

Traffic Calming Policy

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This Policy is subject to, and must be read with, the Land Transport Rule: Traffic Control Devices 2004.

1 Introduction

- 1.1 Traffic calming describes a range of techniques used to manage road users and the road environment to ensure speeds are appropriate to the local environment and the safety of other road users.
- 1.2 The [Land Transport Rule: Traffic Control Devices 2004](#) enables Waikato District Council (Council) to authorise and, as appropriate, install, operate or remove traffic control devices (TCDs), which include signs, traffic calming devices and road markings.
- 1.3 TCDs aim to create an environment which provides a high level of safety for all street users and minimise the impact of traffic. They are most effective on the behaviour of through traffic because the modified environment encourages drivers to use alternative routes. However, TCDs can have both positive and negative impacts on the community.
- 1.4 TCDs may be used in combination, with or instead of, other tools including Council's Light Motor Vehicle Prohibition Policy and Speed Management Plan.

2 Purpose

- 2.1 The purpose of this policy is to:
 - a) Ensure effective, efficient and consistent decision-making related to the implementation of TCDs.
 - b) Identify the common types of TCDs and other options that may form part of a traffic calming scheme.

- c) Identify the potential positive and negative impacts of introducing TCDs.
- d) Outline the criteria used by Council to determine the viability of implementing TCDs.

3 Definitions

Horizontal deflection device	Means a device which realigns the kerb line over a short length of road to eliminate long straight sections of road.
Light Motor Vehicle	Has the same meaning as in section 1.6 of the Land Transport (Road User) Rule 2004.
Traffic calming device	Has the same meaning as in Part 2 of the Land Transport Rule: Traffic Control Devices 2004.
Traffic control device (TCD)	Has the same meaning as in Part 2 of the Land Transport Rule: Traffic Control Devices 2004.
Vertical displacement device	Means a short, raised area of roadway extending across the width of the road.

4 Application

4.1 This policy applies to:

- The use of TCDs for the safe and effective control of traffic on roads under the control of Council.

Note: Dangerous driving is a police matter. Concerns about dangerous driving should be referred to the Police on 111, 105 or *555 from a mobile phone.

5 Policy statements

Types of TCD

5.1 Council may consider implementing any combination of the following TCDs:

- a) Signs, signals or notices
- b) Traffic calming devices including:
 - i. Horizontal deflection devices e.g. chicanes
 - ii. Vertical displacement devices e.g. speed humps
- c) Road markings and road surface treatments.

- 5.2 When Council receives a request for the installation of a TCD, Council will consider the available options and the advantages and disadvantages of appropriate TCDs.
- 5.3 When considering using TCDs, Council must comply with requirements under the Land Transport Rule: Traffic Control Devices 2004 and ensure the impact is consistent with safety management systems and the current regional land transport strategy.

Advantages and disadvantages of TCDs

- 5.4 Implementing TCDs comes with both advantages and disadvantages. It is important for a traffic calming scheme to consider the impact of TCDs on the affected communities, the function of the street and the network as a whole.

5.4.1 Advantages

- Increased safety for all road users, especially pedestrians and cyclists.
- Reduction in through-traffic volumes.
- Reduced damage to street furniture and property.
- Reduced need for traffic enforcement for certain offences.
- Potential reduction in heavy vehicle usage.
- Improved local environment and ability to increase the amenity of the street through planting, furniture and reclaiming parts of the carriageway.
- Increased driver perception and awareness of residential nature of the street leading to changed driver behaviour.
- Reduced numbers of speed related incidents.

5.4.2 Disadvantages

- Increased travel time for residents.
- Increased noise from the acceleration and deceleration of vehicles.
- Increased fuel consumption and emissions from slowing down to negotiate devices.
- Potential damage and grounding of vehicles.
- Decreased rider comfort – particularly for public transport users and cyclists.
- Potential increase in emergency service response time.
- Reduced kerbside parking space.
- Constrained access to properties immediately adjacent to certain devices.
- Potential disputes between residents when selecting where to locate devices.
- Potential to relocate problems to adjacent streets.
- Adjacent roads may require a form of traffic enforcement due to traffic displacement.

Criteria for implementing TCDs

- 5.5 When investigating the implementation of TCDs, Council will consider the following criteria:
- a) Speed Limit and type of activities on adjacent properties.
 - b) The nature and cause of traffic nuisance.
 - c) Driver behaviour and speed.
 - d) Impact on emergency services and public transport.
 - e) Risk to vulnerable road users e.g. proximity to a school, hospital, marae, pedestrian area, or other community facility.
 - f) Results of engagement with affected communities and users.

5.6 Due to road safety concerns and heavy vehicle traffic convenience factors the following roads may be considered less suitable for traffic calming devices:

- Roads with speed limits greater than 50km/hr.
- Unsealed roads.
- Major traffic routes including state highway, arterial and primary collector roads.
- Bus routes (excluding school buses).
- Emergency vehicle access routes.
- Roads frequently used by heavy vehicles.
- Roads or sections of road shorter than 250m or longer than 1km.
- Cul-de-sac roads.
- Where the problem is caused by residents of the street.

5.7 Where a road is not suitable for traffic calming devices, other interventions may be appropriate such as speed management, signage, monitoring and enforcement, and may include referral to Police and/or New Zealand Transport Agency Waka Kotahi.

Traffic calming scheme

5.8 A traffic calming scheme means the combination TCDs selected by Council to address concerns in a specific area. A traffic calming scheme may also include light motor vehicle prohibitions and speed management.

Consultation

5.9 Consultation on proposed traffic calming schemes will occur in accordance with the requirements of the Local Government Act 2002 and Council's Significance and Engagement Policy.

Implementation

5.10 Approved traffic calming schemes will be added to the roading forward works programme for implementation according to available funding.

6 Related Documents / Legislation

- [Land Transport Act 1998](#)
- [Land Transport \(Road User\) Rule 2004.](#)
- [Land Transport Rule: Traffic Control Devices 2004](#)
- [Waikato District Council Traffic Bylaw 2023](#)
- Waikato District Council Light Motor Vehicle Prohibition Policy

7 Policy review

This policy shall be reviewed at five yearly intervals or as otherwise required by the Roading Manager.