

### 3.1: BLUFF/NELSON/BATHURST LOCAL AREA TRAFFIC MANAGEMENT STUDY

<b>Land Description</b>	: Road Reserve – Bluff/Nelson/Bathurst intersection
<b>Proponent</b>	: City of Albany
<b>Appendices</b>	: Local Area Traffic Management Study
<b>Councillors Workstation</b>	: Road Safety Review (Franz Winkler TSC – Apr 2008), and Black Spot Project Review (Paul Robertson – Apr 2010) <a href="#">N:\WORKS.SERVICE\Shared\Council Agenda Items</a>
<b>Responsible Officer(s)</b>	: Executive Director Works and Services (K Ketterer)

#### IN BRIEF

- Acceptance of Local Area Traffic Management Study – Bluff/Nelson/Bathurst Streets, Mira Mar.

#### ITEM 3.1: RESPONSIBLE OFFICER RECOMMENDATION VOTING REQUIREMENT: SIMPLE MAJORITY

##### THAT Council:

1. **RECEIVE** the Local Area Traffic Management Study – Bluff/Nelson/Bathurst, as tabled;
2. **ADVERTISE** for comment the Local Area Traffic Management Study – Bluff/Nelson/Bathurst to the public and adjoining residents and landowners for 21 days; and
3. **NOTE** that responses and subsequent proposed amendments to the Local Area Traffic Management Study – Bluff/Nelson/Bathurst will be brought to a future meeting of Council for consideration.

#### BACKGROUND

1. The intersection of Bluff, Nelson and Bathurst Streets received Black Spot funding as a result of a Road Safety Audit conducted in April 2008. The Road Safety Audit identified a number of safety issues requiring attention. Consultants acting under the direction of the City's engineering staff completed detailed design drawings and construction works were carried out by the City Works team in the summer of 2009/10.

<b>CEO:</b>	<b>RESPONSIBLE OFFICER:</b>
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2. As a result of expressions of concern regarding the new works from residents living in the vicinity of the problem intersection, a post construction project review was undertaken by Senior Road Safety Auditor Paul Robertson in April 2010. His report highlighted some serious safety issues that were not addressed by the construction works and which were also not picked up by the original Road Safety Audit. The Paul Robertson report stated that the initial Road Safety Audit and the design and construction process had neglected community consultation, which would have been beneficial. Another reason for the failure in adequately addressing the safety issues was the changeover of staff and consultants involved in the design process who each contributed to a revision in the scope of works.
3. As a result of Paul Robertson's report urgent corrective actions were taken to improve the safety of the intersection in June 2010, and a commitment was made to complete a Local Area Traffic Management (LATM) study including the intersection and the wider local road network in order to address ongoing safety and traffic network issues.
4. The LATM program began in August 2010 and data collection comprising the placing of traffic counters and a peak hour vehicle survey were completed in September and October. Consultation occurred with several adjoining residents during this period who reported the failure of the completed works to resolve the underlying safety issues. The City has also received customer service enquiries from others in the area over these continuing safety concerns. These have added to the gathering of data and identification of safety issues.

## **DISCUSSION**

5. The LATM process is an Australian wide systematic and comprehensive approach which has as its objective the reduction of traffic volumes and speeds in local streets to increase liveability and improve safety.
6. A number of potential LATM schemes have been identified and considered in the study and associated reports but many have also been observed in those reports to produce new hazards or not adequately address the underlying issues that need to be targeted. These underlying issues are:-
  - Excessive speed through the reverse curve on Bathurst/Nelson Streets
  - Poor road geometry at the Bluff/Nelson/Bathurst intersection
  - Lack of sight distance for vehicles turning into Nelson/Bathurst from Bluff Street
  - Congestion at the Bathurst/Campbell intersection.
7. The Study recommends that from a road network design perspective the preferred solution would be to close Bathurst Street just before it meets the Bluff/Nelson intersection making it a 'no through road' and thereby reducing traffic congestion at the Bathurst/Campbell intersection. This would also modify the problem intersection at Bluff/Nelson Streets changing it into a simple turning movement incorporating a central median island which would likely reduce speeds and provide a safer pedestrian environment. This option is shown in Appendix C on pages 28 & 29 of the LATM study. Page 29 shows the proposed superimposed over the existing.

**GOVERNMENT CONSULTATION**

8. No government agency stakeholders have been identified in the study and government consultation has not been undertaken.

**PUBLIC CONSULTATION / ENGAGEMENT**

9. It is proposed that the LATM Study be advertised for a period of 21 days to seek community feedback. The document will also be sent to adjoining residents and landowners.
10. Comments received will be collated and the item returned to Council for consideration.

**STATUTORY IMPLICATIONS**

11. Under section 3.18 of the *Local Government Act 1995*, the City of Albany is to satisfy itself that the services and facilities it provides are managed effectively and efficiently.

**STRATEGIC IMPLICATIONS**

12. In accordance with Albany Insight ~ Beyond 2020 Strategic Plan

*Item 4 Governance... 4.2 Manage our municipal assets to ensure they are capable of supporting our growing community.*

**POLICY IMPLICATIONS**

13. There are no policy implications associated with this item.

**RISK IDENTIFICATION & MITIGATION**

14. The risk identification and categorisation relies on the City's Risk Management Framework.

Risk	Risk Analysis	Mitigation
A vehicle accident occurs because of unresolved safety issues increasing Council liability	High	Address the unresolved safety issues by completing the LATM process and installing identified treatment
An inappropriate LATM strategy is chosen and an accident occurs	Medium	Conduct a post design road safety audit to identify any outstanding issues

### **FINANCIAL IMPLICATIONS**

15. The cost of the initiatives highlighted in the LATM Study will require a budget allocation in order to construct the proposed modifications and if approved will need to be considered for a future budget allocation. Estimates of cost have not been undertaken but would be within the range of \$50,000 - \$100,000.
16. Staff costs of undertaking work to date on the LATM Study is within the Works and Services budget.

### **LEGAL IMPLICATIONS**

17. By following the LATM process to its conclusion with the installation of recommended traffic management treatments the City of Albany minimises liability issues.

### **ALTERNATE OPTIONS**

18. The LATM puts forward several alternative options to resolving the traffic safety issues associated with Bluff, Nelson and Bathurst Streets. Some simple speed reduction alternatives are considered by the initial Road Safety Audit to generate additional hazards or to not resolve the underlying concerns contained in that Road Safety Audit report. Options 1 and 2 of the LATM study also contain unresolved safety issues as indicated in the study.

### **SUMMARY CONCLUSION**

19. Receiving the LATM Study for the Bluff/Nelson/Bathurst intersection will enable further consultation to occur with a view to resolving a number of safety and road network issues. The preferred treatment option, as presented in the LATM study, is to provide a full road closure of Bathurst Street just prior to the intersection with Bluff and Nelson Streets making it a no through road ending in a cul-de-sac.

<b>Consulted References</b>	Local Government Act 1995
<b>File Number (Name of Ward)</b>	RD.PRG.2 (Breaksea & Frederickstown Wards)