
Local Area Traffic Management Policy

Policy Owner: Traffic Services
Contact Person: Coordinator Traffic Services
Date of Approval: 30 July 2019 AS07-07/19

POLICY OBJECTIVE

The purpose of this policy is 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.

POLICY STATEMENT

This policy provides an objective framework by which the City's road network can be assessed to determine locations where the implementation of traffic management treatments will be of greatest benefit to the community. As the number of community requests for traffic management greatly exceeds the City's available resources, the policy allows the City to determine where traffic treatments are not appropriate and provides a scoring mechanism to allow for prioritisation of projects in appropriate locations.

SCOPE

The policy applies to the local road network under the control of the City.

BACKGROUND

The goal of the Local Area Traffic Management Policy is to improve safety and amenity within the local road network. The City has a legal duty of care to road users to take 'reasonable measures' to provide a safe road environment. This policy is based on recommendations outlined in Austroads Guide to Traffic Management – Part 8: Local Area Traffic Management, and the prioritisation of projects for funding meets the 'reasonable measures' requirements regarding the City's duty of care to road users.

As the City lacks the resources to meet all requests for traffic treatments, a suitable policy is required to determine where the installation of traffic treatments is warranted and where other low cost non-capital works should be considered. To best address community expectations, the City requires a policy which meets the following criteria:

Easy to Use - The policy should be able to process a large number of requests within a reasonable timeframe without requiring an undue commitment of the City's resources.

Fair and Transparent - The policy should be objective and applied equally across the City.

Maximises Positive Outcomes for the Community - The policy should allow the prioritisation of projects to ensure that the City's limited resources are allocated where they are of greatest benefit to the community.

CONSULTATION WITH STAKEHOLDERS

Nil

IMPLICATIONS (Financial, Human Resources)

The current Traffic Management Investigation and Intervention Policy is resourced through Traffic Services who conduct all investigations under the policy. Where suitable traffic management projects are identified through the policy, these are submitted to Council for consideration in the City's Twenty Year Capital Works Program. Changes to the current policy are not expected to impact on the level of resources required.

IMPLEMENTATION

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 2 years; or Site is a cul-de-sac, loop road or other short road where no straight section is greater than 100m; or Land development in the traffic catchment is not substantially complete, i.e. less than 90% residential occupancy or planned changes to traffic patterns occur when developments are progressed.
Use alternative method of investigation	The road is a District Distributor road; or The road is abutted on both sides by major attractors (eg Main Street Retail); or Posted speed limit 70 km/h or over.
Investigate using LATMP without new traffic classifier data collection	Data exists and is less than 2 years old.
Investigate using LATMP with new traffic classifier data	When none of the above criteria apply.

2. Generate a Traffic Management Score (TMS)

A Traffic Management Score (TMS) shall be determined in accordance with the details provided in the Local Area Traffic Management Policy Management Procedure.

3. Decide the level of action

The total Traffic Management Score to be considered against the limits in the following table:

Decision	TMS	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. signage and line marking) if appropriate.
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 Management Score is to be reported to the person initiating the request for traffic management treatments.

5. Further actions

Where traffic treatments are found to be warranted, further investigation is to be undertaken by Traffic Services to determine the suitability of various traffic management treatment options and to prepare concept plans, community consultation and cost estimates for Council approval and consideration in the Long Term Capital Works Program.

ROLES AND RESPONSIBILITIES

Traffic Services is responsible for conducting investigations under the policy and for initiating any further action where the need is identified.

WHO NEEDS TO KNOW ABOUT THIS POLICY?

The implementation of this policy is conducted solely within Traffic Services. While other areas of the organisation would benefit from knowledge of the existence of the policy, detailed knowledge of the policy is not required.

EVALUATION AND REVIEW PROVISIONS

The policy will be evaluated based on how well it identifies locations in which traffic management treatments are warranted with a review to take place in two years.

DEFINITIONS

There are no definitions for this policy.

RELEVANT POLICIES/MANAGEMENT PROCEDURES/DOCUMENTS OR DELEGATIONS

REFERENCES

RESPONSIBILITY FOR IMPLEMENTATION

Traffic Services

Version	Next Review	Record No:
September 2006		
September 2008		543377
04 May 2010 – CS06-05/10		TRIM: 10/1322
5 April 2016 – AS02-04/16	March 2018	TRIM: 16/83026
30 July 2019 - AS07-07/19	May 2021	HPE: 16/83026(v2)