

RESIDENTS INFORMATION SHEET

LOCAL AREA TRAFFIC MANAGEMENT

Local area traffic management involves “*the use of physical devices, streetscaping treatments and other measures to influence driver behaviour in order to create safer and more pleasant streets*”.

Investigations of traffic issues may arise in a number of ways including:

- From complaints or requests lodged by Councillors, residents, local groups, the police, or others,
- From an assessment of traffic counts or accident records by Council officers that street conditions warrant action,
- In anticipation of changed traffic conditions resulting from new developments or changing land uses, or
- As part of an area improvement program such as a bicycle-related or pedestrian or other local action plan.

Issues often raised include perceptions of excessive vehicle speeds, hoon behaviour, inappropriate volumes of traffic, the type and number of traffic accidents occurring, pedestrian safety, poor intersection layouts and other road safety matters

Investigations of these types of issues usually require the initial collection of objective and environmental data and depending upon the nature of the issue may include such things as:

- Surveys of the vehicle types and speeds and the volume of traffic using a street,
- Vehicle crash records,
- Road hierarchy, street widths and lengths, sight distance limitations
- Bus routes,
- Pedestrian and cyclist routes,
- Emergency Service access,
- Street environment, and
- Adjacent land development.

Assessing Issues

In conducting these investigations, the data recorded is initially compared against a set of accepted standards.

To determine what is acceptable, Latrobe City’s adopted road hierarchy defines a classification for every road in the municipality, based upon the function served by the road.

Latrobe City Council’s “*Design Guidelines for Subdivisional Developments, Urban & Rural Road and Drainage Construction, and Traffic Management Projects*” details the objectives and standards that are considered appropriate relative to the traffic and environmental amenity expectations for each road classification. These requirements are based upon a State Government planning instrument known as *ResCode* and are a balance of the community’s expectations for local amenity within a street against the need to provide for traffic movement along the street.

Appropriate road widths, traffic speed parameters and nominal traffic volume limits are defined for each road classification type. Table 4.1 from the design guidelines is reproduced below.

Table 4.1 Classification of Urban Roads

| CLASSIFICATION | No of dwellings served | Vehicles Per Day - up to | Target speed ¹ Km/h | Design speed ² Km/h |
|---------------------|-------------------------------|--------------------------|--------------------------------|--------------------------------|
| Access Lane | | 200 | 15 | na |
| Access Place | <= 13 max. length of 100 m | 200 | 15 | na |
| Minor Access Street | < 50 | 500 | 30 | na |
| Major Access Street | < 200 | 2000 | 40 | na |
| Collector Road | | 6000 | na | Speed limit of road |
| Link Road | | 10,000 | na | Speed limit of road |

1. Target speed is defined as the average speed of vehicles at the location within the street segment where vehicles travel at their highest speed. Each street segment being defined by the location at each end of an appropriate slow point to control vehicle speeds.
2. Design speed means the speed used for the design of each element of a road.

Consultation

However the accepted standards used to determine the existence of a problem may not measure or entirely relate to the problem as perceived by the residents living in the area. These “problems” may in fact not be a problem for many of the residents.

Latrobe City Council's "Community Engagement" policy requires that members of the community are given an opportunity to comment on issues raised in order to gauge the extent of resident concerns and the level of support for any action proposed to be taken and to identify any other traffic safety issues in the area.

Initially residents within a street or across an area may be asked to complete and return an Opinion Form. Comments are sought on the issues raised, advice of other traffic safety problems in the area, an indication of the level of individual support for further action and suggested potential solutions. Details of the functional classification of the street and the characteristics of the current traffic speeds and volumes will also be provided.

Further action on the issues raised is dependent upon the nature and extent of the "problems" identified and the level of resident support for further action.

Further investigation will generally result where there is a significant traffic safety issue involved or a substantial positive response for action is received from residents.

Following further assessment of the issues and the comments received and the development of treatment options, additional consultation will be undertaken to determine preferred options. This will occasionally be undertaken in the form of a public meeting and/or by another survey form to gauge the level of support for the preferred options.

At the completion of the investigation, a report on the matters raised including details of the consultation undertaken is presented to Council for consideration. If the Council consider that a program of traffic management works is required to calm traffic along a street or within a local area, the works will generally be referred to Latrobe City's Capital Works Program for further consideration. As part of the budget process undertaken each year, funding is allocated for priority projects from the Capital Works Program list for the following financial year. Unfunded projects remain on the list for further consideration in following years.

Types of local area traffic management

Austrroads, the national association of road transport and traffic authorities in Australasia, suggest there is a direct correlation between road width, road length, traffic volume and average traffic speed. Generally the average speed tends to be higher on wider streets that carry low traffic volumes. Most drivers will operate in a manner at which their subconscious evaluation of risk to themselves is acceptable. A driver on a wide road with no perceived risk from other traffic will relax, focus less on the driving task and tends to drive at a higher speed than is desirable. Tragically, most drivers do not perceive the risks that this behaviour presents to other road users including pedestrians, cyclists or a child who wanders unannounced onto the road.

