# SAFE ACTIVE STREETS

## What is a Safe Active Street?

Safe Active Streets, an emerging road design in the Toowoomba Region and Queensland, draw inspiration from successful models worldwide, known as “cycle streets” or “neighbourhood greenways”. These streets prioritise safety for residents and all road users by implementing lower vehicle speeds, enhanced streetscaping, and features that promote a safer environment.

By accommodating active transport, Safe Active Streets offer a safer and more inviting option for people of all ages and abilities.

They aim to encourage cycling while preserving footpaths for pedestrians, with provisions for young or less confident riders to use the footpath if preferred.

These streets serve as integral links within the broader active transport network, facilitating safer connections for cyclists and pedestrians away from busy main roads.

## How do we select a Safe Active Street?

- Is the street a quiet street with less than 1,500 vehicles a day?
- Does this fit within our wider cycle network?
- Are there barriers to placing additional cycle facilities on surrounding higher traffic volume roads?
- Is the street user-friendly for people using active transport?

Toowoomba Regional Council wants to create safer, healthier environments for our visitors and residents.

One way we are doing this is by improving our Region’s active transport network.

We are looking at innovative street designs to provide more and safer choices for people to walk and ride bicycles for transport, recreation and wellbeing.

We know that when people have more options and safer choices to walk and ride, they are much more likely to choose to travel actively and leave the car at home.

***This creates a better outcome for residents and road users.***

## How do they work?

To make the street safe for all users, design features are used to ensure everyone is aware of the different road environment.

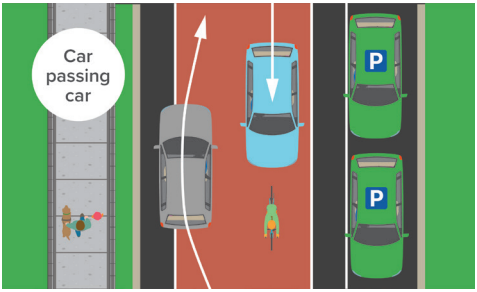
The speed limit is reduced to 30km/h and traffic calming devices such as speed bumps or raised priority pedestrian crossings are introduced along with additional road markings and signs installed.

**People riding bikes on the street are to ride in the centre of the lane.**

# How should I use a Safe Active Street?

## Two-way vehicle movements

There is a space allowance for people driving cars to pass each other in opposite directions at the posted 30km/h speed limit using the overrun areas. Bike riders are to maintain a straight line and people driving cars are required to wait behind until there is room to move out and safely overtake.

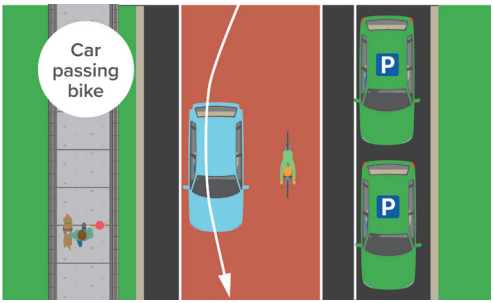


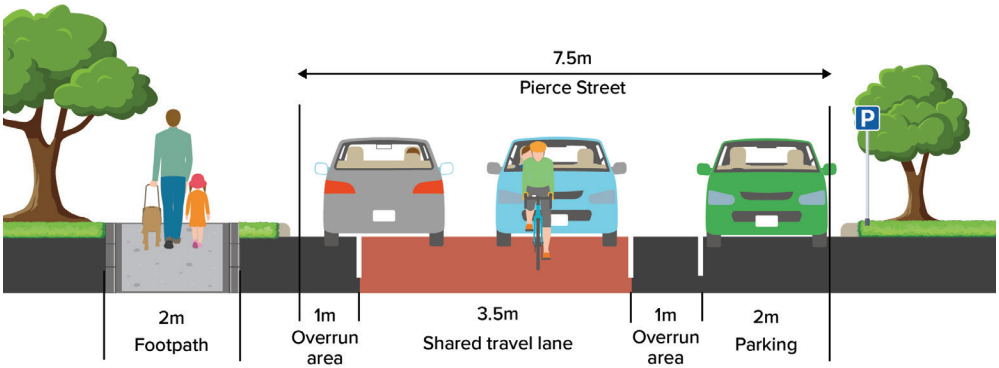

- People riding bikes are to ride in the centre of the lane.
- Motorists are to maintain 30km/h or a lesser speed behind the person on a bike until safe to over take.

## Passing a person riding

On a Safe Active Street, people riding bikes have priority on the road and are permitted to ride single file or two abreast, within the centre of the lane. People driving cars can only pass the bike rider when it is safe to move to the right of the carriageway without exceeding 30km/h. If unsafe to overtake, the person driving the car must maintain a safe distance and travel at a low speed behind the rider.

People driving vehicles and bike riders should apply standard give way rules at intersections or locations where there are changes to the road (like traffic islands or calming devices).




Everyone using Safe Active Streets is encouraged to be courteous to other users. At all times, the motorist needs to maintain a safe distance behind people riding bikes.