



City of Nedlands

# ***Agenda***

## ***Traffic Management Committee Meeting***

***21 June 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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## City of Nedlands

**Notice of a meeting of the Traffic Management Committee to be held in the Council Chambers at 71 Stirling Highway, Nedlands on Tuesday, 21 June 2011 at 5.30 pm.**

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Dear Committee member

The next meeting of the Traffic Management Committee will be held on Tuesday, 21 June 2011 in the Council Chambers at 71 Stirling Highway, Nedlands commencing at 5.30 pm.



Graham Foster  
Chief Executive Officer  
16 June 2011

### **Traffic Management Committee Agenda**

#### **Election of Presiding Member**

Mr I Hamilton, Director Technical Services, in accordance with Section 5.6 of the *Local Government Act 1995* will advise that due to the absence of the Mayor, a Presiding Member would need to be appointed.

#### **Declaration of Opening**

The Presiding Member will declare the meeting open at 5.30 pm and will draw attention to the disclaimer below.

(NOTE: Council at its meeting on 24 August 2004 resolved that should the meeting time reach 11.00 p.m. the meeting is to consider an adjournment motion to reconvene the next day).

#### **Present and Apologies and Leave Of Absence (Previously Approved)**

**Leave of Absence** Nil  
(Previously Approved)

**Apologies** Her Worship the Mayor S A Froese

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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.

### **1.1 Ms R M Potter – 80 Monash Avenue, Nedlands – Central Energy Plant at QE11MC**

The Presiding Member, on behalf of Ms R M Potter of 80 Monash Avenue, Nedlands will table the following question received on 15 June 2011 in relation to the Central Energy Plant at Queen Elizabeth II Medical Centre (QEII MC).

## Question

When can the residents of Monash Avenue expect to receive the letter from Brookfield Multiplex detailing the nature of the activity, length of the works and contact details for the Central Energy Plant – as per the Traffic Management Committee Agenda, the 17 May 2011; item 7.1, page 9?

## Answer

The City of Nedlands has received a copy of the letter from the Department of Health; on behalf of Brookfield Multiplex that was sent to 282 residents in the affected area, namely on Hampden Road, Monash Ave and Hardy Road. The letter detailed the nature of the activity, length of works and contact details via a free phone number and email address. This letter was addressed to the residents on 17 March 2011 as a result of the Traffic Management Committee's recommendation on 1 March 2011.

## **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 17 May 2011**

The minutes of the Traffic Management Committee meeting held on 17 May 2011 are to be confirmed.

**7. Presentation by Emmerson Richardson from Sinclair Knight Merz (SKM) – Traffic Management Issues / Concerns**

Director Technical Services has invited Mr Emmerson Richardson from Sinclair Knight Merz to speak at this meeting on various traffic issues and concerns.

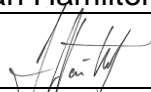
Mr Richardson has worked in traffic and transport planning for over 30 years in London, Melbourne and Perth. Emmerson is currently a Senior Executive in charge of Transport Planning for Sinclair Knight Merz, starting in 2001. Emmerson worked for 6 years with the Western Australian Department of Transport as Acting Executive Director Metropolitan Transport and Director of Metropolitan Strategy. Prior to

this he was Director of Engineering Services with the City of Fremantle for 8 years.

**8. 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.

**8.1 List of Outstanding Actions/Works/Requests of the Traffic Management Committee**

<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 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.

Note: this report is presented for the committee's information only.

**Recommendation to Committee**

**Committee receives the updated list of outstanding actions/works/requests of the Traffic Management Committee (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**

Nil

### **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.

**Notable Changes Since the Last Meeting**

Nil

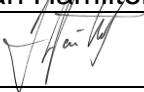
**Conclusion**

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 16 June 2011.

## 8.2 Traffic and Parking Hot Spots throughout the City

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Luke Marsden – Parking Strategy Coordinator Heather Ricketts – Infrastructure Assets Officer
<b>Director</b>	Ian Hamilton – Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	TEC/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 the Traffic Management Committee with up to date information regarding the parking hot spots, congested areas and accidents within the City of Nedlands.

Note: this report is presented for the committee's information only.

### Recommendation to Committee

**Committee receives updated maps regarding traffic and parking hot spots throughout the City of Nedlands as per attachments.**

### 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 provide additional information with regard to 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 amended maps were presented to the Committee at the meeting on 16 February 2010. The Committee at the meeting requested that accident data and the maps to be verified by Main Road 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 with regard to traffic and parking hot spots throughout the City.

### **Consultation**

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

### **Legislation**

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 them to identify the main areas of risk, and provide 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.

### **Notable Changes Since the Last Meeting**

Nil

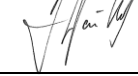
### **Conclusion**

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. Overview of Traffic Hotspots
2. Hotspots in Dalkeith and Nedlands
3. Hotspots in Swanbourne, Mt Claremont, Shenton Park & Floreat

### 8.3 North Hollywood Traffic Treatment Options

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Wayne Mo – Acting Manager Engineering Services
<b>Director</b>	Ian Hamilton – Director Technical Services
<b>Director Signature</b>	
<b>File ref</b>	TFM/009
<b>Previous Item No's</b>	TMC meeting on 1 February 2011 (item 7.7)
<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 Local Government Act (1995).

