

Facts & Questions

To assist residents with better interpreting some of the treatment options being considered the below photos and descriptions should help paint a picture of what the scheme will look like ultimately.



Flush Red Asphalt Median Inc. Linemarking

Red asphalt is laid in the centre of the road to create a visual cue to motorists that the area is not part of the traffic lane and is instead part of a continuous central median. The red asphalt is constructed so that it is flush with the adjacent traffic lanes to ensure full movement access is able to be provided to property driveways and caps roads (service roads) connections where applicable.



Raised Median Islands including Street Trees & Brick Paving/Landscaping

Raised median islands are built on top of the pavement, and constructed using semi-mountable kerb around the perimeter. The purpose of raised median islands is to limit the available pavement and reduce the attractiveness for anti-social driver behaviour to take place. Additionally, it also provides protection for median street trees as they mature. Mature street trees assist in closing down the road environment and encourage active transport in the form of on-road cycling by providing shade over the road.

Brick paving in-fill

Brick paving is used in locations where median parking is not likely to occur. The use of brick paving as an in fill treatment is more common as it does not require maintenance, can be traversed by emergency vehicles and will remain in place for years while continuing to look good.

Landscaping

Landscaping is used in medians not only to beautify the street environment but also to discourage inappropriate median mounting or median parking in times of heavy congestion.





Street light Upgrades

In order for the City to satisfy the requirements set by Main Roads WA in regards to adequately lighting new traffic management devices, it is necessary to have the street lights along roads upgraded to a higher wattage to meet Australian Standards AS1158. This is more commonly done by replacing the bulbs and electrical wiring and can in most cases be done with no changes to existing power poles or mast poles, however in cases where this is not possible additional street lighting is installed. To reduce costs, where possible the City locates traffic management devices under existing street lights, although with driveways, intersections and pedestrian crossings considered this is not always possible.



Verge Street Trees

Similar to median street trees, verge street trees assist in closing in the road environment and encourage motorists to slow down due to being given the impression that the road environment is restricted. Additionally, verge street trees create a shade canopy above footpaths which encourages walking and cycling.



New Bus Embayment's

Bus Embayment's are installed on roads where the through traffic volumes are required to be retained in order to reduce congestion. These embayment's are usually limited to being used on the arterial road network where posted speed limits are equal to or greater than 70km/hr. However, in cases where buses are required to pull over and stop for extended periods of time on slower speed roads (ie. Outside schools or shopping centres) bus embayment's are considered appropriate.



Pedestrian Cut Through

Pedestrian cut throughs are provided to connect footpaths and walkways at intersections and cross roads. In the past road crossings would include 4x pram ramps and have a footpath constructed over the median, however modern practice encourages cutting a gap through the median so that wheel chair users and cyclists are able to cross easier instead of battling an incline when approaching the median. Crossings will also include tactile surface indicators to the aid vision impaired.