COUNCIL POLICY

TRAFFIC CALMING

1. Purpose

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

2. Scope

This policy applies to the criteria for traffic calming measures to be considered on roads under the care, control and management of Council in the Glenorchy municipality. Traffic calming aims to reduce traffic speeds and volumes on our roads.

It does not apply to other safety improvements on the road, footpath and cycling networks, such as guard rails and parking restrictions at intersections. These improvements are considered and delivered outside this policy.

3. Related Documents

- Footpath Policy
- Asset Management Plan
- Glenorchy Cycling Infrastructure Plan
- Community Engagement Policy
- Austroads Guide to Traffic Management including Part 8: Local Street Management

4. Statutory Requirements

Acts	Traffic Act 1925 Sections 49 and 59 Local Government (Highways) Act 1982 Local Government Act 1993
Regulations	Transport Commission Directions – Delegation to Councils for Traffic Controls and Signage

Australian/ International Standards	Australian Standard AS1742.13: Local Area Traffic Management Australian Standard AS1742.2 Traffic Control Devices General Use

5. Definitions

85th Percentile Speed means the speed at which 85% of vehicles are traveling at or below.

Crash Data means that obtained from the Tasmanian Police records over the past 5 years. Although not all crashes are reported to the Police, it gives us an indication of what is occurring on the network.

Footpath Hierarchy means the functional hierarchy of footpaths under the care, control and management of Council, as set out in our footpath policy.

Road Hierarchy means the functional hierarchy of roads under the care, control and management of Council, as set out in our asset management plan.

Traffic Calming means the use of measures including education, enforcement and engineering, to reduce traffic speeds and volumes, along with improving the safety of our roads. Many physical traffic calming devices have and continue to be implemented including roundabouts, traffic islands, raised crossings and road humps.

Traffic Data means data collected from traffic counters that are placed on our roads by Council for over a week that collect the speed, volume and type of every vehicle.

Urban Road means roads that are within zones set out in the Tasmanian Planning Scheme that are not rural, low density residential, landscape conservation or environmental management.

6. Policy Statement

Council is committed to ensuring that any traffic-related concerns are assessed consistently and that appropriate measures are implemented equitably, while providing a safe road environment for all road users. A safe road environment creates an active, inclusive, healthy and vibrant place for Glenorchy residents to live and work.

Traffic Calming Measures

There are three main categories of traffic calming measures:

- **Education:** typically occurs on a statewide basis and comes from the Tasmanian Government such as advertising campaigns like 'Your Speed is Our Safety'.
- **Enforcement:** the monitoring and prosecution of inappropriate behaviour, such as hooning, which is the responsibility of Tasmania Police.
- **Engineering Devices:** physical alterations to the road environment to make it safer, reduce speeds and/or volumes, with the aim of encouraging drivers to change their behaviour. Physical devices are generally initiated by Council on our roads.

This Policy sets out the criteria in which traffic calming measures will be investigated and then how this assessment is undertaken to determine the most appropriate measure. In some cases, the most appropriate response may be Police enforcement rather than physical traffic calming devices traffic calming.

Traffic calming measures are often raised by the community, and this Policy sets out the criteria for such matters to be assessed further. Additionally, Council officers undertake annual reviews of the network to ensure that it is operating effectively and safely.

Traffic Calming Devices

There are a variety of traffic calming devices that can be used at both intersections and mid-block locations. The most common devices and their primary benefits as described in Austroads Guide to Traffic Management Part 8: Local Street Management are outlined in the table below.

Table 1 – Common Traffic Calming Devices

Measures		Reduce Speeds	Reduce Traffic Volume	Reduce Crash Risk	Increase Pedestrian Safety	Increase Bicycle Safety
Vertical Deflection	Road Humps	✓	✓	✓	-	-
	Road Cushion	✓	✓	✓	-	✓
	Wombat Crossings	✓	✓	✓	✓	✓
	Raised Pavement	✓	✓	✓	-	✓
Horizontal Deflection	Kerb Extensions	✓	-	-	✓	-
	Centre Blister Island	✓	✓	-	✓	✓
	Mid-block Median Treatment	✓	-	✓	✓	✓
	Roundabout	✓	✓	✓	-	-
Diversion	Full Road Closure	-	✓	✓	✓	✓
	Left in and Left Out Islands	-	✓	✓	✓	✓
Signs, Line Marking and Other	Speed Limit sign such as school zone	✓	-	✓	✓	✓
	Give Way or Stop Sign at Intersection	✓	✓	✓	✓	✓
	Pavement Bars and Line Marking	✓	-	✓	-	-
	Bicycle Facilities	-	-	✓	-	✓

While traffic calming devices can be very effective, some of them can be very divisive. They may also transfer problems to other streets and need strong justification to be put in place. An example is road humps that reduce vehicle speeds and often volume, but may:

- reduce on-street parking
- increase vehicle noise through heavy braking and accelerating
- affect access for emergency vehicles, buses and commercial vehicles
- divert traffic to nearby streets without traffic calming devices

Austroads provides guidance on the advantages/disadvantages and application of each device to address specific problems. Choosing the right measure requires a detailed assessment by Council's transport team. This policy sets out the criteria for when this assessment should be undertaken.

