

Traffic Management Policy

2018

Responsible Directorate: Environment and Infrastructure

Authorised By: Council

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1 Introduction

1.1 Purpose

The purpose of this policy is to provide a framework to manage traffic within the municipality in a safe and equitable manner.

The policy and its associated procedures, provides criteria to guide investigation by Council officers in response to traffic concerns raised by the community and stakeholders.

1.2 Scope

This policy provides the relevant criteria for assessing traffic concerns and delivering initiatives that:

- Improve road safety.
- Manage traffic speed and volumes.

The management of traffic on arterial roads falls within the jurisdiction of VicRoads and is excluded from this policy.

2 Background

This policy is required to help protect the community's safety and amenity through the control of traffic, traffic volumes and speeds.

While acknowledging there will be continued pressure on traffic volumes moving through and generated within the City, Council will seek to balance the needs of motorists using the road network with our obligations to provide a safe environment for all road users and maintaining a good level of amenity. In achieving this vision there are roles and responsibilities for all stakeholders. The Australian Government, Victorian Government, the City of Boroondara and members of the community all have a role in managing traffic.

Council has a key role in the management of traffic on local roads. Day to day operations performed by Council officers include:

- Responding to traffic concerns raised by the community.
- Liaising with state authorities on traffic related matters.
- Investigating and developing traffic management measures.
- Implementing measures to better support and encourage walking, cycling, public transport and car share.

2.1 Legislative Context

Road Safety Act (1986) outlines Council's responsibility to provide for safe, efficient and equitable road use. The Act also sets out the general obligations of road users in relation to responsible road use.

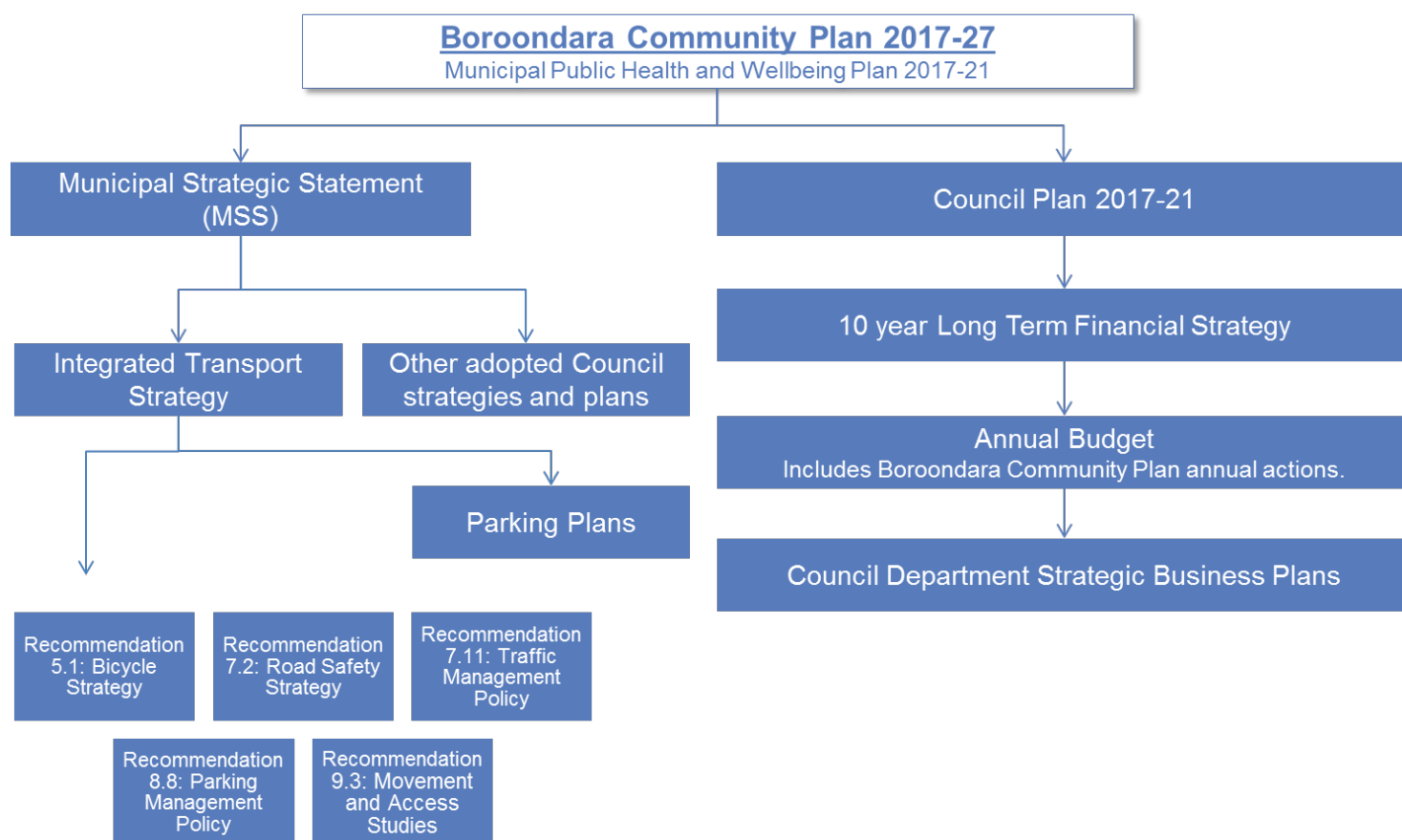
Local Government Act (1989) outlines Council's powers and responsibility to construct, maintain and manage roads including traffic and parking.

