

## Guideline

# On Road Hospitality Parklets - Installation on Tram Corridors

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PROUD OPERATOR OF





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## 1 CONTEXT

This Guideline has been formulated by the tram operator (Yarra Trams) in response to the emergence of COVID-19 on-road hospitality parklets (Parklet) where the intention is to install a Parklet on a road space where trams operate (tram corridor).

## 2 PURPOSE, SCOPE AND USE

The Guideline ensures the Parklet design, installation, and operation:

1. Aligns with Yarra Trams Enterprise Risk Management Procedure and Hierarchy of Controls
2. Eliminates unacceptable risk to intending and alighting tram passengers
3. Maintains safe passenger access in line with DSAPT & DDA standards and guidelines
4. Maintains road safety principles, sight lines, and engineering standards & best practices

## 3 GUIDELINE

In line with Rail Safety National Law and Yarra Trams Hierarchy of Controls, risk elimination remains the objective. If a risk cannot be eliminated, then all safety risks must be managed as required in health and safety law, to a level so far as is reasonably practicable (SFAIRP). On this basis, in context, Yarra Trams adopts the following position:

- Based on DSAPT and tram engineering standards, the perpendicular distance between back of tram rail and closest 'roadside' structural extremity of a Parklet shall be an absolute minimum 1.85 metres (refer Inset A). This reasonably applies to a Parklet anywhere along a respective tram corridor. This ensures a minimum 1.2 metre passage between tram and Parklet under all foreseeable normal or disrupted operations.
- Where there is one dedicated traffic lane separating a shared use tram-traffic lane and a full-time parking lane, Parklets must not be installed within 30 metres on approach to a tram stop flag (see Inset D).
- Where there is a shared use tram-traffic lane and a full-time parking lane, with no additional running lane, at Yarra Trams discretion Parklets may be installed up to 20 metres on approach to a tram stop flag (see Inset C). Yarra Trams maintains a preference that Parklet are installed no closer than 30 metres on the approach.

### 3.1 Considerations:

- Alighting passengers at a respective kerbside tram stop may have boarded a low floor tram at an upstream DDA compliant level access platform.
- Manual wheelchair egress at a kerbside stop is credible and does occur on the network. This activity requires adequate space to safely alight and manoeuvre away from a tram to safety.
- Passengers with prams and accompanying handheld children require adequate space to depart a tram and exit the roadway in tandem.



## 3.2 Parklet Design and Installation Guidelines

### 3.2.1 Accessibility and Risk Assessments:

To ensure no new risk is created for intending or alighting tram passengers, where a Parklet is proposed to be installed 20 – 30 metres on approach to a tram flag, the applicant must undertake an independent DSAPT Audit *and* either Safe Systems Assessment or Road Safety Audit, actioning any recommendations arising from those audits and/or assessments. These shall be at no cost to Yarra Trams and should be conducted at final design and after installation to ensure legislative compliance.

### 3.2.2 Design & Implementation Requirements:

1. For any proposal to install a Parklet on a tram corridor, the lateral distance between back of tram rail and Parklet structural extremity must be an absolute minimum of 1.85 metres. Any part of the Parklet structure, including protruding foundations, must not exceed this absolute minimum (see Inset A).
2. Parklet must not exceed 10.8 metres in length.
3. The Applicant and/or Co-ordinating Road Authority or Local Municipality must ensure the design and implementation does not permit vehicle parking to impede tram passenger access. Where applicable, passenger access from trams to the nearest footpath must be no less than 1.5 metres in width. Subject to risk assessments, stand-alone traffic control devices may be required to prevent parked vehicles from impacting accessibility. Where approved, such devices must be maintained 1.5 metres from a Parklet structural extremity (see Inset B).
4. In accordance with Guideline objectives and Yarra Trams preferred treatment, Parklets must be designed and constructed no closer than 30 metres from a tram stop flag, on the approach side of the stop (see Inset B). At Yarra Trams discretion *and* where safe accessibility requirements can be maintained, *and* no risk of 'drive by stationary tram' exists, Parklet installation between 20 – 30 metres on the approach to a tram stop may be considered (see Inset C).
5. The Parklet design and installation must:
  - a. not exceed 10.8m in length;
  - b. remove any residual designated parking bays within the 30-metre offset;
  - c. be no closer than 3 metres on the *departure* side of a tram stop flag;
  - d. include gazetted and sign posted Tow Away provisions to enable timely removal of vehicles that pose a road safety or accessibility hazard; and
  - e. ensure sight distances are in accordance with Austroads Guidelines. Parklet installation or operation must not impede:
    - i. sightlines between intending tram passengers and other road users; or
    - ii. tram driver line-of-sight to tram signage and/or signals required for safe tram operations.



