



LEAKE AND MAY STREET BIKE BOULEVARD

Frequently asked questions Part of the Safe Active Streets Program

The context:

How does the bike boulevard fit into the City of Bayswater Local Bike Plan?

The [City of Bayswater Local Bike Plan](#) was released in July 2014 following a range of studies and consultation with stakeholders and residents.

The bike boulevard is an innovation that fits neatly within the City of Bayswater Local Bike Plan as the Safe Active Streets Program objectives align with that of the Plan. As a State Government funded pilot program, there is no cost for City of Bayswater ratepayers.

Bayswater has good foundations for a well-connected cycling network. Good features include the riverside shared paths, and the principal shared path (PSP) along the Midland railway line to the CBD. To improve the safety and success of cycling in Bayswater the plan focuses on:

- Connection from these paths to key destinations (such as shopping centres and train stations)
- Crossings at major roads such as Guildford Road
- Connecting disjointed or discontinuous sections of paths and maintenance issues
- Improving signage and wayfinding.

What are bike boulevards?

Bike boulevards are:

1

local streets with few cars, travelling at low speeds, that prioritise bicycling and enhance conditions for walking.

2

an important new part of Perth's transport network offering safe and comfortable routes for people riding bikes.

3

an active transport connection between parks, schools, business districts and where people live.

4

part of the Safe Active Streets Program to provide more options for people and help us to achieve our transport goals for Perth.



How does the bike boulevard fit into the State's transport network?

Perth has all the ingredients needed for a great cycling and walking city – a warm climate, flat topography and outstanding natural beauty.

As the city's population increases and more people live near centres of activity, walking and cycling can play a big part in helping to reduce congestion, improve air quality, support local business and encourage a healthy, active lifestyle.

The Transport Portfolio's Cycling Network Plan prepared as part of Transport @ 3.5 Million - the Perth and Peel transport plan for 3.5 million people and beyond ensures more emphasis is being placed on providing high quality, safe and comfortable cycling infrastructure that is integrated with public transport services.

There are a number of different types of cycling infrastructure that contribute to the make-up of the cycling network including on-road paths, off-road paths, lake and river crossings and safe active streets. Bike boulevards are one example of a safe active street.

The Plan is available on the Department of Transport's [website](#).

The project:

Why were Leake Street and May Street chosen?

The City of Bayswater Bike Network Plan identified Leake Street and May Street as being a potential local bicycle route that could fill a network gap between the Swan River foreshore and Morley City Centre, providing great benefit to the community.

A number of parallel streets were considered as part of determining where the bike boulevard would be placed. However, Leake Street and May Street were considered the best locations as they allow for the implementation of the safest route overall and connect to a number of local attractions.

King William Street was one option explored, however high traffic volumes and speeds along this route, and not safe for less experienced riders at this point in time.

Roberts Street was also considered but again the traffic volumes are too high for this treatment and there are a number of roundabouts along the route which are not as safe for bike riders.

For further information see the design opportunities and constraints map on the Department of Transport [website](#).

Why is there a diversion to cross Guildford Road?

The higher traffic volumes and speeds on Guildford Road mean that people driving cars need to have a longer view of upcoming traffic signals; and a steep rise in Guildford Road to the east of Leake Street would have limited the visibility of signals at this intersection. This is why the signalled crossing is further along Guildford Road and does not directly link both sections of Leake Street. People riding bikes can use the shared path to reach the Guildford Road crossing.



Why have give way and stop signs been changed at Murray Street and Almondbury Street?

Murray Street and Almondbury Street now have give way signs at the Leake Street intersections. The change allows people riding along Leake Street to have a continuous route for as far as possible. Those driving on local side streets now need to give way to the bike boulevard. Extra signage has been installed and monitoring is taking place to ensure that the new give way signs are being complied with. The monitoring will also establish whether further action is necessary.

As a trial project, all comments and feedback are being reviewed so that decisions can be made on whether adjustments are needed.

Who will benefit from the bike boulevard?

Bike boulevards aim to make streets safer for everyone. Bike boulevards are designed to create safe and comfortable riding environments for bike riders with all levels of experience. They are planned to allow mums, dads, children, senior citizens and others to make short trips on bikes to schools, railway stations or shops.

Bike boulevards are located on local streets with low traffic volumes and speeds. The routes are selected to form part of a wider cycle network connecting to off-road shared paths and linking important community destinations.

They also have additional tree plantings to provide a shady and cooler street for street users. Aside from the improved visual appeal of the street, more local people will be using the street increasing the natural surveillance in the area and improving community connections.

Does anyone currently cycle on Leake Street?

Determining the exact numbers of people cycling on the local road network is very difficult. The City of Bayswater Bike Network Plan, which is based on a detailed assessment of cycling demand throughout Bayswater, has established that there is a need for people to cycle between the river, the Midland line PSP and Morley Centre.

Why change the street for bikes? People can ride if they want now.

International research has shown that more people will ride bikes when they feel safe, and slowing speeds to 30km/h is recommended to maximise safety and increase bike riding.

The Department of Transport is working with local government authorities to deliver a plan across Perth which will connect up a network of bike-friendly routes - bike boulevards form part of this network.

Will there be big groups of fast cyclists riding down the bike boulevard?

Not likely. Leake Street and May Street do not form part of a designated route for established group rides, which typically use more direct major roads.

