

CITY OF BUNBURY

LOCAL PLANNING POLICY ROAD HIERARCHY

<u>PURPOSE:</u>	Current Road Hierarchy Guidelines attached. The policy is to be reviewed with a Transport strategy to be determined in accordance with Bunbury Transport Vision 2030 Study.
<u>OBJECTIVES:</u>	<p>Current policy provides guidelines for developers the community and Planning services staff in regard to traffic management, transport and access to roads in the City.</p> <p>Policy review to assess overall road hierarchy and requirements for road improvements traffic management, transport and land use issues.</p> <p>Determine opportunities for integrating future land use, public transport and road based transport strategies.</p>
<u>GUIDELINES:</u>	Refer <u>attached</u>
<u>COUNCIL DECISION NO/ DATE:</u>	47/03 – 18 February 2003
<u>SOURCE OF POLICY:</u>	City Planner
<u>REVIEW RESPONSIBILITY:</u>	City Planner
<u>REVIEW DATE:</u>	June Annually or As Required

Disclaimer

While all care has been taken to portray an accurate depiction of the current Local Planning Policy, no responsibility shall be taken for any omissions or errors in this document.

It is advised that the City of Bunbury, Development Services be consulted in regard to an up-to-date interpretation of the Local Planning Policy.

ROAD HIERARCHY GUIDELINES

A Road Hierarchy is included in the new Town Planning Scheme No 7 which clearly designates the classification of roads within the City of Bunbury. The following information explains the characteristics and the purpose of the road hierarchy.

1.0 THE BENEFITS OF A FUNCTIONAL ROAD HIERARCHY

- Provides orderly grouping of streets/roads in a framework around which State and Local Government can plan and implement various construction maintenance and environmental schemes and projects.
- Provides a sound basis for traffic management, transport and land use management planning.
- Assists Local Government Authorities to consider the effect of their decisions on surrounding areas and streets.
- Helps clarify policies concerning roads within a Local Government district and precinct.
- Ensures the necessary facilities for commercial vehicles to traverse the area and allows for orderly planning of heavy goods vehicle routes.
- Assists planners in the zoning of land for various uses and the restriction of activities which are compatible with traffic flow on designated routes.
- Provides for the ongoing review of the capacity of designated routes and recommendations for appropriate action.

2.0 ROAD CLASSIFICATION WITHIN THE CITY OF BUNBURY

The following roads in order of their level of the hierarchy appear on the City Zoning Scheme:

- Primary Distributor Road
- District Distributor Road
- Local Distributor Road
- Access Road

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The classification of roads is dependent on their function that they are expected to perform within the City’s road network and in order to ensure that the function is performed efficiently, certain traffic management measures may be taken.

The main characteristics of these roads is as follows:-

2.1 Primary Distributors

Primary Distributors carry longer distance traffic to, from and across the urban area with some connections with the state or national road network running between urban areas. Vehicle volumes on these roads generally exceed 10,000 vehicles/day and these roads operate as truck routes and carry heavy goods vehicles. The level of service for traffic flow in these streets should encourage rather than discourage traffic from using them. Examples of roads performing the primary distributor function within the City of Bunbury include Bunbury Highway, Robertson Drive, Bussell Highway, Boyanup Road and proposed bypasses.

2.2 District Distributors (A & B)

The function of these roads is to carry traffic between industrial, commercial and residential areas within the City. These roads run between land-use cells and generally not through them., forming a grid which would ideally be spaced around 1.5 kilometres apart. Traffic volumes in these streets would be between 6,000 and 20,000 vehicles/day for Type B, and 10,000 to 20,000 vehicles/day for Type A District Distributors. Heavy goods vehicles would be likely to use these roads. The determination as to whether these streets are Type A or Type B would depend on the existence of a Primary Distributor within two to three kilometres generally in a parallel direction. The road is likely to perform a Type A function if there are no Primary Distributors within the above spacing and a Type B function if such a road does exist. Examples of these roads within the City of Bunbury would include the following:-

Type A	Sandridge Road, Blair Street, Koombana Drive, Parade Road, Estuary Drive
Type B	Minninup Road, Ocean Drive, Washington Avenue, Strickland Street (East of Blair), Forrest Avenue

2.3 Local Distributors

Local Distributors carry traffic within a cell and link district distributors at the boundary to access roads. The route of the local distributor discourages through traffic so that the cell formed by the grid of district only carried traffic belonging to or serving the area.

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If however, the adjacent and parallel road network does not contain Primary or District Distributor within 1.5 kilometres, a Local Distributor would need to operate at the upper end of the scale and accommodate up to 6,000 vehicles/day but generally it is desirable that traffic does not exceed 4,000 vehicles/day on these roads. Generally, heavy good vehicles and trucks would not use roads in this classification. Examples of such roads within the City of Bunbury would include Mangles Street, Beach Road, Clifton Street, Wellington Street, Strickland Street (West of Blair), Somerville Drive and William Street.

