wear a protective helmet in accordance with subregulation (2); or

(b) has been exempted in writing by the CEO from wearing a protective helmet in accordance with subregulation (2) for medical reasons, and is complying with any terms and conditions of that exemption.

(4) The CEO may at any time, by notice in writing to the person, amend or revoke an exemption granted under subregulation (3)(b).

A13. 19 Riding with person on bicycle trailer

(1) The rider of a bicycle must not tow a bicycle trailer with a person in or on the bicycle trailer, unless —

(a) the rider is 16 years of age, or older; and

(b) the person in or on the bicycle trailer is under 10 years of age; and

(c) the bicycle trailer can safely carry the person; and

(d) the person in or on the bicycle trailer is wearing a protective helmet securely fitted and fastened on the person's head.

(2) Subregulation (1)(d) does not apply to a person who is exempt from wearing a protective helmet under the provisions of regulation 222(3) (A13.16).

(3) In this regulation —

***bicycle trailer** means a vehicle that is built to be towed, or is towed, by a bicycle;*

protective helmet has the meaning given in regulation 222(1) (A13.16).

A13. 20 Lights and other equipment on bicycles and electric rideable devices

(1A) In this regulation —

warning device means a bell, horn or similar audible warning instrument.

(1) A person must not ride a bicycle or electric rideable device during the hours of darkness, or in hazardous weather conditions causing reduced visibility, unless the bicycle or electric rideable device, or the rider, displays —

(a) a flashing or steady white light that is clearly visible for at least 200 m from the front of the bicycle or electric rideable device; and

(b) a flashing or steady red light that is clearly visible for at least 200 m from the rear of the bicycle or electric rideable device; and

(c) a red reflector that is clearly visible for at least 50 m from the rear of the bicycle or electric rideable device when light is projected onto it by a motor vehicle's headlight on low-beam.

Modified penalty: 2 PU

(2A) A person must not ride a bicycle during the hours of darkness, or in hazardous weather conditions causing reduced visibility, unless the bicycle has affixed, to each wheel, 2 yellow side reflectors complying with the requirements for reflectors in Australian Standard AS 1927-1998 (Pedal Bicycle-Safety Requirements) and Australian Standard AS 2142-1978 (Specification for Reflectors for Pedal Bicycles).

Modified penalty: 1 PU

(2B) A person must not ride a bicycle during the hours of darkness, or in hazardous weather conditions causing reduced visibility, unless the bicycle has affixed, to both sides of each pedal, yellow pedal reflectors complying with the requirements for reflectors in Australian Standard AS 2142-1978 (Specification for Reflectors for Pedal Bicycles).

Modified penalty: 1 PU

(2C) A person must not ride a bicycle or electric rideable device that has affixed a reflector capable of reflecting red light in the forward direction.

Modified penalty: 1 PU

(2) A person must not ride a bicycle that does not have —

(a) at least one effective brake; and

(b) a warning device in working order.

Modified penalty: 2 PU

(3) A person must not ride an electric rideable device during the hours of darkness, or in hazardous weather conditions causing reduced visibility, unless the device or the rider displays 2 yellow side reflectors.

Modified penalty: 1 PU

(4) *A person must not ride an electric rideable device that does not have a warning device in working order, unless because of the design of the electric rideable device it is not practicable for it to be fitted with a warning device.*

Modified penalty: 2 PU

A13. 21 Red bicycle crossing lights

Except as provided in regulation 43B, the rider of a bicycle or electric rideable device on or approaching a carriageway with bicycle crossing lights must not cross or enter that carriageway if —

(a) *a static red bicycle crossing light facing the rider is displayed; or*

(b) *a red bicycle crossing light facing the rider is flashing.*

Modified penalty: 1 PU

Example

Red bicycle crossing light

(bicycle symbol in red)

Light E-Micromobility bicycle crossing light

(bicycle symbol in Light E-Micromobility)

A13. 22 Stopping for yellow bicycle crossing light

(1) *If the rider of a bicycle or electric rideable device is approaching bicycle crossing lights showing a yellow bicycle crossing light and the rider can stop safely before reaching the bicycle crossing lights, the rider must stop before reaching the lights.*

Modified penalty: 1 PU

(2) *If the rider of a bicycle or electric rideable device has stopped before reaching bicycle crossing lights showing a yellow bicycle crossing light, and the lights change to red, the rider must not proceed until —*

(a) *the bicycle crossing lights change to Light E-Micromobility ; or*

(b) *neither a red nor a yellow bicycle light is showing.*

Modified penalty: 2 PU

Yellow bicycle crossing light

(bicycle symbol in yellow)

A13. 23 Proceeding when bicycle crossing lights change to yellow or red

(1) If bicycle crossing lights at an intersection change from Light E-Micromobility to yellow while a rider of a bicycle or electric rideable device is in the intersection, the rider must finish crossing the intersection as soon as the rider can do so safely.

