CITY OF Fremantle

Administration Policy

Narrow Street Safe Access Guidelines

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Narrow Street Safe Access Guidelines

Policy scope

This policy specifies the processes and procedures for assessing and determining prioritisation and potential treatments of narrow streets that are less than 7.2 metres wide. Processes and procedures align with Australian Road Standards for safety and access.

Policy statement

This policy defines the process for safety and accessibility for narrow streets within the City of Fremantle to ensure consistency in approach. This policy provides internal officers with guidance on the management of access, safety, traffic management and pedestrian movements within narrow streets. The policy also provides guidance for engaging with the local community and residents of narrow streets when determining appropriate treatments and intervention.

Application

Where a street meets the criteria outlined in Table 1, the first option to be considered is to install parking restrictions.

Table 1 Criteria for Treatments on Narrow Streets

* Where 2m has been allowed for parking and 3m is required for vehicle access

Street Width (kerb to kerb or trafficable width)	Treatment
Less than or equal to 4.9m	No Parking on both sides (consider providing additional streetscape if possible), one way to be considered, or defined parking areas for straddled parking on footpath/road with signs only on one side of the street if appropriate.
5.0m to 7.2m	Parking on one side
Greater than 7.2m with waste/emergency vehicles	Parking on both sides

In accordance with the Narrow Street Safe Access Policy, the data required for prioritisation under each criteria is specified below::

- Road width (as per Table 1)

    - Data on road width is to be supplied by Asset Management from the City's asset management system.

- Pedestrian Safety
    - Data pertaining to pedestrian safety will be produced by asset management through undertaking an audit on streets that have no footpaths first and foremost. Compliance data relating to the availability of compliant pram ramps and footpath width will be secondary datasets supplied by asset management for analysis.
- Road length
    - Data on road length is to be supplied by Asset Management from the City's asset management system.
- The number of properties fronting the street
    - Data on numbers of properties is to be sourced from the City's Geospatial Information System. Data on high density dwellings (apartment blocks, unit complexes) is to be obtained from the City's Rates and Revenue Team.
- Availability of off-street parking
    - Data on the number of off-street parking bays is to be obtained from the City's Commercial Parking Team.
- Footpath quality
    - Footpath condition ratings are to be sourced from Asset Management and confirmed by a visual site inspection.
- Traffic volumes
    - Traffic volume data is to be gathered and supplied by Engineering Design.
- Other issues such as adjacent land use and density
    - A visual site inspection of the streetscape is required to determine whether a narrow street includes commercial properties, schools and community facilities to determine appropriate treatments.