2.4 Access Roads

Access Roads only give access to abutting properties. Their design requirements are controlled by the land uses of the area. For instance, in residential areas the amenity, safety and aesthetic aspects of access road design takes priority over speed of vehicles movement. Traffic volumes in these streets should not exceed 1,500 to 2,000 vehicles per day.

3.0 MANAGEMENT ISSUES ASSOCIATED WITH ROADS CLASSIFICATION

The management of Controlled Access Highways (Freeways) and Other Major Highways (Highways) is the responsibility of the Main Roads Department. The management of all other roads within the municipal boundary is the responsibility of the City of Bunbury.

As the road classification forms part of the Town Planning Scheme, the classification of any road in the City may not be changed without a formal amendment to the Scheme which includes a consultation process.

The following management measures are generally applicable to each of the above road classifications to ensure that they are able to perform their required function.

3.1 Primary Distributors

- No frontage access for residential uses and access limited for commercial developments.
- Provision of adequate road reserve for any future expansions.
- No right turns unless at controlled junction or grade separated intersections.
- Pedestrian accessways/crossings to and across roads should be grade-separated or controlled.
- Provision of separate cycles routes with crossings at designated traffic light intersections.
- Consideration to be made for bus routes and separate bus bays to be allocated.
- No parking allowed on road.

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- Desirable speed limits to be 60-100 kmh.
- Carriageway to be 4-6 lanes and should be divided.
- Minimum carriageway widths to be 2 x 8.5 or 14m.

3.2 *District Distributor A*

- Residential frontage access is generally not supported.
- Commercial/Industrial access to be limited and access through service roads/ROW and combined accessways to be encouraged.
- Pedestrian crossing to be considered on safety and functional aspect of carriageway at controlled crossings and at bus stops.
- Carriageway to be either divided or undivided with at least 4 lanes being provided.
- Desirable speed limits to be 60-70 kmh.
- Consideration to be made for bus routes and separate bus bays to be allocated.
- Generally no parking with clearways as necessary.
- Minimum carriageway width to be 9m or 2 x 7m.
- Bicycle lanes to be provided parallel to street with wider kerbside lanes.
- Right Turns into District Distributor A roads limited at controlled junctions.

3.3 *District Distributor B*

- Frontage access for residential and commercial purposes to be limited.
- Pedestrian crossing to be located at sites where safety and function of the roads is not in any way compromised eg bus stops and traffic light intersections.
- Carriageway to be undivided with at least 4 lanes being provided.
- Speed limited to be 60 kmh.
- Consideration to be made for bus routes and separate bus bays to be allocated.
- Preferable no parking with clearway if necessary.
- Minimum carriageway width to be 7.4m.
- Bicycle lanes to be provided parallel to street with wider kerbside lanes.
- Access points to Primary Distributor B to be considered in any Local Area Traffic Management Schemes.

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- Combined accessways and access through service roads ROW to be encouraged.
- Right turns into District Distributors B roads limited at controlled junctions.

3.4 *Local Distributors*

- Frontage access to all lots permitted.
- For corner lots, access off Secondary Street to be encouraged.
- Maximum desirable speed limit between 40-60 kmh.
- Road closures or diversions not encouraged.
- Traffic calming devices seen as a last resort.
- Street parking allowed, unless stated.
- Probable bus routes.
- Minimum carriageway widths to be 7.4m.

3.5 *Access Roads*

- Frontage access permitted for all lots.
- Ensure roads connected to District Distributors at suitable locations.
- Maximum desirable speed limit desirable should be 40 kmh.
- Street parking allowed.
- Road closures if justified.
- Bus routes not supported.
- Minimum carriageway width to be 4.5 to 6.0m.
- Undivided carriageway.

4.0 LAND USE PLANNING AND THE HIERARCHY OF ROADS

Consideration of land use planning proposals by the Council needs to take into account the road hierarchy indicated on the City Zoning Scheme and the impact of traffic volumes and movements associated with any proposal on the road system.

Some development proposals on roads designated under the control of Main Roads WA require referral to Main Roads or the Ministry for Planning who are responsible for assessing the impact of such uses and recommending measures to lessen that impact such as limiting access points requiring right of carriageway access over adjoining properties.

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The Policy Statements for Blair Street, Sandridge Road and Spencer Street are an example of a comprehensive policy for development along land on these roads to encourage safe and efficient traffic movements. It proposed limited access points, right-of-carriageway access over the front and rear of properties, secondary traffic circulation routes and other measure such as slip lanes and limited movement intersections to achieve these objectives.

Where there is concern about potential traffic generation, the Council usually requires the submission of a Traffic Impact Statement which provides a clearer picture of the impact of the new use and a basis for recommending controls to ensure that the new development will not have an adverse impact on the functioning of the surrounding road system.

Where a new subdivision is proposed, the design is required to fit in with Council's Road Hierarchy Plan and also with the Ministry for Planning Residential Road Planning Policy to ensure that the new development will not adversely impact on surrounding areas and that traffic circulation within such areas will be safe and efficient.