

# BIKE BOULEVARD

## Leake Street and May Street

A link to Morley is planned for the next stage of the bike boulevard.

The alignment of May Street allows for a possible direct link further north (across Beaufort Street).

The bike boulevard connects to this existing bike and pedestrian path.

Bike riders must give way to cars when crossing Railway Parade near the underpass. A new single lane slow point reduces car speeds.

Pedestrians have been given priority on the rainbow crossing between the school and the oval.

The existing street closure outside Bayswater Primary School already limited motorised through-traffic on Leake Street.

The Guildford Road crossing has had to be located west of Leake Street to give sufficient visibility of the traffic signals for drivers travelling west-bound/city-bound. People on bikes can now share the footpath with people walking.

Roundabouts are not as safe for people on bikes and contributed to Roberts Street being unsuitable for a bike boulevard.

Priority at these intersections have been changed so that drivers give way to people traveling along Leake Street to ensure they have a continuous route for as far as possible.

The bike boulevard connects to this existing bike and pedestrian path.

This complex intersection makes it difficult to provide safe links to other streets and contributed to Lawrence Street being deemed unsuitable for a bike boulevard.

The underpass allows a link between two bike boulevard sections.

A signalised crossing will be installed as part of stage 3 to help bikes and pedestrians cross Whatley Crescent.

The bike boulevard connects to this existing bike and pedestrian path.

A number of current challenges such as:  
 - High traffic volumes;  
 - 60km/h speed limit; and  
 - Driveways, narrow verges, overhead power  
 all contributed to King William Street being deemed unsuitable for a bike boulevard. These challenges also currently prevent a path being constructed on this route.

A speed bump rather than a single-lane slow point was installed here due to a hill limiting visibility along the street.

The existing bus stop was expanded to allow two buses to park.

With poor forward visibility here due to the hill a median has been installed down the middle of the road to separate vehicles (including bikes) travelling in different directions.



**Legend**

- Destinations
- Opportunities
- Design response/challenges
- Challenges on alternative routes