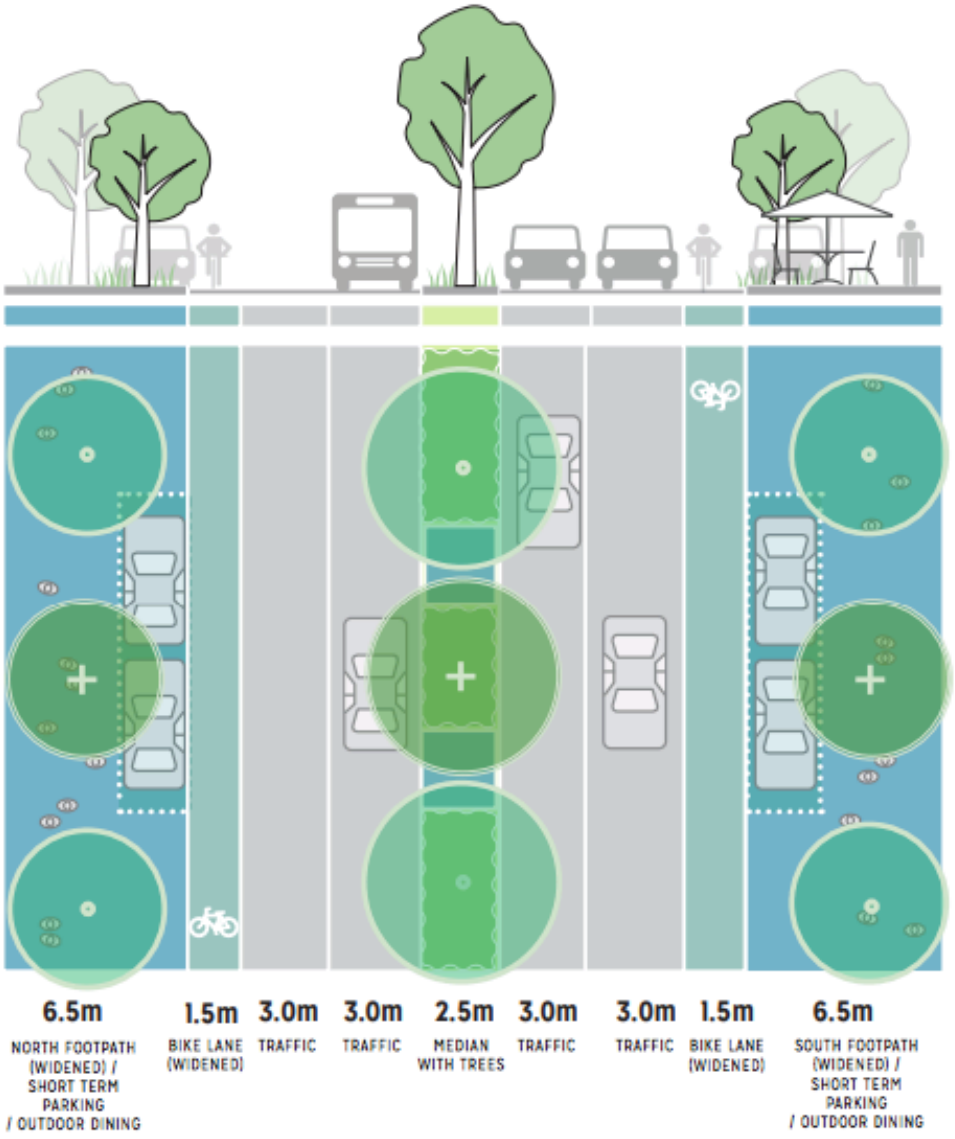
Email to NPSP re. The Parade Masterplan, phase 3 2 August 2018

Hi Mary-Anne

My telephone comments were based on a look at the Masterplan Phase 3 on a smartphone. Now that I have had a chance to look at the document on a computer screen, I'm confused.

