



City of Nedlands

# ***Agenda***

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

***1 February 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, 1 February 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, 1 February 2011 in the Council Chambers at 71 Stirling Highway, Nedlands commencing at 5.30 pm.



Mike Cole  
Acting Chief Executive Officer  
25 January 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 pm 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**                      None as at distribution of this agenda  
**(Previously Approved)**

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

#### **Disclaimer**

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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 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**

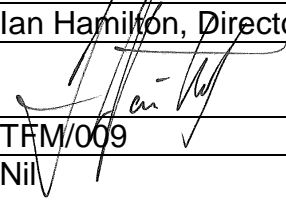
##### **6.1 Traffic Management Committee Meeting 16 November 2010**

The minutes of the Traffic Management Committee held on 16 November 2010 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>	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 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 their 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 for their information.

Key relevant previous decisions:

15 September 2009:

That Committee:

- a) receives the list of outstanding actions/works of the Traffic Management Committee for their information; and
- b) requests an ongoing list of outstanding actions or works from previous Council decisions relevant to the terms of reference of this Committee.

8 December 2009:

That Committee:

- 1. receives the updated list of outstanding actions/works of the Traffic Management Committee for their information and removes completed items from the list following the next meeting on the approval of the Committee; and
- 2. requests Administration to develop criteria for classifying projects in priority and identify budgets to undertake the works.

16 February 2010:

That Committee:

- a) receives the updated list of outstanding actions/works of the Traffic Management Committee for information (Refer attachment); and
- b) agrees to remove completed items from the list.

### **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 ☒

Consultation type: Not applicable

Dates: Not applicable

### **Legislation**

Not applicable.

### **Budget/financial implications**

Budget:

Within current approved budget:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Requires further budget consideration:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

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**

Committee receives the updated list of outstanding actions/works/requests of the Traffic Management Committee for their information. (Refer attachment)

### **Attachments**

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



**Attachment to Item 7.1**

**Traffic Management Committee Meeting  
1 February 2011**

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

# Outstanding Actions/Works/Requests - Traffic Management Committee

1

<b>Date of the TMC meeting</b>	<b>Item No</b>	<b>Committee Recommendation</b>	<b>Responsible Officer</b>	<b>Priority</b>	<b>Status</b>	<b>Comments</b>
06-Feb-09	8.	<b>Intersection of Smyth Road &amp; Monash Ave</b> That Administration reviews the need for traffic calming construction at the corner of Monash Ave and Smyth Road following the construction of the proposed traffic blister in Monash Avenue at the Hollywood school crossing	Frank Strever/ Luke Marsden	1		Original plan was a roundabout. This was amended to a traffic island and therefore is not supported by Black Spot funding. To be reviewed.  The City has been advised by MRWA that it is required to address a number of criteria before MRWA will agree in principal to any proposal put forth including BlackSpot funding. This would include a SIDRA analysis of the area undertaken by a consultant requiring budget review.  As discussed at the previous TMC meetings, the City is able to address the criteria to satisfy MRWA requirements. No funds available to progress any further.
15-Jun-09	7.6.	<b>Car Parking strategy</b> That the City of Nedlands "Draft" Car Parking Strategy – January 2009, be received by the Committee for further discussion at a later meeting.	Luke Marsden	2		To be addressed/reviewed in accordance with review of parking and parking facilities local law



On hold / no action to be taken



Risks / Issues need addressing



On track



Completed

1

– High priority

2

– Medium priority

3

– Low priority

COM

- Completed




BCR

- Benefit Cost

TRIM Ref: M09/19905

# **Outstanding Actions/Works/Requests - Traffic Management Committee**

2

<b>Date of the TMC meeting</b>	<b>Item No</b>	<b>Committee Recommendation</b>	<b>Responsible Officer</b>	<b>Priority</b>	<b>Status</b>	<b>Comments</b>
8 December 2009	<b>7.9</b>	<p><b>Karella Street and Williams Road – North of Road Closure.</b>  <i>Committee recommends that Council approves:</i></p> <ul style="list-style-type: none"> <li>a) <i>the change in parking restrictions of the parking bays on the east side of Williams Road as per map entitled Ned_32_09;</i></li> <li>b) <i>purchasing and installing a mirror on the south east of Karella Road West as a short term traffic treatment, to further facilitate driver awareness;</i></li> <li>c) <i>undertake interim line marking median lines around the corner emphasising the lanes.</i></li> <li>d) <i>undertaking a conceptual plan including associated costs for road widening and parking restriction as a long traffic treatment; and</i></li> <li>e) <i>referring any budget requirements to next Budget Review Committee meeting.</i></li> </ul>	Luke Marsden		  	<p><i>Works have been completed.</i></p> <p><i>Report to TMC on 1 February 2011.</i></p> <p><i>Road widening to the north of Karella Street/Williams Road is not possible due to encroaching on private land. There are access issues to residents crossovers to the south at this location.</i></p>
18 May 2010	<b>7.4</b>	<p><b>Smyth Road Traffic Blister Island between Karella Street and Monash Avenue, Nedlands</b>  <i>That this item lay on table for additional information regarding the planning application for the traffic calming device and pedestrian refuge in relation to existing traffic calming devices on Monash Avenue and Smyth Road.</i></p>	Wayne Mo			<p><i>On hold.</i></p>



On hold / no action to be taken



Risks / Issues need addressing



On track



Completed

1

– High priority

2

– Medium priority

3

– Low priority

COM

- Completed



BCR

- Benefit Cost

TRIM Ref: M09/19905

# **Outstanding Actions/Works/Requests - Traffic Management Committee**

3

<b>Date of the TMC meeting</b>	<b>Item No</b>	<b>Committee Recommendation</b>	<b>Responsible Officer</b>	<b>Priority</b>	<b>Status</b>	<b>Comments</b>
18 May 2010	7.7	<b>Review of Parking and Parking Facilities Local Law</b> Committee recommends that Council: <ul style="list-style-type: none"> <li>a) repeal the current parking and parking facilities local law in accordance with the statutory requirements 3.16(1) and 3.16(4) of the Local Government Act 1995; and</li> <li>b) instructs Administration to draft a new "Parking and Parking Facilities Local Law" in accordance with the Department Local Government guidelines.</li> </ul>	Luke Marsden			Council approved at 14 December 2010 meeting to undertake community consultation on the proposed parking and parking facilities local law. Consultation to commence in early February 2011.
29 June 2010	7.3	<b>Use of Bruce Trust Reserve for a Car Parking Facility (Reserve 22527, Broadway, Nedlands)</b> That Committee receives Attorney General's letter dated 19 May 2010 and requests Administration to: <ul style="list-style-type: none"> <li>a) review parking options; and</li> <li>b) provide a report for the management of the Bruce Trust as per the suggestions in the Attorney General's letter.</li> </ul>	Luke Marsden			Report to TMC on 1 February 2011.



On hold / no action to be taken



Risks / Issues need addressing



On track



Completed

1

– High priority

2

– Medium priority

3

– Low priority

COM

- Completed

BCR



- Benefit Cost

TRIM Ref: M09/19905



# Outstanding Actions/Works/Requests - Traffic Management Committee

4

Date of the TMC meeting	Item No	Committee Recommendation	Responsible Officer	Priority	Status	Comments
17 August 2010	7.4	<b>Traffic Management - Allen Park Precinct That</b> 1. Administration: a) Undertakes traffic counts immediately, November 2010, January and March 2011 including weekend statistics within the analysis; b) Installs "No stopping Road or Verge" signage and line marking to improve the sight visibility as per attached map entitled Ned_18_10; c) Investigates the cost to undertake a future study of the entire Allen Park/Swanbourne precinct; and d) Incorporates the findings of (a) through to (c) of the original recommendation and criteria regarding Key Warrants when considering options (including the options suggested by Swanbourne resident Mr Mark Newland) to address traffic management issues within the Allen Park precinct. 2. the report on solutions to traffic and parking problems pertaining to the Swanbourne Master plan as per Council resolution dated 30 March 2010 to be presented at the next Traffic Management Committee meeting.	Luke Marsden			No stopping line marking and signage has been completed as per map entitled Ned_18_10.  Traffic Counts have been completed for September and November and are detailed within item 7.8 –Traffic Calming and Parking Options in Odern Crescent, Swanbourne, of the TMC agenda – 1 February 2011.
16 November 2010	7.4	<b>Black Spot Project – Traffic Island at the intersection of Gordon Street and Hampden Road, Nedlands</b> Committee recommends that Council supports the proposal as approved by Main Roads WA (Approval	Wayne Mo			Approved by Council on 14 December 2010. Can be removed in the next update.



On hold / no action to be taken



Risks / Issues need addressing



On track




Completed

1 – High priority  
 2 – Medium priority  
 3 – Low priority  
 COM - Completed  
 BCR - Benefit Cost

TRIM Ref: M09/19905

# Outstanding Actions/Works/Requests - Traffic Management Committee

5

Date of the TMC meeting	Item No	Committee Recommendation	Responsible Officer	Priority	Status	Comments
		No. 10/2502) as per attached map entitled 10-3-34/1A with funds being allocated in the 2010/11 budget.				
16 November 2010	7.5	<p><b>Black Spot Project – Roundabout at the intersection of Hampden Road and Park Road, Nedlands.</b></p> <p>Committee recommends that Council:</p> <p>a) supports the application submitted by City of Subiaco to construct a roundabout at the intersection of Hampden Road and Park Road, Nedlands to act as a countermeasure to address high incidence of right angled crashes;</p> <p>b) approves a contribution amount of \$30,833 towards the project (equals 1/6<sup>th</sup> of the total project cost of \$185,000) to be listed for consideration in the midyear budget review process;</p> <p>c) agrees that consultation and associated works will be undertaken by the City of Subiaco; and</p> <p>d) accepts the proposal subject to complying and accepting recommendations from the design road safety audit undertaken by Traffic Safety Consultants Pty Ltd.</p>	Wayne Mo			<p>Council resolved on 14 December 2010 to accept the proposal subject to results of the consultation process and waiting for comment from Transperth.</p> <p>A letter was sent to City of Subiaco on 12 January 2011, of the Council's decision.</p> <p>Can be removed in the next update.</p>



On hold / no action to be taken



Risks / Issues need addressing



On track





Completed

1 – High priority  
 2 – Medium priority  
 3 – Low priority  
 COM - Completed  
 BCR - Benefit Cost

TRIM Ref: M09/19905

# Outstanding Actions/Works/Requests - Traffic Management Committee

6

Date of the TMC meeting	Item No	Committee Recommendation	Responsible Officer	Priority	Status	Comments
16 November 2010	7.6	<b>Lisle Street, Mt Claremont</b> Committee recommends that Council approves: a) in accordance with the key warrants criteria, the current situation on Lisle Street, Mt Claremont be monitored and reviewed after 12 months; and b) a road safety audit be undertaken to ascertain appropriate treatment for next round of Black Spot treatments.	Wayne Mo			Approved by Council on 14 December 2010.  This will be submitted for 2012/13 round of black spot funding.
16 November 2010	7.7	<b>Safety Concerns at the intersection of Broadway and Elizabeth Street</b> Committee recommends that Council approves: a) the attached plan entitled "option E" as the preferred option for undertaking traffic management modifications at the intersection of Broadway and Elizabeth Street , Nedlands. b) Advising the City of Subiaco of the Council's support for option "E" c) the cost for these works to be incorporated from funds already allocated for the Broadway streetscape project held by the City of Subiaco.	Wayne Mo			Approved by Council 14 December 2010. Can be removed in the next update.



On hold / no action to be taken



Risks / Issues need addressing



On track



Completed

1 – High priority  
 2 – Medium priority  
 3 – Low priority  
 COM - Completed  
 BCR - Benefit Cost

TRIM Ref: M09/19905

# **Outstanding Actions/Works/Requests - Traffic Management Committee**

7

<b>BLACK SPOT FUNDING APPLICATIONS 2011/12 – FOR YOUR INFORMATION ONLY</b>							
<b>Location</b>	<b>Treatment</b>	<b>LGA Request</b>		<b>LGA Contribution</b>	<b>Total Cost</b>	<b>Project Status</b>	<b>BCR</b>
<i>Stirling Highway / Florence Rd</i>	<i>Install median island and reinforce priority</i>	<i>National</i>		<i>\$10,000</i>	<i>\$30,000</i>	<i>Pending</i>	<i>2.33</i>
<i>Carrington St / Broome St</i>	<i>Upgrade street lighting</i>	<i>State</i>		<i>\$10,000</i>	<i>\$30,000</i>	<i>Pending</i>	<i>1.81</i>
<i>Elizabeth St / Tyrell St</i>	<i>Install median island and reinforce priority</i>	<i>State</i>		<i>\$11,000</i>	<i>\$33,000</i>	<i>Pending</i>	<i>1.56</i>
<i>Guger St / Railway Rd / Loch St</i>	<i>Install median island and reinforce priority</i>	<i>State</i>		<i>\$11,000</i>	<i>\$33,000</i>	<i>Pending</i>	<i>1.56</i>
<i>Princess Rd / Bruce St</i>	<i>Upgrade street lighting</i>	<i>State</i>		<i>\$7,000</i>	<i>\$21,000</i>	<i>Pending</i>	<i>1.53</i>
<i>Bruce St / Elizabeth St</i>	<i>Construct Roundabout</i>	<i>State</i>		<i>\$65,000</i>	<i>\$195,000</i>	<i>Pending</i>	<i>1.50</i>
<i>Monash Ave/ Hampden Rd</i>	<i>Upgrade street lighting</i>	<i>State</i>		<i>\$4,000</i>	<i>\$12,000</i>	<i>Pending</i>	<i>1.49</i>



On hold / no action to be taken



Risks / Issues need addressing



On track



Completed

- 1 – High priority
- 2 – Medium priority
- 3 – Low priority
- COM - Completed
- BCR - Benefit Cost

TRIM Ref: M09/19905

# **Outstanding Actions/Works/Requests - Traffic Management Committee**

8

<b>BLACK SPOT FUNDING APPLICATIONS 2010/11 – FOR YOUR INFORMATION ONLY</b>							
<b>Location</b>	<b>Treatment</b>	<b>LGA Request</b>		<b>LGA Contribution</b>	<b>Total Cost</b>	<b>Project Status</b>	<b>BCR</b>
<i>Stirling Highway / Broadway / Hampden Rd</i>	<i>Modify traffic signals to LED lanterns, additional/protected left turn lane into Broadway, ban parking in Broadway, painted right turn lane in Hampden Rd</i>	<i>State</i>		<i>\$68,000</i>	<i>New costing to be advised</i>	<i>Confirmed</i>	<i>1.74</i>
<i>Underwood Ave / Brockway Rd / Brookdale St</i>	<i>Modify traffic signals install LED lights, install new left turn slip lane pockets in north and east legs</i>	<i>National / State</i>		<i>\$63,000</i>	<i>\$189,000</i>	<i>Withdrawn due to extra funding required for Stirling Hwy/Broadway /Hampden Road project</i>	<i>2.46</i>
<i>Davies Rd / Alfred Rd / Montgomery Rd</i>	<i>Upgrade signals to LED and install overhead mast arms in Alfred Road</i>	<i>National / State</i>		<i>TBA</i>	<i>\$75,000</i>	<i>95% completion</i>	<i>3.89</i>
<i>Gugeri St / Railway Rd / Loch St</i>	<i>Construct seagull island in median. Construct right turn lane in Gugeri St. Construct left turn lane in Railway Rd.</i>	<i>State</i>		<i>33,000</i>	<i>\$99,000</i>	<i>Being reviewed by MRWA</i>	<i>1.60</i>
<i>Monash Ave / Hampden Rd</i>	<i>Upgrade lighting to AS1158</i>	<i>State</i>		<i>\$4,000</i>	<i>\$12,000</i>	<i>Carry over to 2011/12</i>	<i>1.30</i>
<b>Location</b>	<b>Treatment</b>	<b>LGA Request</b>		<b>LGA Contribution</b>	<b>Total Cost</b>		<b>BCR</b>
<i>Brockway Rd / Lemnos St</i>	<i>Install left lane in Lemnos St. Construct 70 degree island</i>	<i>State</i>		<i>\$29,000</i>	<i>\$87,000</i>	<i>Confirmed</i>	<i>1.53</i>
<i>Selby / Lemnos St</i>	<i>Install seagull island</i>	<i>National / State</i>		<i>TBA</i>	<i>\$36,000</i>	<i>Not approved</i>	<i>4.35</i>



