

Walk21 - 2014

Shared Space/ Shared Zone in Private Estates and the Public Domain - what it means for pedestrians?

Wayne Johnson

Wayne.johnson@gta.com.au

Brigette Humphrey-Robinson

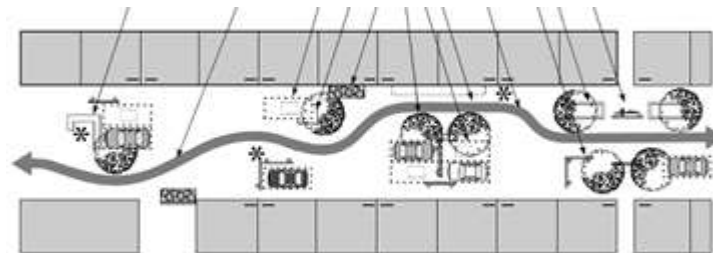
Dick van den Dool

Outline of Presentation

- Origin and Principles
- Projects
 - Public Domain – Bunda Street, Canberra
 - Private Estate – Retirement Villages, Australia
- Australian Shared Zone Legislation
- Site Observations and Recommendations
- Differences
- Conclusion

Shared Zone Origin and Principles

- Origin: Woonerf – Living Yard
- Shared Zone Principles
 - Safe for all road users, particularly pedestrians and cyclists
 - Reduce the risk of crashes between vehicles and pedestrians
 - Reduce vehicle speeds
 - Reduce traffic volumes
 - Enhance the amenity of the street environment



Australian Road Rules

Shared Space

- No legal definition
- Interaction of all users with minimal guidance

Shared Zone

- Definition - 'installation of Shared Zone signage'
- Does not specify speed limit
- Pedestrians have legal priority



Good Shared Zone Examples



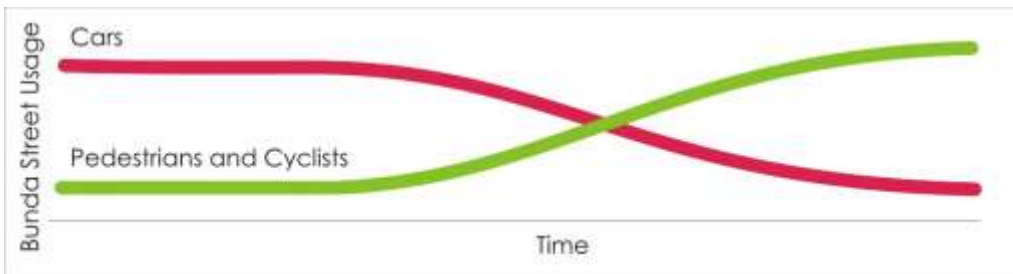
'One Size Fits All' is not necessarily appropriate for Shared Zones

Bunda Street Case Study – Public Domain



Bunda Street forms a key link within the Civic Cycle Loop

Bunda Street Vision



Key Design Considerations and Challenges

- Speed limit – safe, practical
- Retro-fitting the Woonerf Principle
- Funding limitations – staged approach
- Parking and loading – requirement of small business
- Intersection/ entry treatments – clear visual cues

