

Traffic Statements and Assessments

Objectives

The objectives of the transport assessment of an individual development are:

- to demonstrate that the proposal is consistent with the overall structure and Subdivision planning;
- to provide a greater level of technical detail on the development and its immediate surrounds; and
- to provide details of any transport issues specific to the development not covered in a subdivision assessment.

Level of assessment

The level of transport assessment required is related to the level of transport impact the proposed development would be likely to have on the surrounding land uses and transport networks. This depends upon a number of factors including type and quantities of land uses, location and catchment, the surrounding road network and public transport and accessibility for pedestrians, cyclists and people with disabilities.

Traffic Statement

A Traffic Statement (non-technical report) is to be submitted with all development applications that would be likely to generate low to moderate volumes of traffic and impact on the surrounding land uses and transport networks - **the exception being proposals of 3 dwellings or less or a proposed home business/occupation.**

It is a brief statement outlining the transport aspects of the proposed development. The intent of the statement is to confirm that the proponent has adequately considered the transport aspects of the development and that it will not have an adverse impact on the surrounding area.

The statement is intended to be a non-technical statement of the transport aspects of the development. Its format is therefore relatively flexible but should include the following sections.

- Description of proposed development
- Vehicle access and parking
- Provision for service vehicles
- Hours of operation (if applicable)
- Daily traffic volumes and vehicle types
- Traffic management on frontage streets
- Public transport access

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- Pedestrian access
- Cycle access
- Site specific issues
- Safety issues

The traffic statement should also address any issues specific to the particular proposed development. The site specific issues to be assessed may include:

- the generation of traffic past sensitive uses such as schools or hospitals;
- the generation of traffic on low volume residential roads;
- particular intersections or sections of road that may be adversely affected;
- the potential for rat-running, especially through residential areas;
- issues associated with the heavy vehicles generated by the development;
- developments operating outside normal business hours in/near residential areas;
- developments with a potentially high non-car mode share; and
- developments close to major transport nodes.

The area to be covered by the transport statement is to include, as a minimum:

- the proposed development site;
- all roads fronting the site, for the extent of the site frontage plus 100 metres beyond the site;
- pedestrian routes to the nearest bus stops (for all bus routes passing within 400 metres of the site);
- pedestrian routes to nearest train station(s) (if within 800 metres);
- pedestrian/cycle routes to any major attractors within 400 metres, (five minutes walk) of the site, eg. for a small residential development attractors could be a corner shop, the primary school and the nearby park; and
- the area(s) likely to be affected by the site specific issue(s).

Traffic Assessment (technical assessment)

A full Traffic and Transport Assessment (technical report) is required to be submitted for developments requiring more than 25 car parking spaces.

A traffic assessment report is a detailed assessment of the transport aspects of a development. It is a detailed technical assessment and is therefore prepared by a properly qualified traffic and transport specialist.

The intent of a traffic assessment is to clearly demonstrate the development will:

- provide safe and efficient access for all modes;
- be well integrated with the surrounding land uses;
- not adversely impact on the surrounding land uses; and

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- not adversely impact on the surrounding transport networks and the users of those networks.

It should also demonstrate that the proposed development is consistent with the transportation aspects of the structure and subdivision planning for the area. The level of information sought in a transport assessment and the format of that information are set out below.

The traffic assessment is to include the following as a minimum:

- Description of the development;
- Assessment of the likely parking demand;
- Consideration of nearby developments;
- Assessment of accessibility of the site by non-car modes;
- Assessment of the impact of the development traffic on existing pedestrians, cyclists and public transport users; and
- Assessment of the potential impact on the amenity of the surrounding area.

The traffic assessment is to cover, as a minimum:

- all sections of road where the development traffic would be likely to increase traffic on any lane by more than 100 vehicles per hour
- all intersections where flows on any leg would increase by 10%, or any movement by 20%
- pedestrian routes to the nearest bus stop (for all bus routes passing within 400 metres of the development)
- pedestrian routes to the nearest train station(s), (if within 800 metres of the development)
- pedestrian routes to any major attractors within 400 metres, (5 minutes walk), of the development
- cycle routes to any major attractors within 1200 metres, (5 minutes cycle), of the development

While there is scope for some flexibility in preparing a transport assessment the recommended general structure is along the lines of the following:

- Summary
- Introduction and background
- Development proposal
- Existing situation
- Crash analysis of the intersections within 400m of the site
- Changes to surrounding transport networks
- Integration with surrounding area
- Assessment years and time periods
- Development generation and distribution
- Parking

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- Committed developments and other transport proposals
- Design traffic flows
- Analysis of development accesses
- Impact on surrounding roads
- Impact on intersections
- Impact on neighbouring areas
- Traffic noise and vibration
- Road safety
- Public transport access
- Pedestrian access/amenity
- Cycle access / amenity
- Analysis of pedestrian / cycle networks
- Safe routes to school (where appropriate)
- Traffic management plan (where appropriate)
- Conclusions