



CREATIVE SESSIONS

URBANISM NEXT EUROPE
2021



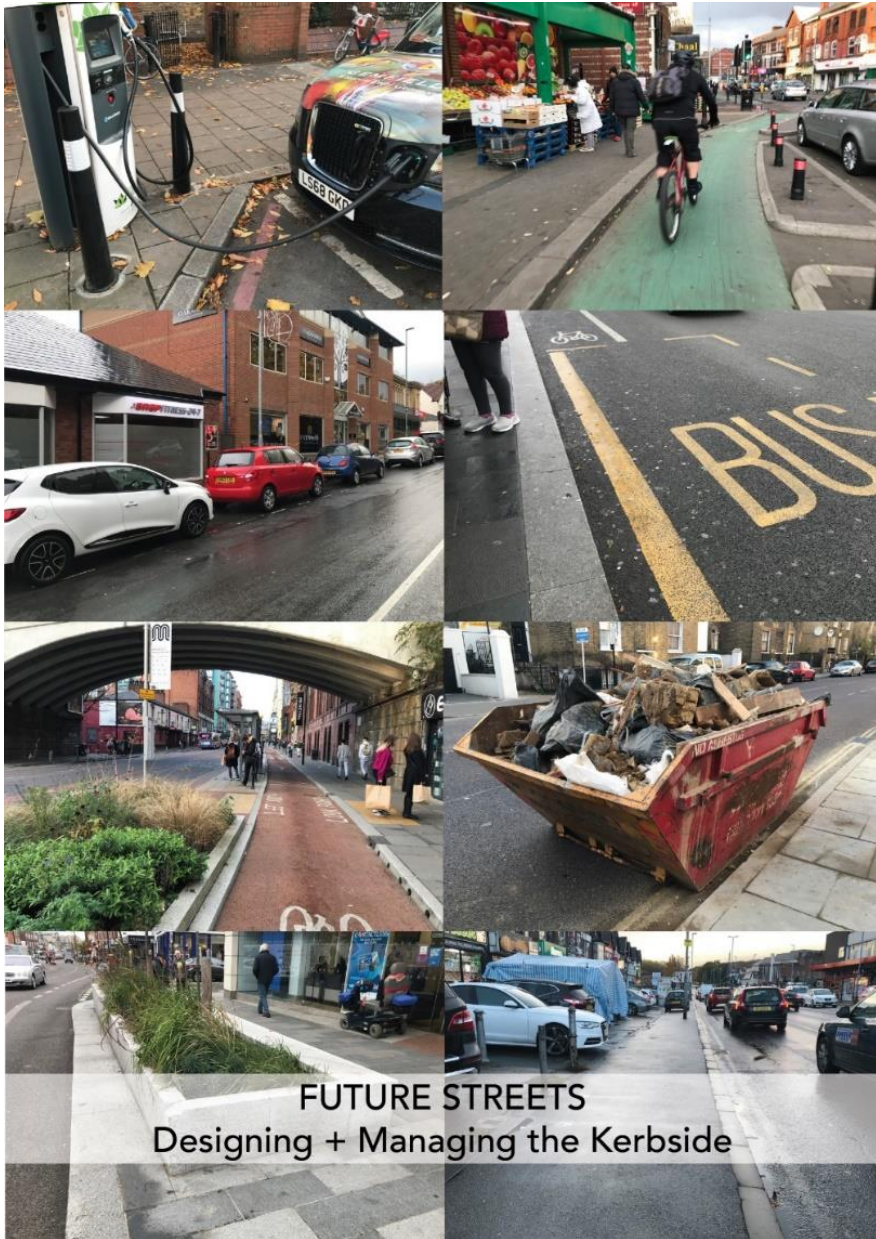
Design + Management of the Future Kerbside

Session 6.E – Pecha Kucha, Round 2

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FUTURE STREETS
Designing + Managing the Kerbside

Walk down any busy urban street, and it won't take long to grasp that we're usually trying to fit too much into the available space (and time)... demand for kerb-space typically exceeds supply.

Little further thought will be needed to reach the additional conclusion that the tools we currently use to manage both supply and demand are largely rudimentary and often ineffective.

Forget the future, the kerbside is already an increasingly a contested space, inefficiently used.

1 Messages from the Kerbside

Walking facilities

Footways of adequate width
Build-outs to aid walking across
Signal poles & buttons, Belishas
Formal crossings (Zebra, Pelican...)
Informal crossings with dropped kerbs
Kerbs/tactile paving
Clearance to access crossings?
Raised/continuous side-street crossings
Wayfinding signs/markings

