













WESTCYCLE DETOUR CHECKLIST

Using this checklist will help you to minimise negative impacts of the detour on people of all ages and abilities who use the path network to get around by bike.

Disclaimer: We are bike riders, not engineers. It is the responsibility of the Project Manager to ensure the detour complies with the applicable Austroads and Main Roads WA guidance.

Complete and return this checklist to info@westcycle.org.au so we can let our community know which project teams are looking out for bike riders.

-  The detour is as short as possible, both in length and the time required to traverse it.
-  The detour path is physically separated from motorised traffic along its entire route to ensure continuity of service for all path users.
-  The detoured path is wide enough for two people on bikes or using wheelchairs or prams comfortably and safely pass each other.
-  If the detour is not physically separated from motorised traffic at any point, the speed limit is lowered to a maximum of 30kph, with appropriate signage and traffic calming treatments applied to ensure compliance by drivers.
-  Clear and sensibly located signage is used to indicate the detour route for people riding and walking in the surrounding area. Signage for bike riders is located at an appropriate height to ensure visibility.
-  There is at least one large, printed map each end of the detour that shows the detour in full, including where it connects back to the path network, and the project dates. Maps should be easy to find and located such that someone could stop and read it from their bike without blocking the path.

-  The detour is to remain unchanged, or have very few changes, to ensure ease of navigation for path users throughout the duration of the project.
-  CYCLIST DISMOUNT signs have not been used. Disabled bike riders, for example, simply may not be able to comply with this direction while others may see no practical reason for compliance if the path is clear and safe enough for walking. As stated in the Main Roads WA Traffic Management for Works on Roads Code of Practice, "The inappropriate use of this sign will result in riders failing to dismount where instructed."
-  At least one person from the project team has ridden a bike through the detour, noted and reported any safety or navigational issues, and these have been addressed before the detour is opened to the public.
-  The Project Manager would feel comfortable letting a 12-year-old child they know ride or walk the detour.
-  Signage has been installed at highly visible locations along the path to be detoured at least one week prior advising path users of the disruption.
-  Evaluation of the detour will be undertaken within the first two days of implementation to note any changes needed to improve navigation or safety for path users.

Signed:

Project Manager:

Company / Alliance / Department:

Date: