

BIKE VISION

EXECUTIVE SUMMARY
THE GREENS 2029 PERTH BIKE PLAN

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Blackspot map



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Foreword



There can be few experiences more frustrating than sitting in a traffic jam when time is short. Economists can model the economic costs of sitting in great columns of immobile traffic, and planners can do their best to widen the roads to accommodate ever more lanes of single-occupant vehicles. But ultimately it comes down to *choice*. We don't sit in traffic jams for fun, but because for many of us there's no better option. Public transport is often packed or too infrequent, and in most places our cycling networks are a broken and disconnected patchwork that have left many Perth residents no option but to drive.

It doesn't have to be this way. With political will and some changed priorities, we can create transport choice for all residents of our great city, building on our natural assets of a beautiful climate and gentle topography.

This document is one piece of the transport choice puzzle: everything here is costed and based on the hard work of transport professionals, planners, and ordinary people who love to get out on their bikes. We owe a big thanks to everyone who used our bike Blackspot phone App, everyone who came to our meetings and helped put this plan together. In all of your feedback, one thing came through loud and clear: if we make cycling safer, and if we provide the bike lanes and facilities, this is a city that wants to get on its bike.

We believe Perth can be the best cycling city in the country – if not the whole world.

Let's make it happen, and let's quit the traffic jam once and for all.

A handwritten signature in blue ink, which appears to be "SL", is written over a horizontal line. The signature is stylized and fluid.

SENATOR SCOTT LUDLAM
NOVEMBER 2012

Executive Summary

Purpose of the Plan

The purpose of Bike Vision, the Greens Bike Plan 2029 is to harness the potential Perth has to become one of the best cities in the world and this country for bikes, and to provide a comprehensive and costed suite of policies and programs needed to realise it.



How the Plan was prepared

Our Plan was prepared in collaboration with state and federal Greens colleagues, and drew on respected advocates and peak bodies such as the Bicycle Transport Alliance (BTA), the RAC, and Bicycle Network Victoria. The Plan harnesses the frustrations and ambitions of the Perth bicycling community through the feedback we have received from our Bike Blackspot App.

The Bike Blackspot App and dedicated website was launched in March 2012. The App encouraged users of the Perth Bike Network to tell us the problems with our Bike Network, and reports generated were instantly sent to the Minister. Almost 300 reports have been logged to date, and we have used these real life experiences and examples in our Plan to describe the deficiencies and gaps in our network, and how to fix them. The App has now been launched nationally, and is at www.bikeblackspot.org



The nine principles of the Greens Bike Plan

The Greens 2029 Bike Plan was developed using nine overarching principles that are woven through our Plan and inform all of our goals and initiatives.

1. We can harness the high numbers of children riding in a generation and keep them riding through their life so that we transform the decline in cycling participation as age increases. We also want to reverse gender gap in cycling participation, within a generation.
2. We must set bold and achievable targets that build on our potential to become one of the world's best bicycling cities
3. Everyone shares the benefits of a bike friendly city
4. Every city has the potential to transform to a world leader for bicycling
5. Perth deserves world's best – not worst - practice bicycle infrastructure
6. Safe – or 'Protected' bike lanes are the best way to improve both safety and ridership for cyclists
7. Perth can be one of the world's best cities for bicycles and this starts with the CBD as an icon and exemplar: the planning, bike paths and facilities in the CBD should set the vision that spills over and spreads through our suburbs
8. Any culture can be transformed through education and awareness and Perth will become a leader in positive culture, materials and programs for bikes by 2029
9. Perth becomes a city within a protected network of urban forest, bushland, wetlands and parks that everyone has access to enjoy, and that are safe to walk or ride through. We want to see every Perth resident living within a ten minute ride of a cycle Greenway by 2029

The Seven E's

Our vision is also guided by the widely respected “Six E's” of bicycle planning – these are the elements fundamental to any successful bike or transport strategy: Engineering, Equity, Education, Encouragement, Enforcement and Economy.

We have added one of our own: Environment, or the opportunity to use bike infrastructure to connect people with the natural environment through trails that weave through our precious parks, urban bushland, and natural places.

Our Vision

Our vision is a city that makes it as easy, safe and enjoyable as possible for people to ride a bike. If given the choice to use a safe and convenient alternative, we believe we could meet the following achievable targets.

29% of all trips by bike by 2029 (currently only about 6% of all trips in Perth are made by bike yet half of all car trips are within cycling or walking distance of their destination); and

15% mode share by 2029 (mode share refers to the primary form of transport people use to get to work, currently in Perth it's only 1.7% by bike).