On narrower streets or streets with a 'closed-in' feeling, drivers feel less comfortable perceiving an increased risk to themselves from the closer proximity to other vehicles and to the edge of the road and hence adopt a lower travel speed.

One approach to control driver behaviour is via traffic regulations such as with speed limits and other traffic signage. The difficulty with this approach is that enforcement requires the presence of the Police and the effect is generally limited to a short time.

Another approach is to construct a road environment that maintains a level of personal risk to the driver. Reduced road widths when combined with shorter lengths of straight road have a significant effect on average traffic speed. A high incidence of parked cars along a narrower road will deflect the path of vehicles moving along the street limiting the vehicles speed. In Latrobe City generally, the incidence of on-road parking in residential areas is considered to be low.

Other methods of modifying the road environment include limiting total street length; limiting the lengths of straights (by introducing low speed bends); creating a road alignment which induces continuous low speeds; or by introducing slow or stop conditions along the street length to simulate shorter streets generally using traffic management devices.

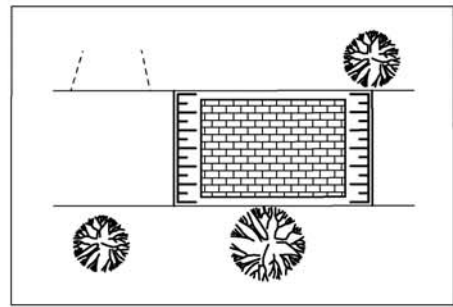
The design and spacing of traffic management devices along a section of road are important in lowering vehicle speeds to an acceptable uniform level. The devices are generally designed so that vehicle path deflections through or over the device will safely reduce vehicle speeds below 40 km/h in all cases and to about 10 – 20 km/h for most devices. For safety reasons devices are also designed so that the speed at which the device can be negotiated is no more than 20 km/h lower than the speeds at which vehicles approach the device.

Device spacing is therefore important to ensure that lower vehicle speeds are maintained along the street. Longer inappropriate spacing of devices can create isolated obstacles which drivers may confront at inappropriate speeds.

For these reasons it is a general requirement that traffic management devices should not be used as one-off or isolated treatments.

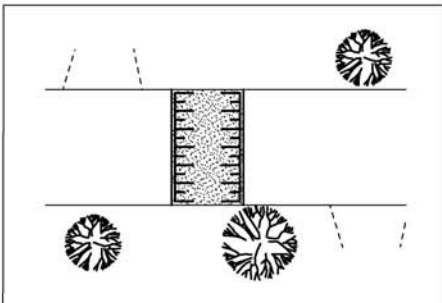
Similarly some streets cannot be treated in isolation as the installation of traffic management devices in one street may simply transfer the problem to the next street. In such cases it is necessary to include all of the local area in the investigation.

Examples of some of the devices used in local area traffic management are shown on the next page.



Dunsmuir Dve, Traralgon – also
 Ellavale Dr, Traralgon
 Huntingfield Cl, Traralgon
 Independent Way, Traralgon
 Austin Ave, Moe
 King St, Moe
 Southwell Ave, Newborough

**Flat Top
 Hump**

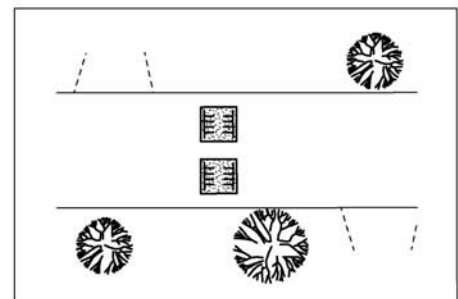


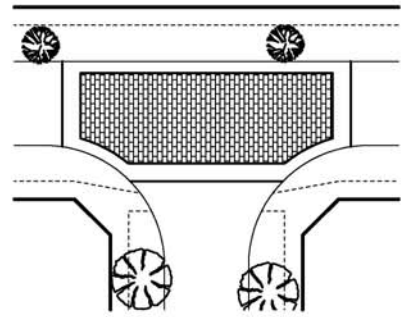
Road Hump

Queen St, Moe – also
 Rangeview Dr, Traralgon
 Alamein Street, Morwell
 Southwell Ave, Newborough
 Princes Dr Service Rd, Morwell

Maryvale Cres, Morwell – also
 Grey St Service Rd, Traralgon
 Service Rd South, Moe
 Kirk St, Moe
 Vary St, Morwell