On hold / no action to be taken



Risks / Issues need addressing



On track



Completed

1 – High priority  
2 – Medium priority  
3 – Low priority  
COM - Completed  
BCR - Benefit Cost

TRIM Ref: M09/19905

## **Outstanding Actions/Works/Requests - Traffic Management Committee**

9

						<i>for 2010/11 Black spot program</i>	
<i>Railway Rd / Aberdare Rd / Shenton Park bus bridge</i>	<i>Modify traffic signals install LED lights, install left turn slip lane in Aberdare Rd</i>	<i>State</i>		<i>\$40,000</i>	<i>\$120,000</i>	<i>being reviewed</i>	<i>1.49</i>
<i>Hampden Rd / Gordon St</i>	<i>Install intersection island in Gordon Street and reinforce priority</i>	<i>State</i>		<i>\$8,000</i>	<i>\$24,000</i>	<i>Confirmed</i>	<i>1.60</i>

### **BLACK SPOT FUNDING APPLICATIONS 2009/10 – FOR YOUR INFORMATION ONLY**

<b>Location</b>	<b>Treatment</b>	<b>LGA Request</b>		<b>LGA Contribution</b>	<b>Total Cost</b>	<b>Project Status</b>	<b>BCR</b>
<i>Stirling Hwy/Dalkeith Rd</i>	<i>Upgrade traffic signals to LED</i>	<i>State \$13,333</i>		<i>6,667</i>	<i>20,000</i>	<i>Completed October 2010</i>	<i>7.68</i>
<b>Location</b>	<b>Treatment</b>	<b>LGA Request</b>		<b>LGA Contribution</b>	<b>Total Cost</b>	<b>Project Status</b>	<b>BCR</b>
<i>Chancellor St / Loch St</i>	<i>Install pre-deflection at existing roundabout</i>	<i>\$53,333</i>		<i>\$26,667</i>	<i>\$80,000</i>	<i>Not approved for 2010/11 Black spot program</i>	<i>1.37</i>
<i>Rochdale Rd / Alfred Rd</i>	<i>Pedestrian phase including island widening for improved pedestrian safety</i>	<i>Federal funding \$320,000</i>		<i>-</i>	<i>\$320,000</i>	<i>Completed September 2010</i>	



On hold / no action  
to be taken



Risks / Issues  
need  
addressing



On track



Completed

1 – High priority  
2 – Medium priority  
3 – Low priority  
COM - Completed  
BCR - Benefit Cost

TRIM Ref: M09/19905

# **Outstanding Actions/Works/Requests - Traffic Management Committee**

10

<b>BLACK SPOT FUNDING APPLICATIONS (KNOWN FROM ADJOINING COUNCILS, THAT MAY AFFECT CITY OF NEDLANDS)</b>							
<i>North St / Lyons St</i>	<i>Town of Cottesloe</i>					<i>Completed</i>	
<i>Intersection of Ashton Ave and Guger St</i>	<i>Town of Claremont</i>						
<i>Park Rd / Hampden Rd</i>	<i>City of Subiaco</i>	<i>\$120,000</i>		<i>\$60,000</i>	<i>\$180,000</i>	<i>Confirmed – TMC November 2010</i>	<i>1.87</i>
<i>Guger St / Ashton Ave / Chancelor St</i>	<i>Town of Claremont</i> <i>Modify TCS, install overhead mast arms &amp; replace existing lanterns with LED lamps</i>	<i>National funding</i>		<i>\$35,667</i>	<i>\$107,000</i>	<i>Pending 2011/12 – No cost to City of Nedlands</i>	<i>5.7</i>
<i>Aberdare Rd / Gardner Dr</i>	<i>City of Subiaco</i> <i>Install median island and signage</i>	<i>State funding</i>		<i>\$6,000</i>	<i>\$18,000</i>	<i>Pending 2011/12 – No cost to City of Nedlands</i>	<i>1.39</i>
<i>Aberdare Rd / Hospital Ave</i>	<i>Construct roundabout and clear verge</i>	<i>State funding</i>		<i>\$75,000</i>	<i>\$225,000</i>	<i>Pending 2011/12 – No cost to City of Nedlands</i>	<i>1.42</i>



On hold / no action to be taken



Risks / Issues need addressing



On track



Completed

1 – High priority  
2 – Medium priority  
3 – Low priority  
COM - Completed  
BCR - Benefit Cost

TRIM Ref: M09/19905

# **Outstanding Actions/Works/Requests - Traffic Management Committee**

11

<b>LIST OF ITEMS RECEIVED FROM COMMITTEE MEMBERS/ADMINISTRATION FOR DISCUSSION</b>			
<b>Date Received</b>	<b>Received From</b>	<b>Details</b>	<b>Administration Comments</b>
5 May 2010	Peter Plaisted – Non Voting Committee member	<ul style="list-style-type: none"> <li>Return Dalkeith road north of Carrington Street and Karella streets to be made one way northbound only.</li> <li>Change the stop signs around on the corner of Baird Ave and Bedford streets so it will curtail the boy racers road testing their cars</li> </ul>	<p>Currently being investigated. Once a report has been finalised it will be presented to the next available TMC meeting.</p> <p>Letter sent to Chellingworth motors regarding vehicular speed around the area. Monitor the area for effectiveness.</p> <p>Main Roads WA comments regarding the change of priority attached.</p>
N/A	Administration	<ul style="list-style-type: none"> <li>Local Area Traffic Management Policy</li> </ul>	Approved by Council on 28 September 2010.
N/A	Administration	<ul style="list-style-type: none"> <li>Pick up of all parking bays in City – divided into precincts.</li> </ul>	Currently being undertaken by administration.
N/A	Administration	<ul style="list-style-type: none"> <li>Parking restriction signage and location – precincts.</li> </ul>	Administration officers currently undertaking pick up. Present to TMC upon completion and update into G.I.S system.
27 July	Cr Hodsdon	<ul style="list-style-type: none"> <li>Traffic Management Committee considers a parking permit system in areas bound by Stirling Highway, Dalkeith and Smyth Roads and Aberdare and Hampden Roads.</li> </ul>	Proposed parking and parking facilities local law to assist a parking permit system city wide.



On hold / no action to be taken



Risks / Issues need addressing



On track



Completed

1

– High priority

2

– Medium priority

3

– Low priority

COM

- Completed

BCR

- Benefit Cost

TRIM Ref: M09/19905



## **Outstanding Actions/Works/Requests - Traffic Management Committee**

12

			<i>Council approved at 14 December 2010 meeting to undertake community consultation. Consultation to commence in early February 2011.</i>
<i>January 2011</i>	<i>Cr Somerville-Brown</i>	<i>Traffic Management Committee undertakes traffic counts and monitoring along Melvista Ave</i>	<i>Traffic counts being undertaken in January 2011 Report to be presented at the next available TMC meeting.</i>
<i>17 January 2011</i>	<i>Administration</i>	<i>Traffic management plan and traffic assessment on Monash Avenue and Caladenia Crescent, Nedlands. (For your information only at present)</i>	<i>Administration conducted a meeting with representatives from Brookfield Multiplex for the construction of the central plant QEII.</i>  <i>Awaiting Traffic Management plan and traffic assessments from Brookfield Multiplex before construction can commence. A report will be presented to TMC once the details are received.</i>



On hold / no action to be taken



Risks / Issues need addressing



On track



Completed

1 – High priority  
 2 – Medium priority  
 3 – Low priority  
 COM - Completed  
 BCR - Benefit Cost

TRIM Ref: M09/19905

## Luke Marsden

---

**From:** Wayne Mo  
**Sent:** Friday, 7 January 2011 11:25 PM  
**To:** (TMKC)  
**Cc:** Ian Hamilton; Luke Marsden  
**Subject:** RE: Intersection change of priority #2 Bedford/Baird

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red Category

Many thanks again for your input in this matter Regards Wayne Mo

---

**From:** (TMKC) [mailto:[tmkc@mainroads.wa.gov.au](mailto:tmkc@mainroads.wa.gov.au)]  
**Sent:** Thursday, 6 January 2011 10:15 AM  
**To:** Wayne Mo  
**Subject:** FW: Intersection change of priority #2 Bedford/Baird

Wayne

The road subject to Give Way or Stop control is the least important of the 2 roads. Occasionally where there are geometric constraints (eg steep gradient) the signs may be assigned to the lesser road.

Stop signs are only installed where there is a sight distance restriction; research has shown where Stop control is installed unnecessarily it leads to disrespect of the sign at the location and spills over to other locations where Stop control is necessary.

In this case traffic volumes are similar so from a desktop perspective there is no reason to change control. Sight distance also appears good although I have not checked vertical alignment but if this was a problem the give way signs would be on Baird Ave anyway. Give Way signs are placed where they can be seen by oncoming drivers. I have checked 10 years of crash data and these 4 crashes are all caused by east west traffic on Bedford St failing to give way. The 85%ile speed is good for 50 km/h speed roads, and been unable to find a reported crash at this location and does not support the contention of speeding traffic.

Change of control cannot be justified for this location.

I trust this helps with your reply.

Regards

---

**From:** Wayne Mo [mailto:[wmo@nedlands.wa.gov.au](mailto:wmo@nedlands.wa.gov.au)]  
**Sent:** Thursday, 30 December 2010 10:34 AM  
**To:** (TMKC)  
**Cc:** Ian Hamilton; Luke Marsden  
**Subject:** Intersection change of priority #2 Bedford/Baird

Resent with missing attachment .....  
Please delete the previous email

Theo

Can you advise on this matter?

A different resident seek tech services advice in relation to this matter of changing the priority of the Give Way at Bedford Street / Baird Avenue intersection in Nedlands You can see the traffic counts attached Latest version of crashtools 05-09 show no data at the intersection which indicates zero crashes over a 5year period

The reason why this has come up is because there is a suggestion that vehicles from the nearby car dealership are speeding on these local roads Based on your previous response attached and based on available data, it appears not to be a problem however I seek your formal response in this matter so it can be finally put to rest

I'd appreciate it if you could respond ASAP

Regards

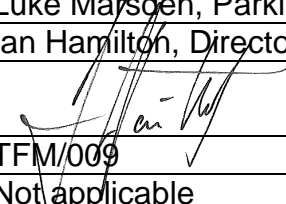
Wayne Mo

Design Engineer

[cid:768f0b27-dbf4-fcc-bba7-618a0c41b8c2]

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## 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>	Not applicable
<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 as per attached maps entitled Ned\_06.1\_11, Ned\_06.2\_11 and Ned\_06.3\_11.**

### Strategic Plan

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

### Background

At the Traffic Management Committee meeting held on 15 September 2009 the Committee requested Administration to provide additional information 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 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.

Key relevant previous decisions:

15 September 2009:

That:

- a) Committee receives information with regard to traffic and parking hot spots throughout the City of Nedlands as per map entitled Ned\_15.1\_09; and
- b) Administration investigates and improves the map symbology to verify the depiction of;
  - A primary distributor versus the Traffic Management Committee areas of concern;
  - Laneways; and
  - Traffic congestion areas.

16 February 2010:

That Committee:

- a) Receives amended maps entitled Ned\_15.1\_09, Ned\_15.2\_09 and Ned\_15.3\_09 pertaining to the traffic and parking hot spots throughout the City of Nedlands;  
Note: Black Spot data is sourced from Main Roads WA. Data is also received from various sourced consisting of public opinion and correspondence received.
- b) directs Administration to request Main Roads WA to verify and confirm accident data and the maps to be updated accordingly; and
- c) develops and action plan to address traffic and parking hot spots throughout the City.

18 May 2010:

That Committee:

- a) receives additional information with regard to the traffic and parking hot spots throughout the City of Nedlands as per maps entitled Ned\_15.1\_09\_v2, Ned\_15.2\_09\_v2, Ned\_15.3\_09\_v2; and

- b) requests that an action plan be developed by September 2010 in accordance with the key warrants classification subject to Council approval of the key warrants classifications.

### **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 <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Required by City of Nedlands policy:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Consultation type: Not applicable

Dates: Not applicable

### **Legislation**

Parking and Parking Facilities Local Law 2002.

### **Budget/financial implications**

Budget:

Within current approved budget:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Requires further budget consideration:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

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 is currently being developed in accordance with Blackspot projects and the key warrants classification. This will be presented at the next available Traffic Management Committee meeting 2011.

## **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 and Blackspot criteria.

## **Attachments**

1. Map No. Ned\_06.1\_11 – City of Nedlands intersection black spots and parking hotspot areas Dalkeith and Melvista Wards January 2011.
2. Map No. Ned\_06.2\_11 - – City of Nedlands intersection black spots and parking hotspot areas Hollywood Ward January 2011.
3. Map No. Ned\_06.3\_11 - – City of Nedlands intersection black spots and parking hotspot areas Coastal Ward January 2011.

**Attachment to Item 7.2**

**Traffic Management Committee Meeting  
1 February 2011**

Traffic and Parking Hot Spots throughout the City



**City of Nedlands Intersection Blackspots and Parking Hotspot Areas -  
Dalkeith and Melvista Wards  
January 2011**



**New Issues - January 2011**

Location	Problem
Melvista Ave - Adelma to Florence Rd	Traffic speed and volume
Webster Street - Edward to Stirling Hwy	All day parking / Tresillian parking
Louise Street - Jenkins to Stirling Hwy	All day parking
Viewway - Bruce St to Princess Rd	All day parking

**CITY FUNDED PROJECTS**

- 1...Circe Circle - Road resurfacing including parking embayments under construction 2010 /2011
- 2...Intersection Bruce and Elizabeth Street - Improvements to footpath crossing points Identified as a Blackspot 2011 / 2012.

**BLACK SPOT FUNDED PROJECTS**

- 1...Intersection Elizabeth and Tyrell Street Resheduled for 2011 / 2012.Capital works budget - minor changes to intersection and parking embayments. Seeking 2/3 funding.

Note: Blackspot data sourced from Main Roads WA website. Numbers provided are the cumulative total from 2005 - 2009.

