



Walking & Cycling Innovation in Australia

BARROS
van den
DOOL
•A•T•

Old News: Separated Cycleways

- Women made up 32 per cent of riders on Swanston Street
(*The Age*, Wed 6 Mar 13 (online); quoting Bicycle Network Victoria)
- The Kent Street cycleway moves more people during the morning peak hour than cars in the adjacent lanes
(www.sydneymedia.com.au/nsw-cycling-strategy-will-complete-missing-links, 20/12/2013)



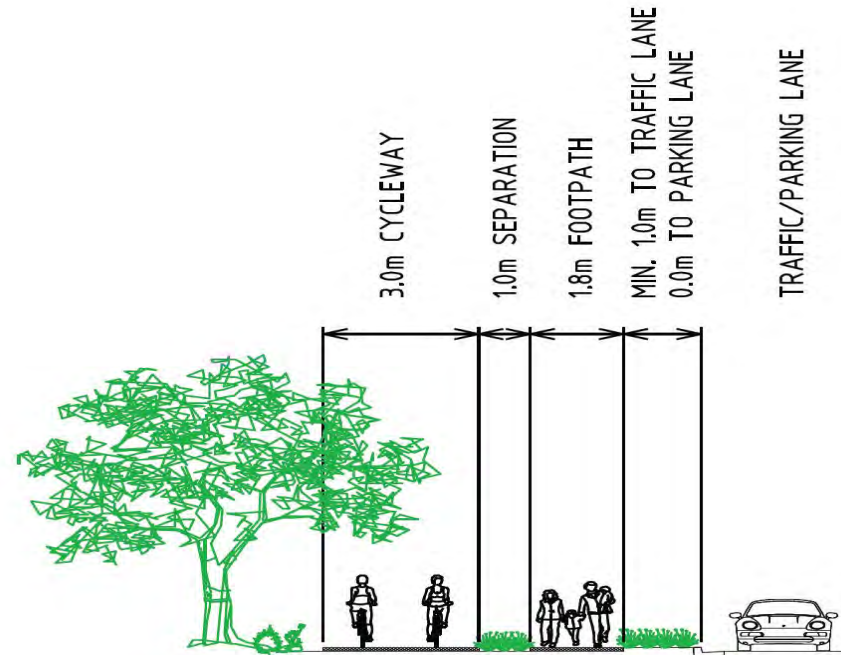
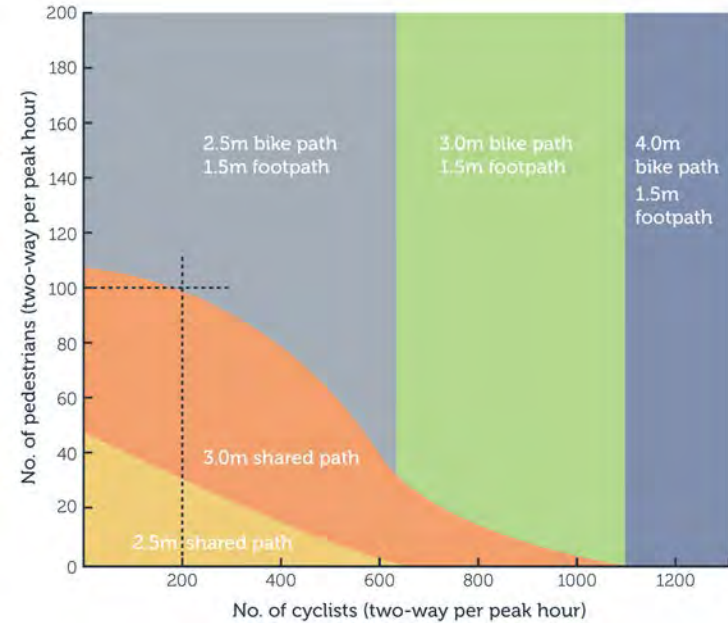
Old News: Separated Cycleways



Old News: Separated Cycleways



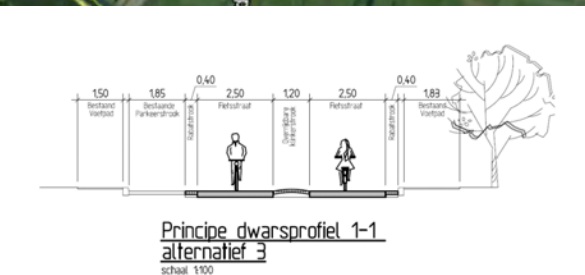
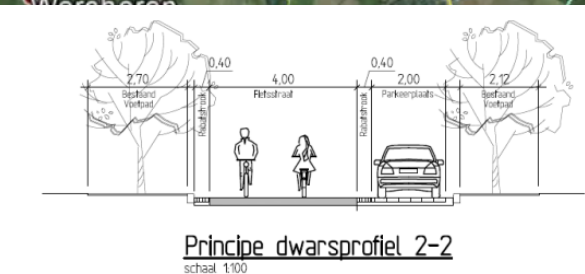
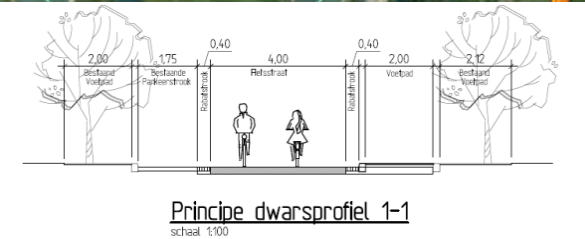
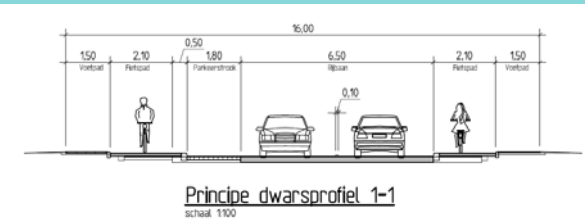
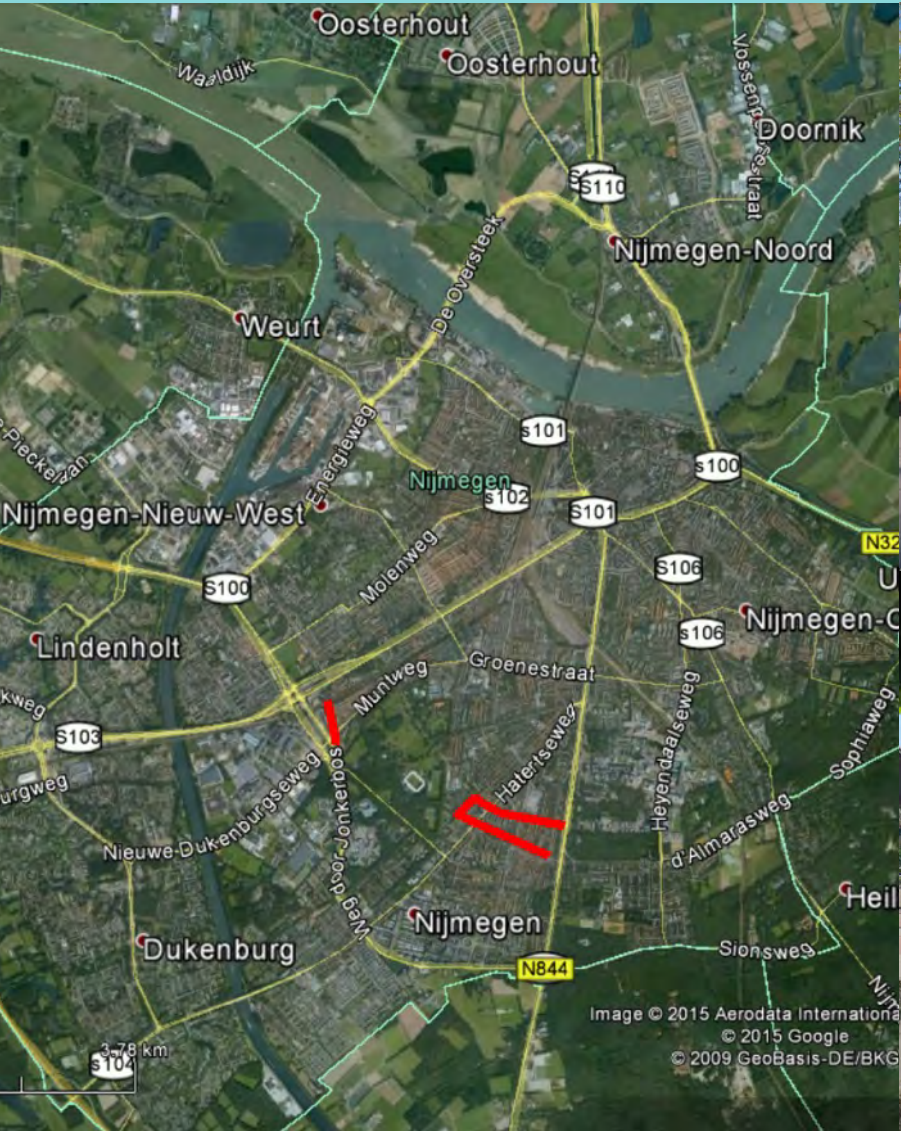
Old News: Separated Paths



