



## 1. Objective

The objectives of this policy are:

- a. The establishment of appropriate traffic flow and access into and through the Town of Cottesloe, which maximises road safety and local amenity.
- b. The establishment of a procedure from which necessary traffic management works are undertaken in a cost effective and equitable manner.
- c. Integration of the traffic management policy into the Council's Strategic Plan.

## 2. Principles

- a. Establish an agreed road hierarchy, from which to base future traffic management.
- b. Minimise the impacts of through traffic on the community.
- c. Minimise the impacts of commercial vehicles on the community.
- d. Provide for good access to property and business.
- e. Provide for pedestrians and cyclists.
- f. Develop an intervention policy for the conduct of local area management schemes.
- g. Ensure adequate data is available to effectively consider traffic management issues.
- h. Ensure full consultation is undertaken when assessing traffic management issues.
- i. Provide cost effective traffic management solutions.
- j. Maximise access to business and recreation facilities with minimum impact on local residents.
- k. Integrate the traffic management policy with other Council policies.
- l. Establish a basis from which decisions on outstanding traffic management issues can be made.
- m. Establish a mechanism for regular policy review.
- n. Provide a means by which the traffic management strategy can be coordinated and facilitated.

## 3. Issues

The issues, which Council has considered in establishing the Traffic Management Policy, are listed below.

### **3.1 Road Hierarchy**

An agreed road hierarchy is fundamental to general traffic management and planning within the Town of Cottesloe. In determining a road hierarchy, the Town of Cottesloe will consider issues such as:

- through traffic
- local access
- land use
- commercial traffic
- bus routes
- base traffic data
- accident statistics
- parking
- socio/environmental issues
- funding options

Council will liaise with Main Roads Western Australia on these issues to ensure access to optimum road funding.

### **3.2 Traffic Management Strategy**

The basis of the traffic management strategy is the establishment of an assessment procedure that meets Council policy objectives.

Council therefore recognises that a traffic management strategy should be an integrated approach, which considers issues such as:

- precinct traffic management assessment
- full consultation with interested parties
- establishment of a traffic data base
- establishment of intervention guidelines for traffic management implementation
- integration with other Council policies
- consideration of regional traffic issues
- nomination of a review mechanism

### **3.3 Pedestrian and Cyclists**

Council wishes to encourage pedestrian and cycle use within the Town of Cottesloe. Therefore, Council will include usage surveys, community consultation and liaison with the Department of Transport to fulfil this objective.

### **3.4 Road Classification and Design**

Stirling Highway is classified as a Primary Distributor. West Coast Highway and Curtin Avenue are classified as District Distributors and as such will be subject to a review of the road hierarchy as outlined in 3.1.

### **3.4.1 Stirling Highway**

Council supports the retention of the Stirling Highway as the major traffic route through the Western Suburbs.

### **3.4.2 Curtin Avenue**

Over the past few years Council's planning for the Town Centre and environs has entailed:

- The initial Town Centre Study.
- Proposed LPS3, including the Enquiry by Design which produced a Preliminary Structure Plan (PSP) for the railway lands incorporating the railway line and Curtin Ave.
- Extensive liaison and technical studies with State agencies and consultants towards a solution for Curtin Ave and improved east-west connectivity.

Specifically regarding Curtin Avenue, Council received status reports in September 2007 and March 2008 on the Town's progress working with the (then) DPI and Main Roads Western Australia to explore the options. Council's outlook is to pursue an integrated solution for Curtin Avenue, the railway and Town Centre to ensure connectivity and foster the Town Centre and adjacent Development Zone. Curtin Avenue was fully- considered at the Enquiry by Design in relation to the railway line, surplus lands, connectivity and Town Centre. Given the Enquiry by Design consultant's outcomes report, Council has resolved to pursue a Railway Lands Structure Plan including the future of Curtin Avenue for implementation over time.

The railway lands PSP is a broad vision which would require the commitment of substantial resources and funds to take to the next level of planning, consultation and decision making, leading to implementation, necessitating a range of statutory processes and the participation of various stakeholders. Hence this means a longer term, collaborative approach to achieve results on the ground.