Funding for cycling should reflect these aspirational targets and a dedicated proportion of the state and federal transport budgets be allocated to cycling. Our target is 3%.

A snapshot of riding in Perth and the benefits of bikes

The Plan provides a snapshot of bicycling in Perth and Australia, and summarises the significant ‘embarrassment of riches’ or low hanging fruit we already have to easily and dramatically improve bike riding numbers. Our Plan also summarises the many (and unexpected) benefits that a bike friendly city brings: to our health, environment, liveability, and the economy.

A new network with five key components

Our Plan identifies five components or key planks of infrastructure – three of them entirely new - that will form the network:

- 1. At least 300km of Principle Shared Paths** that will complete our ‘bike freeways’ network – our Plan will fill the current 137km gap and add new routes.
- 2. At least 2000km of Local Bike Routes** - our Plan will fill the current 641km gap and transform the network into a series of 177 ‘bike boulevards’, as originally planned, to complete a series of well marked, safe bike routes through our local streets and connect our local destinations.
- 3. An entirely new 2000km network of protected Crosstown Bike Paths.** Our Plan will deliver a new network of long, continuous routes that will get cyclists anywhere to anywhere in Perth, located mostly on district distributor (sub-arterial) roads to connect neighbourhoods, major destinations and all of Perth’s 123 Activity Centres.
- 4. An entirely new network of 1800 km of Safe Routes to schools, train stations, and major employment hubs;** and
- 5. An entirely new 120km Greenways network** that provides safe, continuous, separate bikeways running through our most beautiful natural assets such as bushland, parklands and wetlands across the metropolitan area. Our plan will introduce at least one north, east, south and west greenway which will compliment and link up with our existing Recreational shared paths.

The total cost of these five networks is \$69.39m per year.

World's leading practice

In addition to providing a new bike network with five key components, our Plan advocates for urgently adopting world's leading practice for safe, separated bike lanes. We are currently following world's worst practice.

Ten biggest problems with the network and how we fix them

Perth's original 1996 Perth Bike Plan (Bike Ahead) emphasised development of a network of cycle facilities which -

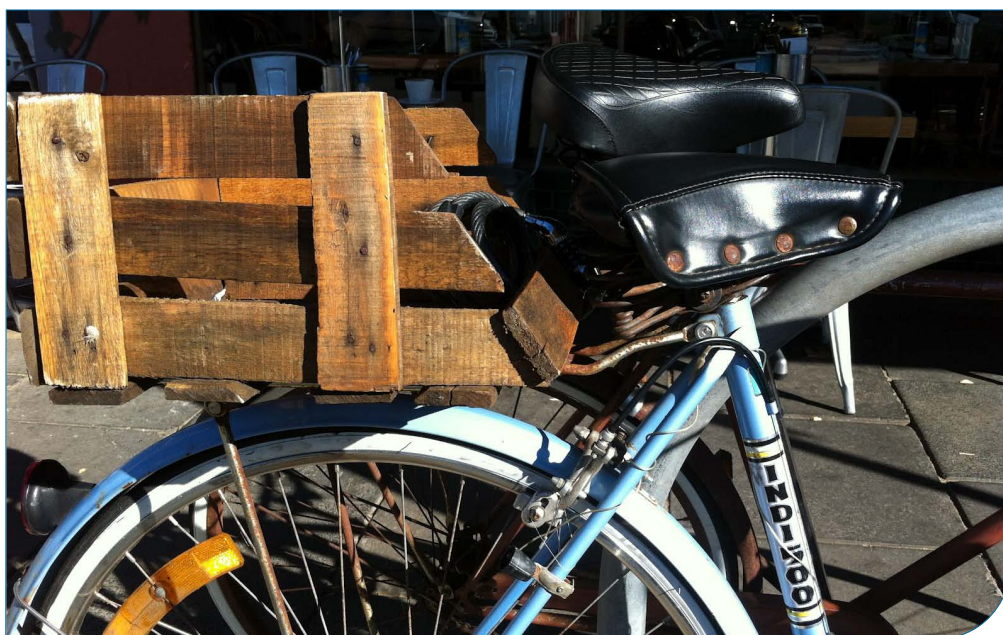
1. is Convenient, accessible and safe;
2. is Comprehensive, providing access to most destinations for most cyclists;
3. establishes Connectivity; and
4. has regional Coverage.

Almost two decades on, the government's plan in 'Bike Ahead' has not been realised. Years of underfunding by successive state and federal governments and a collective lack of political vision has resulted in a bike network with many deficiencies and gaps.