Disability Discrimination Act 1992 (DDA) recognises the rights of people with disabilities and makes it unlawful to discriminate against people on the basis that they have, or may have, a disability.

Road Management Act (2004) outlines Council's responsibility as a road authority to manage and maintain the municipal road network and any part of an arterial road not used by through traffic excluding freeways. The Act outlines that roads are to be managed in a manner which minimises any adverse effect on the safe and efficient operation of the road and on the environment.

2.2 Corporate framework

While the Policy and Procedures are stand-alone documents that guide the assessment and decision making for traffic management in the municipality, they align within a broad strategic framework led by the Boroondara Community Plan 2017-27.



The Boroondara Community Plan 2017-27 is Council's key strategic document that outlines the community's vision and priorities, and incorporates the Municipal Public Health and Wellbeing Plan 2017-21.

As Council's key strategic document, it will guide future planning, and will directly inform the Council Plan, budget processes, Council strategies and plans, policies and operational actions.

The Plan will be reviewed each Council term, that is every four years, to ensure alignment with emerging trends, demands, and changes to community and Government priorities.

The revised Council Plan 2017-21, due to be considered by Council in June 2018, commits to creating a vibrant and inclusive community with an outstanding quality of life by providing services, facilities, support and advocacy to enable the community to further its sense of place and connection.

Balanced and integrated transport solutions that provide choice and equity align with the Boroondara Community Plan 2017-27 and the revised Council Plan 2017-21 key theme of 'Getting Around Boroondara'.

The policy supports the Boroondara Community Plan 2017-27 and the revised Council Plan 2017-21 through:

- Strategy 5.1 - Improve road safety for pedestrians, drivers and cyclists through infrastructure improvements, education and traffic management initiatives.
- Strategy 5.3 - Advocate to the State and Federal Governments for improvements to public transport services and main roads throughout the City.
- Strategy 5.6 - Partner with schools and other traffic generators to address traffic and parking congestion during peak traffic times.

The Municipal Strategic Statement provides a 10 to 15 year vision for land use planning and development in Boroondara, and forms part of the Local Planning Policy Framework in the Boroondara Planning Scheme. It reflects both Council and community objectives of the City and sets in place a framework for actions and controls to achieve the desired land use and development outcomes.

In the traffic and transport policy context, the key documents identified in the above framework diagram are as follows.

The Integrated Transport Strategy (ITS) is the overarching 20 year transport focussed strategic document. The overall vision of the ITS is:

'To provide improved travel and access within, to and from Boroondara. In particular to provide improved public transport, walking and cycling provision and manage private car travel more effectively, as part of overall Council goals to pursue social, environmental and economic well-being and to protect and improve the built and natural environment.'