New News: Bicycle Boulevards



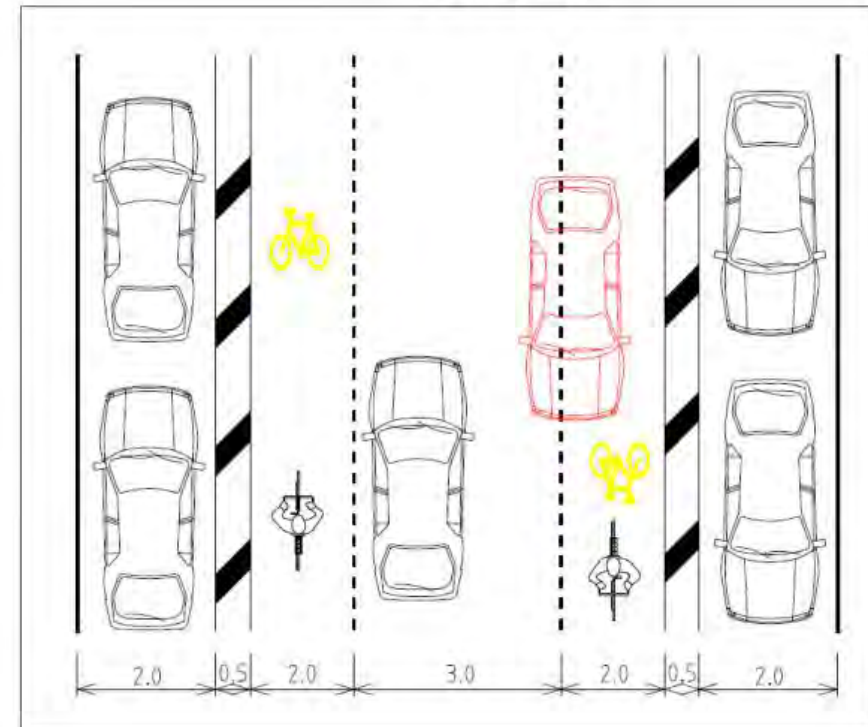
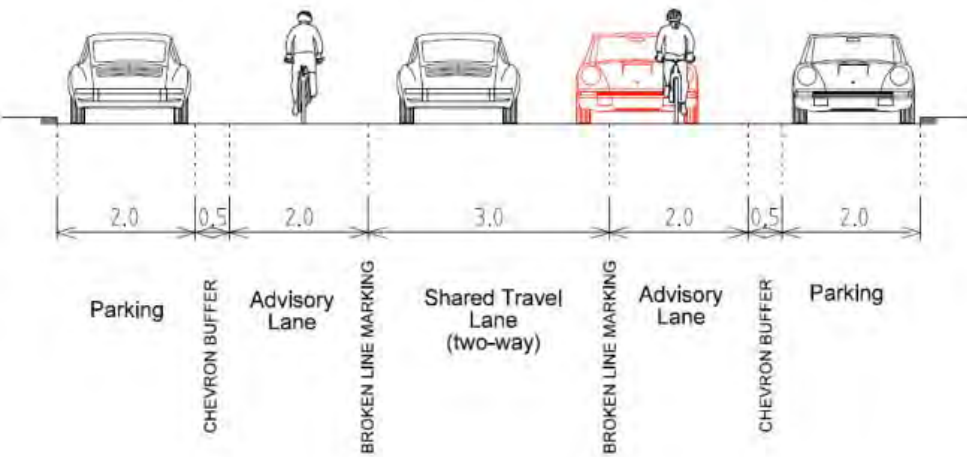
Bicycle Boulevard: Nijmegen, Netherlands



Key Elements: Advisory Lanes

ADVISORY LANES - URBAN

Parking permitted



Typical 12m cross-section

Key Elements: Filtered Permeability



Key Elements: Continuous Priority for Peds & Bikes



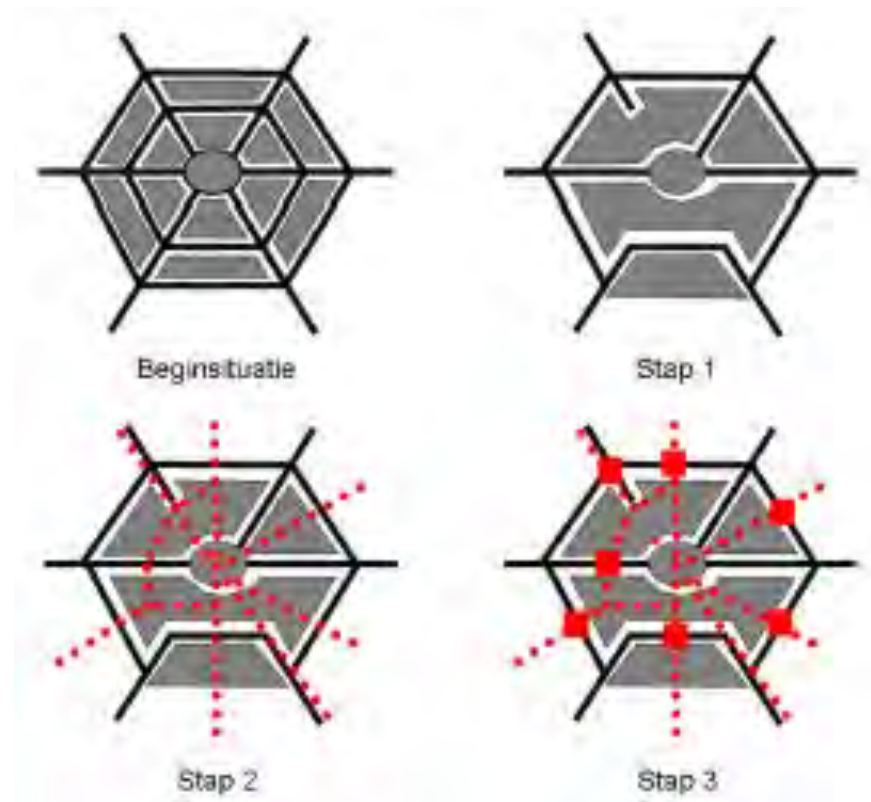
Key Elements: Contra-Flow



Key Elements: De-coupled from Main Roads

Three stages

- Base
- Step 1 – Reducing general traffic routes
- Step 2 – Bike and pedestrian routes through residential precincts
- Step 3 – Excellent crossing facilities for walking and cycling routes across the main road network



Source – *Fietsberaad Publicatie 19b - Grip op fietsongevallen met motorvoertuigen; samen werken aan een veilige fietsomgeving*