Page 46 has "The Parade Template":

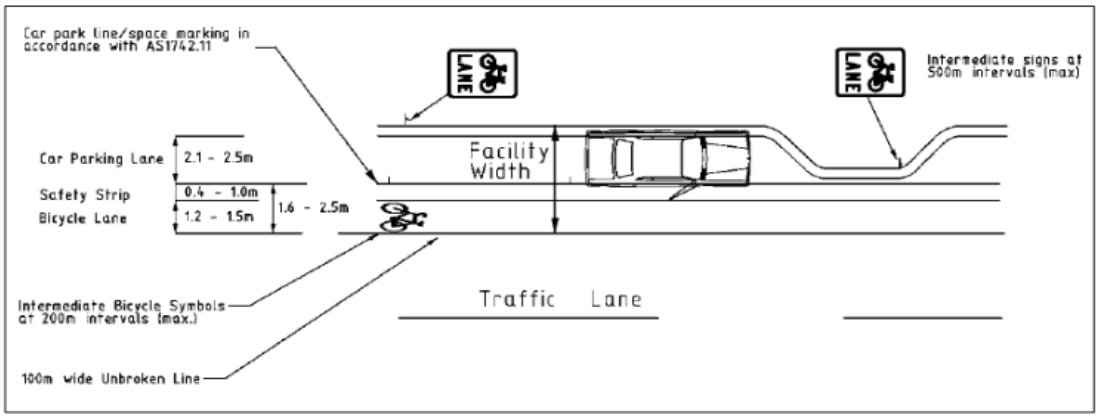


This looks pretty good, though we would tweak it a little.

First, the current 2017 Guide to Traffic Management no longer says what width a bicycle car parking lane should be, but it does say that these "…require adequate clearance between the bicycle lane and the parked cars so that doors are not opened into the path of cyclists (i.e. dooring)." This is especially the case for short term (= high turnover) parking.

If you go to the superseded 2014 edition, you'll find a more useful diagram. (The same is indicated in the 2016 Guide to Road Design part 3: Geometric Design, but not in a handy diagram).

Figure 4.3: Typical bicycle/car parking lanes layout (parallel parking)



*With a suitable 0.4m safety strip between a 1.2m bike lane and 2.1m parking, the bicycle parking lane has a 1.6m **absolute minimum** width, compared to the 1.5m shown. So we'd like to see <u>at least</u> this width achieved, e.g. through a slight reduction in the parking/ footpath width.*

But the real questions are about car parking: its width and how provided. If provided on-street, it could be down to 2.1m when adjacent to a bike lane. But if provided at footpath level you'd probably want 2.5m+ so people getting out of cars have somewhere to stand. I assume it's meant to be on the footpath as the square shape is hell to keep clean otherwise (as with other vehicles, street sweepers have a turning circle and can't get into square corners). We'd propose a hybrid alternative, as seen in Elizabeth St, North Hobart (below).

The parking is separated from the roadway with a spoon drain and detailed with pavers, but slopes upwards to meet the footpath. This enables it to be provided at 2.1m wide without creating a trip hazard. It's semi-indented and square-ish as the corners being at footpath height means you can clean with a green machine. Street furniture, outdoor dining and kerb ramps are effectively as per a normal footpath set-up.

