

Achieving Separated Cycle Facilities in a Constrained Town Centre Environment

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Abstract

The Woden Town Centre is entering a new phase of development. To support and encourage active travel modes through the precinct, preliminary sketch plan designs were prepared for cycling facilities on the key roads (Corinna Street, Furzer Street and Matilda Street) through the Town Centre. The designs sought to maximise safety through separated facilities and coordinated treatments that directly benefit pedestrians and cyclists – facilitating ease of movement and encouraging increased walking and cycling. In addition to being pragmatic and able to be implemented in the short-term, the designs also had to negotiate challenging urban constraints and eight government stakeholders.

Overview, Challenges and Outcomes

The Woden Town Centre is an established and significant employment Centre, with 14,500 people employed there, primarily by the Australian Government and the retail sector. The Centre is entering a new phase of development, including both ACT Government and private initiatives. An aerial view of the area is shown in Figure 1.



Figure 1. Aerial view of the Woden Town Centre Study Area

The Woden Town Centre is well connected to a regional street network. Its inner spine and backbone, Corinna Street and, further north, Furzer Street, weave their way through the centre. Both streets present as primary vehicular access routes with few amenities for cyclists and pedestrians. The installation of cycling facilities through the Town Centre provides an excellent opportunity to continue the positive changes visible in other parts of the Town Centre and to create a, continuous design response that welcomes cycling along the main corridor through the Town Centre.

GTA Consultants was engaged to review, and develop potential design solutions for protected cycling facilities and improved pedestrian amenity along Furzer Street, Matilda Street and Corinna Street in Woden.

In order to compare the relative advantages and disadvantages of the potential treatment options for Woden Town Centre, the options have been broadly evaluated using the following criteria: 1) Safety, 2) Cost and Constructability, 3) Amenity, 4) Compliance with Austroads and best practice 5) Pedestrian permeability and 6) Parking Impact.

The designs seek to provide separation for cyclists wherever possible, within the constraints imposed by the existing road reservations. The design seeks to provide a solution that increases the safety of riders, while also increasing the amenity of pedestrians through reducing crossing distances, and creating improved crossing opportunities.

The study investigated a number of treatment options and determined that, on balance, the preferred treatment were separated bi-directional cycleways, with enhanced crossing opportunities. The existing constrained road reservation width was the primary factor for adopting a bi-directional (one-sided) facility rather than a one-way pair design. The typical cross-section is shown in Figure 2.

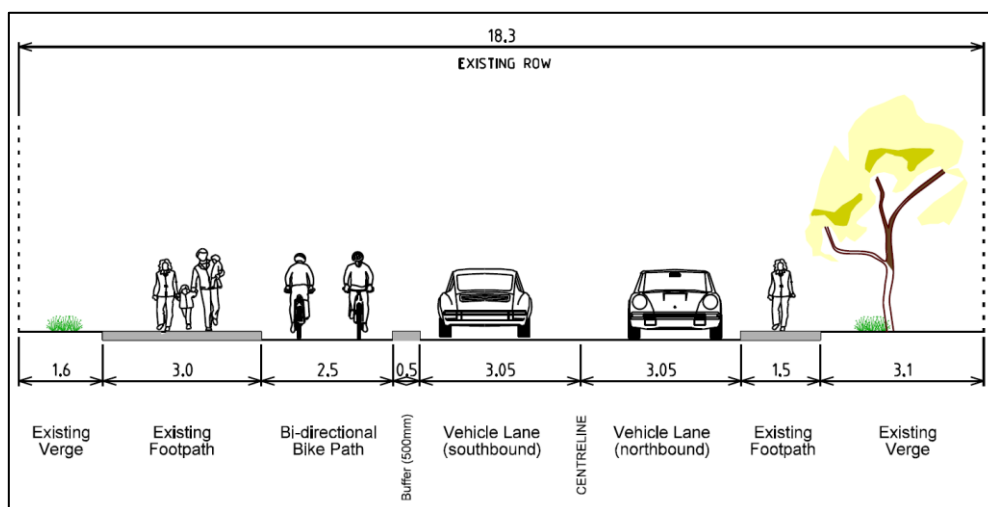


Figure 2. Typical bi-directional cross-section within existing carriageway (Furzer Street)

The design had to negotiate various existing changing road conditions along the corridor, including high pedestrian activity and retail areas, constrained widths, changing road layouts and geometry, bus routes and future development.