Shellharbour City Council

Business Paper

10 August 2010

Attachment to
Planning Services
Item no. 12.3.1

Shellharbour LGA
Shared Use Path Strategy 2010

Shellharbour Local Government Area Shared Use Path Strategy 2010

This strategy is the overarching tool & guide for the detailed design & implementation of the facilities described in the legend & aerial photo plan. Facilities identified in this strategy are subject to funding over an indefinite time. These facilities will be designed & constructed according to the (Crime Prevention Through Environmental Design (CPTED), Risk Management, Road Safety & Disability Access) principles shown to the sides and bottom of the map. The notes below must be considered during detailed design & construction.

1. Avoid constructing shared use paths below street level as these pose safety problems particularly after dark and/or when patronage rates are low.

2. Doors, windows and balconies orientated towards or overlooking shared use paths increase the risk to a potential offender by maximising 'natural' community supervision.

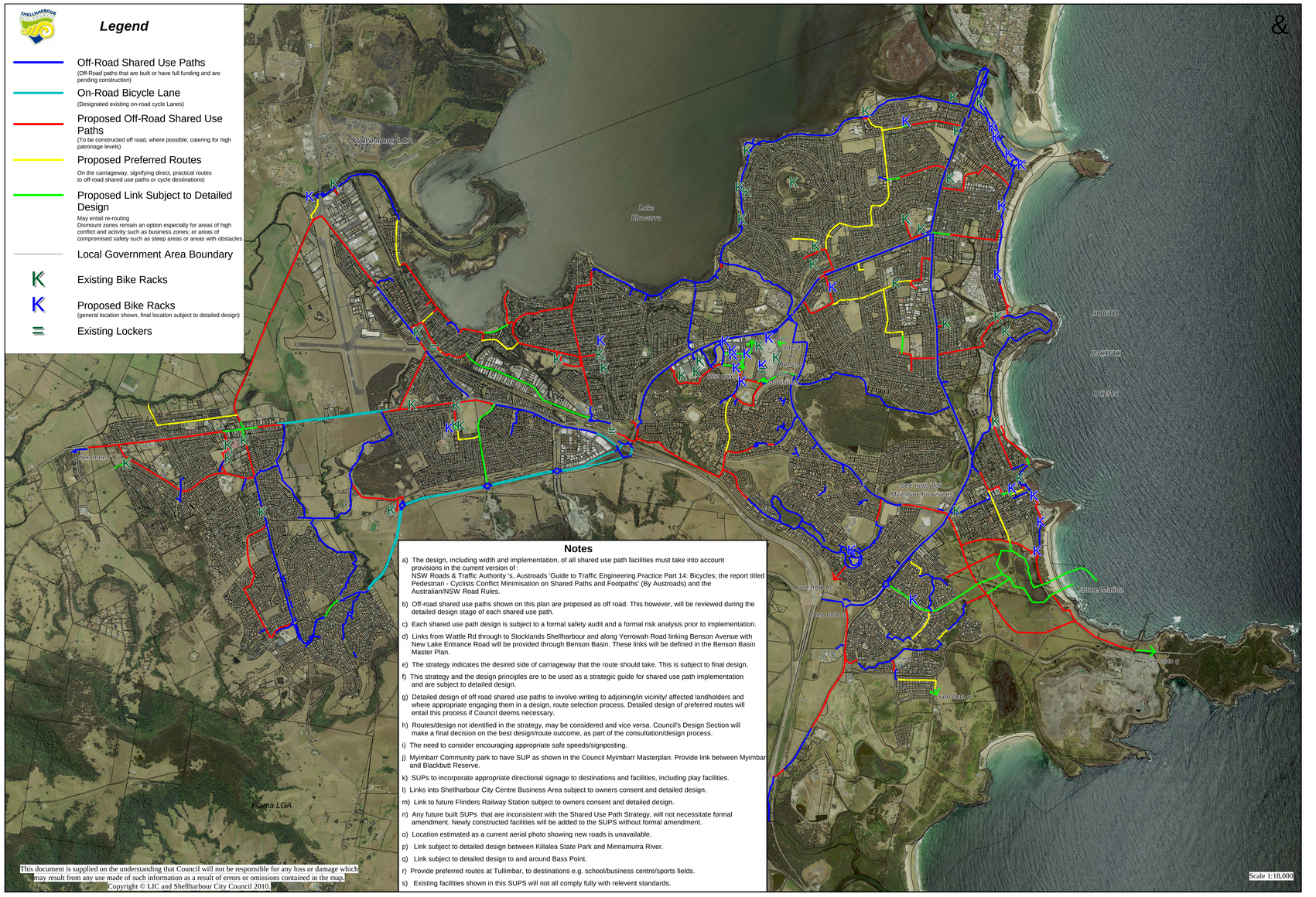
3. Objects, areas and structures capable of concealing an offender (especially near shared use paths) increase crime risk. Sexual assaults in public places often occur on or within sight of movement predictors, such as Shared Use Paths.

