



City of Nedlands

Agenda

Traffic Management Committee Meeting

17 May 2011

ATTENTION

This Agenda has yet to be dealt with by the Committee.

The Administration Recommendations, shown at the beginning of each item, have yet to be considered by the Committee and are not to be interpreted as being the position of either the Committee or Council.

The Minutes of the meeting held to discuss this Agenda should be read to ascertain the decision of the Committee.

Before acting on any recommendation of the Committee a check must also be made in the Ordinary Council Minutes following the Committee Meeting to ensure that Council did not make a decision at variance to the Committee Recommendation.

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In particular and without derogating in any way from the broad disclaimer above, in any discussion regarding any planning application or application for a licence, any statement or intimation of approval made by a member or officer of the City of Nedlands during the course of any meeting is not intended to be and is not to be taken as notice of approval from the City of Nedlands. The City of Nedlands warns that anyone who has any application lodged with the City of Nedlands must obtain and should only rely on written confirmation of the outcome of the application, and any conditions attaching to the decision made by the City of Nedlands in respect of the application.

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1. Public Question Time

A member of the public wishing to ask a question should register that interest by notification in writing to the CEO in advance, setting out the text or substance of the question.

Questions tabled at the meeting may be unable to be answered due to the requirement for technical research and will therefore be answered in writing afterwards.

Questions should relate and be relevant to the work of this Committee, such as an item on the agenda.

For more information, please refer to the public question time information sheet.

2. Addresses By Members of the Public (only for items listed on the agenda)

Addresses by members of the public who have completed Public Address Session Forms will be invited to be made as each item relating to their address is discussed by the Committee.

3. Disclosures of Financial Interest

The Presiding Member to remind Councillors and Staff of the requirements of Section 5.65 of the *Local Government Act* to disclose any interest during the meeting when the matter is discussed.

A declaration under this section requires that the nature of the interest must be disclosed. Consequently a member who has made a declaration must not preside, participate in, or be present during any discussion or decision making procedure relating to the matter the subject of the declaration.

However, other members may allow participation of the declarant if the member further discloses the extent of the interest. Any such declarant who wishes to participate in the meeting on the matter, shall leave the meeting, after making their declaration and request to participate, while other members consider and decide upon whether the interest is trivial or insignificant or is common to a significant number of electors or ratepayers.

4. Disclosures of Interests Affecting Impartiality

The Presiding Member to remind Councillors and staff of the requirements of Council's Code of Conduct in accordance with Section 5.103 of the *Local Government Act*.

Councillors and staff are required, in addition to declaring any financial interests to declare any interest that may affect their impartiality in considering a matter. This declaration does not restrict any right to participate in or be present during the decision-making procedure. The following pro forma declaration is provided to assist in making the disclosure.

"With regard to the matter in item x..... I disclose that I have an association with the applicant (or person seeking a decision). As a consequence, there may be a perception that my impartiality on the matter may be affected. I declare that I will consider this matter on its merits and vote accordingly."

The member or employee is encouraged to disclose the nature of the association.

5. Declarations by Members that They Have Not Given Due Consideration to Papers

Members who have not read the business papers to make declarations at this point.

6. Confirmation of Minutes

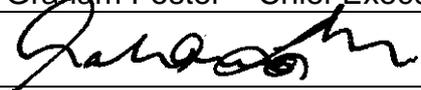
6.1 Traffic Management Committee Meeting 5 April 2011

The minutes of the Traffic Management Committee meeting held on 5 April 2011 are to be confirmed.

7. Items for Discussion

Note: Regulation 11(da) of the *Local Government (Administration) Regulations 1996* requires written reasons for each decision made at the meeting that is significantly different from the relevant written recommendation of a committee or an employee as defined in section 5.70, but not a decision to only note the matter or to return the recommendation for further consideration.

7.1 List of Outstanding Actions/Works/Requests of the Traffic Management Committee

Applicant	City of Nedlands
Owner	City of Nedlands
Officer	Luke Marsden – Parking Strategy Coordinator
Director	Graham Foster – Chief Executive Officer
Director Signature	
File ref.	TFM/009
Previous Item No's	Nil
Disclosure of Interest	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 Local Government Act (1995).

