Local Area Traffic Management (LATM)

Legislation / local law requirements	Road Traffic Code 2000 Land Administration Act 1997 Main Roads Act 1930
Relevant delegations	2.2.9 Control of Road Reserves and Certain Unvested Facilities.
Related policies, procedures and supporting documentation	Road Safety Management Plan – D22/205253 Accessible City Strategy 2020-2030 Bike Plan 2023-2028 Precinct Parking Management Plan Ausroads Guide to Traffic Management Part 8: Local Street Management

PRELIMINARY

INTRODUCTION

This policy provides an objective framework by which the City's local road network can be assessed to determine where the implementation of traffic management treatments will be of greatest benefit to the community in support of the Community Strategic Plan vision *"to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent"*. This policy allows the City to determine the need for traffic treatments aligned with Main Roads Western Australia strategic vision for 'Driving Change' Road Safety Management Plans which are committed to reducing road trauma on the local road network throughout the City.

PURPOSE

The purpose of this policy is to specify a consistent, transparent, and accountable process, holistically reviewing local area traffic conditions on local roads. The policy's outcome is to align Council, State Government and Community expectation on traffic related safety requests.

OBJECTIVE

An objective of the Accessible City Strategy is "*Create a safe transport environment*". The City of Vincent seeks to understand the road safety risk on the local road network and set out both reactive and proactive actions to address the risks. This approach is based on recommendations outlined in '*Austroads Guide to Traffic Management – Part 8: Local Street Management'.* The prioritisation of projects for funding is to meet the '*reasonable measures'* requirements regarding the City's duty of care to road users.

SCOPE

This policy applies to **Local Distributor** and **Access Roads** (as defined by Main Roads WA) within and under the control of the City of Vincent. All other road categories will not be subject to this policy as traffic calming devices may alter their operation and function beyond that intended.

DEFINITIONS

Local Distributor – a road that caters for movement of traffic within local areas and connects access roads to higher-order distributor roads.

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Access Road – a road provided for access to abutting properties.

Primary Distributor - a road that provides for major regional and inter-regional traffic movement and carries large volumes of fast-moving traffic. These roads can be strategic freight routes.

District Distributor A - a road that carries high-capacity traffic movements between industrial, commercial and residential areas and connects to Primary Distributor roads.

District Distributor B - a road that has a similar function to a District Distributor A road but with reduced capacity due to flow restrictions caused by frequent property accesses and roadside parking.

Regional Distributor - roads managed by local government other than a Primary Distributor, which links significant destinations and is designed for efficient movement of people and goods within and beyond regional areas.

Traffic Warrant Scoring System – A scoring methodology recognised by '*Austroads Guide to Traffic Management – Part 8: Local Street Management'* as good practice in design and road safety within local government. The Score will be used as a guide to determine priority as well as what alterations are required to improve road safety.

POLICY PROVISIONS

ROAD SAFETY APPROACH

The City of Vincent applies the four (4) main pillars of the safe system approach in its Road Safety Management Plan which are:

- ***Safe Roads and Roadsides*** – roads and roadsides are designed and maintained to reduce the risk of crashes occurring, and to lessen the severity of injury if a crash does occur.
- ***Safe Speeds*** – speeds are managed to complement the road environment and ensure crash impact forces are within human tolerances.
- ***Safe Vehicles*** – vehicles that lessen the likelihood of a crash and protect occupants, other road users.
- ***Safe People*** (road use) – road users that are skilled, competent, alert and unimpaired.

Table 1 – Main Roads WA Road Hierarchy

ROAD HIERARCHY FUNCTION				
ROAD TYPE	RESPONSIBILITY	PREDOMINANT PURPOSE	INDICATIVE TRAFFIC VOLUME	RECOMMENDED OPERATING SPEED
Primary Distributor	Main Roads WA	Major network. Movement of interregional and/or cross town/city traffic, e.g. freeways, highways and main roads.	Over 35,000 vehicles per day.	60 – 110km/h (depending on design characteristics).
Distributor A	Local Government	Important network. High capacity traffic movements between industrial, commercial and residential areas.	20,000 to 35,000 vehicles per day.	60 – 80km/h
Distributor B	Local Government	Less important network. Reduced capacity, but high traffic volumes travelling between industrial, commercial and residential areas.	7,000to 20,000 vehicles per day.	60 – 70 km/h
Local Distributor	Local Government	Minor Distribution network. Movement of traffic within local areas and connect access roads to higher order distributors.	3,000 to 7,000 vehicles per day.	50 – 60km/h (desired speed)
Access Road	Local Government	Forms part of local distribution network. Provision of vehicle access to abutting properties.	Maximum desirable volume of 3,000 vehicles per day	30 – 40km/h (desired speed)

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The recommended operating speeds identified in the road hierarchy table (Table 1) represent desired operating ranges. The City of Vincent supports the **reduction of operating speeds,** where practical, to better align with the intended function and safety outcomes of each road classification.

