



CITY of PERTH

A stylized purple-toned illustration of the Perth skyline within a large arch. Below the skyline are silhouettes of a person on a bicycle and a person on a bicycle with a basket. The background is decorated with various cycling-related icons: a dashed arrow, a solid arrow, a gear, and a bicycle wheel. The main title is set against a white banner with a drop shadow.

CITY OF PERTH CYCLE PLAN 2029

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A pdf and accessible version of this document can be viewed and downloaded from the City of Perth website or by calling **+61 8 9461 3156**.

If you would like to receive updates on cycling and sustainable transport initiatives in the City please sign up by visiting: cityofperth.wa.gov.au/cycleplan

Photography Credits

In 2010, the City of Perth invited contribution of photographs through 'Pics for Pedals', a competition to capture the places and faces of cycling in the city. A number of images have been included in the Cycle Plan. The City thanks all cycling and photography enthusiasts for their participation in this promotion.

Special thanks also to Angelique Gerber, Jana Zivadinovic and the rest of the team from BikeWest at Department of Transport, for supplying a number of other images included within this document.

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Message from Lord Mayor - Lisa Scaffidi



Perth is in the midst of its own “Belle Époque” or Beautiful Era. It is an era that is epitomised by optimism and a desire to create a truly great capital city for Western Australia.

The City of Perth is 8.2 square kilometres and is currently home to approximately 18,000 residents, estimated to increase to around 35,000 by 2029. Adjoining local authorities are predicted to experience similar growth, with the projected populations of South Perth and Victoria Park set to significantly increase by 2029. Employment numbers are also predicted to increase substantially in the city from 110,000 to 130,000 by 2029. Several major projects will also be in progress or completed in the lifetime of the Cycle Plan, including the Perth City Link, Riverside and the Waterfront.

Through the adoption of our Vision 2029, we’ve made a clear commitment to ensuring the city develops into a place that we will be proud to pass on to future generations, a city that is successful, sustainable and vibrant.

Key to achieving this vision is encouraging alternative transport. Without investment in sustainable and active transport modes, an estimated \$2 billion dollars will be lost annually due to increased travel delays and fuel consumption, less efficient vehicle operation and poorer air quality. As our city grows, more congestion is noticeable. We are keen to encourage greater pedestrianisation and cycling as well as other modes of transport to improve the ability of moving around our city.

Promoting cycling as a mainstream and viable transport alternative is part of the

solution. The Cycle Plan 2029 outlines our plan to encourage more people (particularly women and city residents) to cycle as part of their everyday trips. We want to take cycling from a recreational or sporting activity to an integral part of everyday city life and for Perth to be seen as a cycle-friendly city and example of best practice.

There are a lot of positives to cycling:

- Cycling is good for individuals. It’s good for waistlines and wallets!
- Cycling is good for business. Those on bikes shop more regularly and locally.
- Cycling is good for the community. Getting people out of cars encourages engagement with others in their local area.
- Cycling is good for cities. And Perth is on the cusp of reaping the benefits being experienced around the world through shifts in mode choices.

I encourage you to take the time to read this document and learn about the future plans for cycling in Perth. I believe our cycling vision outlined in this plan will not only make cycling a viable transport alternative but will also significantly benefit Perth and enhance its appeal as a destination.

A handwritten signature in blue ink that reads "Lisa M Scaffidi". The signature is fluid and cursive, with a long horizontal stroke at the end.

Lisa M Scaffidi
Lord Mayor

City of Perth's Goals and Associated Actions

Introduction

The creation of a strategic cycle network and complementing infrastructure for cycling, alongside initiatives to educate other road users and integrate cycling, are important actions to create a cycle-friendly city.

The City of Perth hopes to promote a culture of everyday, civilised cycling to reinforce it as a popular and attractive mode choice – for those already cycling, and for those considering it.



City of Perth's Vision

By 2029, the City of Perth is a more cycle-friendly city with a balanced and sustainable movement system. Cycling is an attractive, convenient and popular option for commuting and recreation, contributing to the vitality and vibrancy of the City.

To achieve the City of Perth's Vision for a more cycle-friendly city the following goals have been developed.

Goals

- Cyclists of various abilities will have access to an integrated, accessible and safe strategic cycle network.
- The City of Perth will have an informed community that participate in cycling and both acknowledge and appreciate the environmental, economic and social benefits that cycling provides.

Actions

To achieve these goals the City of Perth will endeavour to:

- Create a strategic cycle network to introduce key east-west and north-south routes and implement complementing key infrastructure.
- Play an active role in the encouragement and promotion of cycling.
- Provide more education and training for all road users, and increase the viability of cycling to develop an inclusive and vibrant cycling culture.

