



City of Nedlands

# ***Agenda***

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

***5 April 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, 5 April 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, 5 April 2011 in the Council Chambers at 71 Stirling Highway, Nedlands commencing at 5.30 pm.



Graham Foster  
Chief Executive Officer  
29 March 2011

### **Traffic Management Committee Agenda**

#### **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 (Previously Approved)**                      None as at distribution of this agenda

**Apologies**    None as at distribution of this agenda.

#### **Disclaimer**

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## **1. Public Question Time**

### **1.1 Response to previous questions from members of the public taken notice**

#### **1.1.1. Mr T Tucak - 16 Adderley Street, Nedlands - Traffic and parking options in Odern Crescent and Marine Parade, Swanbourne**

At the Traffic Management Committee meeting on 1 March 2011 Mr I Hamilton, Director Technical Services tabled the following questions on behalf of Mr Tucak of 16 Adderley Street, Mt Claremont regarding item 7.1 – List of Outstanding Actions/Works/Request of the Traffic Management Committee (Refer to item 7.8 of the list – Traffic Calming and Parking Options in Odern Crescent and Marine Parade, Swanbourne, discussed on 1 February 2011 Traffic Management meeting).

Question 1 (Pertaining to answer 1 provided 1 March 2011)

The answer outlines the background to the short term modifications but does not address why the short term modifications are considered “generally agreed on by the affected residents in the area”.

Answer 1

The City has consulted with members of the Swanbourne Society regarding short term modifications. The Swanbourne Society was the only body in communication with the City on this matter. It is not known where Swanbourne Society members live. The City will always consult with the wider community on any master and long term plans.

Question 2 (Pertaining to answer 1d provided 1 March 2011)

The answer confirms that the City has only consulted with the spokesperson of the Swanbourne Society but does not address why the assumed agreement of 1-2% (1/90) of residents in the area constitute “generally agreed”?

Answer 2

Previous answer does not confirm anything. The City does not know the membership size of the Swanbourne Society or where members live and has not made any assumptions. The City will always consult with the wider community on any master and long term plans.

Question 3 (Pertaining to answer 3 provided 1 March 2011)

The answer both disagrees and agrees that there are a total of 550 parking bays within the area. As the question did not require consideration of the direction of travel to access a parking bay, does the City agree that there are approximately 550 parking bays within the area as listed below?

Answer 3

There are approximately 550 parking bays within the area, approximately 265 bays west of the upper car park exit and approximately 285 east of the upper car park exit. Users of any of these bays have the option to utilise any or all of the facilities in the area including the beach, cafe, rugby club, Allen Park and Bridge Club.

Question 4

Is there No Stopping signage (R5-35) missing from the ocean side of Marine Parade immediately north of the roundabout with North Street? If so will the City install No Stopping signage (R5-35) in this location?

Answer 4

“No stopping” signage is not legally required (either signage or line marking) due to the distance between the white median lines in place already. Administration was requested at the Traffic Management Committee meeting on 1 February 2011 to undertake “no stopping” line marking in this area to heighten the restriction. This was completed on 12 March 2011.

Question 5

The City has removed the Swanny Reef Café signage from the entry statement to the Swanbourne Beach Redevelopment. Will the City install signage for the Naked Fig café at the same location?

Answer 5

Should Naked Fig formally request signage to be located at the above named site, then the City will consider that application in conjunction with the City's signs local law.

Question 6

AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking Clause 2.4.2 Angle parking aisle, (c) Blind aisles states that "In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards." In the Overflow car park, will the City make provision for cars to turn around at the end and drive out forwards without loss of car parking bays, in order for this car park to meet Australian standard?

Answer 6

The overflow car park has not been formalised and therefore it is not necessary to meet the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking Clause 2.4.2 Angle parking aisle, (c).

Should this area be formalised then the City would investigate various available parking options to accommodate users which may or may not result in provisions for cars to turn around at the end and drive out forwards.

Question 7

There are the bases of two bollards (as pictured below) within the entry to the WA Bridge Club car park. These have been severed at pavement level and therefore pose a hazard to pedestrians, cyclists and vehicles. Will the City remove the remaining pieces of bollard and make good the pavement?

Answer 7

The City will investigate this matter and if required, take necessary action.

