



City of Nedlands

Minutes

Traffic Management Committee Meeting

2 August 2011

ATTENTION

These minutes are subject to confirmation

Prior to acting on any resolution/recommendation of the Committee contained in these minutes, a check should be made of the Minutes of the next meeting of this Committee, to ensure that there has not been a correction made to any resolution/recommendation.

N.B. Committee recommendations that require Council's approval will be presented to Council for approval (via the relevant departmental reports).

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City of Nedlands

Minutes of a meeting of the Traffic Management Committee held in the Council Chambers at 71 Stirling Highway, Nedlands on Tuesday 2 August 2011 at 5.36 pm.

Declaration of Opening

The Presiding Member declared the meeting open at 5.36 pm and drew 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)

Councillors	Her Worship the Mayor, S A Froese	(Presiding Member)
	Councillor K A Smyth	Coastal Districts Ward
	Councillor I S Argyle	Dalkeith Ward
	Councillor R M Binks (from 5.37 pm)	Hollywood Ward
	Councillor M L Somerville-Brown	Melvista Ward
	Councillor J Bell (from 6.14 pm)	Hollywood Ward

**Non-voting
Community
Representative** Mr P Plaisted

Staff	Mr G Foster	Chief Executive Officer
	Mr I Hamilton	Director Technical Services
	Mr L Marsden	Parking Strategy Coordinator
	Ms R Forrest	Technical Services Administration Officer
	Ms N Borowicz	Executive Assistant

Public There were 3 members of the public present.

Press Nil

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

Apologies Mrs B Scott

Absent Mr A Abercromby
Mr R Simpson
Mr J Wetherall

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1. Public Question Time

1.1. Ms K Walker – 3 Burwood Street Nedlands – Parking & damage to strip on Smyth Road between Monash Avenue and Verdun Street.

The Presiding Member, on behalf of Ms K Walker of 3 Burwood Street, Nedlands tabled the following question and answer received on 21 June 2011 in relation to parking and damage to the strip on Smyth Road between Monash Avenue and Verdun Street.

Question

The strip of land between Monash Avenue and Verdun Street on Smyth Road has become a parking spot for construction and QEII vehicles. The strip is being ripped up and the foot/cycle path blocked and the electrical posts on this strip are being damaged. What is the City of Nedlands doing about this adhoc parking that is of traffic concern?

Answer

Administration acknowledges that the verge between Monash Avenue and Verdun Street on Smyth Road has become a parking location for

construction and Queen Elizabeth II (QEII) staff vehicles. Subsequently, Administration have prepared a report for this meeting (Item 7.6 – Verge Parking Smyth Road & Monash Avenue), with recommendation to the Committee of enforcing a two (2) hour (2P) parking restriction between the hours of 8 am to 5 pm, Monday to Friday “Verge Only”, for a trial period of six (6) months, subject to public consultation.

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

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

There were no addresses by members of the public.

3. Disclosures of Financial Interest

The Presiding Member reminded 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 was discussed.

There were no disclosures of financial interest

4. Disclosures of Interests Affecting Impartiality

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

There were no disclosures of interests affecting impartiality

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

Nil

6. Confirmation of Minutes

6.1 Traffic Management Committee Meeting 21 June 2011

**Moved – Councillor Somerville-Brown
Seconded – Councillor Argyle**

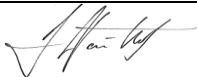
That the minutes of the Traffic Management Committee meeting held on 21 June 2011 are confirmed.

**CARRIED 4/1
(Against: Cr. Smyth)**

7. Items for Discussion

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

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

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

Mr G Foster, Chief Executive Officer left the meeting at 5.57 pm and returned at 6.01 pm.

Regulation 11(da) - * Not applicable – Recommendation to Committee is adopted

Moved – Councillor Sommerville-Brown
Seconded – Councillor Smyth

That the Committee Recommendation is adopted.
(Printed below for ease of reference)

CARRIED UNANIMOUSLY 5/-

Committee Recommendation / Recommendation to Committee

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

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.

