

TRAFFIC WARRANT AND DATA

Previous policy number: 2.2.17

Policy Statement

Local Area Traffic Management (LATM) is the management of traffic on local streets and street networks to increase the safety of all road users potentially improving amenity to residents living on those streets. LATM treatments may occur on Distributor roads, but require justification as by their nature and classification are expected to carry greater volumes of traffic than Local Roads, typically at greater speeds and must be assessed in a different manner to Local Roads.

This document is aimed at promoting a consistent approach to dealing with LATM and whether or not action should be taken to introduce a treatment for any particular street or streets within a localised catchment. While traffic is technical in nature, it is important that the terms and measures used are readily accessible by all members of the community, given traffic impacts their every-day lives.

For this reason the guideline contains additional information that, while of interest, is not essential to the practitioner involved in LATM.

Policy Details

To assess and prioritise local area traffic management interventions in a process and evidence driven, unbiased manner to ensure that the Town's limited resources are focused where required through the use of a non-subjective assessment criteria, and prioritized relative to the larger road network.

Policy Principles

The Town of Mosman Park Traffic Management Policy espouses the following principles:

1. Quantitative - Un-biased, transparent assessment of traffic patterns and valid data using industry accepted practices;
2. Warranted - A needs based approach, encapsulated within the Town's associated 'Traffic Management Guidelines' which targets action and efforts to where it is needed most relative to other demands;
3. Feasible - treatments will be undertaken to reduce risk levels, knowing that not all accidents can be completely eliminated given limited resources and control;
4. Proactive - The Town will have a rolling traffic count program monitor traffic statistics and in conjunction with Main Roads WA, monitor accident statistics to indicate developing trends and apply for funding and grants where possible.

Policy Positions

1. The Town will use industry accepted methods of traffic data collection, primarily automated through the use of data loggers, to determine traffic statistics for consideration.
2. All concerns regarding traffic will be assessed from a 'Warrant' perspective, and dealt with in a uniform, quantitative manner to best compare streets. This will be escalated

based on core data, such as 85th percentile speed and volume, from which excessive results will justify a full warrant analysis being undertaken, to take into account site conditions, crash history, and nearby uses.

3. Investigations which do not qualify for priority action under the 'Warrant' system but are found to be unique in nature i.e. blind hills or corners or proximity to new trip generators, will be investigated further and assessed from a risk perspective to consider specific contextual factors alongside statistics by internal staff.
4. Where no action is found to be warranted by both the warrant system and a risk assessment, and relevant stakeholders are still not satisfied, Council may motion and budget for an independent, third party led, 'Road Safety Audit' to be undertaken, and consider recommendations accordingly.
5. Frequency of data collection and what is deemed as 'Valid Data' is to be determined by the road's function as per the MRWA 'Perth Metropolitan Area Functional Road Hierarchy', and a complete road is represented by a minimum of one data survey per road section.
6. Warrant Action Classification: In the context of this policy, there are two types of problems conceptualized which may require action:
 - a. Technical Problem Site – the warrants which state that an identified issue is of sufficient concern that it will either be listed for funding consideration on the next available budget review or draft budget. Alternatively, depending upon the nature of the problem, consideration should be given to options other than road geometry forms of traffic management.
 - b. Minor Technical Problem – the warrants or criteria which show that there is an agreed identified problem of a lesser order of magnitude than a Technical Problem Warrant, but which is of sufficient concern that it should justifiably be evaluated for minor improvement works or treatment. These works or treatment may consist of signing and/or pavement line-marking, ongoing monitoring or, use of motorist awareness measures such as a speed alert trailer.

Delegations

The CEO and Executive Manager Technical Services has delegation to approve investigations and report to Council findings in line with this policy as required.

Definitions

Traffic: any vehicle, motorised or otherwise, that utilises the road way, or dedicated traffic facility – such as a principal shared path.

Trip Generators: include facilities such as, but not limited to, the following:

- Public and private schools
- Retail and shopping centres
- Active and passive recreation
- High density residential buildings
- Boating and swimming

MRWA: Main Roads Western Australia.

Valid Data: Data which is deemed to be accepted for consideration in terms of period of collection and utilization shall be determined as follows:

- District Distributor A & B Category: Data is valid for two (2) calendar years.
- Local Distributor Road: Data is valid for three (3) calendar years.
- Open Ended Access Road: Data is valid for four (4) calendar years.
- Cul-de-sac Access Roads, Laneways and Right of Ways (ROWs) and other: Data is valid for five (5) calendar years.

New traffic counts will be issued should context have changed since the original count – for example road closures nearby or significant development.

Warrants: As defined in the “*Guide to Traffic Management Part 8: Local Area Traffic Management (2016 Edition)*” published by Austroads, a warrant is: ‘a statement of those (usually objective or measurable) conditions at which intervention through countermeasures is considered to be required. It provides, by implication, a quantitative and objective basis for taking action.’

Governance References

Statutory Compliance	<i>Public Works Act 1902</i> (as amended) Reference Document: “ <i>Guide to Traffic Management Part 8: Local Area Traffic Management (2016 Edition)</i> ” Austroads Publishing, Publication number AGTM08-16
Organisational Compliance	Nil.

Policy Administration

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3		