**Legend**

Schools

**Accident Frequency**

- 5 - 35
- 36 - 65
- 66 - 95
- 96 - 125

kerbs

**Traffic Concern Areas**

- Congested Areas - Correspondence Received
- Congested Areas - Public Opinion
- Traffic Management Committee Areas of Concern

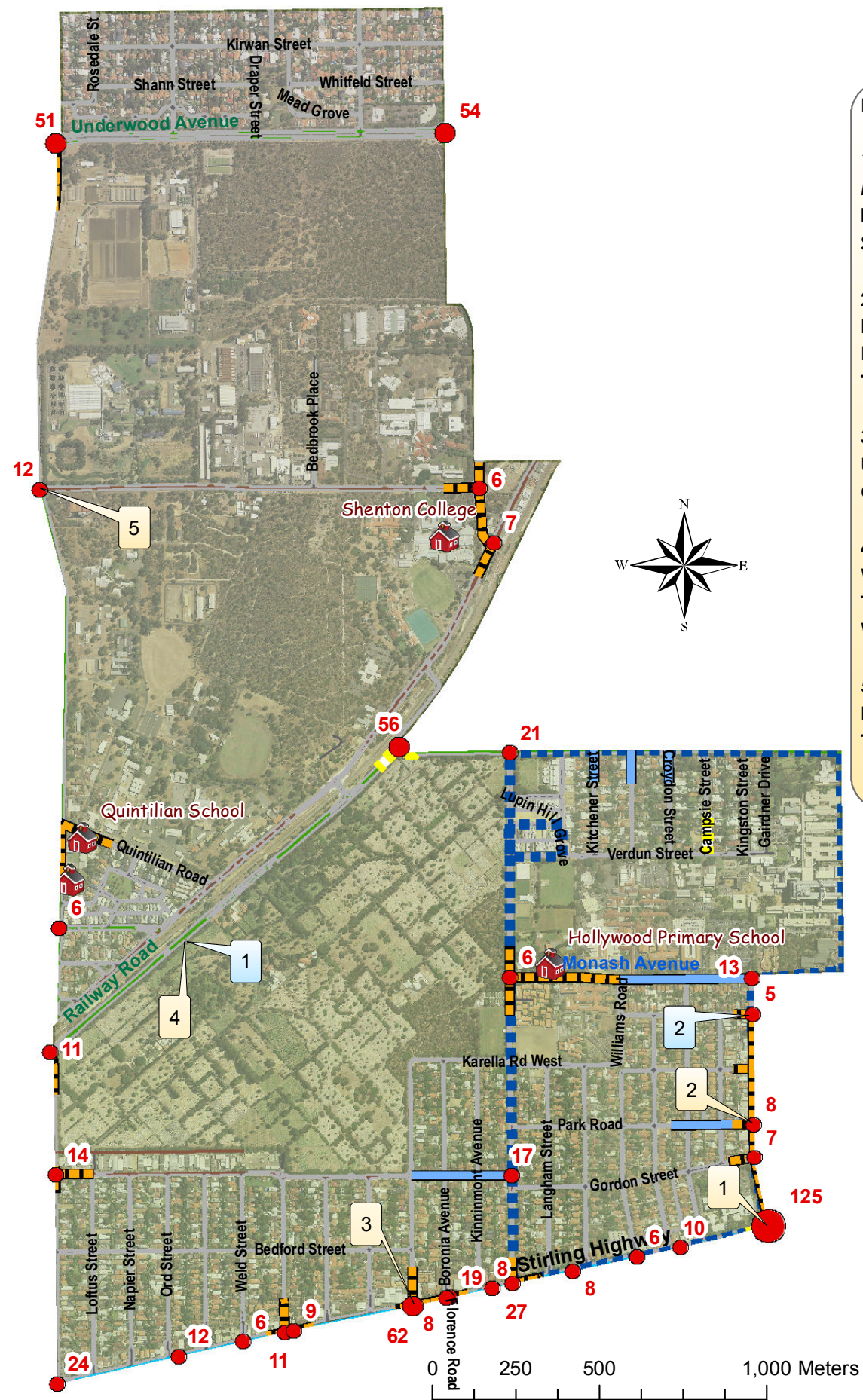
**Roads**

**Road\_type**

- Lane
- Access Road
- Local Distributor
- District Distributor B
- District Distributor A
- Primary Distributor
- Nedlands Ward Areas



City of Nedlands Intersection Blackspots and Parking Hotspot -Areas - Hollywood Ward  
January 2011



**BLACK SPOT FUNDED PROJECTS**

1...Stirling Hwy/ Broadway Intersection:  
Modify traffic signal to LED lanterns and add additional lanterns.  
Status: MRWA & Construction approval given.

2...Hampden Road /Gordon Street Intersection:  
Install intersection island and reinforce priority (State Blackspot)  
To be completed before 2010/2011.

3...Stirling Hwy / Dalkeith Road Intersection:  
Upgrade to LED lights.  
Completed October 2010.

4...Railway Road at cemetery entrance:  
Widen pedestrian refuge / median island opposite Loch St Train Station  
Waiting on MRWA approval.

5...Brockway Road / Lemnos Street intersection:  
Install left lane in Lemnos St. Construct 70degree island  
To be completed before 2010/ 2011

**CITY FUNDED PROJECTS**

1...Railway Road at cemetery entrance:  
Pedestrian actuated signals. Waiting on MRWA approval.

2...Hampden Road / Hardy Road intersection:  
Inclusion of parking embayments - Hardy Road  
Under construction, 2010 / 2011.

New Issues - January 2011	
Location	Problem
Kitchener, Burwood & Croydon Streets	Block off through-access to Aberdare Road

Note: Blackspot data sourced from Main Roads WA website. Numbers provided are the cumulative total from 2005 - 2009.

**Legend**

Schools

**Accident Frequency**

- 5 - 35
- 36 - 65
- 66 - 95
- 96 - 125

**Traffic Concern Areas**

**DESCRIPTION**

- Congested Areas - Correspondence Received
- Congested Areas - Public Opinion
- Traffic Management Committee Areas of Concern
- Parking Hotspots

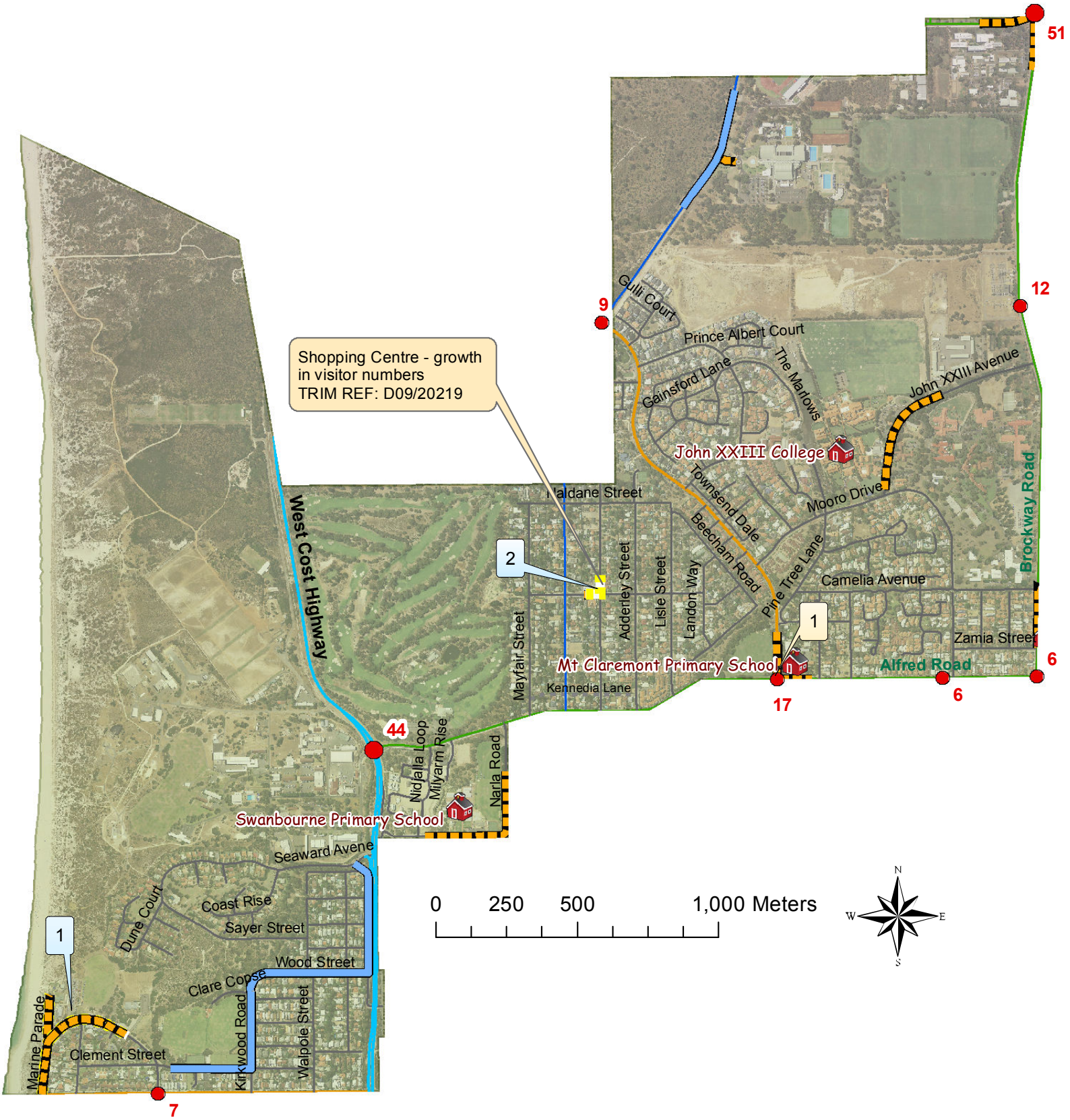
**Roads**

**Road\_type**

- Lane
- Access Road
- Local Distributor
- District Distributor B
- District Distributor A
- Primary Distributor
- Hollywood Ward



# City of Nedlands Intersection Blackspots and Parking Hotspot -Areas - Coastal Ward January 2011



## BLACK SPOT FUNDED PROJECTS

1....Alfred Road / Rochdale Street intersection  
 Modify traffic signals, install LED lights with overhead mast arm in Alfred Road  
 95% complete

## CITY FUNDED PROJECTS

1... Odern Crescent  
 Road modifications and improvements  
 TMC Feb 2011 Report

2....Asquith and Strickland St intersection  
 Supply dedicated ACROD parking bay

## Legend

Schools

**Blackspots**

**Accident Frequency**

- 5 - 35
- 36 - 65
- 66 - 95
- 96 - 125

**Traffic Concern Areas**

**DESCRIPTION**

- Congested Areas - Correspondence Received
- Congested Areas - Public Opinion
- Traffic Management Committee Areas of Concern

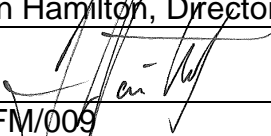
**Roads**

**Road\_type**

- Lane
- Access Road
- Local Distributor
- District Distributor B
- District Distributor A
- Primary Distributor
- Coastal Ward

Note: Blackspot data sourced from Main Roads WA website. Numbers provided are the cumulative total from 2005 - 2009.

### 7.3 Car Parking Facility – The Esplanade, 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>	TFM/009
<b>Previous Item No's</b>	Not applicable
<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 parking issues on The Esplanade and around Charles Court Reserve, Nedlands.

#### Recommendation to Committee

**Committee recommends that Administration:**

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

#### Strategic Plan

- |       |   |
|-------|---|
| KFA 1 | Infrastructure  |
| 1.2   | Design and construct infrastructure in accordance with Australian standards and guidelines.                                       |
| 1.3   | Provide and maintain quality passive and active recreational and leisure facilities and open space to meet community needs.       |
| KFA 3 | Built Environment   |
| 3.4   | Plan and develop the sustainable provision of community infrastructure and facilities with a focus on flexible and multiple uses. |
| KFA 6 | Community Engagement  |
| 6.1   | Improve community awareness of the City's directions, facilities and services.  |

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

### **Background**

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

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

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

This option was implicated in that the City would require approval by the Attorney General to utilise the Bruce Trust Reserve and require the City to appoint an advisory trustee.

The City received a response from the Attorney General, Hon Christian Porter, (refer attachment 1) outlining that the City of Nedlands, as Trustee of the Trust, cannot convert any part of the Trust land into a car park unless a car park is required by persons using the Trust land for recreational purposes.

Key previous decisions:

29 June 2010 - Traffic Management Committee meeting

That Committee receives Attorney General's letter dated 19 May 2010 and requests Administration to:

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

## Proposal Detail

Administration to undertake community consultation regarding the proposed parking bays on The Esplanade, Nedlands as per attached map number "Esplanade 90DEG parking" and report back to the Traffic Management Committee of the findings at the next available meeting.

## Consultation

Required by legislation:

Yes ☐

No ☒

Required by City of Nedlands policy:

Yes ☒

No ☐

Consultation type:

Dates:

- Letter to the Department of Attorney General pertaining to the use of Bruce Trust Reserve for car parking facility - 14 August 2009 (attachment 2)
- Letter from State Solicitors Office (SSO) requesting design plans - 22 September 2009.
- Design plans sent to the SSO -23 September 2009.
- Administration contacted the SSO. However the solicitor was unable to confirm details - November 2009.
- Administration contacted the SSO once again requesting an update on the City's request - 5 February 2010.
- The City received a phone call from the SSO informing that the City's request and the plans have been sent to the Attorney General's Office and that they had not heard anything back yet – 10 February 2010.
- Administration contacted SSO. The solicitor who was handling the matter was not available. Left a message requesting to return the call - 22 April 2010.
- Response received from the Attorney General - 21 May 2010.

## Legislation

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

## Budget/financial implications

Budget:

Within current approved budget:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Requires further budget consideration:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Financial:

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

The proposed car parking bays on the south side of Esplanade have an indicative cost of approx \$80,000 to construct.

### **Risk Management**

The City risks losing funds associated with the Steve's Nedlands Park Nominees Pty Ltd that it is being held as cash in lieu as part of the development. As detailed in Section 3.9(b) of the City's Town Planning Scheme No. 2, Council must have firm proposals for providing a public station nearby within a period of not more than 24 months from the time of agreeing to accept the cash payment.

### **Discussion**

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

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

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

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

Formalised kerbside car bays on The Esplanade, although previously received strong resistance from residents (refer Item 7.2 Traffic Management Committee Minutes 15 June 2009) offers a non- intrusive car parking area. It is anticipated that the proposed car parking area will only have high occupancy during peak hours, i.e. club and sporting events. Therefore this will have only a minor impact on the residents and the amenity.



Residents have expressed that they would like to see the wooden posts along the same section of The Esplanade as the proposed car parking bays repositioned south of the road, thus creating additional bays at a reduced cost to the City. One of the conditions of Section 3.9 of the City's Town Planning Scheme No. 2 is that the parking spaces must be paved which negates this request.

### **Conclusion**

The City is not in a position to utilise any of the Bruce Trust Reserve for car parking bays as indicated in the letter by the Attorney General. However, under the Town Planning Scheme No. 2, the City is required to have a firm proposal for providing a public station nearby within a period of not more than 24 months from the time of agreeing to accept the cash payment. The proposal undertakes to alleviate the parking short fall for all users of the area utilising the cash in lieu from Steve's Nedlands Park Nominees Pty Ltd.

### **Attachments**

1. Letter from the Attorney General received on 21 May 2010.
2. Letter to Attorney General from City of Nedlands dated 14 August 2009
3. Map – Proposed parking car park at The Esplanade, Nedlands.



**Attachment to Item 7.3**

**Traffic Management Committee Meeting  
1 February 2011**

Car Parking Facility – The Esplanade, Nedlands



## Attorney General; Minister for Corrective Services

Our Ref: 35-05282

Mr Ian Hamilton  
Director Technical Services  
City of Nedlands  
PO Box 9  
NEDLANDS WA 6909

CITY OF NEDLANDS	
DIVISION	
Document #	
File #	
21 MAY 2010	
Findirect	
Action	
Enclosure	YES    NO    OTHER

RECEIVED

Dear Mr Hamilton

### USE OF BRUCE TRUST RESERVE FOR CAR PARK FACILITIES

I refer to your letter dated 14 August 2009 in which you have sought my approval to proceed with the establishment of additional parking on the Bruce Trust Reserve.

The concept drawing shows that part of the proposed car park is intended to be constructed on land which is the subject of a charitable trust, namely the Bruce Trust Land. I understand that the City of Nedlands is the registered proprietor of the Bruce Trust Land and is the current trustee of the Trust.

The City of Nedlands, as Trustee of the Trust, cannot convert any part of the Trust Land into a car park unless a car park is required by persons using the Trust Land for recreation purposes.