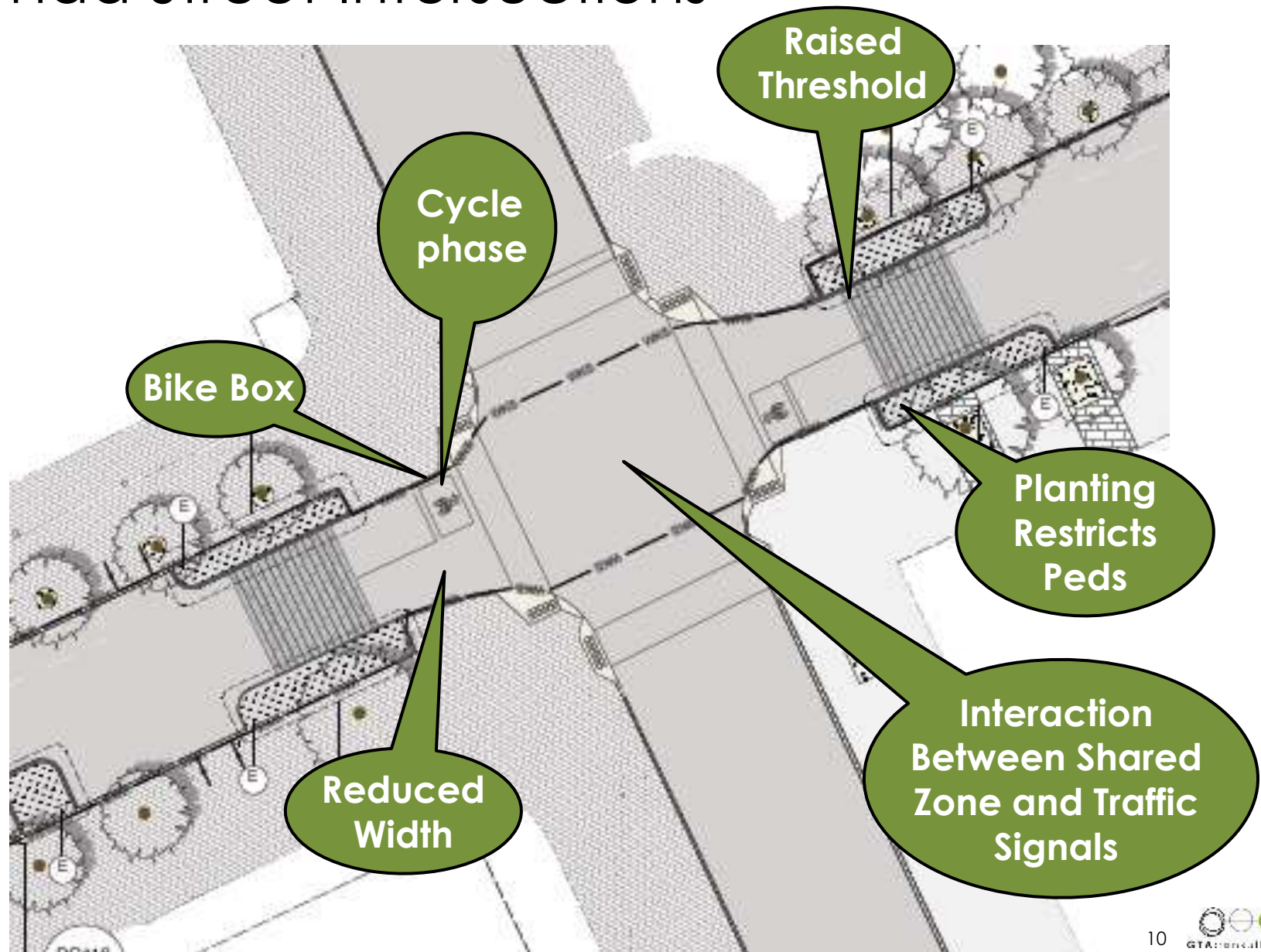


Bunda Street Parking

- Reduced parking spaces
- Short-term parking – increase efficiency
- Relocation to improve sight lines
- Consolidated loading areas
- Parallel parking – safer than angled for Bunda Street
- Alternate Sides – Woonerf Principle



Bunda Street Intersections



Private Estates

- Internal audit of retirement villages revealed safety concerns and inconsistent shared zone treatments
- Review the operation and management of the existing road network within a selection of retirement villages throughout Australia
 - Segregation/ traffic management/ signage?
- Review State and Territory Legislation
- Prepare a Framework Traffic Management Plan
- Village Manager to prepare Traffic and Pedestrian Guideline for each Retirement Village

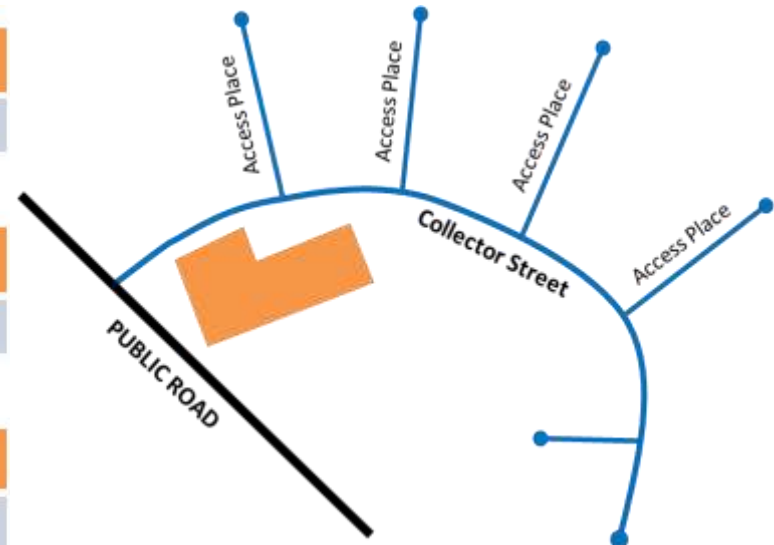
Australian and New Zealand Legislation - Variations

