Footpath dining on State-controlled Roads

Self Assessment Guideline

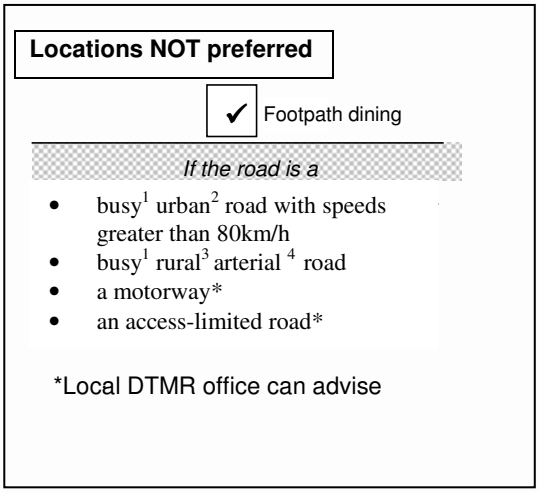
Footpath Dining Self Assessment Guidelines

This publication is intended as a guide only

These guidelines enable you to self-assess whether or not you are likely to succeed with an application for conducting footpath dining activities based on road safety and efficiency criteria. However, some considerations regarding roadside cafés are complex and can only be assessed by an experienced and qualified traffic engineer.

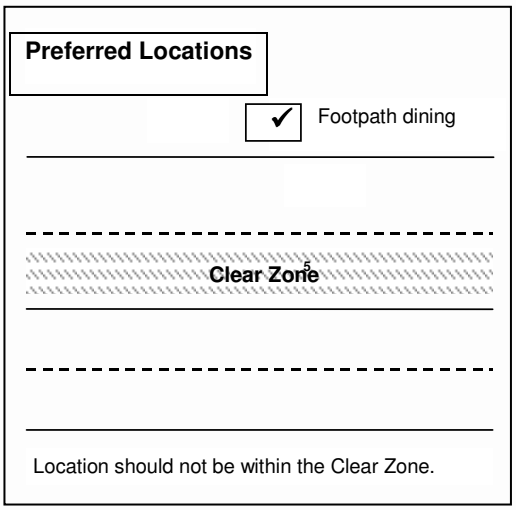
If you answer 'yes' to all questions in the following checklist, you are more likely to succeed in your application based on road safety and traffic efficiency, public health and hygiene considerations.

Footnotes shown are explained at the end of this brochure.



1. Can the proposed/existing footpath dining location be accessed without entering or exiting one of the types of roads listed in the diagram?

○ Yes ○ No



2. Preferred Location (Ref Table 1)

Is the proposed/existing footpath dining location outside the Clear Zone?

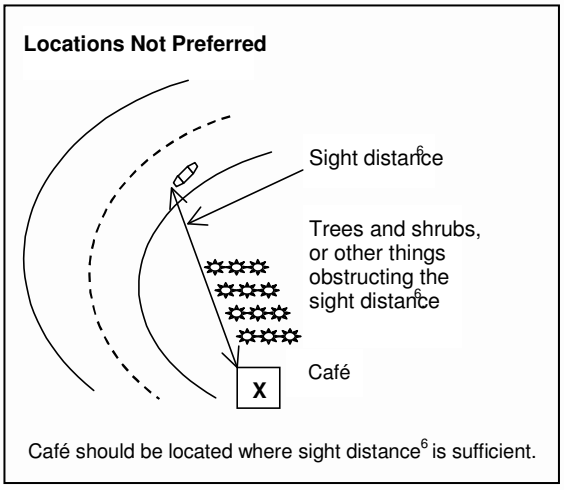
○ Yes ○ No

Table 1 - Indicative Minimum Clear Zone Widths

Regulatory Speed (km/h)	Minimum Clear Zone Width (mm)
Up to 60	3750
70	4750
80	5500