#### Purpose

At its meeting on 14 December 2010, Council requested Traffic Management Committee or Administration investigate the feasibility of traffic management treatments for Croydon, Burwood and Kitchener Street, Nedlands in the context of traffic management to and from the QEII hospital site and the North Hollywood precinct.

Note: The Committee has delegated Authority on this matter.

#### Recommendation to Committee

##### Committee:

- a) receives the report;
- b) requests Administration monitor the traffic volumes in north Hollywood in six months, as data from 2006-2011 identify little change in past and current traffic volumes, and;
- c) requests Administration write to all residents in North Hollywood regarding the Traffic Management Committee recommended as detailed in (b).

#### 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.

#### Background

A petition was received by Council on 14 December 2010 requesting to cul-de-sac Croydon, Burwood and Kitchener Streets, Nedlands.

Council recommended that the petition be received and reviewed by the Traffic Management Committee to address the concerns and issues highlighted within the petition.

Key relevant previous decisions:

14 December 2010 - Council meeting

Petition to cul-de-sac Croydon, Burwood and Kitchener Streets – Mr Julian Atkinson of 16 Burwood Street, Nedlands dated 13 December 2010.

That the petition be received.

1 February 2011 – Traffic Management Committee meeting

- a) investigate the feasibility of traffic management treatments for Croydon, Burwood and Kitchener Street, Nedlands in the context of traffic management to and from the QEII hospital site, and the North Hollywood precinct.
- b) undertake traffic counts in Croydon, Burwood and Kitchener Street.
- c) reports back to Traffic Management Committee with the findings.
- d) this petition relates to the impact on the North Hollywood area's amenity caused by traffic and parking from QEII. Council has considered QEII developments as tabled below:

### **Proposal Detail**

This report will provide the Traffic Management Committee with the results collated by Administration, including traffic counts, 85% Percentile (table 1) and various traffic management treatments as per attachment 1. This was used to ascertain what treatments are necessary to address the concerns and issues as highlighted within the petition (dated 13 December 2010).

**Table 1: Traffic Counts on Burwood, Croydon, Kitchener and Gairdner Street between 2000 and 2011**

Road Name (Location)	2000			2006			2011			Difference in Traffic Counts between 2006 and 2011
	AWDT	CV	0.85	AWDT	CV	0.85	AWDT*	CV	0.85	Total
Burwood St (Between Verdun St & Aberdare Rd)	390	29	59	457	9	49	462	10	50.4	+5
Croydon St (Between Verdun St & Aberdare)	569	21	61	625	14	53	575	35	36	-50
Kitchener St (Between Verdun St & Aberdare Rd)	357	22	59	320	2	54	410	10	52.9	+90
	2000			2008			2011			Difference in Traffic Counts between 2008 and 2011
Gairdner St (Between Verdun St and Aberdare Rd)	2624	79	58	3013	115	54	1824	166	50	-1189

AWDT – Average Weekly Daily Traffic, CV – Commercial Vehicle

\*MRWA Hierarchy Classification Local Access is less than 3000 cars per day



**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:

This project has been put forward in the 2011/2012 budget process

**Risk Management**

Ensure developers' works in progress are in accordance with traffic management plans submitted to Council.

**Discussion**

Administration undertook in accordance with the resolution investigations into the feasibility of traffic management treatments and traffic counts. The traffic counts included in this report indicate little change in traffic volume and 85 % percentile using traffic data alone implementing traffic treatments would not be supported by Administration.

It is acknowledged that some resident concerns pertaining to the bus service from the Shenton Park parking facility to QEII may access some of these roads, it should be noted that the Road Hierarchy set out by MRWA establishes them as Access Roads which can carry up to 3000 vehicles max.

The underpass was officially opened to the public in September 2009. The traffic data evidence shows that the opening of this underpass has had little effect on traffic volumes on Croydon, Kitchener and Burwood Street, as identified on page 16.

## **Conclusion**


Any proposed design treatments will have little effect in reducing volumes. It is therefore recommended that no action be undertaken in terms of traffic management at this time. These options will be reviewed again in six months when more substantial development has been completed on the hospital sites.

Current evidence suggests that the opening of the underpass has had very little impact on the traffic volumes to the area in North Hollywood from 2006 to 2011.

## **Attachments**

1. Draft Traffic Management Treatments

#### 8.4 Strategic Traffic Management Workshop

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Director</b>	Ian Hamilton – Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	TFM/009
<b>Previous Item No's</b>	Council Meeting 22 March 2011(item 14.2)
<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 Local Government Act (1995).

#### Purpose

At its meeting on 22 March 2011, Council resolved to hold a Strategic Planning Workshop to develop an Action Plan for Strategic Traffic and Parking Management throughout the City.

Note: the Committee has delegated authority on this matter.

#### Recommendation to Committee

##### Committee:

- a) accept the report on the Strategic Traffic Management Workshop
- b) accept principals of the report
- c) develops an action plan in accordance with attachment 1
- d) endorses for council approval the revised terms of reference for the Traffic Management Committee

#### 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.

## Background

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 subsequently undertaken on Thursday 5 May 2011.

The workshop summary points are as follows:

1. Welcome, Workshop purpose and process
2. Background
  - 2.1 Traffic Management Committee – Terms of reference
  - 2.2 2030 planning Study – WA Planning Commission
  - 2.3 Common transport and access themes and directions identified in previous/similar projects
1. Current Council Policies
2. Traffic and Parking Hot Spots
3. Council Vision for Traffic and Parking Management
  - 3.1 2030 Visioning Project – Traffic and Parking Vision
  - 3.2 Planning to achieve balance for residents, visitors and businesses
  - 3.3 Traffic Management versus Land and urban form – “Dose it work?”
4. Next Steps
  - 4.1 TMC Terms of Reference
  - 4.2 Develop a Traffic and Parking Management Action Plan
  - 4.3 Priorities and opportunities for better Traffic and Parking Management

## Proposal Detail:

To provide a report on the Strategic Planning Workshop held on 5 May 2011 and to develop an Action Plan for Strategic Traffic and Parking Management throughout the City.

## 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:

Nil

## Risk Management

The proposal seeks to address the risks associated with increased vehicle and parking congestion throughout the City.

## Discussion

The Workshop commenced with the facilitator Mr Linton Pike explained to Council the purpose of the workshop:

- Agree traffic and parking hotspots in the City;
- Help the Traffic Management Committee develop a strategic Traffic and Management and Parking Plan for the City;
- Inform the deliberations of the Traffic Management Committee not direct it;
- Identify Councillor priorities;
- Ensure ownership for resultant outcomes.

Subsequently, the following 5 key issues were discussed in detail:

Key Issue 1: Background (pg 20-22)

Key Issue 2: Current Council Policies (pg 22-23)

Key Issue 3: Traffic and parking hot spots (pg 23-26)

Key Issue 4: Council vision for traffic and parking management (pg 26-28)

Key Issue 5: Next steps (pg 29)

### Key Issue 1. Background

#### Traffic Management Committee “Terms of Reference” Purpose

To investigate traffic management issues in the City, consider options and submit recommendations to Council for the allocation of funds and setting priorities.

**Scope**

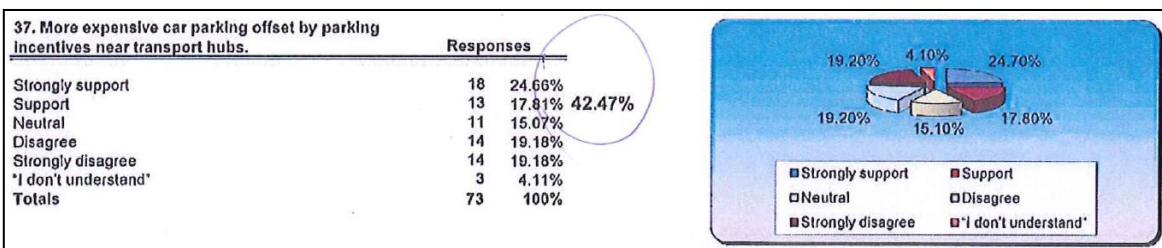
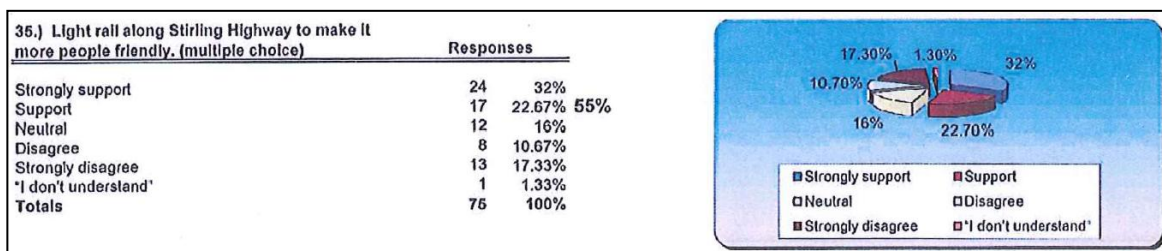
- Investigate strategic traffic management issues;
- Investigate options;
- Make recommendations for funding and priorities;
- Delegated authority for minor works, parking alterations, signage, traffic counts;
- Initiate discussions with relevant stakeholders; and
- Support principles of the city’s Transport Strategy 2006.

Subsequent comments on the Terms of Reference made by participants during the workshop are provided in attachment 3.

**2030 Planning Study – WA Planning Commission**

- Changing planning paradigm is emerging.
- Seeking non car dependent planning outcomes.
- High public transport usage – convenient, safe, affordable.
- Minimal negative environmental impact.
- Safe and lively streets.
- Key Community Ideas identified during the study include:
  - Improve public transport
  - A place where pedestrians and bikes are as plentiful as cars
  - More cycle paths
  - Linked paths throughout the community
  - Achieve a change of mind-set to non-car modes

Some of the relevant key messages identified during the study are shown graphically below.



**Some common transport and access themes and directions identified in previous/ similar projects includes:**

- Planning for change and growth – Murdoch Activity Centre, Victoria Park has impacts for transport and access provisions and needs innovative solutions;

- Integrating land use and transport solutions – Stirling, Cockburn Coast, the Link;
- Promoting alternative transport modes – public transport, cycling and walking;
- “Managing” traffic and parking – permits, fees, short stay, etc in a regional context;
- Permeability and connectivity – sharing the load on our terms;
- Working with communities;
- Slowing traffic – streetscape, interest, activity;
- Recognising emerging transport trends and needs – park n ride planned or default;
- Reclaiming our thoroughfares for all people not just cars – interest, people, activity, difference, appeal. Enforce it or build it in?

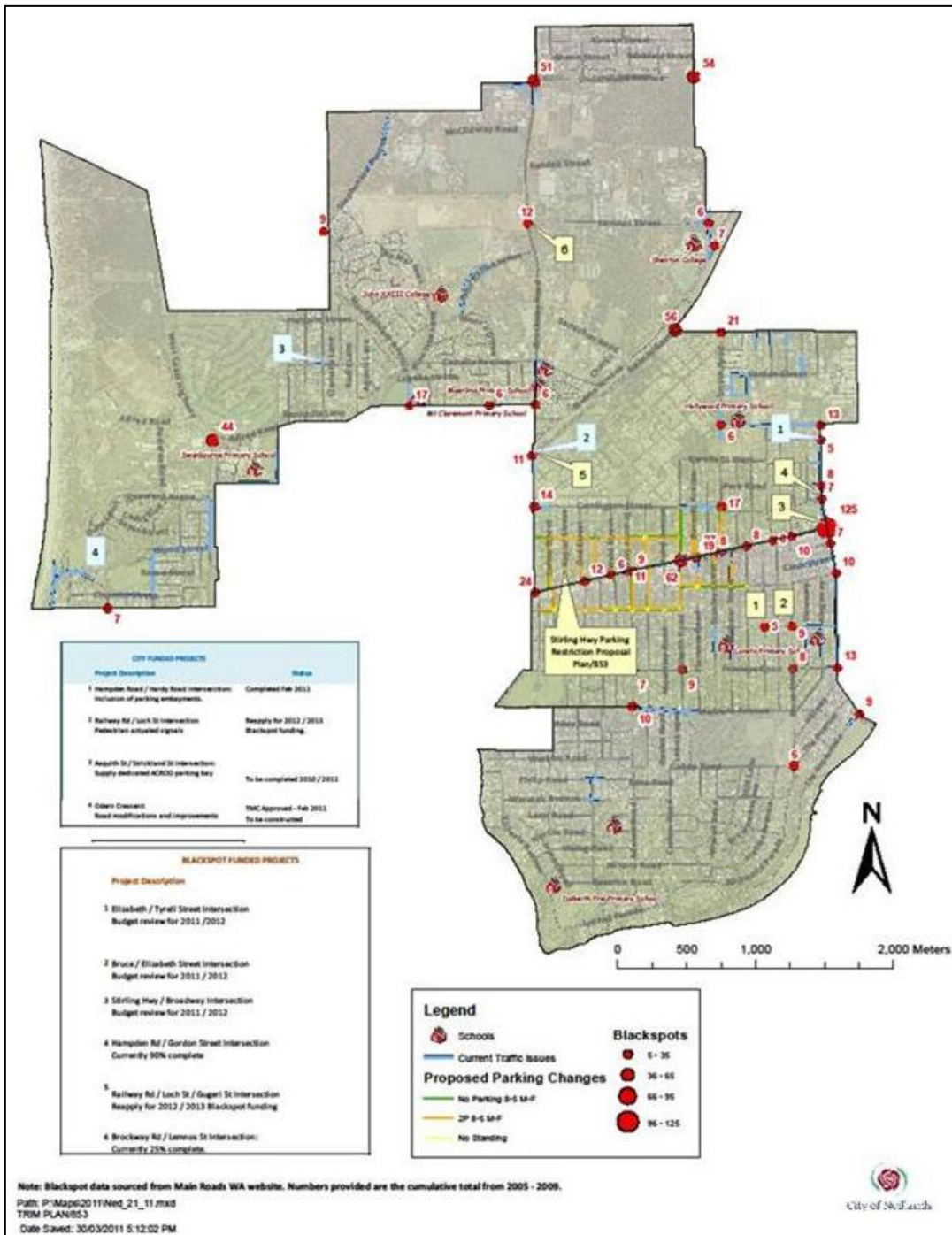
**Relevant Reports include:**

- Stirling Highway “Parking” Precinct (Traffic Management Committee Report April 5, 2011).
- QE II Master Plan – Traffic Management Study (previously circulated)
- Traffic and Parking Hotspots Map, Traffic Management Committee (March 2011)
- UWA Master Plan

**Key Issue 2. Current Council Policies**

The Director of Technical Services, Ian Hamilton, presented the Council’s current policies noting the following:

- Draft Parking Strategy
  - The strategy was prepared in 2009 as a draft strategy; and
  - It is now superseded by the draft local law.
- Proposed Parking and Parking Facilities Local Law update
  - Mapping provided at A1 and the same as the key slides;
  - Comment period has ended and initial compilation complete;
  - Follow up workshop in June; and
  - On street Parking machines generally not supported but other comment not proposing major departure.
- Suggested hot spots are shown below



### Key Issue 3. Traffic and Parking Hot Spot

Workshop participants identified their key considerations and concerns to inform the deliberations of the Traffic Management Committee. The outcomes are recorded below with Principles agreed to guide the deliberations of the Traffic Management Committee:

- Hot spot number 4 (Marine Parade) has traffic flow, restaurant and surf club parking impacts with some proposed reconfigurations. Has been a recent issue and changes are already proposed. The



TMC process needs to address it and similar concerns raised for other locations. It is a local area problem and part of a strategic district level issue for the Allen Park precinct. It was agreed that any problems raised by the community need to be dealt with as they occur with adjustments as required. We are obliged to do something about it.