### 3.2.3 Crash Protection Devices:

Crash protection devices shall be designed and installed to the satisfaction of independent safety assessments, the Co-ordinating Road Authority, and Yarra Trams. The lateral distance between the tram rail and the crash protection device must comply with the minimum 1.85 metre offset specified in this Guideline.

### 3.3 Design Submission

For any proposal to install a Parklet anywhere along a tram corridor, the respective Parklet design and associated, completed independent risk assessment shall be submitted to Yarra Trams for approval by email to: [DL-TrafficEngineer@yarratrams.com.au](mailto:DL-TrafficEngineer@yarratrams.com.au)

Note: the design shall include 'plan' and 'section' views of the Parklet and surrounds.

## 4 DISCLAIMER

To the maximum extent permitted by law, Yarra Trams will not be liable for any loss, damage, liability or claim whatsoever suffered or incurred by any person arising directly or indirectly out of the use or reliance on the information contained within this Guideline.

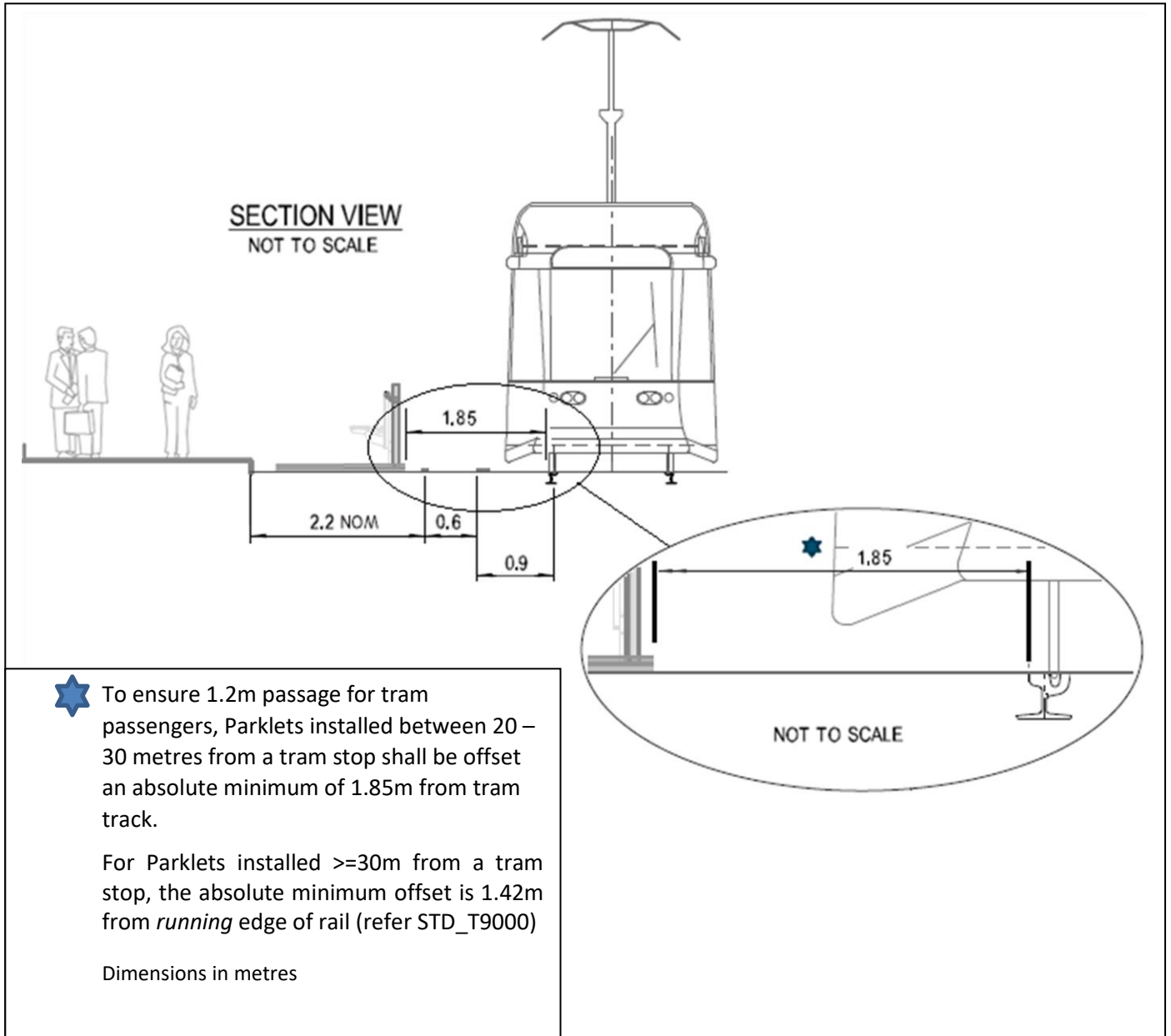
## 5 REFERENCES

1. Safe Systems principles
2. Yarra Trams Standard Drawing:
  - a. STD\_T9000 - Tramway Structure Gauge
3. Austroads Guide to Traffic Management Part 3: Geometric Design
4. Department of Transport:
  - a. Disability Standards for Accessible Public Transport
  - b. Traffic Engineering Manual, Volume 3 - Accessibility (DDA) Guidelines
  - c. Road Design Note 06-04 - Accepted Safety Barrier Products
5. Road Safety Road Rules – National minimum distance passing cyclists (1.0m up to 60 kph), effective 26 April 2021.
6. Nominal parking bay = 2.4m\* x 5.4m  
\* This Guideline uses 2.2m bay within a 2.8m traffic lane (absolute minimum) as a worst-case scenario.