**1.1.2. Mr T Tucak - 16 Adderley Street, Nedlands - Traffic and Parking Hotspots throughout the City**

At the Traffic Management Committee meeting on 1 March 2011 Mr I Hamilton, Director Technical Services tabled the following questions on behalf of Mr Tucak of 16 Adderley Street, Mt Claremont regarding traffic and parking hotspots.

Question 1

The City of Nedlands Minutes of Council Meeting of 30 March 2010 notes that Item D16.10 Final Endorsement of the Swanbourne Precinct Master plan was referred back for consideration of clauses 2, 4 and 5 by the Traffic Management and Budget Committees.

Clause 4 was to refer traffic and parking issues associated with the proposed plan to the Nedlands Traffic Management Committee for consideration and further recommendation to Council.

Why does this specific item not appear in Item 7.1 List of Outstanding Actions/Works/Requests of the Traffic Management Committee for the meetings of the Traffic Management Committee on 18 May 2010, 29 June 2010, 17 August 2010, 16 Nov 2010, 1 February 2011 or 1 March 2011?

Answer 1

The item has been included in Item 7.1 List of Outstanding Actions/Works/Requests of the Traffic Management Committee on 16 November 2010, 1 February 2011 and 1 March 2011 (17 August 2010 7.4 Traffic Management – Allen Park Precinct). The item was not required in Item 7.1 List of Outstanding Actions/Works/Requests on 17 August 2010 as it was a separate report. Until that report was presented on 17 August 2010 the City had been in consultation with Swanbourne Society members.

A report on solutions to address the long term traffic and parking issues has yet to be presented to the Traffic Management Committee.

Question 2

Has the Traffic Management Committee considered the traffic and parking issues associated with the proposed Swanbourne Precinct Masterplan as requested by Council on 30 March 2010?

Answer 2

The item was presented as a report on 17 August 2010 which included the Allen Park Precinct, Swanbourne Precinct and the Swanbourne Master plan concurrently.

Question 3

Has the Traffic Management Committee provided recommendation on traffic and parking issues associated with the proposed Swanbourne Precinct Masterplan as requested by Council on 30 March 2010?

Answer 3

Traffic Management Committee provided recommendation on solutions to traffic and parking problems pertaining to the Swanbourne Master Plan as per the Council Resolution on 30 March 2010.

Question 4

At the Traffic Management Committee on 18 May 2010 Mr Mark Newland of 72 Wood Street, Swanbourne presented a submission on Traffic Management in the Allen Park Precinct.

At the Traffic Management Committee on 29 June 2010 the Committee included in Item 7.1 List of Outstanding Actions/Works/Requests of the Traffic Management Committee the submission from Mr Mark Newland of 72 Wood Street, Swanbourne on Traffic Management in the Allen Park Precinct.

This item then appears in the minutes of the Traffic Management Committee of 29 June 2010 in the List of Items Received from Committee Members/Administration For Discussion as a 'Submission regarding local area traffic management for the Allen Park Precinct' and with an Administration Comment that an independent traffic study (is) required in conjunction with long term traffic treatment in Swanbourne.

This item then appears in the minutes of the Traffic Management Committee of 17 August 2010 as Item 7.4 Traffic Management – Allen Park Precinct. The recommendation of the Traffic Management Committee was to expedite the report on solutions to traffic and parking problems pertaining to the Swanbourne (Precinct) Master plan (as per Council resolution dated 30 March 2010 to be presented at the next Traffic Management Committee Meeting.

An evaluation based on criteria and key warrants for installing traffic calming practices is then detailed for Kirkwood Street and Wood Street only.

Why are the traffic and parking issues associated with the proposed Swanbourne Precinct Masterplan as requested by Council on 30 March 2010 included in this item arising from Mr Newlands submission and not as a standalone item?

Answer 4

The two issues are intrinsically linked as parking, traffic congestion, directional flow of traffic, current constraints and future proposals will require complimenting each area. Any future study will incorporate the area as a whole so as not to negatively impact on the road network.



Question 5

Why has stopping line marking and signage not been completed as per the map entitled Ned\_18\_10?

Answer 5

“No stopping” line marking and signage has been completed. The City was delayed in carrying out the works due to resources and contractor availability.