***Principle for TMC***

Interventions that have resulted from recent changes allowed by us should be responded to in the immediate and short term.

- New additional accident statistics from MRWA are available and should be considered.
- Development in the area of Subiaco, QEII and UWA are causing significant angst and need to be addressed as a priority. Early intervention in any form in a positive way will be valuable. Streetscape and other interventions and partnered solutions are needed with City of Subiaco. Hollywood East precinct is also experiencing major impacts.
- We can create the right environment but we also need effective management and policing to get the right outcomes.
- We have a major daily influx of people in a lower density area with associated traffic impacts. Our daily visitors and residents create tension. Many households have at least 2 cars. What should the policy implications be? Is there an economic opportunity for Council as a result?

***Principle for TMC***

Use data for population growth (traffic counts) to monitor trends and changing network performance to guide future priorities.

- Most traffic issues arise from the effect of growth at UWA and QEII.

***Principle for TMC***

Focus on priority areas including QEII and UWA and the sporting precinct.

- Confining our interest and scope to an administrative area presents other problems. E.g. Hot spot number 9 Stephenson Ave and Challenge Stadium cross local government boundaries and requires a cohesive approach.

***Principle for TMC***

Collaborate with Town of Cambridge, City of Subiaco, Town of Claremont, Town of Cottesloe and others to develop mutually agreed solutions.

- Hot spots 6 and 7 also show the need to work collaboratively with City of Subiaco in a regionally agreed approach.
- Coastal areas seeking to use rail to access the city produces congestion but the stations are underutilised with many Nedlands residents using other stations. Can we make better use of federal government land at the Irwin Barracks or other locations for parking for rail users.

***Principle for TMC***

Seek to provide improved access to heavy rail transport options in appropriate locations.

- Stirling Highway is a very important key access and egress link with volumes growing along Hackett Drive also. This is a priority area and need. There is also a need to look for grade separated (underpass) solutions for traffic and people along Stirling Highway at strategic locations.
- Parking at key destinations like Challenge Stadium is problematic and a solution is needed – is it parking?

***Principle for TMC***

Work with traffic and parking generators to develop agreed solutions and recognise that we are not a parking lot and need to encourage public transport so that we don't carry the resultant burden.

***Principle for TMC***

Be prepared to collaborate to achieve win-win outcomes and achieve our transport aspirations in an integrated way with adjoining land uses.

***Principle for TMC***

Seek to solve our major problems by working with MRWA and other key stakeholders to modify key distributor links to improve transport efficiently and effectively.

- Reclaiming our streets would be beneficial and the key challenges are big vehicles. What can be done to limit vehicles of a heavy nature?
- Trends worldwide are moving away from car dependency and increased road capacity will not solve the problem. We haven't even started to tap into the public transport potential available to us. We need to give people viable options to encourage the right behaviour.

***Principle for TMC***

Seek co-operation of Community Services and Planning to help us reclaim our streets by various mechanisms.

***Principle for TMC***

Promoting alternative transport modes – public transport and lobbying for greater public transport amenity and provision to create new public transport paradigm recognising that people often have complex travel and journey needs. This may include a shuttle bus service from Subiaco to Claremont with investment from relevant sources with a focus on the key destinations and trip generators but not as the core business of local government.

Workshop participants (Councillors) agreed the following priorities:

1. QEII and surrounds and Hampden Road
2. UWA and surrounds and Broadway
3. Stirling Highway
4. Mount Claremont Sports Precinct
5. Swanbourne beachfront and Allen Park
6. Heavy vehicle management – Lemnos St and waste management vehicles.
7. Schools – Dalkeith, Hollywood, John XXXIII, Loreto, Moerlina, Mt Claremont, Nedlands, Swanbourne
8. Pursue different mechanisms to address these needs including the promotion of alternative transport modes and demonstrated leadership in our selection of more sustainable solutions.

**Key Issue 4. Council vision for traffic and parking management**

**2030 Visioning Project - Traffic & Parking Vision**

Discussion regarding the realisation of the 2030 Vision has an inherent need for us to encourage the desired outcomes by:

- Promoting children cycling and walking to school and requires:
  - Safe routes including cycling and walking paths;
  - Existing on road cycling too narrow and not differentiated from road;
  - Off road provisions preferred in key links; and
  - Christchurch drop off provisions should be encouraged as a case study – “not at school” to diminish congestion.
- Footpaths are not supported by some sections of the community and can be divisive. We need to encourage community ownership to influence them to raise their awareness and start using the facilities;

- Links to the Perth Bicycle Network are needed and we need to provide safe options to attract people to this option; and
- Recognising the travel time impacts of journeys to and from their destinations is another consideration.