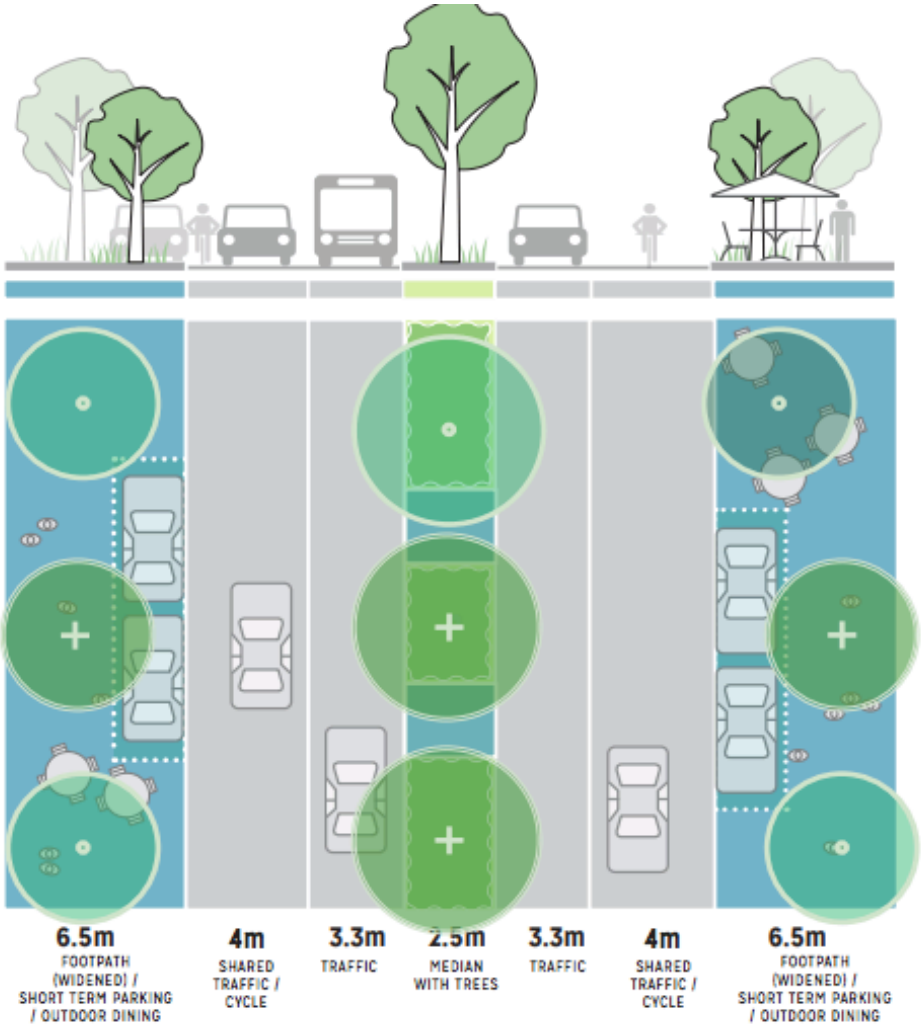
A technical detail is to ensure that the trees are located so their trunks don't get in the way of vehicle doors, for the good of both car users and trees.

In particular, trees as shown in the Masterplan diagram reduce the effective width of the footpath for pedestrians, who'd end up walking to the building side of trees because of the parking being in the way. It looks like pedestrians will get about 3m clear footpath width – not very generous! If most trees are located with the outer (building side) edge of the tree pit in line with the parking, and intermediate trees located essentially between car parking spaces, pedestrians would get a decent footpath even allowing for both tree trunks and tree pits. Trees would also be located away from building canopies and provide valuable shade for outdoor dining. We'd suggest using a permeable stoned solution for the tree pit – something like Stone Set – so loose gravel isn't a trip hazard.

As a thought, you might reduce the median lane width to 2.9m and add the extra 0.1m to the kerbside (bus/traffic) lane and using a laid-back or chamfered kerb for the median, just to help with driver comfort levels. (Bus drivers are sometimes a bit sensitive about 3m lanes, but in this case the adjacent bike lane would help.)

But in any case I can't see the role of the "Template", as it appears to be ignored in the actual planning.

This is the real template:



I at first thought that this was meant to apply to The Parade (west) only, but its location in the text doesn't make it clear. Subsequent plan views suggest it applies throughout.

Anyway, you can see the problem. No bike lanes, with cyclists and buses having to share a 4m wide lane while general traffic (probably through traffic) gets a generous 3.3m lane, allowing them to drive faster.

Why is "The Template" presented in the document and then ignored?

FYI, the 4m is narrow for a bus/cycle lane adjacent to parallel parking. As with the bicycle parking lane, a safety strip of 0.4m is needed between the bus/cycle lane and parking i.e. an ***absolute minimum*** *width of 4.1m (3.7m + 0.4m safety strip) – except that if the absolute minimum is used, the gutter/channel shouldn't be included in the lane width. Given that the gutter/channel is 0.4m wide, you'd be better off to adopt a bus/cycle lane of* <u>*at least*</u> *4.2m wide. The obvious way to achieve this is to reduce the median lane width to 3.0m, in keeping with the template, achieving a bus/cycle lane width including safety strip of 4.3m.*

The same comments about the parking/footpath/trees apply, though at least this diagram shows one tree being located closer to the kerb than the width of car parking.

