



Additional Network Standards and Guidelines

Part 2.8: Changing traffic movements other than for events or works

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Current versions of Acts and Regulations referred to in this document are available by searching Victorian Law Today at www.legislation.vic.gov.au

1 Introduction

1.1 Background

A key function of VicRoads and Councils under the *Road Management Act 2004* is “to manage traffic on roads in a manner that enhances the safe and efficient operation of roads” (section 34(1)(c)). Changes to traffic operations, be they undertaken on freeways, arterial roads or local roads, always have the potential for impacts to occur on roads managed by another road authority. Examples of such changes include:

- closing a road to traffic permanently or temporarily
- restricting a traffic movement, either permanently or for a limited period
- installing a new set of traffic signals
- changing parking controls
- implementing local area traffic management

The *Road Management Act 2004* establishes a framework for how road management should be coordinated and undertaken to the ultimate benefit of the community, as well as setting out the functions and powers of road authorities. In particular the provisions in Table 1 oblige road authorities to broadly cooperate with stakeholders and consult with and inform the community.

Table 1 – General Road Authority Responsibilities

Section	Provision
34(3)(a)	in seeking to achieve its function, a road authority should consult with the community and disseminate information in relation to the exercise of those functions
38(2)(b)	(a road authority should) manage its road network in cooperation with other road authorities, utilities, providers of public transport, government agencies, community organisations and the private sector

1.2 Purpose

The purpose of this document is to establish a framework (Section 3) for adequate and appropriate cooperation so that the principal object and management principles set out in section 20 of the *Road Management Act 2004* are achieved, as they relate to the management of traffic.

1.3 Exclusions

Traffic operations **not** covered by this document are those that involve:

- road and infrastructure works (Reference: *A Guide to Working In The Road Reserve*)
- community, sporting or other non-road events (Reference: *Supplement to Austroads Guide to Traffic Management Part 9: Traffic Operations*)
- ensuring public safety, for example by emergency services or the road authority’s incident response team

Also, the document does not cover road authorities **discontinuing** a road under *Road Management Act 2004* section 12 or additionally for Councils under *Local Government Act 1989* Schedule 10 section 3.

2 Traffic Management Powers

VicRoads and Councils have complementary powers for the managing traffic as listed in Table 2. These powers come from:

- for VicRoads (and other State road authorities), Schedule 4 of the *Road Management Act 2004* (RMA Sch 4)
- for Councils, Schedule 11 of the *Local Government Act 1989* (LGA Sch. 11)

Notwithstanding these powers, in keeping with the general responsibilities in Table 1 VicRoads should cooperate with Councils in cases where exercising those powers may impact on Council roads and *vice versa*.

Table 2 – Road Authority Traffic Management Powers

	RMA Sch. 4 Section No.	LGA Sch. 11 Section No.
General power to manage traffic	1	n/a
Powers concerning parking	2	1
Power to issue special parking permits	3	2
Power to remove unregistered or abandoned vehicles	4	3
Power to remove vehicles causing obstruction or danger	5	4
Power to move other obstructions	6	5
Power to restrict traffic near a construction site	7	6
Power to close roadway or pathway on seasonal basis	8	7
Power to erect and remove works and structures	9	8
Power to place obstructions or barriers on a roadway permanently	10	9 ¹
Power to place obstructions or barriers on a roadway temporarily	11	10 ¹
Powers concerning shopping malls	n/a	11
Power to restrict use of roadway by vehicles of a certain size	12	12
Power to determine speed limits	13	13
Power to prohibit traffic on unsafe roads	14	14
Notes on Table 2 1. Prior to exercising a power under Schedule 11, sections 9 and 10, Councils must: <ul style="list-style-type: none"> • consider a report from VicRoads • on a freeway or arterial road, obtain the consent of VicRoads 		

3 Cooperation Framework

3.1 Process

Figure 1 shows the high level process for cooperation during the planning, assessing and implementation of traffic movement changes. The process also includes elements of consultation and information sharing.