Note: this report is for the Committees information only.

Strategic Plan

KFA 1 Infrastructure

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

1.3 Provide and maintain quality passive and active recreational and leisure facilities and open space to meet community needs.

Background

At the Traffic Management Committee meeting held on 28 July 2009 the committee requested Administration to provide an ongoing list of outstanding actions/works/requests of this committee at each meeting for its information.

Proposal Detail

This report provides the Traffic Management Committee with an updated status reports regarding the progress on the projects from previous Committee recommendations and provides information regarding any outstanding Council resolution relating 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.

7.2 Traffic and Parking Hot Spots throughout the City

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

Regulation 11(da) – Not applicable – Recommendation to Committee is adopted.

Moved – Councillor Sommerville-Brown
 Seconded – Councillor Binks

That the Committee Recommendation is adopted.
 (Printed below for ease of reference)

CARRIED UNANIMOUSLY 5/-

Committee Recommendation / Recommendation to Committee

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

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.

Strategic Plan

KFA 1 Infrastructure

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

- 1.3 Provide and maintain quality passive and active recreational and leisure facilities and open space to meet community needs.
- 1.4 Develop and implement an integrated transport strategy for the City which promotes access to safe and integrated transport options.

At the Traffic Management Committee meeting held on 15 September 2009 the Committee requested Administration provides additional information on traffic and parking hot spots throughout the Traffic Management Committee Agenda 2 August 2011 C11/77 11 City of Nedlands. Maps were prepared indicating all traffic and parking hot spots throughout the City.

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

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

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

Key previous decisions:

21 June 2011 - Traffic Management Committee meeting

a) accept the report on the Strategic Traffic Management Workshop

b) accept principles of the report

c) develops an action plan in accordance with attachment 1

Proposal Detail

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

Consultation

Required by legislation: Yes No

Required by City of Nedlands policy: Yes No

Legislation

City of Nedlands Parking and Parking Facilities Local Law 2002.

Budget/financial implications

Budget:

Within current approved budget: Yes No

Requires further budget consideration: Yes No

Financial:

Financial impacts will be addressed on a case by case scenario and addressed in their individual report to 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 plan and prioritising those lists.

Discussion

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

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

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

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

Note: Blackspot data sourced from the Main Roads WA website. Crash stats provided are the cumulative total from 2005 – 2009. This data will not change until data is updated from the Main Roads WA website. Latest revision 20 July 2011.


Conclusion

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

Attachments

1. Map entitled TMC_34.1_11
2. Map entitled TMC_34.2_11
3. Map entitled TMC_34.3_11
4. Strategic Traffic and Parking Management Action Plan M11/11323
5. Key warrants for installing traffic calming devices M10/14772

7.3 Alfred Road and Nidjalla Loop – Safety and Accident Analysis

Applicant	City of Nedlands
Owner	City of Nedlands
Officer	Luke Marsden - Parking Strategy Coordinator
Director	Ian Hamilton - Director Technical Services
Director Signature	
File ref.	TFM/009
Previous Item No's	Item 8.1 Traffic Management Committee 5 April 2011
Disclosure of Interest	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

Regulation 11(da) – Not applicable – Recommendation to Committee is adopted.

Moved – Councillor Sommerville-Brown
 Seconded – Councillor Binks

That the Committee Recommendation is adopted.
 (Printed below for ease of reference)

CARRIED UNANIMOUSLY 5/-

Committee Recommendation / Recommendation to Committee

- 1. Approves installation of a “W2-3 T intersection” sign on the north side of Alfred Road as per the attachment: Plan/876;**
- 2. Requests Administration undertake traffic counts on Nidjalla Loop to ascertain vehicle movements; and**
- 3. Requests Administration monitor the intersection for a period of twelve (12) months.**

Purpose

To provide the Traffic Management Committee with the details of the visibility and potential accident risk for the corner of Alfred Road and Nidjalla Loop, Swanbourne.