Our Plan identifies the ten biggest deficiencies in the existing network, and provides a suite of 61 costed policy initiatives worth an additional \$7.52m to overcome them:

1. **Radically improving the Safety of our network**
2. **Filling in the Infrastructure gaps**
3. **Introducing a recurring Maintenance budget**
4. **Solving the CBD black hole**
5. **Creating a child friendly city to ride**
6. **Providing better facilities for bike riders**
7. **Increasing links with Public transport**
8. **Introducing bike hire schemes in key tourist and employment hubs**
9. **Increasing Education, Encouragement and Promotion programs, and**
10. **Introducing Enforcement measures to compliment safety and education efforts**

Our full suite of initiatives can be found in Appendix 2 of the full report.





Can Perth be one of the world's best cities for bikes?

Our Plan draws inspiration from the bold actions being taken right now in cities across the world and here at home. We look at the world's ten best cities for bikes and have found for example:

- More than a million bicycle kilometres being pedalled every day in Copenhagen, enough to the moon and back
- Chicago has committed to construct a 645-mile bike network of on-street bikeways within 8 years
- A bike share scheme in Paris introduced in 2007 now has 20,000 bikes in 1,800 locations
- Los Angeles has begun laying 2700km of interconnected bike paths that will see 320km being built every five years for the next 35 years
- Portland aims to have 80% of its population living within 800m of a Bike Boulevard or 'Greenway' by 2015
- A retrofitting revolution in Melbourne has 10% of commuters riding to work, up from just 2% in just ten years.

What will the Plan cost?

The Greens Bike Plan will deliver around 6600km of safe, separated bike lanes and paths that cover 50% of our roads by 2029.

An investment of 3% of the state transport budget will change to face of Perth and the quality of life for all by 2029. The aim is to see 15% of Perth's residents riding to work every day – dramatically improving the quality of life, and reducing congestion.

It is also important to remember it will become more and more costly and counterproductive to keep investing in roads at the expense of bikes and public transport. For example, the government allocated \$51m last year for 3000 more car parking spots at train stations, and \$30 million to widen one section of the Kwinana freeway.

We can achieve all of this with an annual investment of \$76.91m pa to 2029

How will we fund it?

The Greens believe bicycle infrastructure should be funded by all three levels of government, in a transparent way, and working towards a common and integrated vision.

We propose:

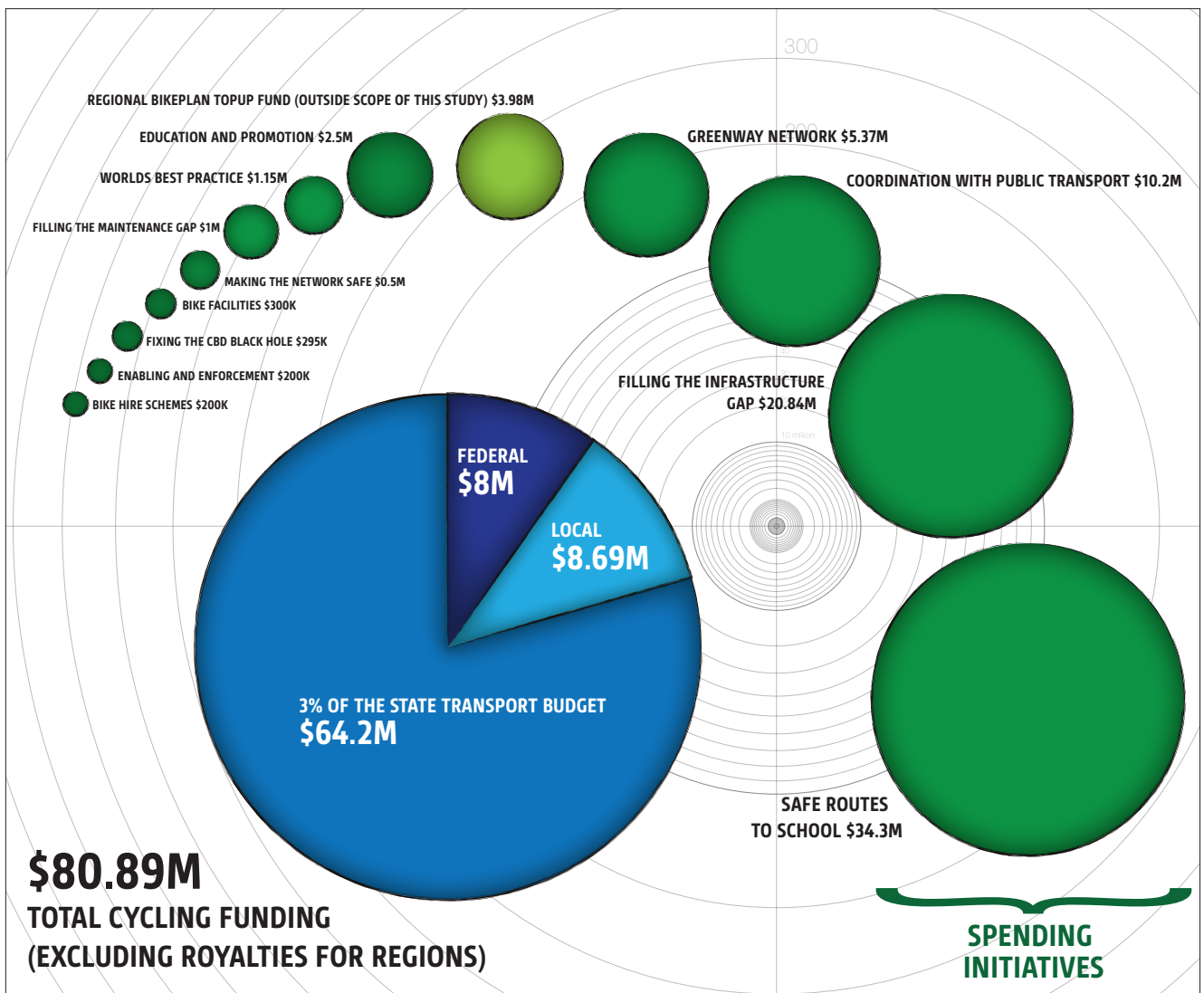
State funding component: 3% of the Transport budget = \$64.2m