### **Planning to Achieve Balance for Residents, Visitors and Businesses**

Discussion on future planning and TMC deliberations must look for balance between often competing needs including residents, visitors and businesses and includes:

- Managing increased use of key links like Lemnos St and others by heavy vehicles accessing the area
  - Provide off road cycling links and manage heavy transport movements to minimise conflict. Create safe cycling and walking options for Shenton College students.
  - Transport along Montgomery Drive and other links may benefit from “beemos” or small vehicles commuting daily to provide alternative choices.
  - Manage parking time limits to promote turnover of vehicles with shorter parking periods.
  - Encourage and promote walking by providing good amenity—shade, shelter, interest, safe spaces, appropriate plantings and streetscapes, etc.
  - Consider how we will discourage visitor parking on residential streets.
- Encourage business to provide sufficient parking on site.
  - Discourage workers from parking on streets to the detriment of our residents.
  - Permit parking for legitimate needs – on a permanent or temporary basis (for regular visitors).
  - First hour free then charged.
  - Promote kerb side parking on one side – the other side no parking.
  - Preserving the natural beauty of our streetscapes – trees and other.
  - Get cars off the street where possible and allow for some on road kerb side parking.
  - Include parking restrictions at select locations.
  - Turning over available spaces in busy areas for business focus.
  - Adopt technologically advanced policing solutions.
  - Activation of rear laneways and rear loading of businesses and residential.
- Make use of ROW's for parking with zero setback as a concession/incentive in select location eg Leura Street with appropriate streetscape.

- Avoid the creation of rat runs in the form of ROW's with a cautious approach to formalising ROW use for access and parking.

### **Traffic Management versus Land and Urban Form - "Does it work?"**

Discussion on managing the challenges of integrated land use, urban form and transport planning identified a number of considerations including:

- We often provide streets that are 7m wide with 3.5m lane widths which is freeway lane width standard. Can we do it better to engage and slow the driver? The appropriate use of nibs and other interventions to slow and create an environment that is less appealing to traffic is also suggested.
- We need to encourage traffic onto our distributor roads with control of access – split coding could allow higher density when rear loading through inducement and incentive to amalgamate with less conflict points.
- Rear laneway access to Stirling Highway businesses may be further promoted with the creation of new and additional rear laneways offering access to these businesses to discourage cars in a safer pedestrian environment as an inducement. We have taken a hard line on approvals to ensure new development can only occur after the provision of rear loading laneways. The origin and destination points need to be defined.
- Better synchronisation of traffic lights would further help.
- Impatient and errant driver behaviour is potentially going to result from the creation of these sorts of interventions including signage.
- Stirling Highway is at capacity at peak times in Claremont. The Nedlands section works fairly well with some congestion at peak times and little ability to influence it.
- Seek potential to change the road hierarchy to make greater use of the railway corridor for vehicle movements by removing constraints and limitations – possibly even including the sinking of the railway and share the road with Stirling Highway and release land for development purposes in a holistic approach with our LGA partners to maximise the use of available land.
- One of our challenges is to achieve our Directions 2030 population target increases with a strategic view needed to achieve these targets with a range of impacts – parking, traffic, services. The TMC needs to work with the Department of Planning to ensure integrated solutions result.
- Seek opportunities to offset the associated cost of implementation.

## **Key Issue 5. Next Steps**

### **TMC Terms of Reference**

Workshop participants reviewed and suggested revisions to the current Terms of Reference for the Traffic Management Committee.

### **Develop a Traffic and Parking Management Action Plan**

It was agreed that the Traffic and Parking Management Action Plan is effectively set by the discussions of this evening as a template for preparing the “table of contents” to guide the plan.

### **Priorities and Opportunities for Better Traffic and Parking Management**

The workshop agreed that the focus should be on:

- Looking for innovations and opportunities.
- Make provision for encouraging and enforcing the desired outcomes.
- Provide for special event management with appropriate level of resourcing.
- Understand the commercial impacts and realities of cost and revenue of parking management.
- Recognise the need for identifying timing and funding implications as a recommendation of the TMC as future priorities for action.
- Acknowledging the key impacts and priority needs as the focus for the TMC to work with key stakeholders to respond with strategic initiatives to promote change.

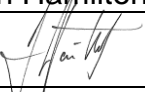
### **Conclusion**

The Strategic Planning Workshop identified and discussed the key issues relating to traffic and parking throughout the City. This workshop resulted in the development of an action plan to prioritise the issues relating to traffic and parking throughout the City.

### **Attachment**

1. Action Plan
2. Original Traffic Management Committee revised Terms of Reference
3. Workshop participants comments on the Revised Terms of Reference

**8.5 Education Program – “Safe Roads, Safe Drivers =Saving Life’s”**

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<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**

The purpose of this report is to develop an Educational/Awareness strategy for the City of Nedlands residents and visitors based on “Safe Roads, Safe Drivers =Saving Life’s”.

Note: Committee has delegated authority on this matter

**Recommendation to Committee**

**Committee receives the report and endorse the proposed “Safe Roads, Safe Drivers=Saving Life’s” road safety educational program.**

**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.

**Background**

In keeping with the National Road Safety Strategy 2011-2020 and the State Government development of a “Towards Zero” road safety strategy, this report identifies an educational strategy that complements both the City of Nedlands traffic & parking strategic planning workshop, recently held on Thursday 5 May 2011, and Councils own strategic mapping of hot spots throughout the City.

