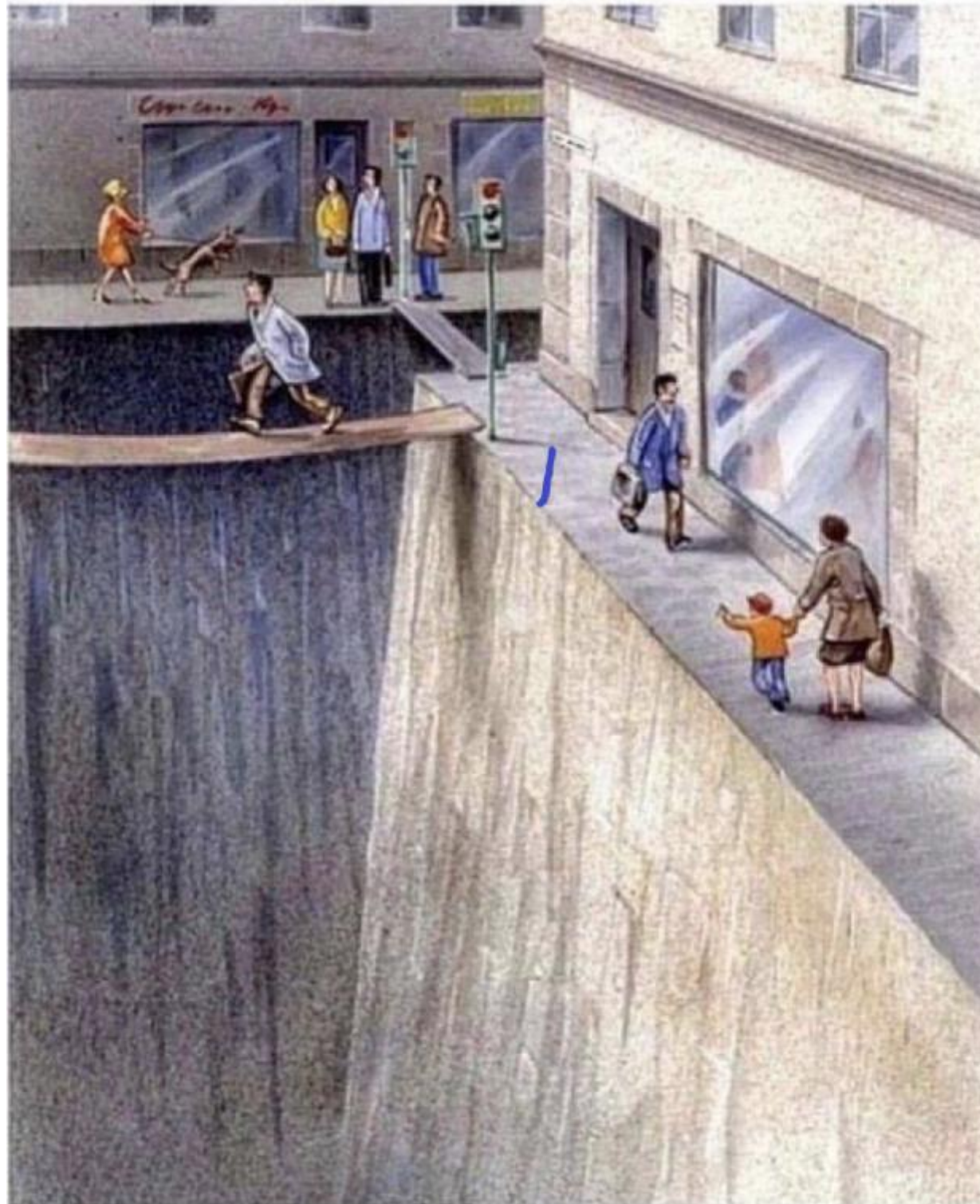


Safe and Low Traffic Neighbourhoods



Tim Judd, Director

Safe and Low Traffic Streets

Streets for People, not Roads for Cars

Reducing speeds and traffic volume within local suburban roads means we can return 'roads back to streets' to be enjoyed by the people who live and play there.



