

56.04

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VC37

PEDESTRIANS AND CYCLISTS

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Pedestrian and cyclists objectives

To provide a safe, convenient and legible network of on-street and off-street paths for pedestrians and cyclists to points of attraction within and beyond the development.

To design and develop new residential communities to promote walking and cycling to daily activities.

Standard C14

Subdivisions should provide a network of pedestrian and bicycle paths in accordance with any relevant approved state, regional or local walking trail or bicycle plan and constructed in accordance with the Austroads Guide to Traffic Engineering Practice, Pt 13: Pedestrians, 1995 (AP 11.13-95/HB 69.13-1995).

The residential street network should be designed to:

- Provide a permeable network of low traffic volume and low traffic speed routes for cyclists.
- Promote the use of streets for on-road cycling to daily activities.
- Connect abutting cul-de-sac heads with pedestrian and bicycle paths.

Footpaths and bicycle paths should be provided on streets in accordance with the requirements specified in Table C7.

Footpaths should be designed and located taking into account pedestrian amenity, sun and shade, postal deliveries and other likely use patterns.

Footpaths should be provided on both sides of an access street. Footpaths may be provided on one side if:

- There is no development fronting that side of the street or topography or vegetation precludes provision.
- Vehicle volumes and speeds are low and the use of the street pavement is considered safe and comfortable for some pedestrian use.
- Adequate arrangements are made for postal delivery.
- Pedestrian use will not be deterred by the lack of a footpath.

Footpaths should be separated from the street pavement unless vehicle volumes are low and site constraints exist that require footpaths to abut kerbs.

Footpaths or shared paths should:

- Be constructed with a durable, non-skid surface.
- Be constructed in accordance with an approved construction standard.
- Be of sufficient width and strength to cater for projected user types and volumes.
- Facilitate ease of use by the disabled, aged and very young.

Maximum longitudinal gradient of bicycle paths should generally be no greater than any adjacent street pavement and provide for safe sight distances at crossings.

Alignment of paths should:

- Allow safe and convenient use by pedestrians and cyclists.
- Be varied to protect trees and other significant features.

- Focus on vistas and landmarks to add visual interest where possible.

Wider paths should be provided at meeting points or junctions to allow for passing of pedestrians and cyclists and provision should be made for the location of seats at appropriate locations.