The new educational strategy outlines three key areas:

- Safe Roads
- Safe Drivers
- Save Lives

With the above mentioned in mind, the educational strategy will be called "Safe Roads, Safe Drivers = Saving Lives". This strategy is proposed initially for a period of five years to coincide with road accident data released every five years by Western Australia Main Roads.

### 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: Nil

### Risk Management

Potential increase in road accidents within the City of Nedlands.

### Discussion

The "Safe Roads, Safe Drivers=Saving Life's" approach complements and assists the National Road Safety Strategy and Towards Zero state strategy (at a local government level), whereby all road users will become aware of the interaction between driver and vehicle movements, and road conditions. The emphasis is solely placed on education by the use of various existing speed trailers and CCTV vehicle monitoring cameras. In addition the installation of Safety Road products, such as identified in attachment 1. Wet weather vehicle/speed activated signs (VAS) enable a constant reminder to the road users to slow down and check speed and environmental conditions.

It is estimated that approximately 3560 deaths occur per day on the roads globally. Every hour, there are nearly 160 road fatalities across the globe. This ever-increasing toll has inspired the United Nations to launch a Decade of Action for road safety. As a world leader in the field, Australia has a key role to play.



“Safe Roads, Safe Drivers=Saving Life’s” assists in the decade of action by the United Nations agency at a local government level.

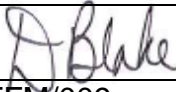
### **Conclusion**

The implementation of a “Safe Roads, Safe Drivers = Saving Life’s” educational program will have an overall positive affect on the number of road deaths within the City of Nedlands.

### **Attachments**

1. Pioneerz Safety road safety products

## 8.6 Tresillian Parking Permit Proposal

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Marion Granich – Manager Community Development
<b>Director</b>	Darla Blake – Director Community and Strategy
<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

The Traffic Management Committee, under its delegated authority to approve “parking alterations” is being asked to consider proposed changes to parking around Tresillian Community Centre. The proposed change will allow better alignment of parking requirements with the City’s services provided by Tresillian and the community’s needs.

### Recommendation to Committee

**To issue four hour parking permits to Tresillian members on the conditions that permits are:**

- (1) issued on a temporary basis until Council completes its review of the local law relating to parking: and**
- (2) permits are valid only for the duration of the course.**

### 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
- 4.4 Continue to develop a sense of community through the promotion of cultural events and programs.

## Background

Parking timeframes and availability around the Tresillian Community Centre that coincides with timeframes of its courses has been an ongoing issue. Much of the parking is limited to two hours. Many Tresillian users require parking for up to four hours in order to attend courses that range from two to three hours; and have the ability to use the Centre's other facilities, like the café, in the same visit.

In November 2010, the City received a letter of petition from forty Tresillian users, requesting Council either change the parking restrictions to four hour parking or consider issuing special permits to enable Tresillian users to park nearby whilst attending classes at the facility.

The matter was referred to the Technical Service, creating the opportunity for review of the Local Law Relating to Parking and Parking Facilities (gazette 8 May 2002). Changes are proposed, with a workshop proposed for the end of June and a report following, to the Traffic Management Committee.

The aim of this report's recommendation is to find an interim solution ensuring Tresillian users have suitable parking without causing any negative impact on residential streets.

Tresillian Community Centre has no on-site parking and users' park on streets surrounding the Centre. A variety of parking requirements apply to these streets, including:

- No parking 8am – 5pm
- Two hour parking 8am – 5pm and
- No parking restrictions.

Parking requirements in the streets surrounding Tresillian area are shown at attachment 1.

It should be noted, parking to the west of Tresillian is marked "no parking restriction" and parking to the east of the Centre is either "no parking" or "two hour parking" during business hours. The main purpose of these parking restrictions is to prevent all day parking by UWA users from inconveniencing local residents. City Rangers monitor these areas and issue infringements as required.

The issue is that none of the parking west of Tresillian (a combination of no parking, two hour parking and thirty minute parking during business hours) is suitable for Tresillian users, where courses are either two or three hours long. Parking, unloading art equipment from the car, attending even a two hour course then re-loading the car is not possible within the two hour parking restriction. This has meant an increasing numbers of Tresillian users being issued with parking

infringements, coinciding with increased effectiveness of City Rangers in recent years in parking enforcement.

In recent months Tresillian staff have received numerous complaints from users issued with parking infringements while attending courses. These complaints generally highlight the mismatch between service provided by the City (two and three hour courses at Tresillian) and the two hour parking restriction. In response, a community information campaign was undertaken, providing students with information on parking availability and parking requirements around Tresillian. The result has been increased awareness of the unrestricted parking in the streets west of Tresillian. However, this has not resolved the whole parking versus length of course issue.

Unrestricted parking now fills first, with those enrolled in the early courses parking there. Students attending courses held later in the day generally find the unrestricted street parking taken and are left only with the option of parking illegally in a two hour zone

### **Proposal Detail**

It is proposed that Tresillian Community Centre issues enrolling members with temporary four hour parking permits, valid only for the term in which the person is enrolled; noting a Tresillian term is 8 weeks long.

Each term, Tresillian would provide those enrolled in a course with a colour coded permit to be displayed on the car dashboard. The permit will have a clearly marked expiry date. City Rangers could then tell at a glance whether the permit was valid. The permit would entitle the user to park for up to four hours.