Traffic Calming Criteria

Traffic calming devices are generally designed for urban environments where pedestrian activity, intersections and access points are more frequent. Rural road safety issues are generally managed through speed limits, geometry improvements and warning signs.

Traffic calming measures are designed to reduce speeds and volumes. Where the criteria are not met, Council may still investigate other road safety concerns and identify alternative treatments such as guard rail, parking changes, warning signs or line marking improvements.

Council's transport team will undertake a preliminary assessment against the following criteria:

The road is in an urban area and if one of the following is met:

(a) 85th percentile speed is 10% over the posted speed limit;

(b) Traffic volumes exceed the expected function of the road and use lower order local roads instead of collector or arterial roads, having regard to Council's road hierarchy as per the below;

   i. Local Link Road above 3,000 vehicles per day

   ii. Collector Road above 10,000 vehicles per day

(c) Footpath hierarchy is category 1 (CBD Centre) or category 2 (Primary) or where there are large volumes of pedestrian traffic such as near schools;

(d) Crash data for the site shows a history of crashes that may be reduced by traffic calming measures; or

(e) Aligns with the Glenorchy Cycling Infrastructure Plan.

Meeting one or more of the above criteria does not guarantee installation of traffic calming devices. It triggers a structured assessment by Council officers in accordance with this Policy

to determine the most suitable treatment which could be enforcement, or devices ranging from signage, line marking to median islands or raised pedestrian crossings.

Traffic data provides information on the speed (mean and 85th percentile) and volume of vehicles on our road network. If there is no existing traffic data, then this data can be collected to inform if the traffic calming criteria are met.

Residents may continue to request traffic calming investigations. Council officers will assess each request against the Policy, to ensure a consistent approach across the municipality.

Unlawful Driver Behaviour - Police Enforcement

Traffic calming devices are not installed as a primary response to unlawful driver behaviour, including hooning or minority of drivers going over the speed limit. These matters are the responsibility of Tasmania Police, who have the legislative authority to enforce road rules.

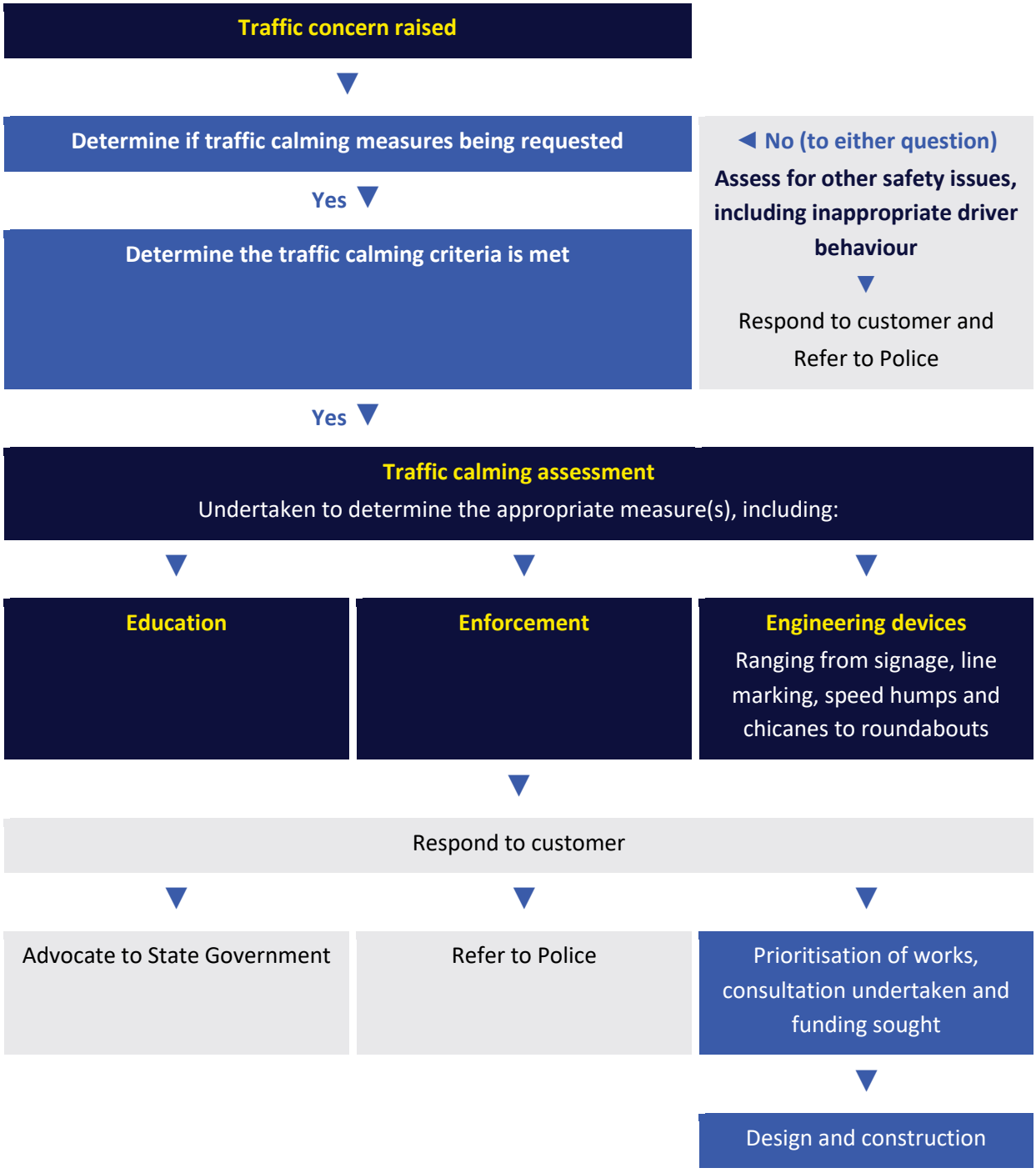
Incidences of unlawful driver behaviour should be reported directly to the Police on phone number 131444. While the Police may not be able to respond directly, regular reporting allows the Police to understand the extent of the problem and consider what they can do, including confiscating vehicles. Residents are encouraged to report such incidents to the Police in the first instants.

