

**AUSTRALIAN CAPITAL TERRITORY
LEGISLATIVE ASSEMBLY**

**GOVERNMENT RESPONSE TO THE URBAN
SERVICES COMMITTEE'S REPORT NO 36 –
WARRANTS FOR TRAFFIC CALMING
MEASURES**

TABLING STATEMENT

**Circulated by authority of
Brendan Smyth MLA
Minister for Urban Services**

- **Mr Speaker, I present for the information of Members, the Government's Response to Report No 36 of the Urban Services Committee – Warrants for Traffic Calming Measures.**
- **The Committee inquired into the use of a warrant system to assess traffic conditions in residential areas and to determine whether there is a need for remedial measures to protect the amenity of residents who live in these areas.**
- **As well as establishing an objective method for assessing traffic conditions in residential areas throughout the ACT, the warrant system also establishes a priority and a ranking of locations for attention**
- **The Committee made 18 recommendations. The Government agreed to all of the Committee's recommendations with the exception of one, which was agreed to in-part.**
- **I now table the Government Response.**

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**GOVERNMENT RESPONSE TO THE URBAN SERVICES COMMITTEE'S
REPORT N0 36- WARRANTS FOR TRAFFIC CALMING MEASURES**

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Presented 9 March 2000

Recommendation 1

It is recommended that the principle of a warrant system be accepted.

Agreed.

Recommendation 2

It is recommended that the warrants be considered a tool to assist traffic engineers assess and prioritise requests for LATM and traffic calming device installations in residential areas.

Agreed.

Recommendation 3

It is recommended that the warrant system be used as a guide to the process of assessment of traffic problems in residential streets and local areas, with the understanding that there will be cases where a strict application of the warrants is not appropriate.

Agreed.

Recommendation 4

It is recommended that the warrants proposed by the Department of Urban Services and set out in the ACT Traffic Warrant report is endorsed with the following modifications:

- *That they include consideration of the road design and physical characteristics such as curves, crests and steep grades in any of the streets considered for treatment with traffic calming measures,*
- *That they incorporate consideration of whether the street or streets considered for traffic calming treatments are used by buses*
- *That groups of people regarded as being at risk, such as the elderly and school age, be identified and the impacts of the proposals on these groups be considered in the assessment and*

- *That the Department of Urban Services reviews the warrants proposed in the Act Traffic Management Warrants against current codes and practices in the design and layout of subdivisions and residential areas (such as ACTCode), to identify and align the results obtained from each, making changes either to the warrants or the design guidelines as appropriate.*

Agreed.

Recommendation 5

It is recommended that the Department be instructed to regularly review and update the warrants in line with research and improved knowledge in the field.

Agreed.

Recommendation 6

It is recommended that changes to the warrants be at the discretion of the Department of Urban services and dependent on practises in the traffic-engineering field in respect of these matters.

Agreed.

Recommendation 7

It is recommended that all changes should be advised to the Minister and the Urban Services Committee.

Agreed. The Department of Urban Services will produce an annual report covering the application of the warrant system, the ranking of residential streets and indicate any changes to evaluation criteria adopted. A similar approach has been adopted for several years to advise on road safety improvements.

Recommendation 8

It is recommended that when a scheme is found to satisfy the problem warrant, and is investigated fully to determine proposals for implementation, that the report specifically considers the benefits of the proposals as well as the disbenefits.

Agreed.

Recommendation 9

It is recommended that the consultation model provided in Attachment 1 of the report be used by the Department of Urban Services as the basis for traffic calming or Local Traffic Management projects in the ACT.

Agreed. The public consultation process described in Attachment 1 reflects a process very similar to that already adopted by the Department in such situations.

Recommendation 10

It is recommended that Local Traffic Management projects, or traffic calming projects, which have conducted consultation during their development based on the method outlined in Attachment 1 of the report be exempted from the public notification process requirement of the Development Approvals process so as to reduce the time involved in the development and implementation of these schemes.

Agreed in-principle. Changes would be necessary to the existing legislation before this recommendation could be adopted.

Recommendation 11

It is recommended that where there is serious disagreement with a proposed LATM or traffic calming scheme that it be referred to the appropriate Government committee, in the case of the Fourth Assembly, this is the Urban Services Committee for resolution.

Agreed.

Recommendation 12

It is recommended that consideration be given to a funding scheme in which a given amount is provided for LATM or traffic calming schemes which is quite separate from the normal minor traffic improvements and traffic safety improvements budgets. Where schemes are likely to require funding greater than the normal yearly provision, they should be pursued through the capital works process, either for funding as a whole or for additional funding.

Agreed in-part.

The Government does not consider that it is necessary to provide separate or additional funding for local area traffic management or traffic calming proposals. Any works identified as necessary will be considered, in the context of the annual capital or recurrent funding budget processes, the priorities to be accorded to the competing demands for expenditure. The Department of Urban Services will develop a coordinated approach to its proposals for local area traffic management or traffic calming subject to the requirements to meet high standards of justification for expenditure.

Recommendation 13

It is recommended that a Traffic Committee be formed, chaired by the General Manager, Roads and Stormwater and with the head of the Act Traffic Branch of the AFP, and a community representative appointed by the NRMA, which would act as a review body for traffic matters affecting the Australian Capital Territory.

Agreed. The establishment of such a committee would provide a forum for key or sensitive traffic issues affecting the ACT to be discussed. A similar committee was recently established to manage the introduction of speed and red light cameras into the ACT and the scope of this committee will be expanded to cover the wider traffic issues mentioned in the report.

Recommendation 14

It is recommended that the Department of Urban Services considers the issues of noise generation due to road surfacing treatment when developing its resealing program or when reconstructing roads and streets in residential areas, and avoids the use of noisy, open-textured surfaces when noise generation is likely to be a nuisance.

Agreed.

Recommendation 15

It is recommended that the Department of Urban services reviews the use of signage in traffic islands, especially narrow islands, with a view of reducing the incidence of signs being struck and associated costs of replacement.

Agreed.

Recommendation 16

It is recommended that the Department of Urban Services examines and reports on the sites referred to in submissions from Mr A O'Neill (Springvale Drive, Weetangera) and Mr J and Ms J Toyer (Midge Street, Gordon).

Agreed. An important outcome as a consequence of adopting the warrant system is that not only is the extent of the traffic problem identified but also a ranking emerges by which locations are addressed. It may well be that other streets such as Goyder Street in Narrabundah or Launceston Street in Lyons for example will be ranked higher than either Springvale Drive or Midge Street and on this basis would receive a higher priority for attention.

Recommendation 17

It is recommended that Goyder Street in Narrabundah be given priority for investigation and consultation to develop a suitable traffic calming scheme in the local area, noting that it meets an action warrant as detailed in the Act Traffic Management Warrants, and that funding be sought for this project through the capital works program.

Agreed. Goyder Street ranks highly and is a priority for investigation and consultation for traffic calming measures. The actual treatments and costs could be determined and a bid could be made for Capital Works program funds in 2001-2002 to undertake the work required.

Recommendation 18

The Committee noted that the implementation of 50 Km/h speed limit in residential area was mentioned often in the context of traffic calming and dealing with traffic issues in residential areas. The Committee believes the issue, currently subject of a separate inquiry, should be considered in conjunction with the report flowing from this investigation into warrants for traffic calming devices in residential areas.

Agreed.