No information has been provided by the City of Nedlands which suggests that the proposed car park is required to provide parking facilities for persons using the Bruce Trust Land for recreational purposes. In fact, the evidence is to the contrary. First, there are a significant number of parking facilities in the vicinity of the Bruce Trust Land including car parks and roadside parking which facilities are available free of charge to persons using the Bruce Trust Land. Secondly, there has been an ongoing issue between Steves Nedlands Park Nominees Pty Ltd and the City of Nedlands in relation to the provision of parking facilities necessitated by the development of the old Steve's Hotel which site is opposite the proposed car park. I note, in this respect that agenda item 7.2 relates to car parking facilities for Steve's Hotel rather than car parking for persons using the Bruce Trust Land for recreational purposes. Accordingly, at this stage, I am unable to approve the proposal for the construction of a car park on the Bruce Trust Land.

Further, there is another matter which I must draw to your attention and which I understand was previously drawn to your attention. I am advised that in 2006 it was suggested to the City of Nedlands by the then Attorney General, Mr McGinty MLA, and the State Solicitor's Office that it should consider appointing an advisory trustee before putting forward any submission regarding using the Bruce Trust Land for car bays. The

reason for such a suggestion being made was the potential for a conflict of interest arising from the City of Nedlands being the trustee of the charitable trust but also the local authority that approved the development of the old Steve's Hotel site with certain parking conditions. It does not appear that this suggestion has been acted upon to date.

I would be pleased to consider any further submissions that the City of Nedlands would like to make in relation to the above issues.

Yours sincerely



Hon C. Christian Porter MLA  
ATTORNEY GENERAL; MINISTER FOR CORRECTIVE SERVICES

19 MAY 2010

Enquiries: Ian Hamilton: 9273 3500  
Our Reference: BR2/171-09: M09/16522



City of Nedlands  
*Celebrating 50 years as a city*  
ABN 92 614 728 214

14 August 2009



Hon Christian Porter  
Department of Attorney General  
GPO Box 9991  
PERTH WA 6848

Dear Mr Porter

**Use of Bruce Trust Reserve for Car Park Facilities**

At the meeting of the City of Nedlands Traffic Management Committee on 28 July 2009 the Committee received a concept drawing titled "JOJO's extended car parking option" pertaining to extending the car park between the Rugby Club and the Esplanade in front of Steve's development. (Please see enclosed the agenda item of the meeting on 28 July 2009 and the concept drawing)

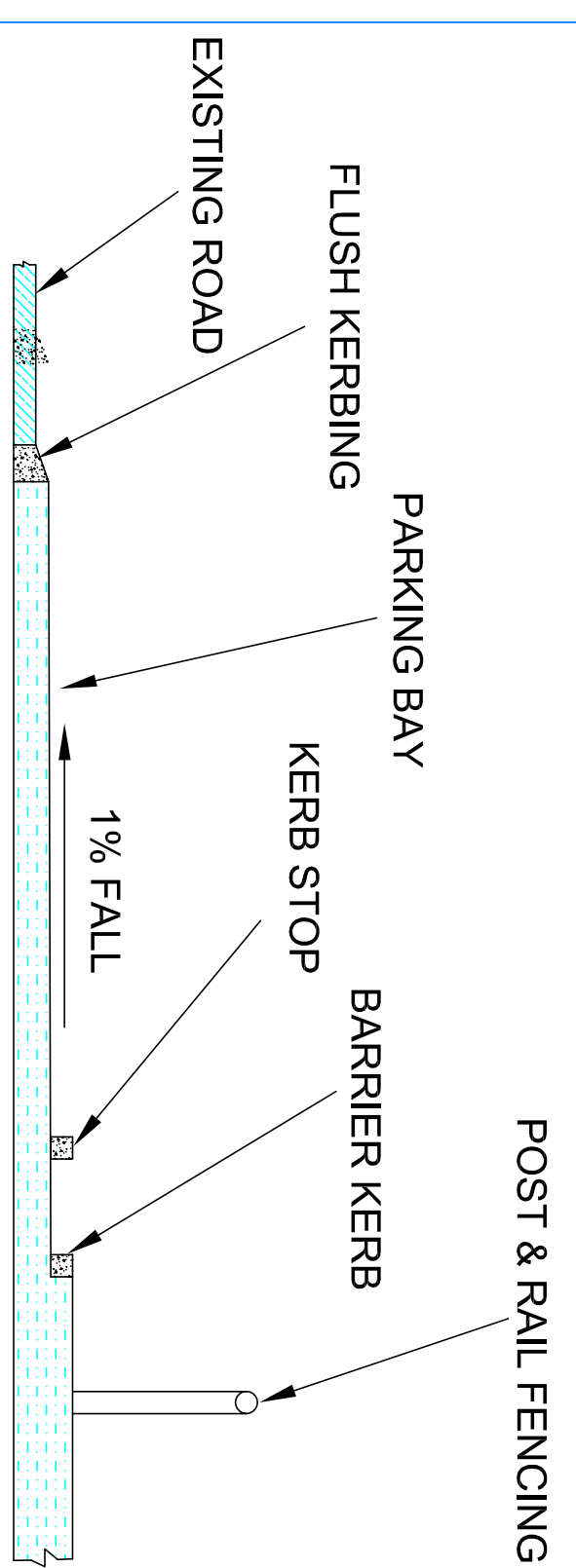
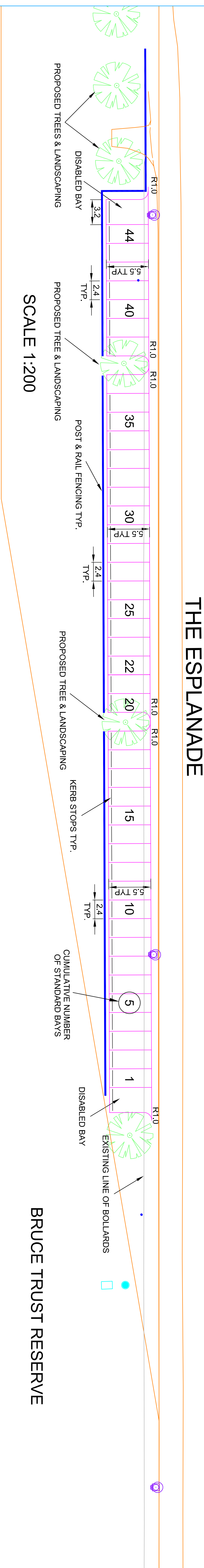
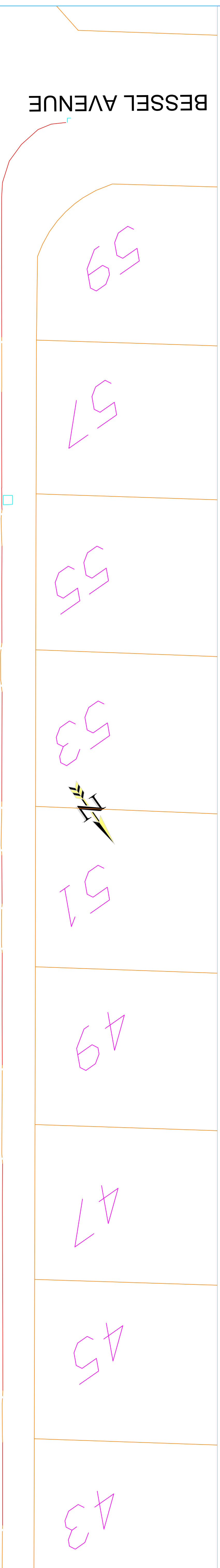
Subsequently the City requests approval to proceed with the establishment of additional parking in the Bruce Trust Reserve in consultation with the Community as outlined in the enclosed agenda item of the Traffic Management Committee meeting held on 28 July 2009.

If you require additional information please contact me on 9273 3500.

Yours sincerely,

IAN HAMILTON  
DIRECTOR TECHNICAL SERVICES.

encl: Agenda item – Car Park Facility – Steve's Hotel (Traffic Management Committee meeting  
- 28 July 2009)




TYPICAL CROSS SECTION  
FOR RIGHT ANGLE PARKING ABOVE

NOTES:

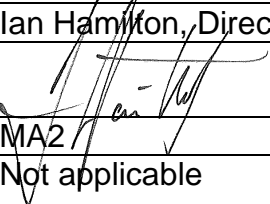
1. Ensure Traffic Management during construction conforms to Worksafe Standard (keep site safe for workers, pedestrians, and road users at all times).
2. Services are shown in their approximate location. Domestic services are not shown. Locate all services before excavation. Provide adequate support protection for exposed services. Existing crossovers are not shown.
3. Ensure the Drainage System is operational before rain falls.
4. Refer to City of Medicine specifications and drawings for kerbing, crossovers, pedestrian ramps, asphalt, and drainage.
5. Existing verges shall not be disturbed beyond the extent of work.
6. Maintain existing grades and falls.
7. The in of new surface to finish flush with existing surface.
8. Kerbing shall be semi mountable unless shown otherwise.
9. Non-conforming cross-over ribs to be replaced to City of Nedlands Specification.
10. Replace surface areas of pavement with new base consisting of 200mm crushed limestone.
11. All fill shall be clean non plastic material free from vegetation and other deleterious material. Fill shall be placed in uniform layers not exceeding 300mm thickness and compacted to a density not less than that of the surrounding undisturbed natural soil.
12. Resurface pavement with 25mm black Stone Mastic Asphalt after crack patching, and placing corrector course.
13. Restore verges, reticulation and crossovers to their original condition.

Legend:

- Proposed SEP's and soakwells  
existing telecom pit

RevNo	Revision note	Drawn	Checked	 City of Nedlands	SCALE: AS SHOWN DATE: 02/07/2007 COUNCIL MINUTE:	DESIGNED: CR/AJF DRAWN: CR/AJF APPROVED:	TITLE: ALTERNATIVE PARKING ARRANGEMENTS THE ESPLANADE/EXTENSION OF JOJO'S CAR PARK Dwg NO- ESPLANADE 90DEG PARKING	A1
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**7.4 Change of Priority Controls at the Intersection of Marita Road and Barcoo Avenue, 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>	MA2
<b>Previous Item No's</b>	Not applicable
<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 non-conforming petition dated 16 August 2010 received by the City, proposing removal of the east / west "Give Way" signage at the intersection of Marita Road and Barcoo Avenue, Nedlands and replace with a "Stop" sign running north / south on Marita Road.

**Recommendation to Committee**

**Committee:**

- a) receives details of the non-conforming petition dated 16 August 2010 received by the City proposing removal of the east/west "Give Way" signage at the intersection of Marita Road and Barcoo Avenue, Nedlands and replace with a "Stop" sign running north/south on Marita Road; and
- b) recommends that Council accepts Main Roads WA's decision not to support the change in priority and leave as status quo.

**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

The City received a non-conforming petition dated 16 August 2010 from Mr D Van Der Struyf of 34 Marita Road, Nedlands requesting that the City removes the east/west “Give Way” signage at the intersection of Marita Road and Barcoo Avenue and replace with a “Stop” sign running north/south on Marita Road.

Key relevant previous decisions:

Council meeting – 24 August 2010

Proposal to remove the east/west “Give Way” signage at the intersection of Marita Road and Barcoo Avenue, Nedlands and replace with a “Stop” sign running north/south on Marita Road, Nedlands – D10/15898

That the petition be received and referred to the Traffic Management Committee.

## Proposal Detail

The priority “Give Way” at the intersection of Marita Road and Barcoo Avenue to remain as status quo.

## Consultation

Required by legislation:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Required by City of Nedlands policy:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Consultation type: \_\_\_\_\_ Dates: \_\_\_\_\_

Consultation with Main Roads WA in October/November 2010

## Legislation

- Local Government Act 1995
- Main Roads Act 1930

## Budget/financial implications

Budget:

Within current approved budget:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Requires further budget consideration:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Financial:

This proposal is not supported by Main Roads WA, therefore no cost associated to the City.

## Risk Management

Main Roads WA (MRWA) does not support the request to change the location of the give way controlled intersection of Marita Road and Barcoo Avenue. Traffic counts indicate that there is higher volumes of traffic on Marita Road, Nedlands and is considered the more important road to carry “through traffic” without the control of give way or stop signs. The City would risk having an increase in other nearby roads if the controls were changed.

## Discussion

Following the non conforming petition dated 16 August 2010 proposing removal of the east/west “Give Way” signage at the intersection of Marita Road and Barcoo Avenue, Nedlands that was tabled at the Council meeting on 24 August 2010, Administration sought comment from MRWA regarding the request.

The City’s investigation shows that both Marita Road and Barcoo Avenue are classified by MRWA as an “Access Road” which is designed to accommodate up to 3000 vehicles per day (vdp).

Latest traffic data (2008) below indicates 436 vehicles travelling at 52km/h (85<sup>th</sup> percentile speed) in a 50km/h zone.

Rd Name	Location	Date	AWDT	CV	0.85	Road Hierarchy
Barcoo Avenue	Between Bulimba Road and Taylor Road	June 2006	136	1	48	AR
Barcoo Avenue	Between Marita Road and Doonan Road	November 2008	118	4	40	AR
Marita Rd	Between Barcoo & Jenkins Ave	2004	301	7	56	AR
Marita Road	Between Barcoo Avenue and Princess Road	November 2008	436	8	52	AR

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

The latest intersection crash data (5 year period from 2005 to 2009) at Marita Road and Barcoo Avenue indicates that there have been no crashes in this intersection.

There is a slight gradient downhill heading north along Marita Road from Princess Road end, however it is not considered to be significant within the parameters (geometric constraints) used to determine change in priority.



### **Conclusion**

MRWA does not support the change in control at intersection of Marita Road and Barcoo Avenue on any criteria therefore the controls should remain as status quo.

### **Attachments**

1. Petition proposal to remove the east/west “give way” signage at the intersection of Marita Road and Barcoo Avenue, Nedlands – Dirk Van Der Stuyf
2. Response from Main Roads WA

**Attachment to Item 7.4**

**Traffic Management Committee Meeting  
1 February 2011**

Change of Priority Controls at the Intersection of  
Marita Road and Barcoo Avenue, Nedlands

Graham Foster  
CEO  
City of Nedlands

CITY OF NEDLANDS	
DIVISION	
Document #	
File #	1 6 AUG 2010
Redirect	
Action	ACK    NRN    OTHER
Enclosed	

RECEIVED

34 Marita Road  
Nedlands WA  
16<sup>th</sup> August 2010

Dear Graham,

**RE: Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

In 2001 my wife and I moved to Marita Road, the major appeal being the quiet location with limited traffic flow that would ensure the safety of our 3 children, now aged 6, 4 and almost 1 year of age.

Since the establishment of the Gym and growth of numerous other businesses at the Stirling Hwy end of Marita Road, myself and all the residents in my street have noticed a considerable increase in non resident traffic, often at dangerous speeds that now threatens the peaceful street we once had.

**On behalf of the residents in Marita Road (see attached petition), I request that the City consider the removal of the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace it with a "Stop" sign at the same intersection running North/South on Marita Road Nedlands.**

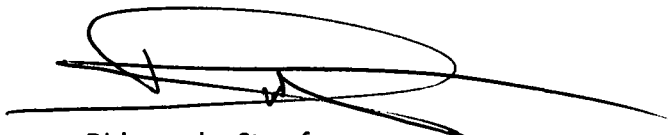
I would like the City to consider the following:

- The substantial increase in traffic flow running along Marita Road
- The excessive speeds that vehicles travel along the street, ruining the quiet, family friendly street we once had.
- The adverse impact on residents since the establishment and growth of the businesses at the Stirling Hwy end of the street
- Approximately 70% of the residents in the street have young families who are now at risk of serious injury or death should they venture out onto their verge or street.
- Many non-residents now use Marita Road as a high speed short cut to get to the Gym or to Stirling Hwy, with little regard for the residents of the street.
- Between the intersections of Barcoo/Doonan and Barcoo/Taylor there are no houses that face Barcoo Street, hence the east/west give way configuration is unnecessary as there is little traffic.
- In the section on Marita between Barcoo and Jenkins alone there are 29 children, I estimate in the street there are over 60 children who are at risk from speeding cars.