Purpose

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

Recommendation to Committee

That the updated list of outstanding actions/works/requests of the Traffic Management Committee be received for its information (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 the 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 the Traffic Management Committee with an updated status reports regarding the progress on the projects from previous Committee recommendations and provide information regarding any outstanding Council resolution pertaining to the terms of reference of this 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 the Traffic Management Committee.

Risk Management

The Committee 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 the Traffic Management Committee to indicate the status of all outstanding actions from previous meetings. Actions have been prioritised according to the scale as requested by the Committee with Administration to report on updates at each meeting.

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

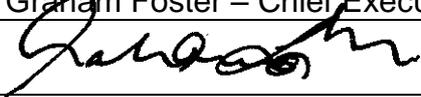
Conclusion

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

Attachments

1. List of outstanding actions/works/requests of the Traffic Management Committee, as of 10 May 2011.

7.2 Traffic and Parking Hot Spots throughout the City

Applicant	City of Nedlands
Owner	City of Nedlands
Officer	Luke Marsden – Parking Strategy Coordinator
Director	Graham Foster – Chief Executive Officer
Director Signature	
File ref.	TFM/009
Previous Item No's	Nil
Disclosure of Interest	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 Local Government Act (1995).

Purpose

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

Recommendation to Committee

That the updated information regarding traffic and parking hot spots throughout the City of Nedlands be received (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.

Background

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

The 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 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.

Proposal Detail

To provide the Traffic Management Committee with updated information on traffic and parking hot spots 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 Traffic Management Committee.

Risk Management

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

Discussion

An action plan to address the traffic and parking hotspots throughout the City has been developed in accordance with the key warrants classification and will be presented to the next available Traffic Management Committee meeting.

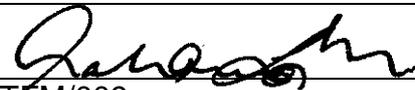
Conclusion

This is an ongoing report to the Traffic Management Committee that is used as a basis for identifying areas of concern within the City of Nedlands. The action plan will be in accordance with the key warrant classifications.

Attachments

1. Map of traffic and parking hotspots throughout the City as of April 2011

7.3 Car parking facility - The Esplanade, Nedlands

Applicant	City of Nedlands
Owner	City of Nedlands
Officer	Luke Marsden – Parking Strategy Coordinator
Director	Graham Foster – Chief Executive Officer
Director Signature	
File ref.	TFM/009
Previous Item No's	7.3, 1 February 2011
Disclosure of Interest	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 Local Government Act (1995).

Purpose

To provide the Traffic Management Committee with the feedback from the community consultation process carried out in March 2011 in relation to the proposed parking facility at The Esplanade and consider the additional option of TurfPave or similar products as a result of community consultation.

Recommendation to Committee**Committee recommends:**

- a. Council accepts the results of the community consultation process
- b. Council consider the option of TurfPave or similar products for the proposed 90 degree parking as specified on drawing ES1-PARKING-1-A (attachment 1)
- c. The shortfall of funding be considered in the draft 2011/12 financial year budget process.

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. |
| KFA 3 | Built Environment |
| 3.4 | Plan and develop the sustainable provision of community infrastructure and facilities with a focus on flexible and multiple uses. |

- KFA 6 Community Engagement
- 6.1 Improve community awareness of the City's directions, facilities and services.
 - 6.2 Encourage community participation in the City's decision making processes.

Background

On 15 June 2009, the Traffic Management Committee discussed a suitable location for the construction of car parking bays for general public use with the \$80,000 contributed by Steve's Nedlands Park Nominees Pty Ltd (Steve's Hotel). The site selected by the City was as close as possible to Steve's Hotel without any implications to the Bruce Trust Reserve, Nedlands.

A petition was lodged by residents requesting that the Council reject the application to construct 46 "off street" parking bays on The Esplanade, Nedlands. The Traffic Management Committee subsequently requested Administration to investigate the extension of the car park between the Rugby Club and The Esplanade and the resulting implications to the Bruce Trust deed.

In addition, at the meeting held on 28 July 2009, the Traffic Management Committee requested Administration to investigate alternative options for entry and egress in an effort to save existing trees. Subsequently, Administration designed a plan and supplied a copy of the proposed parking option to the Attorney General (attachment 1).

