

# Technical Services Reports

**Committee Consideration – 29 November 2011**


**Council Resolution – 13 December 2011**

## Table of Contents

Item No.		Page No.
T13.11	List of Outstanding Actions/Works/Requests of the Traffic Management Committee.....	1
T14.11	Traffic and Parking Hot Spots throughout the City .....	4
T15.11	Traffic and Parking Congestion throughout the City.....	8
T16.11	Review of Parking Restriction Trial – Kinninmont Avenue, Nedlands.....	11
T17.11	Review of Parking Restriction Trial – Webster Street, Nedlands.....	15
T18.11	Proposed Parking Restrictions Surrounding Stirling Highway20	
T19.11	Esplanade Parking Bays .....	26
T20.11	Melvista Avenue Local Area Traffic Management.....	32
T21.11	Lisle Street Local Area Traffic Management .....	36
T22.11	Black Spot Project 2011/12 – Intersection Upgrade of Elizabeth and Tyrell Street, Nedlands.....	41
T23.11	Black Spot Project 2011/12 – Lighting Upgrade at the Intersection of Carrington and Broome Street, Nedlands.....	45
T24.11	Black Spot Project 2011/12 – Lighting Upgrade at the Intersection of Monash Avenue and Hampden Road, Nedlands.....	49
T25.11	Black Spot Project 2011/12 – Lighting Upgrade at the Intersection of Princess Road and Bruce Street, Nedlands ..	52
T26.11	Black Spot Project 2011/12 – Intersection Upgrade at the Intersections of Stirling Highway and Florence Road and Florence Road and Princess Road, Nedlands .....	55
T27.11	Black Spot Project 2011/12 – Intersection Upgrade of Elizabeth Street and Bruce Street, Nedlands.....	59

<b>T13.11</b>	<b>List of Outstanding Actions/Works/Requests of the Traffic Management Committee</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Luke Marsden - Parking Strategy Coordinator
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	TFM/009
<b>Previous Item No's</b>	Nil
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To provide Council with an ongoing list of information pertaining to the status of any outstanding actions/works from previous Traffic Management Committee recommendations, requests from Committee members and Administration.

**Recommendation to Committee**

**Council receives the updated list of outstanding actions/works/requests of the Traffic Management Committee for its information (refer to Attachment 1).**

**Strategic Plan**

KFA 1 Infrastructure

- 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.
- 1.3 Provide and maintain quality passive and active recreational and leisure facilities and open space to meet community needs.

**Background**

At the Traffic Management Committee meeting held on 28 July 2009 the committee requested Administration to provide an ongoing list of

outstanding actions/works/requests of this committee at each meeting for its information.

### **Proposal Detail**

To provide Council with an updated status report regarding the progress on the projects from previous Traffic Management Committee recommendations and provide information regarding any outstanding Council resolution relating to the terms of reference of the former Traffic Management Committee.

### **Consultation**

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

### **Legislation**

Not applicable.

### **Budget/financial implications**

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

Financial impacts will be addressed on a case by case scenario in the individual reports to Council.

### **Risk Management**

Council is able to ensure that any requests will be addressed in a timely manner including appropriate budget considerations.

### **Discussion**

This is an ongoing report presented to Council to indicate the status of all outstanding actions from previous meetings. Actions have been prioritised according to the scale as requested by the Traffic Management Committee and Administration to report on updates at each meeting.

As recommended by the Committee at the meeting on 16 February 2010, completed items will be deleted from the list after each meeting.

## **Conclusion**

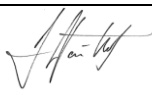
It is recommended that the updated list of outstanding actions/works/requests” of the former Traffic Management Committee be received.

## **Attachments**

1. List of outstanding actions/works/requests of the Traffic Management Committee.

<b>T14.11</b> <b>Traffic and Parking Hot Spots throughout the City</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Luke Marsden - Parking Strategy Coordinator
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	TFM/009
<b>Previous Item No's</b>	N/A
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To provide the Council with up to date information regarding the parking hot spots, congested areas and accidents within the City of Nedlands.

**Recommendation to Committee**

**Council receives updated information regarding traffic and parking hot spots throughout the City of Nedlands (refer to Attachments 1-5).**

**Strategic Plan**

- KFA 1      Infrastructure
  - 1.2      Design and construct infrastructure in accordance with Australian standards and guidelines.
  - 1.3      Provide and maintain quality passive and active recreational and leisure facilities and open space to meet community needs.
  - 1.4      Develop and implement an integrated transport strategy for the City which promotes access to safe and integrated transport options.

## Background

At the Traffic Management Committee meeting held on 15 September 2009, the Committee requested Administration to provide additional information on traffic and parking hot spots throughout the City of Nedlands. Maps were prepared indicating all traffic and parking hot spots throughout the City.

The amended maps were presented to the Committee at the meeting held on the 16 February 2010. The Committee at that meeting requested that accident data and the maps to be verified by Main Roads WA and the maps be updated accordingly.

In addition, the Committee requested Administration to develop an action plan to address traffic and parking hot spots throughout the City.

At the Council meeting on 22 February 2011, Councillor's resolved to hold a Strategic Planning Workshop to develop an action plan for strategic traffic and parking management throughout the City. The workshop was undertaken on Thursday 5 May 2011.

Key previous decisions:

21 June 2011 - Traffic Management Committee meeting

a) accept the report on the Strategic Traffic Management

Workshop

b) accept principles of the report

c) develops an action plan in accordance with attachment 1

## Proposal Detail

Provide Council with updated information on traffic, parking hot spots, congested areas, and an action plan to address the issues throughout the City.

## Consultation

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

## Legislation

*City of Nedlands Parking and Parking Facilities Local Law 2002.*

## **Budget/financial implications**

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

Financial impacts will be addressed on a case by case scenario and addressed in their individual report to the Committee.

## **Risk Management**

The updated information is provided to Council allowing the committee to identify the main areas of risk, and provides a framework to minimise that risk through the action plan and prioritising those lists.

## **Discussion**

A strategic traffic and parking management action plan to address the traffic and parking hotspots throughout the City has been developed in accordance with the Strategic Planning Workshop held on Thursday 5 May 2011.

The strategic traffic and parking management action plan aims to identify areas and categorise the strategy/action required to address the short term needs. Council will be able to see the up to date details of where each strategic issue is at and make comment.

Local area traffic management requests presented to Administration through the Council will be addressed in accordance with the key warrants classification (refer to attachment 5). This key warrants classification acts as a catalyst for determining if traffic calming devices are required to be implemented. Administration will present a report to the next available Council meeting on the effectiveness of the criteria as a result of the recommendation on 22 June 2010.

Administration will continue to apply to Main Roads WA (MRWA) through the Blackspot funding application process to address prioritised and key areas with known crash history.

Note:

- Black spot data is sourced from the Main Roads WA website;
- The latest data was updated 20 July 2011;and
- Crash statistics provided are the cumulative total from 2005 – 2009.

## **Conclusion**

This is an ongoing report to Council that is used as a basis for identifying and updating areas of concern within the City of Nedlands.

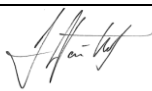
## **Attachments**

1. Map entitled TMC\_34.1\_11
2. Map entitled TMC\_34.2\_11
3. Map entitled TMC\_34.3\_11
4. Strategic Traffic and Parking Management Action Plan M11/11323
5. Key warrants for installing traffic calming devices M10/14772



<b>T15.11 Traffic and Parking Congestion Hot Spots Throughout the City</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Luke Marsden - Parking Strategy Coordinator
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	TFM/009
<b>Previous Item No's</b>	N/A
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To provide Council with updated information regarding congested areas within the City of Nedlands.

