

Local Area Traffic Management Policy

Responsible Directorate:	<i>Assets</i>
Responsible Service Unit:	<i>Traffic Services</i>
Contact Person:	<i>Principal Specialist Traffic Services</i>
Date of Approval:	<i>8 October 2024</i>
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1. 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.

2. OBJECTIVE AND PURPOSE

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.

The objective 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.

3. KEY DEFINITIONS

AWT	<i>means</i> Average Weekday Traffic.
PSL	<i>means</i> Posted Speed Limit.
LATMP	<i>means</i> Local Area Traffic Management Policy.
TMS	<i>means</i> Traffic Management Score.
LTCN	<i>means</i> Long-Term Cycle Network.
SLK	<i>means</i> Straight Line Kilometre.
DoT	<i>means</i> Department of Transport.
85th percentile	<i>means</i> the speed at or below which 85% of all vehicles are observed to travel under free-flowing conditions past a nominated point. The operating speed of a road is generally measured as the 85th Percentile Speed (<i>Main Roads WA November 2023</i>).

4. SCOPE

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

5. IMPLICATIONS

The 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 Ten Years Capital Works Program. Changes to the current policy are not expected to impact on the level of resources required.

The Policy aligns with Goal 5, Priority 5.5 of the City's *Strategic Community Plan for 2021 to 2031*:

"People feel safe in public places - Wanneroo will be a City where people feel safe and are able to live actively and recreate freely. Local agencies and groups will be at the heart of developing programs to create more connected communities, ensuring all people feel supported and secure."

5. IMPLEMENTATION

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

5.1 Assess the level of investigation.

Investigation Levels:	Criteria
No investigation:	Investigated within last 2 years, or
	Site is a cul-de-sac, or 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. Generally, areas that are zoned rural, special rural or industrial.
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:	Generally, where data exists and is less than 2 years old, unless circumstances are known to have changed.
Investigate using LATMP with new traffic classifier data:	When none of the above criteria apply.

5.2 Generate a Traffic Management Score (TMS)

Where it is determined by the Policy that an investigation is warranted, each section of road shall be assessed using the below tables to determine a Traffic Management Score (TMS).

As conditions may vary over the length of a road, the road under consideration should be split into homogenous sections where necessary. The need to split a road into sections will be determined by the reviewer based on these sections having significant differences in geometry and/ or land use.

5.2.1 Speed

Traffic data is collected by the City over the course of a week with counters to be located where vehicle speeds are likely to best represent maximum traffic speeds.

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
Traffic Speed 85 th percentile speed (km/h) exceeds posted speed limit (PSL) by:	0-10 km/h	3 points per km/h	3 points per km/h
	11-20 km/h	30 + 4 points per 11-20 km/h	30 + 4 points per 11-20 km/h
	20+ km/h	60+ 6 points per 20 + km/h	60+ 6 points per 20 + km/h
Traffic Speed Percent of vehicles 30km/h above posted speed limit (PSL)	5% - 10%	15	15
	10% - 15%	30	30
	15%+	45	45

5.2.2 Traffic Volumes

Traffic volumes shall be determined from traffic counts conducted by the City in accordance with section 5.1 above.

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
Traffic Volumes Vehicles per day (AWT)	1000	0	0
	2000	5	0
	3000	10	0
	4000	15	5
	5000	20	10
	6000	25	15
	7000	30+5 points per 1000	20+5 points per 1000

5.2.3 Crash History

Five-year crash history is to be sourced from Main Roads WA Reporting Centre. Crash data shall not include the terminating intersections at the start and/ or end of the road but is to include crashes at all other intersections along the length of the road. To prevent extremely short road sections from scoring excessively, a minimum distance of 0.5 km shall be used in determining the number of crashes per km. Road lengths shall be determined using the SLK values provided by the Main Roads WA Reporting Centre.

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
Crash Data – 5 years Fatal crash/km	If road section being assessed is less than 500m, assess for 0.5km	6 points per crash/km	6 points per crash/km
Crash Data – 5 years Hospital (Serious) and Medical (Casualty) Injury crashes/km		4 points per crash/km	4 points per crash/km
Crash Data – 5 years Major and Minor Property damage only (PDO) crashes/km		1 point per crash/km	1 point per crash/km

5.2.4 Road Design and Topography

Mid-block, intersection, and crossover restricted sight distance shall be determined in accordance with Stopping Sight Distance and Safe Intersection Sight Distance provisions given of *Austroads Guide to Road Design Part 3: Geometric Design*.