Improving pedestrian amenity and making it safer to walk and cycle

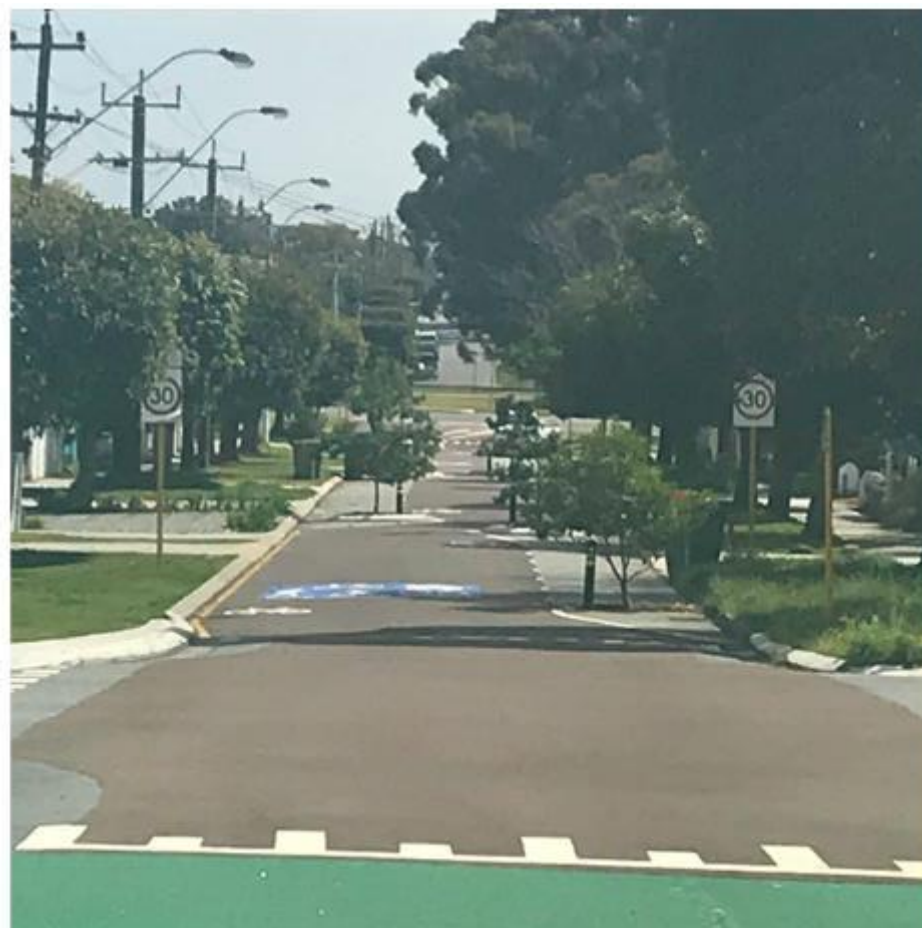
Safe Active Streets

Safe Active Streets (Bike Boulevards) - Department of Transport

Moorland Street



Leake Street



Shakespeare Street



Self Explaining Roads

Self-Explaining Roads Trial – City of Stirling



Changing the visual characteristics of roads to influence driver behaviour