The City received a response from the Attorney General, Hon Christian Porter, outlining that the City of Nedlands, as Trustee of the Trust, cannot convert any part of the Trust land into a car park unless a car park is required by persons using the Trust land for recreational purposes.

Key previous decisions:

1 February 2011 - Traffic Management Committee meeting

Committee recommends that Administration:

- a) undertakes community consultation regarding the proposed parking bays on The Esplanade, Nedlands as per attached map number "Esplanade 90DEG parking"; and
- b) reports back to the committee with findings of the consultation at the next available meeting.

29 June 2010 - Traffic Management Committee meeting

That Committee requests Administration to:

- a) review the parking options; and
- b) provide a report for the management of the Bruce Trust as per the suggestions in the Attorney General's letter.

Proposal Detail

Consider the option of TurfPave or similar products as a result of community consultation on The Esplanade, Nedlands.

TurfPave is a grassed stabilised alternative to traditional asphalt or concrete which provides an aesthetically pleasing surface suitable for vehicles.

Consultation

Required by legislation: Yes No
Required by City of Nedlands policy: Yes No

Consultation type:

Dates:

- Consultation with residents/ratepayers within the area as instructed by the Traffic Management Committee on 1 February 2011.
- Letter to the Department of Attorney General pertaining to the use of Bruce Trust Reserve for car parking facility - 14 August 2009
- Letter from State Solicitors Office (SSO) requesting design plans - 22 September 2009.
- Design plans sent to the SSO - 23 September 2009.
- Administration contacted the SSO. However the solicitor was unable to confirm details - November 2009.
- Administration contacted the SSO once again requesting an update on the City's request - 5 February 2010.
- The City received a phone call from the SSO informing that the City's request and the plans have been sent to the Attorney General's Office and that they had not heard anything back yet - 10 February 2010.
- Administration contacted SSO. The solicitor who was handling the matter was not available. Left a message requesting to return the call - 22 April 2010.

- Response received from the Attorney General - 19 May 2010.

Legislation

- Charitable Trusts Act 1962.
- Local Government Act 1995.
- City of Nedlands Town Planning Scheme No. 2.

Budget/financial implications

Budget:

Within current approved budget: Yes No

Requires further budget consideration: Yes No

Financial:

\$80,000 is available to be used towards the cost of constructing car parking bays for general public use at The Esplanade, Nedlands.

Administration has investigated alternative parking bays made of a TurfPave or similar products to be located at the same location on the south side of The Esplanade which have an estimated cost of \$123,000 to construct (standard asphalt parking bays are estimated at a cost of \$117,000).

Risk Management

The City risks losing funds associated with the Steve's Nedlands Park Nominees Pty Ltd that is being held as cash in lieu as part of the development. As detailed in Section 3.9(b) of the City's Town Planning Scheme No. 2, Council must have firm proposals for providing a public station nearby within a period of 24 months from the time of agreeing to accept the cash payment.

Discussion

Summary of comments received	Officers technical comment
Strongly in favour of increased parking facilities along the esplanade without further restrictions.	No parking restrictions have been approved to date. Traffic Management Committee (TMC) to evaluate if restrictions should be implemented if approval to construct is made.
Oppose this parking option. 90deg parking does not work. Believes the parking area should be located beside the rugby club where all residents agreed.	90 degree bays maximise parking in this area and meet Australian Standards (AS). Parking bays located near the rugby club was declined by the Minister for Corrective Services, Hon C Porter