Note: the Committee has delegated authority on this matter.

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

A member of Traffic Management Committee raised the issue of sight visibility and potential accident risk on the corner of Alfred Road and Wongin Way at the Traffic Management Meeting on 5 April 2011. Further investigations highlighted the area in question to be the intersection is Alfred Road and Nidjalla Loop (source: Intramaps). The area is adjacent to the former Swanbourne High School site (refer attachment 2) and was redeveloped in 2008 which included detailed road and construction designs. These plans were approved by engineering consultants prior to construction but do not meet current Austroads guidelines.

Key previous decisions:

Nil

Proposal Detail

The proposal is for the installation of signage on Alfred Road to warn motorists of vehicles entering Nidjalla Loop. This aims to increase awareness and safety in the area. Traffic counts will provide the City with up to date details of users in the area and monitor the intersection in 12 months.

Consultation

Required by legislation: Yes No

Required by City of Nedlands policy: Yes No

Legislation

Main Roads Act 1930

Budget/financial implications

Budget:

Within current approved budget: Yes No

Requires further budget consideration: Yes No

Financial:

There is minimal cost to the City for the installation of signage and monitoring of the intersectional performance. Associated costs will fall under the road maintenance account, infrastructure.

Risk Management

There are no reported crashes at this intersection; however Main Roads WA (MRWA) has approved the installation of additional signage advising motorists of vehicles entering from a side road.

Discussion

Nidjalla Loop can be accessed from Narla Road to the south and anecdotally is being used as a through road to avoid queues at the intersection of Alfred Road and Narla Road in the school peak hours. Administration has used the latest crash tools information supplied by Main Roads WA (MRWA) (5 year period from 2006 to 2010) and have identified that there have been no reported crashes at the intersection (the former Swanbourne High School subdivision was only constructed in 2008).

Using Austroads - Guide to traffic engineering practice - part 5: intersections at grade, tables 6.3 and 6.4, Administration is able to demonstrate the available sight distance at the intersection and the absolute minimum that is required as a guide, and therefore the intersection does not meet current Austroads guidelines (refer to attachment 1).

There still poses a safety concern at the intersection given the 60km/h speed limit on Alfred Road, proximity of West Coast Highway and the crest. Advance warning signage will inform the motorist that vehicles may enter from a side road. Administration initially requested to MRWA that a “vehicles entering” sign (MR-WDO-6) be installed. MRWA’s response was that these signs are mainly used for temporary road works where heavy vehicles would be frequently entering / exiting. MRWA advised the City that the most appropriate signage for this location is a „T-junction ahead” sign (W2-3).

The „T-junction ahead” sign (W2-3) in attachment 1 will be installed at the appropriate location as per the layout of the road (including the direction of the „T junction” and has been represented for illustrative purposes only.

The City’s investigation shows that Alfred Road is classified by Main Roads WA (MRWA) as a “District Distributor A” which is designed to accommodate up to 8000 vehicles per day (VPD).

Latest traffic data (2007) below indicates 9330 vehicles travelling at 67km/h (85th percentile speed) in a 60km/h zone.

Rd Name	Location	Date	AWDT	CV	0.85	Road Hierarchy
Alfred Rd	Between West Coast Hwy & Narla Rd	November 2005	9301	242	67	DDA
Alfred Rd	Between West Coast Hwy & Narla Rd	March 2007	9330	290	67	DDA

AWDT = Average Weekday Daily Total **CV** = Commercial Vehicles

Conclusion

The intersection of Alfred Road and Nidjalla Loop does not meet the safe intersection sight distance (SISD) as per the Austroads guide to traffic engineering. Installation of warning signage will increase the awareness to motorists.


