

Background

The City of South Perth assesses a large number of development applications each year. Applications are assessed by the City under a planning framework that requires applicants to demonstrate compliance with relevant policies and procedures, and to establish that development proposals will not unreasonably impact upon the community and existing infrastructure.

When considering development applications, one of the assessments carried out by the City is to assess the traffic impact of developments. For this reason, development applications are required to be accompanied by technical reports documenting the development's impact on traffic, in accordance with the requirements of the Western Australian Planning Commission's Traffic Impact Assessment Guidelines and other relevant technical reference documentation.

To streamline the process and to increase the likelihood that all required information is provided by the applicant, the City has developed a Traffic Impact Assessment (TIA) Checklist.

The checklist is aimed at assisting applicants and their traffic engineers to prepare traffic impact assessment reports that are well aligned with the City's requirements. It is expected that applicants will use the TIA Checklist during the preparation of their reports. A completed copy of the Checklist, confirming that the various points have been considered and adequately addressed, should be included in the reports. Where any question is answered 'no' applicants should explain/justify why.

The benefits of the TIA Checklist are:

1. Less time and effort required by the City's officers to assess development applications
2. Ensuring the assessment process best addresses community expectations
3. Reducing delays in the overall development application assessment process
4. Minimising the chances of traffic issues being escalated at JDAP or SAT hearings

The requirements listed in the City of South Perth TIA Checklist are in addition to all other requirements from the WAPC Guidelines, the requirements of the Town Planning Scheme No 6, the City's Planning Policies, R Codes and Residential Design Guidelines, Australian Standards, Austroads Guides and all other applicable planning and design documents.

The TIA Checklist should not be considered as a comprehensive list of all the points that will need to be considered. Each development application is unique and will present different challenges to be considered by the applicant, which may or may not be reflected in the Checklist. The applicant's use of the TIA Checklist aims to improve and expedite the assessment process, which will benefit all parties involved in the development assessment process.

Traffic Impact Assessment Checklist

Applicant's traffic report	Yes	No
Does the report comply with the requirements of the WAPC Traffic Impact Assessment Guidelines?		
Does the report include the most current development plans and do the plans show all existing infrastructure within the entire road reserve width including all changes to adjacent and nearby roads?		
Has the existing and post development traffic scenario(s) been illustrated on a plan including traffic volumes on all roads within a 400 metre radius of the development site? ¹		
Traffic modelling		
Does the report clearly state what traffic generation rates (and their source) have been applied to different land uses and why they are valid and relevant?		
Have traffic counts less than 3 years old been used and are they relevant?		
Have detailed SIDRA outputs been provided for applications that will significantly impact adjacent intersections? ²		
Have intersections in close proximity (i.e. where the queuing at one intersection impacts adjacent intersections or where intersections are 200 metres or closer) been modelled as a network of sites instead of individual sites?		
Impact on roads		
Do the post-development traffic volumes exceed the environmental traffic capacity ³ on any road, including residential roads? If yes, have traffic management measures been proposed to mitigate the impact?		
Will the traffic volumes on any road increase by more than 50% even if the road remains within its environmental traffic capacity? If yes, have traffic management measures been proposed to mitigate the impact?		
Does the development use up more than 90% of the available environmental traffic capacity of any impacted road or intersection leaving limited space for future development? If yes, have traffic management measures been proposed to mitigate the impact?		
Will the resulting queuing cause blockage or markedly restrict access at any adjacent intersections? If yes, have traffic management measures been proposed to mitigate the impact?		
Does the application warrant the installation of local area traffic management (LATM) on any adjacent local roads as per the requirements of the Austroads Guide to Traffic Management including where post development 85th percentile speeds are likely to exceed 50 km/hr?		
Have all requests for modification or removal of LATM treatments or other infrastructure in the road reserve been justified?		
Is it reasonable to expect that drivers will undertake U-turn or similar manoeuvres in the proximity of the development due to existing or proposed road infrastructure or traffic flow restrictions? If yes, have traffic management measures been proposed to mitigate the impact?		
Have any proposed modifications to public road infrastructure that will result in changes to access and movement arrangements been subject to a road safety audit?		
Has a road safety audit been undertaken for all commercial or multi-residential developments (value > \$2m) within a 400 metre radius of schools, hospitals, libraries, the Perth Zoo, large recreation centres and other major community facilities?		
Parking		
Has any proposed removal of existing on-street parking bays been justified and cash in lieu contributions proposed to address parking shortfall (refer to LPS 6)?		
Has a parking occupancy survey been undertaken to demonstrate the ability of the existing parking supply to accommodate the generated demand?		
Does the design of internal and external car parking areas (ramp grades, turning areas, stacking distances, bay dimensions, end bays, loading zones, vehicle access ways, manoeuvring and circulation areas and bicycle bays, etc.) comply with Australian Standard AS 2890 (set)?		
If provided, has the intended use, management and maintenance of tandem or stacked bays been clarified?		