The ITS guides the development of transport related policies and programs across Council and includes specific recommendations for the development of parking and traffic management policies, structure plans, and measures to better manage traffic, public transport, cycling and walking on the road network.

Other key elements of the traffic and transport policy context include:

- Road Safety Strategy - sets out a series of actions to improve road safety and reduce the number of road crash fatalities and injuries in the City of Boroondara.

- Parking Management Policy - sets out the criteria and processes in assessing parking issues.
- Bicycle Strategy - sets out a series of recommendations to achieve the strategy's overarching goal of increasing the number of cyclists using Boroondara's bicycle network and facilities.
- Parking Plans - strategies prepared for major centres to manage existing and future parking demands and their impacts on the surrounding areas. Plans have been prepared for the Glenferrie Precinct, Kew Junction Shopping Centre, Camberwell Junction Precinct and the Balwyn Shopping Centre.
- Movement and Access Studies - provide recommendations to improve pedestrian, bicycle and public transport access. Access plans have been developed for the Camberwell Junction Precinct and the Balwyn Shopping Centre.

The different elements of the policy framework set out above provide a co-ordinated and consistent approach in addressing the key aims of the ITS.

3 Policy statement

The Road Safety Act (1986), Local Government Act (1989) and Road Management Act (2004) give Council directives to provide a municipal road network that enables safe and efficient movement of people and goods.

It is policy that:

- Council will manage traffic in accordance with the principles outlined.
- The Chief Executive Officer or his or her delegate will give effect to this Policy through developing procedures for the management of traffic within the municipality.
- Council officers will respond to traffic related concerns in accordance with the assessment criteria detailed in the Traffic Management Procedures.

3.1 Principles

Complementing Council's legislative responsibilities and strategies, this policy is guided by the following principles:

- Principle 1 - Promote a safe, accessible and sustainable road and street environment for all users.
- Principle 2 - Plan and improve the local transport network to meet the community's needs now and into the future.
- Principle 3 - Recognise that our streets are a shared resource that must support the safe and efficient movement of people.
- Principle 4 - Adopt a precinct wide approach when appropriate in addressing traffic concerns and refrain from isolated measures that may result in a transfer of issues to a neighbouring street.
- Principle 5 - Engage key stakeholders regarding traffic management changes, or in significant other decision-making processes that involve traffic management.

4 Implementation and monitoring

4.1 Accountabilities

For all queries or feedback regarding this policy document, please contact the responsible department below.

Contact	Contact number	Contact e-mail
Traffic and Transport	9278 4549	boroondara@boroondara.vic.gov.au

The responsible department coordinates the implementation and review of this policy, arranging for the policy to be made available on Council's website and hard copies at Council offices and libraries, to ensure stakeholders are aware of their accountabilities and the community informed of this Policy.

4.2 Financial implications

Council is responsible for installing and maintaining line marking and signs, arranging traffic surveys and road safety audits, which will be borne as part of operational budgets.

Capital works items will be referred to Council for funding consideration in line with Council's annual budget process. External funding will be pursued as opportunities permit.

5 References

5.1 Related documents

- Boroondara Community Plan 2017-27.
- Boroondara Integrated Transport Strategy 2006.
- Boroondara Road Safety Strategy 2007-2012.
- Car Share Policy 2013.
- Car Share Procedures 2013.
- Community Engagement Policy 2015.
- Disability Discrimination Act 1992.
- Local Government Act 1989.
- Municipal Public Health and Wellbeing Plan 2017-21.
- Public Health and Wellbeing Plan 2013-2017.
- Road Management Act 2004.
- Road Safety Act 1986.
- Towards Zero 2016-2020 Road Safety Strategy and Plan.
- Victorian Planning Scheme [Accessed April 2017].
- Victorian Transport Integration Act 2010.

5.2 Definitions

Local road/Municipal road: A road which provides access to a property managed by the council of a municipal district in which the road or part of the road is located.

Arterial road: A road whose primary function is to cater for through traffic and is managed by VicRoads. Council is responsible for managing any part of an arterial road that is not used by through traffic including footpaths and parking, excluding 'Clearways'.