

## 4. RECOMMENDATIONS

The LIC was formed to identify the changes and improvements necessary to manage traffic activity in the south-west metropolitan corridor and to determine measures to protect local communities from the impacts of this traffic. Problem locations and solutions have been identified through a process involving the community, together with technical analysis.

The LIC solutions are a combination of capital projects, planning projects and new strategies. The LIC recommend 67 projects and two new strategies, which are summarised in this section. All projects are located at intersections, or sections of road, considered to be priority action locations.

### 4.1 ToR 2 – traffic management and road development

#### 4.1.1 Short term (within the next five years)

##### **Recommended capital projects**

Nineteen<sup>1</sup> minor and two<sup>2</sup> major capital projects are recommended, of which one was completed during this study and seven of the minor ones are subject to Main Roads review. The minor projects have a combined capital value of around \$4.4 M, the major projects have not yet been planned so cannot be costed at this time.

##### **Operations program**

One operations program (project 21) is recommended.

##### **Recommended planning projects**

Thirteen<sup>3</sup> planning projects are recommended, of which one was completed during this study, seven are underway or already programmed for later in 2005/2006. The remainder are recommended for completion in the next three years. Most of these planning projects can be expected to result in longer term capital projects.

##### **Recommended congestion management strategy**

The LIC recommend that a congestion management strategy be implemented to manage congestion. The first stages in the development of the strategy will need to include the collection of better data about current road operating conditions and better estimates of future conditions (project 22a); increasing knowledge about current congestion management practices across the globe and consideration about how these practices could apply to Perth; and then the formal adoption of the principle that current transport and land use planning should be based on the expectation of congestion management being progressively implemented. This is a key recommendation.

#### 4.1.2 Long term (within the next fifteen years)

##### **Future capital projects**

Three minor<sup>4</sup> and five major<sup>5</sup> capital projects are recommended. They are longer term, and have yet to be fully planned, so cost estimates are not yet available.

<sup>1</sup> Short term minor projects 1aI, 1b, 1c, 1d, 2a, 2b, 2e, 3a, 3b, 3g, 4a (completed), 9b, 9d, 9e, 10a, 10c, 10d, 10f and 12c.

<sup>2</sup> Short term major projects 4bI and 14aI

<sup>3</sup> Short term planning projects 1aP, 3fP (completed), 4bP, 7a, 8aP, 8bP, 9fP, 10gP, 11cP, 12dP, 13bP, 14aP and 18bP.

<sup>4</sup> Long term minor projects 2f, 11cI and 13bI.

<sup>5</sup> Long term major projects 2d, 9fI, 10gI, 12dI, and 18bI.

## **4.2 ToR 3 – social and environmental protection**

### 4.2.1 Short term (within the next five years)

#### **Recommended capital projects**

Twelve<sup>1</sup> minor and four<sup>2</sup> major capital projects are recommended. The minor projects have a combined capital value of around \$2.0 M. The major projects have not yet been fully planned, so are not able to be costed at this time.

#### **Recommended planning projects**

Four<sup>3</sup> planning projects are recommended; two are already programmed for 2005/2006, the other two are recommended for completion in the next three years.

#### **Recommended enhancement strategy for social and environmental improvements**

The LIC recommend the development of an enhancement strategy, designed to retro-fit social and environmental improvements to protect local communities. This strategy will require better data about current road impacts and better estimates of future impacts (project 22b); knowledge about the most cost effective improvements; and better understanding of priorities for funding of social and environmental improvements.

### 4.2.2 Long term (within the next fifteen years)

#### **Recommended planning projects**

Two<sup>4</sup> planning projects are recommended.

## **4.3 Other recommendations**

The LIC also identified two other areas that require further action.

### 4.3.1 Traffic vibration

The perception of traffic vibration by residents living along busy roads was significantly different from the findings of the technical analysis. The LIC recommend that DPI/ Main Roads undertake further study of vibration to better relate technical analysis to the perceptions of the communities along heavily trafficked routes.

### 4.3.2 Advice to other agencies

The stage 1 investigations identified a large number of problem locations in the study area (see Figures 6 and 7), of which 20 were selected as the priority action locations (Figure 8). The LIC recommend that Main Roads, CALM and local governments be advised about all the identified problems, and the assessment techniques developed for the LIC, for their possible adoption as part of normal works programs.

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<sup>1</sup> Short term minor projects 2c, 3c, 4d, 5a, 8c, 9a, 10b (now completed), 10e, 12a, 12b, 13a, and 19a

<sup>2</sup> Short term major projects 14bI, 17aI, 20a and 20b

<sup>3</sup> Short term planning projects 11a, 14bP, 17aP and 18a

<sup>4</sup> Long term planning projects 15b and 16a

## 5. REFERENCES

*An integrated and modern solution to managing freight traffic in our southern suburbs*, Department for Planning and Infrastructure, 2005 (pamphlet)

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- *Vibration technical paper*, Department for Planning and Infrastructure, 2004
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- *Stage 1 Report*, Department for Planning and Infrastructure, 2004
- *Stage 1 Summary*, Department for Planning and Infrastructure, 2004
- *Stage 2 Community consultation report*, Department for Planning and Infrastructure, 2005
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## 6. ACKNOWLEDGEMENTS

Committee members, stakeholders and consultants involved in Stage 1 included:

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### Stakeholders

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Main Roads Western Australia

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