

Title	Traffic Calming Devices
Council Resolution	Item 12 (29 April 2019) as per Council Minutes
Responsible Directorate	Infrastructure and Works
Due for Review	Four (4) years from Council Resolution Date
Strategic Plan Reference	<u>Valuing our Environment</u> 3.1.3 Manage the City's transport network and the associated infrastructure to promote sustainability, accessibility, choice, safety and amenity for all modes of transport.
ECM	Council Policies

PURPOSE

This policy provides clarity and consistency around the installation of traffic calming devices on roads under the care, control or management of Council, and reinforces the requirement to comply with the relevant Acts and guidelines.

SCOPE

This policy applies to any installation (or proposed installation) of traffic calming devices on roads under the care, control or management of Council in the Glenorchy municipality, and when, where, and what need to be installed.

STATUTORY REQUIREMENTS

Acts	<i>Traffic Act 1925</i> <i>Local Government (Highways) Act 1982</i> <i>Local Government Act 1993</i>
Regulations	N/A
Australian/International Standards	<i>Austroads Guide to Traffic Management – Part 8: Local Area Traffic Management</i> <i>Australian Standard AS1742.13: Local Area Traffic management</i>

DEFINITIONS

Traffic Calming	The use of physical design and other measures to improve safety for motorists, pedestrians and cyclists. It aims to encourage safer, more responsible driving and potentially reduce traffic flow. Many traffic calming devices have been developed and implemented for traffic calming, including raised pedestrian crossing and road humps.
Raised Pedestrian Crossing	Raised pedestrian crossing (also known as pedestrian table top or wombat crossing) is a type of traffic calming devices, where the road ramps up to meet the level of footpath for the purpose of lowering vehicle speeds and providing level access for pedestrians. Raised

	pedestrian crossings are most commonly used in high pedestrian low speed traffic areas.
Road Hump	<p>A section of raised pavement constructed or placed in or on, and across or partly across, a road to restrict the speed of vehicles along that road defined under Section 49(I) of the Traffic Act 1925.</p> <p>In generally, road hump (also known as speed hump), is a speed reduction device in the form of a raised curved or raised flat top profile extending across the roadway. Note that it is primarily intended to lower average traffic speeds, reduce the number and severity of crashes and, in some cases, lower the volume of through traffic.</p>
Hooning	<p>Hoon-like behaviour or Hooning includes reckless or dangerous driving, street racing or time trials, making unnecessary and unreasonable noise, an exhibition of speed, acceleration or loss of traction, speed at or in excess of 45km/h over the speed limit, driving while disqualified, evading police under the Police Powers Act 2000, trespassing on the property of another with a vehicle or refusing to leave an area or returning to an area after being told by police officers to leave.¹</p>

POLICY STATEMENT

1. To create a safe, inclusive, active, healthy and vibrant place for Glenorchy residents to live and work, Council is committed to providing a safe road environment that is suitable for all road users and endeavouring to ensure that any traffic-related complaints or concerns are properly assessed and addressed wherever feasible and practical.
2. Council will develop and use an investigation procedure to identify whether traffic calming devices, such as road humps or raised pedestrian crossings, are required, in accordance with the requirements set out in this policy.
3. Council will investigate whether the installation of traffic calming devices (e.g. road humps, speed cushions, raised pedestrian crossing, etc) on a street is desirable in the following circumstances:
 - a) where a preliminary investigation by Council officers indicates traffic calming devices may improve road safety on the street (e.g. speed reduction, likely accident reduction)
 - b) where, over an extended period, a number of residents from the same street have requested that traffic calming devices be installed or have complained about speeding related issues, or
 - c) where a letter or petition² is submitted to Council and signed by the majority of the residents of the same street requesting that traffic calming devices be installed. A letter or petition requesting the installation of traffic calming devices should state clearly and concisely that the residents, who agree with the installation of traffic calming devices on

¹ Tasmania Police, Hooning, Hobart, 2018

² If the request is in the form of a petition (to be presented to Council), it must comply with the requirements of section 57 of the *Local Government Act 1993*.

the street, understand the purpose of the request and in the knowledge that a traffic calming device may be placed on the road adjacent to their residence once the request or the petition is accepted by Council.