Federal funding component: Co-funding from the Greens proposed new \$80m federal bicycle infrastructure budget (WA's portion is 10%) = \$8m

Local government funding: Co-funding by our 30 metropolitan LGAs at least \$5 per capita as a guide (based on a population of 1.738 million in June 2011, ABS) = \$8.69m

Total funding pool: \$80.89m pa

The Greens (WA) Perth bikeplan will deliver approximately 344km of bikepaths each year to 2029 at a total cost of \$76.91m.



Funding pool and summary of initiatives



Components of the Bike Plan

COMPONENT	DETAILS	COST PER KM	COST PER YEAR TO 2029	NOTES
Principle shared paths	300km including 137km new paths	\$1m	\$9.4	137km x \$1m + 10% new paths = \$150.7m
Local bike routes	2000km including 641km new lanes	\$35,000 - \$182,000 (\$50,000 used)	\$2.2m	641km x \$50k +10% retrofitting task = 32.25m / 16 yrs
Cross-town paths	2000 km network along our district distributor and local distributor roads (80% on road lanes, 20% separated on road paths)	\$35,000 - \$182,000 Rule of thumb: 80% 35,000/km 20% \$182,000/km	\$8.05m	2000km x \$100k = \$200m 80% \$56m = 3.5mpa 20% \$72m = 4.55mpa Note Melbourne 2000km bike path cost \$70m
Safe routes to schools; safe routes to trains	Total of 2206km: Schools: 1806km across 400 sites for 602 schools x 3km each Trains: 350km across 70 stations x 5km Between 10 metro major Employment hubs and train stations Including: Curtin/ Bentley, Murdoch Hospital, UWA and QE2, Silver city, Osborne Park, Welshpool	\$182,000 - \$722,000 (3m with kerbing / off road cycle path) (\$452,000 used)	Schools: \$33.9m Train stations: \$9.9m Employment hubs: \$565,000	Schools: 400 x 3km x \$452k = \$542.4m Trains: 70 stations x 5km x \$452k = \$158.2m Employment hubs 10 x 2km x \$452k = \$9.04m
Greenways to compliment existing rec. share paths.	120km of Greenways Interpretive signage and dedicated staffing. Acquisition fund	\$182,000 - \$1m (\$600k used)	\$4.5m \$0.625m \$250,000	4 primary routes (north south east west) x 30km x \$600k = \$72m. Acquisition fund \$10m/16 years \$0.625m pa Facilities, Interpretive signage and centres, 4FTEs for new unit to manage, with 4FTEs staffing. \$250,000
61 policy initiatives	A suite of initiatives to overcome the deficiencies in the Perth bike network	NA	\$7.52m	Detailed in this report
Total	6626km of bike paths Package of actions to address 10 key areas		\$76.19m	



State of the network: Perth's cycling infrastructure and reported blackspots.





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www.scottludlam.org.au/bikevision

