THE CITY OF PROSPECT

Traffic Management Policy

Adopted by Council	22 May 2007

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1 Traffic Management Policy

1.1 INTENTION

1.2.4 The intention of this Policy is to establish a framework for the management of traffic on local roads throughout the City of Prospect.

1.2.5 Managing the competing demands on our roads remains one of the most sensitive issues facing Prospect Council. Traffic management affects the whole community and must balance the needs of a broad range of road users with an appropriate level of amenity for the adjacent land uses.

1.2.6 To this end the objective of the Policy is to identify a range of factors by which Council and the community can assess the need for future traffic management intervention. This will include:-

(1) An agreed road hierarchy for Council's road network

(2) Recognition of the functional use of the road network with regard to providing for social access, freight access, pedestrian and cycling movements

(3) An agreed set of criteria by which speeds and volumes (in particular) can be assessed relative to the road hierarchy

(4) An agreed process by which future traffic investigations will be undertaken.

1.2 RELATED POLICIES

1.2.1 The City of Prospect Strategic Directions (2004-2007) recognises the influence of the road network upon many facets of the community's activities. The Strategic Directions include:-

3.1 (2) Develop infrastructure which support industrial and residential growth

3.1 (4) Develop a balanced transport system which encourages the use of public transport, bicycles and walking

3.2 (6) Decrease in energy use and reduce greenhouse gas (CO2 equivalent) emissions

3.2 (8) Encourage reduced reliance on motor vehicles

3.2 (11) Encourage the State Government to construct cycle tracks along the rail corridor

4.1 (3) Ensure that through a process of tree planting and tree management, Prospect continues to develop leafy streets throughout the city

4.2 (2) Develop a methodology for identifying desired streetscape character.

1.2.2 Other related policies that should be considered include:-

(1) Streets and Footpaths

(2) Draft Community Engagement

(3) Code of Technical Requirements for the Legal Use of Traffic Control Devices in SA

(4) Australian Standards

(5) Austroads Guide to Traffic Engineering Practice

(6) City of Prospect Bicycle Plan

2 Traffic Management Policy Statements

Policy Statement
Management of the local road network must balance the needs of all road users.

2.1 Traffic management affects a broad range of road users often with conflicting requirements. For example, a road that provides freight access (to support business and industry) may be less than conducive for cycling and walking. Similarly, the use of traffic control devices on roads that facilitate bus routes can be limited because of the requirements of the State Passenger Transport authorities.

2.2 Fundamental to this policy is the need for a clear understanding of the users and uses of a particular road or road network. Council recognises that in seeking a "balance" between the various road uses, that compromise will sometimes be required between maximising safety, accessibility and amenity.

2.3 As most of the streets within the City of Prospect are local streets, Council will have a primary focus on access requirements for local residents. Consequently, Council will seek to avoid the local street network being used by extraneous through traffic (ie "rat-running").

Policy Statement
Council will approach traffic management on the basis of local area precincts (as shown in "Local Traffic Precincts" Plan).

2.4 Local area traffic management is generally associated with the installation of physical traffic measures and/or regulations to influence the existing behaviour of road users, in order to create safer and more amenable street environments, particularly in local residential areas.

2.5 Council recognises that treatments applied in isolation can affect traffic conditions in other streets. Accordingly, Council will consider isolated problems in the context of the broader street network. Council has adopted several local traffic management precincts (refer "Local Traffic Precincts" Plan`) which will form the basis of traffic management reviews.

Policy Statement
Council will approach traffic management on the basis of a strategic road hierarchy and functional road use.

2.6 Strategic Road Hierarchy

2.6.1 The overall road network throughout Prospect has been categorised on the following basis (as shown in "Road Hierarchy Plan").

