

Key 14A.11.1/14.15.1 Residential Design Principle:
 5/g. *Integration of access, parking and servicing*

Other relevant RDP: 1, 2/d., 4/f., 6/h.

Related design goals: 1.3 Well-integrated surface parking; 1.4 Well-integrated garages; 1.5 Convenient and secure cycle storage; 1.6 Fit-for-purpose bin storage

1.2 Safe site access and movement

Integrating access for vehicles, cyclists and pedestrians has an impact on site layout and the street interface. As the most vulnerable users, good developments ensure that **pedestrians have safe, clear and comfortable access into and through the site**. This includes consideration for the location and design of driveways and pedestrian paths to **“integrate access in a way that is safe for all users”**.

To improve site efficiency, shared accessways can be a good solution for smaller developments but need to be designed to ensure low traffic speeds and high awareness of potential people movement.

Design expectations:

A Safe, clear and comfortable pedestrian routes are:

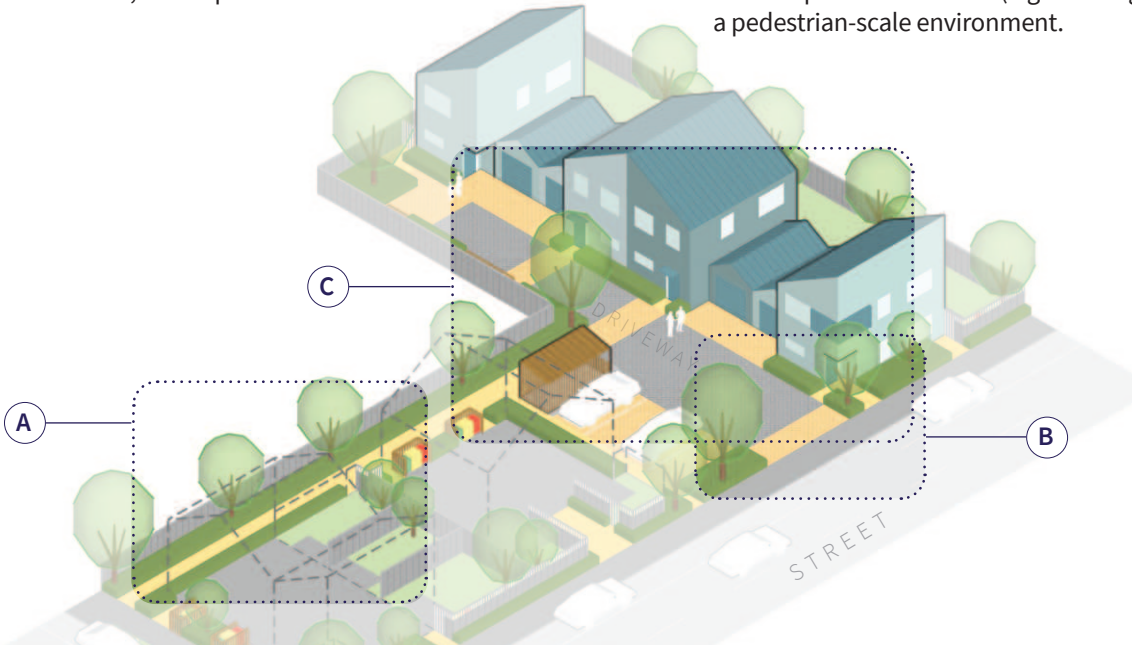
- legible and connected, with good sightlines,
- well overlooked by habitable rooms,
- separated from vehicle movement and car parks by a kerb and/or planting, and a different surface material,
- direct from the street to front doors/entrances (e.g. avoiding level changes, where possible), and
- consistently wide to enable two people to walk side-by-side or to pass, including those with cycles, strollers and wheelchairs:
 - with at least 1.5m dedicated footpath,
 - within a recommended 3m-wide gap between buildings (and/or boundaries) which includes threshold and amenity planting.

B Effectively integrated vehicular access results in lower vehicle speeds and is:

- softened with adjacent planting, and
- consolidated with neighbours to minimise crossovers, where possible.

C Shared accessways combine the movement of vehicles and pedestrians and can be an efficient and effective alternative use of space, instead of providing a separate, raised footpath (particularly for a smaller number of units or site size). However, they need to be well integrated and genuinely designed as ‘shared space’ for safety, without being dominated by car parking. This includes all of the following:

- creating a physical or visual threshold where the shared accessway begins/ends (e.g. by using a distinctive or tactile surface treatment),
- a level surface with no obstructions to pedestrian movement across the space,
- narrowing or deflecting the trafficable route by creating ‘pinch points’, or a chicane, with trees and/or shrub planting, street furniture, or limited parallel parking, to help slow traffic,
- separating front doors and buildings from the accessway by at least a 1m width of planting to provide a safety and privacy threshold, and
- a variety of high quality materials or unit pavers to create a patterned surface (e.g. banding) to prioritise a pedestrian-scale environment.



Examples of good outcomes for the design goal



Common issues and improvements

Issue: Ambiguous user priority and hard surface- and vehicle-dominated environment along the driveway due to:



- A lack of amenity and privacy from minimal separation between the accessway and the units.
- Narrow planting areas along the driveway which will not support substantial long-term planting.
- Confusion from the presence of both horizontal banding and the appearance of a delineated pedestrian route which may result in unpredictable behaviour impacting pedestrian safety.

Improvement: Create a well-integrated shared accessway to improve pedestrian safety and general amenity.



- Material banding, planting, and a tree indicate the start of the shared space and reinforce a change in environment from the road.
- Horizontal banding is continued along the level access to indicate a shared space environment.
- Dense shrub planting creates pinch points, to slow vehicles, and separation from the units to improve privacy.

RDP key: 1 Site layout 2 Relationship to the street and public open spaces 3 Built form and appearance 4 Liveability and wellbeing 5 Integration of access, parking and servicing 6 Safety