

Traffic calming



Traffic calming aims to reduce the motor vehicle's intrusion into and impacts upon urban life by moderating the quantity, speed or other characteristics of traffic in order to make safer and more liveable streets. There is a range of measures that can be used for different purposes and situations.

The assessment method

Council has an objective method of assessing and prioritising traffic calming requests. The need for traffic calming is evaluated according to 10 weighted criteria.

These criteria are:

1. **Traffic volume**—a traffic survey is conducted over a seven-day period to determine the average number of vehicles per day using the street.
2. **Accident history**—sourced from Queensland Police records.
3. **Bus route**—traffic calming generally avoided on current or future routes.
4. **Pedestrian risk**—takes into account the absence of footpaths or wide verges.
5. **Traffic speed**—a traffic survey is conducted over a seven-day period to determine traffic speeds.
6. **Proximity of schools/public areas**—roads close to schools or other public areas receive a higher score.
7. **Road type**—whether the road is a suburban street, a collector road or a main road (traffic calming is avoided on collector and main roads).
8. **Length of street**—shorter streets, such as courts, are rated lower.
9. **Proximity to higher class roads**—whether the road is being used as a “rat run” to avoid the higher order roads.
10. **Geometry/camber**—whether it is a straight road, on a hill, or has curves.

The highest weightings are allocated to the traffic speed, volume and accident criteria.

The total score for each street determines its ranking on the priority list. This priority list is presented to Council each year so that specific funds can be allocated for traffic calming installations. The number of projects completed depends on the level of funding in the budget.

Traffic calming cannot be implemented everywhere as a counter measure for speeding traffic. The real solution lies in educating motorists about the implications of speeding and effective law enforcement. Treating the symptoms is only acceptable if it leads to the eventual solution to the problem.

Uncontrolled implementation of traffic calming can also have widespread implications and negative side effects that lead to additional problems. These measures, though popular, can result in inconvenience for people who were meant to benefit and also impede emergency vehicles and transport companies. It is therefore necessary to implement traffic calming measures with the utmost care and consideration.



Traffic calming requests

To request traffic calming in your street, write to:

The Chief Executive Officer
Infrastructure Planning Investigations Unit
Cairns Regional Council

PO Box 359 Cairns QLD 4870

Telephone 07 4044 3529 Facsimile 07 4044 3838

Email imenquiries@cairns.qld.gov.au

Examples of traffic calming installations



Figure 1—One way chicane using landscaping



Figure 4—Road narrowing using landscaping



Figure 2—Rubber speed cushions with raised concrete centre kerb



Figure 5—Intersection roundabout

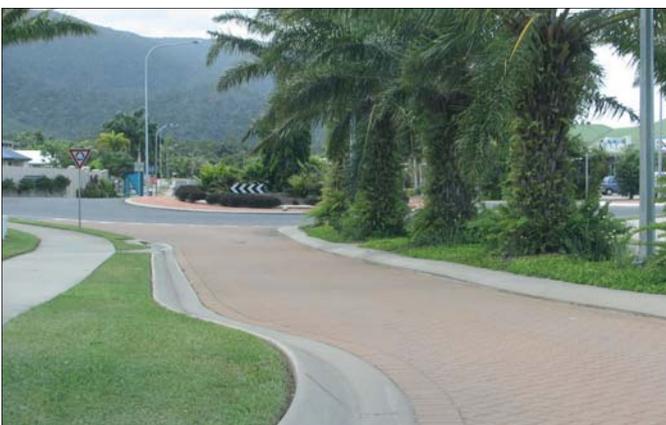


Figure 3—Different road textures



Figure 6—Change of direction with landscaped centre island