

# TRAFFIC CALMING MEASURES GUIDELINES



# Contents

Contents.....	3
Introduction.....	4
Advantages and disadvantages of traffic calming measures.....	4
Advantages .....	4
Disadvantages .....	5
How a resident can request a traffic calming measure .....	5
What happens after you contact the Council .....	6
Traffic Calming Measures: Assessment Process / Technical Review .....	6
Stage 1 – Initial Assessment .....	6
Stage 2 – Technical Assessment .....	6
Stage 3 – Speed Assessment .....	7
Stage 4 – Implementation.....	7
Related Documents .....	8

<b>Adopted by:</b>	Masterton District Council
<b>Date of Approval:</b>	5 April 2023
<b>Guideline Number:</b>	GUID2
<b>Review Date:</b>	5 April 2026

## Introduction

Masterton District Council is committed to taking a whole of roading network approach where residents and visitors can travel safely and efficiently around the Masterton District, no matter how they travel, and in a way that considers the design of the network.

Traffic calming measures can reduce the speed of traffic on our roads. We decide which traffic calming measures to use by looking at the type of roads, types of vehicles using the road, and the surrounding land use of the area.

Councils often receive requests from our residents to install traffic calming measures (e.g., speed bumps). The requests are generally to address vehicle speeds and/or driver behaviour issues. Requesting a traffic calming measure does not guarantee that we'll install a speed bump on your street. An assessment of each request needs to be undertaken by Council to inform a decision on whether to proceed or not and what measure is most appropriate. Budgetary considerations are an additional factor to decision-making on whether a traffic calming measure will be scheduled for installation or not. Council prioritises works through its Roding Asset Management Plans and Long-Term Plan processes.

The purpose of the Masterton District Council Traffic Calming Measures Guidelines is to:

- outline some advantages and disadvantages of implementing traffic calming measures;
- advise residents what they will need to do to make a traffic calming measure request to Council; and
- provide guidance on the processes that Council will follow, in accordance with set criteria, to assess and make decisions on requests from our residents.

## Advantages and disadvantages of traffic calming measures

There are a range of traffic calming measures and techniques that can be used to manage vehicle speeds. Examples include speed bumps, chicanes or intersection narrowing. Speed bumps are the traffic calming measure that people are most familiar with. The following lists include some of the advantages and disadvantages of traffic calming measures (not exhaustive list):

### Advantages

- Increased safety for all road users, especially pedestrians and cyclists;
- Reduction in through-traffic volumes in the vicinity of the traffic calmed area;
- Improved local environment and reduced damage to street furniture and property;
- Reduced need for traffic enforcement for certain offences;
- Potential reduction in heavy vehicle usage;
- Ability to increase the amenity of the street through new planting, furniture and reclaiming parts of the carriageway;

- Increased driver perception and awareness that they are driving through a local street and that they should be adjusting their driving behaviour accordingly; and
- Reduced numbers of speed related incidents.

## Disadvantages

- An increase in travel time for local residents (whether real or perceived);
- Excess noise from the acceleration and deceleration of vehicles;
- Increased fuel consumption and exhaust emissions from slowing down to negotiate devices;
- Grounding of vehicles and potential for damage – especially if devices are not constructed appropriately;
- May create an uncomfortable ride – particularly for public transport users;
- Potential for the loss or reduction of available kerbside parking space;
- Constrained access to properties immediately adjacent to certain devices;
- Potential for an increased emergency service response time;
- Residents may want devices installed but don't want them outside their property;
- It may shift the problems to adjacent streets if installed in isolation of other measures;
- Adjacent roads may require a form of traffic enforcement due to traffic displacement; and
- Some devices may not be fully cycle friendly.

Through careful planning and local resident involvement, many of these disadvantages can be minimised by the use of appropriate measures in appropriate locations on the street concerned. However, solving one street's problem in isolation may simply move the problems elsewhere, so it is important to consider the effect of traffic calming on the local network as a whole.

## How a resident can request a traffic calming measure

If you think you need a traffic calming measure (e.g., speed bump) or would like Council to undertake an assessment of traffic calming measures on your street, you can complete a request form (available on our website or a form can be posted to you).

Before making contact with us, please check that:

- The street that you are making the request about would pass the Stage 1 – Initial Assessment criteria (refer page 6 of these guidelines).
- Check that your neighbours support your request. Do this by sharing the details of the request form and neighbour consent form with people that live on your street and any potentially impacted neighbouring street/s.

