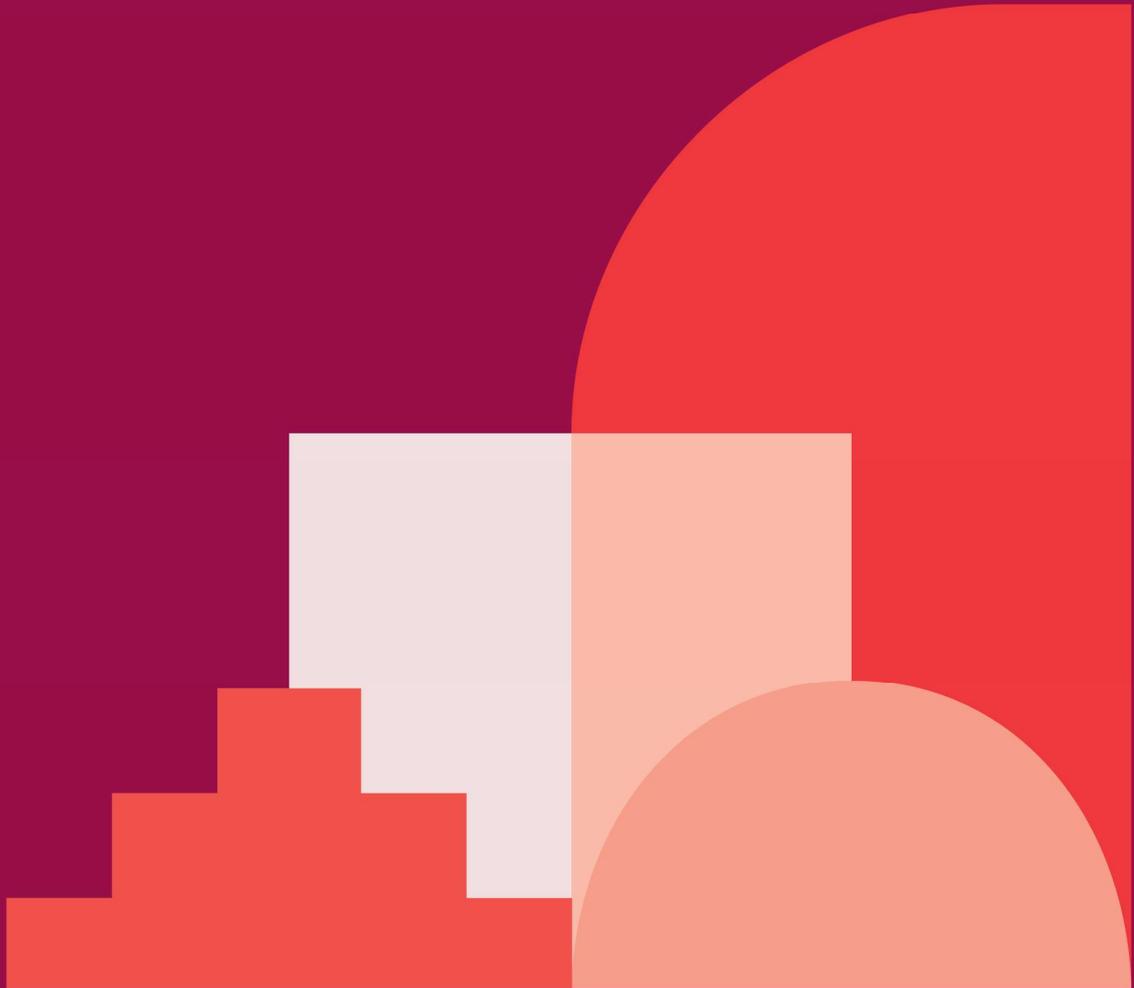


# Traffic Management Investigation Policy

V1



<b>Title</b>	<b>Traffic Management Investigation Policy</b>
<b>Summary</b>	This Policy outlines the criteria to be used for assessing requests for traffic management devices on Council controlled streets.
<b>Document Type</b>	Policy
<b>Relevant Strategic Plan Objective</b>	Strategic Direction 2: Liveable, connected neighbourhoods and transport.
<b>Legislative Reference</b>	<ul style="list-style-type: none"> <li>• <i>Road Transport Act 2013</i></li> <li>• <i>Road Transport (General) Regulation 2013</i></li> <li>• <i>Transport Administration Act 1998</i></li> </ul>
<b>Related Council Documents</b>	<ul style="list-style-type: none"> <li>• <i>Integrated Transport Strategy NSW Road Rules</i></li> </ul>
<b>Version Control</b>	See last page

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## 1 Purpose

The purpose of this policy is to outline the criteria for assessing requests for traffic management devices on Council managed roads.

The policy aims to:

- a. Contribute to road safety outcomes;
- b. Improve amenity for people walking and cycling;
- c. Manage public spaces in the public interest;
- d. Allow Council’s limited resources to be prioritised;
- e. Support the Integrated Transport Strategy of Council;
- f. Support public domain planning initiatives of Council; and
- g. Contribute to the fair, transparent and consistent management of traffic.

## 2 Scope

The Policy relates to assessment of traffic management devices on local roads and regional roads under the care and control of Inner West Council. Traffic management on State Classified Roads require the approval of Transport for NSW.