The content of this plan, specific goals and associated actions have been informed by the following:

City of Perth 2011 Base Line Study

In 2011 the City of Perth conducted a base line study of the current cycling network, cycling infrastructure and resources available to cyclists within the city.

Audits conducted as part of this base line study identified the existing cycle network and highlighted important links that should be considered in the development of a new strategic cycle network. The existing cycle network in the city is shown in **figure 1**.

Information relating to the current provision for cyclists at intersections has emphasised the need to include increased and improved provision for cyclists in the new strategic cycle network.

Resources currently available to cyclists such as public end of trip facilities including secure and on street bicycle parking, water fountains, showers and lockers were also surveyed. To complement the new strategic cycle network increased and improved public and private end of trip facilities will be investigated in the plan. A pdf and accessible version of the City of Perth's 2011 Base Line Study detailing cycling in the city can be viewed and downloaded from the City of Perth website or by calling **+61 8 9461 3156**.

Initial Public Consultation

The City of Perth engaged in an initial public consultation exercise, where members of the public were asked to give their opinions on cycling in the city and what they would like the City of Perth to do to create a more cycle-friendly city.

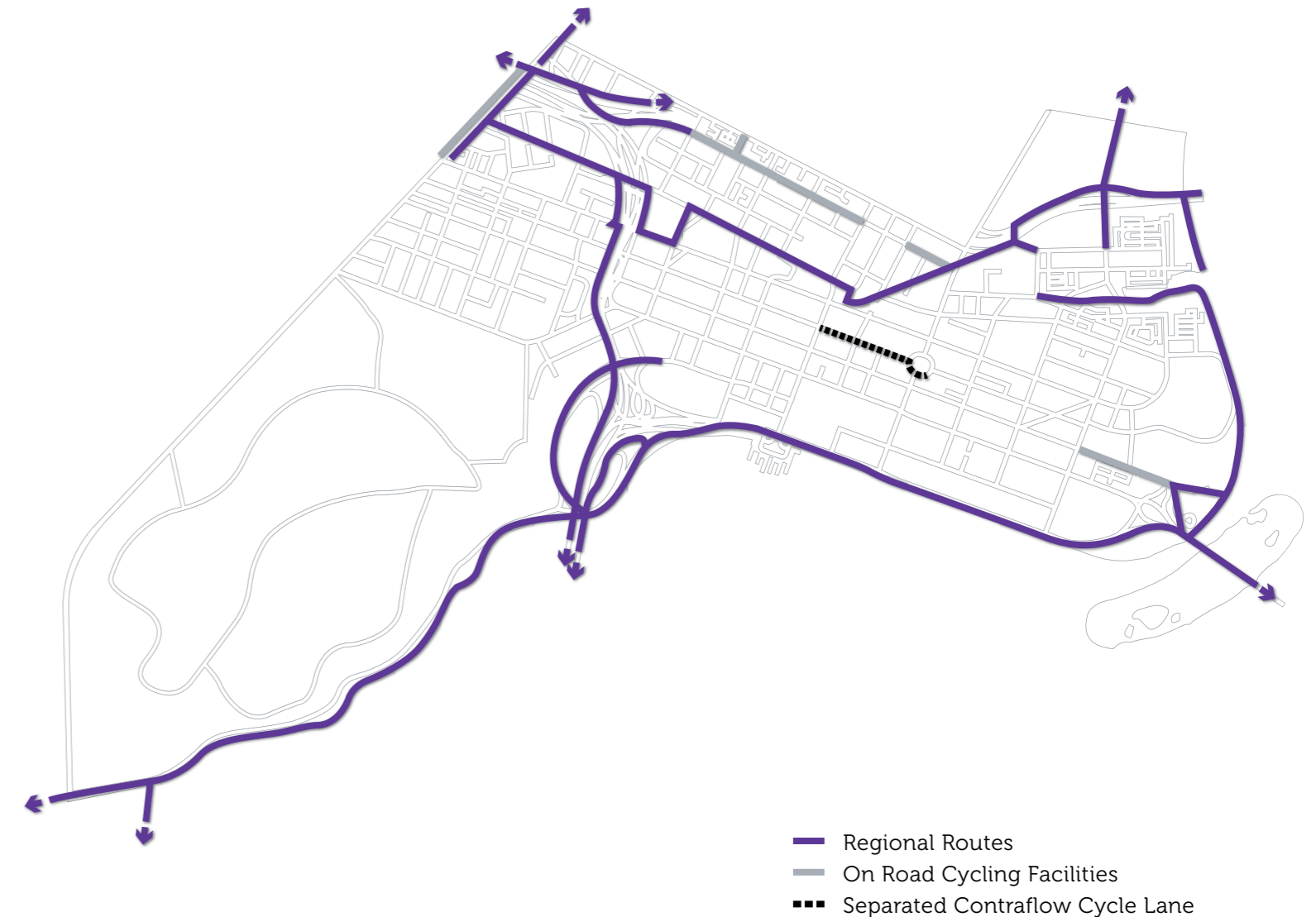
Public reaction and interest to create a more cycle-friendly city was encouraging.