As far as we can see, our comments about continuous footpaths haven't been heeded. Um, this is kind of critical. Under the Australian Road Rules, pedestrians must yield at a roadway. But a footpath is a road-related area and vehicles must yield to pedestrians in a road-related area. For some reason, the practice in Adelaide is to pave the continuous footpath with a material that contrasts to both the bitumen road and footpath paving. This creates an ambiguous situation: is it a road, similarly to threshold treatments used elsewhere except at footpath height, or is it a footpath? We've seen a driver almost take out a pedestrian in Adelaide, presumably as both parties expected the other to yield.

I'm sure I've taken a photo of these in The Netherlands, pretty much by accident, but they're hard to find so here's an example from the internet seen firstly from the bike path (well, it's Holland!) and then from the minor road.

Another example, sans bollards:

Notice also that there's no nicely rounded corner/ concrete edge strip telling drivers that it's a road rather than a footpath. This is in line with NSW RMS technical guidance: www.rms.nsw.gov.au/trafficinformation/downloads/td13_05.pdf. Re: this, the 2017 Guide to Road Design Part 6A, says of continuous footpath treatments:

"This treatment extends the pedestrian path across the road pavement on the same grade and without any colour or texture change. Further information on this type of treatment can be found in Roads and Maritime Services (2013)."

This is the general layout from the RMS guide:

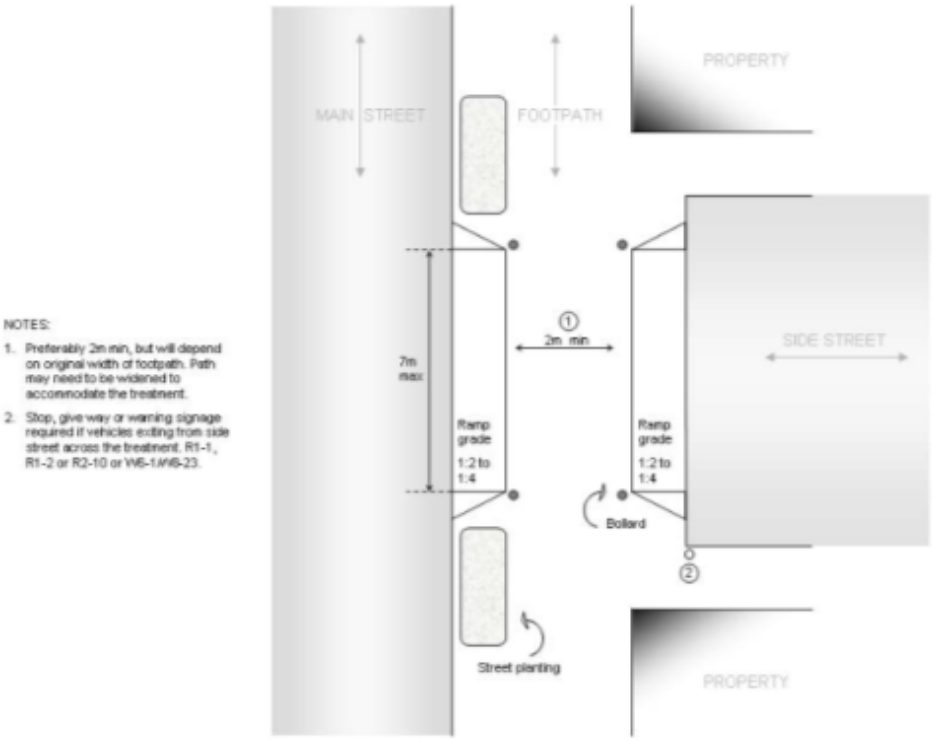


Figure 1. Example of a continuous footpath treatment layout.

Note the similarity with the Dutch examples. And, of course (with my emphasis added), the text of the RMS guide says:

"…where pedestrian priority is desirable but a regulatory pedestrian crossing is not warranted, a continuous footpath treatment ***that is not differentiated in colour and texture from the adjacent footpath*** *may be a suitable solution."*

One other details of relevance is that the edge of the ramp from the side street lines up with the building line. This creates a tactile edge to guide people with vision impairment across the treated side street, in the absence of a building line – though on this basis, I think the bollard should be located just around the corner from the ramp edge, which would also stop the ramp wing from being a pedestrian trip hazard.

Regards

Ian Radbone and Fay Patterson (who wrote the material in italics)

16 Theresa Street, Norwood, 2 August 2018