

Policy Type

Council

Policy Purpose

The City receives many requests for traffic management devices to be installed in local streets to improve the road safety and to address other traffic related amenity issues. For the purposes of this policy, the definition of traffic management is considered to include traffic calming devices such as speed humps, speed platforms and slow points within local street contexts.

The purpose of this policy is to define an objective and transparent methodology, using recognised criteria, to evaluate public requests for traffic management treatments and devices to manage the behaviour of vehicle traffic in local streets within residential and commercial areas to provide a safe and efficient road network.

Policy Statement

This policy provides a consistent, transparent, and accountable evaluation procedure to prioritise the provision of Local Area Traffic Management (LATM) treatments in appropriate locations where they will be of great benefit to the community, through the use of a warrant analysis and a point score procedure which takes into account various factors including reported crash history, recorded traffic speed and traffic volume data.

This policy will assist as a guide in identifying opportunities of possible funding and priority; however it should not be treated as the sole basis on which funds are allocated or prioritised for road safety and traffic calming projects. Other financial or timing factors including the availability of funding opportunities and the coordination of the proposed works with other ongoing programs will be taken into consideration when justifying the implementation of these projects.

(1) Scope

This policy applies to the local road network under the control of the City of Cockburn. Roads eligible for the investigation using the procedure outlined in this policy include Access Roads or Local Distributor roads as defined in the City of Cockburn Functional Road Hierarchy.

(2) Implementation

City officers shall refer to this policy for evaluating the need for the installation of remedial traffic calming measures. The following procedure shall be undertaken as follows:

1. All public requests for LATM devices in local streets shall be submitted in writing, and supported by substantiated reasons, together with details of the

name of the street, the suggested location of the device (if any), and the name and address of the person or persons lodging the request.

2. The assessment of traffic calming using this procedure will be limited to “Local Distributor” or “Access” type roads either at intersections or along lengths of less than 500 metres of these road classes.
3. It is not the intention of this policy to include the assessment of road sections or major intersections within Primary or District Distributor (A, B) corridors, as these generally operate at higher speeds and will carry higher traffic volumes, and so LATM devices will adversely affect their operations.
4. The Traffic and Transport Team officers shall provide the applicant(s) with an initial response acknowledging the request and an interim advice (if possible) on an anticipated final reply date.
5. The level of investigation will be guided through the following criteria outlined in Table 1, noting that this criteria is in line with Austroads Guide to Traffic Management Part 8: Local Area Traffic Management (2016) and is being used increasingly by Local Government authorities nationally.

Table 1: Traffic Management Investigation Levels

<u>Investigation level</u>	<u>Criteria</u>
Level 1 - No investigation	The road has been investigated within the last 5 years; or
	The road is a cul-de-sac or road with no straight section greater than 100 metres; or
	Land development in the traffic catchment is not substantially complete (90% residential occupancy); or
	The road is classified as a District Distributor road
Level 2 - Investigate without the need for new traffic data	Traffic data exists and is less than 2 years old in areas where changes in land use are occurring slowly; or
	Traffic data exists and is less than 4 years old in areas with less than 10% change in traffic catchment or traffic generators.
Level 3 - Investigate by collecting new traffic data	When none of the above criteria apply

6. When investigation is justified (i.e. Levels 2 and 3), City officers will evaluate each LATM proposal using the Traffic Management Warrant System (TMWS) outlined in Table 2 below.
7. Reported crash data for the previous 5 years shall be obtained from Main Roads WA. Traffic speed and volume data shall be sourced from the City of Cockburn internal traffic database.
8. As indicated in Table 1, in the event that traffic data is not available or more than 2 years old along the section of concern, the Traffic and Transport Team



will commission the collection of this data for a period of approximately one week if existing data is not available or more than 2 years old).

9. The Traffic and Transport Team officers will undertake a site inspection to confirm their understanding of the local area and generally observe traffic conditions and vehicle movements and operations in the vicinity of the subject site.