**Recommendation to Committee**

**Council receives updated information regarding congestion hot spots throughout the City of Nedlands (refer to Attachment 1).**

**Strategic Plan**

- KFA 1      Infrastructure
  - 1.2      Design and construct infrastructure in accordance with Australian standards and guidelines.
  - 1.3      Provide and maintain quality passive and active recreational and leisure facilities and open space to meet community needs.
  - 1.4      Develop and implement an integrated transport strategy for the City which promotes access to safe and integrated transport options.

At the Traffic Management Committee meeting held 6 September 2011 the Committee requested Administration provide ongoing information on congestion throughout the City using visual concept mapping.

## Proposal Detail

Provide Council with updated information on congested areas within the City of Nedlands.

## Consultation

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

## Legislation

Not applicable.

## Budget/financial implications

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

Financial impacts will be addressed on a case by case scenario and addressed in their individual report to Council.

## Risk Management

The updated information is provided to Council allowing them to identify the main areas of risk with regard to congestion, for their information.

## Discussion

The traffic and parking congestion mapping will assist the City of Nedlands in recognising and assessing both current and future congestion areas. The aim of concept mapping is to provide information as a start point for monitoring traffic and parking flows over specific time periods. This will allow Administration to identify changes in travel demand and work alongside key stakeholders to improve serviceability and connectivity.

QEII Redevelopment is proposed by the State Government to be a world class facility upon completion in 2015, however transportation needs and motor vehicle dependency will play a large role in servicing this activity centre.

University of WA will equally bring in a large amount of traffic to this stand alone activity centre located in Crawley and it is imperative that

Administration work alongside UWA staff and the City of Subiaco to ensure that traffic and parking strategies are aligned and complement each other.

It is anticipated that both of these activity centers will grow and the adjoining infrastructure will require reflecting that growth both from a pedestrian and cyclist perspective, as well as from a motor vehicle viewpoint.

Each of the identified congestion areas will be assessed in their precincts to ensure specific requirements and needs are addressed.

### **Conclusion**


This is an ongoing report to Council that is used as a basis for identifying congestion areas of concern within the City of Nedlands.

### **Attachments**

1. Map entitled TMC Road hierarchy Congestion

<b>T16.11</b>	<b>Review of Parking Restriction Trial – Kinninmont Avenue, Nedlands</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Luke Marsden – Parking Strategy Coordinator
<b>Director</b>	Ian Hamilton – Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	K14
<b>Previous Item No's</b>	7.8 – 1 March 2011 Traffic Management Committee
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To recommend for approval to Council permanent parking restrictions for Kinninmont Avenue, between Stirling Highway and Carrington Street, Nedlands.

**Recommendation to Committee**

**Council approves the permanent two (2) hour parking, Monday to Friday from 8 am - 5 pm on the east side, and no parking, Monday to Friday from 8 am – 5 pm on the west side restriction on Kinninmont Avenue between Stirling Highway and Carrington Street, Nedlands.**

**Strategic Plan**

- KFA 1 Infrastructure
  - 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.
  - 1.4 Develop and implement an integrated transport strategy for the City which promotes access to safe and integrated transport options.

- KFA 6 Community Engagement
  - 6.2 Encourage community participation in the City's decision making process.

## **Background**

In November 2008, the City wrote to the residents on Kinninmont Avenue, Nedlands between Stirling Highway and Carrington Street regarding changing the parking restrictions on Kinninmont Avenue. However, due to a Council decision regarding the future use of 81 Stirling Highway (Showroom), no action was taken to progress any parking restrictions. .

At the Council meeting on 22 February 2011, Council requested parking restrictions in Kinninmont Avenue be reviewed. Council requested a timed parking restriction, two (2) hour parking 8.00 am – 5.00 pm Monday – Friday be implemented on Kinninmont Avenue at the earliest convenience. Council resolved to refer this matter to the Traffic Management Committee for consideration.

The action was requested due to Council's recommendation on 22 February 2011 to approve an application for the change of use from Showroom to Office located at No. 81 (Tenancy 4 & 5) Stirling Highway, Nedlands.

Prior to the report to the Traffic Management Committee, the parking on Kinninmont Avenue between Stirling Highway and Carrington Street, Nedlands was unrestricted. Administration received several complaints by residents primarily due to an influx of long term parking in the area. Subsequently, Administration investigated the parking situation and any ensuing impact on the level of amenity.

### **Key relevant previous decisions**

1 March 2011 – Traffic Management Committee item 7.8

Approve a parking restriction trial for six (6) months and report back to committee after the trial period.

### **Proposal Detail**

Implement the following parking restrictions in Kinninmont Avenue between Stirling Highway and Carrington Street (refer to Attachment 1) on a permanent basis:

- Two (2) hour parking (2P) 8.00 am – 5.00 pm Monday – Friday, east side
- No Parking 8.00 am – 5.00 pm Monday – Friday, west side

The proposal recommends to:

- increase the functionality of the parking;

- create turnover of bays so that a greater number of users can access them; and
- provide a better amenity for residents in the area who are largely affected by long term parking.

### Consultation

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

Consultation type: Mail out Dates: 25 October 2011

Letters containing information and a feedback form were provided to all surrounding residents and stakeholders, the results of the feedback are tabled in the discussion.

### Legislation

- Road Traffic Code 2000
- *City of Nedlands Parking and Parking Facilities Local Law 2002*

### Budget/financial implications

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

Not applicable

### Risk Management

The following risks have been identified should Council not approve the recommendation:

- decrease in the functionality of the parking;
- less turnover of bays; and
- loss of amenity for residents who are largely affected by long term parking

## Discussion

Following a six (6) month trial period and community feedback, the results indicate strong support for the two (2) hour parking restriction, Monday to Friday 8 am – 5 pm on the east side, and no parking Monday to Friday 8 am – 5 pm on the West side to be implemented as a permanent solution. Results to support this are indicated in the table below.

Kinninmont Avenue Feedback Table

Total sent out	53
Total feedback forms received back	13
Feedback that was in support of the parking restriction	10
Feedback that opposed the parking restriction	3
Feedback which did not state support or oppose	0

## Conclusion


The six (6) month trial parking restriction in Kinninmont Avenue has been successful in reducing the impact of non-residential parking in that area effectively curtailing all day parking. Retention of the current parking restrictions received support from residents recommending that this restriction should be maintained long term.

## Attachments

1. Proposed parking restriction Kinninmont Ave Plan

<b>T17.11 Review of Parking Restriction Trial – Webster Street, Nedlands</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Luke Marsden – Parking Strategy Coordinator
<b>Director</b>	Ian Hamilton – Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	WE1
<b>Previous Item No's</b>	7.7 – 5 April 2011 Traffic Management Committee
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To recommend for approval to Council permanent parking restrictions for Webster Street, between Stirling Highway and Edward Street, Nedlands.

**Recommendation to Committee**

**Council approves the permanent two (2) hour parking, Monday to Friday 8 am – 5 pm restriction on the east side of Webster Street between Stirling Highway and Edward Street, Nedlands.**

**Strategic Plan**

- KFA 1 Infrastructure
  - 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.
  - 1.4 Develop and implement an integrated transport strategy for the City which promotes access to safe and integrated transport options.
  
- KFA 6 Community Engagement
  - 6.2 Encourage community participation in the City's decision making process.



## Background

At the Traffic Management Committee meeting on 5 April 2011, the Committee approved a six (6) month trial of parking restrictions in Webster Street. Administration was requested to report back to the Committee on the effectiveness of the restrictions at the end of the trial period.

Prior to the report to Committee, Administration received a large number of complaints by residents in Webster Street.

Resident's complaints were primarily in relation to an influx of long term parking in the area. Subsequently, these complaints led Administration to investigate the parking situation and any ensuing impact on the level of amenity.

