



Transport
for NSW

NSW Street Treatments for COVID Recovery



Pop up cycleway: Dunning Avenue, Roseberry, Sydney, June 2020

August 2020 | Version: 1

Temporary street treatments for COVID recovery

Why are street changes required?

Daily habits and travel patterns of the community have changed significantly as a result of the COVID response. More people have been walking and cycling, particularly for recreation, and public transport use is affected as people return to centres, schools and workplaces.. Physical distancing requirements also continue to impact everyday activities that require gathering in streets, from waiting at a busy intersection to outdoor dining.

Local guidance on temporary and tactical interventions is limited. The Department of Planning, Industry and Environment (DPIE) and Transport for NSW (TfNSW) are working with councils and industry to develop and test best practice temporary treatments, including:

- trial road speed reductions
- pop up cycle lanes
- footpath widening
- road closures
- parklets and protected space for outdoor dining.

DPIE, working with TfNSW, established a \$15 million Streets as Shared Spaces grant program in May 2020. Councils were encouraged to apply for grants for temporary projects to deliver short-term improvements to streets and public spaces, to make them safer and more attractive during COVID restrictions and into the future.



Pop up cycleway under construction: Henderson Road, Erskineville, Sydney, June 2020

Purpose of this resource

This resource is designed to support the rapid rollout of projects developed through the Streets as Shared Spaces program, but also other temporary or tactical interventions proposed by councils, communities, TfNSW, DPIE or other government agencies.

This resource will be updated monthly to provide advice on temporary physical and statutory changes, to enable safe use of streets and public places through the COVID recovery.

Over time the resource will include:

- Illustrations of how social distancing is affecting streets and travel.
- The types of treatments that might be suitable and a simple checklist of issues that need to be considered, indicating where interventions can be considered under delegated authority or don't need approval from TfNSW, or can be considered for faster approval processes.
- Case studies (as they become available) that demonstrate solutions for common design challenges, initially including:
 - Suitable physical barriers for temporary footpath widening, road closures and cycleways.
 - Placemaking interventions that support communities and local business e.g. parklets, social corners, play or home streets.
 - Intersection and bus stop treatments for pop up cycleways.
 - Temporary or pilot schemes for reduced speed zones.

- The support available from TfNSW and fast-tracked approval arrangements.
- Technical guidance as it becomes available, particularly street design guidelines for a low speed urban environment and references to existing local guidance.
- Global ideas and resources.



How can you help?

The intention is that the resource be added to as guidance, tools, best-practice and case studies are developed through fast-track interventions.

We would also like to share and raise awareness of existing guidance or tools prepared by councils or industry that can be used or adapted by others. We are also interested in sharing and raising awareness of existing guidance or tools that may assist others developing projects.

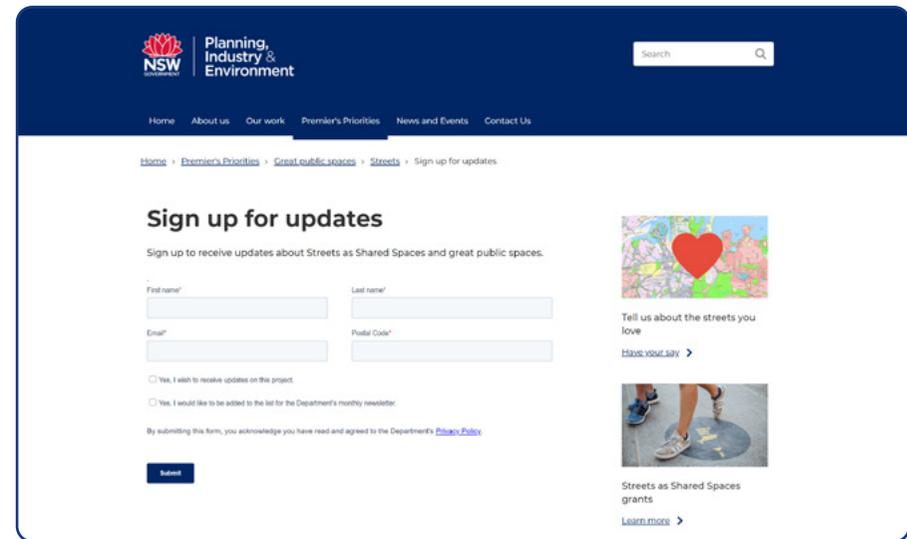
Please contact TfNSW if you would like to contribute to the guide or identify opportunities for additional guidance or best practice.