Attachments

1. Safe Intersection Sight Distance attachment (Plan/876)
2. Aerial Overview of Swanbourne

7.4 Allen Park Precinct – Local Area Traffic Management

Item withdrawn

7.5 Swanbourne Beach – Upper Car Park Improvements

Applicant	City of Nedlands
Owner	City of Nedlands
Officer	Wayne Mo Design Engineer
Director	Ian Hamilton Director Technical Services
Director Signature	
File ref.	OD1
Previous Item No's	N/A
Disclosure of Interest	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

Councillor Bell joined the meeting at 6.14 pm.

Councillor Bell left the meeting at 6.15 pm and returned at 6.16 pm.

Regulation 11(da) – Committee added point number 2, for Administration to undertake the line marking in accordance with consultation and before the summer period (October 2011).

Moved – Councillor Binks

Seconded – Councillor Smyth

That:

- 1. Administration be instructed to undertake community consultation with residents and stakeholders within the boundaries as per the attached map Ned_34_11 (refer to attachment 2).**
- 2. Administration re-mark the upper car park as per the drawing A3_Odern_Crescent_Car_Park_2D-A prior to October 2011.**

CARRIED UNANIMOUSLY 5/-

Committee Recommendation

- 1. That Administration be instructed to undertake community consultation with residents and stakeholders within the boundaries as per the attached map Ned_34_11 (refer to attachment 2).**
- 2. Administration re-mark the upper car park as per the drawing A3_Odern_Crescent_Car_Park_2D-A prior to October 2011.**

Recommendation to Committee

Committee:

That Administration be instructed to undertake community consultation with residents and stakeholders within the boundaries as per the attached map Ned_34_11 (refer to attachment 2).

Purpose

The purpose of this report is to present the details of the proposed car park modifications. The modifications are within the existing upper level car park east of Swanbourne Beach and will require community consultation.

Note: the Committee has delegated authority on this matter.

Strategic Plan

KFA 1: Infrastructure

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

KFA 4: Community Wellbeing

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

KFA 5: Governance

- 5.9 Identify, manage and seek to minimise risk.

Background

Administration has been working closely with Main Roads WA (MRWA), to provide a feasible design to cater for residents' needs, the cycling community, pedestrian and vehicle traffic at Odern Crescent.

While the Traffic Calming and Parking options in Odern Crescent and Marine Parade (item 7.8 – 1 February 2011 Traffic Management Committee) is currently in its final approval phases by Main Roads WA (MRWA), the modifications only apply to Odern Crescent. Subsequently, Administration has previously investigated other methods of designing a vehicle turnaround within this area, which include various location options for a roundabout.

This design included modifying the internal parking area to provide a turnaround prior to exit of the car park, as demonstrated on the attached plan (refer attachment 1).

Proposal Detail

Proposed modifications within the existing upper level car park provides for an alternative turnaround area for vehicles, increased painted linemarking and signage creating a much more functional car park for all users.

Consultation

Required by legislation: Yes No

Required by City of Nedlands policy: Yes No

Consultation type: Dates:

Community consultation will be undertaken in accordance with Councils Community Engagement Plan (please see attachment 2 for consultation map).

Legislation

City of Nedlands community consultation policy

Budget/financial implications

Budget:

Within current approved budget: Yes No

Requires further budget consideration: Yes No

Financial:

The City is able to allocate funds from the capital account; various traffic management to this project. The approximate cost for the improvements to the upper car park is \$18,000.

Risk Management

Providing an internal turnaround within the existing car park as shown on the attached plan (refer attachment 1) shows that this can be achieved with little impact on the residents and has the potential to reduce circulation traffic on Odern Crescent.

Discussion

The main issues identified at the site are the way motorists behave when exiting the car park onto Odern Crescent.

If users wish to legally re-enter the car park, they can only do one of the following:

1. turnaround on the lower level car park roundabout
2. undertake a 3 point turn on residential crossovers
3. turnaround at the North Street / Marine Parade roundabout

By providing an internal turnaround facility, this will allow users to loop around within the car park and reduce traffic volumes on Odern Crescent.