If you see anyone driving dangerously, call the NZ Police on 111, 105 or \*555 from a cellphone.

## What happens after you contact the Council

As stated in a previous section, requesting a traffic calming measure (e.g., speed bump) does not guarantee that Council will install speed humps on your street.

Once we hear from you, we will acknowledge your request and carry out an assessment. For more information, refer to the assessment process section of these guidelines.

## Traffic Calming Measures: Assessment Process

The following section outlines the assessment process to ascertain whether traffic calming measures are an appropriate treatment for a street or road. The stages to this assessment are grouped as:

- Stage 1 – Initial Assessment
- Stage 2 – Technical Assessment
- Stage 3 – Speed Assessment
- Stage 4 – Community Consultation
- Stage 5 - Implementation

### Stage 1 – Initial Assessment

When considering whether a street or road is a suitable candidate for traffic calming measures, the initial factors to consider are:

- Is the speed limit on the road greater than 50km/hr?
- Is the road a state highway, arterial or primary collector road?
- Is the road part of a bus route excluding school buses?
- Is the road part of an emergency vehicle access route?
- Is the road frequently used by heavy vehicles?
- Is the road a cul-de-sac?
- Is the road less than 250m or longer than 1km?
- Is the issue generated by residents in the street?

If the answer to any of the above is **YES**, then the street or road is unsuitable for the installation of traffic calming measures, and the requester advised of this determination.

Council will advise the NZ Police and Waka Kotahi for their consideration of the installation of enforcement and/or speed cameras.

### Stage 2 – Technical Assessment

If the road or street has passed Stage 1 – initial assessment, Council will undertake a more detailed technical assessment. The following factors to consider are:

- Traffic volumes (the minimum is 300 vehicles per day and the maximum is 1,500 per day).
- The gradient of the road must be 8% or less.
- Any horizontal curve must have a radius greater than 60m.

- Any vertical curve must allow sight distance greater than the minimum safe stopping distance.
- The road must have no more than two lanes and a maximum paved width of 12m.
- Ability for through traffic to avoid the area (alternative route).
- Sufficient space to ensure that there is no interference with access to adjacent properties at the time of installation.

If the road or street does not meet the factors considered above, then the site is unsuitable for the installation of physical traffic calming devices. The requester will be advised of this determination.

Council will consider undertaking minor improvements such as markings and signage. In addition, Council will advise the NZ Police and Waka Kotahi for their consideration of the installation of enforcement and/or speed cameras.

### **Stage 3 – Speed Assessment**

If the road or street has passed Stage 2 - technical assessment, then Stage 3 will involve a speed assessment.

If 40% of vehicles exceed 50km/hr or 10% exceed 60km/hr then the street or road will be added to the priority list for the installation of physical traffic calming devices. If the percentage of vehicles does not exceed these limits, then the request does not pass Stage 3 – Speed Assessment. In this situation, the requester will be advised of this determination. Council will also advise the NZ Police for additional enforcement.

If Stage 3 – Speed Assessment identifies that the street or road needs to be added to the priority list for the installation of physical traffic calming devices, affected residents will be notified of this.

### **Stage 4 – Implementation**

An approved traffic calming project will be added to the schedule of roading local improvements and will be undertaken depending on the level of priority it has against other projects included in the schedule of roading local improvement works.

Construction will be funded from the appropriate Roading Local Improvement or Safety Budgets in accordance with the project priorities, and timing will depend on when funds are available in accordance with the Roading Asset Management Plan.

To determine the priority of a road for the installation of traffic calming, the following factors will be considered:

1. The proximity of schools, hospitals, shopping centres, or busy pedestrian areas, especially where vulnerable road users are present.
2. Reported crashes where speed is a factor in the previous 5-year and 10-year periods.
3. Identification of work required to support Council's speed management plan.

These guidelines will not be the sole determiner on which funds are allocated to traffic management, road safety or speed management projects. There may be other advantageous factors, typically financial or timing benefits, which justify implementation of other projects, or projects of a lower priority sooner, such as:

- Coordination of works with existing programmes such as forward works programme, road rehabilitation, three waters and improving or closing any level of service gaps.
- The availability of funding within the councils subsidised or unsubsidised transport programme.
- The opportunity to conduct a joint project with other similar projects, private developments or adjoining Local Authority on a road with shared responsibility.

## Related Documents

Traffic Calming Measures Guidelines Checklist (internal purposes only)

Traffic Calming Measures Request Form (refer Council website)

Traffic Calming Measures Support Form (refer Council website)