Signing up for more information and updates

Streets as Shared Spaces

<https://www.dpie.nsw.gov.au/premiers-priorities/great-public-spaces/streets/sign-up-for-updates>

If you would like more information on TfNSW COVID projects, email us at covidinfrastructure@transport.nsw.gov.au



The screenshot shows a web page for signing up for updates. The header includes the NSW logo and the text 'Planning, Industry & Environment'. A search bar is located in the top right. The main content area has a dark blue header with navigation links: Home, About us, Our work, Premier's Priorities, News and Events, and Contact Us. Below this, a breadcrumb trail reads: Home > Premier's Priorities > Great public spaces > Streets > Sign up for updates. The main heading is 'Sign up for updates' with the subtext 'Sign up to receive updates about Streets as Shared Spaces and great public spaces.' The form includes input fields for 'First name', 'Last name', 'Email', and 'Postal Code'. There are two checkboxes: 'Yes, I wish to receive updates on this project' and 'Yes, I would like to be added to the list for the Department's monthly newsletter'. A 'Submit' button is at the bottom left. On the right side, there is a section titled 'Tell us about the streets you love' with a 'Have your say >' link and an image of a person's feet on a circular street treatment. Below that is a section for 'Streets as Shared Spaces grants' with a 'Learn more >' link.

Empowering councils to respond rapidly to COVID to provide safe and attractive streets

Fast-tracking approval processes for Streets as Shared Spaces and other projects during COVID-19.

DPIE and TfNSW have been working closely together to identify opportunities to fast-track approvals for projects being considered as part of the Streets as Shared Spaces program, at the same time benefiting all NSW councils and their communities. This enables them to act fast to deliver safer more attractive public spaces for their communities.

TfNSW has delegated its powers to regulate traffic to local councils under section 115 of the Roads Act 1993 for temporary pedestrian and bicycle works. This includes removal of carparking, traffic changes including the closing of streets, widening footpaths, reducing crossing widths etc. The delegation applies to all NSW councils.

The delegation is subject to the following conditions:

- The roads must be within their local government area.
- On classified roads they require the concurrence of TfNSW.
- The proposal must be advertised on council's website and along the proposed area.
- Council must notify local emergency services.
- TfNSW can direct the removal of temporary works and council must comply within 14 days.

The benefits of the delegations are that they:

- reduce the advertising period from 28 days to 7.
- don't require the proposal to go through traffic committee.

A link to the delegation is also provided below

<https://www.rms.nsw.gov.au/trafficinformation/downloads/s115-delegation-to-councils.pdf>

Inclusion of speed reductions in grant applications

There has been considerable interest from councils and communities both in relation to including speed zone reductions in grant proposals but also as a stand-alone intervention.

Responsibility for speed zoning has not been delegated as part of the recent announcement and remains with TfNSW. However, DPIE and TfNSW agree that Streets as Shared Spaces proposals can and should include speed zoning reductions. TfNSW has agreed to support and to help to fast-track speed reductions wherever possible, both in relation to Streets as Shared Spaces grants and other proposals.

Councils are encouraged to talk to TfNSW about proposals for speed reductions in local neighbourhoods.

Contact details

Councils should discuss proposals for speed reductions with their local TfNSW/traffic committee representative.

Slow streets and trial road speed reductions

Lower traffic speeds can enable a wide range of active travel opportunities, from cycling to crossing a street.

Lower speed limits also have the potential to improve public space outcomes and trigger different design and operational requirements. This includes:

- narrowing of lane widths
- reducing restrictions on the location of street trees and planting
- the introduction of additional opportunities for crossings
- reduced noise
- impact of traffic
- increased footfall and activity
- opportunities for outdoor dining and parklets
- enabling greater interaction between business on either side of the street etc.

Councils have been encouraged to include speed reduction to support their Streets as Shared Spaces grant. Where TfNSW is introducing pop up bike lanes, reductions to speed may also be implemented to improve safety.

Things to consider:

Changes in speed limits will be assessed by TfNSW in accordance with the Speed Zoning Guidelines.

TfNSW is trialling a number of new speed environments, including 30km/h environments. The following link provides updates including the current 30km trial in Manly <https://www.rms.nsw.gov.au/projects/popup-covid-19-infrastructure/index.html>



30km/h zone: Manly

The following treatments should be considered to ensure the speed limit is self-enforcing:

- **Temporary speed humps** – the range of heights and widths available allows projects to select products that deliver the speed reduction rating appropriate for the location.
- **Kerb build-outs (narrow intersection)** – these require drivers to perform a tighter cornering manoeuvre, reducing vehicle speed through the intersection and improving the safety of people crossing the road.
- **Kerb build-outs (narrow carriageway)** – often in pairs (on either side of the road) the narrowing effect on road width encourages slower speed.
- **Signage** – this is a legal requirement for implementing lower speed limits during COVID responses and an important visual cue to drivers who may be familiar with the location and used to its pre-COVID speed limit.
- **Street tree planting and landscaping** – studies in the US and Germany have indicated that the introduction of landscaping and street trees provides a visual queue to drivers that the street environment has changed.
- **Public art/painting the road surface** – care should be taken to ensure painting on the road surface does not cause confusion to road users.
- **Physical gateway treatments** – with narrow entry points, markings on the road or landscaping.