Cycling facilities

Painted cycle lanes - advisory
Painted cycle lanes - mandatory (timed?)
With/without DYL/SYL controls
Bus lanes (extra-wide?)
Marked lanes to nearside of bus/HOV/parking
Parking to nearside of lane - 'door zone'/buffer
Parking to nearside of lane - mandatory or advisory?
Lanes through bus stop cages
Lanes across inset bus stop bays
Lane transitions to off-carriageway at signals/crossings
Protected lanes/tracks - 'full' segregation (e.g. kerbs)
Protected lanes/tracks - 'light' segregation (e.g. wands/orcas)
Protected tracks at footway or carriageway level?
Bus stop bypasses
Bus stop boarders
Cycling/walking shared paths and areas (tactiles)
Regulatory signs & markings (e.g. 956, 957, 1057)
Wayfinding signs/markings
Cycle parking facilities - type/location, formal/informal
In-carriageway cycle parking - open/hangers
Large cycle/cargo/trike parking
Cycle hire/share - docked, incl e-cycles
Cycle hire/share - dockless

Occasional vehicles - no designated space

Refuse vehicles
Emergency vehicles
Security vans
Highway/lighting maintenance vehicles
Skip lorries
Hearses

Safety

Lamp columns
Zig-zag markings

Street furniture for control

Bollards
Pedestrian railings
Sign poles
Ticket machines

Street furniture for people

Waste bins - public
Waste bins - domestic
Recycling bins/centres
Phone/wifi kiosks/pillars
Post boxes
Seating - formal (e.g. benches)/informal (e.g. walls)
Public art

Street furniture for commerce

Footway cafes/private forecourt displays
Market stalls - fixed/regular/occasional
Supermarket delivery trolleys
Supermarket customer trolleys
Telegraph poles
Fixed advertising displays
Phone/wifi kiosks/pillars, including advertising
Telecomms kit boxes
A-boards/overspill non-fixed clutter
Commercial waste - bins/bags

Bus infrastructure

Bus shelters - size/location
Bus stop - raised kerb heights
Bus stop flags/poles
Bus stop clearway
Bus stop cage within nearside lane
Bus stop bay inset
Bus lanes (dimensions, times of operation, shared with?)
Bus lane camera enforcement - signs and cameras
Bus stands - on carriageway/inset
On-street ticketing - kit and queuing

Taxis

Bus lanes
Marked ranks
Informal access to kerbside

General traffic control

Signals & control boxes
Directional signs
Information/warning/regulatory signs
HOV lanes
Speed cameras

Waiting & loading

DYLS
SYLs
Loading tags
Red-route controls
Dispensations for Disabled badge holders
W&L at kerbside - uncontrolled
W&L at kerbside - free/SYL controls
W&L at kerbside - free/limited period
W&L at kerbside - public, charged (various payment types)
W&L at kerbside - residential & other permit holders
Bays in carriageway cf. footway-level 'pads'
Presence/absence/need for parking signs
Reasonable confusion due to regime changes?
Clearways
Restricted zones
Camera enforcement?
Bay width/depth
Designated Disabled bays
Car club bays (incl associated maintenance)
Parallel/Perpendicular/Angled layout differences/adherence
EV bays - general/taxis-only
Motorcycle parking
Police (and other designated) spaces
Forecourt parking - with crossover
Forecourt parking - without crossover
Footway parking (2WU/4WU)
Footway parking laws/controls/permissions

Physical layout

Side junction corner radii/splays
Crossovers to forecourts/parking/driveways
Wide crossovers to filling stations

Other infrastructure/kit

EV charger (+ feeder pillar, bollards) - on footway
EV charger (+ bollards) - in carriageway (feeder on footway)
Grit bins
E-scooter hire/share

Soft landscaping

Street trees
Grass verge
Low planting
Raised beds
SuDS

Maintenance

Temporary capture of the kerbside for repairs/construction
Drainage/ponding
General poor conditions/potholes
Seasonal - e.g. leaf clearance/gritting
Gullies
Kerbside 'fines'
Sweeping regimes
Access for sweeping
Slabs lifted by trees
Utilities covers/kit - access issues
Clearance required for protection/access/maintenance

Land use

Proximity to 'just popping in' facilities (ATMs, corner shops...)
Premises requiring regular, largely planned deliveries
Presence of licensed premises (drays)
Presence of banks/building societies/post office (money)
Premises putting out commercial waste
Places of worship - weddings/funerals

Political drivers

EV charger targets
Camera enforcement of waiting/loading regs











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1 Messages from the Kerbside

- The kerbside might well be the most contested space in any city
- What's out there now is (more often than not) a mess!
- We apply very little science in allocating or managing kerb-space
- We complain about non-compliance, but our current practice makes it inevitable
- Enforcement is both difficult and friendless

1 Messages from the Kerbside

- The kerbside is a hugely valuable public asset and usually in high demand; yet, most of the time, we just give it away
- (In the UK) the same piece of kerbside cannot currently be designated for two different uses in the same time period
- The quality of the walking experience generally seems like an afterthought
- Latitude, not just longitude: we need to consider all the space between buildings
- Flexibility in use is more efficient, but compliance reduces as complexity increases – because users struggle to understand all but the simplest regulations

1 Messages from the Kerbside

- We're hopeless at understanding user needs (data)
- We aren't much better at communicating with users
- We need to be more rational about rationing kerb-space
- Increased automation offers many opportunities, but...
- ...what do we do while we wait for the future?