Key relevant previous decisions

5 April 2011 – Traffic Management Committee item 7.7

Approve a parking restriction trial for six (6) months and report back to Committee after the trial period.

## Proposal Detail

Implement the two (2) hour, Mon-Fri, 8am-5pm time restricted parking on the east side of Webster Street between Stirling Highway and Edward Street (refer to Attachment 1). The proposal recommends to:

- increase the functionality of the parking;
- create turnover of bays so that a greater number of users can access them; and
- provide a better amenity for residents in the area who are largely affected by long term parking.

## Consultation

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

Consultation type: Mail out Dates: 21 October 2011

Letters containing information and a feedback form were provided to all surrounding residents and stakeholders, the results of the feedback are tabled in the discussion.

## Legislation

- Road Traffic Code 2000
- *City of Nedlands Parking and Parking Facilities Local Law 2002*

## Budget/financial implications

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

Not applicable.

## Risk Management

The following risks have been identified should Council not approve the recommendation:

- decrease in the functionality of the parking;
- less turnover of bays; and
- loss of amenity for residents who are largely affected by long term parking.

## Discussion

Webster Street is within close proximity to the University of Western Australia, bus stops and commercial buildings on Stirling Highway. As a result of the proximity, this section of Webster Street was subject to long term parking use from students, public transport and business users.

The streets located between Webster Street and the University i.e. Thomas Street to Archdeacon Street, currently has a combination of timed parking and no parking restrictions, similar to the trial in Webster Street.

Previously before the trial, Webster Street, between Edward Street and Stirling Highway had the following parking layout:

- no parking area on the western side (any time); and
- unrestricted parking on the eastern side.

This led to all day parking on the eastern side which caused frustration to residents.

See below a photo taken by Administration before the six (6) month trial commenced. The photo indicates parking is saturated in Webster Street.



Following a six (6) month trial period and community feedback, the results indicate strong support for the two (2) hour parking restriction, Monday to Friday 8 am – 5 pm on the east side to be implemented as a permanent solution. Results to support this are indicated in the table below.

Webster Street Feedback Table

Total sent out	27
Total feedback forms received back	10
Feedback that was in support of the parking restriction	10
Feedback that opposed the parking restriction	0
Feedback which did not state support or oppose	0

### Conclusion


The six (6) month trial parking restriction in Webster Street has been successful in reducing the impact of non-residential parking in that area effectively curtailing all day parking. Retention of the current parking restrictions received unanimous support from residents recommending that this restriction should be maintained long term.

**Attachments**

1. Proposed parking restriction Webster Street Plan

<b>T18.11 Proposed Parking Restrictions Surrounding Stirling Highway</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Luke Marsden – Parking Strategy Coordinator
<b>Director</b>	Ian Hamilton – Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	ST6-08
<b>Previous Item No's</b>	7.6 – 5 April 2011 Traffic Management Committee 7.5 – 1 March 2011 Traffic Management Committee
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To obtain Council's approval to implement parking restrictions in the Stirling Highway Catchment.

**Recommendation to Committee**

**Council:**

1. Approves the parking restrictions surrounding Stirling Highway, Nedlands (refer to Attachment 1) for a six (6) month trial period; and
2. Requests Administration report to Council after the six (6) month trial period, the feedback received from the community.

**Strategic Plan**

- KFA 1 Infrastructure
  - 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.
  - 1.4 Develop and implement an integrated transport strategy for the City which promotes access to safe and integrated transport options.
- KFA 6 Community Engagement

- 6.2 Encourage community participation in the City's decision making process.

### **Background**

The City has received a large number of complaints over recent years from residents, community groups, businesses and proprietors regarding parking around Stirling Highway, Nedlands.

In recent months there has been an influx of long term parking within residential streets and the City has received several complaints from residents who feel that the level of amenity in local streets is lost.

Stirling Highway is a busy environment that has mixed land use consisting of residential properties and commercial buildings. It is approximately 2200 metres in length between the boundaries of Loch Street to Hampden Road / Broadway, Nedlands. There are 19 streets that intersect Stirling Highway to the north and 18 streets to the south.

#### Key relevant previous decisions

1. 5 April 2011 – Traffic Management Committee item 7.6

Undertake community consultation regarding changing all of the unrestricted parking north and south of Stirling Highway within the defined area and report back to the Traffic Management Committee.

2. 1 March 2011 – Traffic Management Committee item 7.5

Committee requested that the item be referred back to the next meeting of that Committee for further information.

### **Proposal Detail**

Implement the two (2) hour, Mon-Fri, 8am-5pm and No Parking Mon-Fri, 8am-5pm restricted parking, north and south of Stirling Highway (refer to Attachment 1). The proposal recommends to:

- increase the functionality of the parking;
- create turnover of bays so that a greater number of users can access them; and
- provide a better amenity for residents in the area who are largely affected by long term parking.

### **Consultation**

Required by legislation:

Yes

No

Required by City of Nedlands policy: Yes  No

Consultation type: Dates: June 2011

Letters containing information and a feedback form were provided to all surrounding residents and stakeholders, the results of the feedback are tabled in the discussion.

### **Legislation**

- Part 3, division 2, section 3.12 of the *Local Government Act 1995*
- *City of Nedlands Parking and Parking Facilities Local Law 2002*

### **Budget/financial implications**

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

The cost for implementing the parking signs is part of the road maintenance account.

### **Risk Management**

There is a risk that long term parking will shift to the next available unrestricted parking area. The six (6) month trial will capture this information and incorporate in the assessment report to Council.

The following risks have been identified should Council not approve the recommendation:

- Decrease in the functionality of the parking;
- less turnover of bays; and
- loss of amenity for residents who are largely affected by long term parking.

### **Discussion**

In February 2011, Members of the Traffic Management Committee (TMC) requested that Administration address long term parking issues surrounding Stirling Highway. Traffic Management Committee (TMC) requested a consistent approach with current restrictions be proposed.

The proposed restrictions will provide a consistent and more flexible arrangement to address long term parking within close proximity to Stirling Highway, Nedlands. There has been an approach to date to restrict pockets and sections of road(s) where long term parking has been prevalent; however this has further pushed the issue to the next street over.

Failing to apply a consistent approach with proposed parking restrictions will result in areas without restrictions becoming a more favourable option for long term parking. Residents have expressed that long term parking can:

- detract the amenity of the area;
- create access difficulties into and out of driveways;
- restrict long areas of the carriageway to one lane; and
- access issues to rubbish bins for PerthWaste and on some narrow streets can inhibit through traffic.

The attached map has addressed the Traffic Management Committee's request to itemise each parking restriction and where it applies. Mandatory 10 metre "No Stopping" signage has also been detailed at all intersections in the attached map.

Liveable Neighbourhoods, a Western Australian Government sustainable cities initiative, discusses an acceptable distance for walking to amenities or for work is approx 400 metres (approx five minutes). There are a number of streets with unrestricted parking that fall within that catchment area that are currently being utilised for long term parking. Some kerbside parking remains unrestricted within this distance for example:

- South of Jenkins Ave
- South of Edward Street
- North of Bedford Street
- North of Gordon Street

The proposed trial seeks to address the current areas of interest. A six (6) month trial would allow the City to assess any areas outside of it for impact. This will be documented in a report to Council.

The City has undertaken a number of visual assessments within recent months to document parking in and around specific areas with close proximity to Stirling Highway.



To help facilitate any future behavioural study and parking strategy, the City is hoping to utilise number plate recognition technology. This will be used to ascertain vehicle registration origin details. The City requested information from Department of Transport (DOT) in September 2010 and was declined. The City made a further application to the Department of Transport (DOT) in September 2011 however received correspondence stating “current legislation does not allow for the provision of such information for this purpose”.

This information is valuable in assessing the behaviours and needs of motorists in relation to parking supply and demand.