Region	Speed Max	Road Widths Min	Max Length	Road Profile & Finish	Approval	Other
NSW	10km/h	2.8m one way	400m	No K&G	RMS	
VIC	10km/h	2.8m one way		No K&G different road finish	Vic Roads	Straight lengths max 50m between traffic calming, & no through traffic.
SA	Walking pace					
WA	10km/h	2.5m one way, or 4.5m 2 way		No K&G different road finish		Narrow entry to alert drivers of changed road conditions
ACT	10-20km/h				Roads ACT	
QLD	10-20km/h	2.8m one way, or 4.5m 2 way	400m		Qld Dept. of Transport	No through traffic
NZ	10km/h					

Also Important: Visual cues at entry or exit to shared zone to alert drivers transitioning from normal road conditions of changed priority, speed etc.

Private Estate Lessons

- Road Hierarchy
 - The traffic management plan shall define the road type and each road must be treated differently based on the road hierarchy



Private Estate Lessons

- Entry and Exit Points – Site Observation
 - No transition zone
- Entry and Exit Points – Recommendation
 - Change in road surface/ pavement colour
 - Visual cues



Private Estate Lessons

- Pedestrian Facilities - Site Observation
 - Variety of treatments
 - Pedestrian crossings
 - Some crossings direct pedestrians into oncoming traffic flow
 - Pedestrian 'safe zone'
- Pedestrian Facilities – Recommendation
 - Pedestrians have priority within a Shared Zone



Private Estate Lessons

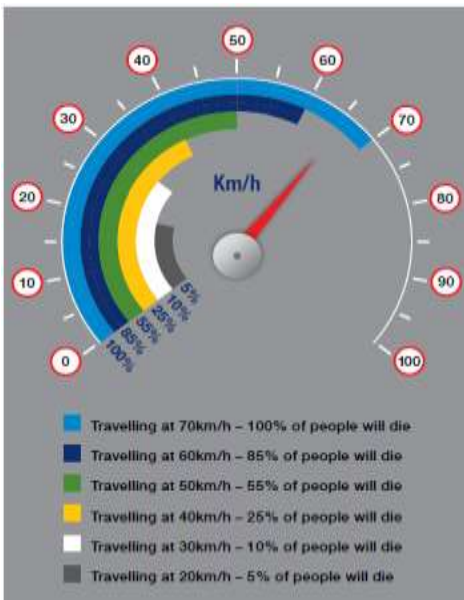
- Signage and linemarking – Observation
 - Inconsistent/ non-standard treatment
 - Give Way/ Stop
- Signage and linemarking – Recommendation
 - Remove signs and linemarkings (except parking bays)
 - Intersection treatment
 - Start and end of Shared Zone



- Vahl *“The best way to make a street safe is to make it unsafe”*

Private Estate Lessons

- Speed limit – Site Observation
 - Inconsistent speed limits
 - 15 km/hr – advisory speed
- Speed limit – Recommendation
 - 10 km/hr – walking pace



Private Estate Lessons

- Service and Delivery Vehicles – Site Observation
 - Insufficient turn-around areas
 - Trucks reversing
- Service and Delivery – Recommendation
 - Pedestrian route
 - Traffic and Pedestrian Management Plan



Bunda Street (Public Domain) vs. Private Estates - Differences

Public Domain

- Traffic signals
- Designated cycle route
- Retail activity
- Main Street
- Loading activity

Private Estate

- Infrequent usage
- Destination trips
- Lack of funding
- Narrow road geometry
- Sparse area

What it Means for Pedestrians

- Design the shared zone/ shared space based upon the characteristics of the private/ public road.
- A 'One Size Fits All' approach is not necessarily appropriate for a shared zone/ shared space but the objective of improving pedestrian safety is the same.



Thank you!

Any Questions?

Wayne.Johnson@gta.com.au