The bike boulevard is ideal for slow speed riding. The street context and design, including raised intersections and narrow traffic lanes will not encourage groups of fast moving recreational cyclists.



How will I know if I am on the bike boulevard?

When entering the bike boulevard, blue-and-white Safe Active Street road patches, 30 km/h speed limit signs and raised platforms help to slow traffic and alert people that they are in a bicycle and pedestrian friendly space.

Along the route, bike symbols and red pavement are used to mark out the bike boulevard and suggest where bikes should ride.

For examples of the types of signs and road treatments used on Perth's bike boulevards visit the Department of Transport [website](#).

How will you make traffic slow down?

Speed along the bike boulevard is set at 30km/h. Treatments, including speed bumps and slow points, are capable of changing the road environment so that motorists are only capable of driving at a maximum speed of 30km/h.

For examples of the types of signs and road treatments used on Perth's bike boulevards visit the Department of Transport [website](#).

Can cars pass bike riders?

Yes, as per WA road rules a driver may overtake a cyclist if there is enough space to do so safely, they have a clear view of the road ahead and they do not exceed the 30km/h speed limit.

For situational examples of how-to use the bike boulevard visit the Department of Transport [website](#).

Where can I park on the bike boulevard?

Red pavement indicates the bike boulevard, while black pavement is set aside for parking.

Embayed parking has been included where required and is paved with black asphalt. The red pavement indicates the bike boulevard and is where people driving cars or riding bikes will be.

While the availability of unrestricted on street parking has been reduced, the Department of Transport and City of Bayswater have worked actively with residents to ensure their parking requirements are met.

What do I do at slow points?

Similar to a roundabout, an approaching driver or bike rider must give way to anyone already at or passing through the slow point.

For situational examples of how-to use the bike boulevard visit the Department of Transport [website](#).

What will it mean to surrounding streets?

Leake Street and May Street are local access roads and most traffic is local in origin. As the existing traffic volume is low, it is not expected that there will be a redistribution of traffic to the surrounding streets.



Will the bike boulevard discourage rat running?

The Department of Transport recognises that there are existing rat runs along Sutherland/Frinton Street and Murray Street. While these streets provide an important local connection to Garratt Road and cannot be closed, the Department and City of Bayswater are working to develop solutions to minimise the level of impact from rat running.

While rat running is a broader local area traffic management issue, the traffic calming measures on the bike boulevard, such as the reduced speed limit, raised intersections and speed cushions, are consistent with the City of Bayswater Local Area Traffic Management Plan and will assist in discouraging rat running while helping to reduce the speed of vehicles crossing Leake Street.

Has there been an impact on parking at Bayswater Primary School?

No. The Department of Transport is aware of parking issues during school drop-off and pick-up times and has liaised with Bayswater Primary School in order to provide the best possible outcome. There has been no reduction in the number of available parking bays.

Does this mean the street is now narrower? Will tradespeople renovating houses and installing swimming pools be able to access the street?

The width of the street remains the same as it was previously (except at the slow points). Access for tradespeople and everyone else is the same.

How do buses fit in?

The Department of Transport has worked with the Public Transport Authority to ensure that the regular bus operating along the bike boulevard route continues as normal and has increased the terminus area to allow two buses to park.

Will emergency access change (fire, ambulance etc.)?

The Department of Transport has worked with emergency services to ensure that there is no impact to their services.

How long has the Department been working on this project?

The 2015 WA Auditor General's Report into safe and viable cycling in the Perth metropolitan area found that the funding and construction of cycling routes needed to be better planned and integrated into the broader transport network.

In March 2015 a roundtable discussion and Imagineering Workshop was held with prominent cycling groups, relevant government agencies, the RAC and others to examine the nature of cycling incidents and explore short to medium term countermeasures.

Stakeholders provided input and expertise to determine what safe and sustainable infrastructure was required for bike riders of all abilities. The workshop provided key outcomes that have informed the creation of the Safe Active Streets Program which includes the bike boulevard pilot projects.

In June 2015, the Department of Transport started working with the City of Bayswater (and three other councils) to develop possible pilot projects in those municipalities. In October 2015, Bayswater council decided to consult with Leake Street and May Street residents to understand what may, and may not work on their street and why. Construction commenced in February 2017.



How will the Department encourage people to ride their bikes more for local trips?

The Department of Transport and City of Bayswater hope to see people getting out of their cars and onto their bikes enjoying the bike boulevard and engaging with others and their surroundings as they make their way to school, the shops or the train station. The Department is working with the City and local organisations to get people involved. A range of activities, including local events, engagement with schools and workplaces and discussions with local businesses are planned. Please let us know if you would like to be involved by calling the City of Bayswater on 9272 0622.

How will you know if bike use has increased due to the bike boulevard? Will you be undertaking regular measurements?

The Department of Transport monitored usage of cars and bikes along the route prior to construction and will continue to do so after its completion to determine if cars have slowed down and bike use has increased.

The Department is particularly interested in measuring/ quantifying whether the number of women and children on bikes has increased and determining the locations they are frequently travelling from and to.

A road safety audit will be undertaken after all signage on the bike boulevard is installed and will determine whether adjustments are required.

Countries like the Netherlands who record higher rates of cycling for transport rather than sport also have higher numbers of women riding bikes than men.

Providing a safe environment for bike riders of all standards is expected to increase interest in choosing to ride a bike at least for short trips.

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