

In 2012 we published *Towards a Bright Future*, a blueprint for Perth at 3.5 million which can be found [here](#).

Transport and congestion were key issues highlighted in the document and led to 3 specific recommendations:

- 11. Ensure high quality 'hard' infrastructure**
- 12. Develop an integrated land-use and transport network**
- 13. Ensure public transport network includes light rail**

We continue to advocate for implementation of our recommendations and run a regular column in our Insight e-newsletter to highlight any ideas or initiatives that we believe support this. This article was submitted by SKM and featured in the February 2014 edition.

Towards a bright cycling future for Perth

One way in which congestion in Perth can be eased would be to increase the proportion of travel by bicycle to Perth. Currently at less than 2%, Sinclair Knight Merz (SKM) has developed a plan that could see this percentage rise to 6% by 2013 and to 10% by the time the city is home to 3.5 million.

Proposed by SKM's Senior Executive Transport Planning Emmerson Richardson and Senior Traffic Planner Kevan Weaver, the plan was prepared in response to community and stakeholder requests for information on how to increase bicycle usage in Perth and is based on best practice bicycle planning in other world cities, where perceived and real barriers to cycling have been overcome and where cycling has increased significantly in the medium term (10 to 15 years).

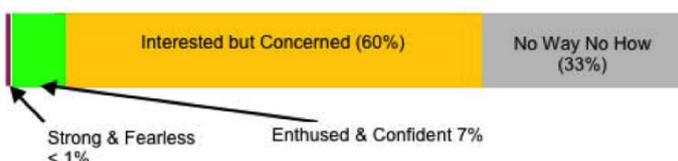
ABS journey to work data shows that cycling to work in Perth is growing at about 2% per annum. The growth in inner city areas is higher at between 4% and 5% and higher again, at about 12% per annum, on major off street paths into the city centre. This supports research from around the world that shows that new cyclists prefer separate off street paths.

The Mineta Transportation Institute in the United States has undertaken research that links low bicycle use with high levels of stress associated with riding a bike close to motor traffic. It notes perceived danger as the main stress factor and also notes that noise and exhaust fumes are a major contributor. The report references Geller's four types of transportation cyclists in Portland, Oregon USA.

- "Strong and fearless" - respond well to riding in almost any traffic condition.
- "Enthusied and confident" - don't show the same tolerance for
- mixing with fast turbulent traffic but respond well to riding in bike lanes along arterial streets and to sharing smaller roads with traffic.
- "Interested but concerned" - Uncomfortable negotiating with traffic but respond well to stand alone paths and travel on streets with little and slow traffic.

Source: Mineta Transportation Institute (2012)

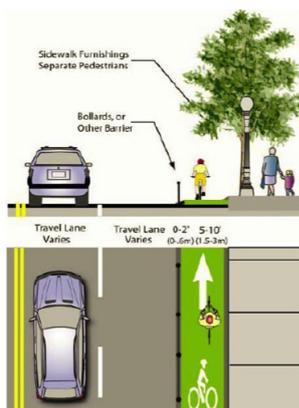
FOUR Types of Transportation Cyclists in Portland
By Proportion of Population



Surveys in Portland show that 67% of the population have an interest in cycling but much smaller percentages are willing to cycle close to traffic. The research suggests that the number of people who would consider cycling would increase from less than 8% of the population to 67% of the population, if safe cycling facilities were constructed.

Cities with a high proportion of cycling have provided continuous off road cycling facilities, where cyclists are physically separated from cars and trucks on busy roads. The decline in cycling that occurred in all European cities prior to 1970 was reversed in cities like Copenhagen, Amsterdam and Berlin, following a policy change to introduce separate bicycle paths. The provision of separate cycling facilities is now the cornerstone of Dutch, Danish and German policies to make cycling safe and attractive.

In Portland the proportion of people cycling increased from 2% to 8% in 12 years. As was the case in European cities, a key success factor was the construction of many kilometres of separate bike paths, similar to those shown in the figure below.



In September 2013, a workshop of more than 70 people was convened to assess the feasibility of doubling cycling mode share by 2021 and increasing the proportion of cycling in Perth to 6% by 2031. The group of mainly state and local government transport professionals considered this to be achievable, provided governments and the community take appropriate responsibility for funding and implementation of the plan.

The timely construction of a connected network of safe off street bicycle paths connecting major activity centres is the single most important component of the plan, as without it most current non- cyclists who would otherwise be attracted to cycling would not choose to cycle. However, these paths will need to be complemented by on street bicycle lanes and signed routes along low speed, low volume streets. The network development plan will also need to be complemented by:

- Policy and design guidelines to make cycling safer and more attractive;
- Wide promotion of social, environmental, economic and community benefits of increased cycling;
- Education of cyclists motorists and all road users on tolerant road behaviour and safe cycling and driving practice;
- Development of travel plans for schools, hospitals, universities, workplaces, shopping centres and community facilities designed to encourage and facilitate increased cycling.

An increase in cycling to 6% of all trips by 2031 or 10% by the time the city reaches 3.5 million, will result in major benefits and assist in providing a bright future for Perth. A 10% cycling mode share would result in an extra 1 million bicycle trips each day in a city of 3.5 million. This has the potential to improve the health and fitness of a significant proportion of the population and contribute to lower levels of obesity and other major illnesses, including diabetes. As the city grows, congestion is predicted to increase. Taking one million car trips off Perth streets will make a major contribution to reducing congestion.