	MLA
No portion of reserve to be used for patrons of Steve's Hotel.	Proposed parking area is to be constructed for the use of public parking.
Oppose this parking option. 90 deg parking does not work. Believes the parking area should be located beside the rugby club.	90 degree bays maximise parking in this area and meet AS. Parking bays located near the rugby club was declined by the Minister for Corrective Services, Hon C Porter MLA.
Oppose this parking option. Council made error in allowing cash in lieu for parking shortfall. Unsafe and ruin amenity of area.	Council decision to accept the cash in lieu in exchange for a shortfall of parking bays is not in question as part of the community consultation. 90 degree bays maximise parking in this area and meet AS.
Oppose this parking option. Additional parking to service businesses and recreational facility – rare for parking along Esplanade, occurring a few days a year.	The City is looking to provide additional parking for all users and the proposed location is functional to all users.
Definitely do not agree to right angle parking in The Esplanade. Would agree to parallel parking.	90 degree bays maximise parking in this area and meet AS.
Strongly oppose the proposed parking bays for The Esplanade. The public open space enjoyed by many will be compromised by the increase in traffic, and the safety of children.	The proposed 90 degree parking option will provide a safer option than what currently exists and will not increase traffic volumes.
Good Idea, too much congestion as is.	Agreed
Strongly oppose the addition of additional parking to the area. Instead let's look at improving the community and stop bending over backwards for developers. Improved cycle ways, cessation of the Steve's development, improved mosquito control and limiting further subdivision are just some ways the council should be focused on concerning the area involved.	Suggestions not in question as part of the community consultation.
Happy for restaurant parking to be redirected to The Esplanade and not on the Avenue and Broadway.	The Avenue and Broadway were not part of the consultation process.

Idea is good. Thank you	OK
Excellent idea and proposal. These parking spaces are overdue.	OK
Any angle parking is too dangerous, especially with all the sporting facilities, and the parents with four-wheel drive cars. Please make it parallel parking on the river side only as The Esplanade is too narrow for parking both sides. Hope you don't remove any of the existing trees.	90 degree bays maximise parking in this area and meet AS. Tree removal will be minimised and new landscaping will be arranged.
No Way! Steve's pub needs to provide more parking for its patronage and so does UWA. Bring back the light rail.	Parking option on The Esplanade is a way of providing parking for patrons. Other comments and suggestions are not in question as part of the community consultation
Oppose the proposed parking bays because they are not required and are a waste of money. Kerbside parking is available on the south side of The Esplanade. However most of the time it is utilised by very few cars. When the rugby club has a major competition the 44 bays proposed would be inadequate and parking on the grass would be required.	Funds are available from the developer and are for the use of parking. The proposed parking bays are primarily for Steve's Hotel, however they will a benefit for the general community.
The residents - over 300 of them that live locally gave the council their view on parking issues on the foreshore during the planning of the Steve's redevelopment. Safety will have to be considered, with cars backing out of bays.	Parking bays meet Australian Standards.
1. Dangerous position 2. Busy corner for "walkers" and children using the playing field 3. Safety concern and noise pollution. 4. No report of survey from the city traffic management. 5. There are already lots of trees there and near the wall in front.	Parking bays meet Australian Standards. No newly generated noise. Survey results forms part of this report.
The general committee of the Perth flying squadron yacht club fully supports these proposed parking bays.	OK

<p>Oppose parking. On 15 June 2009, a petition by 63 residents was presented to Council to reject the construction of the car bays. Their objections then, as they do now, relate to the hazardous situations that would arise from the construction. I am aware that if this situation is not resolved immediately, the funds will need to be returned to the developer of the Hotel site. There are many occasions when the present parallel parking is used for over length vehicles such as buses, building and maintenance vehicles. Right angled parking would mean that these vehicles would need to park elsewhere or illegally.</p>	<p>Parking bays meet Australian Standards.</p>
<p>Opposed to this plan. To gain even more parking space is ludicrous. How about you go look after all the ratepayers for once, not some greedy business people. What about the unfortunate patrons whose homes will face parked cars and deal with people coming and going at late hours.</p>	<p>OK. Other comments noted.</p>
<p>Looks like an excellent idea. Can you please advise what the "restrictions" are?</p>	<p>Restrictions to be further investigated by Administration in due course.</p>
<p>Object to the proposed parking. The present parking arrangement should be reserved strictly for local residents and their visitors.</p>	<p>Disagree. Land is owned by the Council and is for public use.</p>
<p>Why dig up the new kerb laid last year? Waste ratepayers money. There is nothing wrong with parking on the lawns for special events. Why waste rate payer's money building concrete/tar/limestone pad for cars. Limestone pads are dustbowls for the area.</p>	<p>Funds are available from the developer and are for the use of parking. The proposed parking bays are primarily for Steve's Hotel, however they will a benefit for the general community. These works are not ratepayer funded.</p>
<p>Current parking along esplanade is adequate. Proposed parking and landscaping will detract from the amenity of the residents directly opposite the</p>	<p>Funds are available from the developer and are for the use of parking. The proposed parking bays are primarily for Steve's Hotel, however they will benefit</p>