Question 6

In the minutes of the Traffic Management Committee of 17 August 2010 Item 7.2 Traffic and Parking Hot Spots throughout the City Attachment 3, added City Funded Projects ‘1’ being ‘Road modifications and improvements on Odern Crescent’ without any mention of the same in the text of the minutes.

On what basis was this item added to the Traffic and Parking Hot Spots throughout the City?

Answer 6

The City had received complaints relating to the congestion and parking in the area. The item was added at the request of Traffic Management Committee members.

Question 7

Why is there no evaluation based on criteria and key warrants for installing traffic calming practices for this item?

Answer 7

This area had already received allocated funds in the budget to address the parking and traffic related issues in the short term.

Question 8

The City of Nedlands Minutes of Council Meeting of 30 March 2010 for Item D16.10 Final Endorsement of the Swanbourne Precinct Masterplan notes the recommendation to Committee was (as Clause 5) to consider the “Swanbourne Café Car Parking and Access Study” by Cardno recommendations for Odern Crescent and Upper Swanbourne Beach Car Park in the 2010/11 Budget.

However the Council deleted this recommendation (Clause 5) and replaced it with Clause 4 to refer traffic and parking issues associated with the proposed plan to the Nedlands Traffic Management Committee for consideration and further recommendation to Council.

Why has Administration then implemented the original Committee recommendation (Clause 5), by preparing a concept plan detailing proposed modifications to the upper car park entry / exit points, against the decision of Council on 30 March 2010?

Answer 8

The concept plan detailing proposed modifications to the upper car park entry / exit points that was presented to Council on 14 December 2010 and subsequently the Traffic Management Committee on 1 February 2011 was not against the decision of Council on 30 March 2010. Elements of the study undertaken by Cardno were considered and meetings with Swanbourne Society members resulted in the option presented to the Traffic Management Committee for approval.

Question 9

Why has Administration then implemented the original Committee recommendation (Clause 5), by meeting with the Swanbourne Society Committee on 17 June 2010, against the decision of Council on 30 March 2010?

Answer 9

As per answer 8, the report presented to the Traffic Management Committee on 1 February 2011 was not against the decision of Council on 30 March 2010. The recommendation of Council on 30 March 2010 did not stipulate who Administration could or could not consult with, during this process. The members of the Swanbourne Society were proactive in seeking solutions to assist the City for short term and long term solutions to address the parking and traffic issues in the area.

Question 10

Why do the recommendations for the Odern Crescent and Upper Swanbourne Beach Car Park from the "Swanbourne Café Car Parking and Access Study" by Cardno then become Item 7.8 Traffic Calming and Parking Options in Ordern Crescent and Marine Parade, Swanbourne in the Traffic Management Committee meeting of 01 February 2011, against the decision of Council on 30 March 2010?

Answer 10

The recommendation does not imply or suggest that it is associated to the "Swanbourne Café Car Parking and Access Study" by Cardno.

Question 11

Why has Administration therefore implementing the original Committee recommendation (Clause) against the decision of Council on 30 March 2010?

Answer 11

The recommendation of the Traffic Management Committee on 1 February 2011 is a standalone recommendation independent of which is referred to within the minutes of Council on 30 March 2010.

Question 12

Why has Administration not implemented Clause 4 as requested by Council on 30 March 2010?

Answer 12

Clause 4 of the Council resolution on 30 March 2010 refers to the Nedlands Traffic Management Committee for consideration and further recommendation to Council, not Administration as the question requests. The Traffic Management Committee has considered the issues relating to traffic and parking with two reports presented on the dates of 17 August 2010 and 1 February 2011.

**1.1.3. Councillor I Tan – Functions of the Traffic Management Committee**

At the Traffic management Committee meeting on 1 March 2011 Councillor I Tan tabled the following questions in relation to the functions of the Traffic Management Committee.

Question 1

On 11 November 2008, the Traffic Management Committee was established through a Council Resolution and became fully functional in February 2009. Its main purpose is to investigate strategic management of traffic and parking issues in the City of Nedlands. Why is the TMC bogged down instead with the micro-management of localised problem solving, and in so doing, continue to lose sight of the bigger picture at hand?

Answer 1

Administration agrees.

Question 2

Why is there still no apparent clear guidance being given to the Committee members and Administration to re-focus on the main

function of the TMC ie strategic issues instead of wasting time on quick fix solutions to localised areas – which can be considered not far-sighted or pro-active enough to be deemed “strategic”?