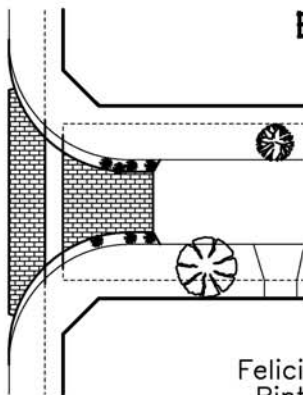
**Road
 Cushions**





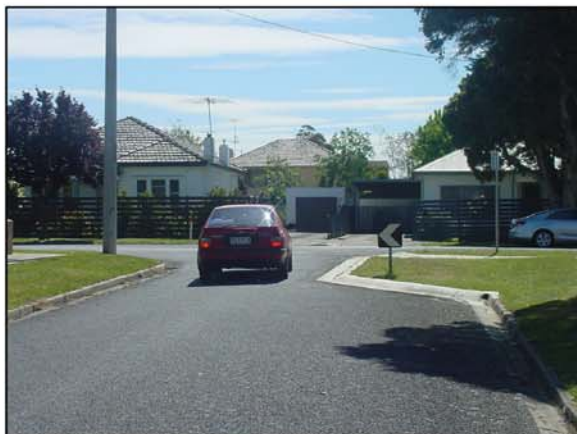
Alamein St, Morwell – also in
 Fairfield St, Morwell
 Ellavale Dr, Traralgon
 Greenfield Dr, Traralgon
 Riverslea Blvd, Traralgon
 Parkside Dr, Moe

**Raised
 Intersection
 Platform**



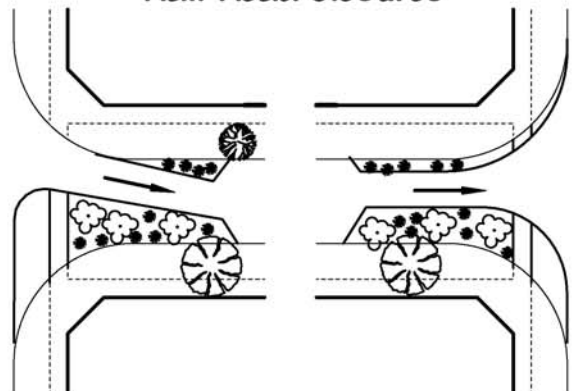
Entry Threshold

Felicity Ct, Traralgon – also
 Rintoull St, Morwell
 Saville Ct, Traralgon
 Parkside Dr, Moe



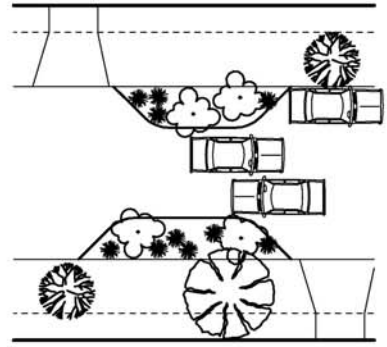
June St, Morwell – also
 Jill St, Morwell

Half Road Closures

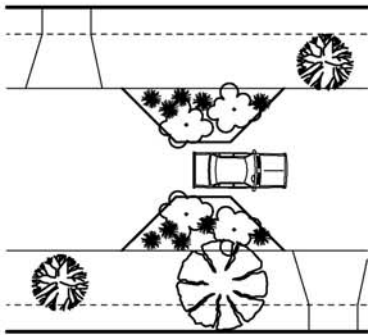




**Lane Narrowings/
Kerb Extensions**



Vincent Rd, Morwell – also
Holmes Rd, Morwell
Stockdale Rd, Traralgon
Kosciuszko St, Traralgon
Franklin St, Traralgon
High St, Moe



**Single Lane
Slow Point**

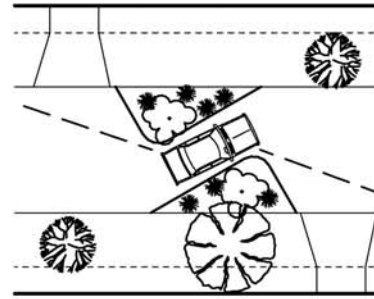
Beattie Cres, Morwell



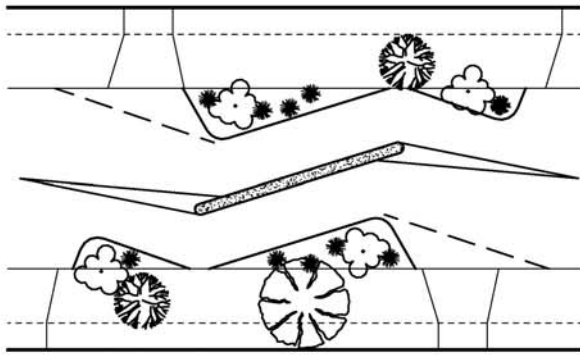
Centre Blister



St Georges Rd, Traralgon



Single Lane
Angled
Slow Point



Two Lane Angled
Slow Point



Beattie Cres, Morwell

Double Offset Slow Point