A hill is generally considered steep where the grade is greater than 6-8% but this will depend on the length of the hill and the road environment.

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
Road Design and Topography Restricted sight vertical curve / Mid-block, intersection, and crossover sight distance (85 th percentile speed)	Below PSL	2	2
	0-10 km/h over PSL	6	6
	10+ km/h over PSL	18	18
Road Design and Topography Restricted sight horizontal curve / Mid-block, intersection, and crossover sight distance (85 th percentile speed)	Below PSL	2	2
	0-10 km/h over PSL	6	6
	10+ km/h over PSL	18	18
Road Design and Topography Unrestricted sight on bend (85 th percentile speed)	Below PSL	0	0
	0-10 km/h over PSL	2	2
	10+ km/h over PSL	6	6
Road Design and Topography Steep hill (85 th percentile speed)	Below PSL	1	1
	0-10 km/h over PSL	4	4
	10+ km/h over PSL	10	10

5.2.5 Vulnerable Road Users

The classification of a major pedestrian crossing point relies on engineering judgement but generally would be reserved for major commercial or educational precincts, near public transport hubs and community recreation/sporting facilities. A major pedestrian crossing point also applies if the road intersects Local, Secondary or Primary Department of Transport Long Term Cycle Network routes endorsed by Council on 30 June 2020.

Classification of important bicycle route is based on the road being located on the Local, Secondary or Primary Department of Transport Long Term Cycle Network endorsed by Council on 30 June 2020 or forms part of a Department of Transport and City of Wanneroo agreed 'safe routes to school' map.

		Point Scores for Each Parameter	
Traffic Parameter	Range/Item	Local Road	Local Distributor
Vulnerable Road Users Major 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
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

		Point Scores for Each Parameter	
Traffic Parameter	Range/Item	Local Road	Local Distributor
	Above 5000	5	5

5.2.6 Activity Generators

Activity generators should only be considered where there is direct frontage to the road being assessed.

		Point Scores for Each Parameter	
Traffic Parameter	Range/Item	Local Road	Local Distributor
Activity Generators Educational Institution (School, College etc) (85 th percentile speed)	Under 30 km/hr	0	0
	30-40 km/hr	4	4
	40-50 km/hr	6	6
	50-60 km/hr	10	10
	over 60 km/hr	12	12
Activity Generators Retail (85 th 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

5.2.7 Heavy Vehicles

Heavy vehicle data is collected in accordance with section 5.1 above and relies on Austroads vehicle classification system as given in table 1.1 and Figure 1.1 of *Austroads Technical Report AP-T60/06 - Automatic Vehicle Classification by Vehicle Length*.

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
Heavy Vehicles Commercial vehicles Austroads Class 3+	Under 2%	0	0
	2 – 4%	2	0
	4 – 6%	4	2
	6 – 8%	6	4
	8 – 10%	8	6
	Above 10%	10	8

5.2.8 Amenity Factors

Calculating the level of rat running requires engineering judgement, based primarily on the analysis of traffic volumes. Rat-running can be identified where AM and/ or PM peak hourly traffic volumes are considerably higher than 10% of daily traffic volumes or where there is a considerable difference between AM peak traffic volumes and PM peak traffic volumes.

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
Amenity Factors Rat-running through traffic	Under 10%	0	0
	10 – 20%	5	3
	20 – 40%	15	10
	Above 40%	20	15

5.3 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. signing and line marking, deployment of speed advisory trailer) if appropriate.
Denoted as a site with low safety and amenity concerns	Under 30 points	No further action required.

5.4 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.

5.5 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 treatment options and to prepare concept plans, community consultation and cost estimates for Council approval and consideration in the Long Term Capital Works Program.

5 ROLES AND RESPONSIBILITIES

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

6 EVALUATION AND REVIEW

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.

7 RELATED DOCUMENTS

City of Wanneroo Road Safety Management Plan 2024/2030

8 REFERENCES

Main Roads WA Technical Library – ‘Speed Zones’, 6 November 2023:
mainroads.wa.gov.au/technical-commercial/technical-library/road-traffic-engineering/traffic-management/speed-zones/

Department of Transport Long-Term Cycle Network:
transport.wa.gov.au/activetransport/long-term-cycle-network.asp

9 RESPONSIBILITY FOR IMPLEMENTATION

Principal Specialist Traffic Services

REVISION HISTORY

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
15 June 2021 – AS01-06/21	October 2024	16/83026v3
8 October 2024 - AS02-10/24	October 2026	16/83026v4