

# TWO WAY STREETS

THE CITY OF PERTH IS CONVERTING TO TWO WAY TRAFFIC TO IMPROVE OUR CITY CENTRE



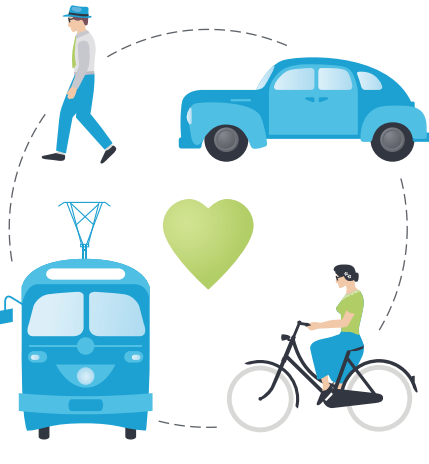
Changing the culture of movement



## A BRIEF HISTORY



### 1940s



#### ONCE A SHARED SPACE

Perth streets were once a successfully shared space between many different types of traffic - trams, bikes, cars and pedestrians.

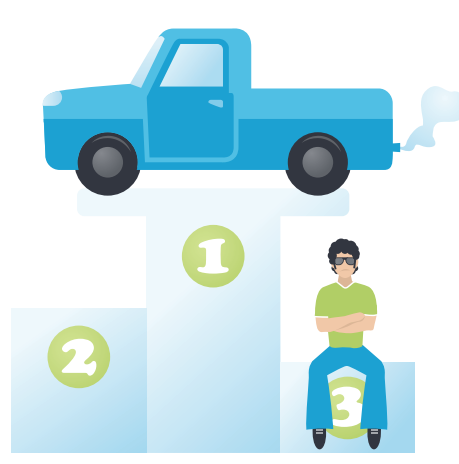
### 1960s



#### A LOVE AFFAIR WITH THE CAR

Economic and population boom, suburban expansion and increased affordability of the motor vehicle leads to a huge spike in car use.

### 1970s



#### ORIGIN OF ONE WAY PLANNING

The dominance of the private car influences planning that prioritises vehicular movement over pedestrians and cyclists. As a result, Perth city streets are converted to one way during the 1970s.

So, why go two way?

## 1. TWO WAY STREETS PRIORITISE PEOPLE

### SLOWER TRAFFIC

Two way streets slow traffic by discouraging high-speed, high-volume through traffic.



### FRIENDLIER FOR PEDESTRIANS

Slower traffic gives more priority to pedestrians and improves the quality of their experience.

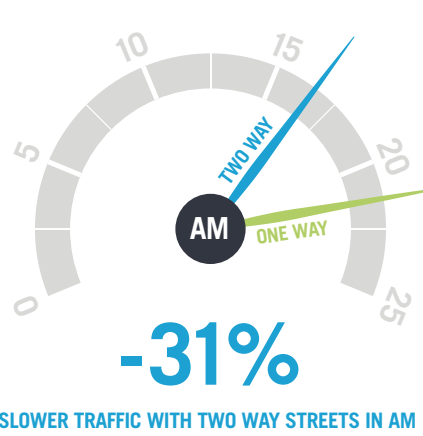


### CREATES PEOPLE ORIENTATED STREETS

More people on our city streets contributes to enhanced vitality, improved liveability and higher levels of economic activity.

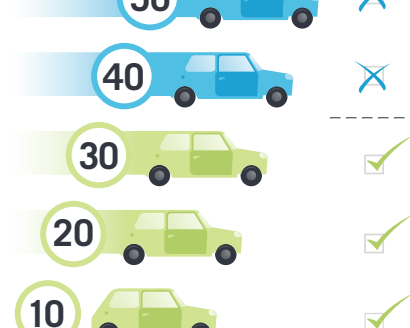


AVERAGE VEHICLE SPEED DURING PEAK PERIODS (IN KM/H)



