City of Hobart - Melbourne Pedestrian Infrastructure Tour Photographic and Descriptive Record

17 February 2017

City of Darebin

Population 144,086
Area 53km2
Population Density 27.2/ha

Elsey Road, Reservoir

	Local street treatment: Street side gathering areas, crossing points, custom line marking, street trees for traffic calming, kerb outstands
	Example of seating, landscaping and WSUD

High Street (Ballantyne Street), Thornbury

	Raised thresholds on High Street at Ballantyne Street, Martin Street
	Raised threshold on a side street. This example is an older-style treatment and would not allow for zebra crossing markings to be retro-fitted. New raised threshold treatments installed in the City of Darebin are now being designed to allow for zebra markings to be retro-fitted.
	Accessible parking space for people with disabilities provided on the side street, where access ramps are provided as part of the kerb outstand, rather than reducing the width of the adjacent footpath. The kerb outstands mean that the appropriate width for an accessible parking space can be achieved.

Case study - raised thresholds, Darebin City Council

The City of Darebin now installs raised threshold treatments at all local/arterial road intersections when road resurfacing occurs.

Raised thresholds do not change who has the right of way at an intersection (unless combined with a marked crossing - see the Port Phillip City Council case study). Some argue that this raises confusion and could lull the pedestrian into a false sense of security. Victoria Walks argues that this possible disadvantage is more than made up for by the psychological message to drivers, who are required to give way to pedestrians in any case (if turning across the raised threshold).

The raised threshold does not change who has the right of way, but it does highlight the path of pedestrian movement and slow vehicle traffic at these intersections.

Source: Victoria Walks

City of Yarra

Population 74,090
Area 19.5km2
Population density 38.0/ha

Amess Street, Carlton North

The Capital City Trail is a shared use path for cyclists and pedestrians, which circles the Melbourne city centre and some inner eastern and northern suburbs of Melbourne.

	Linear Path priority reversal on Capital City Trail Finding: High use pedestrian and cycle shared path with strong visual clues to reinforce the give way.
	Approaching the road crossing along the Capital City Trail. Note the excellent sight distance between path users and road users.

	An example of signage on the Capital City Trail, reminding all users of the path etiquette.

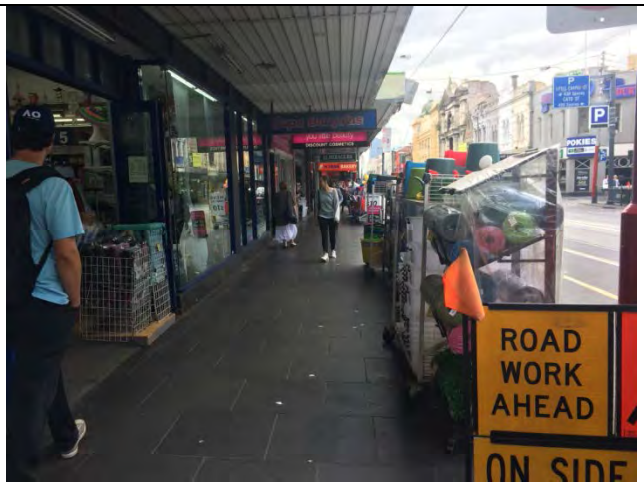
City of Stonnington

Population 93,145
Area 25.6km2
Population density 36.4/ha

Stewart Street, Richmond

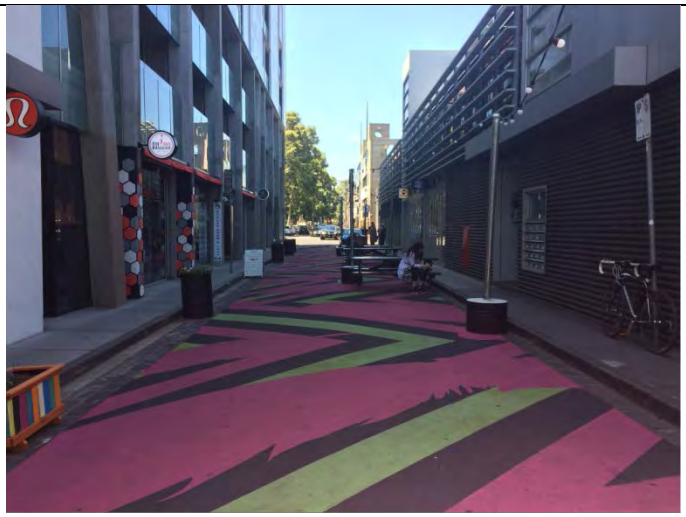
	20km/h shared zone in Stewart Street, Richmond that is currently under construction. Finding: On pavement bicycle storage, retrofitted into an on-street car parking space.

Chapel Street – tactical urbanism

	Example of the outdoor display of goods whilst retaining a clear building line (on Chapel Street).

