

Department of Transport

# Safe Active Active Streets Western Australia

Creating Safer, Active Streets for Everyone



## Where the WA Journey Began

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Research into cycling identified the key barrier to active transport was the 'fear of sharing the road with motor vehicles'.

<b>2014</b> Netherlands Tour	<b>2015</b> Dutch experts visit	<b>2015</b> Ministerial roundtable	<b>2015</b> Imagineering workshop	•	Outcome: \$3M pilot program launched
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This initiative was supported by findings in local research by the RAC and the Auditors Generals Report into Safe and Viable Cycling in 2015.

### **Program Objectives**

Normalise safe active streets across WA

Build evidence to support the creation of low speed residential precincts

### **Design Objectives**

Prioritise active travel modes to create a safe and continuous route for people riding and walking

Address existing physical barriers to riding and walking along the route

Increase the awareness and use of safe active streets within the community Create a 30km/h shared space operating environment

Improve connectivity (by active transport) to local attractors



#### **Project Vision**

### **Project Objectives**

Create shared street spaces that provide a convenient travel option within a safe and attractive environment.

Reduce vehicle numbers & speeds to 30km/hr Increase the number of all ages and abilities

making local trips by riding and walking Increase the number of riding and walking trips throughout the week Residents & community perceive the route as a safe and comfortable place to walk and ride.



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### What is a Safe Active Street?





### **Route Selection Criteria**



Quiet local roads with less than 1500 vehicles per day.

(parking demands – non-transit and commercial routes)

Data driven



User friendly low gradients with good quality surface conditions.

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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.

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\$3M funding

## Safe Active Street Program Milestones

March 20 Imagineerin National Wor Creating a via Bicycle Bould and options f and connecte cycling netwo	<b>15</b> <b>ng Workshop</b> rkshop- sion for evards for safe Ba ed Leake orks	\$3M fur contin 2018 - 2 Nyswater e St & May St 2017	bued 2019 Belmont Surrey St 2019	Nedlands Elizabeth St & Jenkins Ave 2019 & 2020	Bassendean Whitfield St 2020	Melville Links Rd 2021	contributed to -WABN Grant program 2022 - 2025
2015	2017	2018	2019	2020	2021	202	22
J R May 201 \$3M Program funding awa for Pilot Street	oondalup obertson Rd Cycleway 2017 5 m arded eets	March 2017 National Worksho 200 Delegates focus on National direction and project selection Bayswater, Belmont and Vincent SAS.	Vincent Shakespeare St 2018 & 2019	• • • • • • • • • • • • • • • • • • •	\$3M funding continued 2020 - 2021	Geraldt Railway 2022	Con St Ruislip St Construction 2022
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Evaluation -Safe Active Streets

How are they Performing?

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### **Evaluation**

A comparative impact evaluation methodology was chosen to explore within-project and between-project differences.

The evaluation plan (including logic model and outcomes measurement framework) was designed to collect and analyse data on three key components of each SAS.



### **User Behaviour**

SAS routes where 85<sup>th</sup> percentile speeds have reduced below 37km/hr on average have increases in active transport usage

SAS routes where 85<sup>th</sup> percentile speeds have not reduced below 37km/hr on average have seen no change or reductions in active transport usage

Where vehicle traffic volumes in certain sections of the SAS routes remain high or increase - active transport use along the route still increases when the:

- A. Average 85<sup>th</sup> percentile speeds have reduced below 37km/hr, and
- B. Specific route sections coincide with key destinations (side access to a shopping area) or traffic ('dog-leg' on the route) on a local distributor road crosses the route where the SAS has no priority.

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User Behaviour

#### **Treatment examples**



Entry treatments – Carriageway narrowing

Filtered Permeability – Prevent through traffic movements.





#### Formalised parking bays with nibs



Design Features

#### **Treatment examples**



Road Hump – Flat Top Plateau





Internal raised intersection – No legs – No red asphalt (minimalist)

> Design Features

### **Key Interim Insights**

Where the total road widths are 3.7m or less with treatments less than 80-100m apart, tend to produce lower vehicle speeds and less vehicles, and active transport activity increases.





Where the road widths have not been altered and treatments are greater than 100m apart, produce higher vehicle speeds and volumes do not change, and active transport does not increase.



### Way Forward for WA Safe Active Streets From Pilots to Partnerships

