Australian Government Funding: $47.5 million
Including $32.3 million from the Australian Government’s Infrastructure Investment Program.
Western Australian Government contribution: $47.5 million
Local Council contribution: $10.0 million
Total: $105.0 million

Project description
This program will design and construct high quality active and public transport infrastructure that will provide safe and convenient access for cyclists and pedestrians in and around the Perth CBD.
The new ‘Greenway’ Bridge across the Causeway will replace the out-dated shared path on the existing road bridge, providing a separate, modern 6-metre wide connection to the city.
A series of active transport projects across the Perth CBD, will include new and upgraded cycling and pedestrian lanes and paths. These projects will encourage cycling and walking in the city centre and around King’s Park and the river.

Jobs supported
• This project is expected to support 758 direct and indirect jobs.

Project benefits
Benefits include:
• Improved road safety for all road users.
• Reduced congestion and improved travel times.

Project timelines
• This project is expected to start in late 2020 and be finished by late 2023.
<table>
<thead>
<tr>
<th>Project name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Causeway Bridge</td>
<td>This project funds the design and construction of a new ‘Greenway’ bridge across the Swan River for cyclists and pedestrians. The 6 metre wide bridge will provide safe, high-quality infrastructure and encourage more people to ride and walk to and from the city. The Causeway Bridge is one of the busiest connections into the city. It provides an important traffic, walking and bike riding connection between the CBD and East Perth, Heirisson Island and the southeastern suburbs. The route also links two of the most popular recreational shared paths on the river’s north and south foreshores. The existing shared path along the Causeway is dangerous and no longer meeting the needs of users.</td>
</tr>
<tr>
<td>Wittenoom Street Bike Lanes</td>
<td>This project includes the detailed design and construction of the Wittenoom Street Bike Lanes, providing a new separated bike path. This first stage of an ultimate route of dedicated bike facilities lanes will extend east-west for about 1.75 km of a total 2.1 km. Ultimately connecting Barrack Street Bridge along the southern side of the rail line to Moore Street, this stage will implement the section from the rail line through to Lord Street and along Wittenoom and Nile Streets to Matagarup Bridge.</td>
</tr>
<tr>
<td>Bennett Street Bike Lanes</td>
<td>This project includes the detailed design and construction of the Bennett Street Bike Lanes, including protected bike lanes wherever possible. This project involves construction of a north-south city bike route connecting Riverside Drive and Royal Street.</td>
</tr>
<tr>
<td>Spring Street /Mounts Bay Road Bike Connection</td>
<td>This project includes the detailed design and construction of the Spring Street /Mounts Bay Road Bike Connection. This project involves construction of a protected bike lane along the length of Spring Street, starting at Mounts Bay Road.</td>
</tr>
<tr>
<td>Aberdeen Street Bike Lanes</td>
<td>This project involves the design and construction of bike lanes along Aberdeen Street to address gaps in the existing bike riding infrastructure and provide a continuous link between the two Principal Shared Paths of Mitchell Freeway Principal Shared Paths at Fitzgerald Street and the Midland Line Principal Shared Paths (near McIver Station).</td>
</tr>
<tr>
<td>Kings Park Road Shared Path</td>
<td>This project involves construction of an off-road shared path along the southern (park) side of Kings Park Road, between Thomas Street and Cliff Street. In consultation with the Botanic Gardens and Parks Authority, the existing draft concept plan will be updated to provide priority to path users where a side/access road crosses the path and to emphasise the connection to the existing Harvest Terrace shared path over Malcolm Street. This is primarily to provide a path for bike riding adjacent to Kings Park Road. It will be a separated facility.</td>
</tr>
<tr>
<td>Wellington Street Bike Lane Upgrade</td>
<td>This project would convert the existing surface treatment from black asphalt to red asphalt to address legibility and safety issues.</td>
</tr>
<tr>
<td>Roe Street Enhancement</td>
<td>This package would fund construction of the Roe Street improvements and includes road upgrades, wider footpaths, protected and separated uni-directional bike lanes, a narrower street corridor to reduce speed, new street trees, lighting, CCTV, paving and street furniture. This project complements the Perth City Link development, will better reconnect the CBD with Northbridge and facilitate regeneration of the area.</td>
</tr>
<tr>
<td>Trinity Shared Path</td>
<td>This project includes the detailed design and construction of the Trinity Shared Path. This project will install lighting and upgrade the existing shared path that connects the Causeway and Waterbank to Matagarup Bridge. This proposal upgrades an existing path that runs adjacent to Nelson Crescent through to Trinity Avenue and the Causeway. It runs both parallel to these roads and diverges to create the connection. Creating the connection is critical to achieving separation of modes from otherwise busy and constrained city streets and thus represents significant safety improvements.</td>
</tr>
</tbody>
</table>
### RAC Arena Bike Connection
In mid-April 2020, the bike path behind the RAC Arena was opened but gates were installed to close the path during events. This project will provide infrastructure to reduce bike rider speeds and reduce the risk of conflict between bike riders and pedestrians around the arena. It will improve the connectivity of existing bike riding infrastructure, the clarity of bike riding routes and provide more transport options for people attending events at the arena.

### Riverside Drive Shared Path (minor improvements)
This project will create a transitional separated bike path to accommodate the noticeable increase in bike riding activity along the riverfront, reducing conflicts between pedestrians and bike riders between Point Fraser and Elizabeth Quay. This contemplates the reallocation of existing road pavement to bike path.

### Perth Walklink
This project will enhance the pedestrian environment through the city’s core via a pedestrian route that improves amenity and activates the public realm, provides an experiential and comfortable walking experience. It will link North Metropolitan TAFE, the Perth Cultural Centre, Perth Central Station, and the Mall retail core, enabling an ultimate link through to Elizabeth Quay.

### Northbridge Laneways Upgrade
This project would be a joint exercise between the City of Perth and private industry to achieve pedestrianisation and activation of laneways that connect to the Perth Cultural Precinct. A contribution from Perth Parking Licensing Account to the development of a strategy and minor improvement works will be an important first step to a more vibrant pedestrianised and commercialised laneway.

### Parallel Walks Conversion Works
This package would see completion of the City of Perth parallel walk initiative which commenced in 2013 and the conversion of the remaining 12 non-parallel walk intersections across central Perth over the next two years. Completing these works will not only reduce waiting times for pedestrians but also provide consistent and legible infrastructure that will reduce risk of serious injury to both pedestrians and bike riders. They also increase intersection capacity for private vehicles and central Perth bus services.

### Bus Stop Upgrades
This package would fund upgrades for bus stops (including the installation of replacement bus shelters) in the Perth CBD.

### CBD Travel Demand Management Initiatives
This package includes the coordinated design and delivery of initiatives that manage travel demand in terms of when, how, where and why people travel to and from the Perth CBD.

The package aims to improve public transport patronage, sustain the recent increase in bike riding participation, improve the walking environment, and reduce private vehicle trips to, from and within the City with subsequent congestion management outcomes.