development.	the general community.
Object to the proposed construction of 46 right angled parking bays. A petition by 63 residents was presented to Council to reject the construction of the car bays. The objection then, as is now, relates to the dangerous situation of cars backing out of or backing into a narrow road bordering Charles Court reserve.	Parking bays meet Australian Standards
Object strongly to the proposed parking on the Esplanade. Same proposal as June 2009, residents rejected scheme, too dangerous on narrow road, not compliant to Aust. Standard 2890.5, residents and users of foreshore are not responsible for Steve's shortfall	Parking bays meet AS. Parking will comply with AS 2890. Funds are available from the developer and are for the use of parking. The proposed parking bays are primarily for Steve's Hotel, however they will benefit general community.
Strongly object and oppose to the proposed construction of 46 right angled, car parking bays. The proposal for right angled car bays present significant safety issues for users of the Charles Court Reserve. The present plan does not comply with Australian Standard 2890.5. This is same proposal as the plan dated 2 July 2007. On 15 June 2009, a petition by 63 residents was presented to Council to reject the construction of the car bays. The Council needs to provide alternative parking solutions in light of the Steve's parking shortfall, or return the money back to the developers of Steve's.	Parking bays meet Australian Standards (AS). Parking will comply with AS 2890. Funds are available from the developer and are for the use of parking. The proposed parking bays are primarily for Steve's Hotel, however they will benefit the general community. Refer to SAT decision.
The proposal does not explain the need for or reasoning behind construction of the parking bays at this location. Given that there is already considerable parking available at the east end of the reserve, on the continuation of Broadway, we do not support the proposed additional parking bays at the proposed location. We strongly opposed to any reduction	Refer to SAT decision.

<p>in area of the existing parkland to provide car parking, regardless of whether the land involved is part of the "Bruce Trust Reserve". A significant disadvantage of the proposed location is poor access for people with disabilities. The plan provided shows a high barrier kerb and a post and rail fence between the parking bays and the reserve, both of which would present insurmountable barriers to many people with a disability. We suggest that the funds would be better spent to upgrade the existing unpaved parking area on The Esplanade adjacent to the skateboard ramp. This site for the parking bays would have major advantages including improving security for users of the skateboard ramp due to increased comings and goings and better disabled access into the reserve due to proximity to existing paths. As well, this location is not directly in front of any houses so it would have minimal impact on residents of The Esplanade.</p>	
<p>I am totally against this proposal. It is going to cause a lot of angst among the residents and is not a safe proposal. I have seen the cars leaving the parking area near the skateboard park and several times they have backed into oncoming traffic or bikes. This will be exacerbated as the area closer to the hotel is busier. A lot of people & groups use the grassed area and we do not need more bitumen and carbon monoxide.</p>	<p>Parking bays meet Australian Standards.</p>
<p>Object to the proposal to build 46 parking bays. I note that there has been no traffic management plan provided to the community and there is nothing to address the following concerns. 1. Cars</p>	<p>Parking bays meet Australian Standards.</p> <p>Traffic management plan will be provided should construction proceed.</p>

<p>backing out on to a narrow road in to two-way traffic. 2. Cars backing out very close to a T-junction (esplanade and Bessell Ave). 3. Cars backing out when the residents opposite are backing out of their own driveways. 4. Substantially increased traffic along Esplanade and Bessell Ave due to boat owners, their guests and the service vehicles associated with the proposed redevelopment of the Perth flying squadron yacht club which could increase boat pens by 54 and include a boat stacking building for up to 275 boats. I also note that the City of Subiaco has been recognised for their proactive decision to recognise the dangers of right-angled parking along Hackett Drive and to replace same with parallel parking. This precedent should be noted and acknowledged by the City of Nedlands.</p>	<p>Traffic will be monitored. Traffic behaviour on Hackett Drive is different to traffic behaviour on The Esplanade.</p>
<p>Do not support it. Believe that all the bollards should be relocated further into the reserve by say 1-1.5m so that sufficient space is allowed for cars to park parallel to Esplanade. Note cars currently park on the verge of the reserve side but the bollard position restricts the width of the road & causes a dangerous situation.</p>	<p>Proposal does not provide additional parking for Steve's or utilise the funds from the developer.</p>

It is necessary that the City provide adequate public parking in order to meet the heavy demand for parking spaces for persons using the Charles Court Reserve, Bruce Trust Reserve and surrounding facilities.