There are some changes to the map presented to the Traffic Management Committee on 5 April. They are detailed in the table below:

<b>Location</b>	<b>Previous map</b>	<b>Changes to the current map</b>	<b>Reason</b>
Edward St between Thomas St & Tyrell St	Missing from GIS mapping	2 hour parking 8am-5pm Mon-Fri north side	Consistency with proposed precinct parking
Edward St between Tyrell St & Archdeacon St	Missing from GIS mapping	2 hour parking 8am-5pm Mon-Fri south side	Consistency with proposed precinct parking
Stanley St between Stirling Hwy & Edward St	No parking on west side and 2P on east side	Parking changed to opposite sides	Due to footpath location on west side
Louise St between Stirling Hwy & Jenkins Ave	Unrestricted on the west side from 17 Louise St north to Stirling Hwy	NP on the west side from 17 Louise St north to Stirling Hwy	Missing from GIS mapping due to conflicting restriction on verge on Rose Gardens
Vincent St between Stirling Hwy & Jenkins Ave	No parking on west side and 2P on east side	Parking changed to opposite sides	allow for segregated parking and not a long line of parked vehicles to manoeuvre around
Doonan Rd between Stirling Hwy & 1A Doonan Rd	No parking on west side	2 hour parking 8am-5pm Mon-Fri west side	Error with map – currently unrestricted
Doonan Rd between crossover at 134 Stirling Hwy & 2C Doonan Rd	Missing from GIS mapping	No stopping on east side	Safety reasons due to road alignment

Increasing the amount of restrictions in the City will invariably increase pressure on the current Ranger Services team. City of Nedlands has an approved budget for a Licence Plate Recognition System. This will

assist Ranger Services with compliance and enforcement due to the increase in time restricted parking areas proposed.

Following community feedback, the results indicate support for the two implementation of parking restrictions. Results to support this are indicated in the table below.

Stirling Highway Feedback Table

Total sent out	1000+
Total feedback forms received back	67
Feedback that was in support of the parking restriction	28
Feedback that opposed the parking restriction	22
Feedback which did not state support or oppose	4
Feedback which was in support, subject to parking permits being issued to residents	13

### Conclusion

Supply of parking in proximity to Stirling Highway has become a contentious issue with residents, community groups, businesses and proprietors.

There are several streets with unrestricted parking which is being utilised for all day parking by users in the area. This includes groups such as university students and business employees both within and outside of the City.

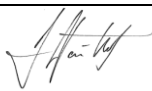
Providing parking restrictions will increase the functionality of the parking. This will create a turnover of bays so that a greater number of users can access them. This will provide a better amenity for residents in the area who are largely affected by long term parking.

### Attachments

1. Proposed parking restrictions surrounding Stirling Highway - Maps

<b>T19.11 Esplanade Parking Bays</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Wayne Mo - Design Engineer
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	ES1
<b>Previous Item No's</b>	Item 7.3 - 17 May 2011 Traffic Management Committee D73.05 – 25 October 2005 Council Meeting Item 6.1 – 31 May 2006 Special Council Meeting
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To obtain approval for the construction of 22, 45 degree parking bays on the Esplanade, Nedlands, in accordance with State Administrative Tribunal (SAT) decision.

**Recommendation to Committee**

**Council:**

1. Approves the design and construction of 22, 45 degree parking bays on the south side of the Esplanade between Bessel Avenue and Broadway (refer to Attachment 1);
2. Approves the expenditure of \$80,000 received from Steve's Hotel development in lieu of onsite parking bays to construct the 22, 45 degree parking bays; and
3. Refers the shortfall of \$8,000 required to construct the 22, 45 degree parking bays in accordance with the State Administrative Tribunal (SAT) decision, to the midyear budget review for consideration.

**Strategic Plan**

KFA 1: Infrastructure

- 1.4 Develop and implement an integrated transport strategy for the City which promotes access to safe and integrated transport options.

KFA 4: Community Wellbeing

- 4.1 Provide and facilitate access to services and facilities required by the broader community, clubs and community groups.

KFA 5: Governance

- 5.9 Identify, manage and seek to minimise risk.

## **Background**

On 31 May 2006, Council held a Special Council meeting. This meeting was to reconsider the decision which was the subject of the proceedings SAT DR 635 of 2005 – Steve’s Nedlands Park Nominees Pty Ltd v City of Nedlands, pursuant to section 31(1) of the State Administrative Tribunal Act, 2004.

At that Special Council meeting, On 31 May 2006 Council resolved to set aside condition 38 of that approval and replace it with the following:

The City receives \$80,000 paid by the applicant into the trust account of the City’s solicitor. This to be held by the City towards the cost of constructing 22 car parking bays for general public use. This is on a site selected by the City as close as possible to the subject site, and to be controlled by the City.

At 17 May 2011 Traffic Management Committee meeting, Committee resolved the following:

- a) Council receives the results of the community consultation process;
- b) The matter referred back to Administration for consideration of 45 degree parking and other options and locations; and
- c) A safety audit be carried out on the recommended options

Alternative parking locations were investigated along the Esplanade and the only area available for additional parking was along the south side of the Esplanade (refer to Attachment 1).

Three (3) options were investigated based on the \$80,000 available to implement the bays required to be constructed by the City:

- Parallel parking– 22 bays;

- 45 degrees angle parking – 18 bays; and
- 90 degrees angle parking – 25 bays.

A road safety audit was commissioned in September 2011 to provide an independent safety review of the three (3) parking options. The objectives of the road safety audit were to:

- review the background information and form conclusions about the safety performance and accident potential of the existing road;
- evaluate the constructed (existing) road environment in terms of interaction with its surrounds and nearby roads and to visualize potential impediments and conflicts for road users; and
- report on the conclusions drawn and to make recommendations regarding aspects which involve unnecessary or unreasonable hazards.

A brief outline of the key issues identified from the audit is summarised below.

- There were no reported crashes recorded on this section of the Esplanade between Bessell Avenue and Broadway over the five (5) year reporting period 1 January 2005 to 31 December 2009;
- The 85<sup>th</sup> percentile speed has remained unchanged between July 2007 to March 2008 and is recorded as 54km/hr;
- There were no safety issues identified in the report as urgent or important from the Road Safety Audit; and
- To meet Disability Access and Inclusion Plan (DAIP) requirements, the road safety audit has recommended that a footpath be installed.

Assessment of the three (3) options from the Road Safety Audit

Option No. 1 – 90 degree parking bays:

- Vehicles entering and leaving the parking bays have the potential to conflict with both, eastbound and westbound traffic, using the Esplanade;
- There is a potential for crashes which can result from vehicle movements (two way direction in both ways) into and out of the parking bays conflicting with the recorded 943 vehicle movements on the Esplanade; and

- Drivers reversing out of the parking bays will have limited sight lines to on-coming traffic, both eastbound and westbound.

Option No. 2 – 45 degree parking bays:

- Vehicles entering and leaving the parking bays have the potential to conflict with westbound traffic using the Esplanade;
- There is a potential for crashes which can result from vehicle movements (one way direction) into and out of the parking bays conflicting with the recorded 530 vehicle movements, westbound on the Esplanade; and
- Drivers reversing out of the parking bays will have limited sight lines to the conflicting westbound vehicle movement.

Option No. 3 – Parallel parking bays:

- Vehicles entering and leaving the parking bays have the potential to conflict with westbound traffic using the Esplanade as they stop to manoeuvre into a parking bay; and
- The potential for crashes when vehicles leave the parking bays in forward gear is very much less than when vehicles reverse out of the bays.

### Proposal Detail

Administration proposes to construct 22, 45 degree asphalt parking bays on the Esplanade, Nedlands, to meet its statutory obligation resulting for the Steve's Hotel planning approval

### Consultation

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

Consultation type: Mail out

Dates: March 2011

Letters containing information and a feedback form were provided to all surrounding residents and stakeholders, the results of the feedback are tabled in the discussion.