Answer 2

Please note the City cannot answer on behalf of the Council.

Question 3

In a reversal of roles, this Committee has instructed Administration to devise an ‘Action Plan’ for the TMC to consider! Shouldn’t this ‘Action Plan’ and a much needed ‘Time Line’ for its implementation actually be the responsibility and product of the Committee members as the strategic planners for this City?

Answer 3

Administration agrees.

## **1.2 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 direct afterwards.

Questions must relate to a matter contained within the agenda of this meeting.

## **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 at this point.

## **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**

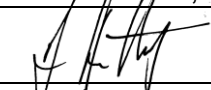
**6.1 Traffic Management Committee Meeting 1 March 2011**

The minutes of the Traffic Management Committee meeting held on 1 March 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**

<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>	T/M/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 Local Government Act (1995).

**Purpose**

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

**Recommendation to Committee**

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

**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 and 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**

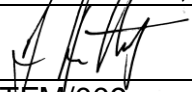
It is recommended that the updated list of “outstanding actions/works/requests of the Traffic Management Committee be received.

### **Attachments**

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



**7.2 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
<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 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**

**Committee receives updated information regarding traffic and parking hot spots throughout the City of Nedlands, (refer attachment).**

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

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

### **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.

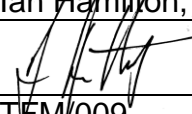
### **Conclusion**

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 entitled Ned\_16.1\_10 Rev 2
2. Map entitled Ned\_16.2\_10 Rev 2
3. Map entitled Ned\_16.3\_10 Rev 2

**7.3 Black Spot Project – Loch Street and Railway Road Pedestrian Crossing**

<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>	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 Local Government Act (1995).

**Purpose**

To advise the Traffic Management committee of the withdrawal of this black spot project from the current 2010/11 capital works program and the proposed pedestrian crossing on Railway Road (on advice from MRWA. They would not approve the project as administration requested).

**Recommendation to Committee**

**Committee:**

- 1. Supports Administrations recommendation to withdraw the Loch street and Railway road pedestrian crossing project from the 2010/11 capital works program**
- 2. Agrees to reconsider the project as part of the draft proposed 2012/13 budgeting process in conjunction with MRWA advice.**

**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 3: Built Environment
- 3.7 Provide efficient and integrated approvals systems.

KFA 5: Governance

- 5.3 Develop and maintain the organisation's core information systems to assist better informed decision making.

**Background**

The intersection of Loch Street and Railway Road was identified as a potential black spot item in 2009/10 and subsequently put forward and approved as a black spot funded project for 2010/11.

During the design of the black spot intersection a pedestrian crossing was considered due to a need from Westcare. However, a combined treatment was not possible. MRWA was approached to seek an agreement to install a signalized pedestrian crossing which was not supported by MRWA as the pedestrian warrants were not met.

To achieve the desired outcome of a signalized pedestrian crossing and black spot for the intersection of Railway Road and Loch Street traffic signal warrants were then revisited utilizing a Road Safety Risk Manager program.

MRWA have advised and recommended that:

- The current application be withdrawn from 2010/2011 black spot (refer attachment 3)
- Re apply for 2012/2013 black spot
- Based on the RSRM analysis, the project would most likely be fully funded by the federal government

**Proposal Detail**

Original Submission

1. Right lane in Guger Street
2. Left lane in Railway Road

The total original project cost was \$99,000, being \$16,500 budgeted by the City of Nedlands for 2010/11, a contribution of \$16,500 from the Town of Claremont, and \$66,000 contribution from the state black spot fund.

Revised submission based on new countermeasures

1. Traffic signals

The total revised project cost is \$350,000, being budgeted from the black spot funds 2012/2013.

### Consultation

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

Consultation type: To be advised Dates: To be advised

### Legislation

Not applicable

### Budget/financial implications

Budget:

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

Financial:

The revised treatment will likely attract Federal funding and therefore the cost to Council will be zero.

### Risk Management

The delay in the project to 2012/2013 may be perceived as unacceptable for Westcare.

### Discussion

Carrying forward this project to 2012/2013 financial year budget consideration will save Council \$16,500 in the 2010/2011 budget and will likely deliver a suitable countermeasure to treat the black spot crashes as well as provide a signalized crossing point for a pedestrian crossing point.