The introduction of a North/South "Stop" sign will make a considerable difference to the residents of our street and will have the desired effect of slowing passing traffic substantially, making our street less of a speedway and short cut and generally making Marita Road a safer street in which to live.

I ask you please to witness the traffic flow problems we are experiencing first hand and acknowledge this submission as soon as you can. I am available to consult with the City when convenient.

Regards



Dirk van der Struyf

Contact:


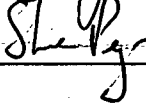
[Dirk\\_vanderstruyf@hartleys.com.au](mailto:Dirk_vanderstruyf@hartleys.com.au)

089 268 2855 w

089 386 1223 h

I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
Sandra Gay PEGRUM	50 Marita Rd, Nedlands	
STEVE PEGRUM	50 MARITA ROAD	

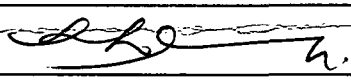
I/~~We~~ support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
BARBARA A. MAIN	39 Marita Rd Nedlands	Barbara A Main


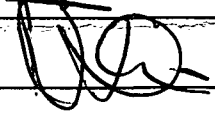
I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
Tony Morgan	19 Marita Rd	
Sarah Maxwell	"	

I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
Joanna Fox	24 Maritz Rd	
Dean Fox	24 Maritz Rd	



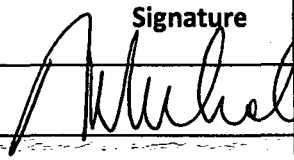
I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
Bob + Irene THOMPSON	33 Marita Rd Nedlands.	B. Thompson ✓ Irene Thompson

I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
N. NICHOLSON	25 MARITA RD	

I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
JORY E.J.	36 MARITA RD.	E.J.
JORY M.F.	36 MARITA RD.	J.M.F.
	Ch. S. Jory	



10  
DIRITA STEPHANIE  
34 MARIA RO.  
6009

I/~~We~~ support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
MRS MARGARET MUNDY	21 MARITA RD.	Margaret Mundy
NEDLANDS		

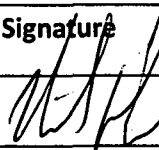

I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
Alan & Isobel McKay	46 Marita Rd	[Signature]

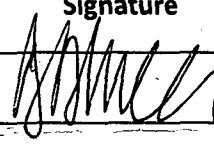

I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
NICK COPELAND	43 MARITA RD, NEDLANDS	
MIKKI COPELAND	" " " "	

I/We support the:

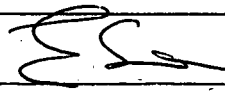

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
BRUCE MCCLARY	30 MARITA RD NEDLANDS	
SAVY MCCLARY	30 MARITA RD NEDLANDS	



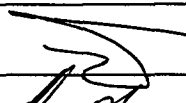
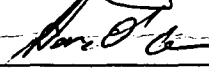
I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
TED GRAHAM	42 Marita Road Nedlands	
DEBORAH GRAHAM	42 MARITA ROAD	

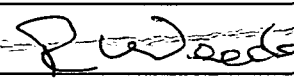
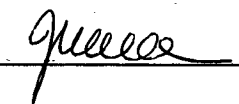
I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
Natalie O'Dea	29 Marita Rd Nedlands	
Steve O'Dea	29 Marita Rd Nedlands	

I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
ROBERT WEEDEN	40 MARITA RD	
JANET WEEDEN	40 MARITA RD	

I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
Rod O'Sea	32 Marita Road	ill [Signature] M.O'Sea
\$ Michelle O'Sea	Nedlands WA 6009	[Signature]

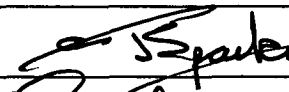
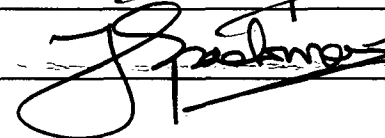
I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
Martin Barbetti	31 Marita Rd	
	Nedlands	M Barbetti
	WA 6009	

I/We support the:

**Proposal to remove the East/West "Give Way" signage at the intersection of Marita Road and Barcoo Road Nedlands and replace with a "Stop" sign running North/South on Marita Road Nedlands.**

Name	Address	Signature
CLIVE SPACKMAN	47, MARITA RD,	
JUDE SPACKMAN	" " "	

E-mail Message

---

**From:** (TMKC) [SMTP: @mainroads.wa.gov.au]  
**To:** Wayne Mo [EX:/O=CITY OF NEDLANDS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=Wmo]  
**Cc:**  
**Sent:** 7/12/2010 at 11:56 AM  
**Received:** 7/12/2010 at 11:55 AM  
**Subject:** RE: Intersection change of priority

---

Wayne

The road subject to Give Way or Stop control is the least important of the 2 roads. Occasionally where there are geometric constraints (eg steep gradient) the signs may be assigned to the lesser road.

Stop signs are only installed where there is a sight distance restriction; research has shown where Stop control is installed unnecessarily it leads to disrespect of the sign at the location and spills over to other locations where Stop control is necessary.

In this case Marita Rd is considered the more important road and therefore Barcoo Ave with lower traffic volume is the correct road to have control applied. The 85% ile speed about what speed would be expected for drivers on a 50 km/h road. I have checked 10 years of crash data and been unable to find a reported crash at this location.

Change of control cannot be justified for this location on any criteria.

I trust this helps with your reply.

Regards

From: Wayne Mo [mailto:wmo@nedlands.wa.gov.au]  
Sent: Friday, 26 November 2010 10:55 AM  
(TMKC)  
Subject: Intersection change of priority

Hi

Thanks for discussing this with me during the RSA course

Below is an email to our TSO regarding a request to change intersection priority

As we all know, the two roads are under the City's responsibility but the statutory signage belongs to MRWA

You will see from the evidence that the traffic volumes are low - under 450vpd

The highest 85th percentile traffic speed recorded on Marita was 56km/hr (2004)

The request was from a petition wishing to reduce the speed along Marita Road by removing the E-W give way and replacing it with a N-S stop.

Can you advise if changing the intersection priority would be warranted? If so, under what guidance/rule?

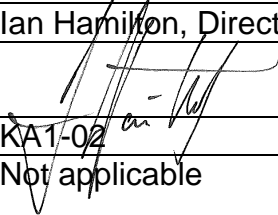
Regards

Wayne Mo  
Design Engineer

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## 7.5 Road Traffic Treatment - Williams Road and Karella 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>	KA1-02
<b>Previous Item No's</b>	Not applicable
<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 parking and traffic concerns on Williams Road between Hardy Street and Karella Street West, Nedlands. The report also aims to inform the Traffic Management Committee regarding the proposed long term traffic treatment details in the area as requested by Council.

### Recommendation to Committee

#### Committee:

- a) approves changing parking restrictions on Williams Road, Nedlands to "No Stopping" as per attached map no. Ned\_03\_11 and associated kerbside line marking on Williams Road from Hardy Street to Karella Street West; and
- b) receives the details relating to road widening and median treatment as a long term traffic treatment for their information.

### 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 per Council resolution on 23 February 2010 the City implemented parking changes on Williams Road and Karella Street to increase sight visibility from the intersection of Hardy Street and Williams Road through to Karella Street West, Nedlands. A mirror was installed on the south east of Karella Street West as a short term measure to aid visibility for vehicle users travelling both directions while Administration investigated long term treatments.

Since the implementation of the parking changes reducing the amount of on street parking on Williams Road, the City has still received complaints from residents and Councillors in the area regarding blocked access to verges and driveways.

Currently the section of road along the eastern side of Williams Road, between Hardy Street and No.12 Williams Road is posted as "No Stopping". A small section of road adjacent to five properties between No.12 and No.22 Williams Road is posted as "2 Hour Parking". The section of road along the eastern side of Williams Road between No 22 Williams Road and Karella Street is posted as "No Stopping".

Rangers are unable to issue infringement notices for vehicles that park on the road in front of existing driveways as seen on Williams Road. This scenario is where the driveway adjacent to the property line has been constructed for the ingress and egress of vehicles but does not enter the property. There are no provisions under the City's current local law relating to parking and parking facilities to infringe vehicles.

The area is within close proximity to the Sir Charles Gairdner Medical Centre, Hollywood Private Hospital and other medical facilities located along Monash Avenue, Nedlands. As such, these existing parking bays may be utilised by residents/visitors attending the above mentioned facilities.

### **Key previous decisions**

23 February 2010:

Council approves the Traffic Management Committee's recommendation to:

- a) change parking restrictions of the parking bays on the east side of Williams Road as per map entitled Ned\_32\_09;
- b) purchase and installing a mirror on the south east of Karella Street West as a short term traffic treatment, to further facilitate driver awareness;

- c) undertake interim line marking median lines around the corner emphasising the lanes;
- d) undertaking a conceptual plan including associated costs for road widening, median treatment and parking restriction as a long term traffic treatment;
- e) refer any budget requirements for consideration in the budget process.

### **Proposal Detail**

Changing parking restrictions on Williams Road, Nedlands between Hardy Street and Karella Street west and undertake associated kerb side line.

In addition update the Traffic Management Committee with the details relating to road widening and median treatment as a long term traffic treatment.

### **Consultation**

Required by legislation:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Required by City of Nedlands policy:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Consultation type:

Dates:

With regard to road widening on the south side of Williams Road, community consultation to be undertaken.

### **Legislation**

- Local Government Act 1995
- Road Traffic code 2000
- City of Nedlands local law relating to parking and parking facilities

### **Budget/financial implications**

Budget:

Within current approved budget:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Requires further budget consideration:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Financial:

The cost for implementing the parking signs is incorporated in the road maintenance account. Additional funds would require midyear budget review subject to Council approval to proceed with road widening to the south of Williams Road and Karella Street West, Nedlands.

## Risk Management

Residents' access is being impacted upon due to long term parking in the area. The existing parking arrangement also creates safety issues for traffic, in particular buses approaching a bend in the road. It will also assist in reducing negative impact on amenity from having no restrictions in place at all. Rangers are unable to issue infringement notices for parking out front of existing hard stands.

Road widening and median island treatment will affect approximately five residences on the corner of Williams Road and Karella Street West and would require a portion of the verges and driveways. Consultation to be undertaken.

## Discussion

Williams Road and Karella Street West is on a Transperth bus route, bus number 25. The following times are detailed for inbound/outbound service from the Transperth website encompassing both Karella Street West and Williams Road stops into each allotted time. It is noted that Transperth buses generally do not cross within this section.

Outbound	Inbound
8.09	8.03
8.41	9.03
9.32	10.00
10.32	10.59
11.32	11.59
12.33	12.59
1.33	1.58
2.31	3.00
3.35	4.01
4.33	5.01
5.48	5.22
	5.43
	6.01

Day Type	Ticket Type	Days used	Total Activity	Average per day	Min	Max
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A

<b>Stop Number: 17566 WILLIAMS RD after Monash Av</b>						
Weekday	Boarding	17	21	1	1	2
Weekday	Alighting	21	164	8	4	14
Saturday	Boarding	1	1	1	1	1
Saturday	Alighting	4	19	5	3	8

<b>Stop Number: 17567 WILLIAMS RD before Monash Av</b>						
Weekday	Boarding	21	151	7	2	12
Weekday	Alighting	18	44	2	1	6
Saturday	Boarding	4	24	6	2	9
Saturday	Alighting	4	14	4	2	4
Sunday/PH	Boarding	6	16	3	1	5
Sunday/PH	Alighting	6	12	2	1	3

<b>Stop Number: 17568 KARELLA ST after Portland St</b>						
Weekday	Boarding	20	61	3	1	7
Weekday	Alighting	21	191	9	4	12
Saturday	Boarding	2	3	2	1	2
Saturday	Alighting	4	8	2	1	3

<b>Stop Number: 17570 KARELLA ST before Portland St</b>						
Weekday	Boarding	21	375	18	11	55
Weekday	Alighting	19	78	4	1	25
Saturday	Boarding	4	60	15	14	16
Saturday	Alighting	4	41	10	7	13
Sunday/PH	Boarding	6	19	3	1	6
Sunday/PH	Alighting	6	29	5	3	6

The proposed widening of the corner of Williams Road and Karella Street West has identified that the footpath located to the northwest is on the boundary of private property, namely the aged care facility site, Retirement Care Australia Pty Ltd. This negates the ability for the City to extend the footpath to the North West.

Widening to the south is possible, however is likely to affect approximately five residences. This proposed treatment would require the consultation with the affected residences.

Main Roads has inspected Williams Road - Karella Street and it is considered that the road alignment is clearly defined by the existing kerbing, street lighting and other visual indicators. In this low speed environment, (on which the majority of motorists at this location would be familiar with the road network) it is expected that motorists who obey basic road rules and observe normal road courtesies would be able to safely negotiate the bend.

Main Roads generally requires 2500 vehicles per day in order to provide centreline marking. Latest traffic counts in Williams Road and Karella Street indicate that AWDT (Average Week Day Total) are below the minimum required.

Road Name	Location	Date	AWDT	CV	0.85	Road Hierarchy
Williams Road	Between Karella Street and Hardy Street	June 2008	819	74	45	AR
Karella Street	Between Williams Road and Meriwa Street	June 2008	236	4	39	AR

Should the City proceed with the installation of a median to separate vehicle movements then Main Roads WA would provide signing and pavement marking as appropriate.

In addition, MainRoads WA noted that modification to the existing parking on Williams Road will provide better sight lines and reduce the likelihood of motorists veering into the middle of the road.

The resident at No 22 Williams Road has reportedly had damage done to their vehicles, in which they attribute to the existing parking arrangements.

A site visit by the City, confirmed the concerns of residents relating to traffic issues from the intersection of Hardy Street and Williams Road to the bend at Williams Road and Karella Street. In particular, vehicles are being forced to negotiate parked vehicles whilst approaching the bend at Williams Road and Karella Street. At the time of inspection, no vehicles were noticed obstructing the hard stand crossovers or driveways.

## Conclusion

Removing the parking on Williams Road will alleviate the issues of blocked access to residents' verges and crossovers and further increase the safety of vehicle movements along this section of the road.

**Attachments**

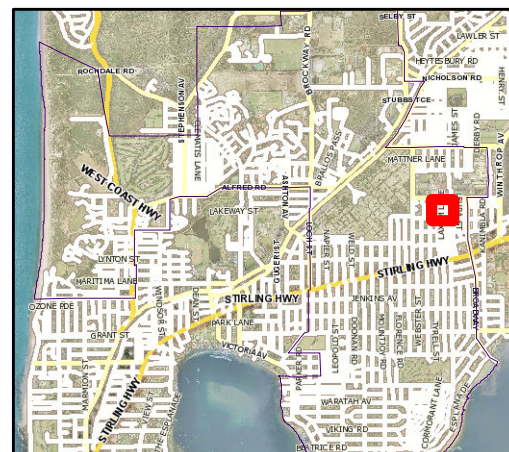
- Map No. Ned\_03\_11 Proposed changes to parking restriction on Williams Road, Nedlands.
- Aerial view of the boundary and road reserve.

**Attachment to Item 7.5**

**Traffic Management Committee Meeting  
1 February 2011**

Road Traffic Treatment – Williams Road and Karella  
Street, Nedlands



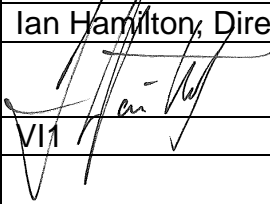


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**7.6 Proposed Parking Restrictions on Victoria Avenue, Dalkeith (Appealathon Home)**

<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>	VI1
<b>Previous Item No's</b>	
<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 validity of the current parking restrictions on the south side of Victoria Avenue, Dalkeith between Viking Road and Minora Road.