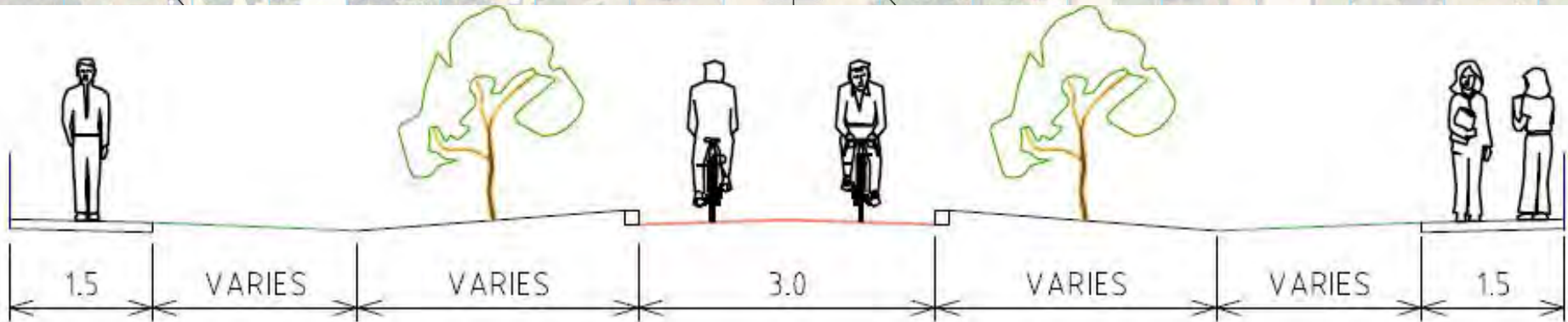
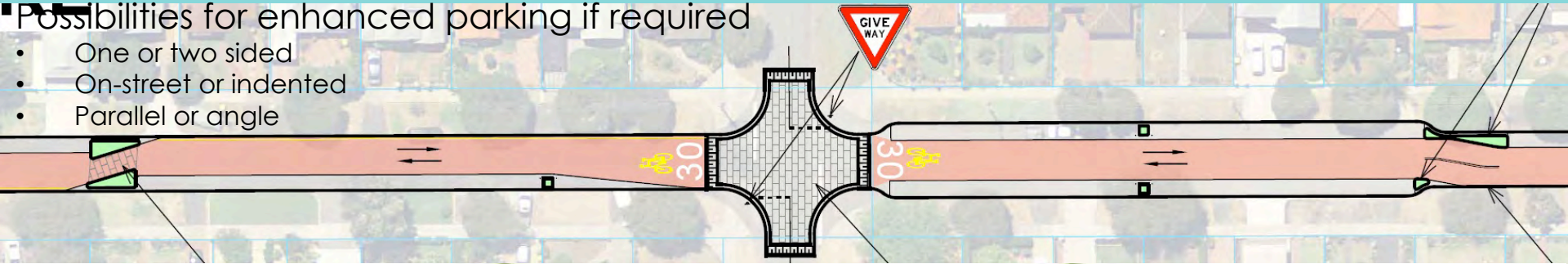
Key Elements: Crossability of Main Roads



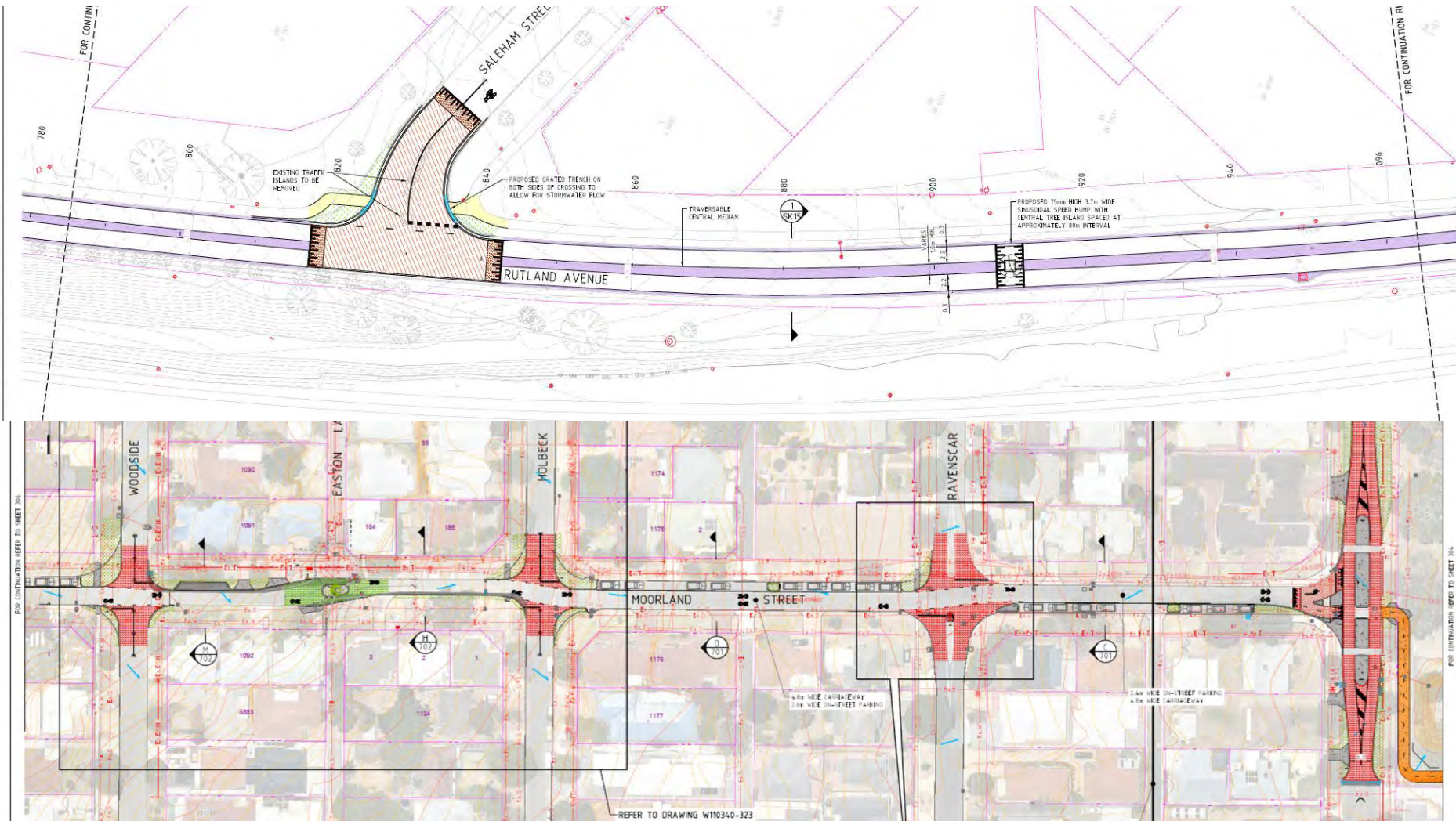
Creating Local Cycling Streets

■ Possibilities for enhanced parking if required

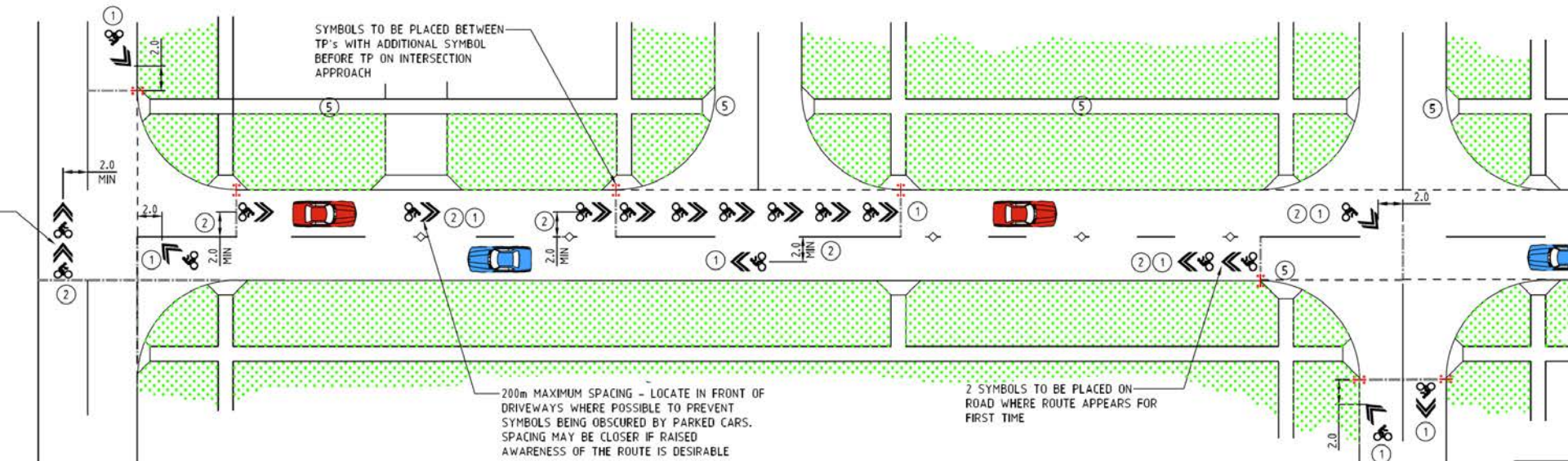
- One or two sided
- On-street or indented
- Parallel or angle