### Legislation

- *Local Government Act 1995*
- *Disability Services Act 1993*
- *Planning & Development Act 2005*

### **Budget/financial implications**

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

This project will be funded from the \$80,000 cash in-lieu from the hotel development and \$8,000 from Council funds, totalling a cost of \$88,000.

### **Risk Management**

If the works are not approved, Council would need to approve the bays in the future to meet its obligation. These works must be undertaken, failing to meet this obligation would be a breach of the State Administrative Tribunal (SAT) decision.

If the works are constructed, a footpath meeting Disability Access Inclusion Plan (DAIP) requirements will need to be put forward into future budget consideration.

### **Discussion**

The three (3) parking options were analysed by Administration. The most advantageous outcome determined based on:

- Traffic data – latest traffic data counts indicate 943 vehicles per day (2008) which is within limits of the road classification (Access Road up to 3000 vehicles per day);
- Crash data – there have been no reported crashes between Bessel Avenue and Broadway;
- While community comments generally do not support parking (58% as tabled below) however this is a requirement of the State Administrative Tribunal, failure to meet this obligation will be a breach of their decision;
- Of those that do support parking the tenancy is for parallel or 45 degree parking bays; and
- Road safety audit indicates there are less conflicting vehicle movements with a parallel parking layout.

Esplanade Feedback Table

Total sent out	316
Total feedback forms received back	33
Feedback that was in support of the proposal	7
Feedback that opposed the proposal	19
Feedback which did not state support or oppose	7

**Conclusion**

Based on the available information, it is proposed to install 22, 45 degree parking bays along the Esplanade to meet the City's requirements from the State Administrative Tribunal (SAT). To meet Disability Access and Inclusion Plan (DAIP) requirements, a footpath is required to be constructed or budgeted in the future.

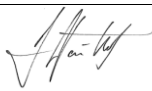
**Attachments**

1. Design plan - Esplanade



<b>T20.11 Melvista Avenue Local Area Traffic Management</b>
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<b>Committee</b>	29 December 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Wayne Mo - Design Engineer
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	ME2-03
<b>Previous Item No's</b>	Item 7.4 - 1 March 2011 Traffic Management Committee
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To obtain Council's approval and future funding to install traffic calming treatments on Melvista Avenue.

**Recommendation to Committee**

**Council:**

1. **Receives the report; and**
2. **Refer all project costs to the 2012/13 proposed draft budget for consideration.**

**Strategic Plan**

- KFA 1: Infrastructure
  - 1.4 Develop and implement an integrated transport strategy for the City which promotes access to safe and integrated transport options.
  
- KFA 4: Community Wellbeing
  - 4.1 Provide and facilitate access to services and facilities required by the broader community, clubs and community groups.
  
- KFA 5: Governance
  - 5.9 Identify, manage and seek to minimise risk.

## Background

### Key Relevant Previous Decisions

On 1 March 2011, the Traffic Management Committee resolved the following:

Committee receives the traffic counts on Melvista Avenue, Nedlands for their information and instructs Administration to further investigate the design of traffic management controls on Melvista Avenue, between Vincent Street and Bruce Street.

### Proposal Detail

The recommended treatment is as follows:

- painted soft median between Vincent Street and Bruce Street;
- installation of speed monitoring device; and
- data to be reported back to Council after six (6) months.

### Consultation

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

Local area traffic management treatments options 1 and 2 were put to the local community in the form of a mail out, to determine the level of support for the project and proposed treatments.

The consultation mail out consisted of the following:

- a letter providing information and background on the proposed treatments;
- an information sheet showing artist impressions of what the works would look like; and
- a comment form.

The results are tabled in the discussion.

### Legislation

*Local Government Act 1995*

**Budget/financial implications**

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

This project has not been budgeted for 2011/2012 and should be referred to the 2012/13 proposed draft budget.

**Risk Management**

Sections of Melvista Avenue have been identified as speeding zones. Recorded speed data indicates that the speeds are around 10km/hr above the speed limit of 50km/hr. Council is at risk of legal ramifications if a crash occurs when this issue has been identified.

**Discussion**

Based on speed and crash statistics data, Administration investigated and recommend the following options (both options include speed monitoring devices):

1. Soft median – painted median to replace the existing separation line.
2. Hard median – kerbed median.

These options were chosen based on the following:

- Visual impact;
- Effectiveness;
- Value for money; and
- Speed crash data.

**Melvista Avenue Feedback Table**

Total sent out	880
Total feedback forms received back	56
Feedback that was in support of the works	28
Feedback that opposed the proposed works	25
Feedback which did not state support or oppose	3

## **Conclusion**

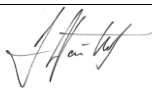
Based on Administration investigations and community feedback, it is recommended to install painted median traffic calming treatments with speed monitoring devices. Costs associated with this project will need to be referred to the 2012/2013 proposed draft budget Committee for budget consideration.

## **Attachments**

1. Design plan – Melvista
2. Speed Monitoring Device Information Sheet

<b>T21.11 Lisle Street Local Area Traffic Management</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Wayne Mo - Design Engineer
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	LI1
<b>Previous Item No's</b>	Traffic Management Committee 16 November 2010 Item 13.3 - Council Meeting 14 December 2010
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To obtain Council's approval to undertake road works on Lisle Street, Mt Claremont.

**Recommendation to Committee**

**Council:**

1. Approves the installation of a red asphalt entry statement at the intersection of Lisle Street and Cleland Street (refer to Attachment 1); and
2. Approves the installation of two (2) speed monitoring devices for a trial period of six (6) months (refer to Attachment 2).

**Strategic Plan**

- KFA 1: Infrastructure
  - 1.4 Develop and implement an integrated transport strategy for the City which promotes access to safe and integrated transport options.
- KFA 4: Community Wellbeing
  - 4.1 Provide and facilitate access to services and facilities required by the broader community, clubs and community groups.
- KFA 5: Governance
  - 5.9 Identify, manage and seek to minimise risk.

## Background

At its meeting on 14 December 2010, Council resolved the following:

1. In accordance with the key warrants criteria, the current situation on Lisle Street, Mt Claremont be monitored and reviewed after 12 months;
2. A road safety audit be undertaken to ascertain appropriate treatment for next round of Black Spot treatments; and
3. The option of a pedestrian refuge island on Lisle St or Alfred Road, Mt Claremont be investigated.

A summary of traffic counts taken previously, the most recent in November 2011 and a review of traffic data is listed below.

Table 1

Street	Location	Year	Vehicle p/day (VPD)	Commercial Vehicles p/day	85 <sup>th</sup> Percentile Speed	Road Classification
Lisle St	Between Alfred Rd & Cleland St	1994	716	37	50	Access Road (AR)
Lisle St	Between Alfred Rd & Cleland St	2003	554	73	56	Access Road (AR)
Lisle St	Between Alfred Rd & Cleland St	Nov 2011	969	80	47.2	Access Road (AR)

A road safety audit was commissioned in March 2011. The purpose of a road safety audit is an independent safety review of the existing site and cannot be used to ascertain an appropriate treatment. The objectives of the road safety audit is to:

- review the background information and form conclusions about the safety performance and accident potential of the existing road;
- evaluate the constructed (existing) road environment in terms of interaction with its surrounds and nearby roads and to visualize potential impediments and conflicts for road users; and
- report on the conclusions drawn and to make recommendations regarding aspects which involve unnecessary or unreasonable hazards.

Key issues identified from the audit are summarized below:

- no crashes recorded on this section of Lisle Street between Alfred Road and Cleland Street over the five (5) year reporting period, 1 January 2005 to 31 December 2009;
- traffic data and speed patterns are provided above (Table 1). There has been an 85<sup>th</sup> percentile decrease of traffic speed from 56km/hr to 47km/hr from 2003 to 2011.

