

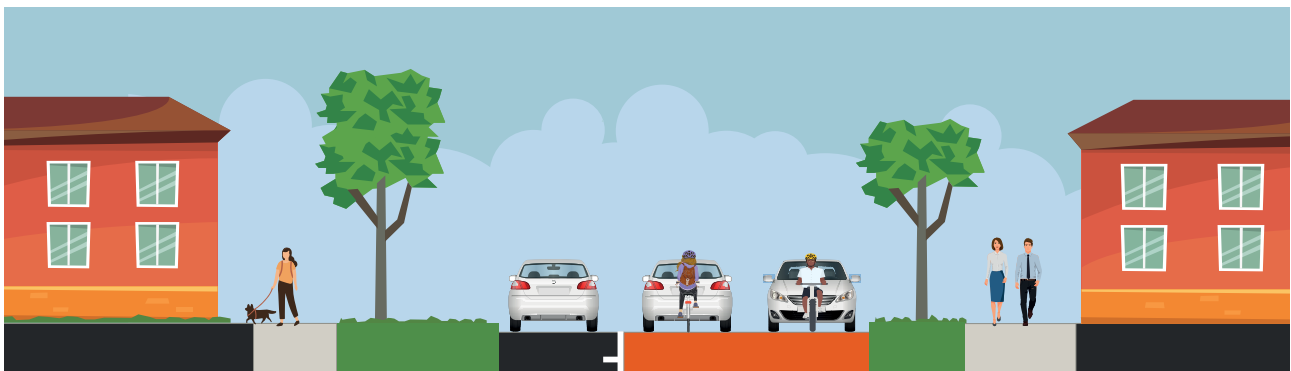


## WHAT ARE SAFE ACTIVE STREETS?

Safe active streets are travel routes on quiet local streets, where speeds have been reduced to 30 km/h to allow for a safer shared street space. With lower vehicle speeds, the streets are more comfortable and safer for people of all ages and abilities walking and riding, while remaining accessible for people driving. Safe active streets are relatively new to WA but are used widely around the world. They are also known as neighbourhood greenways, bike boulevards and quiet streets.

Safe active streets form part of the wider bicycle network and provide a context-appropriate solution that better supports people riding on local streets, connecting to off-road shared paths and linking community amenities such as schools, parks, railway stations and shops.

Developed in partnership with local government, support for this innovative form of active transport infrastructure continues to grow, particularly in locations where off-road facilities are not feasible or desirable within the local street context.



### Route selection

The route selection criteria ensures that the routes are suitable for people of all ages and abilities and have good connections for people walking and riding to local amenities. Quiet local streets with low traffic volumes have an immediate safety advantage that benefits people riding and walking.

#### Route selection criteria



**Quiet local roads**  
with less than 1,500 vehicles per day.



User friendly - **low gradients** with good quality surface conditions.



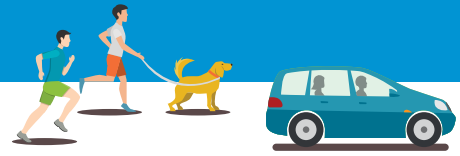
**Logical connections** to path networks and local attractors - schools, shops, recreation and parks.



**Natural landscaping** with places to rest and shade that creates an enjoyable experience.



**Safe and welcoming** with opportunities for community activation.



## Design elements

Safe active streets are designed to prompt people in vehicles to think about how they are driving and alert them that they have entered a different road environment. This helps to reduce vehicle speeds.

The design elements restrict forward visibility, while increasing awareness and concentration. Driving at a slower speed expands the field of vision, while trees and other plantings are introduced to further improve the aesthetics and create a safer, more comfortable and more inviting space for residents.

The innovative designs are created to respond to community desires for slower, more welcoming local streets with elements that reflect the unique local environment. As the local residents know their streets intimately, the design and development of a safe active street should be created in consultation with them. This process makes the layout of each safe active street unique.

Safe active streets have a distinctive blue and white entry patch, 30 km/h speed limit signs with a variety of treatments along the route, used to slow traffic and improve the comfort and safety for people riding, walking.

Along the route, bike symbols and red asphalt are typically used to distinguish the safe active street and highlight where people should travel. Various measures may be used to slow traffic, discourage through-travel by people driving vehicles, and improve priority for people riding.

People riding are permitted to ride two abreast and should feel comfortable riding in the centre of the lane. People driving vehicles should give way to riders at intersections and other locations where design elements have been introduced along the route.