Many suggestions were received on how to make an exemplary cycle-friendly city and for this reason the voice of the public is present throughout the plan.

Policy Context

Current national, state and local government policies relating to cycling have been taken into account, including the City of Perth's Urban Design Framework for the city.

Figure 1 - Existing Cycle Network



Achieving the Complete Development of a Strategic Cycle Network

“Perth City has excellent paths leading to the city, primarily along the train lines and river foreshore. My suggestion for improvement is to allow people to cycle safely into the city from these paths.”

Female, 25-34 yrs



The City of Perth anticipates that in realising its vision of a more cycle-friendly city the proposed strategic cycle network and complementing cycling infrastructure will be fully implemented and operational by 2029.

Goal

- Cyclists of various abilities will have access to an integrated, accessible and safe strategic cycle network.

Action

- Complete the strategic cycle network to introduce key east-west and north-south routes and implement complementing key infrastructure.

Strategic Cycle Network - Classification

Through application of the 'to-not through' design principle set out in the Urban Design Framework, the City proposes to develop the existing network to create a strategic, convenient and direct cycle network within the inner city. The following network classifications are proposed for the City of Perth:

Regional routes -

including the existing principal shared paths, recreational shared paths and shared paths. Regional routes, shown in figure 2, provide connections between major destinations in the wider metropolitan region and should be built to cater for high levels of cyclists.



City cycle routes -

these routes, shown in figure 2, will be typified by dedicated cycle lanes in a number of forms, including on road and separated lanes, and will connect regional routes and major destinations.



Integrated cycling routes - these are characterised by slow-speed bicycle friendly routes, shown in figure 2, that provide fine grain or direct connectivity to destinations in the urban environment. Cyclists will share the road with other users. In future, all local streets in the city will be reviewed for bicycle friendly improvements.



Pedestrian priority zones - these are areas with concentrated cultural, social and recreational uses. Vehicle access is significantly restricted. The zones, shown in figure 2, are predominantly pedestrian spaces that can accommodate slow-speed cycling. Urban design techniques are used to communicate appropriate riding behaviour.

Strategic Cycle Network - Design

Improving the current cycle network and associated infrastructure is important in order to encourage an increase in cycling numbers.

Treatment selection for specific routes and improvements to cycling infrastructure, such as provision at intersections, lighting and signage will be determined in the detailed implementation program.

Strategic Cycle Network - Maintenance

Maintaining the newly developed strategic cycle network and associated infrastructure is important in encouraging an increase in cycling numbers.

The City of Perth will investigate ways to proactively and consistently maintain the proposed strategic cycle network, whilst continuing to respond and resolve maintenance issues raised by the public.