**Recommendation to Committee**

**Committee approves changing parking restrictions on Victoria Avenue, Dalkeith from “no parking road or verge” to “no parking” only.**

**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 the increased visitors throughout the open home phase of the Appealathon Home at 160 Victoria Ave and complaints received, the City enforced the current parking restrictions “no parking road or verge” on Victoria Avenue, Dalkeith .

This parking restriction was designed to increase the safety of the area for residents, motorists and pedestrians due to the increased activity and interest in the Appealathon home. There has been some indication from a resident that the parking restriction dates back to 2002 in relation to a large commemorative celebration. However according to the City's records, it was installed as a result of complaints relating to the Appealathon home in 2005.

The City received an enquiry in 2009 in relation to the validity of the parking signs some years after the Appealathon home had been auctioned and sold. Subsequently this was referred to the Parking and Access Working Group (PAWG) for consideration.

After an assessment of the area carried out by the City it was deemed that there is sufficient sight distance available in both directions from Point Resolution through to Viking Road on Victoria Avenue.

### **Key Relevant Previous Decisions**

Not applicable.

### **Proposal Detail**

Change the parking restriction on Victoria Avenue, Dalkeith from "no parking road or verge" to "no parking" only. This will give residents in the area the flexibility to park on the verge adjacent their property as detailed in section 6.9 of the City of Nedlands local law relating to parking and parking facilities 2002.

### **Consultation**

Required by legislation:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Required by City of Nedlands policy:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Consultation type:

Dates:

Letters were sent to affected residents in Victoria Avenue, Dalkeith in June 2010.

### **Legislation**

- Local law relating to parking and parking facilities 2002
- Road Traffic Code 2000

### **Budget/financial implications**

The cost for changing parking signs is to be incorporated in the road maintenance account.

Within current approved budget:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Requires further budget consideration:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

### **Risk Management**

Residents are not given the flexibility to choose if they wish to use the verge for parking as detailed in section 6.9 of the local law relating to parking and parking facilities 2002.

### **Discussion**

Letters were sent to 25 owners/residents requesting feedback regarding this proposal to remove the parking restriction altogether. The City received four letters of response, of which three requested that the parking restrictions remain. One requested that the parking restriction on the road remain and parking on verge be removed as this should be determined by the adjacent property owner.

Residents are concerned that with the volume of traffic and popularity with cyclists, removing the parking signs will encourage motorists to stop or park there.

Crashtools 2005-2009 indicated there have been three crashes in the past five years. One of these was a result of a cyclist colliding with a parked vehicle on the carriageway within the restricted area.

An assessment of the area identified that there is sufficient sight distance available in both directions.

It must be noted that under the current parking restrictions, the bus zone and median line marking, parking on both sides of the road is restricted on the south side of the road from 150 Victoria Avenue to Minora Road and on the north side of the road from 151 Victoria Avenue to Minora Road due to a bus zone and the following clause from section 3.5 (2)(g) of the local law relating to parking and parking facilities 2002:

*(g) between the boundaries of a carriageway and any double longitudinal line consisting of two continuous lines or between a double longitudinal line consisting of a continuous line and a broken or dotted line and the boundary of a carriageway nearer to the continuous line, unless there is a distance of at least 3 metres clear between the vehicle and the double longitudinal line;*

### **Conclusion**

There was community support to retain the parking restriction, and as there are no sight issues. By removing only the verge parking, the City will give residents flexibility without compromising road safety.

**Attachments**

1. Letter to residents proposing to change parking signage June 2010.
2. Diagram of the area for the proposed parking restrictions.



**Attachment to Item 7.6**

**Traffic Management Committee Meeting  
1 February 2011**

Proposed Parking Restrictions on Victoria Avenue,  
Dalkeith (Appealathon Home)

Enquiries: Luke Marsden: 9273 3500  
Our Reference: VI1: M10/11289

3 June 2010

Dear Resident

**Proposed Changes to Parking Signage – Victoria Avenue, Dalkeith**

Following on from complaints received by the City regarding the parking restriction in Victoria Avenue, Dalkeith and an assessment of the area, the Parking and Access Internal Working Group (PAWG) has proposed to remove the parking restrictions as shown on the attached diagram.

The signs were put in place to restrict parking in proximity to the Appealathon Home, situated at 160 Victoria Avenue, Dalkeith.

As part of the decision-making process, your feedback/comments on these proposed changes are welcome on or before Friday, 18 June 2010.

Yours sincerely,

LUKE MARSDEN  
PARKING STRATEGY COORDINATOR

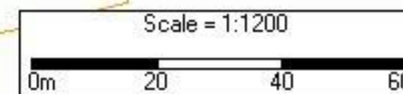
encl: map showing proposed changes in Victoria Avenue





**LEGEND:**

- Parking Zones
- NP Road or Verge
  - Road\_Centreline
  - Parcel Auth



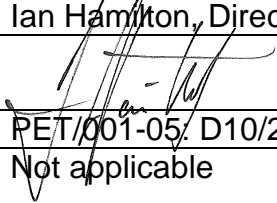
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of information taken when using this image.



File: M10 11289 PAW84 - proposed

to parking signage - Victoria Avenue -  
following complaint.DOCX

**7.7 Petition to Cul-de-sac Croydon Street, Burwood Street and Kitchener 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>	PET/001-05. D10/25117
<b>Previous Item No's</b>	Not applicable
<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 the details of the petition received by the City for their information.

**Recommendation to Committee**

**Committee receives the petition that was tabled at the Council meeting on 14 December 2010 requesting to cul-de-sac Croydon, Burwood and Kitchener Streets, Nedlands and recommends that Administration;**

- a) investigates the feasibility of changing Croydon, Burwood and Kitchener Streets, Nedlands from “through roads” into cul-de-sacs;**
- b) undertakes traffic counts in each of Croydon, Burwood and Kitchener Streets; and**
- c) reports back to Traffic Management Committee with the findings.**

**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**

At the Council meeting on the 14 December 2010, Councillor Bell tabled a petition dated 13 December 2010 from Mr Julian Atkinson requesting to cul-de-sac Croydon, Burwood and Kitchener Streets, Nedlands. (Refer attachment 1).

*The below signed residents would like Nedlands City Council to:*

- *Consider steps to limit access from the North Hollywood Precinct of Nedlands to Aberdare Road, which has resulted in increased traffic following the underpass; and*
- *approve cul-de-sacs in Croydon, Burwood and Kitchener Streets in the North Hollywood Precinct of Nedlands.*

*Residents of the North Hollywood Precinct believe they are impacted by:*

- *increased traffic on Aberdare Road as a result of the underpass;*
- *plans for rapid growth of the Sir Charles Gardener and Hollywood Hospitals (including the use of surrounding streets and parks for access and car parking for these hospitals);*
- *talk of development of a light rail network that services the hospitals and the University of Western Australia; and*
- *amendments to the Planning and Development Act (2005), currently awaiting proclamation in the WA State Parliament, that delegate development approval powers to DAP's (Development Approval Panels) in certain circumstances.*

*The residents of Croydon, Kitchener and Burwood Streets believe cul-de-sacs in roads will help maintain a residential feel to their streets by limiting through traffic and also (depending on the location of the cul-de-sacs) by acting as a potential 'green' noise pollution barrier.*

Sir Charles Gardiner hospital is currently going through a major redevelopment at the QEII MC site. Planning approval has been given for the Cancer Centre – Stage II, Western Australian Institute for Medical Research, PathWest and the Central Plant.

This petition was referred to the Traffic Management Committee to address the concerns and issues highlighted within the petition.

Key relevant previous decisions:

Council meeting – 14 December 2010

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

That the petition be received.

Traffic counts within the area were last conducted in 2006 with the following results.

Road Name	Location	Date	AWDT	CV	0.85	
Burwood	Between Verdun St & Aberdare Rd	2000	390	29	59	AR
Burwood	Between Verdun St & Aberdare Rd	August 2006	457	9	49	AR
Croydon	Between Verdun St & Aberdare Rd	2000	569	21	61	AR
Croydon	Between Verdun St & Aberdare Rd	2003	528	22	54	AR
Croydon	Between Verdun St & Aberdare Rd	August 2006	625	14	53	AR
Kitchener	Between Verdun St & Aberdare Rd	2000	357	22	59	AR
Kitchener	Between Verdun St & Aberdare Rd	August 2006	320	2	54	AR

Other locations where traffic counts have been taken that are of note are shown below:

Road Name	Location	Date	AWDT	CV	0.85	
Smyth Rd	Between Verdun & Aberdare Rd	2002	8283	228	61	DDB
Smyth Rd	Between Aberdare Rd and Lupin Hill	August 2006	9834		NA	DDB
Smyth Rd	Between Aberdare Rd and Lupin Hill	July 2007	9704	233	51	DDB
Gairdner Drive	Between Aberdare Rd & Verdun St	2000	2624	79	58	AR
Gairdner Drive	Between Aberdare Rd & Verdun St	June 2008	3013	115	54	AR

### Proposal Detail

Administration is to undertake traffic counts and investigate the feasibility of changing Croydon, Burwood and Kitchener Streets, Nedlands from through roads linking Aberdare Road to Verdun Street into cul-de-sacs at the northern end of each street.

### Consultation

Required by legislation:

Yes ☐

No ☒

Required by City of Nedlands policy:

Yes ☒

No ☐

Consultation type: Not applicable

Dates: Not applicable

### **Legislation**

Local Government Act 1995

### **Budget/financial implications**

Budget:

Within current approved budget:

Yes ☐

No ☒

Requires further budget consideration:

Yes ☒

No ☐

Financial:

This will require budget consideration following a report back to Traffic Management Committee on the feasibility of changing Croydon, Burwood and Kitchener Streets to a cul-de-sac.

### **Risk Management**

There is a risk that with the proposed multi level car park for QEII hospital, there will be an increase in traffic in local Access Roads creating additional congestion and generate more on street parking. As a result of this, it is anticipated that it will have a negative impact on the amenity in the area to residents.

It must be noted, inappropriate traffic management treatments/devices by the City may have serious traffic issues for Council as vehicles will inevitably filter to nearby through roads namely, Gardiner Road (private), Quadrangle Place and Smyth Road, Nedlands.

The City would benefit from obtaining up to date traffic counts in the area which would provide Administration with more accurate figures.

### **Discussion**

City's investigation shows that Burwood, Croydon and Kitchener streets are classified by MRWA as access roads which are designed to accommodate up to 3000 vehicles per day. They run north to south between Verdun Street and Aberdare Road which is approximately 300m in length.

Previous traffic counts indicate that the AWDT are well below the maximum VPD as per MRWA functional hierarchy classification.

The City continues to receive a large number of complaints from residents relating to an increase in through traffic (largely associated with the QEII hospital and Hollywood Hospital), blocked access, congestion as well as parking related complaints.

Future developments at the QEIMC site include:

- New Sir Charles Gairdner Hospital Mental Health Unit
- Multi-storey car parking
- New children's hospital
- New hub for Telethon Institute for Child Health Research
- New Western Power substation

### **Conclusion**

After receiving the petition submitted by Mr Julian Atkinson it is proposed that the City undertakes traffic counts in the area immediately to ascertain up to date traffic information.

As a result of the redevelopment of QEII medical centre including the proposed multi level car park and the Karrakatta Underpass opening, residents are requesting that the City Consider steps to limit access from the North Hollywood Precinct of Nedlands to Aberdare Road.

Residents seek to approve cul-de-sacs in Croydon, Burwood and Kitchener Streets in the North Hollywood Precinct of Nedlands.

### **Attachments**

1. Petition
2. Map of North Hollywood Precinct

**Attachment to Item 7.7**

**Traffic Management Committee Meeting  
1 February 2011**

Petition to Cul-de-Sac Croyden Street, Burwood  
Street and Kitchener Street, Nedlands

## PETITION TO CUL DE SAC CROYDEN, BURWOOD AND KITCHENER STREETS

Date: 13 December 2010

Name & Address of Person Lodging Petition: Mr and Mrs Julian and Kate Atkinson  
16 Burwood Street,  
Nedlands, W.A. 6009.

Nature of Petition:

The below signed residents would like Nedlands City Council to:

- Consider steps to access from the North Hollywood Precinct of Nedlands to Aberdare Road, which has resulted in increased traffic following the underpass; and
- approve cul de sacs in Croyden, Burwood and Kitchener Streets in the North Hollywood Precinct of Nedlands.

Residents of the North Hollywood Precinct believe they are impacted by:

- increased traffic on Aberdare Road as a result of the underpass;
- plans for rapid growth of the Sir Charles Gardener and Hollywood Hospitals (including the use of surrounding streets and parks for access and car parking for these hospitals);
- talk of development of a light rail network that services the hospitals and the University of Western Australia; and
- amendments to the Planning and Development Act (2005), currently awaiting proclamation in the WA State Parliament, that delegate development approval powers to DAP's (Development Approval Panels) in certain circumstances.

The residents of Croydon, Kitchener and Burwood Streets believe cul de sacs in roads will help maintain a residential feel to their streets by limiting through traffic and also (depending on the location of the cul de sacs) by acting as a potential 'green' noise pollution barrier.

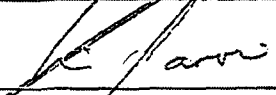
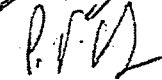
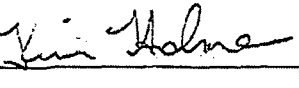
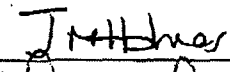
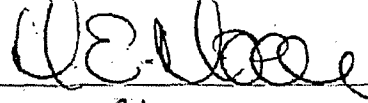
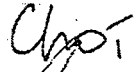
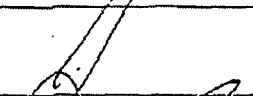
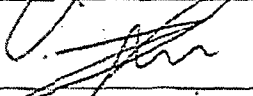
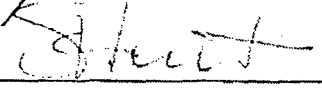
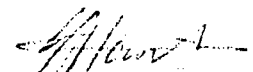
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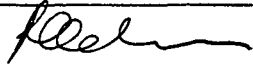
Full Name	Address	Signature
Lisa Jarvis	9 Burwood St, Nedlands	
Patrick Berry	11 Burwood St, Nedlands	
Kim Charles HOLMES	19 BURWOOD ST. NEDLANDS	
Jennifer Margaret HOLMES	19 BURWOOD ST NEDLANDS	
Helen Moore	10 Burwood St. Nedlands	
Jong Sik Choi	12 Burwood St Nedlands	
Jacque Line El-Saleh	2 Burwood St, Nedlands	
John EDWARDS	2 Burwood ST Nodlands	
Sheree Hart	13 Burwood St Nedlands	
Steve Hart	13. Burwood St Nedlands	




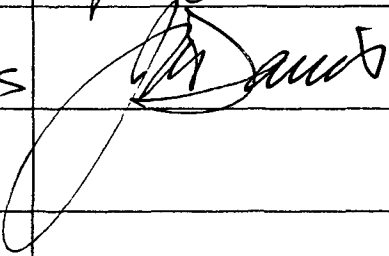
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Full Name	Address	Signature
A. J. Wilson	15 Burwood St Nedlands	<del>Wilson</del>
SM Weldon	15 Burwood St Nedlands	<del>Weldon</del>
R Leyland	17 Burwood St Nedlands	<del>R Leyland</del>
A Leyland	" "	<del>A Leyland</del>
R. O'GRADY	7 BURWOOD ST, NEDLANDS	<del>R O'Grady</del>
Sally Hamison	5 BURWOOD ST, NEDLANDS 6009	<del>Sally Hamison</del>
Kim FARLEY	1A BURWOOD ST NEDLANDS 6009	<del>Kim Farley</del>
Nari VanderZanden	59 Aberdare Rd Nedlands 6009	<del>Nari VanderZanden</del>
Pamela Doray	8 Burwood St Nedlands 6009	<del>Pamela Doray</del>
Geordie Doray	" " " " "	<del>Geordie Doray</del>

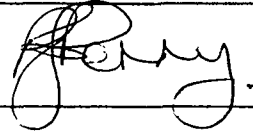

Full Name	Address	Signature
Ian Richard McCallum	2 Croydon Street Nedlands	Ian McCallum
Terrifer Anne McCallum	2 Croydon Street Nedlands	Terri McCallum

Full Name	Address	Signature
MINNIE ROSE Indermaur	14 CROYDON ST. NEDLANDS 6009	M. R. Indermaur

Full Name	Address	Signature
AMYETTE ANDREWS TIM WILSON	13 CROYDON ST NEDLANDS	

Full Name	Address	Signature
BEN DAVIES	16 CROYDON ST, NEDLANDS	
ANNETTE DAVIES	16 CROYDON ST, NEDLANDS	
Jessica Davies	16 Croydon St, Nedlands	
JOHN DAVIES	16 CROYDON STREET NEDLANDS	

Full Name	Address	Signature
R. EDENBURG	17 CROYDON ST. NEDLANDS	<i>R. Edenburg</i>
K.F. EDENBURG	11	<i>K. Edenburg</i>

Full Name	Address	Signature
RUSSEL JOHN PERRY	3 CROYDON STREET, NEDLANDS	
FELICITY ANNE PERRY	3 CROYDON STREET, NEDLANDS	



Full Name	Address	Signature
Janet Hicks	10 Croydon St, Nedlands	J. E. Hicks.
John Hicks	10 Croydon St, Nedlands.	J. E. Hicks per John Hicks.