### **Consultation**

Required by legislation: Yes  No

Required by City of Nedlands policy: Yes  No

This report is in response to complaints by Tresillian users.

Internal consultation has also taken place with the City's Parking Strategy Coordinator and the Senior Ranger.

The current restrictions imposed on anyone parking in the area, other than permitted Tresillian users, will be retained. The ultimate impact on residents by the numbers of cars parking in the Tresillian area will be unchanged. Therefore, consultation on the matter has been limited.

## Legislation

The City's current Local Law Relating to Parking and Parking Facilities (gazette 8 May 2002) does not provide for the issuing of parking permits, other than to residents for parking on the road immediately outside their home.

The local law, however, is the subject of review, with a workshop being held at the end of June 2011. The draft Parking and Parking Facilities Local Law 2010, Section 7.10 Permits in Parking Facilities (1) states that:

*“The local government or authorized person may, whether on payment of a fee or not, issue a written temporary parking permission which allows a specific vehicle to park –*  
*(a) in a specific kerbside area;*  
*(b) in a car park which is controlled by a sign, in contravention of the restriction specified on that sign; or*  
*(c) in any other place under the control of the local government.”*

If the above change to Section 7.10 is adopted by Council as part of the review of the local law, the City will then be able to issue parking permits that are not limited to parking immediately outside a resident's home.

However, until the relevant local law is reviewed there is on-going negative impact on Tresillian users, services and revenue.

To resolve the current issue for Tresillian users, albeit an interim measure, it is therefore recommended that temporary permits are issued until the parking local law is reviewed and a decision made.

Issuing temporary permits until the local law is reviewed provides an immediate interim solution until the issue is resolved in the longer term.

## Budget/financial implications

Within current approved budget: Yes  No

Requires further budget consideration: Yes  No

There are no budget implications of implementing the recommended proposal to issue four hour parking permits to Tresillian users. However, if the parking issue is not effectively resolved, this could result in a loss of revenue.

## **Risk Management**

The Tresillian member must display the valid permit visibly on the dashboard of their vehicle and failure to do so will result in the City having the right to issue an infringement notice.

Valid permits will be colour coding the permits; using a different colour each term allowing users and Rangers to quickly identify whether a permit is valid or not.

If Council does not adopt a Local Law that provides for such permits to be issued, Tresillian users will continue to receive infringement notices when they access Tresillian services for longer than two hours and the likelihood of the situation we are currently experiencing will continue.

## **Discussion**

Issuing Tresillian users enrolled in a course with a permit to park for up to four hours during the term of their enrolment would reduce community dissatisfaction with the current situation.

Tresillian holds a mix of two and three hour courses. To address the issue, the City has considered reducing all courses to two hours. However, this would result in a loss of revenue of at least \$10,000 annually – and would not resolve the issue, since attending even a course of two hours is not achievable within the two hour parking restriction.

Most students need to unpack art materials and equipment from their cars. Some students also use the crèche, which means that children have to be enrolled before class then collected after class. A high proportion of Tresillian users are seniors. These factors all add to the time it takes to participate in even a two hour class.

Further, the main purpose of providing Tresillian is as a community centre. The Centre brings people together and develops a sense of community. The Tresillian café is the heart of the Centre and plays a key role in strengthening these local relationships. Feedback from Tresillian members is that some are now reluctant to use the café as this will take them outside their two hour parking limit. If not effectively addressed, this issue could negatively impact the viability of the café, which plays a central role in Tresillian as a community centre.

A four hour parking permit would allow a Tresillian member to park legally for the duration of either a two or three hour course while also allowing enough time for ancillary activities (unloading art equipment, accessing the crèche and café, office contact etc). A permit of less than four hours would only partly resolve the issue.

Any proposed solution must consider the main aim of the current parking restrictions, which is to reduce negative impact on local residents from non residents parking in the area. In particular, the current two hour parking restrictions aim to prevent overflow parking by UWA students and staff.

The proposed solution of issuing parking permits to Tresillian users means that current restrictions on anyone other than Tresillian members, including UWA students and staff, remain in place. It is proposed permits are issued as a temporary measure, until the issue is resolved by the review of the local law relating to parking.

### **Conclusion**

The main benefits of the City issuing four hour parking permits to Tresillian users are:

- to eliminate the mismatch between services provided by the City (two and three hour courses, a crèche and a café at Tresillian) and the City's parking requirements;
- to respond with a proactive solution to complaints from Tresillian users;
- to continue to support the financial viability of Tresillian through earned revenue from courses and café rental;
- to continue to support Tresillian as an effective community centre, where people can come together at courses and informally through the café.

The proposal will not result in an overall increase in the number of cars parked in streets around Tresillian. The current restrictions imposed on anyone other than Tresillian members will be retained.

It is therefore proposed that the City issues temporary four hour parking permits to Tresillian users, valid only for the term for which they are issued and colour coded for ease of recognition, pending the review of the parking local law.

### **Attachments**

1. Map of Parking Restrictions near Tresillian.

**Date of next meeting**

The next meeting of the Traffic Management Committee is scheduled for Tuesday, 2 August 2011.

**Declaration of Closure**

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



Graham Foster  
Chief Executive Officer