PERTH, AUSTRALIA:
How one of the world’s most car-centric cities is developing plans for a network of safe cycling infrastructure
PERTH, AUSTRALIA

Recreational cycling dream…
Utility cycling nightmare (of sorts)…
SUBURBAN SPRAWL

The West Australian dream…
URBAN DENSITY ‘MISSING MIDDLE’

Source: Australian Urban Design Research Centre (AUDRC 2018)
URBAN DENSITY ‘MISSING MIDDLE’
PERTH MUST CHANGE

Source: Perth and Peel @ 3.5 million (WAPC 2016)

<table>
<thead>
<tr>
<th>REGION</th>
<th>2011</th>
<th>2050</th>
<th>% Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH WEST</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>People</td>
<td>322,486</td>
<td>740,318</td>
<td>130%</td>
</tr>
<tr>
<td>Jobs</td>
<td>80,566</td>
<td>229,089</td>
<td>184%</td>
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<tr>
<td>Homes</td>
<td>114,923</td>
<td>283,716</td>
<td>147%</td>
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<tr>
<td>NORTH EAST</td>
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<tr>
<td>People</td>
<td>209,156</td>
<td>450,590</td>
<td>115%</td>
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<tr>
<td>Jobs</td>
<td>82,379</td>
<td>187,986</td>
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<tr>
<td>Homes</td>
<td>76,547</td>
<td>179,101</td>
<td>134%</td>
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<tr>
<td>CENTRAL</td>
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<tr>
<td>People</td>
<td>782,974</td>
<td>1.2m</td>
<td>53%</td>
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<tr>
<td>Jobs</td>
<td>540,000</td>
<td>780,000</td>
<td>44%</td>
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<tr>
<td>Homes</td>
<td>2050 infill target of 215,000 homes</td>
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<tr>
<td>SOUTH METROPOLITAN PEEL</td>
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<tr>
<td>People</td>
<td>523,406</td>
<td>1.26m</td>
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<td>Jobs</td>
<td>143,971</td>
<td>437,725</td>
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<tr>
<td>Homes</td>
<td>205,493</td>
<td>507,670</td>
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LONG TERM CYCLE NETWORK PROJECT

Project Objective
• To agree the aspirational Long Term Cycle Network (LTCN) for the Perth and Peel Region.

Project Overview
• 2yr project led by the WA State Department of Transport (DoT)
• Consultation with all 33 Local Government Areas (LGAs) that form the Perth and Peel Region.
• State and Local Governments to agree a long term aspirational cycle network for the region.
• To provide a network of safe and attractive routes:
  • Provide continuous routes along major corridors
  • Establish links between activity centres, PT services and key land uses (employment, education, civic, recreation).
LONG TERM CYCLE NETWORK PROJECT

Project Focus

- LTCN route identification
- LTCN route hierarchy categorisation

1. PRIMARY ROUTE
   - Function: Primary routes are high demand corridors that connect to major destinations. They provide high-quality, safe, connected and where possible, grade separated facilities.
   - Form: Primary routes are high-quality cycle only or shared paths, located adjacent to major roads, rail corridors, rivers and ocean foreshores. Where the environment allows, these are in the form of a Principal Shared Path (PSP). A PSP is a fully lit and separated facility. In locations where vehicles have been grade separated the cycle route will also be grade separated. PSPs are to be designed in accordance with the VFA Transport Portfolios PSP Policy.

2. SECONDARY ROUTE
   - Function: Secondary routes have a lower demand than primary routes, but provide similar levels of quality, safety and convenience.
   - Form: Secondary routes can take on a number of forms and are designed to suit the environment in which they are located. These forms include:
     - High quality shared paths;
     - Bi-directional protected bike lanes;
     - Protected on-road bike lanes; and
     - Safe Active Streets (Bicycle Boulevards).

3. LOCAL ROUTE
   - Function: Local routes are low demand and are predominantly located in residential areas. They provide connectivity to primary routes and local amenity and educational areas.
   - Form: Local routes can take on various forms depending on the environment in which they are located. These forms include:
     - Shared paths;
     - Bi-directional protected bike lanes;
     - Protected on-road bike lanes; and
     - Safe Active Streets (Bicycle Boulevards).
PRIMARY ROUTES (THE GOOD)
LOCAL ROUTES (THE NOT SO UGLY)
SECONDARY ROUTES (THE BAD)
HOW ARE WE WORKING TO MAKE THINGS BETTER?

DoT are developing plans for a network of safe cycling infrastructure:
• **LTCN Project** – one vision, one network to work towards
• **AAA Infrastructure** – “All Ages & Abilities” infrastructure
• **New Guidelines** – for Shared Paths AND Cycling within LATM Schemes
FUTURE LOOKING BRIGHTER

• Record levels of investment in cycling across WA
• State Government overseeing $134M (84.5M Euro) investment over 4 yrs
  • Building 90km of new bike paths across the Perth and Peel Region
• State Government delivering $10M (6.3M Euro) Adventure Trails Initiative
  • Building 100km of mountain biking trails in Wellington National Park

Hopefully leading to meaningful change, which my children will benefit from…
THANK YOU

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