

Modification of Traffic Management Treatments for Property Access Policy

Responsible Directorate	Infrastructure
Responsible Business Unit/s	Engineering Design
Responsible Officer	Manager Engineering Design
Affected Business Unit/s	Engineering Design Engineering Operations Parks and Sustainability Development Services

Objective

This policy provides guidance to property owners to undertake modifications to traffic management treatments to facilitate property access.

Scope

This policy applies to all traffic management treatments on all roads under the care, control and management of the City.

Policy

1. Design Considerations for Proposed Treatments

- 1.1 During the design process for any proposed traffic management treatment, the location, extent and position of such treatment(s) shall be designed to ensure that, as far as practicable, the existing access arrangements to abutting properties will be maintained.
- 1.2 Notwithstanding the above, there may be instances where it is the specific objective of the proposed treatment to restrict existing access arrangements to an abutting property (or properties) from one particular direction to assist in reducing potential crash issues or to provide some benefits to road safety. This is deemed to be acceptable under the regulations of s3.52(2) of the *Local Government Act 1995*, provided that reasonable access is maintained from at least one direction.

2. Modification of Existing Treatments

- 2.1 Requests for modification of traffic management treatments are generally due to the redevelopment and subdivision of large properties and the resulting need for additional crossovers to be constructed. These modifications are requested to maximise return upon property development for private property owners and it is considered that these modifications should not be funded at public expense. The cost of any modifications approved by the City will be borne solely by the requesting property owner.

2.2 Requests for modification of traffic management treatments will be assessed by taking into account any relevant factors, including on-site observations, traffic flows, travel speeds, crash history, road geometry, proximity to major trip generators and vulnerable road users. If it is considered that there are no significant adverse impacts that may result from such modifications, the City may consider approval of such requests.

2.3 Requests for modification of traffic management treatments will not be considered under the following conditions:

- Where the proposed modification will restrict the current level of access to existing crossovers or crossovers proposed under a current development application;
- Where the removal or repositioning of street trees is required;
- Where the treatment forms part of a pedestrian crossing location and the removal or modification of raised islands is considered to result in an increased risk of collision with pedestrians; or
- Where the modifications result in a treatment having substandard dimensions.

2.3.1 Presence of Street Trees

There are instances where traffic management treatments incorporate the planting of street trees, generally within street-scaped median island treatments. Under the Street Trees Policy, street trees are recognised as providing a significant contribution to both the aesthetic and environmental aspects of the streetscapes. In addition, the street trees are considered to form an integral part of the overall traffic management treatments, as they provide a vertical element to the streetscape which has proven successful in controlling vehicle speeds and reducing the incidence of dangerous overtaking.

It is current practice to plant street trees within raised tree guards, which start above the road level and encourage downward growth of the tree root system. These tree guards only extend down for a short distance and the root systems spread out and upwards as they search for moisture and other water sources closer to the surface. As such, part of the street tree root system is often very shallow below the surface of the road and central median island.

The cutting back of median islands and removal of street trees to allow egress into abutting properties can undermine the stability of the trees and may have a significant and adverse impact on the health of the trees. This may result in the death of these trees over a short period of time and may even lead to the tree limbs falling on the roadway and potential collisions with passing vehicles.

2.3.2 Pedestrian Crossing Locations

There are instances where raised median islands form part of a designated pedestrian crossing location. The provision of safe and accessible pedestrian crossing facilities is an integral component of the pedestrian network within the City, and the removal or modification of raised islands can reduce the protection provided to crossing pedestrians and potentially increase the risk of pedestrians being struck by errant vehicles.

2.3.3 Substandard Dimensions

There are instances where the modification of traffic management treatments would result in treatments being of substandard dimensions. For example, the cutting back of a median island to provide access to an abutting property may result in the median island having insufficient area (and therefore strength) to withstand the impact of an errant vehicle or truck. This could potentially lead to deterioration of treatments, including broken or cracked kerbing that becomes an ongoing maintenance issue and a potential risk to passing vehicles.

2.4 Consultation

If a request for the modification of a treatment satisfies the requirements of this Policy, consultation will be undertaken with all owners and residents that may be impacted by the removal, modification or relocation of the treatment.

The applicant shall prepare and submit plans of the proposed removal, modification or relocation of the treatment to the City for review. Once the plans have met the relevant terms and conditions of this policy, the City will compile the list of owners and residents to be consulted, prepare the consultation letter, distribute the letters, collect the responses and conduct the analysis of the survey responses.

The proposed modification of the treatment will only receive final approval if all consulted owners and residents agree with the proposal.

Definitions

Traffic Management Treatment means any treatment constructed within the public road reserve that organizes, arranges, guides and controls both stationary and moving traffic, including pedestrians, cyclists and all types of vehicles, to provide for the safe, orderly and efficient movement of persons and goods and to protect and enhance the quality of the local environment on and adjacent to roads. Such traffic management treatments include, but are not limited to, street-scaped median island treatments (with raised central islands), speed plateaus, speed humps and traffic islands.

Relevant management practices/documents

Street and Reserve Trees Policy
Crossover Policy

Legislation/local law requirements

Local Government Act 1995
Road Traffic Code 2000

Office use only			
Relevant delegations	Not applicable		
Initial Council adoption	Date 10 December 2013	Resolution #	1213/007
Last reviewed	Date 26 May 2020	Resolution #	0520/027
Next review due	Date 2021		