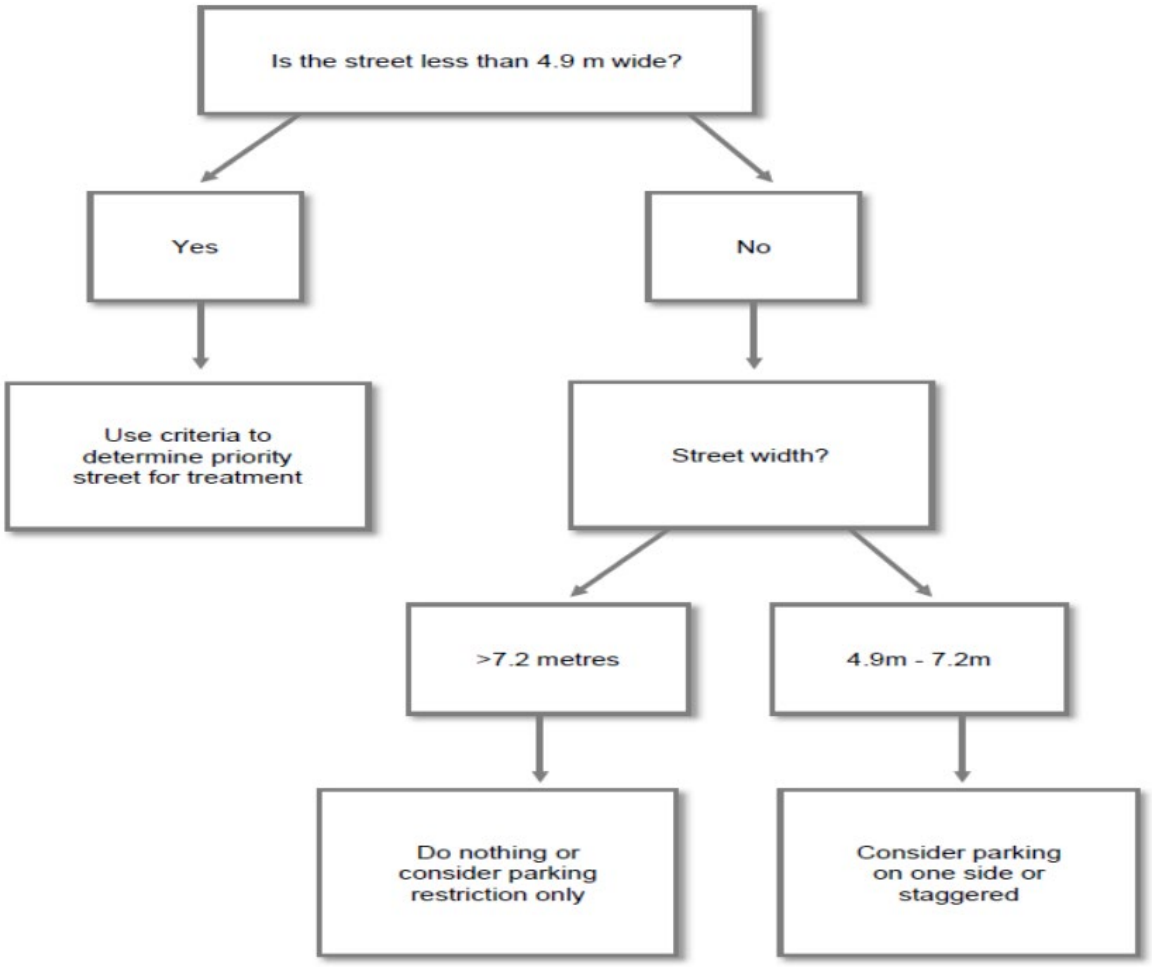
If a street is 4.9 metres wide or less, then consideration may be given to a one-way operation or a "shared zone/safer street" proposal to Main Roads WA. It is noted that narrow streets will lose capacity for vehicle parking and therefore will received. Therefore, Streets that are less than 4.9 metres wide will be considered for streetscapes and other landscaping, however at least 3 metres is required for traffic to pass under the requirements of the Australian Road Rules.

Along these streets, following a community notification process, parking will be restricted on both sides. However, if a footpath exists on both sides of the street then consideration can be given to allowing 'straddled' parking on the footpath/ road if appropriate.

If the street and footpath is nearing the end of its useful life and a renewal is imminent than shared space/shared street type of treatments (removal of footpath and kerbs) can be considered. For the streets that have demonstrated 'rat-running'/high incidents of non-local traffic using the narrow street, consideration may be given to the installation of distinctive coloured intersection treatments.

The flow chart in Figure 1 outlines the proposed process to be followed for narrow streets within the City of Fremantle.

Figure 1 Flow Chart for Treatments of Narrow Streets



Narrow Street Safe Access Process and Assessment Template and Treatment Guide

Table 2 Narrow Street Safe Access Process and Assessment Template

Process	Description	Assessing Officer Comment
Narrow Street Data Collection	• The data for narrow street prioritisation must be collected as per the data collection standards specified in Application section of this administration policy prior to community engagement/consultation. Assessing officers must do this in the first instance because it will aid in producing robust applications for shared zone applications to Main Roads WA.	•
Visual Site Investigation	• The assessing officer must undertake a visual site inspection to confirm data validity. Intramaps and Google Maps do not reflect current situations. • The site investigation will note relevant streetscape features (or lack of) and behaviours of pedestrians and vehicles. End user observations are critical for treatment selections. Are pedestrians electing to walk on the road instead of using footpath, are vehicles parking on footpaths, is there signage etc.? • The visual site investigation will identify if the narrow street connects to a retail precinct, school or any other amenities that have high traffic flows.	•
Consultation with residents of a narrow street – Qualitative data collection	• Meet with residents on the narrow street to advise that their street requires intervention. • Ask them what issues they are experiencing – what is working/not working and document their answers in this template. • Verbally present your data collection and site investigation findings to them as per the previous two steps.	•
Quantitative and qualitative data analysis	• Compare and contrast data and findings from the first three steps to document effectivity of current services and areas of the streetscape which require intervention. This analysis should provision statements which can be easily adapted into FPOL reports and MRWA business cases – For example: ○ “footpaths are of compliant width, however vehicles are parking on them. Residents advise they walk on the road instead”. ○ “Footpaths are inaccessible during retail business hours because of customers parking on footpaths when business parking is not available”	•

