

REPORT TITLE DRAFT LOCAL AREA TRAFFIC MANAGEMENT PLAN FOR DUDLEY PARK/CROYDON PARK/DEVON PARK

Report Type	Decision
City Plan Theme	Community
Report Author	Manager – Design, Construction & Transport (City Assets)
Report Summary	This report seeks Council endorsement to consult on a DRAFT Local Area Traffic Management (LATM) Plan for the Dudley Park, Croydon Park and Devon Park area with the local community.
Attachments	Under Separate Cover - Attachment 1 – Draft LATM for Dudley Park, Croydon Park and Devon Park

RECOMMENDATION

Council resolves that:

- 1. The Director City Assets’ report titled “*Draft Local Area Traffic Management Plan for Dudley Park/Croydon Park/Devon Park* ” be received and noted.**
 - 2. The Draft Dudley Park, Croydon Park and Devon Park Local Area Traffic Management Scheme is endorsed for consultation purposes.**
 - 3. Council Administration consults with the occupants and property owners within the study area on the proposed scheme.**
 - 4. The results of the consultation be brought back to Council for further consideration prior to implementation.**
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Report

At its meeting on 10 September 2019, Council resolved as follows:

“...the Director City Assets' report titled "Dudley Park Local Area Traffic Management Plan" be received and noted.

2. The undertaking of a Local Area Traffic Management study be supported for Dudley Park/Devon Park/Croydon Park (part) area in 2019/20 and key stakeholders be invited to a community meeting to initiate the process.

3. Funds of \$50,000 be allocated from Traffic Management Capital (Enfield North Local Area Traffic Management Construction Works) towards funding for the study.

4. A further report be provided following the development of a draft Local Area Traffic Management Plan.

5. The Cities of Charles Sturt and Prospect be advised of the above accordingly.”

Since this time, Council have been working with a local Resident Committee Group (RCG) including members of the Regency to Pym 'Alliance' Team as to deliberate over a draft Local Area Traffic Management (LATM) Plan for the area shown in Figure 1. Such an arrangement has been somewhat difficult given the COVID-19 restrictions but we have managed to communicate at first via 'face to face', then via phone and or email with the group and have agreed on a plan to be implemented in two stages. Stage 1 to be implemented as soon as the necessary arrangements can be made following consultation and subject to general support from the wider community and Stage 2 subject to such a proposal being necessary following a review of traffic conditions after the completion of the Regency to Pym project which is anticipated to be early in 2022.



Figure 1 – Dudley Park/Devon Park/Croydon Park LATM area (note North-South corridor (meaning that access will be restricted to/from the local area) shown in red)

A copy of the DRAFT LATM plan is provided and attached (**Refer Attachment 1 Under Separate Cover**).

The plan has been derived based on the following factors like any consideration of LATM's:

- Existing speed and volume data in the streets
- Reported crash history
- Concerns raised during the initial consultation process where residents were invited to submit their comments and concerns on road safety in the local area
- Feedback and endorsement from the RCG on the proposed draft plan
- Balancing the needs of local residents whilst discouraging 'through' traffic through the local streets.

It should be noted that the heavy vehicle upgrades at the following intersections are continuing independent of the LATM study as these works are being funded by DPTI (and

project managed by Council) to facilitate heavy vehicles access into the industrial area from the new 'Exeter Terrace extension' access road (which DPTI are funding and constructing through the 'Alliance'):

- Oxenham Street and Islington Court (completed);
- Pym Street and La Salle Street (nearing completion);
- Exeter Terrace/Pym Street (design complete and negotiations being held with the affected property owner).

The new access road and these upgrades are of particular importance given the severance of Pym Street (which is expected in August 2020) associated with the Regency to Pym Street north-south corridor upgrade.

Associated with the severance of Pym Street will be the removal of the bus service and associated bus infrastructure in Pym Street, Harrison Road and Days Road and replaced with new bus stops on South Road.

City Plan Relationship

The proposal contributes to the City Plan theme of Community, 'a City that supports community wellbeing' by making residents feel safe in their neighbourhood or community by ensuring that traffic operation is safe.

Legislative Context and Related Policies

All traffic control devices are designed according to the following:

- The Department of Planning, Transport and Infrastructure's 'Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices' (The Code of Technical Requirements)
- Local Government Act (1999)
- Road Traffic Act (1961)
- Australian Road Rules (1999)
- Road Traffic Regulations (1999)
- Manual of Uniform Traffic Control Devices – AS 1742.

Stakeholder Engagement

Residents, businesses and other key stakeholders have been notified on the process for the LATM, invited to attend a public meeting and submit their comments and concerns regarding traffic management in the local area.

The RCG was then formed from interested residents and businesses and a draft LATM for consultation prepared based on feedback and endorsed by the RCG.

It is now proposed to consult with the same community again on the proposed DRAFT LATM as part of a two staged implementation process (Stage 1 subject to general support following consultation and Stage 2 after the completion of the Regency to Pym project if such traffic control is considered necessary following a review of speed and volume in the local area).

The results of the consultation with the wider community will be brought back to a subsequent Council meeting to look at implementation (subject to general support) later this year.

Risk Management

The treatments proposed within the LATM plan are consistent with good design practice and based on relevant Australian Standards and therefore does not provide undue risk for Council. The installation of traffic control devices reduces the likelihood of crashes, encourages lower speeds and discourages non-local traffic in the local street network improving the overall amenity for the community.

Financial Management

In the 2020/21 financial year, Council has allocated a sum of \$199 800 within its current Annual Business Plan which will be used to deliver most of the 'Stage 1' treatments as identified above. The additional 'Stage 1' treatments are proposed to be delivered in 2021/22 if there is a funding shortfall. The exact details will not be realised until the end of the consultation period and the preparation of detailed designs. Following this, a review will be done to ensure the need for 'Stage 2' treatments which if required would likely be installed following the completion of the Regency to Pym project in 2022/23. This approach will ensure an efficient use of Council's capital budget.

There will be a further report to Council six months following the completion of the Regency to Pym project regarding the effectiveness of the Stage 1 treatments, the impact on the Regency to Pym project (it is likely that 'rat running' will be less) and the need for further interventions using Stage 2 treatments.

The inclusion of a staged approach to address 'Stage 2' treatments on an as-needs basis, after the delivery of the 'Stage 1' priority treatments, ensures that treatments will be implemented where they are most needed. 'Stage 2' treatments will be subject to a future budget bid processes to ensure the sustainability of Council's long-term financial plans. As such, the proposed plan and associated expenditure are considered to be a reasonable investment for prudent management of traffic and transport needs of the area.

Environmental and Social Impacts

The proposal is based on balancing the community feedback, crash history, speed and volume data, onsite observations, technical requirements and best practice for LATM's. The implementation of the LATM treatments is aimed at improving the identified road safety issues and improve the overall amenity of the local area.