### Proposal Detail

Based on the data, key warrants, speeds and crash data, Administration has designed a simple visual solution to address the issue identified by residents.

Administration proposes to provide a visual message to motorists by installing a red asphalt intersection treatment in conjunction with speed monitoring devices. Based on community feedback received, the painting of ‘Slow Down’ on the road is not supported.

### Consultation

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

Type: Mail out

Date: 3 October 2011

Local area traffic management treatments were investigated and options were put to the local community for consultation and engagement to determine the level of support for the project and treatments.

A mail out was sent to all surrounding residents and stakeholders containing the following:

- A letter providing informing about the proposed works;
- An information sheet showing before and after artist impression images of what the proposed works will look like; and
- A comment form

The following options were provided:

- Paved entry statements;
- Asphalt entry statements’ and
- Speed monitoring devices.

The results of the community consultation are tabled in the discussion.

## Legislation

*Local Government Act 1995*

## Budget/financial implications

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

Due to insufficient warrants identified, this cannot be funded under black spot funding. This project will therefore be required to be fully funded by Council.

This project has been put forward in the 2011/2012 budget for \$25,000 (sufficient for one intersection treatment and two speed monitoring devices) however if a more expensive option of brick paving is chosen (as the preferred option from consultation) or more cameras were requested, further budget consideration will be required.

## Risk Management

The risk of injury to a pedestrian due to an errant vehicle is low.

## Discussion

The main safety issue identified at the site is the speed in which vehicles travel at was identified as 56km/hr in November 2003. Latest data obtained November 2011 shows that this has decreased to 47km/hr. Administration has responded by providing a treatment at the intersection of Lisle Street and Cleland Street around the corner heading towards Alfred Road.

Proposed options investigated:

- Pedestrian Island – this option was investigated, however was ruled out as there is insufficient room available for a minimum standard two (2) metre wide blister island. Bus stop locations and shelters would need to be relocated to suit and widening would be required.
- Pedestrian Zebra Crossing (or similar) – this was ruled out due to insufficient Main Roads WA (MRWA) warrants.



- Provide a “Stop” or “Give Way” control on Cleland Street / Lisle Street intersection. This was ruled out due to insufficient Main Roads WA (MRWA) warrants.
- Suitable intersection treatments – these options were put out to the community for their feedback.
- Speed monitoring cameras – this option has been included as an educational tool for monitoring.

#### Lisle Street Feedback Tables

Total sent out	171
Total feedback forms received back	17
Feedback that was in support of the works	11
Feedback that opposed the proposed works	5
Feedback which did not state support or oppose	1

#### Preferred Treatment

Preferred option - Asphalt	5
Preferred option – Brick paving	9
No comment with regards to preferred option	3
Comments against painting “Slow Down” on the road	2

#### Conclusion

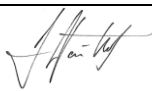
The proposal to provide a visual message to motorists to slow down by providing a red asphalt intersection treatment in conjunction with speed monitoring devices is a simple cost effective solution to address a speeding issue.

#### Attachments

1. Design plan – Lisle Street
2. Speed Monitoring Device Information Sheet

<b>T22.11</b>	<b>Black Spot Project 2011/12 – Intersection Upgrade of Elizabeth and Tyrell Street, Nedlands</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Wayne Mo - Design Engineer
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	TEC/009-02
<b>Previous Item No's</b>	Nil
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To obtain Council's approval for the installation of an approved Black Spot project at the intersection of Elizabeth and Tyrell Street, Nedlands.

**Recommendation to Committee**

**Council approves the installation of traffic islands at the intersection of Elizabeth Street and Tyrell Street as approved under the Main Roads WA Black Spot Program (refer to Attachment 1).**

**Strategic Plan**

- KFA 1 Infrastructure
  - 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.
  
- KFA 5 Governance
  - 5.6 Ensure compliance with statutory requirements and guidelines.
  - 5.9 Identify, manage and seek to minimise risk.

**Background**

The intersection of Elizabeth Street and Tyrell Street Nedlands was identified as a Black Spot for the 2011/12 financial year. Subsequently

an intersection upgrade was recommended as a suitable countermeasure which addresses the crashes (refer to Attachment 1).

### Proposal Detail

- Addition of new kerbed nibs on the south side of Tyrell Street;
- Installation of new traffic islands on Elizabeth Street; and
- Formalising and straightening of the existing stop line on the eastern side of Elizabeth Street.

This treatment was selected by the City's consultant, Porter Consultant Engineers as the appropriate measure to address the number of intersection crashes (five (5) in five (5) years) resulting in a high level of property damage and medical occurrences (three (3) in five (5) years).

### Consultation

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

Consultation type: Mail out Date: 8 November 2011

Community consultation has been undertaken. A mail out was sent to all surrounding residents and stakeholders containing the following:

- A letter providing informing about the proposed works;
- An information sheet showing before and after artist impression images of what the proposed works will look like;
- A comment form; and
- A Black Spot flyer providing information on Black Spots.

Community feedback results are tabled in the discussion.

### Legislation

*Local Government Act 1995*

### Budget/financial implications

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

**Financial:**

Total cost of project is \$33,000

**Cost breakdown:**

Black spot program 2/3 \$22,000 – Approved  
 Council 1/3 \$11,000 – Approved

Project has been approved in the 2011/2012 capital works budget.

**Risk Management**

Should Council not approve the proposed upgrades to the intersection of Elizabeth and Tyrell Street, the risk is that the intersection, as identified by Main Roads WA crash statistics will continue to be unsafe for all road users.

**Discussion**

Crash patterns indicate that there have been a high number of reported crashes at the intersection. The proposed treatment is designed to increase safety at the intersection.

The existing driveway exit location impacted on the design. The driveway has to be closed off in order to incorporate the Black Spot treatment.

The Anglican Church has been consulted with in regards to the driveway and a proposed resolution has been agreed upon.

The City received a total of three (3) responses back from the community during consultation, these are shown in the table below.

Elizabeth Street / Tyrell Street Feedback Table

Total sent out	119
Total feedback forms received back	3
Feedback that was in support of the Black Spot Project	2
Feedback that opposed the Black Spot Project	1
Feedback which did not state support or oppose	0

**Conclusion**


Formalising the intersection with traffic islands and improved stop control is a cost effective and appropriate method to improve safety and reduce crashes at the intersection.

**Attachments**

1. Design Plan – Elizabeth St / Tyrell St

<b>T23.11</b>	<b>Black Spot Project 2011/12 – Lighting Upgrade at the Intersection of Carrington and Broome Street, Nedlands</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Wayne Mo - Design Engineer
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	TEC/009-02
<b>Previous Item No's</b>	Nil
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To obtain Council's approval for the installation of an approved Black Spot project at the intersection of Carrington and Broome Street, Nedlands.

**Recommendation to Committee**

**Council approves the upgrade of the existing lighting on Carrington Street and Broome Street, Nedlands as approved under the Main Roads WA Black Spot Program (refer to Attachment 1).**

**Strategic Plan**

- KFA 1 Infrastructure
  - 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.
  
- KFA 5 Governance
  - 5.6 Ensure compliance with statutory requirements and guidelines.
  - 5.9 Identify, manage and seek to minimise risk.

**Background**

The intersection of Carrington Street and Broome Street, Nedlands was identified as a Black Spot for 2011/12 financial year. Subsequently a lighting upgrade was recommended as a suitable countermeasure

which addresses the incidences of night time crashes (refer to Attachment 1).

### **Proposal Detail**

- Addition of new street lights located on the north, east and western sides of the roundabout;
- Removal of one and re-angle of an existing light in the southern side; and
- Upgrade of one streetlight outside no. 2 Broome Street.