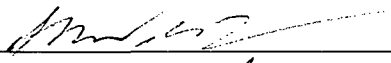

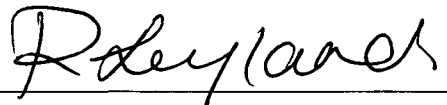


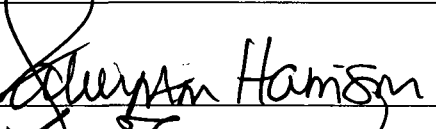
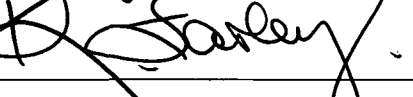



Full Name	Address	Signature
MARK VAN BRACKET & CATERINA ARICELA	5 CREYDON ST, NEDLANDS	MSB Caterina Aricela

Full Name	Address	Signature
Andrew Michael Lane	15 Croydon St	MMundy (for A. Lane)
Michelle Ann Mundy	15 Croydon St	MMundy

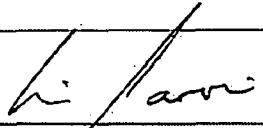
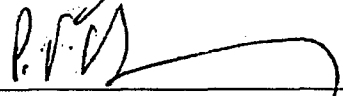
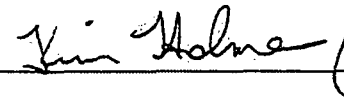
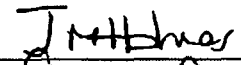
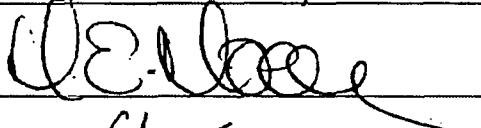

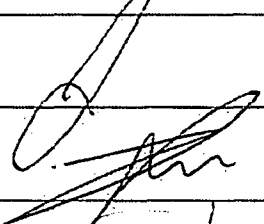
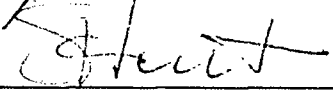
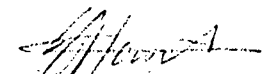
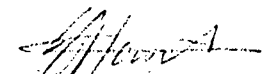
Full Name	Address	Signature
MICHAEL JOHNSON	8 CROYDON STREET	Michael S. Johnson
Susan Johnson	8 Croydon Street	Susan Johnson



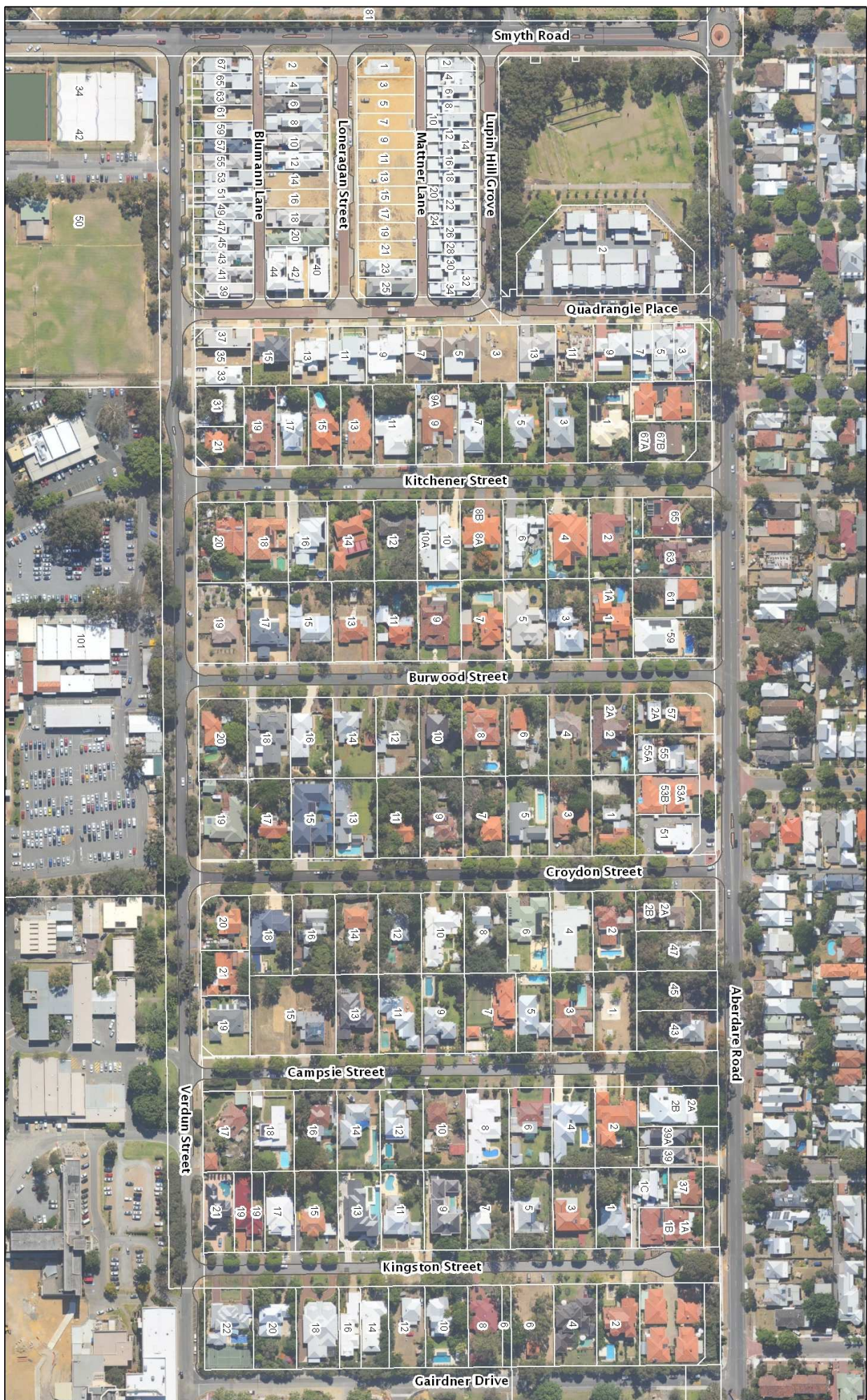
lodged by Kate and Julian Atkinson  
16 Burwood Street Nedlands WA

Full Name	Address	Signature
A. A. Weldon	15 Burwood St Nedlands	
SM Weldon	15 Burwood St Nedlands	
R Heyland	17 Burwood St Nedlands	
A Heyland	" "	
R. O'GRADY	7 BURWOOD ST, NEDLANDS	
Sally Hamison	5 BURWOOD ST, NEDLANDS 6009	
Kim FARLEY	1A BURWOOD ST NEDLANDS 6009	
Nari VanderZanden	59 Aberdare Rd Nedlands 6009	
Pamela Doray	8 Burwood St Nedlands 6009	
Grand U Doray	" " " " " "	

Lodged by Kate & Julian Atkinson  
16 Burwood Street Nedlands WA

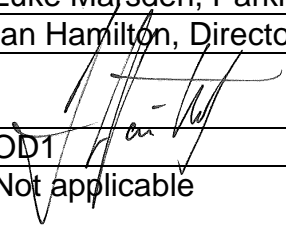
Full Name	Address	Signature
Lisa Jarvis	9 Burwood St, Nedlands	
Patrick Berry	11 Burwood St, Nedlands	
Kim Charles HOLMES	19 BURWOOD ST. NEDLANDS	
Jennifer Margaret HOLMES	19 BURWOOD ST NEDLANDS	
Helen Moore	10 Burwood St. Nedlands	
Jong Sik Choi	12 Burwood St Nedlands	
Jacque Line El-Saleh	2 Burwood St, Nedlands	
John EDWARDS	2 Burwood St Nedlands.	
Sheree Hart	13 Burwood St Nedlands	
Steve Hart	13 Burwood St Nedlands	







**7.8 Traffic Calming and Parking Options in Ordern Crescent and Marine Parade, Swanbourne**

<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>	OD1
<b>Previous Item No's</b>	Not applicable
<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**

Present the Traffic Management Committee with options for traffic calming and parking in Odern Crescent and Marine Parade, Swanbourne for discussion.

**Recommendation to Committee**

**Committee:**

- a) receives the report on traffic calming and parking options in Odern Crescent and Marine Parade, Swanbourne for their information;
- b) approves the short term design drawing (Attachment 3) which includes amendments as detailed from the members of the Swanbourne Society; and
- c) instructs Administration to monitor the vehicle movements on driveways/verges and ingress/egress from the car parks over the next 12 months for temporary traffic solution effectiveness.

**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

On 17 June 2010 Swanbourne Society Committee met with Council officers to discuss a concept plan put forward by Administration detailing proposed modifications to the upper car park entry/exit points.

The short term concept plan (attachment 1: CNOC-01 rev 1) was not supported by the Swanbourne Society Committee as they wanted long term measures such as car park message boards with traffic counters and a roundabout. Dr Digby Cullen was nominated as spokesman for this committee and confirmed that no action be undertaken until the residents had time to review the short term concept plan.

On 15 November 2010, Administration received correspondence dated 12 October 2010 from the Swanbourne Society Committee spokesman Dr Digby Cullen (Refer attachment 2) agreeing and supporting the initial proposal from the 17 June 2010 with amendments and modifications as a temporary solution.

The amendments were:

1.     Extending the Kerbing west at the exit of the upper car park.
2.     Extending the Kerbing west at the entry of the upper car park.
3.     Extending the rubber barrier.
4.     Extending the barrier line on Odern Crescent.
5.     Removal of the 2 speed humps.
6.     Extension of the landscaping

At the Council meeting on 14 December 2010 Councillor Horley requested that the traffic and parking arrangements around the Swanbourne Beach be reviewed by the Traffic Management Committee.

Traffic Counts in the area:

Trim Code	Road Name	Location	Date	AWDT	CV	0.85	Road Hierarchy
MA1	Marine Pde	Between North St & Odern St	2002	1766	35	47	AR
MA1	Marine Pde	Between North & Odern	November 2005	1152	15	44	AR
MA1	Marine Pde	Between North Street and Odern Crescent	January 2008	1746	53	42	AR
OD1	Odern Cres	Between Walba Way & Korel Gardens	2000	439	9	52	AR

OD1	Odern Cres	Between Clement St & Korel Gardens	2003	440	11	53	AR
OD1	Odern Cres	Between Clement St & Korel Gardens	October 2005	536	9	55	AR
OD1	Odern Crescent	Between Korel Gardens and Clement Street	January 2008	602	18	54	AR

#### Key Previous Decisions:

14 December 2010 – Notice of motion by Councillor Horley – Vehicles at Swanbourne beach

That traffic and parking arrangements at Swanbourne Beach be reviewed as a matter of urgency by the Traffic Management Committee.

#### Supporting Comments from Councillor Horley

There has been much discussion about the difficulties with regard to vehicles and parking around Swanbourne Beach. With the summer season imminent, a timely resolution of these difficulties is crucial.

17 August 2010 – Item 7.4 of Traffic Management Committee meeting

That:

#### 1. Administration:

- a) undertakes traffic counts immediately, November 2010, January and March 2011 including weekend statistics within the analysis;
- b) Installs “No Stopping Road or Verge” signage and line-marking to improve the sight visibility as per the attached map entitled Ned\_18\_10;
- c) Investigates the cost to undertake a future study of the entire Allen Park/Swanbourne precinct
- d) Incorporates the findings of (a) through to (c) of the original recommendation and criteria regarding Key Warrants when considering options (including the options suggested by Swanbourne resident Mr Mark Newland) to address traffic management issues within the Allen Park precinct

#### 2. The report on solutions to traffic and parking problems pertaining to the Swanbourne Master plan (as per Council resolution dated 30 March 2010 to be presented at the next Traffic Management Committee Meeting.

## Proposal Detail

To address the short term traffic and parking related issues around Odern Crescent, and Marine Parade, Swanbourne.

## Consultation

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

Consultation type:

Dates:

Meeting between Administration and Swanbourne Society Committee - 17 June 2010.

Meeting between Administration and Swanbourne Society Committee - 29 July 2010.

## Legislation

- Local Government Act 1995
- Main Roads Act 1931

## Budget/financial implications

Budget:

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

Financial:

Short term solutions are budgeted in 2010/11 budget. However, Long term solution resulting from detailed investigation into the Swanbourne beach traffic master plan will require future budgeting.

## Risk Management

Subject to Traffic Management Committee's approval, Administration will undertake a risk analysis of this project. Due to the statutory lines and signs component, all new or modified line marking and signage will require approval from Main Roads WA.

## Discussion

Short term traffic modifications have been generally agreed on by the affected residents in the area, notably the Swanbourne Society Committee. Administration has made the amendments to the initial concept drawing (refer attachment 3) as a result of the Swanbourne Society's request to modify the design.

Administration comments in relation to the proposed concept drawing (refer attachment 3):

- Extending the kerb further west at the exit of the car park would make the entry angle to Odern Crescent very small and would make it even more difficult for drivers exiting the car park to see oncoming vehicles from the east.
- Without altering the radius on the existing kerb and verge at the car park entrance, it is not going to be possible to extend the kerb much further whilst providing sufficient road width for vehicles to enter the car park.
- The yellow separation kerb extending from the rubber kerb effectively provides the same deterrent as the rubber kerb with the added deterrent of the guide posts. Given that, it is not considered extending the kerb to the west would be appropriate.

The concept design utilises rubber kerbing, separation kerb and guide posts which are all temporary fixtures which can be removed at any stage.

Longer term options as those requested by Swanbourne Society Committee spokesman Dr Cullen such as electronic message boards and a roundabout require a more detailed investigation and subsequent future budget allocations.