2 Towards a Kerbside Access Strategy

A possible 4-step process:

1. Assess how different users/uses need to occupy the kerbside for different lengths of time (**timing**)
2. Calculate the kerbside space requirements for different users/uses (**mapping**)
3. Determine local priorities, to guide decisions on allocating space to different users/uses in the light of Steps 1 & 2
4. Consider opportunities for allocating the same stretch of kerbside to different users/uses at different times/days

2 Towards a Kerbside Access Strategy

Timing

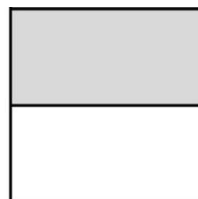
Likelihood of different users/uses needing/wanting to occupy the kerbside - in this street - for different lengths of time

Time Period	User/Use	Activities						Features			
		Buses stopping/standing	Private cars parking (general)	Private cars parking (blue badges)	Taxis/PHVs stopping/ranking	Vehicles delivering/servicing	Refuse, security vehs stopping	Formal ped crossings	Bus lane	Cycle lane	Other
Short <2mins (e.g. drop-off/pick-up)											?
Short-Med 2-10 mins (e.g. simple loading)											?
Med 10-30 mins (e.g. high turnover parking, taxi ranking, bus standing)											?
Med-Long 30-180mins (e.g. medium turnover parking)											?
Long 3-10 hours (e.g. all-day parking)											?
Permanent (i.e. fixed)											?



High/Definite

Medium/Possible



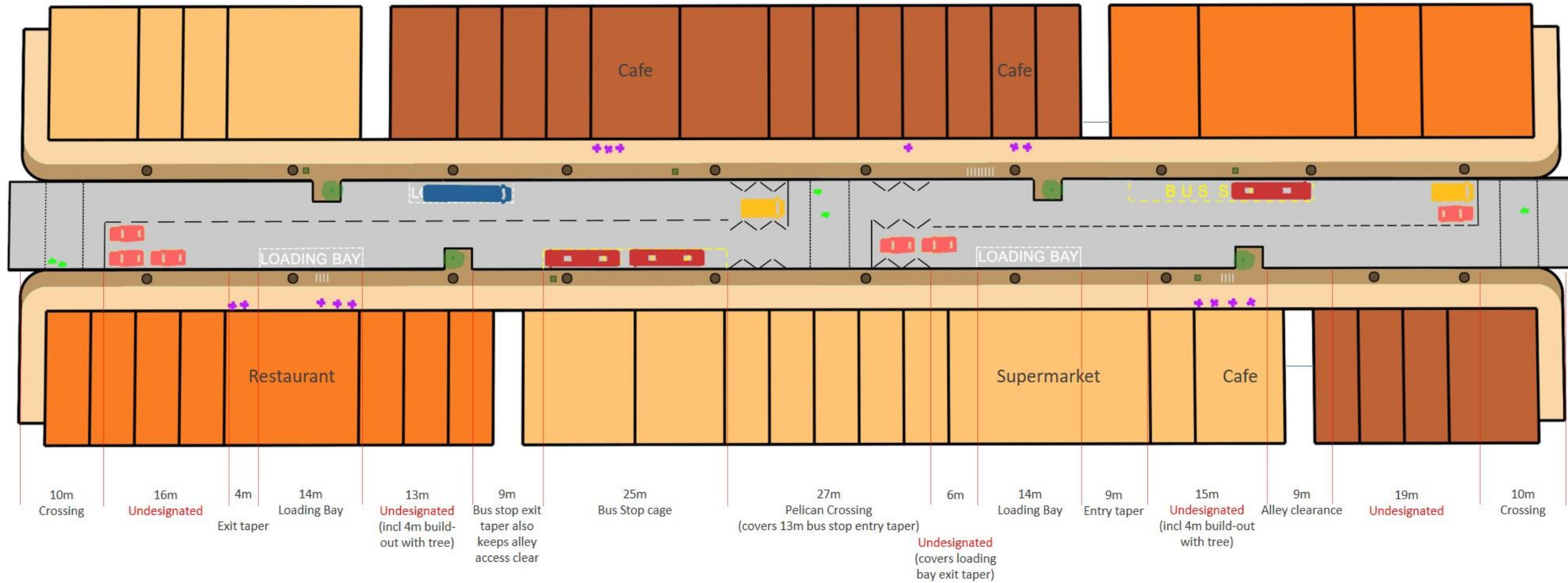
Low/Rare

Never/Not Applicable

Figure 1 - Sample Proforma for Step 1 of the Kerbside Access Strategy

2 Towards a Kerbside Access Strategy

Mapping



3 Back FROM the Future

- What kind of street(s) do we want?
- Technical solutions must meet our policy objectives
- Many individual demands for kerb access are predictable, within certain limits, on the day. But a week/months ahead?
- And who owns/shares the information?
- Automation presents the opportunity to digitise access – not just to the kerbside, but to whole streets
- From fixed-signs-to-distracted-drivers
To system-to-system

3 Back FROM the Future

- Start by obtaining and providing **better information**
- Explore how we can improve efficiency, simply; including legal changes to enable flexible use
- Switch from enforcing non-compliance to '**Charging for a Service**'?
- Innovation **and** Regulation



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