The capacity for kerbside parking of vehicles on The Esplanade and nearby streets is limited. There has been strong resistance by residents to general kerbside parking as has been detailed in feedback received as part of the community consultation process to date (refer Item 7.2 Traffic Management Committee Minutes 15 June 2009).

The City, as a first step approached the Attorney General to consider the parking options with regard to the use of the Bruce Trust Reserve, Nedlands.

The City is only required to appoint an advisory trustee when, through discussion, a proposed site to construct a car parking facility has been finalised and should that facility be implicated by the Bruce Trust Reserve. To date the City has only explored options and the viability of those options in relation to parking in and around The Esplanade, Bruce Trust Reserve and Charles Court Reserve, Nedlands.

Formalised kerbside car bays on The Esplanade, although previously received strong resistance from residents (refer Item 7.2 Traffic Management Committee Minutes 15 June 2009), offers a non-intrusive car parking area.

As a result of the feedback received, Administration has undertaken a review of various pavement materials. These include asphalt and grass based products such as TurfPave.

TurfPave or similar products offers a softer approach as a parking option, as it retains the closeness of the surface to the grass area, thus less impact visually.

It is anticipated that the proposed car parking area will only have high occupancy during peak hours, i.e. club and sporting events. Therefore this will only have a minor impact on the residents and the amenity.

Conclusion

The City is not in a position to utilise any of the Bruce Trust Reserve for car parking bays as indicated in the letter by the Attorney General. However, under the Town Planning Scheme No. 2, the City is required to have a firm proposal for providing a public station nearby within a period of 24 months from the time of agreeing to accept the cash payment.

The proposed plan aims to alleviate the parking short fall for all users of the area utilising the cash in lieu from Steve's Nedlands Park Nominees Pty Ltd.

Attachments

1. Map of the proposed parking option sent to Attorney General

7.4 Vehicular congestion around Challenge Stadium, Mt Claremont

Applicant	City of Nedlands
Owner	City of Nedlands
Officer	Luke Marsden – Parking Strategy Coordinator
Director	Graham Foster – Chief Executive Officer
Director Signature	
File ref.	8T4/L2103
Previous Item No's	Not applicable
Disclosure of Interest	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 Local Government Act (1995).

Purpose:

To inform the Traffic Management Committee of the initiatives VenuesWest have put in place to address the vehicular congestion at Challenge Stadium.

Recommendation to Committee

Committee receives the report of vehicular congestion at Challenge Stadium for their information as instructed by Council on 22 June 2010.

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
 - 6.1 Improve community awareness of City's directions, facilities and services.

Background:

Key previous decisions:

**22 June 2010 Council
Councillor Horley - Vehicular congestion at Challenge Stadium**

Councillor Horley gave notice of her intention to move the following at the Council meeting on 25 May 2010.

MOVED – Councillor Horley
SECONDED – Councillor Hodsdon

That Administration and all Councillors approach Challenge Stadium regarding a resolution of the regular vehicular congestion that occurs on Stephenson and Underwood Avenues as a result of events being held at Challenge Stadium. Outcomes from these discussions are to be forwarded to the Traffic Management Committee, with all Councillors being notified of when the Committee will consider the item.

Supporting Comments by Councillor Horley:

There have been long term difficulties associated with lengthy, regular vehicular congestion on the roads leading to Challenge Stadium each time an event is held in that location.

The recent pathway put in at Challenge Stadium, although much appreciated by pedestrians and cyclists, included road-works which eliminated an informal slip lane into Challenge Stadium, exacerbating the vehicular congestion problem.

A resolution to this problem needs to be formally considered and implemented, especially as this area has an increasing number of facilities being built nearby.

Administration Comment:

The Western Australian Sports Centre Trust, trading as VenuesWest is responsible for the management of Challenge Stadium. The VenuesWest Board of Management is appointed by and is responsible to the Minister for Sport and Recreation.

Administration supports requesting a meeting with the Chief Executive Officer of VenuesWest, to be attended by Administration and Ward Councillors, to discuss a resolution to the regular vehicular congestion that occurs on Stephenson and Underwood Avenues as a result of events being held at Challenge Stadium.