Street designs that evoke correct expectations and driving behaviour

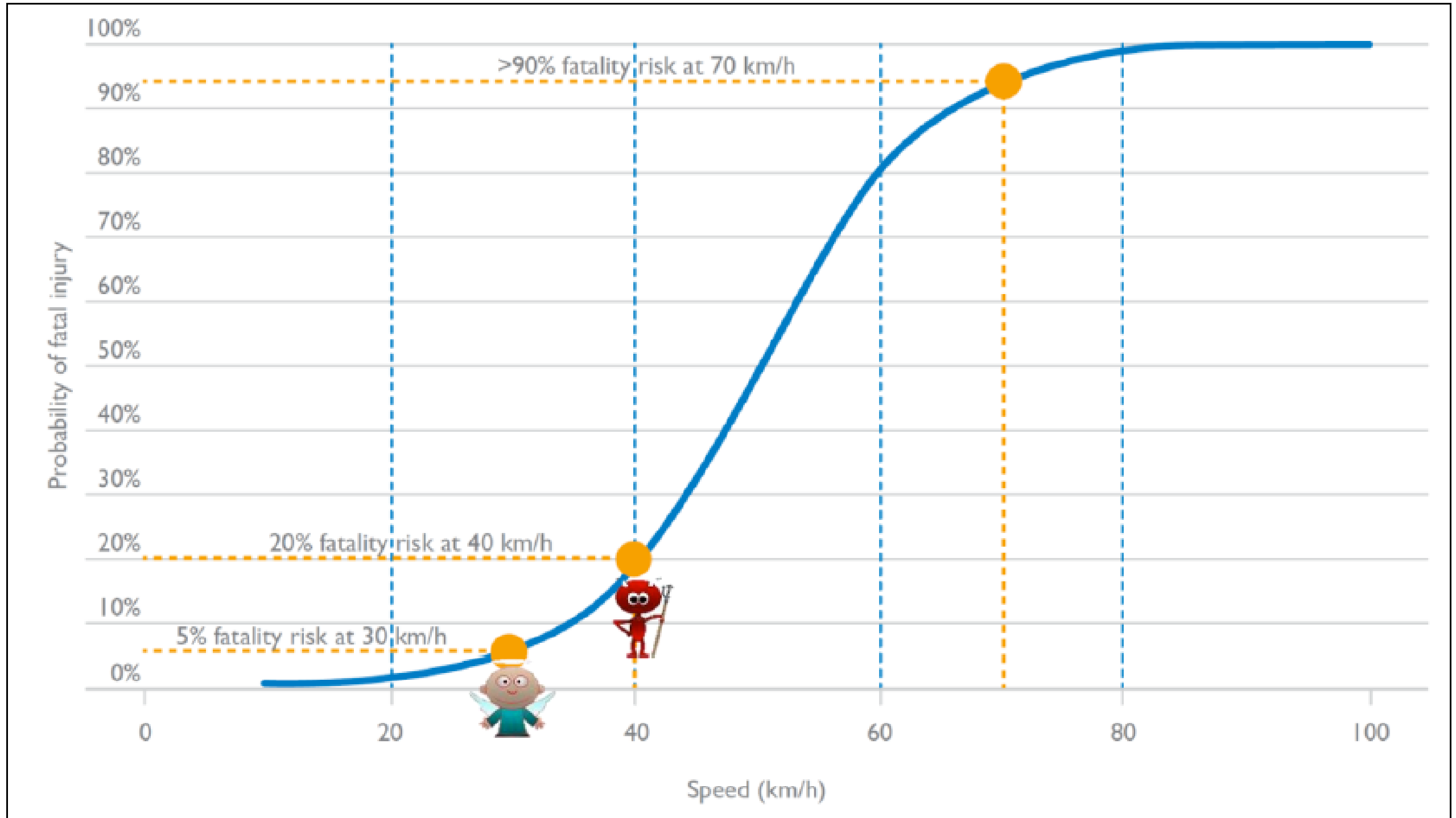
Focus on three key principles

- ❖ Functionality
- ❖ Consistency
- ❖ Predictability

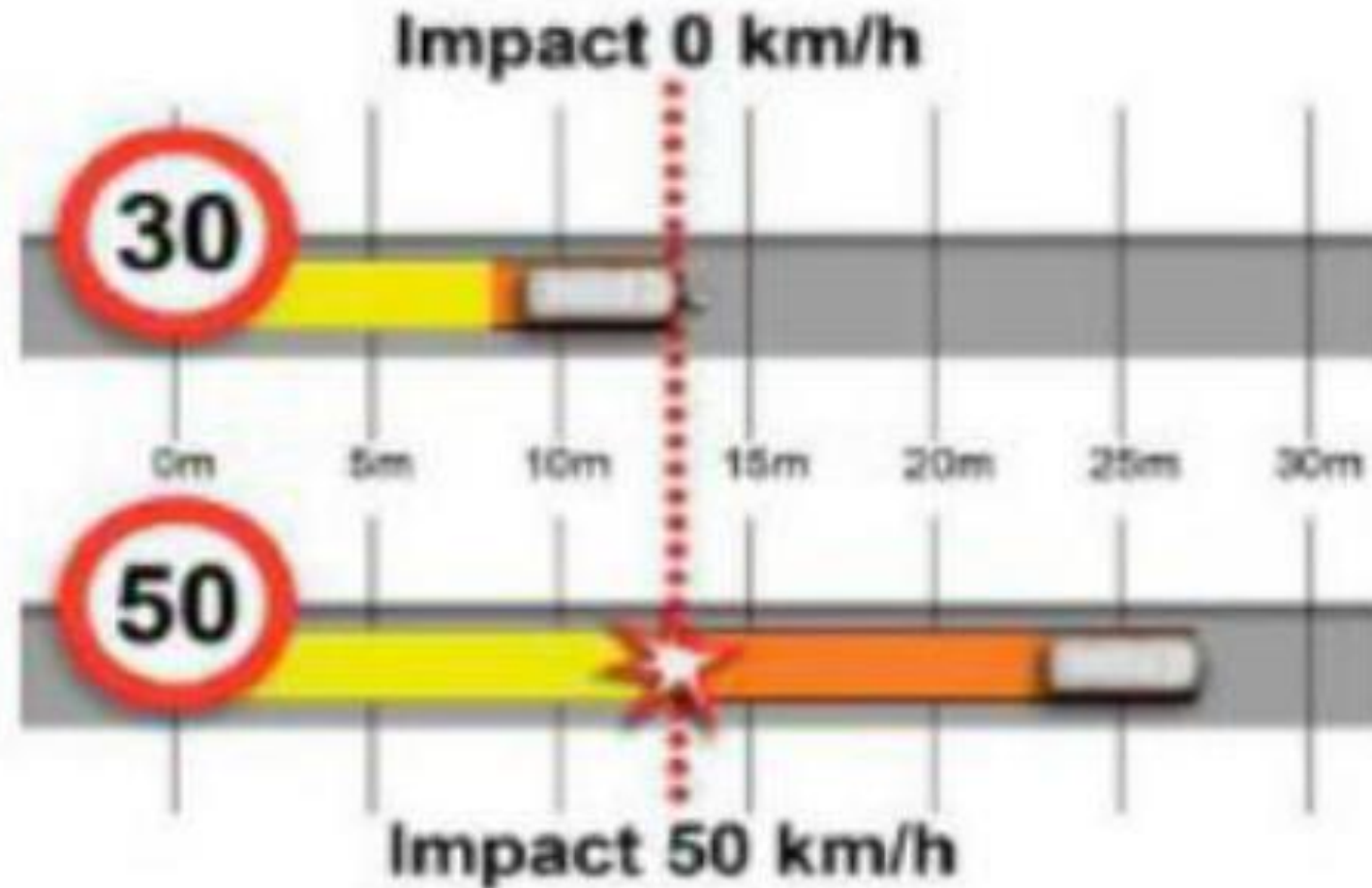
*image provided by City of Stirling



Probability of fatality by speed

(vehicle vs vulnerable road user)