The treatment is likely to be fully funded by the Federal Government.

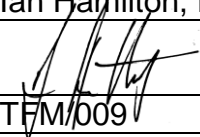
### Conclusion

Withdrawing this project from the 2010/2011 capital works program is necessary to resubmit under 2012/2013 black spot program funding. This is likely to be fully funded without Council contribution.

### Attachments

1. Original black spot plan
2. Resubmitted traffic signal countermeasure under RSRM
3. Advice from MRWA

**7.4 Black Spot Project – Elizabeth Street/ Tyrell Street intersection, Nedlands**

<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>	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 Local Government Act (1995).

**Purpose**

To advise the Traffic Management Committee of the withdrawal of the Elizabeth street and Tyrell street intersection project from the current 2010/11 capital works program and to reconsider it in the draft proposed 2011/12 budgeting process (being 2/3 funded under the state black spot program).

**Recommendation to Committee**

**Committee:**

- 1. Supports Administration recommendation to withdraw Elizabeth Street and Tyrell Street intersection project from the 2010/11 capital works program**
- 2. Agrees to reconsider the project as part of the draft proposed 2012/13 budgeting process.**

**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 3: Built Environment
- 3.7 Provide efficient and integrated approvals systems.

- KFA 5: Governance  
5.3 Develop and maintain the organisation's core information systems to assist better informed decision making.

**Background**

The intersection of Elizabeth Street and Tyrell Street was identified as a capital works item in 2009/10 and subsequently put forward as a 100% Council funded capital project for 2010/11. During black spot investigations and submissions in 2010/11, the countermeasure proposed resulted in an audited BCR of 1.56 which made it qualify for state funding of 2/3 of the project cost.

**Proposal Detail**

To install traffic islands on Elizabeth Street with kerbed nibs on the south side of the intersection.

The total project cost of \$47000, being \$31,333 budgeted in 2011/12 from the black spot funds, and a contribution of \$15,667 from the City of Nedlands.

**Consultation**

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

Consultation type: To be advised Dates: To be advised

**Legislation**

Not applicable

**Budget/financial implications**

Budget:

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

Financial:

The traffic issue is funded from the black spot program however the additional works associated with the parking may require further budgeting consideration which is estimated around \$15,000. This additional cost is due to drainage issues associated with the trapped low point associated with the kerbed nib on the S-E corner.



### **Risk Management**

The total project cost may increase due to change in the CPI.  
The parking component on Tyrell Street is outside the scope of black spot funding and may need additional funding (estimated <\$15000).

### **Discussion**

Carrying the project forward to next financial year will save the City of Nedland's Council funds of 2/3 of the project costs. In this instance there is a savings of \$31,333 which can be used in other projects.

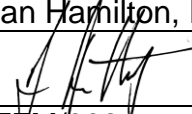
### **Conclusion**

Withdrawing this project from a fully funded Council capital project to a black spot funded job will enable a cost saving to Council.

### **Attachments**

1. Plan of existing intersection - nearmaps
2. Plan of proposed treatment – final design

**7.5 Black Spot Project – Elizabeth Street and Bruce Street intersection, Nedlands**

<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>	TM/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 Local Government Act (1995).

**Purpose**

To advise the Traffic Management Committee of the withdrawal of the Elizabeth Street and Bruce Street intersection project from the current 2010/11 capital works program and for it to be reconsidered in the draft proposed 2011/12 budgeting process (being 2/3 funded under the state black spot program).

**Recommendation to Committee**

**Committee:**

1. **Supports Administration recommendation to withdraw Elizabeth Street and Bruce Street intersection project from the 2010/11 capital works program**
2. **Agrees to reconsider the project as part of the draft proposed 2011/12 budgeting process.**

**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 3: Built Environment
- 3.7 Provide efficient and integrated approvals systems.

KFA 5: Governance

- 5.1 Manage the City's resources in a sustainable and responsible manner.
- 5.3 Develop and maintain the organisation's core information systems to assist better informed decision making.

**Background**

The intersection of Elizabeth Street and Bruce Street was identified as a capital works item in 2009/10 and subsequently put forward as a 100% Council funded capital project for 2010/11. During black spot investigations and submissions in 2010/11, a more appropriate countermeasure was proposed which resulted in an audited BCR of 1.50 which made it qualify for state funding of 2/3 of the project cost.