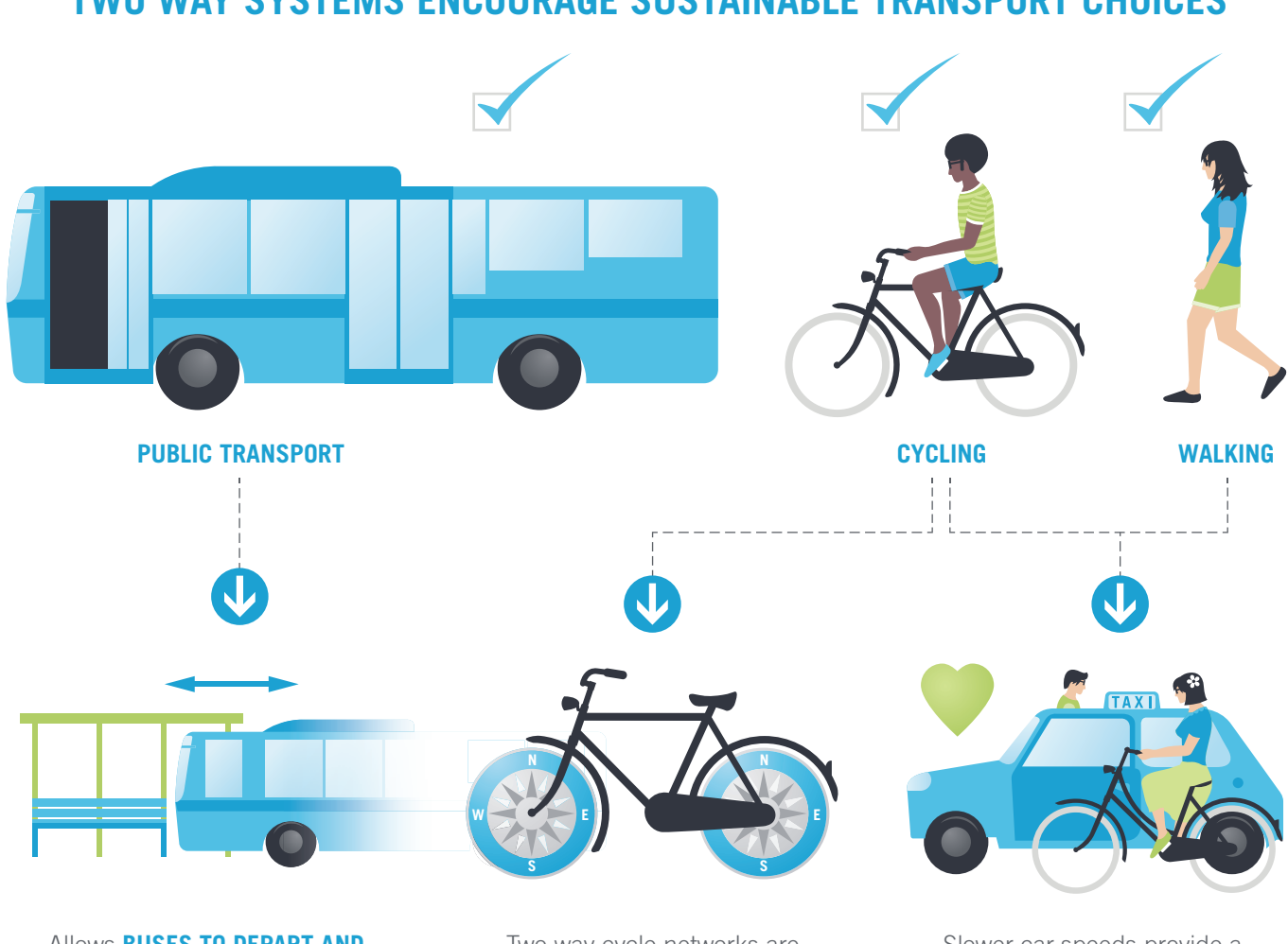
PEDESTRIAN COLLISIONS

Chances of survival decrease rapidly above 30 km/h.



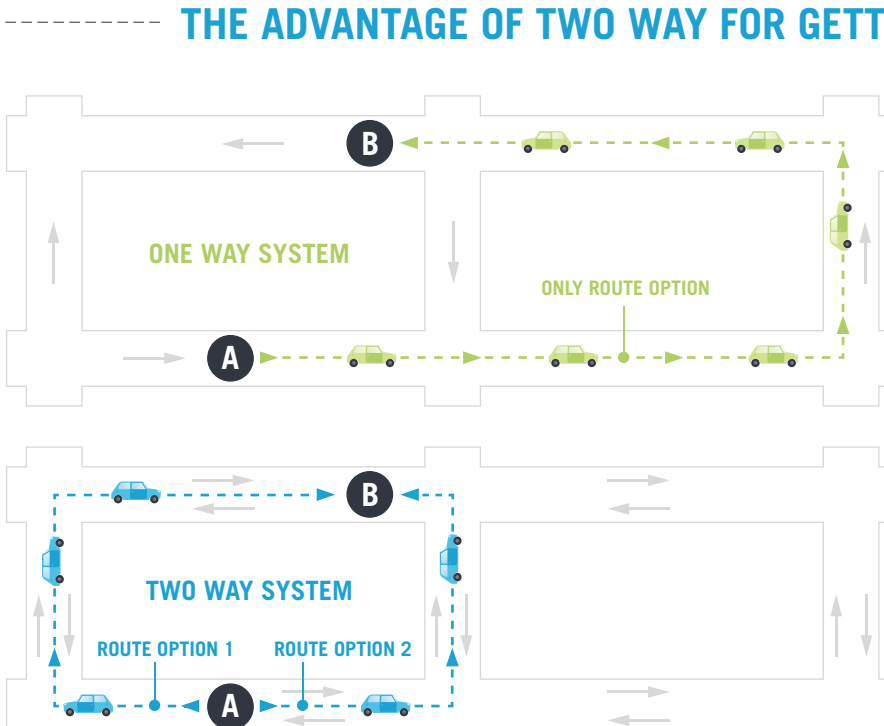
## 2. ENCOURAGING SUSTAINABLE TRANSPORT

### TWO WAY SYSTEMS ENCOURAGE SUSTAINABLE TRANSPORT CHOICES



## 3. TWO WAY BENEFITS THE DRIVER

### THE ADVANTAGE OF TWO WAY FOR GETTING FROM A TO B



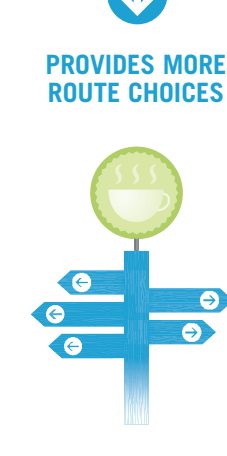
A TWO WAY SYSTEM DECREASES THE AVERAGE DRIVING DISTANCE BETWEEN ORIGIN AND DESTINATION



PROVIDES MORE ROUTE CHOICES

EASIER TO FIND YOUR WAY AROUND

DECREASES UNNECESSARY CIRCLING TRIPS



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STATISTICS  
Two Way Road Network Paramics Model, Final Report, SKM 2010  
Towards Zero Road Safety Strategy, State Government of Western Australia 2009

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