Reaction and braking distance of speed



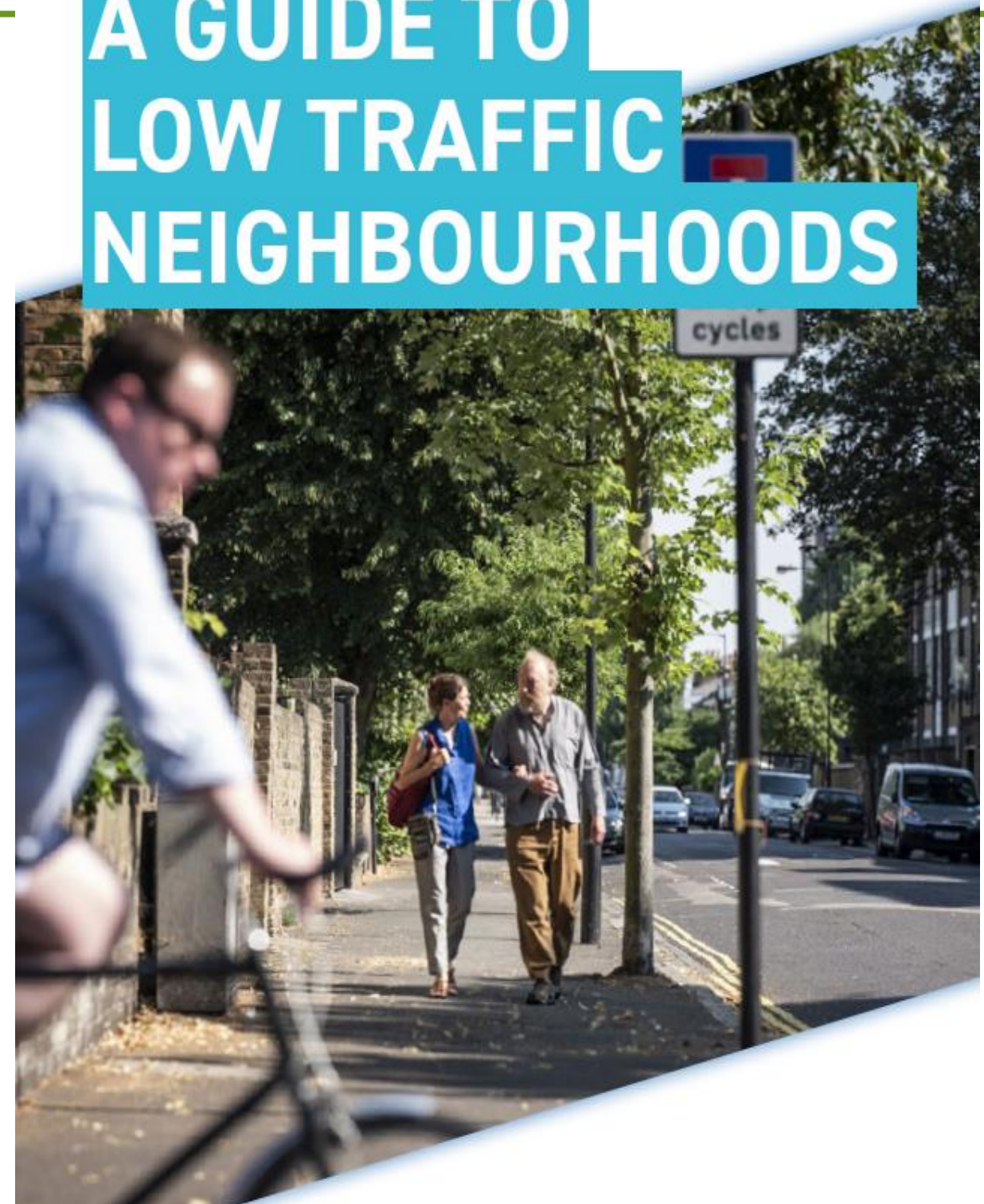
-  Yellow strip: distance covered during reaction time (1 second)
-  Orange strip: braking distance

LOW TRAFFIC NEIGHBOURHOODS ARE GROUPS OF RESIDENTIAL STREETS, BORDERED BY MAIN OR DISTRIBUTOR ROADS (THE PLACES WHERE BUSES, TRUCKS, NON-LOCAL TRAFFIC SHOULD BE), WHERE “THROUGH” MOTOR VEHICLE TRAFFIC IS DISCOURAGED OR REMOVED.

THERE’S LOTS OF WAYS YOU CAN MAKE A LOW TRAFFIC NEIGHBOURHOOD,

BUT THE MAIN PRINCIPLE IS THAT EVERY RESIDENT CAN DRIVE ONTO THEIR STREET, GET DELIVERIES ETC., BUT IT’S HARDER OR IMPOSSIBLE TO DRIVE STRAIGHT THROUGH FROM ONE MAIN ROAD TO THE NEXT.

A GUIDE TO LOW TRAFFIC NEIGHBOURHOODS



Low Traffic Neighbourhoods

- No direct through routes to enable rat running
- Connectivity for pedestrians and cycling over vehicles
- Width restrictions to reduce speed and attractiveness of route
- Use of more Street Trees and Parklets