Installation of traffic calming devices to address driver behaviour, may relocate the issue to other streets and does not address the root cause.

7. Traffic Calming Assessment Process

The flow chart below summaries the steps for traffic calming measure requests and should be read in conjunction with the Policy.

Figure 1 – Traffic Calming Assessment Process



Traffic Calming Assessment

A traffic calming assessment will be undertaken in accordance with the Standards and Austroads Guides. It involves more site-specific items that are considered such as:

- Amount over the 85th percentile speed;
- Volume of vehicles along the street;
- Pedestrian and vulnerable road users;
- Crash data and potential hazards;
- Geometry of road including width, slope and corners;
- Sight lines and turn movements;
- Location of driveway accesses and intersections;
- Impact on street parking;
- Compatibility with bus and freight routes;
- Diversion of traffic onto other streets;
- Road and footpath hierarchy;
- Alignment with cycling routes; and
- Community acceptance.

The measure chosen is based on the extent of the issue, safety benefit, what can physically be undertaken, effect on road networks, alignment with road, footpath and cycling network, and community acceptance.

Additionally, the type of measure proposed needs to consider the design and construction cost, together with the overall benefit to the whole community, as Council has limited resources and budget. In some cases, the traffic calming measure might be Police enforcement and in others, traffic calming devices.

Delivery of traffic calming projects is subject to available funding through Council's capital works program and, where applicable, external grant programs including the Vulnerable Road User Program and Black Spot Program.

Prioritisation of Traffic Calming Devices

The assessment and prioritisation of traffic calming devices will be based on:

- Demonstrated safety risk, including crash frequency and severity;
- Degree of speed non-compliance;
- Exposure of vulnerable road users;
- Safety improvement to all road users;
- Strategic alignment with Council plans and network function;
- Deliverability, including funding availability and constructability.

Identified projects will be considered for inclusion in Council's capital works program or external funding applications.

Decision Making Framework

Decisions regarding traffic calming devices will be made in accordance with Council's financial and governance delegations, being:

- Minor treatments (e.g. signage and line marking) may be approved under delegated authority;
- Capital works involving changes to the road and footpath will require inclusion in Council's budget or capital works program;
- Proposals with significant community impact, cost, or strategic importance may be referred to Council for decision.

Where required, a business case will be prepared that outlines:

- the problem;
- assessment findings;
- recommended treatment;
- estimated cost and funding options;
- community feedback.

Community consultation for works will be undertaken in line with Council's policies and directives, with input from Council's Community and Engagement team.

8. Version Control

Version	V 3.0	**Adopted**	2026	**Commencement date**	2026
Minutes reference	Item			**Review period**	4 Years from adoption
Previous versions	v 1.0 adopted 19 December 2016 (Council meeting, Item 17) v 2.0 adopted 29 April 2019 (Council meeting, Item 12)				
Responsible Directorate	Infrastructure and Development	**Controller**	Senior Transport Engineer		
ECM Document no	Policies by Directorate				