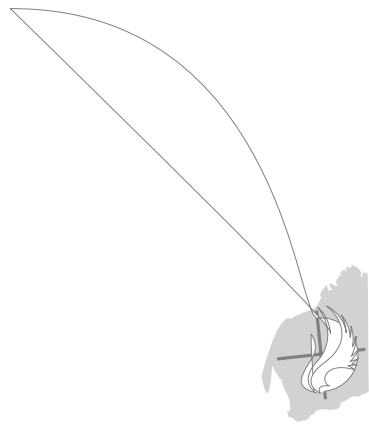


# CONTENTS

**Background Notes**

**3**



## BACKGROUND NOTES

1. This policy describes the planning considerations which should be taken into account in order to improve the safety and convenience of cycling.
2. One third of Western Australia's population, or approximately 500,000 people, own or use a bicycle. Of the cycling population, 55 percent (or 255,000 people) are "regular cyclists", riding at least once per week, about 192,000 trips being made each day by bicycle representing 6.2 percent of all vehicle trips. Bicycle trips have doubled in the past 10 years and as many trips are now made by bicycle as by bus and ferry combined. Significantly, surveys have shown that an additional 8 percent of car drivers or passengers would consider changing to the bicycle for travel if there were more cycling facilities.
3. The resurgence of cycling for transport and as a recreational activity over the past two decades has resulted in the preparation of a number of advisory documents related to bicycle planning. In October 1974 a committee was established to examine the needs of cyclists in Perth. Its findings were released in August 1975. In 1980 further examination of the need for provision of cyclist facilities was undertaken, culminating in a report with policy recommendations. More recently, in 1983, a study team was formed to develop a Bikeplan for the Perth Metropolitan Region, which was published in 1985.
4. State and local government agencies have been encouraged to promote cycling as a mode of transport because of:
  - recognition of the adverse environmental effects of motor vehicles, particularly the private car;
  - moves towards the development of low-energy lifestyles, initially as a response to the "energy crisis" of the mid-1970s;
  - the need to make more efficient use of transport infrastructure;
  - increasing awareness that cycling reduces congestion and the need for car parks.
5. In early 1987 Bikewest (now a unit of the Department of Transport) was established, primarily to coordinate bicycle matters between State government departments and local governments throughout the State. This policy is designed to supplement the work of Bikewest, and statements such as Bike Ahead (1996) and the Perth Bicycle Network Plan (1996) by setting out the role of planning authorities in providing for cyclists.
6. It is recognised that the safety and attractiveness of cycling can be affected by decisions at all levels of the planning process. At its meeting of 27 June 1987, the State Planning Commission made the following commitments to bicycle planning:
  - to consider the needs of cyclists in all strategic and statutory planning activities in cooperation with Bikewest;
  - to ensure the needs of cyclists are accommodated in planning briefs and in the development of parks and reserves;
  - to encourage provision of end-of-trip facilities for cyclists (such as bicycle parking and shower facilities) in all new buildings at employment centres;

- to plan for bicycle routes and paths in new subdivisions and ensure developers provide these facilities; and
- to encourage the provision of bicycle routes along riverfront areas of Perth, in line with Government policy.

The Commission reconsidered and updated the policy in July 1998.

7. This policy should be read in conjunction with the following:

Policy No. DC 1.4 - Functional Road Classification for Planning

Policy No. DC 2.2 - Residential Subdivision

Policy No. DC 2.6 - Residential Road Planning.

## 1. INTRODUCTION

- 1.1 The aim of bicycle planning is to provide for the safe and convenient movement of cyclists. It seeks to increase mobility for people without access to a car, and to encourage a transfer of journeys from private cars to bicycles.
- 1.2 This document sets out policy objectives and measures to achieve greater consideration of cyclists' needs and to promote an understanding of cyclists' requirements by planning consultants, developers, and State and local government. The bicycle planning principles contained in this policy should be observed by those with responsibility for planning and designing our cities and suburbs. However, it is acknowledged that additional imposts on the subdivider may have a detrimental effect on housing affordability, consequently the need for, and payment towards, facilities for cyclists should be assessed in this context.
- 1.3 Considerable variation exists in the levels of knowledge, competence and skills between various groups of cyclists, ranging from the competent, experienced commuter cyclist to the inexperienced (novice) recreational or child cyclist. Consequently there is a need to provide a range of facilities to cater for the diverse needs of these different groups.

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surface conditions, on-road parking, intersection layout, localised “squeeze points”, and reduced operating speeds);

- providing off-road facilities of adequate standard where there is a strong demand (such as near schools) and where the opportunity exists;
- providing information to enable cyclists to make the most effective use of the network;
- ensuring that the needs of cyclists are adequately catered for in the planning, design and construction of extensions to the existing road network.

### 3.2 Cycling Facilities in New Subdivisions

3.2.1 Account should be taken of the Residential Road Planning Policy (DC 2.6) to ensure that most roads within the residential cell or precinct are safe for cyclists and pedestrians.

3.2.2 In the planning of a new subdivision, two fundamental issues relevant to cycling need to be considered:

- the provision of safe cycle routes to and through the subdivision (i.e. accessibility to facilities outside the subdivision such as regional recreation centres, suburban shopping centres, public transport stations, employment centres); and
- provision of safe cycling conditions within the new subdivision itself (i.e. local area bicycle movements to schools, shops, local parks and other community facilities).

3.2.3 Cyclists should be encouraged to use routes other than busy distributor roads by the adequate provision of suitable alternative routes which are both direct and continuous as they pass from one residential cell to another. As district and local distributors will often be used by adult and secondary school age cyclists regardless of the provision of dual-use paths, they should be designed to accommodate cyclists.

3.2.4 The following matters should be taken into account in subdivision design:

- Where regional or local bike plans have been prepared, the proposals of the bike plans should be incorporated into the design.

- Within a new subdivision (particularly in residential areas) the emphasis should be on on-road facilities linked by segregated paths where necessary to ensure continuity of the cycle route system.

- Segregated dual-use paths or cyclepaths may be required along one side of district distributor roads, providing access to bus stops, grade separated crossings, or regional community facilities. Use could be made of the carriageway of subdivisional roads which run parallel with the district distributor.

- Segregated dual-use paths or cyclepaths may be required along one side of those local distributor roads without frontage access, where strong demand exists such as near schools and shops where inexperienced/novice cyclists may be expected. These paths should form part of an overall cycle route network.

- Subdivision design should provide for bicycle access along river and coastal foreshores, and across artificial obstacles such as major roads, and other transport facilities.

- Dual-use paths or cyclepaths (utilising well-designed public access ways or other reservations) between culs-de-sac heads, and between long sections of parallel roads, provide an important element of the network.

3.2.5 A cycle route network plan for a residential precinct should be based on the principles set out in Figure 1, which depicts the ideal provision of on-road and off-road facilities in a new subdivision.

### 3.3 Bicycles in Local Area Traffic Management S24collowingfic ea carriag sciof



