

## Traffic Management Investigation and Intervention

<b>Policy Owner:</b>	Asset Management
<b>Contact person:</b>	Manager Asset Management
<b>Date of Approval:</b>	04 May 2010 – CS06-05/10

### Objective

To have a safe and easy to use road network and to prioritise the provision of traffic management treatments in locations where they will be beneficial to both the community and the travelling public in built-up residential and commercial areas.

### Statement

The following actions are to be undertaken when considering the need for traffic management treatments on local access roads or local distributor roads.

#### 1. Assess the level of investigation.

Investigation Levels:	Criteria
No investigation:	Investigated within last 4 years, or
	Site is a cul-de-sac or loop road where no straight section is greater than 100m, or
	Land development in the traffic catchment is not substantially complete (90% residential occupancy), or
	The road is a district distributor road.
Investigate without new traffic classifier data collection:	Data exists and is less than 2 years old in areas where change in land use is occurring slowly, or
	Data exists and is less than 4 years old in areas with less than 10% change in traffic catchment or traffic generators.
Investigate with new traffic classifier data:	When none of the above criteria apply.

#### 2. Generate a traffic priority score

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
1.1. Traffic Speed 85 <sup>th</sup> percentile in 50km/hr residential or commercial zone	Under 50km/h	0	0
	50 – 53km/h	2	2
	54 – 57km/h	5	5
	58 – 61km/h	10	10
	62 – 65km/h	15	15
	66 – 68km/h	25	25

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
	69 – 72km/h	40	40
	73 – 76km/h	65	65
1.2. Traffic Speed More than 5% of vehicles travelling above the 50km/h speed limit by	20km/h	15	15
	30km/h	30	30
	40km/h	45	45
	50km/h	60	60
1.3. Traffic Speed Highest speed recorded	>90km/h	10	10
	>110km/h	20	20
	>130km/h	30	30
	>150km/h	40	40
2. Traffic Volumes in vehicles per day (average weekday traffic flow)	1000 – 1499	4	0
	1500 – 1999	7	0
	2000 – 2499	10	0
	2500 – 2999	14	0
	3000 – 3999	18	4
	4000 – 4999	24	7
	5000 – 5999	30	12
	Above 6000	39 + 9 per 1000	18 + 7 per 1000
3.1 Crash Data – 5 years Fatal Accident reduction factor to account for higher traffic volumes applies. Traffic Volume    Factor	1 fatal	4	4
	2 fatal	20	20
	3 fatal	45	45
	Above 3	45 + 25 per fatal	45 + 25 per fatal
		Multiple score by accident reduction factor.	
	0 – 1000		1.0
	1000 – 2000		0.9
	2000 – 3000		0.8
	3000 – 4000		0.7
	4000 – 5000		0.6
	over 5000		0.5
3.2 Crash Data – 5 years Injury Apply reduction factors as in 3.1.	1 injury	3	3
	2 injuries	12	12
	3 injuries	27	27
	Above 3	27 + 15 per injury	27 + 15 per injury
3.3 Crash Data – 5 years Non-injury Apply reduction factors as in 3.1.	1 non injury	2	2
	2 non injuries	6	6
	3 non injuries	11	11
	Above 3	11 + 5 per non injury	11 + 5 per non injury
4.1 Road Design and Topography Restricted sight vertical curve (85 <sup>th</sup> percentile speed)	Under 50km/hr	2	2
	50-60km/hr	6	6
	Above 60km/hr	18	18
4.2 Road Design and Topography Restricted sight horizontal	Under 50km/hr	2	2
	50-60km/hr	6	6

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
curve (85 <sup>th</sup> percentile speed)	Above 60km/hr	18	18
4.3 Road Design and Topography Bends with unrestricted sight (85 <sup>th</sup> percentile speed)	Under 50km/hr	0	0
	50-60km/hr	2	2
	Above 60km/hr	6	6
4.4 Road Design and Topography Steep hill (85 <sup>th</sup> percentile speed)	Under 50km/hr	1	1
	50-60km/hr	4	4
	Above 60km/hr	10	10
5.1 Vulnerable Road Users Major bicycle or pedestrian crossing point (Vehicles per day at conflict point)	Under 1000 vehicles	1	1
	1000 – 2000 vehicles	2	2
	2000 – 3000 vehicles	4	4
	3000 – 4000 vehicles	6	6
	4000 – 5000 vehicles	8	8
	Above 5000	10	10
5.2 Vulnerable Road Users Important bicycle route (Vehicles per day alongside cycle route)	Under 1000 vehicles	0	0
	1000 – 2000 vehicles	1	1
	2000 – 3000 vehicles	2	2
	3000 – 4000 vehicles	3	3
	4000 – 5000 vehicles	4	4
	Above 5000	5	5
6.1 Activity Generators School (85 <sup>th</sup> percentile speed)	Under 30 km/hr	0	0
	30-40 km/hr	2	2
	40-50 km/hr	4	4
	50-60 km/hr	8	8
	over 60 km/hr	10	10
6.2 Activity Generators Retail (85 <sup>th</sup> percentile speed)	Under 30 km/hr	0	0
	30-40 km/hr	0	0
	40-50 km/hr	2	2
	50-60 km/hr	4	4
	Above 60 km/hr	8	8
7.1 Trucks Commercial vehicles Austroads Class 3	Under 1%	0	0
	1 - 2%	2	0
	2 – 3%	4	1
	3 – 4%	7	3
	4 – 5%	10	6
	Above 5%	12	8

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
7.2 Trucks Heavy vehicles Austroads Class 4 - 6	Under 2%	0	0
	2 – 4%	2	
	4 – 6%	6	0
	6 – 8%	9	0
	Above 8%	12	3
7.3 Trucks Heavy vehicles Austroads Class 7 - 10	Under 2%	2	0
	2 – 4%	5	
	4 – 6%	10	2
	6 – 8%	15	6
	Above 8%	20	10
8.1 Amenity Factors Rat-running through traffic	Under 10%	0	0
	10 – 20%	5	3
	20 – 40%	15	10
	Above 40%	20	15
8.2 Amenity Factors Access to any property compromised	no	0	0
	yes	5	10
8.3 Amenity Factors Bus route	no	0	0
	yes	-15	-25
9. Road required for future increase in traffic	no	0	0
	yes	-20	-40

### 3. Decide the level of action.

The total traffic priority score to be considered against the limits in the following table:

Decision	Traffic Priority Score	Action Response
Denoted as Technical Problem Site	More than 60	Considered to be a site that has problems. Suitable solutions to be considered for funding and implementation.
Denoted as Minor Technical Problem Site	30 to 60 points	Consider low cost non-capital works solutions (e.g. signing and line marking) if appropriate. Review again after 2 years.
Denoted as a site with low safety and amenity concerns	Under 30 points	No further action required.

**4. Report the Action.**

The level of investigation and the action recommended including any Traffic Priority Score is to be reported to the person initiating the request for traffic management treatments.

That information is also to be presented in the CEO's bi-monthly report to Councillors.

**Responsible for Implementation**

Manager, Asset Management

<b>Versions:</b>	<b>Next Review:</b>	<b>Record No:</b>
September 2006		
September 2008		543377
04 May 2010 – CS06-05/10	March 2012	TRIM: 10/1322