**Proposal Detail**

To install proposed roundabout on Bruce Street and Elizabeth Street intersection with pedestrian crossing point on the northern splitter island.

Original City of Nedlands funded project budget of \$25,000 in 2010/2011. The revised project will be budgeted as \$130,000 from the Black spot funds 2011/2012 and a contribution of \$65,000 from the City of Nedlands.

**Consultation**

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

Consultation type: To be advised                      Dates: To be advised

**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 \$40,000 over the originally budgeted \$25,000, however under black spot program, the state will contribute \$130,000.

## **Risk Management**

The project cost may increase due to change in CPI.

## **Discussion**

Carrying forward this project to next financial year budget consideration will require a total of \$65,000 from the City of Nedlands, representing 1/3 contribution under black spot program. The roundabout countermeasure is considered a better solution to reduce high incidences of right angle crashed at the intersection. The remaining 2/3 contribution of \$130,000 would be funded by the state

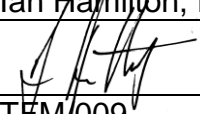
## **Conclusion**

Withdrawing this project from a fully City of Nedlands funded capital project to a black spot funded project will deliver a more effective treatment which will be a more effective countermeasure to address the right angled crashes. The cost to the City of Nedlands would be an additional \$40,000, however the countermeasure proposed is a better long term treatment overall.

## **Attachments**

1. Original proposal
2. Revised treatment (black spot application)

**7.6 Proposed Parking Restrictions surrounding Stirling Highway, Nedlands (referred from the meeting on 1 March 2011)**

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

**Purpose**

To address the current parking restrictions within the catchment of Stirling Highway on both north and south side within the City's defined boundaries of Loch Street and Hampden Road/ Broadway.

**Recommendation to Committee**

**Committee instructs Administration to:**

1. Undertake community consultation regarding changing all unrestricted parking on north and south of Stirling Highway, Nedlands to 2P Monday – Friday 8.00 am – 5.00 pm and NP Monday – Friday 8.00 am – 5.00 pm in accordance with the attached map (refer attachment).
2. Report back to the Traffic Management Committee at the next available meeting.

**Strategic Plan**

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

## Background

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

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

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

## Proposal Detail

**That this item be referred to the next meeting of this committee for further information.**

**CARRIED UNANIMOUSLY 4/-**

## Committee Recommendation

**That this item be referred to the next meeting of this committee for further information.**

## Consultation

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

## Legislation

- City of Nedlands local law relating to parking and parking facilities 2002
- Road Traffic Code 2000

## Budget/financial implications

There are no budget implications for consultation with the community relating to the proposed parking restriction within the defined area.

Budget:

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

Financial: Not Applicable

## **Risk Management**

The City risks further backlash from residents against not protecting the level of amenity that residents expect to have within local roads, if parking remains unrestricted in the area.

## **Discussion**

The emphasis on the consultation is upon connectivity, amenity and integration to achieve safe, efficient and attractive street networks for all users in the area.

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

Failing to apply a consistent approach with proposed parking restrictions will result in areas without restrictions becoming a more favourable option for long term parking. Residents have expressed that long term parking can detract the amenity of the area, create access difficulties into and out of driveways, restrict long areas of the carriageway to one lane, access issues to rubbish bins for PerthWaste and on some narrow streets can inhibit through traffic.

The attached map has addressed the Traffic Management Committee's request (refer 1 March 2011) to itemise each parking restriction and where it applies. Mandatory 10m "no stopping" signage has also been detailed at all intersections in the attached map.

Liveable Neighbourhoods, a Western Australian Government sustainable cities initiative, discusses an acceptable distance for walking to amenities or for work is approx 400m (approx 5 minutes). There are a number of streets with unrestricted parking that fall within that catchment area that is currently being utilised for long term parking.

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

To help facilitate any future behavioural study, the City is hoping to utilise number plate recognition technology to ascertain vehicle registration origin details for the purpose of the survey without breaching individual privacy from the Department of Transport. The City will be undertaking a meeting with the Minister of Transport and

Housing, Hon. Troy Buswell MLA in relation to this matter and is hopeful of a positive outcome.