(1) Arterial Roads

- Movement of vehicles / goods / people between regions

- Typically under control of the State Government
- Minimum of 1 lane in either direction – typically more
- The following are Arterial Roads:- Prospect Road, Regency Road, Churchill Road, Main North Road, North East Road and Nottage Terrace

(2) Major Collector Roads (Galway Avenue)

- Major distributor of traffic within / through a regions
- Typically 1 lane in either direction
- May have bus route and/or cycle routes

(3) Minor Collector Road (Braund Road and Derlanger Avenue)

- Connection between local streets and distributor or arterial roads
- Wide enough for 2 directions of traffic
- May have bus route and/or cycle routes

(4) Local Street (All other roads other than those listed above)

- End of trip functionality servicing adjacent properties
- Wide enough for at least one direction of traffic (may have to pass between parked cars)
- Through traffic should not be encouraged onto these routes

2.6.2 Council recognises that the road network throughout Prospect is very "permeable" with multiple points of access and egress onto the arterial roads. In the absence of defined east-west collector routes (to supplement the arterial road network), it is inevitable that some external through traffic will be experienced on these roads.

2.6.3 There are two fundamental approaches to this particular issue:-

(1) Nominate certain east-west collector routes to supplement the arterial network, and in turn, accept higher traffic volumes on those roads, or

(2) Accept that the east-west local streets are all equal and share the external through traffic demands.

2.6.4 Retrospectively "overlaying" a modern road hierarchy onto older road networks is typically very difficult. Traffic restrictions and/or road closures

would be required in a number of streets to establish the new collector route. Traffic volumes in that particular route would increase and exceed normal thresholds for residential environments. The amenity of the collector routes would be reduced to the benefit of the wider area. This position is not supported, and Council will therefore not identify and develop any east-west collector roads.

2.6.5 The vast majority of Council roads have been identified as "local streets". In accepting some level of external through traffic will use the local road network, it is important that this demand is, as far as reasonably practical, shared between across the network.

2.6.6 Functional Road Use

(1) While the nominated road hierarchy ("Road Hierarchy Plan") describes the roads' position in the overall hierarchy and thresholds for traffic volumes and speeds, it is also important to consider the functional use of a road relative to social access, freight movements, cycling and pedestrians.

(a) Social Access Routes

These roads provide for community development and equitable access to community facilities including schools, shops, reserves, and aged care facilities.

(b) Freight Routes

These routes facilitate industry development by linking key industries to major transport routes. Minor freight routes provide access to shopping centres etc.

(c) Passenger Transport Routes

Routes that support the use of passenger transport including strategic bus routes as well as routes which provide access to associated facilities.

(d) Bicycle Routes

Key routes for cycling typically identified through a Strategic Bike Plan or Bike Direct network. The City of Prospect Strategic Cycling Plan documents local cycle corridors throughout the City.

Plans showing the functional road uses include "Pedestrians & Cyclists 2000-2005 Plan", "Bus & Bicycle Routes Plan" and "Land Use Map".

Policy Statement

Council will base the need for traffic management interventions on the following guidelines.

2.6.7 The use of "intervention guidelines" must be approached cautiously. Traffic management is not an exact science, and the use of quantitative criteria must be recognised as a guide only. Political and social influences must also be considered along with numerous other qualitative assessments. The following table provides guidelines to assist Council in determining the significance of a reported "problem".

	Typical Daily Traffic Volumes	**Typical Speeds**	
		Average	**85th Percentile**
Arterial Road	Over 6000	60 km/h	60-65 km/h
Major Collector Road	6000-8000	50 km/h	55-60km/h
Minor Collector Road	< 2500	45 km/h	55 km/h
Local Street	< 1500	40 km/h	45-50 km/h

The 85th percentile speed is the speed at which 85% of traffic travels at or below. It also reflects the speed that the fastest 15% of traffic exceeds. The 85th percentile speed is a common measure of traffic compliance with the applicable speed limit.

2.6.8 Consideration can also be given to a range of other issues including:-

(1) Percentage of commercial vehicles

(2) Percentage of vehicles with speeds in excess of the speed limit

(3) Proportion of through traffic (rat running), identified through origin-destination surveys

(4) Peak hour traffic concentrations

(5) Use of the road by pedestrians (particularly the aged and children)

(6) Use of the road by cyclists

(7) Frequency of parking on the road

(8) Collision data

(9) Length / Width of Street

(10) Set back of properties

(11) Number of Residential properties within a local street.

3 Future Approach to Traffic Management

3.1 General Approach

3.1.1 The following outline broadly describes the proposed approach to investigating traffic issues.

(1) Check whether the roads are under the control of Council or DTEI and refer to the State if appropriate.