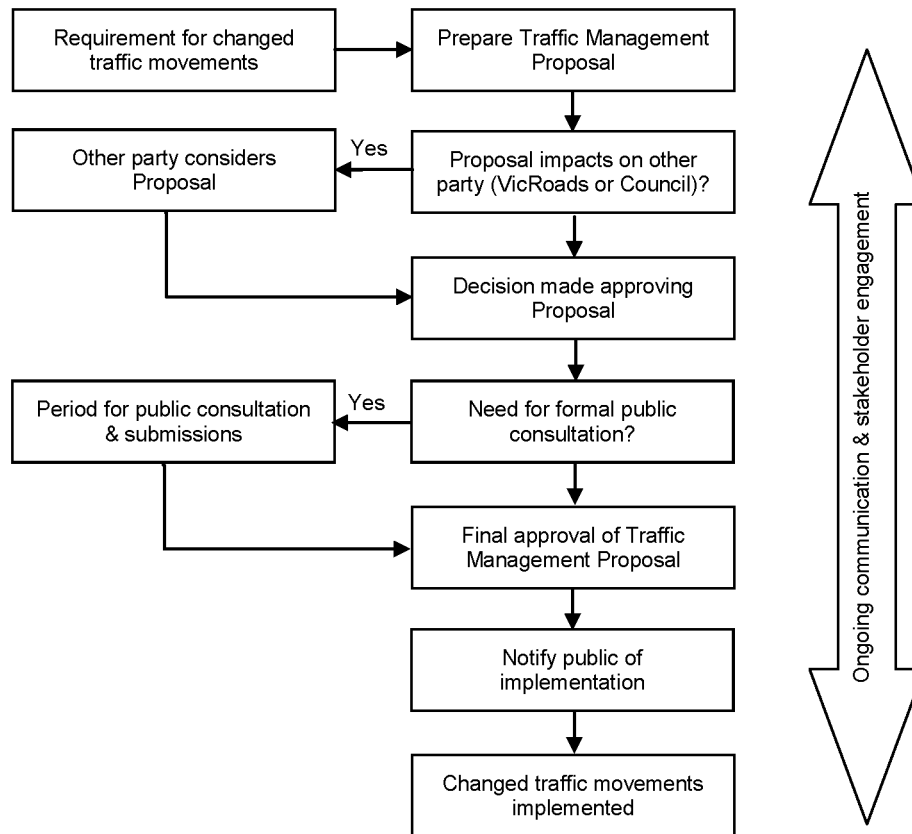


Figure 1 – Traffic Movement Change Process

3.2 Planning

The following may be relevant when planning traffic management changes:

- Objectives of the proposed change
- Plans showing the:
 - type and location of change in relation to the surrounding network
 - type of development (existing and proposed) in the surrounding area
 - location of existing and proposed traffic control devices in the surrounding area
 - consequential impacts on the road hierarchy in the surrounding area
- An assessment of the existing traffic pattern and the likely effect of the change on existing traffic flow patterns in the area affected by the change
- Whether or not the proposed change should be the subject of a traffic diversion experiment and if it has been, the results of any relevant studies
- Identified impacts and any proposed mitigations, particularly any related to emergency vehicles or on-road public transport

- Stakeholder analysis and communications planning

For Council traffic management proposals impacting on arterial roads or freeways, the above planning information should be shared with the relevant VicRoads Region.

3.3 Assessment

The following aspects should be considered in assessing a traffic management proposal.

Road classification

The proposed change and its effects must be in keeping with, and reinforce, the classification of the road network in the area. Both the Road Management Act and Planning scheme status of the road must be considered.

Objectives

The proposal should be consistent with Council/VicRoads strategic planning and road/traffic management objectives.

Network Capacity and Operation

The redistribution of traffic likely to result and the impacts on the capacity and operation of the surrounding road network. In some cases other works may be required to increase capacity of alternative routes. The time of day and day of the week are significant factors to consider.

Accidents

A proposal may decrease the number of accidents in the immediate vicinity however the changes in traffic movements may give rise to problems elsewhere on the road network.

Emergency Vehicles

Access for emergency vehicles needs to be examined to determine if travel routes are unduly affected. Disputes on emergency vehicle access may need to be referred by the VicRoads Regional Director to the Truck Operations Committee.

Bus Routes

Proposals affecting bus routes should be discussed with Public Transport Victoria or the private company operating the route, taking into consideration both public transport accessibility and traffic operations generally. Disputes on bus operations may need to be referred by the VicRoads Regional Director to the Truck Operations Committee.

Other Traffic Impacts

Any other impacts on traffic or the use of the road network should be identified, the impacts evaluated and appropriate mitigations identified.

Communication and Stakeholder Engagement Plans

Any communication and stakeholder engagement plans should ensure comprehensive engagement and communication with affected parties, including at the proposal and pre-installation stages.

Document Information

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Previous versions of this document are available on request by contacting the VicRoads – Network Standards team.

For enquiries regarding this supplement, please contact the VicRoads – Network Standards team via tem@roads.vic.gov.au or 9854 2417.