4. Bicycle parking areas should be located within view of capable guardians, e.g. bus stops, shops, main roads and busy streets The provision of facilities (lockable racks) to secure bicycles increases the effort required to commit crime. The close proximity of capable guardians to shared use paths can reduce crime risk to users.

5. Blind bends and corners should be avoided on shared use paths especially in underpasses wherever possible. Where an underpass is present or cannot be avoided, surveillance can be enhanced through the use of vandal resistant mirrors and bright, evenly distributed lighting.

6. Lighting should meet minimum standards. Crime and fear reduction are specified as key objectives in Australian lighting standard AS1158 for public streets, car parks and pedestrian areas. Special attention must be paid to lighting along shared use paths to permit facial recognition of approaching persons at 15 metres away.

7. Areas beside shared use paths should be evenly lit to avoid opportunities for concealment/entrapment.



Notes

a) The design, including width and implementation, of all shared use path facilities must take into account provisions in the current version of :
NSW Roads & Traffic Authority 's, Austroads 'Guide to Traffic Engineering Practice Part 14: Bicycles; the report titled Pedestrian - Cyclists Conflict Minimisation on Shared Paths and Footpaths' (By Austroads) and the Australian/NSW Road Rules.

b) Off-road shared use paths shown on this plan are proposed as off road. This however, will be reviewed during the detailed design stage of each shared use path.

c) Each shared use path design is subject to a formal safety audit and a formal risk analysis prior to implementation.

d) Links from Wattle Rd through to Stocklands Shellharbour and along Yerrowah Road linking Benson Avenue with New Lake Entrance Road will be provided through Benson Basin. These links will be defined in the Benson Basin Master Plan.

e) The strategy indicates the desired side of carriageway that the route should take. This is subject to final design.

f) This strategy and the design principles are to be used as a strategic guide for shared use path implementation and are subject to detailed design.

g) Detailed design of off road shared use paths to involve writing to adjoining/in vicinity/ affected landholders and where appropriate engaging them in a design, route selection process. Detailed design of preferred routes will entail this process if Council deems necessary.

h) Routes/design not identified in the strategy, may be considered and vice versa. Council's Design Section will make a final decision on the best design/route outcome, as part of the consultation/design process.

i) The need to consider encouraging appropriate safe speeds/signposting.

j) Myimbarr Community park to have SUP as shown in the Council Myimbarr Masterplan. Provide link between Myimbarr and Blackbutt Reserve.

k) SUPs to incorporate appropriate directional signage to destinations and facilities, including play facilities.

l) Links into Shellharbour City Centre Business Area subject to owners consent and detailed design.

m) Link to future Flinders Railway Station subject to owners consent and detailed design.

n) Any future built SUPs that are inconsistent with the Shared Use Path Strategy, will not necessitate formal amendment. Newly constructed facilities will be added to the SUPS without formal amendment.

o) Location estimated as a current aerial photo showing new roads is unavailable.

p) Link subject to detailed design between Killalea State Park and Minnamurra River.

q) Link subject to detailed design to and around Bass Point.

r) Provide preferred routes at Tullimbar, to destinations e.g. school/business centre/sports fields.

s) Existing facilities shown in this SUPS will not all comply fully with relevent standards.

8. Dense vegetation, structures and other visual obstructions located beside shared use paths can provide concealment and entrapment opportunities. A safety convention is to have 3-4 metres of cleared space on either side of shared use paths. Thereafter, vegetation is stepped back in height to maximise sightlines.

9. Emerging from bright places, or dark to light places can lessen a cyclist's or pedestrian's ability to see and recognise people, objects and colour. Transition lighting can help to reduce vision impairment.

10. Cyclists & pedestrians feel more comfortable sharing wide paths than narrow paths. Routes that people are comfortable using are more likely to be used and enjoyed which increases community supervision. 3 metre wide paths facilitate psychologically comfortable pedestrian traffic in moderately busy areas. The RTA document, 'Guide to Traffic Engineering Practice Part 14: Bicycles' must be Referred to.