Creating Local Cycling Streets



Creating Local Cycling Streets



Creating Local Cycling Streets

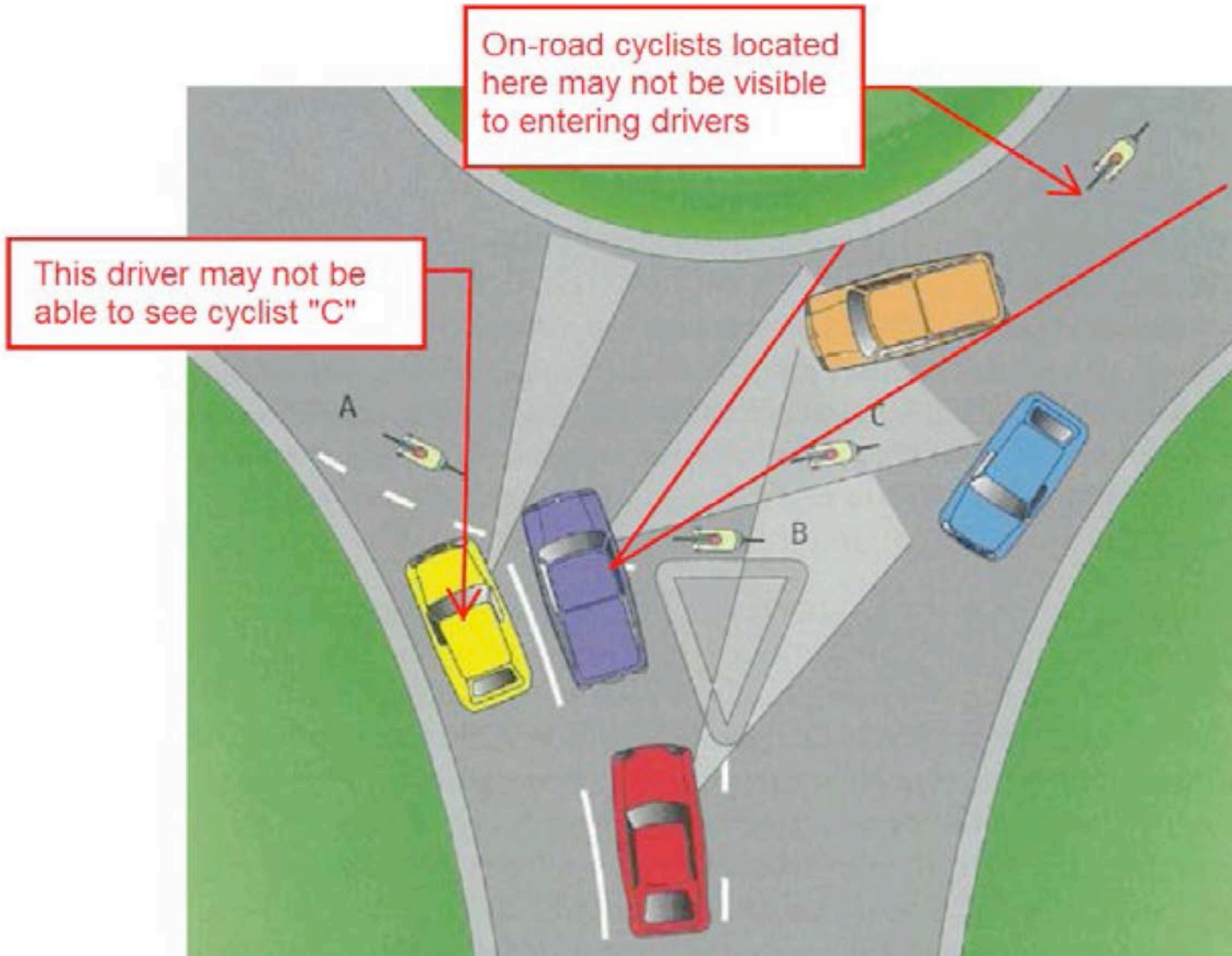


Not So

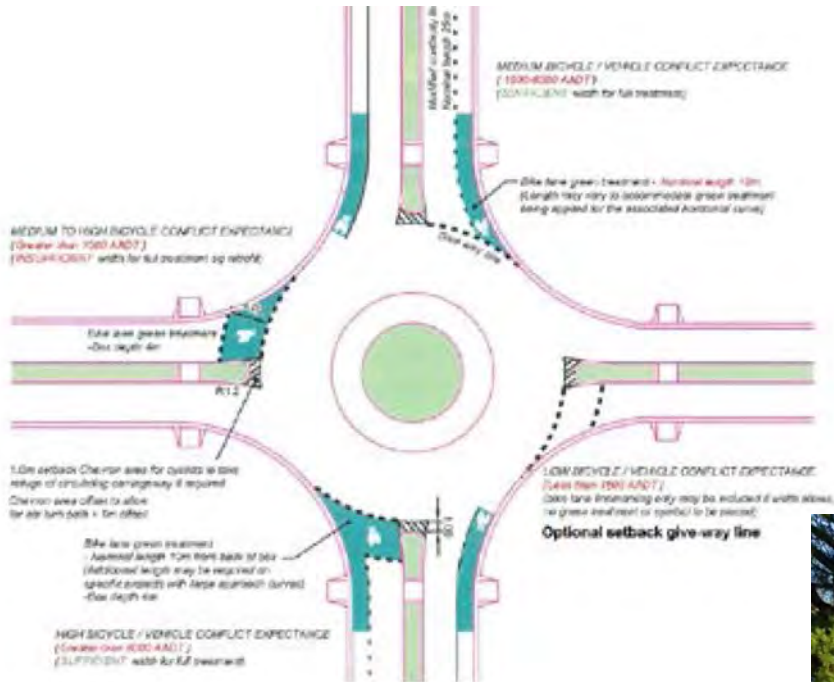
Creating Local Cycling Streets



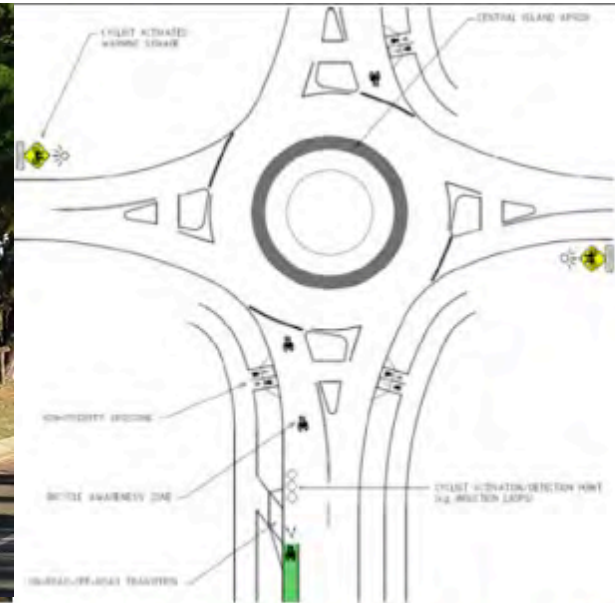