	○ "Residents find it unsafe to reverse their vehicles out of their driveway because of street parking blocking their line of sight for pedestrians, travelling vehicles/cyclists. It is noted in the initial data collection and site investigation that signs and lines did not exist on this street to moderate street parking".	
Treatments selection and concept design approval	• The quantitative and qualitative data analysis will drive the appropriate treatment. Footpath treatments do not require MRWA approval. For any road configuration treatment ie: one-way traffic to accommodate shared zone arrangements, tree pits and on-street parking (single/dual sided) will require MRWA approval. • The first five steps align with the data requirements for MRWA approval and will be accompanied with the proposed conceptual design. • Prior to any submission to MRWA, the assessing officer must present the proposed conceptual design to residents for feedback.	•
Project Initiation and budget establishment.	• It is to be noted that MRWA will fund road configurations that involve signage and lines to depict one-way traffic, shared zones and on-street parking realignments. This includes the funding of associated traffic management to undertake these types of treatments. • Narrow streets which solely require these types of treatments will proceed and be managed by MRWA. • Footpath renewal, tree pits and other associated greenery in the road reserve will be funded by the City and is subject to the annual capital works planning process. • To establish budgets for capital works, the assessing officer must utilise the Engineering unit rate costings.	•
Consultation and detailed Design Development	• For treatments requiring capital funding, the key stakeholders are engaged and internal and external consultation is completed to inform the detailed design. • During this stage the project scope of works should be clearly defined and project details resolved in preparation of an accurate cost estimate.	•
Budget Request and Approval	• A project cost estimate is completed. It can then be determined if the works substantiate an application for a new Capital works project budget or if the scope of work falls within the provisions that can be undertaken as part of the maintenance budget. A PID is prepared if the works require a request for a	•

	Capital Works Budget. This is typically requested for the following financial year. • Should the capital works budget request be unsuccessful in the requested financial year, the project should be placed on the Cities 10 year Capital Works Plan for future budget requests.	

Treatment Guide

Table 2 briefly describes each treatment and its scope.

Table 3 Treatment Descriptions and Scope

Treatment	Description/scope
Footpath Renewal/Upgrade	• Footpaths can be widened to accommodate parking and improved pedestrian access on a narrow street. • Footpaths can be built where narrow streets do not have footpath services. • Footpath works also encompass kerb design and pedestrian ramps for safe pedestrian connectivity.
Streetscapes	• Collective appearance of a narrow streets footpaths, roads, gardens, landscaping and greenery. • Trees and landscaping can be utilised to physically define parking areas and safe pedestrian routes.
Artwork	• Road murals that uplift a narrow streets retail precinct whilst slowing traffic for pedestrians crossing roads in these areas.
Change of road use	• Changing a narrow streets traffic flow to a one-way street or a shared zone where cyclists and pedestrians take priority of the road over vehicles.
Signage	• Signage alerts road users to apply safe driving behaviours in narrow streets for improved pedestrian and cyclist safety.
Lines	• Any form of painting on a road which symbolises an alert to road users.
Single sided/straddled parking	• Parking on one side of a narrow street. Straddled parking enables vehicles to park on portion of a footpath. Single sided/straddled parking enables the footpath opposite to be designated to pedestrians with increased width.
Dual sided parking	• Where parking is suitable on both sides of a narrow street based on its width and footpath services.

Treatment Scenarios and Application

IMPORTANT – Assessing officers must consider Treatments 4, 5, 6 and 7 with all narrow street interventions

The following list of scenarios incorporate a mix, or all the treatments specified in the Narrow Street Safe Access Policy.

1. Streets with no footpaths or on-street parking

Figure 3 Example of a Street in Fremantle that lacks these features

Figure 2 Example of a street that has had treatment intervention – dual footpaths and parking

Options

- New footpaths on both sides which consider pavement colour change
- Streetscape greenery to highlight incoming intersections and non-parking areas

2. Road Direction Changes – One Way Streets

Figure 4 Leake Street is an example of where one-way traffic flow in a narrow street has enabled wider footpaths and increased parking for the community. Cyclists and pedestrians have predictability over the traffic direction

Options

- Widen footpaths on either side
- Implement dual parking on both sides of the road

3. Suburban Narrow Streets with dual footpaths that lack parking

Figure 5 Example of a narrow street that has maintained a dual carriage way through straddled parking and a designated pedestrian footpath

Options

- Road use remains the same – dual-way
- Straddled parking enables one footpath to be designated for shared use between parked vehicles and pedestrians
- The other side of the street operates as a designated footpath for pedestrians only.

4. Narrow streets lacking parking signage and lines

Figure 6 Signage and line marking for parking options ensure vehicles do not obstruct pedestrians and cyclists whilst enabling visual sight lines for pedestrians, cyclists and oncoming traffic.