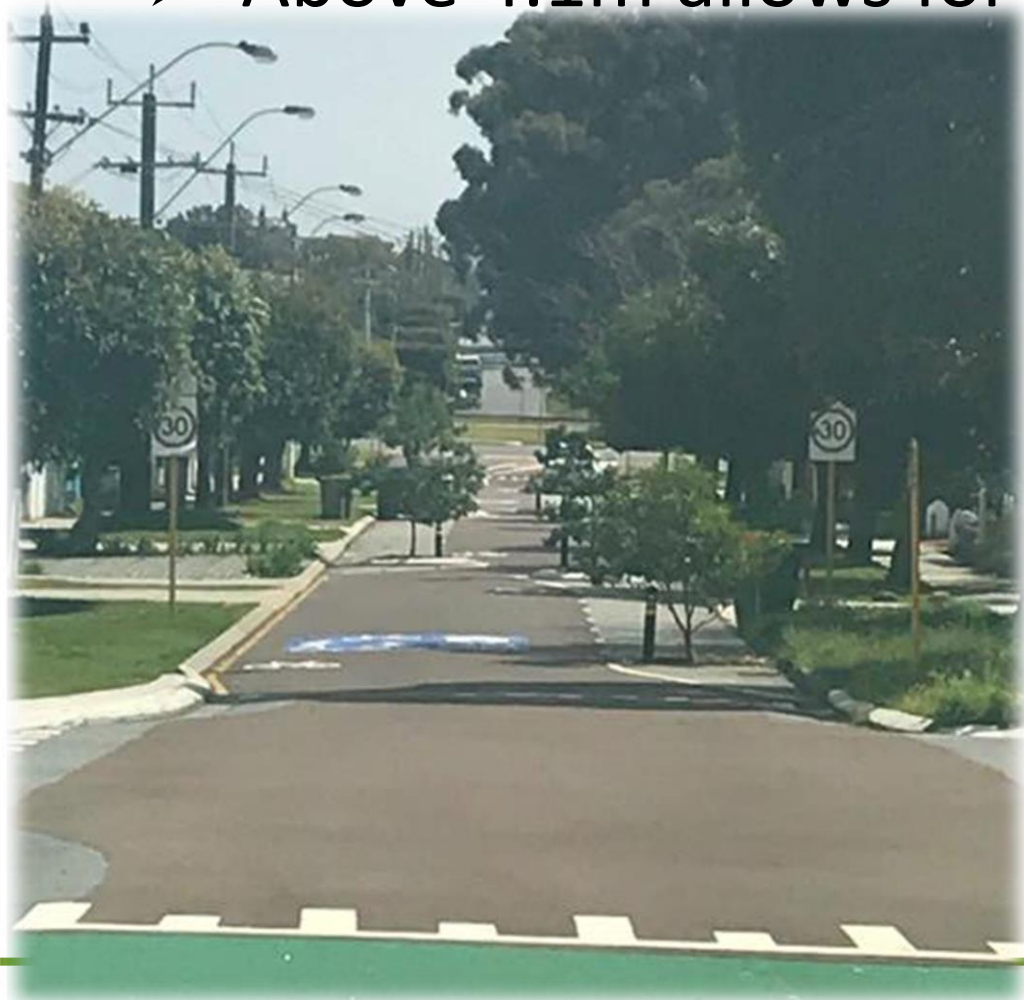
Low Traffic Neighbourhoods



Safer Street Design Principles

Widths

- Lane Widths
 - Avoiding 3.1m to 4.1m trafficable lane width rule when constrained
 - Less than 3.1m means cycle priority and reduced traffic speed
 - Above 4.1m allows for 1m passing



- Street Widths
 - Between 4.5m to 4.8m
 - Allows for two-way passing of vehicles (slowly) – still allows for larger infrequent trucks

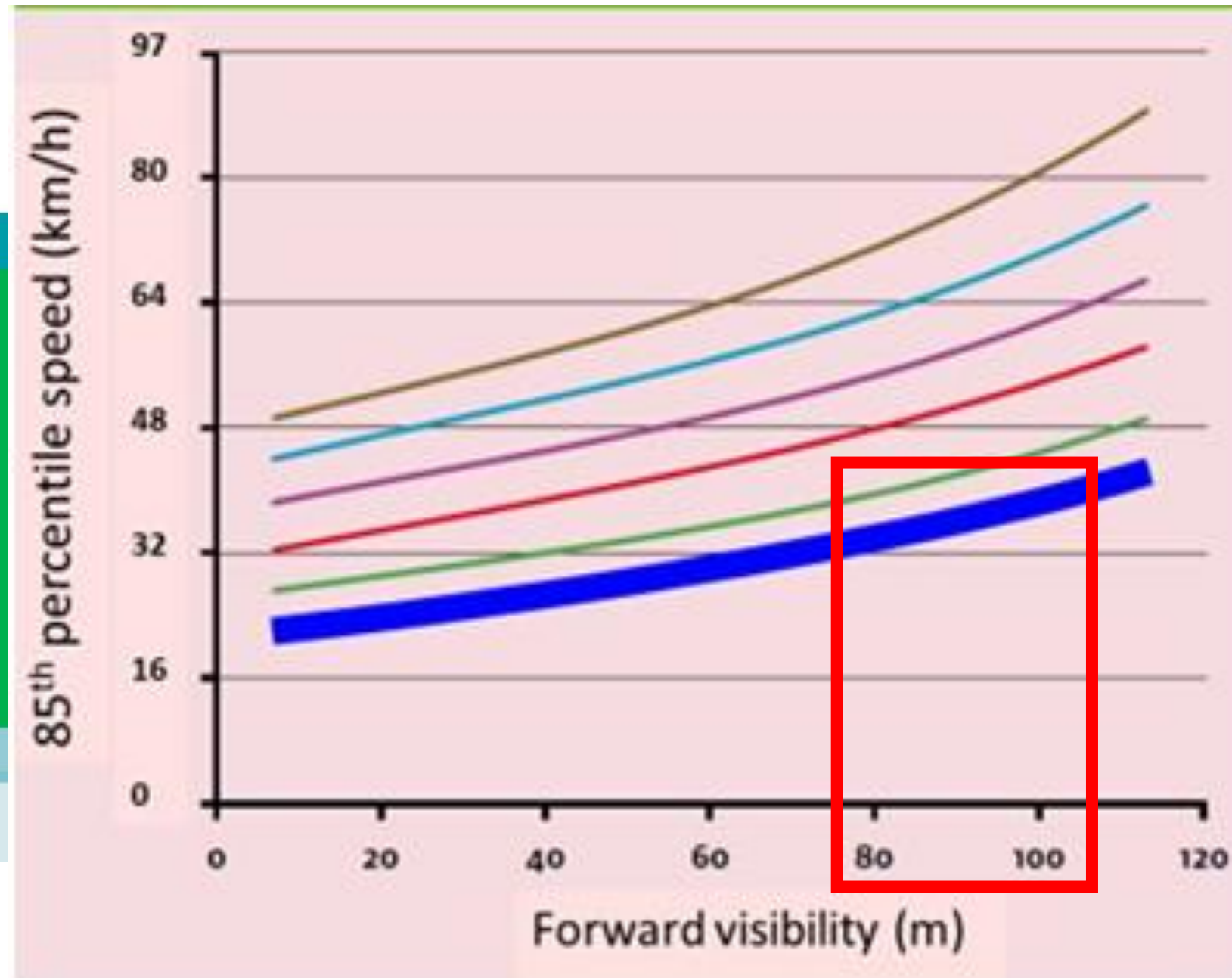
Safer Street Design Principles Visibility