New News: Retrofitting Roundabouts



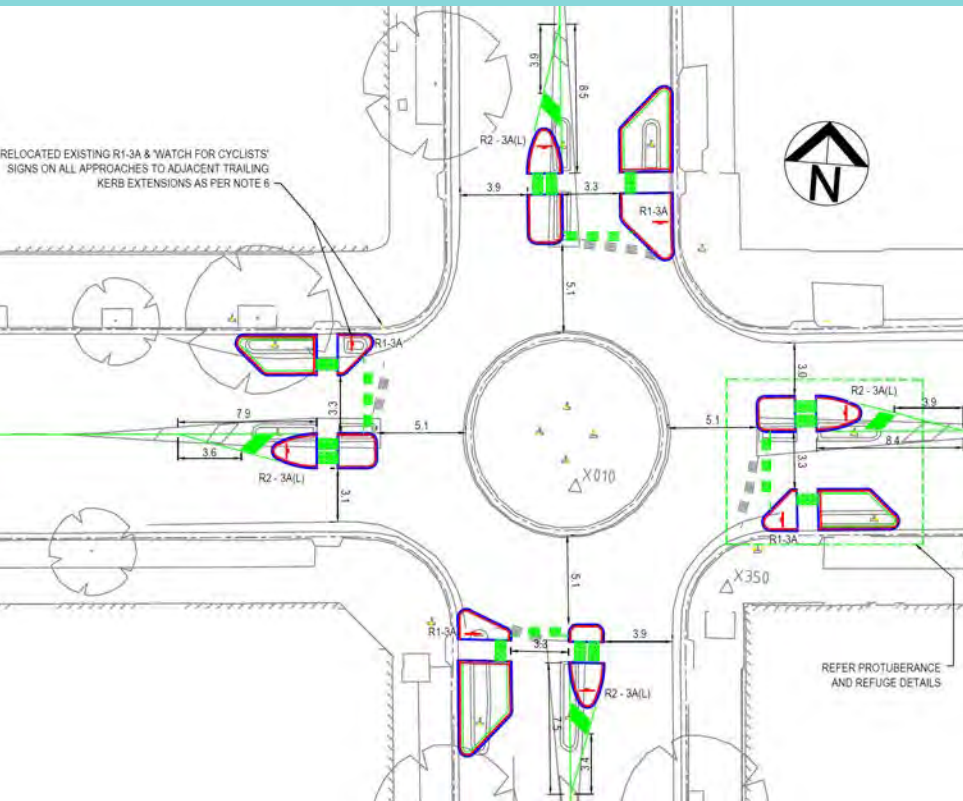
New News: Retrofitting Roundabouts



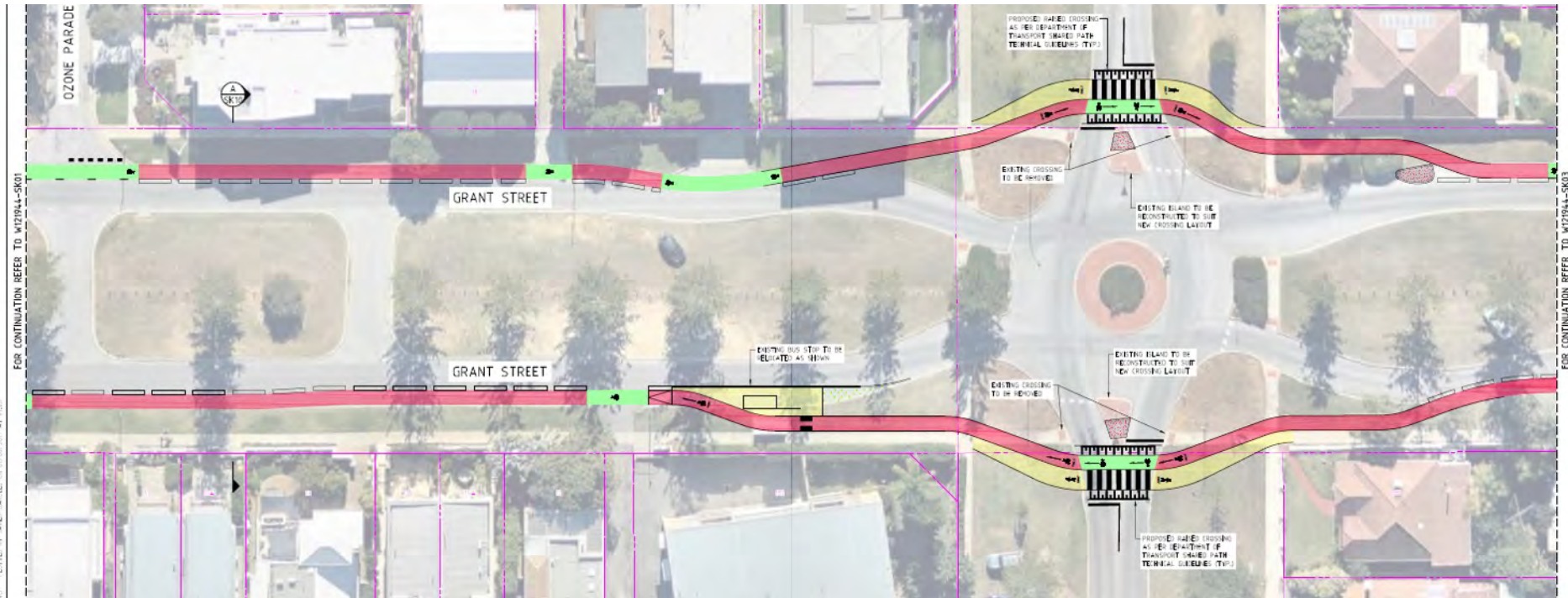
More information:
www.tmr.qld.gov.au/-/media/busind/techstdpubs/Technical-notes/Traffic-engineering/TN136.pdf