¹ The plans should include existing and future traffic volumes.

² For all applications with a value >\$2m electronic SIDRA files shall be included with submissions.

³ Environmental traffic capacity is defined as the maximum traffic carrying capacity that maintains residential amenity, liveability and sense of place. For local access streets this is 3,000 vehicles per day.

Traffic Impact Assessment Checklist

	Yes	No
Have turning movement diagrams been provided to demonstrate that the design vehicle (largest service vehicle) can access all areas of the car park and that vehicles can enter and exit safely and correctly in accordance with Australian Standards?		
Has parking and associated access facilities been provided for people with disabilities in accordance with the Building Code of Australia and Australian Standard AS/NZS 2890.6?		
Is the height of all walls, fences and other structures no higher than 0.75 metres within 1.5 metres of where any crossover meets any public street?		
Have details of line marking and signage for parking spaces allocated to specific users (e.g. staff, visitors), details of directional signage at the entry and exits from the site, and details of any smart car parking management signage or systems been specified?		
Will parking bays with the capacity to charge electric cars be provided? If yes, has the number been specified?		
Is the development capable of being retrofitted, to allow a minimum of 50% of the provided car parking bays to be provided with electric car charging facilities, without resulting in a material or structural change to the building?		
Has a Parking and Access Management Plan been provided for residents, staff and visitors for car parks that do not comply with the requirements of the LPS 6 and Policy P315 Car Parking Reductions for Non-Residential Development or where the configuration of the entrances requires vehicles to queue in the road reserve?		
Access arrangements		
Does the crossover location(s) comply with AS2890 (set) and MRWA requirements?		
Does the development compromise the current level of access to and from adjacent properties?		
Can all vehicles enter the development without causing queuing into the road?		
Has adequate visibility been provided from the proposed crossovers for vehicles exiting and those entering the development in accordance with AS2890 (set) and Austroads Guide to Road Design?		
Are there any visibility issues created by vehicles parked on roads or verges, vegetation or other infrastructure within the road reserve?		
Can the largest design vehicle (to be advised to by the City) enter the development without causing safety or queuing issues?		
Does the crossover(s) width and configuration comply with the Policy P350.03-Setback of garages and carports, garage width, design of car parking spaces and vehicle access?		
Pedestrians and cyclists		
Are all vehicle crossovers into the development narrower than 6 metres, or have pedestrian refuges been provided, to avoid impacting pedestrian connectivity?		
Does the development provide pedestrian and cyclist facilities in compliance with relevant Australian Standards, Disability Discrimination Act and the City's requirements?		
Have bicycle parking bays, associated bicycle infrastructure and end-of-trip facilities (including showers and clothes lockers) for residents, staff and visitors been provided?		
Have all pedestrian desire lines been aligned with appropriate pedestrian facilities?		
Do any awnings impact on pedestrian and cyclist (and vehicular) movements?		
Various		
Have the relevant authorities (MRWA, WAPC, PTA, etc) been consulted and the required approvals obtained?		
Is public transport likely to be negatively impacted in any way? If yes, have actions been proposed to mitigate the impact?		
Has adequate provision for existing and future ride sharing / car sharing / taxi drop off and pick up been provided for the development (particularly within 30 metres of pedestrian entrances and exits)?		
Have all shared access / parking arrangements been legally formalised?		
Has a waste management plan been provided to demonstrate that waste removal can be completed on site or can be carried out without impacting through traffic?		
Are there any easements or road widening requirements?		