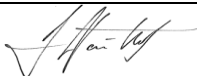
Conclusion

The proposed internal turnaround design will assist in reducing traffic volumes on Odern Crescent between North Street and Walba Way. Car park users will be able to circulate within the car park area and reduce impact on the road.

Attachments

1. Design plan
2. Community consultation map number: Ned_34_11

7.6 Verge Parking – Smyth Road from Monash Avenue to Verdun Street

Applicant	City of Nedlands
Owner	City of Nedlands
Officer	Luke Marsden Parking Strategy Coordinator
Director	Ian Hamilton Director Technical Services
Director Signature	
File ref.	SM1-02
Previous Item No's	N/A
Disclosure of Interest	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

Regulation 11(da) – Committee added no verge parking on the western side of Smyth Road due to recent observations of vehicle parking.

Moved – Councillor Somerville-Brown
 Seconded – Pro forma Councillor Binks

That:

- 1. Administration be instructed to implement a two (2) hour parking restriction (2P) 8 am to 5 pm, Monday to Friday “Verge only” on the eastern side of Smyth Road from Monash Avenue to Verdun Street and that no verge parking be permitted on the western side of Smyth Road from Monash Avenue to Verdun Street for a trial period of six (6) months;**
- 2. Instruct Administration to undertake community consultation with residents and stakeholders within the area including hospital staff; and**
- 3. Investigate options for formalised street and off street parking on Smyth Road.**

CARRIED UNANIMOUSLY 5/-

Committee Recommendation

- 1. Administration be instructed to implement a two (2) hour parking restriction (2P) 8 am to 5 pm, Monday to Friday “Verge only” on the eastern side of Smyth Road from Monash Avenue to Verdun Street and that no verge parking be permitted on the**

western side of Smyth Road from Monash Avenue to Verdun Street for a trial period of six (6) months;

- 2. Instruct Administration to undertake community consultation with residents and stakeholders within the area including hospital staff; and**
- 3. Investigate options for formalised street and off street parking on Smyth Road.**

Recommendation to Committee

Committee:

1. Notes the proposed two (2) hour parking restriction (2P) 8 am to 5 pm, Monday to Friday “Verge only” for a trial period of six (6) months; and
2. Instruct Administration to undertake community consultation with residents and stakeholders within the area including hospital staff

Purpose

To provide the Traffic Management Committee with the details of verge parking on Smyth Road and proposed parking restrictions that require community consultation.

Note: the Committee has delegated authority on this matter.

Strategic Plan

KFA 1 Infrastructure

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

KFA 6 Community Engagement

- 6.2 Encourage community participation in the City’s decision making processes.

Background

The Traffic Management Committee previously approved the proposal to implement timed parking restrictions in the former Hollywood High School area on 17 August 2010. The Committee also approved

restricting verge parking on Verdun Street between Monday and Friday, 8am – 5pm respectively. It was requested that Administration report back to the Traffic Management Committee, the effectiveness of the parking restrictions at the conclusion of the trial period which ended February 2011.

Prior to the implementation of the above mentioned Traffic Management Committee recommendation, the grass verge in question on Smyth Road between Monash Avenue and Verdun Street was largely unaffected by all day parking. This was due to the availability of parking closer to both of the major hospitals, Queen Elizabeth the Second (QEII) and Hollywood Hospital on Council roads and verges.

Smyth Road is classified by Main Roads WA (MRWA), as a “District Distributor B” which is designed to accommodate up to 8000 vehicles per day (VPD).

Further information identified in the latest traffic data (2008) below indicates 10815 vehicles travelling at 61km/h (85th percentile speed) in a 50km/h zone. It must be noted that this information was taken before the blister island was installed on Smyth Road. While further traffic data has not been gathered, anecdote evidence suggests that the impact on speed since the installation of the blister island is largely thought that there is a reduction due to the style of traffic calming device present.