Table 2 - Indicative Minimum Sight Distances

Regulatory Speed (km/h)	Minimum Sight Distance (m)
60	160
80	305
100	500



3. Side Distance (Ref Table 2)

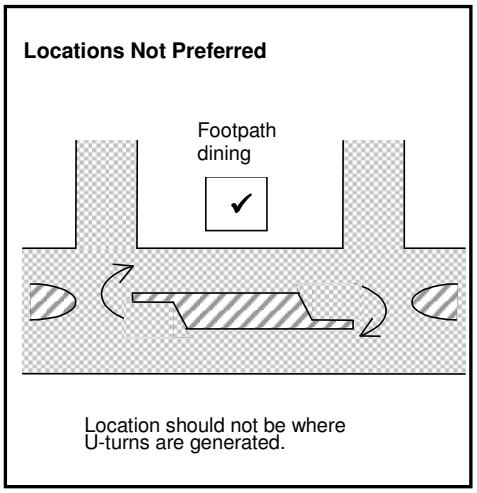
Does the proposed/existing footpath dining location permit adequate sight distance6 to allow through vehicles sufficient time to stop and prevent an accident?

○ Yes ○ No

4. Pedestrians Access

Can both existing and generated pedestrians access the footpath without conflicting while the proposed/existing footpath dining is in operation?

○ Yes ○ No



5. Customer Visit

Is the proposed existing footpath located so customers can visit the location without performing a U-turn?

○ Yes ○ No

6. Visibility – Road Furniture

Does the proposed/existing footpath dining location obstruct the driver visibility for the following road furniture?

- road signs
- route lighting
- traffic signals

○ Yes ○ No

7. Shared Bikepath

Is the proposed/existing footpath dining located on a footpath where a dedicated bike path doesn't exist?

○ Yes ○ No

8. Access to existing infrastructures

Is the proposed/existing footpath dining location sufficiently far from existing infrastructures such as fire Hydrants, exit doors, hose reels, litter bins, and phone (minimum 1500mm)?

○ Yes ○ No

9. Electrical Lighting

Do you envisage that the proposed/existing footpath dining lighting will not create any nuisance to adjacent properties?

○ Yes ○ No

10. Environmental Management

Do you envisage that the proposed/existing footpath dining activity will not cause any new environmental concerns such as dirt, noise, and rubbish?

○ Yes ○ No

11. Footpath Alignment

Do you envisage alignment of the proposed/existing footpath dining will not hinder constant pedestrians' pathway along the footpath?

○ Yes ○ No

12. Furniture

Will proposed/existing footpath dining furniture be removed at close of business every day?

○ Yes ○ No

13. Disability Access

Do you intend to provide facilities for people with disabilities?

○ Yes ○ No

14. Traffic Hazards

Will staff working at the proposed/existing footpath dining location be free from traffic hazards?

○ Yes ○ No

15. Future Roadwork

Do you envisage that the proposed/existing footpath dining activity will not interfere with future road work? (Local DTMR regional office can advise)

○ Yes ○ No

Explanation of Footnotes

1. Busy roads are generally considered to carry greater than 5000 vehicles a day.

2. Urban roads generally contain most of the following features:
   - street lighting
   - extensive residential, commercial or industrial development or associated land uses abutting the road
   - significant interaction between adjacent development and passing traffic
   - considerable pedestrian movements
   - closely spaced intersections
   - numerous public utility services
   - regulatory speeds generally less than 80 km/h.

3. Rural roads generally contain many of the following features:
   - localised street lighting at major intersections only
   - sparse development adjacent to the road with buildings generally set a considerable distance back from the road boundary
   - land use generally associated with agriculture, forestry or passive recreational activities or industries involving large scale operations
   - intersections widely spaced (approximately 1 km minimum)
   - road traffic has little or infrequent interaction with adjacent development
   - regulatory speeds generally 80 km/h or more.

4. Arterial road is a general term for a main traffic route.

5. Clear zone is the roadside area which should be kept free of obstructions or installations to allow errant vehicles a recovery or emergency stopping area. It is generally measured from the edge of the traffic lane, including the shoulders and verges. The width of the clear zone depends on several factors including regulatory speed, curvature of the road and the slope of the roadside. However, Table 1 may be used as an indicative guideline.

6. Sight distance is the distance over which visibility occurs between a driver and an object or between two or more drivers. The minimum sight distance required to apply breaks to stop a travelling vehicle in order to prevent a collision, depends on several factors including regulatory speed, driver reaction time and the slope of the road alignment. Table 2 may be used as an indicative guideline.