Potential traffic management outcomes/issues from the proposed meeting would be presented as an Administration report to the Traffic Management Committee. All Councillors are circulated a copy of all committee agendas, including the Traffic Management Committee.

Proposal Detail:

Inform the Traffic Management Committee of the initiatives VenuesWest has put in place to address the vehicular congestion at Challenge Stadium.

Consultation:

Required by legislation: Yes No
Required by City of Nedlands policy: Yes No

Consultation type: Dates:

Administration and Councillor Smyth attended a meeting with key representatives from VenuesWest to discuss parking, congestion, traffic and safety issues. 18 May 2011

Administration undertook a meeting with key representatives from VenuesWest. 4 October 2010

Legislation:

Main Roads Act 1902
Strategic Recreation Plan 2010 – 2015

Budget/financial implications:

Budget:

Within current approved budget: Yes No
Requires further budget consideration: Yes No

Financial:

The City would require federal funding to fund a project of this nature. Indicative costs would be in the vicinity of approx \$5million.

Risk Management:

The improvements to the infrastructure within the precinct will help reduce some of the congestion experienced on Stephenson Avenue. Providing an increased level of public transport to and from events will also ease congestion at the precinct.

By setting up the precinct coordination working group, VenuesWest can discuss strategies to overcome the traffic and parking congestion experienced on Stephenson Avenue and Underwood Avenue with key stakeholders.

Discussion:

Following the notice of motion at the Council meeting dated 22 June 2010 from Cr Horley, Administration conducted a meeting with key staff from VenuesWest including the CEO of VenuesWest, David Etherton.

Challenge Stadium is currently undergoing extensive development as part of the larger AK reserve precinct. As a result two new venues have been established and commissioned already with the WA rugby centre due to be completed by April 2011. Once completed, the precinct will hold an estimated 2800 cars.

VenuesWest engaged Cardno BSD to develop a precinct parking plan which is to advise on future development and parking strategies. This plan centred on the need for increase availability of public transport to alleviate parking and transport related issues.

According to VenuesWest, the construction phase has provided challenges to affected parking areas and internal roads, however additional parking areas have now become available which will continue to see a reduction on the impact to Stephenson Avenue.

A road has been constructed which has enabled traffic to enter the precinct from the north off Underwood Avenue. This will allow vehicles to queue internally and create less congestion on Stephenson Avenue.

VenuesWest has initiated a precinct coordination working group in which they will be asking for representatives from City of Nedlands to attend. They have indicated that the representatives from City can be made up of Administration and ward Councillors.

VenuesWest have indicated that approximately less than 10 times per annum the venue will experience car parking issues and 30 to 40 times a year the venue will experience access and egress issues.

VenuesWest have also indicated that they have budgeted for 3 VMS (variable message boards) to be located in strategic locations to capture the major vehicular audience. These will be used as advance warning signs when major events are on, subject to the City of Nedlands and Town of Cambridge's consent. This serves to advise of potential congestion in area and allows motorists to use alternate routes.

MRWA and the City of Nedlands have also monitored the traffic flow over the past few years for Stephenson Avenue and Underwood Avenue by undertaking traffic counts (attachment 1).

Conclusion:

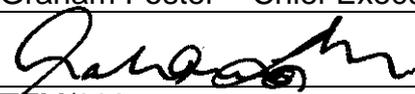
VenuesWest have put in place, internal road networks accessible from Stephenson Avenue and Underwood Avenue to alleviate the congestion and improve the traffic flow. In conjunction with the infrastructure modifications, VenuesWest is hoping to establish increased public transport thus creating a more efficient and sustainable transportation service reducing the amount of motorists driving to the stadium.

VenuesWest have also established a precinct coordination working group whereby City representatives as stakeholders will be requested to participate.

Attachments:

1. City of Nedlands Traffic Data and MRWA hierarchy table.
2. Aerial of Challenge Stadium
3. Map from VenuesWest – parking arrangements for Cirque Du Soleil

7.5 Black Spot Project - Stirling Highway, Broadway and Hampden road intersection

Applicant	City of Nedlands
Owner	City of Nedlands
Officer	Wayne Mo – A/Manager Engineering Services
Director	Graham Foster – Chief Executive Officer
Director Signature	
File ref.	TFM/009
Previous Item No's	Nil
Disclosure of Interest	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 Local Government Act (1995).

