



Safe-street Neighbourhoods – Aims

Summary statement of aims and objectives

BIKEast has developed a strong case supporting a call to improve the amenity of our local/residential streets to encourage people of all ages to make more local trips by bike.

The aim and objectives of the *Safe-Street Neighbourhoods* approach are to:

- Make neighbourhood streets safe for all to use and enjoy; and
- Design or re-design local neighbourhood streets to:
 - make all vulnerable users safe by introducing 30km/h speed zoning
 - primarily serve residential needs while maintaining essential vehicular access
 - further improve amenity through adaptations that serve people's use and enjoyment
 - make *Every street a cycling street*¹ for a connected neighbourhood and city.

This will ensure all cyclists gain safe and convenient connection from and to their homes along local streets and the bicycling network provided under bicycle plans.

Reference and links

The original document was prepared for Bicycle User Groups affiliated with Bicycle NSW and its bicyclists members, to use in making submissions to Councils for the preparation or updating of Community Strategy Plans. These are Plans that Councils are required to do under the Local Government Act. See the link

<https://bicyclensw.org.au/advocacy/advocacy-essentials/>

A link to an updated edited paper published by the *Journal of the Australasian College of Road Safety* may be found at:

<http://acrs.org.au/publications/journals/current-and-back-issues/>

The citation for the paper is:

Van den Dool, D; Tranter, P; & Boss, A. *Safe-street neighbourhoods: The role of lower speed limits*. Journal of the Australasian College of Road Safety, Aug 2017, Vol 28 No 3, pages 55-63.

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