### **Conclusion**

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


There are several streets with unrestricted parking which is being utilised for all day parking by users in the area such as university students and business employees both within and outside of the city. Administration will undertake community consultation to gain valuable feedback in order to facilitate a consistent approach.

### **Attachments**

1. Map number PLAN/852 - Area for the proposed parking restrictions on Stirling Highway.



**7.7 Parking Restrictions on Webster Street, Nedlands**

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Luke Marsden – Parking Strategy Coordinator
<b>Director</b>	Ian Hamilton, Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	WE1
<b>Previous Item No's</b>	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 Local Government Act (1995).

**Purpose**

To address the immediate parking arrangements in Webster Street between Edward Street and Stirling Highway, Nedlands. This has been through public consultation and does not conflict with proposed parking restrictions surrounding areas of Stirling Highway, Nedlands.

**Recommendation to Committee**

**Approve the parking restrictions in Webster Street between Edward Street and Stirling Highway, Nedlands (refer attachment).**

**Strategic Plan**

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

**Background**

As a result of complaints received by residents in Webster Street between Edward Street and Stirling Highway, Nedlands regarding an influx of long term parking in area, administration investigated the existing parking situation and any subsequent impact on the level of amenity.

Webster Street is within close proximity to the University of Western Australia, a bus stop on Stirling Highway both to and from the City of Perth as well as the commercial buildings located at the eastern end of Stirling Highway within the City's boundary. As a result of the proximity, this section of road is subject to long term parking use from students, public transport users and business employees nearby. The streets located between Webster Street and the University i.e. Thomas Street to Archdeacon Street, currently have a combination of timed parking and no parking restrictions, similar to those proposed for Webster Street.

Webster Street currently has a no parking area on the western side between Edward Street and Stirling Highway; therefore parking is confined to the western side of the road only.

The existing parking arrangement has been inconveniencing residents and impacting on their level of amenity.

The City carried out surveys between 7 February 2011 and 11 February 2011. Morning to early afternoon results indicated between 13 and 19 vehicles parked at various times. During the evening hours the number of vehicles parked reduced to between four and five. This is consistent with University student hours and normal business hours.

### **Proposal Detail**

To implement 2 Hour Parking 8.00 am to 5.00 pm Monday to Friday on the eastern side of Webster Street between Edward Street and Stirling Highway, Nedlands.

### **Consultation**

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

A consultation letter was sent out to affected residents in Webster Street, Nedlands – March 2011

### **Legislation**

1. City of Nedlands Parking and Parking Facilities Local law 2002
2. Road Traffic Code 2000

### **Budget/financial implications**

Budget:

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

**Financial:**

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

**Risk Management**

Access to parking for residents and City of Nedlands library users is being impacted upon due to long term parking in the area, which is more than likely caused by University students. The proposed timed parking restrictions will alleviate this issue by allowing short term parking only.

**Discussion**

The City has received a large number of complaints from the residents in the affected area over the past few months detailing how their streetscape had changed due to the level of long term parking occurring in the street. As a result, the City conducted a mail out to affected residents/owners in Webster Street in March 2011, requesting feedback. The feedback period closed at 4.00 pm on 15 March 2011. A total of 27 notices were mailed out with four responses being received, during the feedback period.

All four responses were in favour of the proposed timed parking restrictions and no objections were received.

Some of the residents requested the issuing of resident parking permits. These are available upon application and the satisfaction of the necessary criteria.

It is likely that the long term parking affected in Webster Street will likely shift to nearby streets where there are no parking restrictions.

In order to provide consistency and level of amenity for nearby streets within close proximity to Stirling Highway, administration has detailed a separate report within this agenda, refer item 7.7 Proposed Parking Restrictions on Stirling Highway, Nedlands (referred from the meeting on 1 March 2011).

**Conclusion**

There was sufficient community support and lack of objection to implement the parking restrictions. As such the proposal should alleviate concerns of residents over long term parking issues in the street. The level of amenity in the street should also be enhanced and access to the City of Nedlands Library improved.

**Attachments**

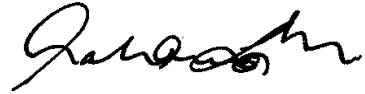
1. Diagram of area Proposed parking restriction# Ne\_16\_11
2. Letter to residents proposing to implement parking restrictions

**8. Date of next meeting**

The date of the next meeting of this Committee is to be advised.

**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