Purpose:

To advise the Traffic Management Committee of the withdrawal of the Stirling Highway/Broadway/Hampden road intersection project from the current 2010/11 capital works program and carried forward into the 2011/2012 capital works program.

Recommendation to Committee:

- a. **Council supports Administrations recommendation to carry forward this project from the 2010/11 capital works program into the 2011/2012 capital works program.**
- b. **Advise Committee that the change to the existing 5 minute parking bays on Broadway between Cooper Street and Stirling Highway will be for a 6 month trial period.**

Strategic Plan:

- KFA 1: Infrastructure
- 1.1 Implement a Capital Works Program based on 5 and 20 year forward work schedules linked to the Strategic Financial Plan.
 - 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 5: Governance
- 5.1 Manage the City's resources in a sustainable and responsible manner.
 - 5.6 Ensure compliance with statutory requirements and guidelines.

- KFA 7: Economic Development
7.1 Support local businesses in their activities.

Background:

The intersection of Stirling Highway, Broadway and Hampden Road was identified as a potential black spot project in 2009/10 and subsequently put forward as a black spot funded project for 2010/11.

The proposed countermeasures resulted in an audited BCR of 1.74 which made it qualify for state funding of 2/3 of the project cost.

During construction costing investigations, it was identified that there were insufficient funds to deliver the project. After negotiations with MRWA the countermeasure was revised, re-costed and resubmitted and MRWA agreed to fund the additional shortfall in 2011/2012.

Proposal Detail:

The original submission included a dedicated left turn lane with straight, right turn lane with a dedicated right turn lane on Broadway and a mast arm on Broadway (attachment 1).

The original total project cost was estimated at \$204,000. This was made up of a \$34,000 contribution from the City of Nedlands, \$34,000 contribution from the City of Subiaco and a state black spot contribution of \$136,000.

The revised submission based on new countermeasures included the extension of the right turn lane from Stirling Highway into Broadway, a dedicated left turn lane with straight and right turn lane with a dedicated right turn lane on Broadway and mast arms on Stirling Highway and Broadway (attachment 2).

The revised total project cost is estimated at \$378,000. This will be made up of a 2/3 state contribution of \$252,000, \$63,000 contribution from the City of Nedlands and \$63,000 contribution from the City of Subiaco.

Four existing 5 minute parking bays between Cooper Street and Stirling Highway will be modified, for a 6 month trial period, to incorporate morning and afternoon clearway (attachment 3) similar to the City of Subiaco clearway on Railway Road between Bagot Road and Barker Road, adjacent to King Edward Memorial.

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:

The revised countermeasure will cost the City of Nedlands an additional \$29,000 over the originally budgeted \$34,000, however under the black spot program, the state will contribute the majority of funds of \$252,000.

Risk Management:

The project cost may increase due to variation in the Consumer Price Index (CPI) and the introduction of clearway parking for peak times may not be supported by the local businesses.

Discussion:

Carrying forward this project to next financial year budget consideration will require a total of \$63,000 contribution from the City of Nedlands which represents 1/6 contribution under black spot.

The revised countermeasure combined with the revised parking is designed to further decrease the overall number of crashes to all approaches to the intersection as well as improving the traffic flow currently experienced at Broadway.

Conclusion:

The withdrawal of this project from the 2010/11 capital works program is necessary to refinance this project under 2011/12 black spot program fund and the City's 2011/12 budget. Main Roads Western Australia (MRWA) has agreed to the new treatments and to fund it in 2011/12 black spot program.

The revised countermeasures will deliver a more effective treatment which will address the majority of the crashes and reduce delays experienced at the intersection.

Attachments:

1. Original black spot proposal
2. Revised black spot proposal
3. Existing and proposed parking amendments

Date of next meeting

The next meeting of the Traffic Management Committee is scheduled for Tuesday, 21 June 2011.

Declaration of Closure

There being no further business, the Presiding Member will declare the meeting closed.

A handwritten signature in black ink, appearing to read 'Graham Foster', written in a cursive style.

Graham Foster
Chief Executive Officer