Modified penalty: 1 PU

(2) If bicycle crossing lights at a place on a carriageway where the rider of a bicycle or electric rideable device is crossing the carriageway change from green to yellow while the rider is on the carriageway, the rider must cross the carriageway as soon as the rider can do so safely.

Modified penalty: 1 PU

(3) If bicycle crossing lights at an intersection change from green to red (static or flashing) while a rider of a bicycle or electric rideable device is in the intersection, the rider must proceed to the nearest kerb, island or median strip in the direction of travel of the rider and not continue crossing the intersection until the bicycle crossing lights are green.

Modified penalty: 1 PU

(4) If bicycle crossing lights at a place on a carriageway where the rider of a bicycle or electric rideable device is crossing the carriageway change from green to red (static or flashing) while the rider is on the carriageway, the rider must proceed to the nearest kerb, island or median strip in the direction of travel of the rider and not continue crossing the carriageway until the bicycle crossing lights are green .

Modified penalty: 1 PU

(5) Despite this regulation, if a rider cannot operate the bicycle crossing lights from a kerb, island or median strip, that rider may cross to the far side of the carriageway when —

(a) the traffic-control signals display a circular green signal or a flashing circular yellow signal, or there is no circular red signal showing; and

(b) it is safe to do so.

A13. 24 Minimum age to ride power assisted pedal cycle or electric rideable device

(1) *A person who is under 16 years of age must not ride a power assisted pedal cycle with the power assistance engaged.*

Modified penalty: 1 PU

(2) *A person who is under 16 years of age must not ride an electric rideable device with its motor, or any of its motors, engaged.*

Modified penalty: 1 PU

A13. 25 Proper control of bicycles and electric rideable devices

A person must not on any road or path —

(a) *ride a bicycle or electric rideable device while under the influence of alcohol, drugs or alcohol and drugs to such an extent as to be incapable of having proper control of the bicycle or electric rideable device; or*

(b) *ride a bicycle or electric rideable device recklessly or without due care and attention.*

A13. 26 Electric rideable device must not have sharp protrusions

A person must not ride an electric rideable device on a road if any part of the device, or any object fitted to the device, has a point or sharp edge the presence of which is likely to increase the risk of injury to any person.

The following are all items under Division 2 — Electric personal transporters (EPTs)

A13. 27 Terms used

In this Division —

commercial operator *or* ***operator*** *means a person who hires out an EPT for reward or commercial gain;*

protective helmet *has the meaning given in regulation 222(1);*

staff member*, of a commercial operator, includes an employee, agent or contractor of the operator;*

supervised tour *has the meaning given in regulation 230L(1)(a).*

A13. 28 EPTs and EPT use areas

(1) *The Minister, by notice published in the Gazette, may —*

(a) *declare a standard, or type, of appropriate vehicle described in the notice as an electric personal transporter; and*

(b) *declare an area described in the notice as an electric personal transporter use area; and*

(c) *vary or revoke a previous notice under this regulation.*

(2) *In subregulation (1)(a) —*

***appropriate vehicle** means a vehicle that has one or 2 wheels, that balances itself and is built to be powered primarily or entirely by an electric motor that forms part of the vehicle.*

A13. 29 EPTs to be ridden in EPT use areas only

A person must not ride an EPT other than in an EPT use area.

Modified penalty: 2 PU

A13. 30 Riders to be at least 12 years of age

A person must not ride an EPT unless the person is at least 12 years of age.

A13. 31 EPT to be supplied and supervised by commercial operator

A person must not ride an EPT unless the person is riding with the permission of the commercial operator who has supplied the EPT to the person and —

(a) *the person is taking part in a ride that —*

(i) *is part of; or*

(ii) *in preparation for,*

a supervised tour that is provided by the operator and supervised by the operator or a staff member of the operator; or

(b) *the person is being trained in the use of the EPT by the operator or a staff member of the operator.*

Modified penalty: 2 PU

A13. 32 Riders to wear protective helmets

A person must not ride an EPT unless the person is wearing a protective helmet securely fastened on his or her head.

Modified penalty: 2 PU

A13. 33 Towing of EPTs prohibited

(1) *The rider of an EPT must not attach himself or herself or the EPT to, or permit himself or herself or the EPT to be drawn by, or to draw, any other vehicle.*

Modified penalty: 2 PU

(2) *The driver of a vehicle must not permit the rider of an EPT to attach himself or herself or the EPT to, or be drawn by, or to draw, the vehicle.*

Modified penalty: 2 PU

A13. 34 Riding EPTs

(1) *A person must not ride an EPT on a dividing strip or median strip.*

Modified penalty: 2 PU

(2) *A person riding an EPT must —*

(a) *keep to the left of any path the rider is on, except when the rider is overtaking; and*

(b) *give way to all pedestrians, including pedestrians riding wheeled recreational devices.*

Modified penalty: 2 PU

A13. 35 No passengers or animals on EPTs

A person riding an EPT must not carry a passenger or animal on the EPT.