Reducing Visibility (Psychology and Perception)

Manual for Streets 2



Wider Application of the Principles



Safer Neighbourhood Street Design

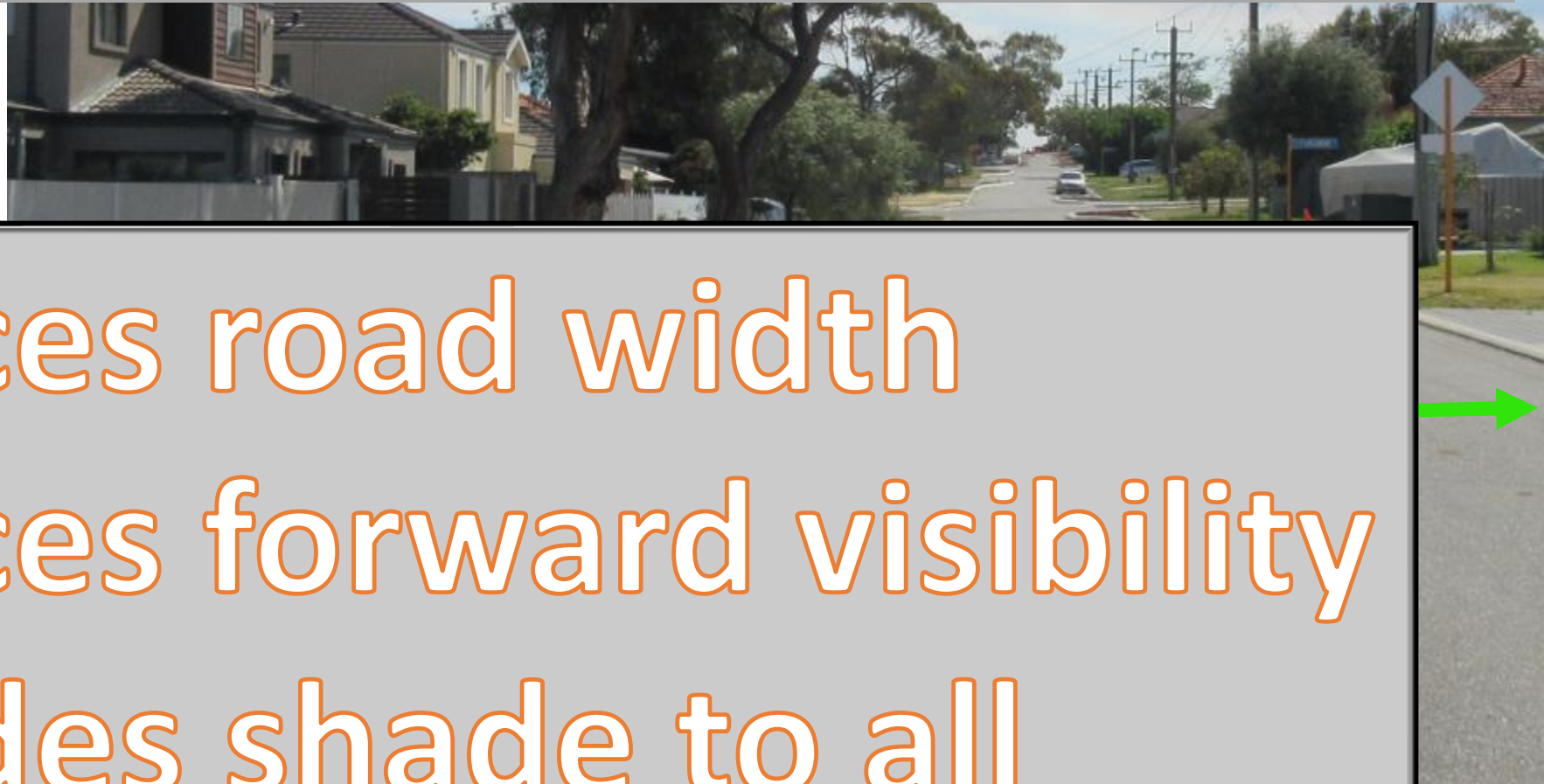
Community use of space



Safer Neighbourhood Street Design

Using Street Trees (Triple Benefit)

Street Trees planted within the road, kerb side, s
each s



- ✓ Reduces road width
- ✓ Reduces forward visibility
- ✓ Provides shade to all

One Way slow points
transitioning street from one

Hint: consider using an existing budget (Urban Forest Budget)
planting trees in the road rather than verge

Safer Neighbourhood Street Design