New News: Retrofitting Roundabouts



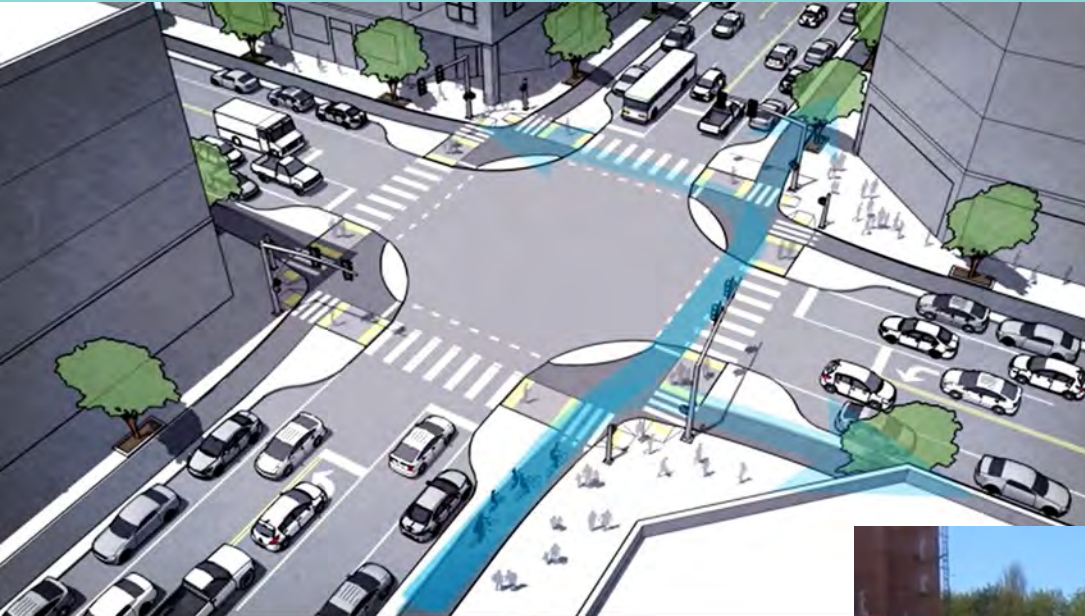
New News: Retrofitting Roundabouts



New News: Retrofitting Roundabouts



New News: Protected Intersections



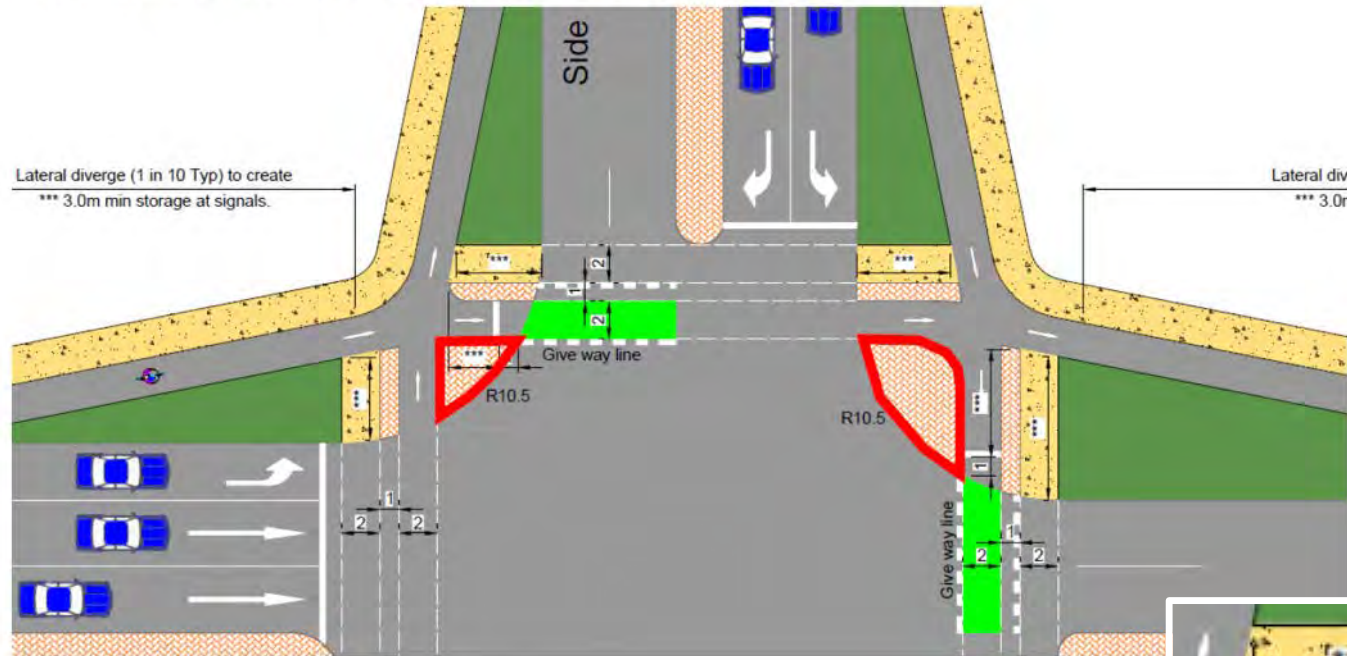
More Information:

- <https://www.youtube.com/user/markenlei/featured>
- <https://www.youtube.com/watch?v=5HDN9fUlqU8&list=PLB271D0D935C03800&index=184>
- <https://www.youtube.com/watch?v=LXqEqalJVLY>



New News: Protected Intersections

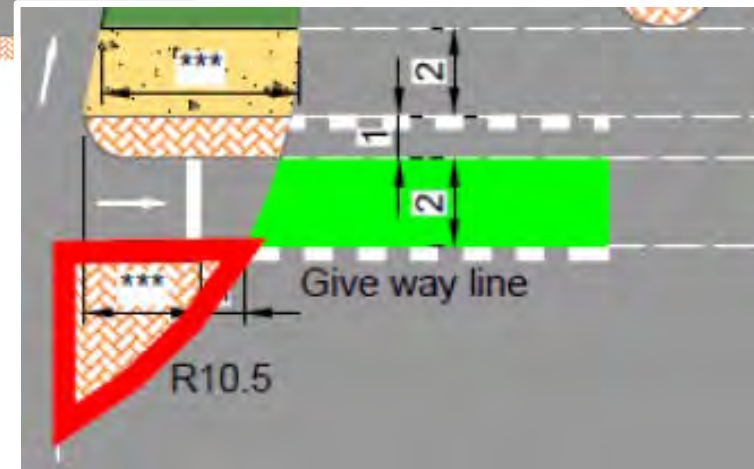
Figure 68: Two corner protective islands highlighted in red



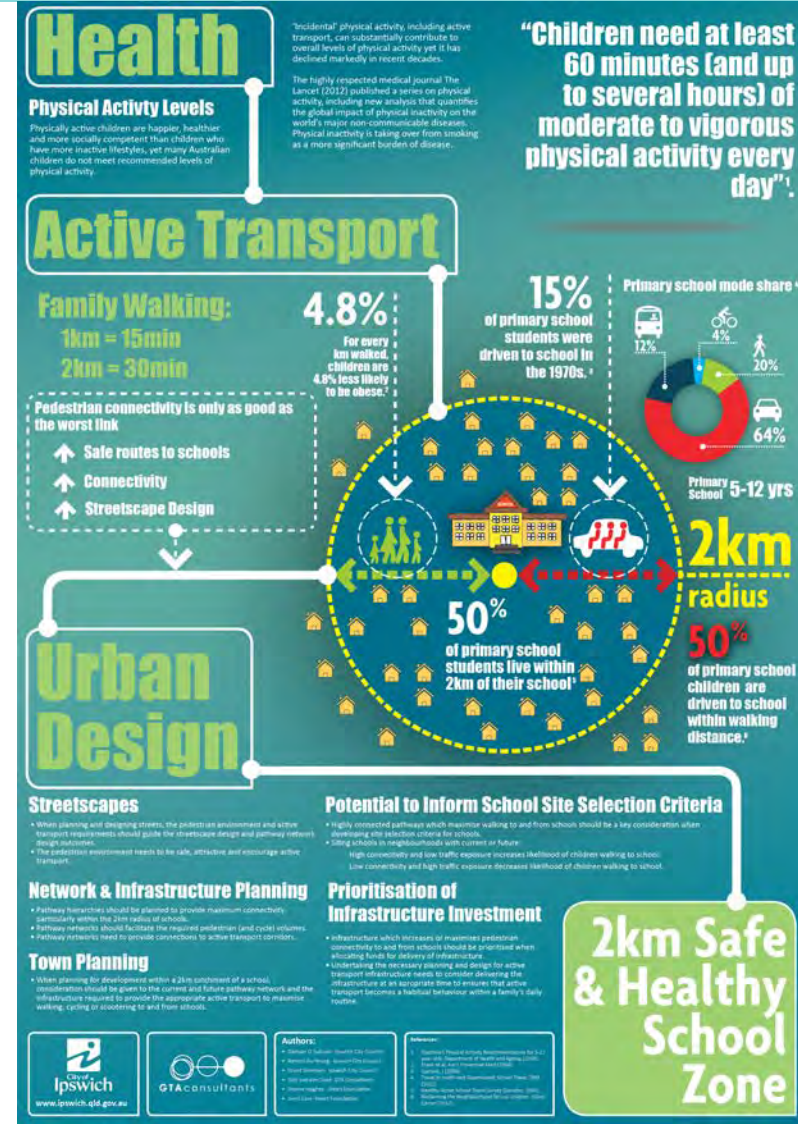
For more detail see Appendix B4.01.

More Information:

<http://www.tmr.qld.gov.au/-/media/busind/techstdpubs/Technical-notes/Traffic-engineering/TN128.pdf>



- WA – Safe Active Streets
- Ipswich – 2km Safe Healthy School Zone
- GreenWay – Safe Green Street
- Blacktown – Cool Green Street



New News: Cool Green Safe Healthy Active



Benefits

772 tonnes Co₂ reduced and avoided over 40 year period

20
YR OLD
TREES



- 10 561 kWh
over one year for the street



BILL

\$84.00

average saving
per house over 1
year

40
YR OLD
TREES



- 17 700 kWh
over one year for the street



BILL

\$141.00

average saving
per house over
one year



7200 kWh
reductions: NSW
average household
consumption

GALLAGHERSTUDIO

Urban and Landscape Projects

gallagherstudio.com.au



New News: Enabling Initiatives

14. *GreenWay Food Bike & Foot Tour*



8. *Adopt A Place*



9. *Outdoor Classroom*



Sources:
GreenWay
Park to Pacific (Better Block)



New News: Enabling Initiatives

Figure 9: Car free events – noticeable and newsworthy



Figure 10: How shared path stencils might look if designed by the Sydney cartoonist Jeremy



