

Policy

Local area traffic management

Reference Number:	SG27
Type:	Strategic
Legislation:	Road Traffic Act
Procedure:	NA
Delegation:	Manager infrastructure projects
Other related document:	Austrroads Part 10-Guide to traffic engineering practice - Local area traffic management

Objective

To establish guidelines for local area traffic management which provides cost effective solutions for traffic problems in an equitable manner in consultation with local residents and business people.

Policy

This policy should be used in conjunction with the Austrroads Part 10 - Guide to Traffic Engineering Practice - *Local Area Traffic Management*.

The City of Fremantle is committed to establishing an environment in local streets where residents do not feel threatened or intimidated by traffic.

In pursuit of this the city will undertake traffic management measures through funding for capital works projects and ongoing investigation and monitoring.

The development of local traffic precincts should be encouraged to maximise community safety and consultation with the street residents and local road users should occur.

The development of these precincts should be done concurrently with capital works to ensure value money and to reduce inconvenience to residents.

1. Guidelines for local area traffic management

A systematic and coordinated approach is essential to ensure benefits are appropriate and cost effective. Streets cannot be considered in isolation but need to be assessed within

the network that they fit. Influencing traffic on one street will generally have some result on another street. Therefore precincts need to be established with each precinct examined through its own traffic study.

The following stages are identified as incremental in the implementation of a local area traffic management program.

- a) establish a road hierarchy
- b) undertake an area wide study through a program of local "precinct" studies.
- c) identify impacts on neighbouring communities / precincts.

Local area traffic management precincts should ideally:-

- a) be bounded by major streets or barriers
- b) not follow ward boundaries
- c) be of a common land use
- d) be of a manageable size
- e) not exceed a total of 10 streets

The precincts are to be prioritised in order of need. These needs shall be evaluated using:-

- a) road asset condition
- b) level of activity
- c) crash statistics - motor vehicle crashes and pedestrian and cyclist crashes
- d) traffic characteristics - volumes, speeds, difficulties, delays, queuing timing
- e) other factors including private development, land use, road works, legislation, etc.

Each precinct should be examined as a separate entity encouraging local resident participation through consultation techniques.

Balanced working parties consisting of street residents and stakeholders should be established to work with Council staff through an agenda as follows:

- a) appoint a project manager
- b) identify problems, their causes and opportunities to improve existing conditions
- c) research and identify counter measures

- d) establish the objectives and goals to achieve them
- e) develop schemes and alternatives and consult with authorities and the community
- f) consult the broad community and seek responses through questionnaires
- g) estimate funding and other resource requirements
- h) report to council on strategies, funding requirements and community responses
- i) budget and program works
- j) implement the plan through the capital works program
- k) monitor the results
- l) review and amend as necessary.

Once approved by council the working parties will be advised, thanked and disbanded. Council decisions are made available on the internet and through the library should community members wish to follow up actions.

Working drawings with estimates will be finalised for inclusion in the budgetary process. As and when adopted the programmes will be established in the works programme charts and implemented with roadworks.

Responsible directorate:	Technical services
Reviewing officer:	Manager infrastructure projects
Decision making authority:	Council
Policy adopted:	20 March 1995
Policy amended:	14 March 2005
Next review date:	2009