## 3 Definitions

In the Traffic Management Investigation Policy, the following terms have the following meanings:

Terms	Definitions
<b>85<sup>th</sup> percentile speed</b>	85% percentile speed is used as a design speed, it indicates the speed at which 85 percent of vehicles travel at or less than.
<b>ADT</b>	Acronym for ‘Average Daily Traffic’
<b>Local Traffic Committee</b>	Committee constituted by Council to enable Council to exercise delegation granted by TfNSW pursuant to S50 Transport Administration Act 1988.
<b>TfNSW</b>	Acronym for Transport for NSW
<b>Traffic management devices</b>	A suite of potential treatments aimed toward the modification of road-user behavior including but not limited to speed cushions, raised thresholds, movement bans, roundabouts, speed limits and regulatory signage and line marking.

## 4 Background

Council receives numerous requests for the installation of traffic management measures to control perceived speeding or high vehicle volumes in local streets.

In general, the travelling speed of a vehicle is difficult to quantify from observations, particularly in a narrow road width environment. Speeding by a few vehicles could also give a perception of constant speeding.

Similarly, the average volume of traffic is difficult to quantify from observations alone.

These requests may therefore require detailed investigation over several months including data collection and warrant checks prior to concept development, modelling, community engagement and approval through the Local Traffic Committee. Once this assessment is completed, funding will need to be considered on a priority basis.

## 5 Statement

The safety, sustainability and efficiency of the transport network is crucial to the liveability and prosperity of the Inner West. Local Area Traffic Management (LATM) studies and the subsequent installation of traffic management devices are a key tool used to improve outcomes for the local transport network including improved safety, access, and amenity.

## 6 Policy

The following guidelines have been prepared to assist in assessing the need for traffic management measures to control vehicle speeds and volumes.

### 6.1 Initiation of Investigations

The development, review and implementation of traffic management devices may be commenced through Council initiated LATM studies, through site specific investigations initiated because of resident requests or through Government programs such as the Australian Government Blackspot Program.

It is desirable that traffic management investigations are undertaken on a precinct wide basis through LATM studies noting traffic management treatments considered in isolation may result in traffic diverting and impacting adjacent streets.

In instances where a precinct wide LATM study is not scheduled within 3 years, a site-specific investigation can be considered.

Furthermore, should Council have conducted a LATM study or site-specific investigation in the previous 3 years, no further investigation should be taken on the

same matter, unless substantial land use change has subsequently occurred, permanently impacting traffic conditions in the neighbourhood.

For site specific investigations to be initiated through resident requests, the number of requests should indicate a reasonable level of resident support for potential changes in the neighbourhood.

Therefore, a minimum of 5 enquiries or a petition signed by 5 or more residents from different properties in the subject section of the street within a year is required to initiate an investigation.

## 6.2 Guidelines

The following guidelines have been prepared to assist in assessing the need for traffic calming measures to control vehicle speeding:

- There must be three or more TfNSW reported accidents that have occurred in the previous 5 years **or**
- The volume of traffic (bi-directional) must be greater than 500 vehicles per day **and**
- The 85th%ile speed (in any direction) must be over 44km/h where the speed limit is 40km/h and 55km/h where the speed limit is 50km/h with the exception of roads where there is two-way traffic with only one shared traffic lane the 85<sup>th</sup> %ile speed (in any direction) must be over 40km/h regardless of the posted speed limit.

The site-specific investigation of traffic management measures to control traffic volumes in a local street, will be considered where peak traffic volumes are more than the environmental capacity of 300 vehicles per hour on a local street or 500 vehicles per hour on a local collector street.

The site-specific investigation of traffic concerns in laneways will be considered on a case-by-case basis.

Raised traffic calming devices should be avoided in streets which have truck volume compositions higher than 5% due to the noise impacts caused by a high volume of truck traffic.

## 6.3 Consultation

Given the strong community interest in traffic management, the affected community will be consulted on proposed changes that introduce traffic management devices into a street.

Council will generally not proceed with implementation of traffic management treatments in isolation from a precinct wide LATM study unless at least 60% of respondents, from different households within the subject street section, support the proposal and provided a minimum response rate of 20% of households within the subject street section is achieved to Council's survey.

Proposals will be assessed for technical compliance through the Local Traffic Committee.

## 6.4 Review of Installed traffic management devices

It is acknowledged that following the introduction of traffic management devices by Council or reductions to speed limits by TfNSW, that there will be a transition period during which road users will adjust behaviour to account for the modified conditions by reducing vehicle speeds and/or adopting alternate routes.

In these instances, the consideration of additional traffic management devices will be deferred until traffic conditions have appropriately stabilised. The timeframe for this is expected to be over a period of at least 6-12 months for most physical devices with longer timeframes for signposted speed limit changes.

Once traffic conditions have stabilised, the commencement of a review will be initiated as outlined in this Policy.

## 7 Breaches of this Policy

Breaches of this policy may result in an investigation of the alleged breach in line with relevant Council policies including the Model Code of Conduct.

Any alleged criminal offence or allegation of corrupt conduct will be referred to the relevant external agency.

## 8 Administrative Changes

From time-to-time circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made including branding, Council Officer titles or department changes and legislative name or title changes which are considered minor in nature and not required to be formally endorsed.

## 9 Version Control – Policy History

This policy will be formally reviewed every three years from the date of adoption or as required.

Governance use only:

<b>Document</b>	<b>Traffic Management Investigation Policy</b>	<i>Uncontrolled Copy When Printed</i>	
<b>Custodian</b>	Traffic and Transport Planning Manager	<b>Version #</b>	Version 1
<b>Approved By</b>	Council	<b>ECM Document #</b>	37731170
<b>Next Review Date</b>	April 2026		

<b>Amended by</b>	<b>Changes made</b>	<b>Date Adopted</b>
Traffic and Transport Planning	New Policy	14 March 2023