Approvals

Speed reduction have not been included in the delegations to councils.

TfNSW has agreed to support and help to fast-track speed reductions wherever possible, both in relation to Streets as Shared Spaces grants and other proposals.

Councils are encouraged to talk to TfNSW about proposals for speed reductions in local neighbourhoods.

Ideas and resources

National Association of City Transportation Officials (NACTO)

Case study: Streets worth sharing – Thanks for 30 trial

Australian 30km/h trial

The first Australian 30km/h trial was carried out by Yarra City Council in parts of Fitzroy and Collingwood. It began in October 2018 and ran for 12 months. The trial was supported with a strong program of engagement with key stakeholders and independent evaluation. Community champions were also identified.

The trial was supported by a website and Facebook page <https://www.facebook.com/thanksfor30/>

Council has voted to apply to the Department of Transport to make this speed limit permanent in the trial area.

“The 30km/h speed limit area trial was the first of its kind in Australia, and we thank everyone in the community for being involved. Yarra residents have led the way in creating safer roads and decreasing the chances of injuries on the road,”

said Yarra Mayor, Cr Misha Coleman.

<https://www.yarracity.vic.gov.au/news/2019/12/18/yarra-council-recommends-maintaining-30kmh-limit>.



Footpath widening, outdoor dining and parklets.

Footpath widening can enable physical distancing on busy streets by increasing space for access and gathering.

Footpath widening should be considered at all busy streets, including:

- high streets – particularly streets with outdoor dining
- streets on busy recreational routes
- any streets with pedestrian congestion or concerns about safety, particularly conflicts with other modes
- at busy bus stops or other transport hubs/interchanges.

Things to consider:

- Physical treatments, including signage and barriers to travel lanes, will be required to keep people safe – refer to case studies for further information.
- Temporarily raising the road surface to make a flush footpath extension can significantly increase the usability of additional footpath space for outdoor activities such as dining. These interventions can be low cost and low intervention, requiring no changes to the road surface or drainage. They are designed for quick and easy removal for emergencies or other maintenance requirements, allowing removal without damage to the kerb or street.
- Changes to road speeds should be considered adjacent to footpath widening to help all road users safely navigate the changed street environment.

- A two-stage site specific risk assessment should be carried out by a suitably qualified road safety auditor:
 - On final designs prior to construction.
 - After construction and prior to opening.



Coastal walk: Bronte, Sydney



Temporary footpath extension: High Street, Auckland city centre



Pop up outdoor dining: George Street, Sydney



Pop up market: George Street, Sydney

Approvals



State Roads, busy traffic corridors and roads with an existing bus route will require consultation with TfNSW. Increased delegations to councils can be used to approve proposals for footpath widening where they comply with the conditions of the delegation.

Changes to signalised intersections will require TfNSW approval but approval times will vary significantly depending on the level of intervention. Contact TfNSW for more information.

Ideas and resources



Port Macquarie has established a parklet trial and has produced a series of supporting documents. These include Expressions of Interest from businesses, with practical guidelines, requirements and application forms

<https://www.pmhc.nsw.gov.au/Business/Business-Registrations-and-Licences/Approvals-and-licences/Outdoor-Dining-Parklet-Trial>

NACTO has detailed guidance for planning and delivering protected outdoor space for dining

https://nacto.org/wp-content/uploads/2020/06/Outdoor-Dining_2020-06-16.pdf

NACTO also has pre-COVID guidelines for delivering parklets

<https://nacto.org/publication/urban-street-design-guide/interim-design-strategies/parklets/>

Pop up cycle lanes

Cycleways that are physically separated from motor vehicles make inexperienced cyclists feel safe and will be an important part of encouraging more people to ride. They should be considered along all planned cycle routes.

