

## 1.2 Traffic Management Treatment Policy & Guidelines

### Objective

To provide an evaluation process for consideration of requests for traffic management in respect of volume type and/or speed within access or local distributor roads serving residential properties.

### Strategy

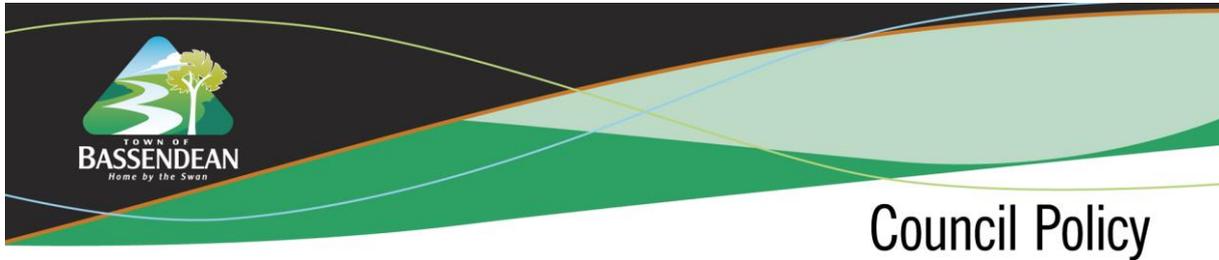
Council recognises the desirability to develop and preserve the amenity of all properties within the Town. The ability to satisfy the expectations of owners and occupiers of those properties may be limited by factors of funding capacity, priority, and obligations to the wider community.

The Town of Bassendean Functional Road Hierarchy Plan designates the functions of individual, or sections of streets, into the following categories:

- Access Road;
- Local Distributor Road;
- District Distributor B;
- District Distributor A; and
- Primary Distributor.

Each category has anticipated abutting land uses, traffic volumes, and parking control requirements. The Functional Road Hierarchy Plan is integral in the consideration of any requests for action to address perceptions of traffic and/or speed issues.

Safety on any street is a valid expectation for both motorised and non-motorised users, but does not necessarily require particular traffic volume or speed criteria to be satisfied. The purpose of this policy is to set out the criteria and process to be used in responding to requests for action to address traffic management on access or local distributor roads serving residential properties. Localised safety issues, such as individual intersections will be addressed through the use of processes such as road safety audits to determine the requirements for action and the preferred solutions to address identified needs.



Requests for action to address traffic volume or speed issues on other than access or local distributor roads will require the use of alternative strategies such as targeted use of speed cameras in conjunction with the Police Service, additional speed zone signage, use of the Town's mobile speed display trailer and rubbish bin stickers.

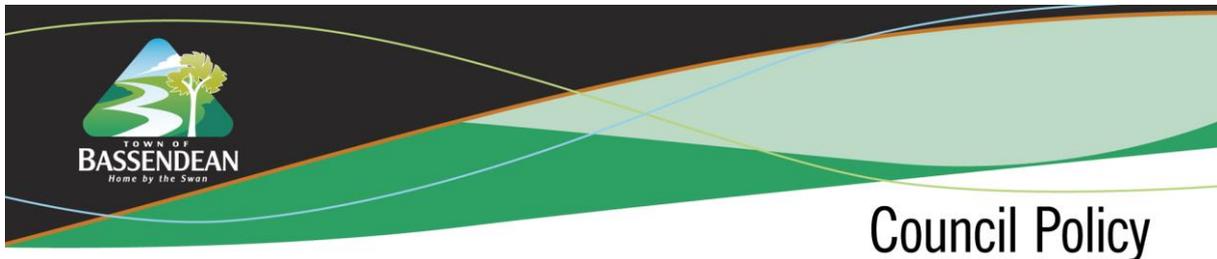
The use of road closures (cul-de-sacs) will not be considered except where reductions of crashes at a particular location can only be achieved through traffic diversion.

The provision of traffic management treatments will only be considered when all of the following criteria have been satisfied:

- \* Council has not considered the subject road within an eighteen-month period except in circumstances where obvious and identifiable significant change in traffic pattern or characteristics has occurred.
- \* The road is designated as an access road or local distributor road within the Town of Bassendean Functional Road Hierarchy Plan.
- \* The predominant (at least 80 percent) land used served by the subject road is residential.
- \* The traffic volumes within the subject road exceed 750 vehicles per day for access roads and 2000 vehicles per day for local distributor roads.
- \* The length of the subject road exceeds 300 metres between controlled intersections (Stop, Give Way, or traffic signals).
- \* The 85<sup>th</sup> percentile speed is 60 km/h or greater in 50 km/h speed zones, or exceeds the posted speed limit by more than 10 percent in other speed zones.
- \* Through traffic exceeds 30 percent on access roads and 60 percent on local distributor roads – except those streets providing and access/egress to school sites.

In circumstances where investigations reveal that all of the above criteria have been met, options for addressing the particular issues will be prepared and referred to Council for consideration and priority over existing traffic management projects awaiting funding, before consultation with affected property owners and residents takes place.

Consultation will be undertaken in accordance with Council's Communication, Consultation and Stakeholder Policy.



# Council Policy

For the purpose of this consultation process:

1. An affected property owner is one that is located within the street section or sections to have treatments (ie. between intersecting streets).
2. The percentage of affected property owners for or against the proposed treatment will be calculated from the responses received to the consultation process. Affected property owners that choose not to respond will be considered neutral: that is neither supporting nor opposing the proposed treatments.

Where Council supports the need for further consideration of traffic management, and consultation on the nominated option(s) is undertaken, prior to a traffic management treatment project being considered for funding the results of where Council supports the need the consultation process will require to show at least 60% of all affected property owners in favour of the proposed treatment(s) and no more than 30% against.

Council considers the need for a combination of proactive and reactive programs to manage traffic within the Town. The following actions will form the basis of a proactive program of community/motorist education and promotion of the prevailing speed limit in our streets:

- \* Speed Display Trailer
- \* Additional Speed Zone Signs
- \* Rubbish Bin Stickers
- \* Interaction with the Police Service – Speed Cameras
- \* Information Pamphlets

## Application

Responsibility for the implementation of this policy rests with the Mayor, Councillors, Council delegates and Chief Executive Officer. The Policy is to be reviewed every three years.

<p><b>Policy Type:</b> Strategic Policy</p> <p><b>Link to Strategic Community Plan:</b> Town Planning &amp; Built Environment</p>	<p><b>Policy Owner:</b> Director Operational Services</p> <p><b>First Adopted:</b> OCM 17/10/04</p> <p><b>Last Reviewed:</b> March 2014</p> <p><b>Version 1</b></p> <p><b>Next Review due by:</b> December 2016</p>
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