Rd Name	Location	Date	AWDT	CV	0.85	Road Hierarchy
Smyth Rd	Between Monash Ave & Verdun St	May 2008	10815	238	61	DDB

AWDT = Average Weekday Daily Total **CV** = Commercial Vehicles

Administration has received a number of complaints in regards to verge parking in this area. From a safety perspective, verge parking is allowed throughout the City in a number of areas, and motorists are required to enter the carriageway when it is deemed safe to do so.

Key previous decisions:

1 March 2011 Traffic Management Committee:

Following the six months trial period ending February 2011, Committee approves the retention of the current parking restrictions in Hollywood Ward.

17 August 2010 Traffic Management Committee:

Committee approves within the terms of reference of this committee, a Six (6) month trial of the following parking restrictions around the Hollywood Ward Development as per attached map entitled

Ned_17_10 and reports back to the Traffic Management Committee on its findings.

Proposal Detail

Consult with the community regarding restricting the parking on the verge to two (2) hours, from 8am – 5pm, Monday to Friday, effectively preventing all day parking.

Consultation

Required by legislation: Yes No

Required by City of Nedlands policy: Yes No

Consultation type: Dates:

Consultation is required to be undertaken with residents and stakeholders in the area.

Legislation

Not Applicable

Budget/financial implications

Budget:

Within current approved budget: Yes No

Requires further budget consideration: Yes No

Financial:

There is minimal cost to the City for the installation of signage and monitoring of the area. Associated costs will fall under the road maintenance account, infrastructure.

Risk Management

The City faces further vehicle congestion from parents and guardians of the children that attend Hollywood Primary School, for not being able to find adequate parking within close proximity of the school.

Discussion

As a direct result of the redevelopment works at the Queen Elizabeth the Second (QEII) hospital, there has been a continuous reduction in the amount of on-site parking at the hospital for staff. The consequence of this was that other prone areas within close proximity of the hospital

were being utilised for all day parking. Subsequently, the verge on the east side of Smyth Road between Verdun Street and Monash Avenue has become one of those areas and is heavily occupied with vehicles parking all day (refer to attachment 1).

Hollywood Primary School parents and guardians have informally used this area for drop off in the morning, and pick up in the afternoon. As a result of all day parking between the hours of 8 am to 5 pm, available parking has been reduced at those peak school times.

The grass verge has also attracted members and users of the Hollywood Bowling Club on Smyth Road in the past. These users also cannot access this area due to all day parking.

Parking observations assessed by Administration on 12 July 2011 at 11:45 am, show that there were 52 vehicles parked on the grass verge between Monash Avenue and Verdun Street at this time. This is highlighted in the attached photos (refer to attachment 1).

Aerial photographs taken by nearmaps.com indicate a substantial increase in vehicle numbers parked on the grass verge on Smyth Road between Tuesday 20 July 2010 and the latest photograph taken Wednesday 20 April 2011.

The aerial photograph taken 20 July 2010 illustrates the amount of verge parking on Verdun Street prior to the parking restriction that was recommended by the Traffic Management Committee.

North Metropolitan Health Board (NMHB) has informed the City that they have various travel smart programs and offsite parking available to employees. This program will be consistently revised to ensure minimal disruption to the surrounding streets adjacent to the hospital.

The redevelopment project at the QEII site is not expected to be completed for a number of years, and parking is expected to become increasingly sought after.

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The redevelopment project at the QEII site is not expected to be completed for a number of years, and parking is expected to become increasingly sought after.

Conclusion

Imposing a timed parking restriction of 2 hours between 8am – 5pm, Monday to Friday, verge only between Monash Avenue and Verdun Street will discourage all day parking in this area.

Attachments

1. Photos from Street Level
2. Aerial Photos

Date of next meeting

The next meeting of the Traffic Management Committee is scheduled for Tuesday, 6 September 2011.

Declaration of Closure

There being no further business, the Presiding Member declared the meeting closed at 6.51 pm.