These initiatives have provided an ongoing framework and direction assisting strategic planning and facilitating development proposals.

In the broad consideration of Traffic Management, within the Town of Cottesloe, when addressing the issues of road classification and design, the following will be taken into consideration:

- traffic forecasting
- physical design and cost
- social and environmental impact
- land use (current and potential)
- rail crossing locations

- community consultation
- local access
- regional traffic
- pedestrian and cyclist access and amenity
- rail proposals
- urban recreational needs
- previous studies and recommendation

Any studies relevant to the wider western suburbs region should be scrutinised by the WESROC Regional Transport Working Group, with input from the Public Transport Authority, the West Australian Planning Commission, Main Roads Western Australia and the Department of Transport. Community consultation and acceptance on any proposed design will form the basis of Council support. Once completed, the recommendations should form the basis of a conceptual approach to addressing the issues.

Council also supports an ongoing review of the through traffic issue on Marine Parade, particularly during peak periods.

### **3.5 Policy Review**

Council supports a formal review of the policy at regular intervals.

### **3.6 Incorporation in the Strategic Plan**

Council supports the inclusion of the traffic management policy into the Town of Cottesloe Strategic Plan.

## **4. Policy**

### **4.1 Road Hierarchy**

Council has adopted a formal road hierarchy for the Town of Cottesloe. See Schedule 1.

### **4.2 Traffic Management Strategy**

That Council allocate funds at regular intervals for a data collection consultancy, to establish a formal traffic database for use in the traffic management assessment work.

### **4.3 Pedestrian and Cyclists**

For all traffic management matters reference should be made to the Cottesloe Local Bike Plan 2008-2013 and the Perth Bicycle Network Plan.

### **4.4 Road Classification and Design**

Council supports the retention of Stirling Highway as the major traffic route through the western suburbs.

For other roads, changes to classification and/or design will be managed as part of the ongoing precinct planning process.

Council does not support an extension to the West Coast Highway as a four-lane road through the entire length of its eventual alignment in the Town of Cottesloe.

#### **4.5 Traffic Management Policy Facilitation**

That Council commission a traffic specialist on an as required basis, to coordinate and facilitate the traffic management policy recommendations and report on matters of speed control and traffic flow safety.