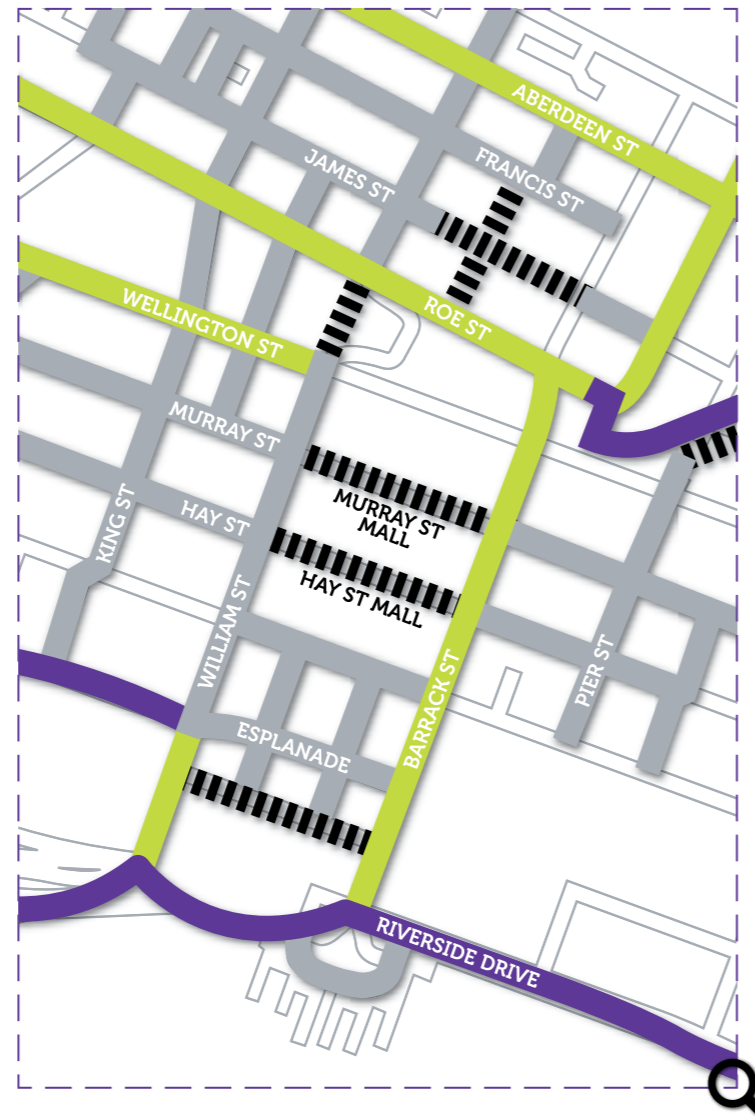


Figure 2 - Planned Cycling Network



Achieving the Targeted Increase in Cycling Participation



“All new buildings and renovations need to include showers, lockers and secure lock up facilities.”

Female, 35-44 yrs

The City of Perth anticipates that in realising its vision of a more cycle-friendly city the number of people cycling by 2016 will double, with numbers anticipated to treble by 2029.

Goal

The City of Perth will have an informed community that participates in cycling and both acknowledges and appreciates the environmental, economic and social benefits that cycling provides.

Actions

- Play an active role in the encouragement and promotion of cycling.
- Provide more education and training for all road users, and increase the viability of cycling to develop an inclusive and vibrant cycling culture.

Encouragement and Promotion

The City of Perth will actively seek to encourage specific types of cyclists and potential cyclists to cycle more often for short trips in the city.

Encouraging an increase in cycling levels will be a result of promotion developed and delivered by the City of Perth, which will focus around traditional routes including environmental events, as well as working within the health agenda and the Physical Activity Plan for the city.

Through a review of the City Planning Scheme 2 the City of Perth will actively encourage new developments to provide increased private end of trip facilities for employees wishing to cycle to work.

As well the City of Perth will promote cycling to a wider, less traditional 'cycling' audience.

Education and Training

Cycling education and training for all road users is extremely important as the City of Perth works towards encouraging more people to cycle.

The City of Perth is committed to the Towards Zero strategy for road safety, a framework that works to protect vulnerable road users, including cyclists.

The City of Perth will endeavour to develop and deliver education and training that will

complement the strategic cycle network and associated infrastructure upgrades in order to improve road safety.

The City of Perth will continue to investigate the development and delivery of key education and training around basic bicycle maintenance and security to instil confidence in cyclists.

Integrated Transport Programs and Projects

The City of Perth recognises the on-going importance of taking the viability of cycling as an alternative transport mode into account when planning new transport orientated projects for the city. For this reason the City of Perth will seek to undertake cycle audits on all major projects that have transport implications.

A number of initiatives already underway in the city such as the increase in secure and on-street

bicycle parking, two way streets implementation and reduced speed limits will ensure that the city becomes a permeable space that lends itself to being more cycle-friendly.



“Getting more cyclists on the roads and making drivers more tolerant. Also educating existing cyclists, so they are courteous on the ride, so cyclists don't have such a bad reputation.”

Male, 45-54 yrs

Implementation & Funding



“The City of Perth is recognised as a leader in having transformed Perth into a cycle friendly city.”

Male, 35-44 yrs

Implementation

An implementation program spanning the next five years has been developed to deliver a strategic cycle network and an increase in cycling participation within the City of Perth. The program will include specific activities, timeframes and costs for works.

Funding

The City has allocated financial resources over the next five years for the implementation of the Cycle Plan 2029.

For additional resources to supplement the allocated funding, applications will be made to federal and state government bodies.