Gateway Features let you know you are entering a different area



Safer Neighbourhood Street Design

Gateway Features let you know you are entering a different area



Safer Neighbourhood Street Design

Gateway Features let you know you are entering a different area



Safer Neighbourhood Street Design

Continuous Footpaths



Safer Neighbourhood – intersection radii



12m radii = designing for the few refuge vehicles once a week to stay lane correct

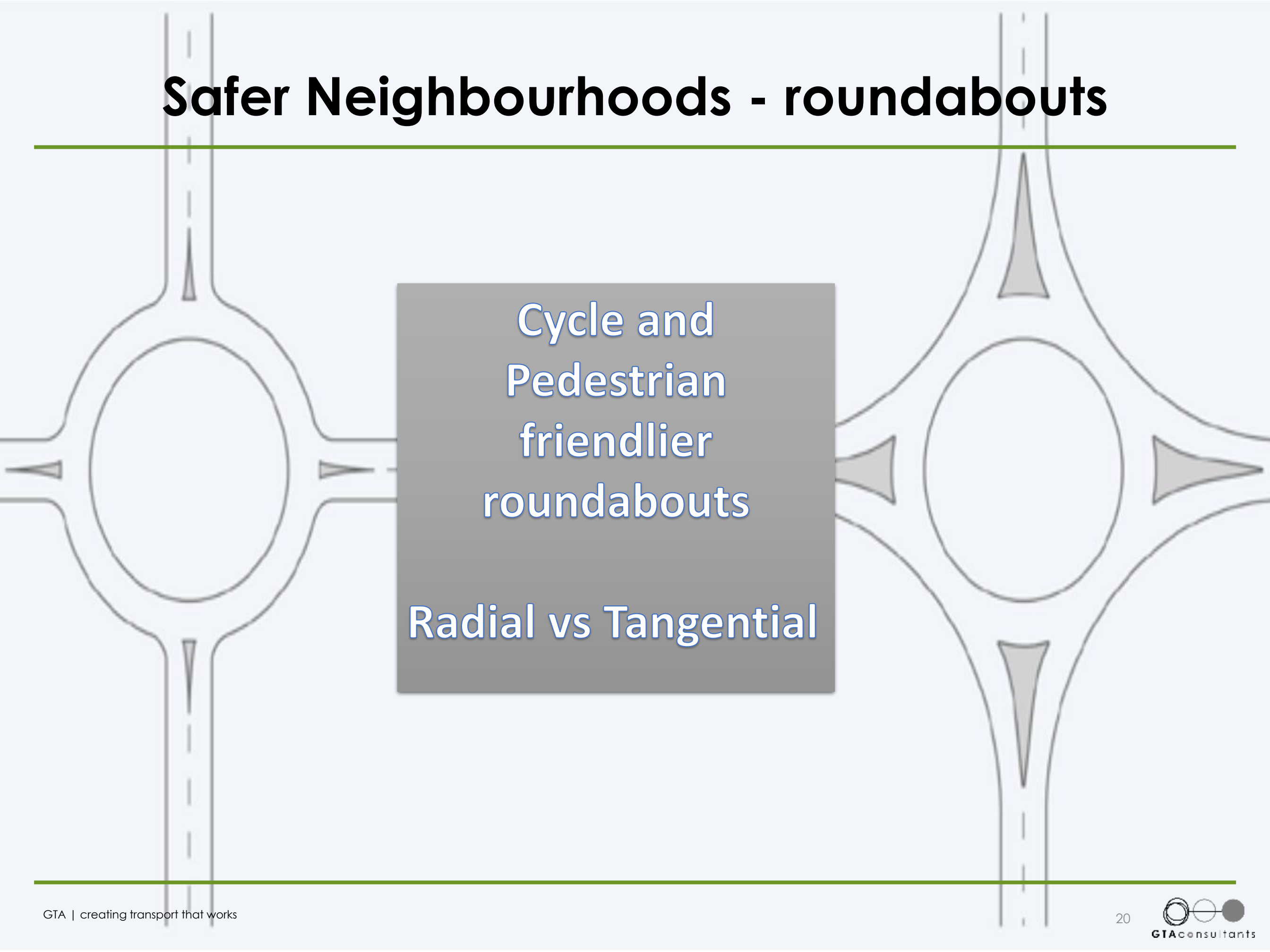
8m or even 6m radii = is better for pedestrians, refuge vehicle can use the other side of the road in lower traffic lower speed neighbourhoods