Table 2: TMWS Criteria and Weightings

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
1 Traffic Speed as 85 th percentile in 50km/hr zone	< 50	0	0
	50 – 53	2	2
	54 – 57	5	5
	58 – 61	10	10
	62 – 65	15	15
	66 – 68	25	25
	69 – 72	40	40
	73 – 76	65	65
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
	≥ 6000	39 + 9 per 1000	18 + 7 per 1000
3.1 Crash data ¹ (5 years – Fatal)	1 fatal	4	4
	2 fatal	20	20
	3 fatal	45	45
	more than 3	45 + 25 per fatal	45 + 25 per fatal
3.2 Crash data ¹ (5 years – Injury)	1 injury	3	3
	2 injuries	12	12
	3 injuries	27	27
	more than 3	27 + 15 per injury	27 + 15 per injury
3.3 Crash data ¹	1 non injury	2	2

¹ Crash reduction factor to account for higher traffic volumes applies.

Traffic volume 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



Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
(5 years – non injury)	2 non injuries 3 non injuries more than 3	6 11 11 + 5 per non injury	6 11 11 + 5 per non injury
4.1 Road design and topography Restricted sight crest curve	< 50 km/h 50-60 km/h > 60 km/h	2 6 18	2 6 18
4.2 Road design and topography Restricted sight horizontal curve	< 50 km/h 50-60 km/h > 60 km/h	2 6 18	2 6 18
4.3 Road design and topography Bends with unrestricted sight	< 50 km/h 50-60 km/h > 60 km/h	0 2 6	0 2 6
4.4 Road design and topography Steep hill	< 50 km/h 50-60 km/h > 60 km/h	1 4 10	1 4 10
5.1 Vulnerable road users Major bicycle or pedestrian crossing point	< 1000 vehicles 1000 – 2000 vehs 2000 – 3000 vehs 3000 – 4000 vehs 4000 – 5000 vehs > 5000 vehs	1 2 4 6 8 10	1 2 4 6 8 10
5.2 Vulnerable road users Important bicycle route	< 1000 vehicles 1000 – 2000 vehs 2000 – 3000 vehs 3000 – 4000 vehs 4000 – 5000 vehs > 5000 vehs	0 1 2 3 4 5	0 1 2 3 4 5
6.1 Activity Generators College	< 30 km/h 30-40 km/h 40-50 km/h 50-60 km/h > 60 km/h	0 0 4 10 12	0 0 4 10 12
6.2 Activity Generators School	< 30 km/h 30-40 km/h 40-50 km/h 50-60 km/h > 60 km/h	0 2 4 8 10	0 2 4 8 10
6.3 Activity Generators Retail	Under 30 km/h 30-40 km/h 40-50 km/h	0 0 2	0 0 2

Traffic Parameter	Range/Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
	50-60 km/h	4	4
	> 60 km/hr	8	8
7.1 Amenity factors Trucks (≥Austroads Class 3)	< 1%	0	0
	1 - 2%	2	0
	2 – 3%	4	1
	3 – 4%	7	3
	4 – 5%	10	6
	> 5%	12	8
7.2 Amenity factors Peak hour traffic (Max. peak hour volume as % of total traffic)	< 10%	0	0
	10 – 20%	5	3
	20 – 40%	15	10
	> 40%	20	15

10. A score shall then be determined in accordance with the details provided in Table 2, and based on this score the City officers will determine the level of action to be taken and whether or not the proposal can be supported. Table 3 in the next page demonstrates the level of action associated with each score range.

Table 3: Intervention Warrants

Decision	Total Point Score	Recommended Action
Criteria A - Denoted as technical problem site	More than 50	Considered to be a site that has problems. Suitable solutions to be considered for funding and implementation.
Criteria B - Denoted as minor technical problem site	30 to 50 points	Consider low cost non-capital works solutions (e.g. signing and pavement marking) if appropriate. Review again after 2 years.
Criteria C - Denoted as a site with low safety and amenity concerns	Under 30 points	No further action required.

11. The investigation outcomes including the level of investigation, and the recommended action is to be reported to the person initiating the request for LATM treatments.



12. Where the proposal is not supported (i.e. Criteria C), the person or persons requesting the LATM treatment will be advised accordingly.

13. Where the proposal can be supported (i.e. Criteria A and B), further investigation is to be undertaken by the Traffic and Transport Team to determine the suitability of various LATM options and to prepare concept plans, community consultation and cost estimates for Council approval and consideration.

14. Following receipt of any comments during the public consultation phase, a report providing justification for the proposed remedial LATM treatment will be prepared for the Council's consideration.

Strategic Link:	Strategic Community Plan & Integrated Transport Strategy
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