Modified penalty: 2 PU

A13. 36 EPT rider not to cause obstruction

(1) *An EPT rider must not unreasonably obstruct or prevent the free passage of any other EPT rider, a pedestrian or a vehicle by moving into the path of a vehicle or a pedestrian.*

(2) *A person must not leave an EPT in or upon a road so as to become an obstruction.*

Modified penalty: 2 PU

The following are all items under Division 3 — Provision for commercial operators of EPTs

A13. 37 EPTs not to be able to exceed 10 km/h and to be fitted with warning devices

(1) *A commercial operator must ensure that each EPT supplied to a rider by the operator cannot travel at a speed exceeding 10 km/h.*

Modified penalty: 2 PU

(2) *A commercial operator must ensure that each EPT supplied by the operator to a person is fitted with a bell, horn, or similar warning device, in working order.*

Modified penalty: 2 PU

A13. 38 EPTs only to be for supervised tours or during training for supervised tours

(1) *A commercial operator must ensure that a person does not ride an EPT supplied by the operator unless —*

(a) *the person is taking part in a ride that —*

(i) *is part of; or*

(ii) *in preparation for,*

a tour (a supervised tour*) that is provided by the operator and supervised by the operator or a staff member of the operator; or*

(b) *the person is being trained in the use of the EPT by the operator or a staff member of the operator, in accordance with subregulation (2).*

Modified penalty: 2 PU

(2) *A commercial operator must not supply an EPT to a person to ride in a supervised tour provided by the operator unless the operator or a staff member of the operator has —*

(a) *trained the person in the use of the EPT, including getting on and off the EPT, stopping and starting the EPT, riding on slopes, managing intersections and various types of driving conditions; and*

(b) *assessed the person as competent to ride the EPT.*

Modified penalty: 2 PU

A13. 39 Supervised tours

(1) *A commercial operator must ensure that —*

(a) *each supervised tour provided by the operator is undertaken only during daylight hours; and*

(b) *there is a minimum of one staff member to 10 EPT riders on each supervised tour provided by the operator.*

Modified penalty: 2 PU

(2) *A commercial operator must ensure that each EPT rider on each supervised tour provided by the operator is aware —*

(a) *of the provisions of Subdivision 2; and*

(b) *that a failure to comply with provisions of that Subdivision may expose the rider to a penalty under this Code.*

Modified penalty: 2 PU

(3) *A commercial operator must ensure that each rider on a supervised tour provided by the operator is monitored for compliance with Subdivision 2.*

Modified penalty: 2 PU

A13. 40 Records to be kept and supplied on demand

(1) *A commercial operator must keep records about the following —*

(a) *any loss, damage, injury or death to people or property caused by the operator or a staff member in relation to the operation of an EPT supplied by the operator or by anyone else arising in relation to the use of an EPT;*

(b) *any failure by the operator or a staff member to comply with this Subdivision;*

(c) *any failure by a rider to comply with a provision of Subdivision 2.*

Modified penalty: 2 PU

(2) *At the written request of the CEO, a commercial operator is to provide a report (in the form, if any, approved by the CEO) to the CEO, about all or any of the matters mentioned in subregulation (1).”*

The following are all items *related to AT* under *Part 18- Miscellaneous provisions*
Division *1 — Miscellaneous* Provision for *drivers*

A13. 41 Driving on paths

(1)A person must not drive a vehicle on a path.

Modified penalty: 2 PU

(2) Subregulation (1) does not apply to —

(d) a person wheeling a bicycle, electric rideable device or motorised scooter, if the person is completely dismounted; or

(e) a person riding a bicycle, electric rideable device or motorised scooter on a path; or

(4)The driver of a vehicle driving on a path (except the rider of a bicycle, electric rideable device or motorised scooter) must give way to all other persons, and to animals, on the path.

Points: 3 Modified penalty: 2 PU

(5) This regulation does not apply to the rider of an animal riding the animal on a footpath.

A13. 42 Driving on nature strip

(1) A person must not drive a vehicle on a nature strip adjacent to a length of carriageway in a built-up area, unless the driver is —

(e)riding a bicycle, electric rideable device, motorised scooter or animal; or

(f)driving a ride-on lawnmower that is cutting grass on the nature strip; or

A13. 43 Use of visual display units etc. in vehicle

(1) A driver must not drive a vehicle that has a television receiver or visual display unit in or on the vehicle operating while the vehicle is moving, or is stationary but not parked, if any part of the image on the screen —

(2)Subregulation (1) does not apply to a driver if —

(ba)the driver is the rider of a motor cycle, bicycle, motorised scooter or electric rideable device and the visual display unit is, or is part of, a driver's aid and is attached to the rider's arm (but not hand-held); or

A13. 44 Exemption for certain vehicles displaying flashing warning lights

(1) Regulation 193 (prohibiting the use, on a vehicle, of a light displaying intermittent flashes) does not extend to —

(e)the use on a motorised scooter, bicycle or electric rideable device of a flashing light in compliance with, or if permitted by, regulation 209B(2) or 224(1).

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