This treatment was selected by the City's consultant, Porter Consultant Engineers as the appropriate measure to address the number of night time crashes resulting in a high level of property damage (two (2) in five (5) years).

### **Consultation**

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

Consultation type: Mail out Date: 7 November 2011

Community consultation has been undertaken. A mail out was sent to all surrounding residents and stakeholders containing the following:

- A letter providing informing about the proposed works;
- An information sheet showing before and after artist impression images of what the proposed works will look like;
- A comment form; and
- A Black Spot flyer providing information on Black Spots.

Community feedback results are tabled in the discussion.

### **Legislation**

- Australian Standards (AS1158)
- *Local Government Act 1995*

**Budget/financial implications**

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

Total cost of project is \$30,000

Cost breakdown:

Black spot program 2/3 \$20,000 – Approved

Council 1/3 \$10,000 – Approved

Project has been approved in the 2011/2012 capital works budget.

**Risk Management**

Should Council not approve the proposed lighting upgrade to the intersection of Carrington Street and Broome Street, the risk is that the intersection, as identified by Main Roads WA crash statistics will continue to be unsafe to all road users.

**Discussion**

Crash patterns indicate that there have been a high number of reported night time crashes at the intersection. The proposed treatment is designed to increase safety at the intersection.

The City received no responses back from the community during consultation, this is shown in the table below.

Carrington Street / Broome Street Feedback Table

Total sent out	22
Total feedback forms received back	0
Feedback that was in support of the Black Spot Project	-
Feedback that opposed the Black Spot Project	-
Feedback which did not state support or oppose	-

**Conclusion**

The proposed treatment is a cost effective and an appropriate method to address the night time crashes at this intersection.

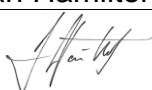


**Attachments**

1. Lighting design plan – Carrington St / Broome St

<b>T24.11</b>	<b>Black Spot Project 2011/12 – Lighting Upgrade at the Intersection of Monash Avenue and Hampden Road, Nedlands</b>
---------------	--

<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Wayne Mo - Design Engineer
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	TEC/009-02
<b>Previous Item No's</b>	Nil
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

### Purpose

To obtain Council's approval for the installation of an approved Black Spot project at the intersection of Monash Avenue and Hampden Road, Nedlands.

### Recommendation to Committee

**Council approves the upgrade of the existing lighting on Monash Avenue and Hampden Road, Nedlands as approved under the Main Roads WA Black Spot Program.**

### Strategic Plan

- KFA 1 Infrastructure
  - 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.
- KFA 5 Governance
  - 5.6 Ensure compliance with statutory requirements and guidelines.
  - 5.9 Identify, manage and seek to minimise risk.

### Background

The intersection of Monash Avenue and Hampden Road, Nedlands was identified as a Black Spot for 2011/12 financial year. Subsequently a lighting upgrade was recommended as a suitable countermeasure

which addresses the incidences of night time crashes (refer to Attachment 1).

### **Proposal Detail**

- Addition of new street lights located on the east and west sides of the roundabout; and
- Upgrade of two streetlights on Hampden Road and on the south east corner of the intersection.

This proposed treatment was selected by the City's consultant, Porter Consultant Engineers as the appropriate measure to address the number of night time crashes resulting in a high level of property damage (three (3) in five (5) years).

### **Consultation**

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

Consultation type: Mail out Date: 8 November 2011

Community consultation has been undertaken. A mail out was sent to all surrounding residents and stakeholders containing the following:

- A letter providing informing about the proposed works;
- An information sheet showing before and after artist impression images of what the proposed works will look like;
- A comment form; and
- A Black Spot flyer providing information on Black Spots.

Community feedback results are tabled in the discussion.

### **Legislation**

- Australian Standards (AS1158)
- *Local Government Act 1995*

### **Budget/financial implications**

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

Total cost of project is \$12,000

Cost breakdown:

Black spot program 2/3 \$8,000 – Approved  
Council 1/3 \$4,000 – Approved

Project has been approved in the 2011/2012 capital works budget.

### **Risk Management**

Should Council not approve the proposed lighting upgrade to the intersection of Monash Avenue and Hampden Road, the risk is that the intersection, as identified by Main Roads WA crash statistics will continue to be unsafe to all road users.

### **Discussion**

Crash patterns indicate that there have been a high number of reported night time crashes at the intersection. The proposed treatment is designed to increase safety at the intersection.

The City received no responses back from the community during consultation, this is shown in the table below.

Monash Avenue / Hampden Road Feedback Table

Total sent out	16
Total feedback forms received back	0
Feedback that was in support of the Black Spot Project	-
Feedback that opposed the Black Spot Project	-
Feedback which did not state support or oppose	-

### **Conclusion**


The proposed treatment is a cost effective and an appropriate method to address the night time crashes at this intersection.

### **Attachments**

1. Lighting design plan – Monash Ave / Hampden Rd

<b>T25.11</b>	<b>Black Spot Project 2011/12 – Lighting Upgrade at the Intersection of Princess Road and Bruce Street, Nedlands</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Wayne Mo - Design Engineer
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	TEC/009-02
<b>Previous Item No's</b>	Nil
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To obtain Council's approval for the installation of an approved Black Spot project at the intersection of Princess Road and Bruce Street, Nedlands.

**Recommendation to Committee**

**Council approves the upgrade of the existing lighting on Princess Road and Bruce Street, Nedlands as approved under the Main Roads WA Black Spot Program.**

**Strategic Plan**

- KFA 1 Infrastructure
  - 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.
- KFA 5 Governance
  - 5.6 Ensure compliance with statutory requirements and guidelines.
  - 5.9 Identify, manage and seek to minimise risk.

**Background**

The intersection of Princess Road and Bruce Street, Nedlands was identified as a black spot for 2011/12 and subsequently a lighting

upgrade was recommended as a suitable countermeasure which addresses the incidences of night time crashes (refer to Attachment 1).

### Proposal Detail

- Addition of a new street light located on the south side of the roundabout; and
- Upgrading four (4) street lights to each leg of the intersection to Australian Standards (AS1158).

This treatment was selected by the City's consultant, Porter Consultant Engineers as the appropriate measure to address the number of night time crashes resulting in a high level of property damage (four (4) in five (5) years).

### Consultation

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

Consultation type: Mail out Date: 4 November 2011

Community consultation has been undertaken. A mail out was sent to all surrounding residents and stakeholders containing the following:

- A letter providing informing about the proposed works;
- An information sheet showing before and after artist impression images of what the proposed works will look like;
- A comment form; and
- A Black Spot flyer providing information on Black Spots.

Community feedback results are tabled in the discussion.

### Legislation

- Australian Standards (AS1158)
- *Local Government Act 1995*

### Budget/financial implications

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

Total cost of project is \$21,000

Cost breakdown:

Black spot program 2/3 \$14,000 – Approved  
Council 1/3 \$7,000 – Approved

Project has been approved in the 2011/2012 capital works budget.

### **Risk Management**

Should Council not approve the proposed lighting upgrade to the intersection of Princess Road and Bruce Street, the risk is that the intersection, as identified by Main Roads WA crash statistics will continue to be unsafe to all road users.

### **Discussion**

Crash patterns indicate that there have been a high number of reported night time crashes at the intersection. The proposed treatment is designed to increase safety at the intersection.

The City received no responses back from the community during consultation, this is shown in the table below.

Princess Road / Bruce Street Feedback Table

Total sent out	29
Total feedback forms received back	0
Feedback that was in support of the Black Spot Project	-
Feedback that opposed the Black Spot Project	-
Feedback which did not state support or oppose	-

### **Conclusion**

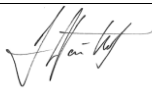
The proposed treatment is a cost effective and an appropriate method to address the night time crashes at this intersection.