Things to consider:

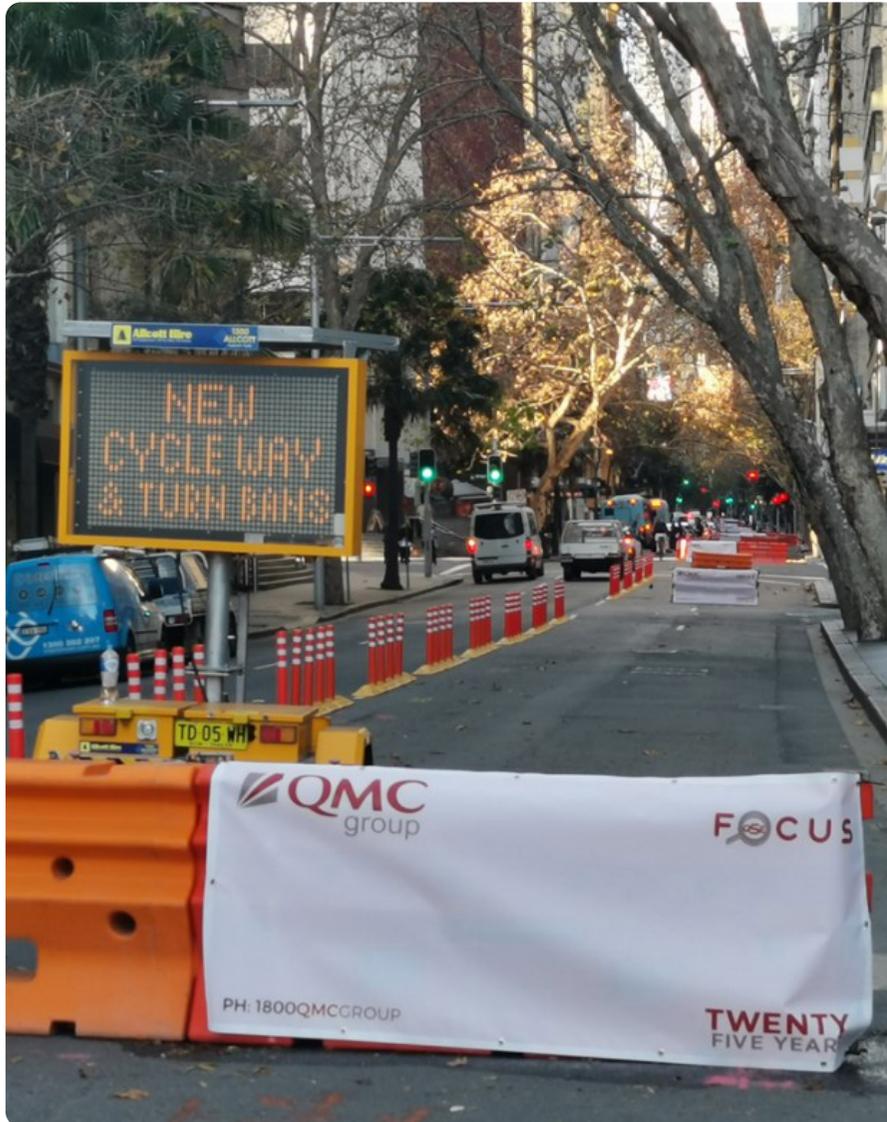
- TfNSW, working with councils, has developed several pop up cycleways that include new types of physical separation, intersection and bus stop treatments www.rms.nsw.gov.au/projects/popup-covid-19-infrastructure/index.html
- Uni-directional cycle lanes can be the quickest type of cycleway to implement. They are less disruptive to other road users and are less likely to require changes to traffic control signals.
- Bi-directional bicycle paths may require less street space but can take more time to implement as they require changes to signalised intersections.
- Changes to road speeds should be considered adjacent to separated cycleways to help all street users safely navigate the changed street environment.
- Temporary separated cycleways can be installed on bus routes and adjacent to bus stops but not in bus lanes.
- A two stage site specific risk assessment should be carried out by a suitably qualified road safety auditor:
 - On final designs prior to construction.
 - After construction and prior to opening.

Speed limit reductions should be proposed in conjunction with all pop up bicycle facilities to enhance road safety. Speed limits must be safe system aligned and consider the place function of the area, the physical separation provided and the expected number and type of vulnerable road users using the pop up facilities.



Pop up cycleway under construction: Henderson Road, Erskineville, Sydney, June 2020

Pop up cycle lanes



Pop up cycleway under construction: Pitt Street, Sydney, June 2020

Separation for pedestrians and bicycle riders may also be provided using interventions that have a positive place outcome, such as planter boxes in areas where the speed limit is 40km/h or less.

Approvals



Increased delegations to councils can be used to approve proposals for bicycle facilities where they comply with the conditions of the delegation.

Councils are however advised to work with TfNSW to identify how plans for pop up bike lanes fit into the wider network and how TfNSW may be able to assist councils with proposals.