Safer Neighbourhood - Safe Streetscape Enhancement

- ✓ Tighter turning radii reduces speed through the intersection
- ✓ Reducing crossing distances for pedestrians
- ✓ Allows for streetscape enhancement



Safer Neighbourhoods - roundabouts

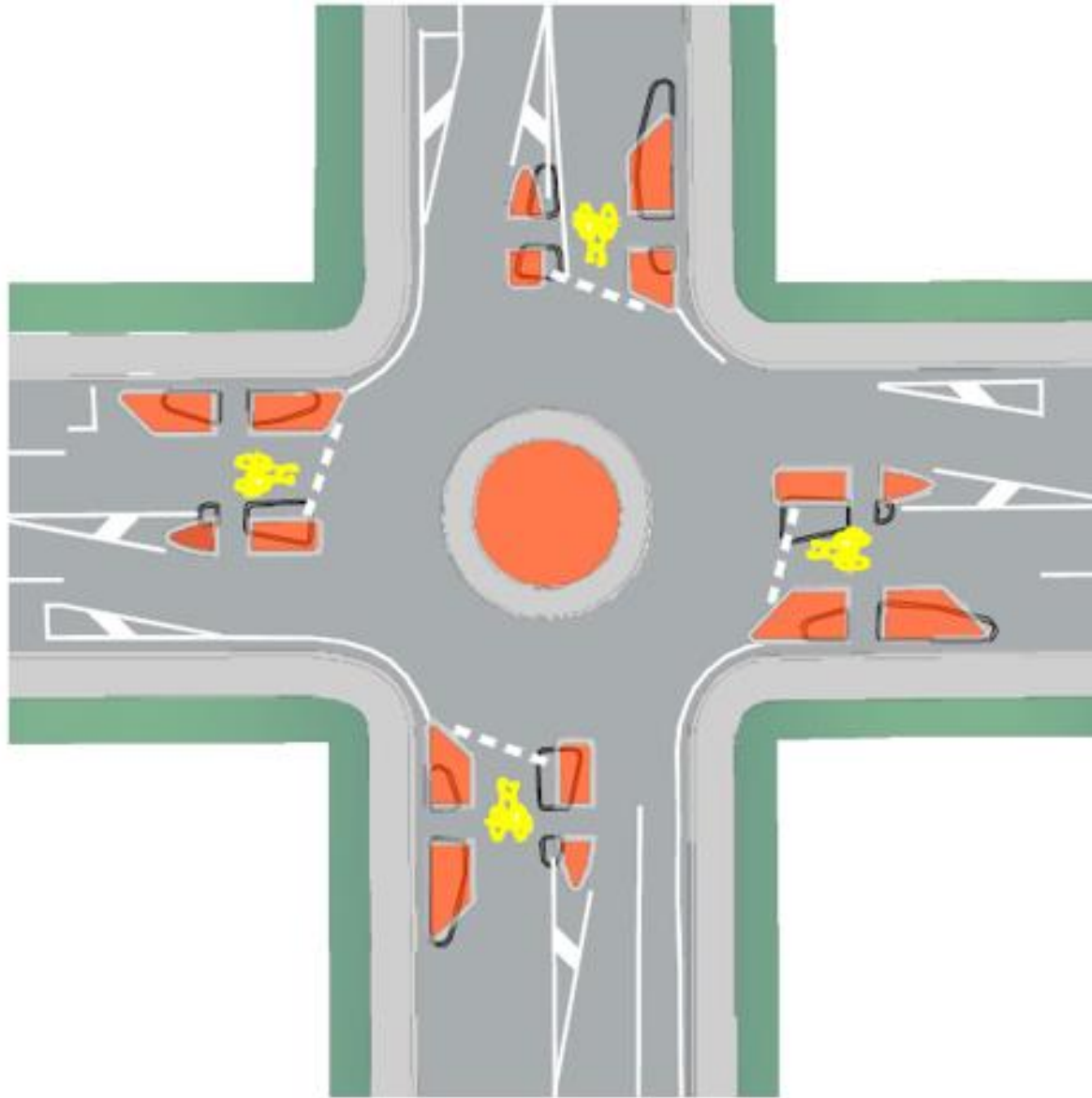
The diagram shows a roundabout with four approach roads. A central grey box contains text. The background is a light grey line drawing of the roundabout's layout, including the central island and the four approaches. The text box is positioned in the center of the roundabout.

Cycle and
Pedestrian
friendlier
roundabouts

Radial vs Tangential

Safer Neighbourhoods - roundabouts

Cycle and Pedestrian friendlier roundabouts
retro-fitting for a Radial Design



Safe and Low Traffic Neighbourhoods

Employing Safe and Low Traffic philosophy to a network wide approach will achieve Safer more pedestrian amenable Neighbourhoods to be enjoyed by all

Safe and Low Traffic Neighbourhoods Thank You

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If you need a sign to tell people to slow down...
you designed the street wrong.

#slowthecars

**STRONG
TOWNS**