4. Council will proceed with an investigation in accordance with relevant Acts and Australian Standards. However, where any of the following conditions exist, Council will not be required to undertake an investigation:
 - (a) the road is classified either as a collector or arterial road
 - (b) the road is less than 160m in length
 - (c) the speed limit is more than 50km/h
 - (d) the road carries traffic volumes of between 500 and 3,000 vehicles per day, with a heavy vehicle volume (4.5 tonne GVM or greater) less than 50 vehicles per day
 - (e) the road has an average grade of more than 5%
 - (f) the 85th percentile speed is within 10km/hr of the posted speed limit, or
 - (g) the issue is related to hoon-like behaviours or hooning which is a police-matter and as such will be referred to the Tasmanian Police.
5. Council officers may make exceptions to the exemptions listed in paragraph 4 where:
 - (a) sites are within defined CBD areas, including Glenorchy, Moonah and Claremont CBDs, where large volume of pedestrian traffic is observed
 - (b) crash data for the site suggests a history of crashes that may be reduced by the installation of road humps or raised pedestrian crossing, or
 - (c) the subject road has a higher than normal incidence of unprotected road users such as pedestrians, cyclists or school children or the street width and/or proximity of dwellings to street frontage are such that there may be substantial benefit from the installation of road humps or raised pedestrian crossings.
6. The investigation will assess the social, technical, and cost implications of any installation and alternatives to manage concerns raised by the community. Together with the feedback received during the community engagement period, a business case will be presented at a Council meeting for a decision. The agenda item will include any budget requirements and a time frame for installation. All residents in the street will be notified of Councils decision.
7. The General Manager or Council may request a business case be presented to Council where a section of road may not meet the criteria set out in paragraph 4, but may deem that it is in the public interest to do so.
8. Council is of the view that hoon-like behaviours or hooning is a police matter, and will not consider the installation of traffic calming devices where the primary issue is to eliminate hoon-like behaviour or hooning.

PROCEDURES

This Policy will be supported by a traffic calming devices procedure, which will document the processes that Council officers will follow to assess whether the installation of traffic calming devices (such as road humps) at a particular location is appropriate, and to obtain the necessary approvals for installation to commence.

BACKGROUND

Our community demands and deserves a safe, inclusive, active, healthy and vibrant place where they can live and work. Having a safe road environment that is suitable for all the road users is very important to achieve this goal.

Council receives numerous customer requests complaining speeding, hooning or other dangerous and antisocial driving behaviour on our roads every year (average 40-50 complaints/requests received each year). It is common for residents to request that Council installs road humps, or other types of traffic calming devices, to deter such behaviours.

Traffic calming devices such as road humps are designed to lower average traffic speeds, reduce the number and severity of crashes and, in some cases, lower the volume of through traffic. Council installed a number of road humps across the municipality in the past and received mixed feedbacks from residents and road users.

Feedback received in the past from these residents who complained about speeding or requested road humps was suggesting that Council need to form a policy position and to develop a consistent and practical approach in the management of road humps and other traffic calming devices.

Despite road humps having the advantage of being largely self-enforcing and creating a visual impression that an area is not intended for speeding, it is a common misconception across Australia that road humps would eliminate individual inappropriate driving behaviour and create a better road environment.

Traffic calming devices, and particularly road humps are also the most complained about devices currently used in Australia due to the impacts experienced in areas where these devices are installed³. These unpleasant impacts experienced include:

- loss of on-street parking
- increase in noise and fumes (due to accelerating/decelerating) next to the road humps
- increased glare at night from car lights and additional street lighting
- increased maintenance costs to Council due to pavement damage and line marking renewal costs
- increase in traffic volumes in neighbouring streets
- slower access for emergency vehicles
- incompatibility with bus traffic and heavy vehicle traffic, and
- transfer of the problem elsewhere.

In fact, road humps are not designed to address individual inappropriate driving behaviour. In some cases, they may encourage dangers or antisocial driving behaviours and even lead to a more serious consequence (e.g. a hooning car losing control when encountering a road hump and crashed into nearby properties).

Based on the above, careful consideration must be given by Council when investigating if the installation of traffic calming devices, including road humps, are appropriate.

This policy outlines Council's position in terms of when, where and what to investigate and install traffic calming devices on roads under the care, control or management of Council in the Glenorchy municipality. The policy also requested a procedure to be formed to guide the investigation of whether the installation of road humps is desirable.

³ Austroads, Guide to Traffic Management Part 8: Local Area Traffic Management, Sydney, 2016