Further, the indicative traffic volumes in Table 1 represent desirable thresholds for each road type. The City of Vincent supports initiatives that **reduce traffic volumes**, particularly on **Access Roads**, to ensure their primary function of safe local access is maintained.

Road Safety Audits shall be conducted in accordance with the '*Austroads Guide to Road Safety Part 6A: Implementing Road Safety Audits'*. A Road Safety Auditor shall be registered and accredited according to the Main Roads WA Policy and Guidelines for Road Safety Audits.

TRAFFIC SAFETY INVESTIGATION PROCESS

Enquiries related to traffic calming measures will be documented in a dedicated register. Risk levels will be assessed through crash data analysis to inform prioritisation. The road safety investigation process will comprise the following -

- ***Prioritisation of Treatments***

  Roads subject to high crash frequency and severity will be prioritised for safety treatments. The primary focus will be on implementing measures that reduce vehicle speeds, decrease traffic volumes, and redirect through traffic away from Access Roads and onto Distributor Roads. Areas identified as blackspots by Main Roads WA will be given the highest priority for intervention.

- ***Design Development***

  Concept designs for traffic calming treatments will be developed in consultation with relevant stakeholders. While design solutions are primarily focused to improve road safety outcomes, opportunities to implement sustainability and environmental outcomes will be considered. In most instances, designs require support and approval from Main Roads WA.

- ***Community Engagement and Feedback***

  Community engagement will initially serve to inform residents of identified road safety issues. Ongoing engagement will involve consultation with the community throughout the design process to ensure transparency and gather feedback. Community feedback will be considered and incorporated where possible when selecting preferred treatment options but must not compromise safety, effectiveness, or policy compliance.

- ***Approval and Funding***

  The Executive Director Infrastructure and Environment is delegated authority to approve works in areas identified as having the highest safety risks. Funding applications for traffic calming treatments shall be submitted to relevant external funding bodies through the appropriate processes.
  Once funding is secured and the City's contribution to funding determined, projects will be incorporated into the relevant budget cycle for Council consideration and delivery. Minor improvements may be subject to 100% funding from the City.

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- ***Implementation of Treatments***

  Treatments and traffic calming devices will be selected to achieve targeted safety outcomes. Temporary or trial installations must be carefully planned and need to be adequately funded and resourced to enable comprehensive evaluation of their effectiveness. Consequentially temporary and trial measures should be undertaken only in exceptional circumstances.

Traffic Calming Warrant Score

The City applies a Traffic Warrant Scoring System to assist the determination of priority for the implementation of traffic management interventions and infrastructure that are not otherwise identified through crash data analysis and traffic modelling outcomes.

- ***Areas not Warranting Treatment***

  Areas that do not reach appropriate funding criteria will be warrant scored, through the Traffic Warrant Scoring System. Areas which fail to score the minimum number of points will not be considered for treatment, however monitoring of these areas may be undertaken.

- ***Areas Warranting Treatment***

  When a completed Traffic Calming Warrant score indicates that remedial action is justified, the treatment type will be determined in accordance with the Traffic Safety Investigation Process.

- ***Traffic Warrant Score Procedure***

  The procedure for appraising traffic conditions and calming requests will be as follows:

  - Site or request details are to be placed on an investigation request list.
  - Reported crash data shall be obtained from Main Roads WA.
  - Traffic speed and volume data shall be obtained.
  - A site inspection is to be undertaken.
  - The Traffic Warrant Scoring sheet shall be populated with all the applicable information.
  - The overall score shall be evaluated and actioned per the requirements of Action Priority table.
  - Applicants are to be advised on the outcome of the investigation.

Post Treatment Speed Review

Speed Zoning and reduction in speeds are to be actively pursued by the City.

Following the implementation of a traffic calming project, the speed zoning of the area is to be reviewed. If the review justifies a speed zoning reduction within the surrounding area(s) then this is to be submitted to Main Roads WA for its consideration and approval.

If the area is approved for a speed limit reduction and there is no budget for ‘traffic management’ to implement, costs associated with the new speed limit are to be estimated and presented to Council for consideration.

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OFFICE USE ONLY	
Responsible Officer	Manager Engineering
Initial Council Adoption	DD/MM/YYYY
Previous Title	Applicable if the policy has been renamed
Reviewed / Amended	DD/MM/YYYY
Next Review Date	MM/YYYY