11. Large, high branching trees provide shade, shelter and add to the appeal of environments. Mature vegetation should be preserved wherever possible. 'Scorched earth' security measures (aggressive lopping, pruning and thinning of plants) make areas less appealing. Unattractive shared use paths are less likely to be used, which in turn reduces community supervision.

12. Shared use paths permitting criminals to enter and leave housing estates can legitimise wandering and search activity. Paths that lead to places where vehicles can't follow are low risk escape options for criminals.

13. Only shared use paths with high activity should be lit, e.g. restaurants, entertainment and foreshore focal points. Pedestrian scale lighting in these areas will attract people. Consideration is needed on the hours of lighting in these areas. Shared use paths that are relatively isolated at night should not be lit as this may attract concentrations of anti social behaviour.

14. Street furniture and cycle facilities located at route junctions and likely congregation points can enhance natural surveillance. Poorly located furniture and facilities are less likely to be used and more likely to be vandalised.
The design of street furniture can impact likelihood of use. Back to back seating and circular/arced seating (facing outwards) will not permit people to easily observe others sitting nearby.

15. Street vendors and buskers assigned to specific areas can increase natural surveillance and guardianship of public space. In some cities, they are strategically grouped at certain locations to enhance 'street guardianship'.

16. Species can be selected for use in different locations on the basis of their height, bulk, and shape. A safety convention for vegetation is lower tree limbs should be above average head height, and shrubs should not provide easy concealment. A yardstick height of 900mm (maximum) is often applied to shrubs in 'at-risk' areas.

17. Clean well-maintained areas along shared use paths often exhibit strong territorial cues. Research shows that run down areas impact perceptions of fear, community confidence to use shared use paths and ultimately crime opportunity.

18. Areas with ambiguous land use cues are susceptible to trespassing. Designs (layout) of shared use paths that facilitate shortcuts increases familiarity and opportunities for crime. Offenders will commit crimes in places that they become familiar with (their 'awareness space'). Risk is heightened if areas are poorly controlled. Shared use paths should be clearly marked so that any ambiguity in the path is removed. This can be achieved through appropriate location identity boards, path direction templates and direct, distinctive routes to deter the formation of shortcuts and any confusion.

19. Cyclists need to slow down at path crossings, road intersections and the like. Constricting devices should be used to reduce the path to a minimum width of 1.6m. These are preferred to bollards, as bollards do not reduce speed, pose a collision hazard to cyclists and are susceptible to vandalism and will leave potential trip hazards as holes are left when pulled out.

20. Avoid directing users across major roads that have no formal crossing facilities. Cyclists should be directed through appropriate path templates to formal crossing facilities such as signalised crossings, existing underpasses, pedestrian crossings and the like. Clearly identify SUPs across driveways.

21. Avoid displaying shareway information and other bicycle advisory signs on poles as these are susceptible to vandalism and will leave pedestrian trip hazards as holes are left when pulled out. All signage should be displayed via path templates or on path constrictors. Signage should be provided in relation to access onto the off road SUP network, to signify to entering users it is a shared facility. Signage should be provided on the SUP network at reasonable intervals to signify to users it is a shared use facility.

22. Provide stabilising bars at crossing points, road intersections, pedestrian refuges and the like. These need to be visible at night.

23. In areas where there are large concentrations of seniors on electric ride on vehicles, e.g. nursing homes and retirement villages; path templates should be used to encourage the use of footpaths rather than roads.

24. Cyclists moving through built up commercial areas may need to dismount and walk their bike. This will be subject to detailed design. Cyclists should be made aware of any such areas by way of path templates.

25. Motorbikes are prohibited on shared use paths. This information should be expressed on path templates.

26. This principle is to address disability access. Cross fall is to be minimized so that wheelchair users don't struggle to avoid veering to side. Ground surface tactile indicators are to be incorporated to assist vision impaired: on the approaches to crossing points, intersections (hazard tiles) and where direction changes (direction tiles). Signage, other graphics, bollards, restrictor devices to be designed for easy interpretation by visually impaired. Design, especially restrictor points to cater for electric "ride-on" vehicles. Width of pathways to enable 2 wheelchairs/electric "ride-on" vehicles to pass. Kerb ramps to be constructed in compliance with Australian Standards. Disability access parking needs to be considered.

27. Avoid placing objects, which have potential to become collision or trip hazards on, or in the vicinity of, shared use paths. These may include drainage pits, bollards and sign posts.