Funding mechanisms available include the Perth Parking Licensing Account (commonly referred to as the Perth Parking Fund), which can be used for improvements in cycling access, the Perth Bicycle Network Grants from the Department of Transport, as well as Infrastructure Australia and Office of Road Safety Grants

What the City of Perth Intends to do for Cycling in the Future



“ The most important thing for me is having somewhere to lock my bike up at the end of the trip. ”

Female, 25-34 yrs

Monitoring

Monitoring progress towards the Cycle Plan 2029 goals is crucial to ensure the vision is realised. This monitoring will identify where additional activities may be required.

The City of Perth would like to use a variety of methods and sources in order to gain a complete understanding of the increase in cycling participation throughout the city and the impact of the implementation of the plan including:

- census data;
- Main Roads WA principal shared paths counters;
- Department of Transport Perth Bicycle Network monitoring;
- Super Tuesday counts; and
- various survey tools.

A summary of progress will be produced on a biennial basis, with the implementation program reviewed in full following completion of activities set out in the five year timeframe.

Future Activities - Bicycle Hire Schemes

Bicycle hire schemes are gaining in popularity around the world, in many cases successfully contributing to the various environmental, accessibility and economic development aims of local authorities.

Large scale bicycle hire schemes are relatively new in Australia, Melbourne launched such a scheme in June 2010 and Brisbane in October 2010. Legislation surrounding compulsory helmet usage has been cited as a deterrent to the success of these national bicycle hire schemes. Following major precinct renewal within the city combined with monitoring and evaluation of the benefits of these schemes to their respective cities, the City of Perth will produce a feasibility study into the implementation of a similar bicycle hire scheme in Perth.

Future Activities - Public End of Trip Facilities

The projected increases to the population and workforce of the City of Perth, combined with the development of a strategic cycle network and corresponding increase in cycling participation, will increase demand for public end of trip facilities.

Initial investigations carried out by the City of Perth demonstrate a need for a centrally located facility, as shown in figure 3. Response from public surveys indicate a preference for a high quality facility with secure bike parking, showers, lockers and the possibility of other associated services.

A key future action for the City of Perth, in conjunction with Department of Transport, is to undertake a study into the feasibility of providing such a service within the city.

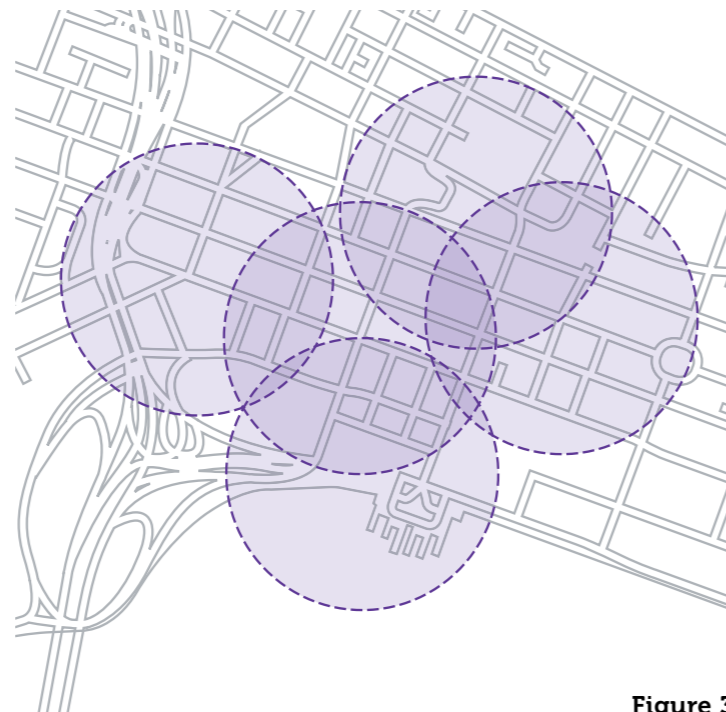


Figure 3

End of Trip Facilities - Central Park, Perth



Image courtesy of Central Park



Image courtesy of Central Park

Acknowledgments

- City of Perth Steering Group
- Department of Transport
- Department of Environment and Conservation
- Department of Planning
- Department of Sport and Recreation
- Public Transport Authority
- Main Roads Western Australia
- Metropolitan Redevelopment Authority
- Western Australia Police
- Kings Park and Botanic Gardens Authority
- Physical Activity Taskforce
- RACWA
- Other local authorities, especially cities of Subiaco, Stirling and South Perth,
- Bicycle Transport Alliance, Bicycling Western Australia, numerous other cycling advocacy groups and the hundreds of members of the public that provided input through the initial consultation period.

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