Greville Street and King Street – Tactical Urbanism

	Very good example of long term tactical urbanism. The “temporary” arrangement has been in place for more than 9 months and is likely to remain until the permanent arrangement is implemented.
	Very good example of long term tactical urbanism. The “temporary” space is used for extended outdoor dining opportunities. It is worth noting that the table and planter infrastructure is provided by the Council during the trial.
	Long term tactical urbanism. Low cost, don’t worry about the kerb being in the wrong place (the table legs have been cut to different lengths to account for the kerb under the table)

	In Greville Street the tactical urbanism project involved limiting traffic to one-way only (when it had previously been two-way traffic). Note the temporary kerbs, regulatory signage and use of turf to delineate this change.
	The creation of a new public space through the closure of a side street (at King Street).
	Temporary pavement markings and lighting within the new public space created by closing King Street to vehicle traffic.

	A raised junction table and zebra markings on all four approaches. Note the pedestrian looking at his phone while crossing the road.
	A raised junction table and zebra markings on all four approaches. As part of the permanent arrangement some of the crossings will be moved slightly away from the intersection due to traffic queuing issues.

City of Port Phillip

Population 91,372
Area 20.62 km2
Population density 44.3/ha

The Esplanade, St Kilda

Examine pedestrian safety and walkability improvements including the removal of a slip lane and the installation of a number of raised pavement zebra crossings in a 40kph area.

	Removal of slip lane to provide large forecourt at Luna Park. A raised zebra crossing across the side street (set back from the give way line by approximately 6m).

Acland Street, St Kilda

	Acland St Mall – excellent pedestrian space and tram "super stop" has been created.

	Clear building lines in Acland Street.

Bridport Street, Albert Park

	Raised threshold treatment at side street. Finding: Similar to what we have constructed at Franklin Wharf / Morrison Street. Opportunities for other installations in Hobart, including along Macquarie Street, South Hobart

	Incorporating landscaping and water sensitive urban design into kerb bulbings. Note the good use of low vegetation at the intersection in order to maintain good sight distance.

Three roundabouts with raised pavement zebra crossings, intersection modifications (kerb extensions some with WSUD – water sensitive urban design) (40km/h area).

	Raised pedestrian crossings (wombats) at roundabout

	Raised pedestrian crossing (wombat) at roundabout. Note that the pedestrian crossing is directly in line with the footpath.
	Raised pedestrian crossing (wombat) at roundabout. There is a second raised pedestrian crossing just visible in the background – linking the shopping centre to the library.
	Narrowed entry into side street with raised pedestrian path and landscaping.

	Narrowed entry into side street with raised pedestrian path and landscaping.
	Raised pedestrian crossings (wombats) at roundabout

Case Study - Port Phillip roundabout treatments

Roundabouts can be difficult to navigate for pedestrians as they have different rules to other intersections. Roundabouts are not conducive to pedestrian mobility as pedestrians must give way to all vehicles.

A study undertaken in Western Australia revealed that 54% of the pedestrians interviewed found the rules associated with roundabouts confusing and 72% found it harder to cross at a roundabout than at a conventional crossing (Browning 2001, cited in Candappa et al 2005).

Design

The City of Port Phillip, constructed an innovative treatment at a busy suburban roundabout designed to provide greater safety and convenience for pedestrians. The design provides right-of-way for pedestrians directly at the intersection as opposed to standard roundabout design.

The redesign of the roundabout involved the installation of raised pedestrian crossings, which are flush with the footpath, marked by zebra crossings. The existing bike lanes were removed and more pronounced line marking were introduced. These raised pedestrian crossings act as a slowing mechanism for approaching cars as they are given the feeling that they are crossings a pedestrian orientated zone.

Results

Since the treatment in 2005 there have been no crashes at the site. A survey of those who use the roundabout found that a significantly larger number of respondents believed the roundabout crossing was safe (24% before compared with 64% after), that travel speeds were more acceptable (47%, before and 66% after), and that more drivers were giving way to pedestrians in the after-period (78%) compared to before treatment (30%). 89% of respondents found the pedestrian crossings easy to use after treatment, compared with 54% before treatment. Similarly, there was a large increase in the proportion of pedestrians believing the waiting time was convenient after treatment, increasing from 15% to 76%. However, some respondents felt that drivers and pedestrians were confused as to who had right of way in the unconventional treatment.

The fact that drivers may not be sure what to do encourages them to reduce their speed and assess the situation as is the case in shared space zones. Slower vehicle speeds assist in protecting pedestrians from any driver that does not give way, while also having a general traffic calming effect. Moreover, in the event of a crash, lower speeds reduce pedestrian injury risk, the probability of fatal injury to a pedestrian reducing dramatically for reductions in impact speeds between 30 km/h and 50 km/h.

The results are detailed in the paper Evaluation of an Alternative Pedestrian Treatment at a Roundabout.

Source: Victoria Walks