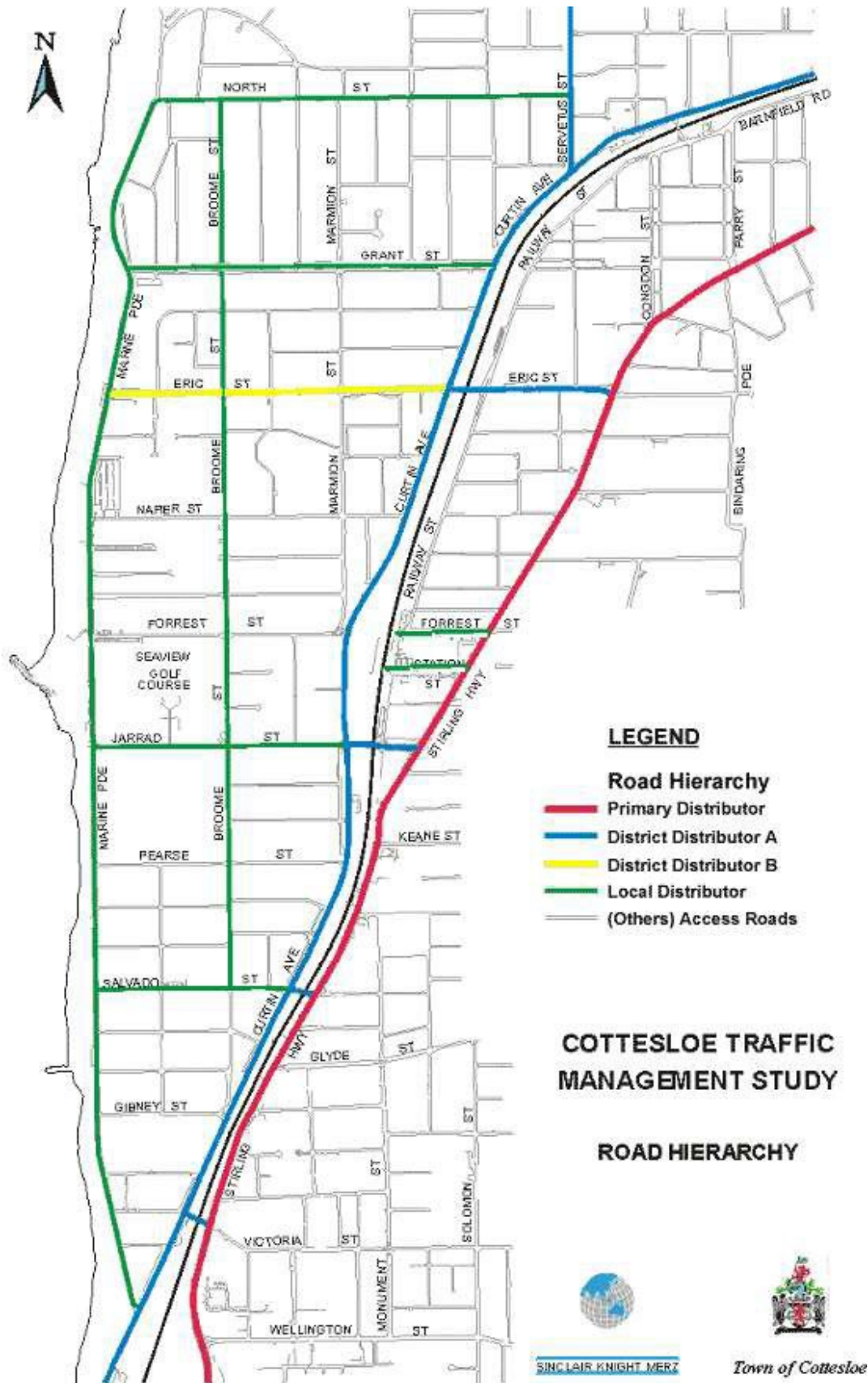
#### **4.6 Policy Review**

That the policy be formally reviewed at regular intervals. (See attachments for Schedules 1 and 2.)

Adopted	28 September 1994
Reviewed	26 August 2002
Reviewed	22 November 2010
Reviewed	26 November 2012
Expected date of review	

# TRAFFIC MANAGEMENT – APPENDIX ONE

## ROAD HIERACHY



## TRAFFIC MANAGEMENT – APPENDIX TWO

### INTERVENTION GUIDELINES

The guidelines seek to establish threshold values to be met prior to intervention in order to achieve consistency in dealing with complaints about traffic.

Identify the appropriate local intersection or street section incorporating the subject complaint. Collect sufficient data to determine that the intervention values have been exceeded, and where they do not, the study lapses. Data will be collected on the following intervention values:

- The 85th percentile speed, in a particular section of the street, must exceed five kilometres per hour above the regulation speed, and/or more than five percent of vehicles exceeding ten kilometres per hour above the regulation speed.
- Vehicle volumes on access roads must exceed 1000 vehicles per day.
- The number of heavy vehicles must exceed ten percent of all vehicles per day, with more than three percent exceeding Class 4 Austroads '94 Classification.
- Where the recorded crashes exceed four in number or at a cost to the community of \$100,000 over a five year period.

Present the findings through the Works and Corporate Services Committee and the following Council meeting to determine Council's support for a treatment to be designed to address the particular traffic issue and collected data, and also to determine the level of consultation required. If Council support is not achieved, any potential design and eventual construction of a solution is suspended. If Council support is given, the required level of consultation would take place to gain comments from affected property owners.

A second report would then be put to Council through the Committee process, commenting on the proposed design and the responses received from affected properties for a determination on acceptance, rejection or modification of the proposal. All affected residents would then be informed of Council's decision.

A priority of proposed traffic management measures would then be listed for consideration on the forward works program for funding consideration at subsequent annual budgets;

Traffic treatments that are warranted on State or National Black Spot Submission traffic safety grounds would be exempted from meeting the criteria of this policy.