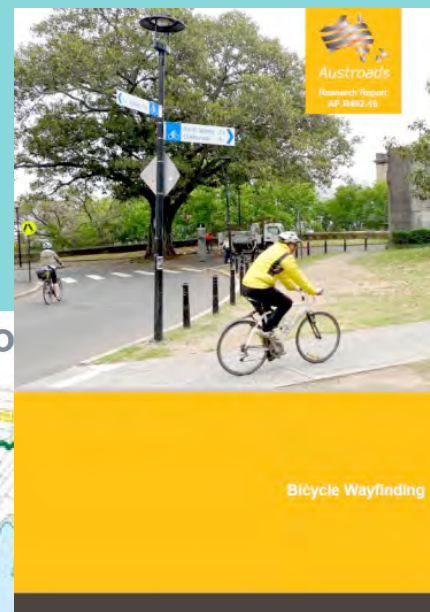
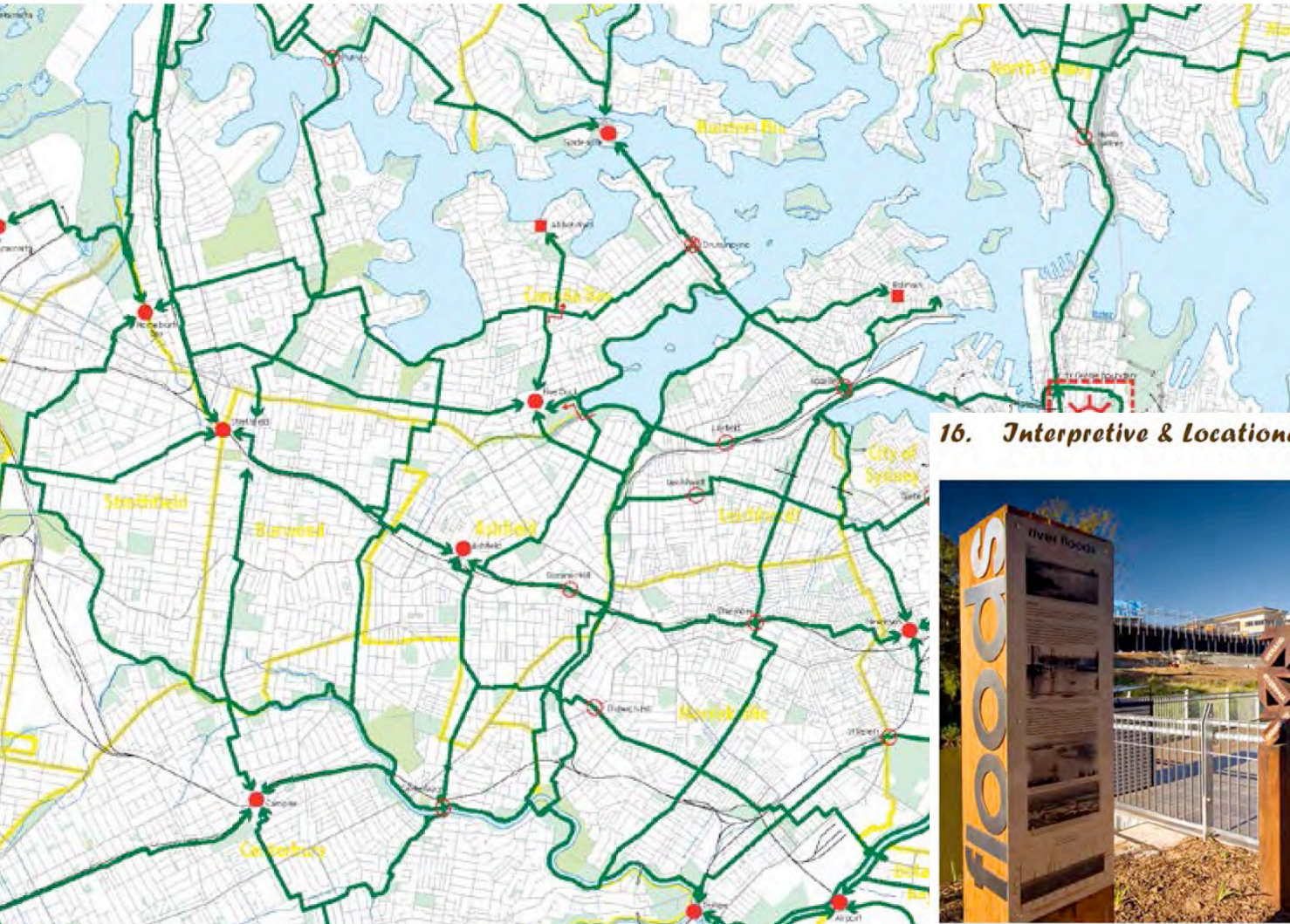
Figure 14: Two Tings Safety Campaign from the UK



Sources:
City of Sydney

New News: Wayfinding

Figure 3.24: A section of the Inner Sydney Regional Cycle Network Focal Po



Bicycle Wayfinding

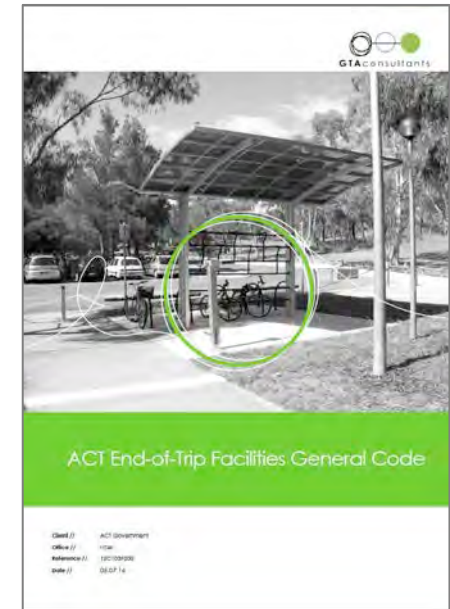
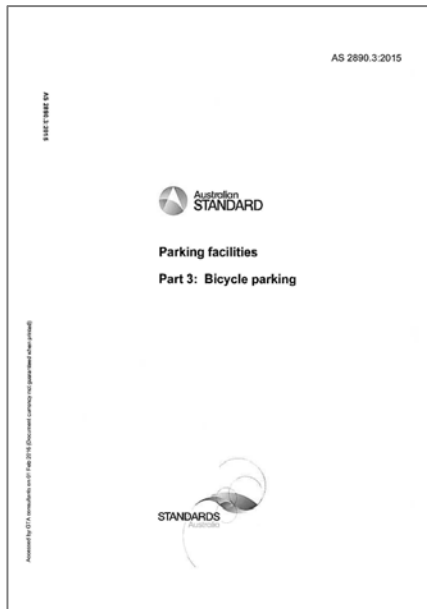
16. Interpretive & Locational Signage