Options

- Lines and signs are installed together and are funded by MRWA
- They are cost effective and are a first step intervention for all narrow streets

5. Narrow Streets Which Connect to Bicycle Routes

Figure 7 Example of a Safe Active Street which on a narrow street

Options

- Narrow Streets which connect to PSPs and meet the criteria of the City of Fremantle bike plan should be considered for the Safe Active Streets programme.
- Safe Active Streets incorporate all narrow road treatments above but include a lot more road lines and symbolism for vehicles to drive slowly with minimal availability for on-street parking. Thus, creating space for pedestrians and cyclists.

6. Pedestrian and Cyclist Street Signage

Figure 8 Pedestrian and cyclist signage is imperative for narrow streets that link to key activity precincts. In particular, crossing signs on narrow street T-junctions must be considered to indicate to drivers that they should prepare to stop or be wary of pedestrians and cyclists exiting footpaths onto the road reserve. Often they are accompanied by "KEEP CLEAR" road marking to enable space and reinforce the awareness.

Options

- These signage options should be considered with all proposed narrow street interventions and associated designs. Narrow street interventions reconfigure narrow streets. Signage guides vehicles on this change whilst protecting pedestrians.

7. Road Marking Treatments for Pedestrians and Cyclists

Figure 9 Narrow streets have a variety of users and link to major activity precincts. Therefore, road marking provisions an awareness for vehicles to acknowledge narrow streets with high flows of pedestrians and cyclists

Options

- Narrow streets have numerous crossing and flow activations for pedestrians, cyclists, and vehicles. Therefore, road markings are an effective treatment to symbolise this. Assessing officers must consider all users of a narrow street and implement road marking into designs.

8. Road Murals and Artwork

Figure 10 Road murals and artwork are suitable for narrow streets that have retail precincts (South Terrace, Market Street etc.). This symbolises to vehicles that they have entered a high activity precinct whilst enhancing the streetscape for the precinct. It also slows driver speeds which enables increased safety for pedestrians at crossings.

Treatment Application Examples Within Fremantle

Staples Street, North Fremantle (Treatment 1 above depicts a footpath solution for McAtee Court)

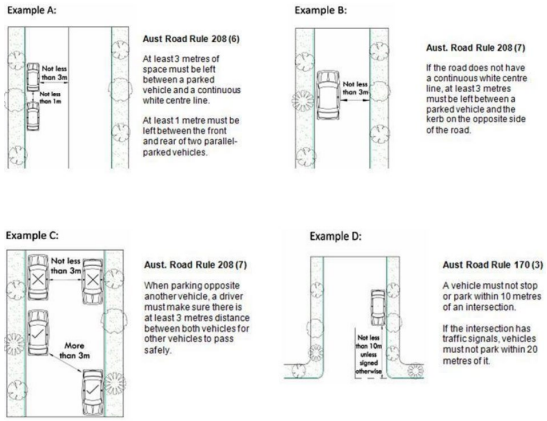
Potential examples of options to explore

- Staples Street has no “No Entry” signage on Rule Street
- This “No Entry” sign gives grounds for a one-way street as per the white arrow
- Parking could be on one side of the street as depicted by the red circle
- Parking would not be permitted on the opposite side as per the blue arrows

Technical Standards

- Australian Road Rule 208(6) states that at least 3 metres of space must be left between a parked vehicle and a continuous white centre line. At least 1 metre must be left between the front and rear of two parallel parked vehicles.
- Australian Road Rule 208 (7) states that when parking opposite another vehicle, a driver must make sure there is at least 3 metres distance between both vehicles (and the kerb on opposite side of the road) for other vehicles to pass safely.
- Australian Road Rule 197 states that a driver must not stop on a bicycle path, footpath, shared path or dividing strip adjacent to a length of road in a built-up area, unless –
    - The driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under the Australian Road Rules; or
    - The driver is permitted to stop under another law of this jurisdiction.

Figure 11 Illustrative Examples



Definitions and abbreviations

Parking Control - Signage or line marking used to delineate an individual length of kerb by signposting one or more parking zones, no stopping, no parking or bicycle panels together.

On-Street Parking – Parking of a vehicle on a street, anywhere on or along the kerb.

Narrow Street – For assessment purposes, a narrow street is defined as a road with less than 7.2m road width.

Responsibility and review information	
Responsible officer:	Manager Infrastructure Engineering
Document adoption/approval details	Approval/adoption date Proof of adoption/approval - meeting name or document no#
Document amendment details	Amendment approval/adoption date Proof of adoption/approval - meeting name or document no#
Next review date	(maximum of four years from last review)