Changes to signalised intersections will require TfNSW approval but approval times will vary significantly depending on the level of intervention. Contact TfNSW for more information.

Ideas and resources



Berlin - Making safe space for cycling in 10 days -
A guide to temporary bike lanes

https://mobycon.com/wp-content/uploads/2020/05/FrKr-Berlin_Guide-EN.pdf

NACTO Streets for Pandemic - Response and Recovery -
Bike and Roll Lanes

https://nacto.org/wp-content/uploads/2020/06/Bike-Roll_2020-05-21.pdf

Temporary road closures

Roads can be closed temporarily under temporary traffic management conditions.

Full or partial road closures may be appropriate where footpath activity is high and the closure would not significantly impact traffic access. Some examples could include:

- streets adjacent to popular urban parks
- inner city areas where businesses or cafes are clustered together and people need more space
- the ends of streets to stop through traffic
- to support a one-off or regular event.



Road closure: Randwick, Sydney

Things to consider:

- Partial road closures can be implemented by converting streets to one way where continued vehicle access is required.
- Physical treatments will be required to keep people safe. Refer to case studies for further information.
- A two stage site specific risk assessment should be carried out by a suitably qualified road safety auditor:
 - On final designs prior to construction.
 - After construction and prior to opening.

Approvals



Increased delegations to councils can be used to approve proposals for road closures on local roads where they comply with the conditions of the delegation. As road closures can have impacts on the road network councils should discuss proposals for temporary road closures with their local TfNSW/traffic committee representative.

Temporary road closures can remain in place beyond six months if there are no objections. Note some councils have existing guidelines for street closures for events, which may also apply.

Appendix A - international guidance issued from other jurisdictions

Guides

Local guidance for temporary and tactical interventions is limited.

Please note these references have been provided for inspiration. The approaches and use of materials need to be considered carefully in relation to local conditions, objectives for the place and the specific project.

People and organisations seeking to propose a scheme should build a team of people with a range of skills and expertise, including traffic and transport engineering and planning, urban design, planning and place management.

Austroroads

Austroroads publishes a range of guides, which cover the design, construction, maintenance and operation of the road network in Australia and New Zealand.

All road agencies across Australasia have adopted the Austroroads Guides. The Guides document agreed methods and processes. They provide information about new technologies and procedures related to the road and road transport industry

<https://austroroads.com.au/assets/pavements/guide-to-pavement-technology>

NACTO – Urban Street Design Guide – Interim Design Strategies

<https://nacto.org/publication/urban-street-design-guide/interim-design-strategies/>

Practical advice and strategies for:

- moving the kerb
- parklets
- temporary street closures
- interim public plaza
- from pilot to permanent.

Tactical Urbanist’s Guide

Practical guide to what is tactical urbanism, the stages of tactical urbanism, advice on materials and where they have been used

<http://tacticalurbanismguide.com/>

Street Plans and CoDesign Studios – Tactical Urbanism 4 – Australia and New Zealand

Local Australian and New Zealand case studies (AUS and NZ)

<https://www.codesignstudio.com.au/book-tactical-urbanism-4-australia-and-new-zealand>

The Opening Streets Guide

Different approaches to opening streets (US)

https://nacto.org/docs/usdg/smaller_open_streets_guide_final_print_alliance_biking_walking.pdf

Making Streets Safer – New York City Department of Transport

How to make streets safer and more attractive, project by project analysis including analysis of impacts on safety

<http://www.nyc.gov/html/dot/downloads/pdf/dot-making-safer-streets.pdf>

UK Government

https://assets.publishing.service.gov.uk/media/5ebbb57ae90e070831aeb0d3/Guidance_Safer_Public_Places_During_Covid_v5.8.pdf

London Streetscape

<https://tfl.gov.uk/cdn/static/cms/documents/lsp-interim-borough-guidance-main-doc.pdf>

NACTO

https://nacto.org/wp-content/uploads/2020/05/NACTO_Streets-for-Pandemic-Response-and-Recovery_2020-05-21.pdf

Tampa Florida – outdoor dining and use of streets for retail

<https://www.tampagov.net/emergency-management/LiftUpLocal>

transport.nsw.gov.au

Disclaimer

While all care is taken in producing this work, no responsibility is taken or warranty made with respect to the accuracy of any information, data or representation. The authors (including copyright owners) expressly disclaim all liability in respect of anything done or omitted to be done and the consequences upon reliance of the contents of this information.

© Transport for New South Wales

Users are welcome to copy, reproduce and distribute the information contained in this report for non-commercial purposes only, provided acknowledgement is given to Transport for NSW as the source.

ISBN 978-1-922463-12-8
20.292