### **Attachments**

1. Lighting design plan – Princess Rd / Bruce St

<b>T26.11</b>	<b>Black Spot Project 2011/12 – Intersection Upgrade at the Intersections of Stirling Highway and Florence Road and Florence Road and Princess Road, Nedlands</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Wayne Mo - Design Engineer
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	TEC/009-02
<b>Previous Item No's</b>	Nil
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

**Purpose**

To obtain Council's approval for the installation of approved Black Spot projects at the intersections of Stirling Highway and Florence Road, and Princess Road and Florence Road, Nedlands.

**Recommendation to Committee**

**Council:**

1. Approves the installation of a traffic island at the intersection of Stirling Highway and Florence Road as approved under the Main Roads WA Black Spot Program (refer to Attachment 1); and
2. Approves the installation of traffic islands at the intersection of Princess Road and Florence Road as approved under the Main Roads WA Black Spot Program (refer to Attachment 2).

**Strategic Plan**

KFA 1 Infrastructure  
 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.

KFA 5 Governance



- 5.6 Ensure compliance with statutory requirements and guidelines.
- 5.9 Identify, manage and seek to minimise risk.

### **Background**

The following intersections were both identified as Black Spots for 2011/12 financial year.

- Stirling Highway and Florence Road; and
- Princess Road and Florence Road, Nedlands

Intersection upgrades were recommended as suitable treatments to addresses the intersection crashes. (refer to Attachment 1).

### **Proposal Detail**

Stirling Highway and Florence Road

- Installation of a new traffic island

Princess Road and Florence Road

- Installation of new traffic islands on Florence Road

These treatments were selected by the City's consultant, Porter Consultant Engineers as the appropriate measures to address the number of intersection crashes resulting in a high level of property damage and medical occurrences.

Stirling Highway / Florence Road

- Number of crashes – 19 in five (5) years
- Crashes resulting in a high level of property damage and medical occurrences – four (4) in five (5) years

Florence Road / Princess Road

- Number of crashes – five (5) in five (5) years
- Crashes resulting in a high level of property damage and medical occurrences – four (4) in five (5) years

### **Consultation**

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

Consultation type: Mail out

Date: 10 November 2011

Community consultation has been undertaken. A mail out was sent to all surrounding residents and stakeholders containing the following:

- A letter providing informing about the proposed works;
- An information sheet showing before and after artist impression images of what the proposed works will look like;
- A comment form; and
- A Black Spot flyer providing information on Black Spots.

Community feedback results are tabled in the discussion.

### **Legislation**

*Local Government Act 1995*

### **Budget/financial implications**

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

Total cost of project is \$63,000  
(Stirling Highway / Florence Road \$30,000, Princess Road / Florence Road \$33,000)

Cost breakdown:

Stirling Highway / Florence Road

- Black spot program 2/3 \$20,000 – Approved
- Council 1/3 \$10,000 – Approved

Princess Road / Florence Road

- Black spot program 2/3 \$22,000 – Approved
- Council 1/3 \$11,000 – Approved

Both projects have been approved in the 2011/2012 capital works budget.

## Risk Management

Should Council not approve the proposed treatments to the intersections of Stirling Highway and Florence Road, and Princess Road and Florence Road, the risk is that the intersections, as identified by Main Roads WA crash statistics will continue to be unsafe to all road users.

## Discussion

Crash patterns indicate that there have been a high number of reported crashes at both of these intersections. Installation of traffic islands at both of these intersections is designed to improve safety and reduce crashes.

The City received a total of eleven responses back from the community during consultation, these are shown in the table below.

Stirling Highway / Florence Road & Princess Road / Florence Road  
Feedback Table

Total sent out	234
Total feedback forms received back	11
Feedback that was in support of the Black Spot Projects	7
Feedback that opposed the Black Spot Projects	1
Feedback which did not state support or oppose	3

## Conclusion

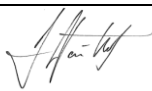
The proposed treatment is a cost effective and an appropriate method to address the crashes at this intersection.

## Attachments

1. Design Plan – Stirling Hwy / Florence Rd
2. Design Plan – Princess Rd / Florence Rd

<b>T27.11</b>	<b>Black Spot Project 2011/12 – Intersection Upgrade of Elizabeth Street and Bruce Street, Nedlands</b>
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<b>Committee</b>	29 November 2011
<b>Council</b>	13 December 2011

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Wayne Mo - Design Engineer
<b>Director</b>	Ian Hamilton - Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	TEC/009-02
<b>Previous Item No's</b>	Nil
<b>Disclosure of Interest</b>	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

### Purpose

To obtain Council's approval for the installation of approved Black Spot projects.

### Recommendation to Committee

**Council approves the installation of a roundabout, lighting upgrade and associated works at the intersection of Bruce Street and Elizabeth Street, Nedlands as approved under the Main Roads WA Black Spot Program (refer to Attachment 1).**

### Strategic Plan

- KFA 1 Infrastructure
  - 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.
- KFA 5 Governance
  - 5.6 Ensure compliance with statutory requirements and guidelines.
  - 5.9 Identify, manage and seek to minimise risk.

### Background

The intersection of Bruce Street and Elizabeth Street, Nedlands was identified as a black spot for 2011/12 financial year. Subsequently a roundabout and lighting upgrade was recommended as a preferred

treatment to address the incidences of right angled crashes. (refer to Attachments 1&2).

### **Proposal Detail**

- installation of a roundabout at the intersection;
- installation of three (3) new street lights on the north, east and western leg;
- upgrade of one street light on the southern leg;
- a two stage pedestrian crossing point will be installed on the northern and western leg of the intersection; and
- modification to parking.

This treatment was selected by the City's consultant, Porter Consultant Engineers as the appropriate measure to address the number of right turn intersection crashes resulting in a high level of property damage (nine (9) in five (5) years).

### **Consultation**

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

Consultation type: Mail out Date: 7 November 2011

Community consultation has been undertaken. A mail out was sent to all surrounding residents and stakeholders containing the following:

- A letter providing informing about the proposed works;
- An information sheet showing before and after artist impression images of what the proposed works will look like;
- A comment form; and
- A Black Spot flyer providing information on Black Spots.

Community feedback results are tabled in the discussion.

### **Legislation**

- Australian Standards (AS1158)
- *Disability Services Act 1993*

**Budget/financial implications**

Budget:

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

Financial:

Total cost of project is \$195,000

Cost breakdown:

- Black spot program 2/3 \$130,000 – Approved
- Council 1/3 \$65,000 – Approved
- Project has been approved in the 2011/2012 capital works budget

**Risk Management**

Should Council not approve the proposed roundabout and lighting upgrade to the intersection of Elizabeth and Bruce Street, the risk is that the intersection, as identified by Main Roads WA crash statistics will continue to be unsafe for all road users.

This intersection has four (4) existing Telstra services which have been identified as a design constraint to the project. Subsequently, the roundabout will not sit symmetrical on the intersection.

**Discussion**

Crash patterns indicate that there have been a high number of crashes at the intersection. By providing a roundabout and forcing vehicles to slow down is designed to improve safety and reduce crashes.

The City received a total of eleven responses back from the community during consultation, these are shown in the table below.

Elizabeth Street / Bruce Street Feedback Table

Total sent out	212
Total feedback forms received back	11
Feedback that was in support of the Black Spot Project	6
Feedback that opposed the Black Spot Project	1
Feedback which did not state support or oppose	5

## **Conclusion**

The roundabout and lighting upgrade is a cost effective and an appropriate method to address the crashes at this intersection.

## **Attachments**

1. Roundabout Design plan – Elizabeth / Bruce St
2. Lighting Design Plan – Elizabeth / Bruce St