New News: Wayfinding



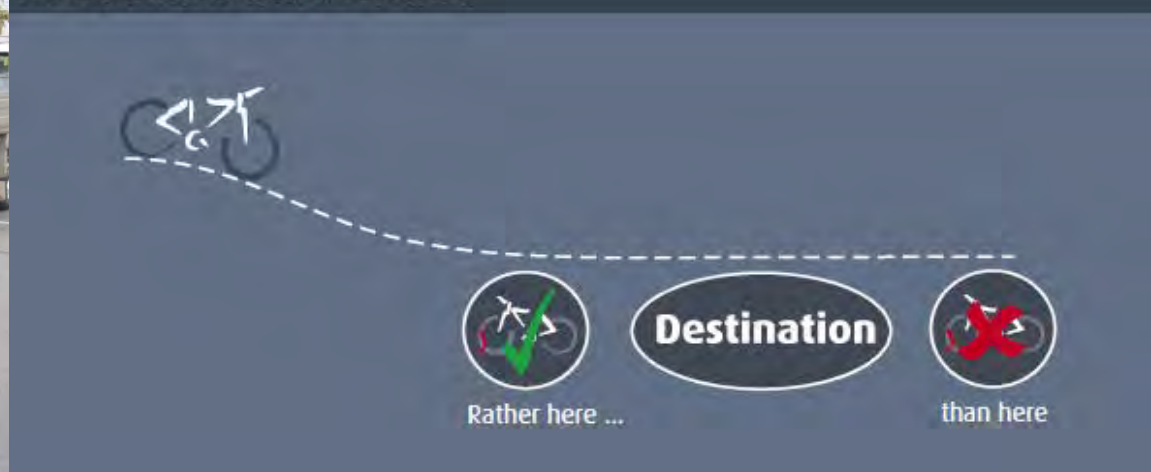
New News: End of Trip Facilities



New News: End of Trip Facilities



Correct location in relation to destination



New News: End of Trip Facilities



New News: Emerging Technology



Hot Off The Press News: Austroads + VicWalks + ATAP



Traffic Signal Features for Bicycles



SAFER ROAD DESIGN FOR OLDER PEDESTRIANS

movendo



Australian Transport Assessment and Planning Guidelines

M4 Active Travel



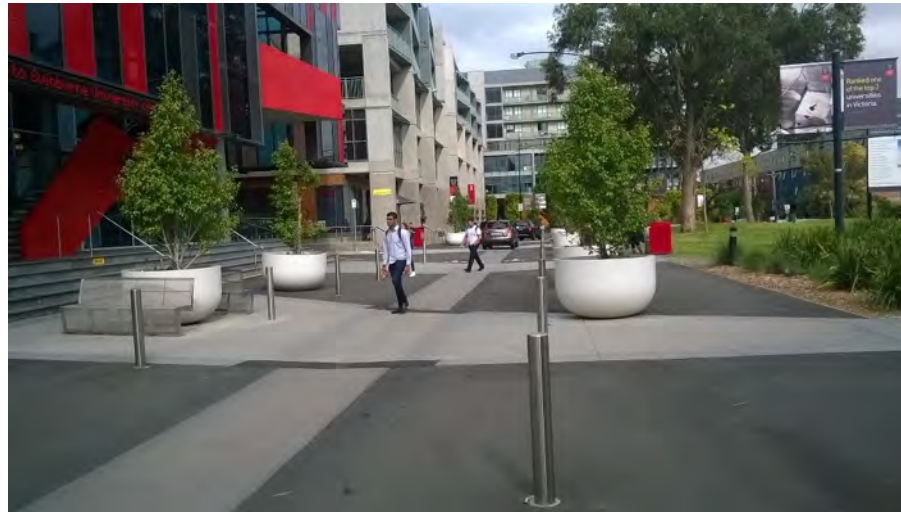
Future News: Shared Spaces/Naked Streets?

Benefits

- Reduced speed
- Equity among users
- Reduced visual clutter
- Improved aesthetics
- Better accessibility

Design Principles

- Design speed < 25km/h
- Same surface level
- No signs & line marking
- Remove physical barriers



Future News: Main Streets



Future News: Self-Explaining Roads

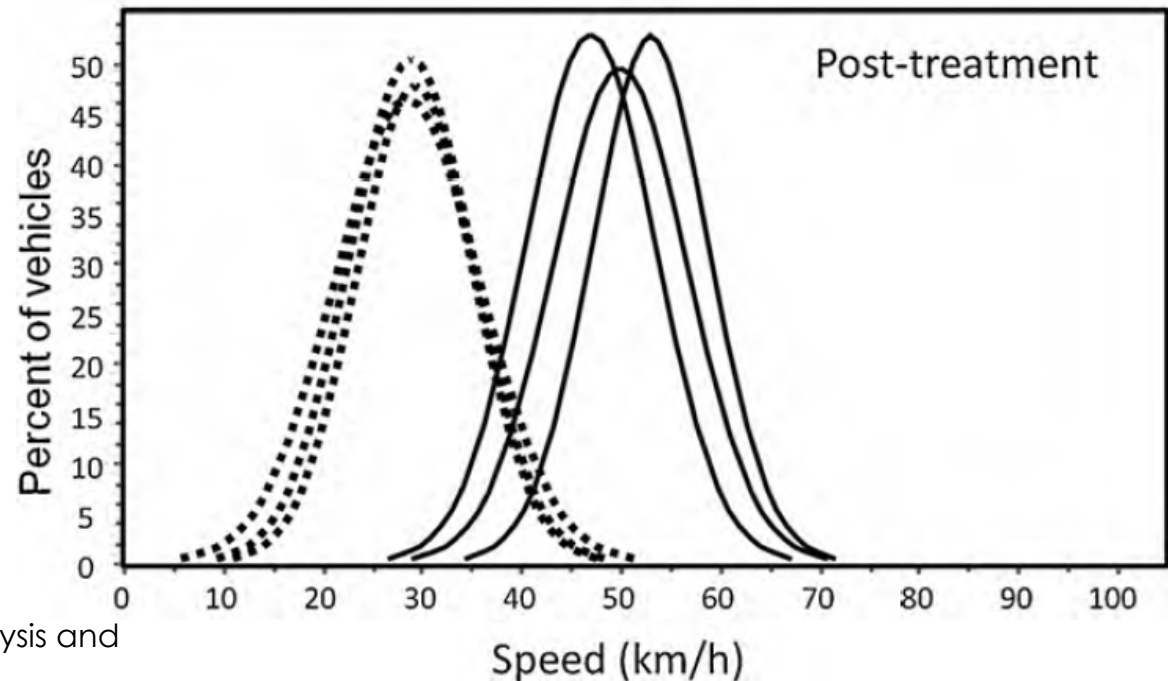
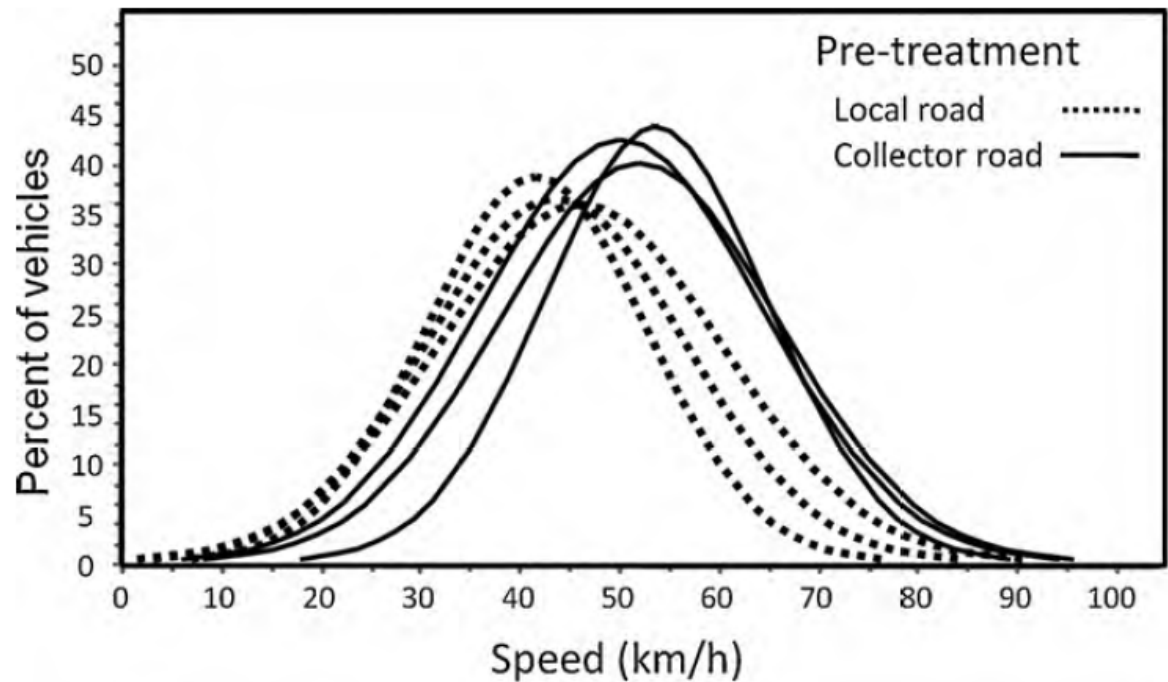


Source: S.G. Charlton et al. / Accident Analysis and Prevention 42 (2010) 1989–1998

Outcomes

↓ Vehicle speeds

↑ Homogeneity



Forgotten News: Every Street is a Cycling Street

- Not yet all that well done
- Focus on prioritised routes in Council and State/Territory plans
- BUT increasing numbers of great examples for all street types



Bad News Barriers



Take Home Messages for Marsden Street

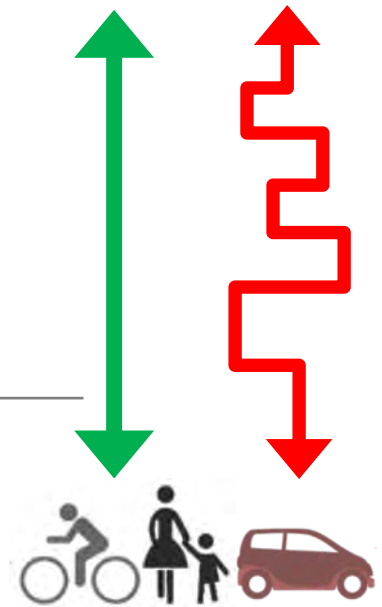


Equitable speeds (≤ 30 km/h)



Intuitive road designs

Direct, low volume routes



Innovative designs – ped/bike priority



Nurture a culture of respect



Dick van den Dool

Director

dvd@barrosdool.com.au

0418 234 026