(2) Check availability of relevant data (typically speed, volume, collisions, previous reports)

(3) Preliminary site inspection and assessment of concern:-

(a) Is the reported problem valid in comparison to the intervention guidelines?

(b) Can the problem be resolved with localised treatment with minimal impact to the surrounding network?

3.1.2 A decision is made on whether to treat the location with minor traffic engineering controls, or to undertake further detailed inspection and analysis of the concerns. This will usually be in the form of a broader LATM Plan within the defined precinct.

3.2 LATM Process

3.2.1 The following process outlines Council's commitment to the fundamental stages of undertaking Local Area Traffic Management plans.

(1) Identify the LATM precinct boundaries to form part of the review. This can be based on the proposed precincts ("Local Traffic Precincts Plan") or more discreet areas relative to the problem under review.

(2) Determine the most appropriate consultation strategy (refer below and Draft Council Community Engagement Policy).

(3) Clearly identify the problems under review through a range of processes including:-

(a) Site reviews / road safety audits

(b) Community input (reference community consultation strategies)

(c) Traffic and speed data collection

(d) Collision data

(e) Stakeholder consultation (Department of Transport Energy and Infrastructure, Cycling Groups, Public Transport, adjoining Councils, significant land uses / businesses)

(4) Develop draft concept options

(a) Define objectives of any scheme

(b) Identify alternative treatments and consider impacts of each option

(c) Consider whether the treatments and impacts are proportional to the extent of the problem, and relative to the road hierarchy and functional use (refer below)

(d) Consultation with the community and those immediately affected by any proposals

(5) Refine plan and costing

(a) Finalise the traffic management recommendations with consideration to estimated costs and budget / programming considerations.

3.3 Consultation Options

3.3.1 It is essential that the preparation of local area traffic management plans are undertaken through consultation with the community and stakeholders.

3.3.2 Council's Community Engagement Policy (adopted for release for public consultation May 2006) acknowledges the preparation of local traffic management plans as a 'Level 2' issue, and as such consultation would typically include a range of the following elements:-

(1) Council's web site / Media release

(2) Minimum period of 21-28 days for responses

(3) Copies of plans to be accessible

(4) Focus groups

(5) Surveys

(6) Fact sheets

(7) Displays

(8) Letter box drops

(9) Neighbourhood forums

(10) Report to Council summarising submissions for decision

3.3.3 The Policy also acknowledges that consultation strategies require a certain degree of flexibility to suit the particular situation.

3.3.4 A typical approach to LATM consultation would normally include:-

(1) Initial contact with residents and stakeholders "announcing" the particular project and seeking input to identify concerns and opportunities (e.g letterbox drop)

(2) Identification of any specific stakeholders that could be approached during the consultation period

(3) Confirmation of the problems identified

(4) Contact with all residents and stakeholders (e.g. letterbox drop) to articulate the draft outcomes and recommended treatments and opportunity for comment (options include the availability of Web based survey response forms and community forums / displays).

3.3.5 A supplementary approach that can be considered is the formation of an Informal Residents' Group (if one does not already exist) to assist is the development of the local area traffic management plan. The role of the Residents' Group is to assist in confirming the significance of identified traffic issues, and likely community acceptance of proposed treatments.

3.3.6 Other more active processes of consultation can also be considered where the community is invited to participate in a workshop (or series of workshops) where problems and solutions are collectively identified and discussed.

3.3.7 The appropriate consultation approach should be determined in the initial stages of the local area traffic management plan process depending on the potential issues to be resolved.

3.4 Selection of Traffic Control Measures

Policy Statement
The selection of traffic control treatments must also be proportional to the significance of the problem being addressed.

3.4.1 There are a range of traffic management treatments available with varying benefits and disadvantages. Some treatments are very restrictive and are applied to full road sections (e.g. road humps / plateau), and in turn can offer significant reductions in vehicle speeds. Other treatments are site specific (e.g. roundabouts) which only influence traffic behaviour within the vicinity of the treatment.

3.4.2 In developing treatment options, Council must be mindful of the legislative controls (Ministers Notice and Code of Technical Requirements), appropriate Australian Standards and Guidelines, and the impacts associated with each treatment option.

3.4.3 Further Information

Further information in relation to this policy can be obtained from General Manager Infrastructure & Corporate Services on 8269 5355.