## 6 DIAGRAMS

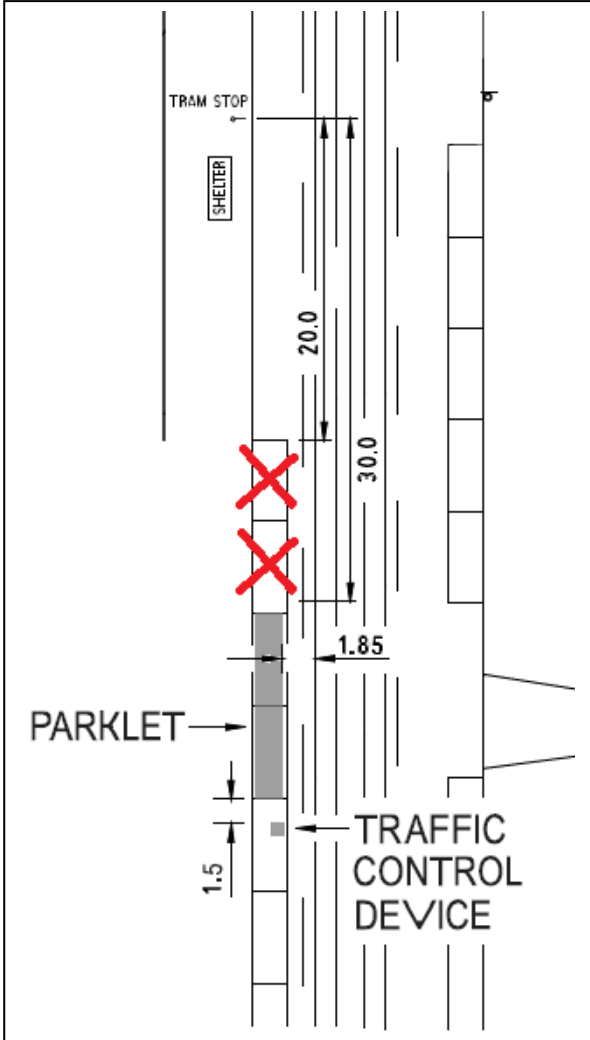
### 6.1 Inset A – Cross Section





## 6.2 Inset B – Plan View

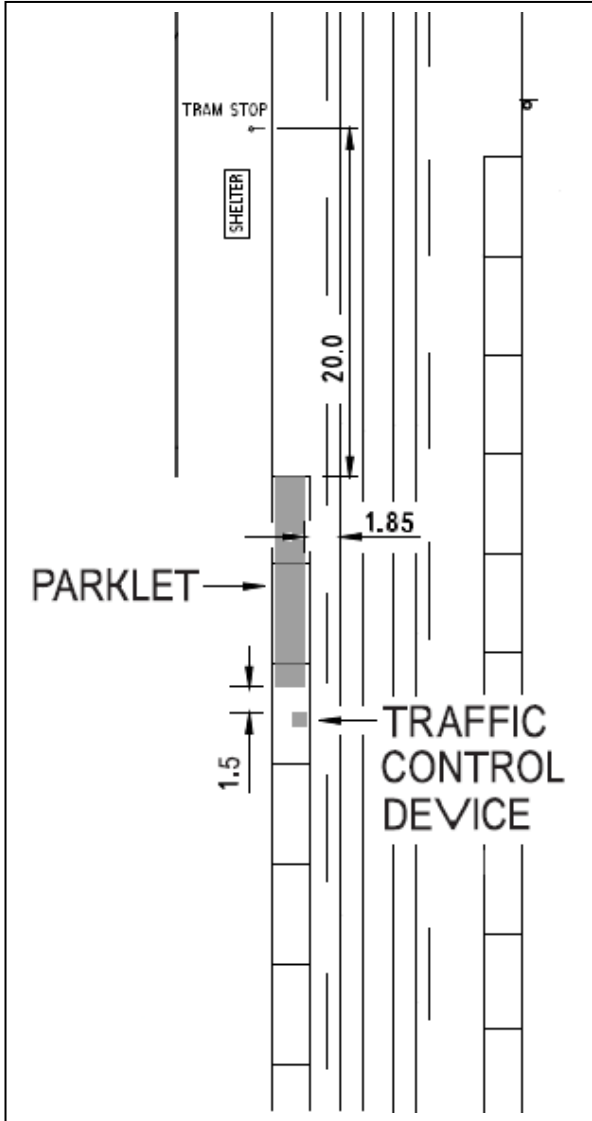
### 6.2.1 Yarra Trams Preferred Treatment





### 6.3 Inset C

#### 6.3.1 Design by Exception

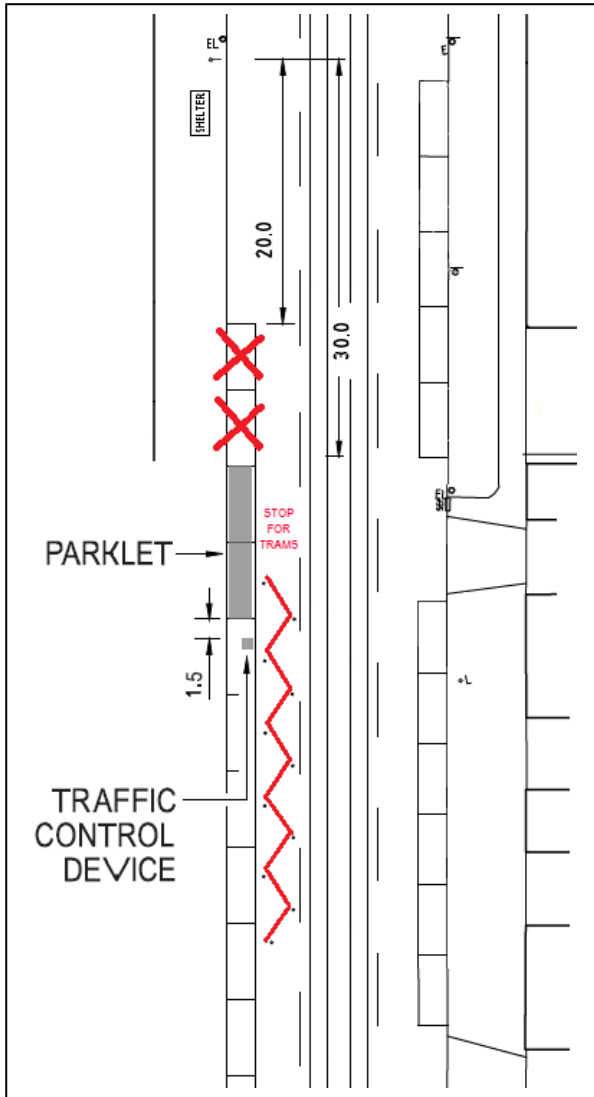






## 6.4 Inset D

### 6.4.1 Supplementary Design – Additional Traffic Lane





## 7 RELATED LEGISLATION AND DOCUMENTS

Name	Document number
Tramway Structure Gauge	STD_T9000
Disability Standards for Accessible Public Transport	
Department of Transport (Roads) Traffic Engineering Manual	TEM Volume 3 - Accessibility (DDA) Guidelines
Department of Transport (Roads) Road Design Note	RDN 06-04 - Accepted Safety Barrier Products
Road Safety Road Rules	



## DOCUMENT VERSION CONTROL

Version History	Date	Detail
1.0	10/05/2021	Original approved issue.

## APPENDIX A – GLOSSARY

[Note that words defined in this document must be consistent with the glossary in Yarra Trams and list in alphabetical order.]

Word	Definition