Currently Administration is undertaking traffic counts in and around the Swanbourne precinct over the summer months (As per Traffic Management Committee recommendation on 17 August 2010) to ascertain relevant and peak traffic details. The outcome of this data will be presented back to the Traffic Management Committee for discussion and consideration towards the future study of the entire Allen Park/Swanbourne precinct.

Traffic counts as requested by Traffic management committee:

Trim Code	Road Name	Location	Date	AWDT	CV	0.85	Road Hierarchy
WO2	Wood St	Between Langalout Rd & James Rd	September 2010	1807	19	45	AR
WO2	Wood St	Between Langalout Rd & James Rd	November 2010	1966	17	44	AR
WO2	Wood St	Between James Rd & Walpole St	September 2010	1702	19	46	AR
WO2	Wood St	Between James Rd & Walpole St	November 2010	1914	23	48	AR
WO2	Wood	Between	September	1224	28	55	

	St	Walpole St & Kirkwood Rd	2010				AR
WO2	Wood St	Between Walpole St & Kirkwood Rd	November 2010	1096	15	57	AR
KI5	Kirkwood Rd	Between Reeve St & Cross St	September 2010	1360	32	56	AR
KI5	Kirkwood Rd	Between Reeve St & Cross St	November 2010	1638	30	55	AR
KI5	Kirkwood Rd	Between Clement St & North St	September 2010	1329	31	44	AR
KI5	Kirkwood Rd	Between Clement St & North St	November 2010	1642	66	43	AR
CL4	Clement St	Between Kirkwood Rd & Pine Cl	September 2010	804	16	50	AR
CL4	Clement St	Between Kirkwood Rd & Pine Cl	November 2010	972	32	50	AR
OD1	Odern Cr	Between Clement St & Bridge Club	September 2010	760	11	52	AR
OD1	Odern Cr	Between Clement St & Bridge Club	November 2010	801	16	53	AR
OD1	Odern Cr	Between Bridge Club & Walba Way	September 2010	359	11	51	AR
OD1	Odern Cr	Between Bridge Club & Walba Way	November 2010	721	16	51	AR
MA1	Marine Pde	Between North St & Odern Cr	September 2010	1109	30	45	AR
MA1	Marine Pde	Between North St & Odern Cr	November 2010	1647	44	42	AR

## Conclusion

The proposed modifications are of a rubber construction and can be removed and reused at a later date. This will serve as a temporary short term solution to address vehicle movements on driveways/ verges and will be monitored over the next 12 months (if constructed).

Long term solution to be reviewed pending future traffic study of this and surrounding areas.

## Attachments

1. Initial plan put forward by Administration CN-OC-01 rev 1
2. Correspondence from Mr Digby Cullen (spokesman)
3. Concept plan (with amendments from Swanbourne Society)

## **Attachment to Item 7.8**

### **Traffic Management Committee Meeting 1 February 2011**

Traffic Calming and Parking Options in Odern  
Crescent and Marine Parade, Swanbourne





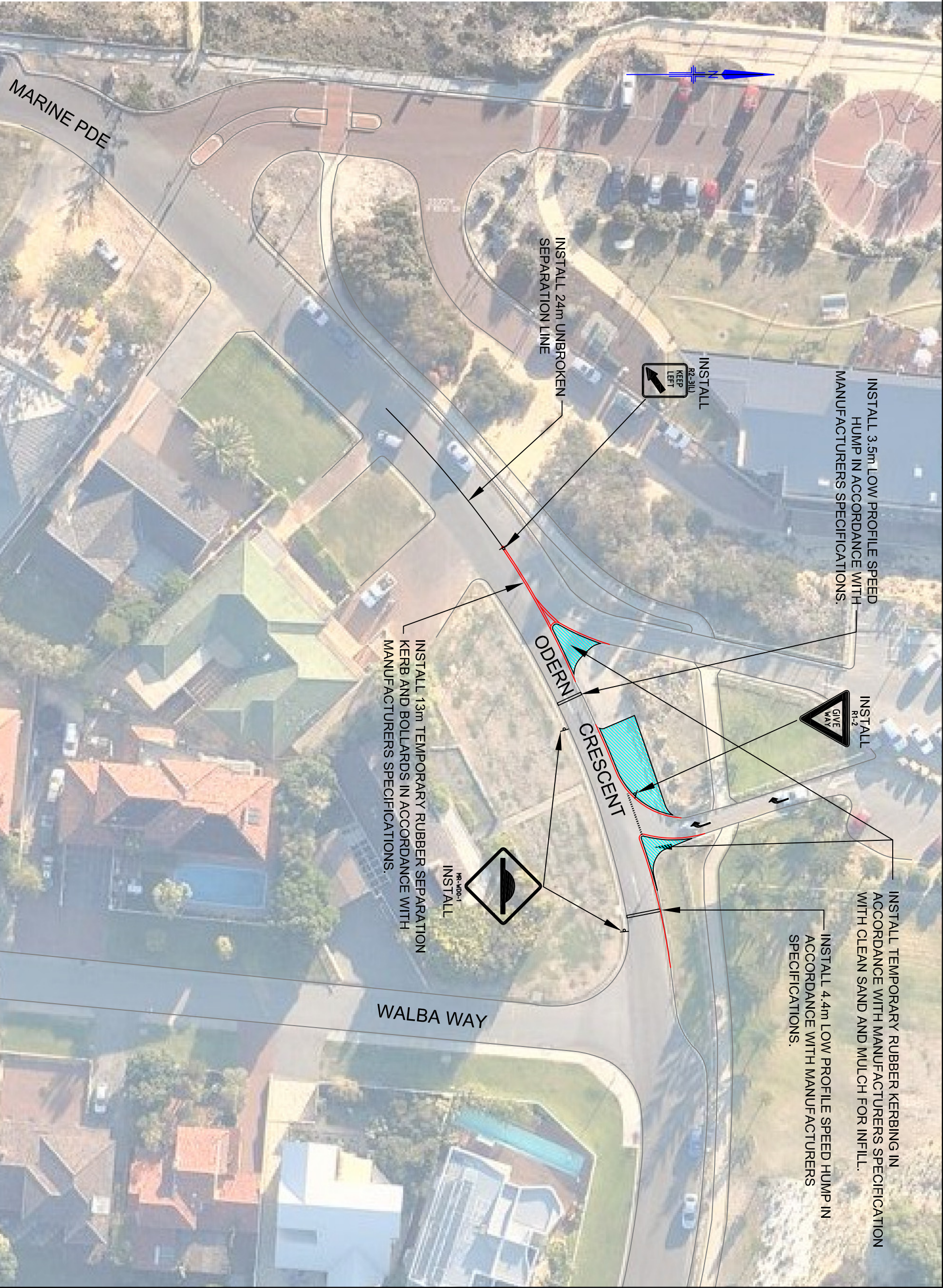
TYPICAL SEPARATION  
KERB AND  
GUIDE POST



TYPICAL LOW PROFILE  
SPEED HUMPS



TYPICAL RUBBER  
KERBING

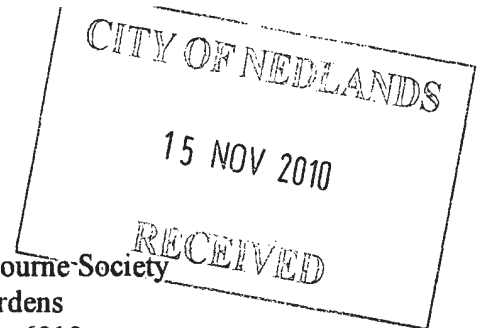


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P.O. Box 937, SOUTH PERTH  
Ph. 9355 1300 Fax. 9355 1922  
Email shawmac@upnaway.com

Scale	1:400	Date	08/06/10	RTM APPROVAL	N/A	Title	ODERN CRESCENT, SWANBOURNE RUBBER KERBING INSTALLATION CONCEPT PLAN LAYOUT
Designed	R.G	Drawn	Y.K.	Drawing No.	CN-OC-01	Revision	1
Client	CITY OF NEDLANDS	Drawing Status:	FOR REVIEW				



CITY OF NEDLANDS		RECEIVED
DIVISION		
Document #		
File #		
15 NOV 2010		
Redirect		
Action	ACK    NPN    OTHER	
Enclosed		



The Swanbourne Society  
2 Korel Gardens  
Swanbourne 6010

12<sup>th</sup> October 2010

Mr Ian Hamilton  
The Manager  
Traffic Management Department  
City of Nedlands  
71 Stirling Highway  
Nedlands WA 6009

Dear Ian

**Re: Traffic Management Proposal for Temporary works on Odern Crescent**

Thank you for your proposal for temporary works on Odern Crescent in response to our propositions put forward to the Traffic Management committee.

Following lengthy consultations with the residents immediately adjacent to these proposed works, we have agreed to support these modifications as a temporary solution to the traffic congestion during the summer months.

A final solution can only be devised following the results of a complete and detailed traffic study of the Swanbourne Beach precinct and further consultation with the residents.

**Prolongation of Curbing west at the exit of the upper Car Park.**

The measures proposed will alleviate to some extent the volume of traffic turning up Odern Crescent towards the congested area adjacent to the Bridge club and hopefully prevent the speeding of vehicles up Odern Crescent heading east on the one way zone of Odern Crescent.

**Prolongation of the Curbing west at the entry to the upper Car Park**

This should prevent entry of vehicles into the upper Car Park by vehicles traveling east to west down Odern Crescent.

**Installation of a Rubber Barrier extending west of the entry of the upper Car Park**

It has been agreed, together with the owners of the Duplex 20A/20B Odern Crescent, that the rubber barrier should extend to the mid point of their driveway, thus permitting entry to the property from west to east, but preventing vehicles using their driveway as a turning point. Three point turns in the driveways of the properties on Odern Crescent is a significant problem during the summer months.

CITY OF NEDLANDS

15 NOV 2010

RECEIVED

**Continuation of the Separation barrier in the form of Line markings on Odern Crescent**

It is agreed that there should be a line marking on Odern Crescent from the rubber separation to the junction of Odern Crescent and Marine Parade to separate the eastern and western traveling traffic.

**Installation of the Speed Hump**

It is requested that this is not installed immediately, however reviewed at a later date. Following installation of speed humps in other sections of the City of the Nedlands, it has been noted that these humps can cause major noise issues. The residents would therefore prefer to leave this and re-evaluate to see if the speed humps can be avoided.

**Extension of the Curbed Planting Bed**

We are now unfortunately at the end of the planting season, however ideally this planting should be undertaken immediately. Should this be impossible, a barrier would need to be installed to prevent access by vehicles until planting can be undertaken. If access to this area is not immediately prevented, it will be used as a turning point, double parking, or simply as two way traffic in defiance of the one way regulation.

**Major inadequacies of the Plan**

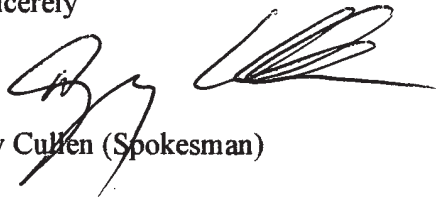
It is noted that the plan provided does not take into account two very important measures which were suggested by the residents:

1. There is no electronic indicator to alert motorists when the Car Park is full. This indication would need to be at the round-a-bout at the junction of North Street and Marine Parade. Traffic entering Marine Parade intending to park in the Car Park has no indication that parking is unavailable and must therefore continue into the Upper Car Park to exit the area.
2. There is no provision for a round-a-bout within the entry of the lower Car Park to provide a solution for the cars wishing to turn back south down Marine Parade.

The modifications above are minor and very low cost, but should give some relief to the residents in the forth coming summer season.

We would appreciate the execution of the works before the busy summer period.

Yours sincerely



Dr Digby Cullen (Spokesman)

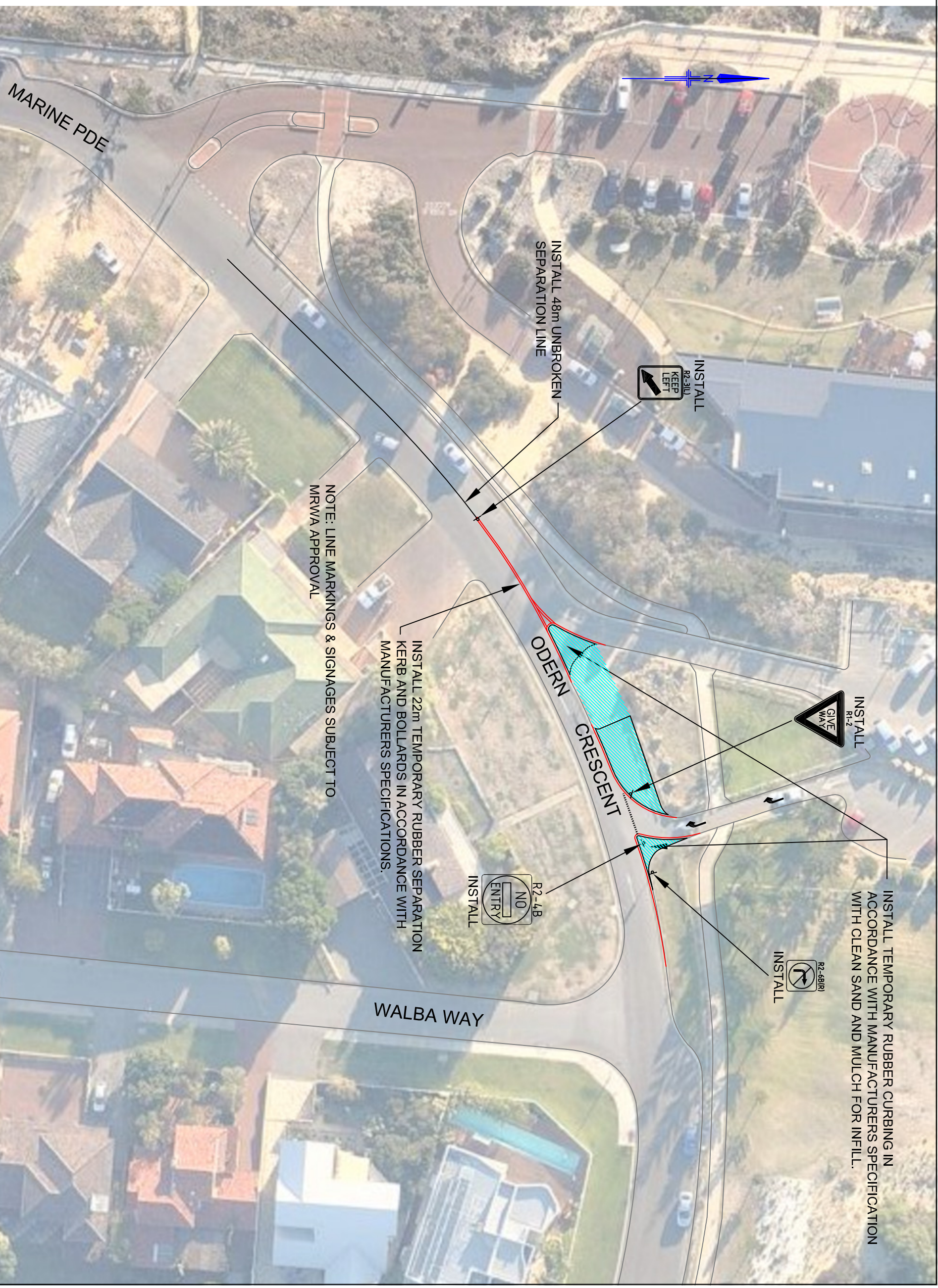





## TYPICAL SEPARATION KERB AND GUIDE POST



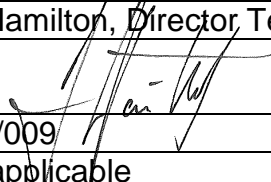
TYPICAL RUBBER  
KERBING



 <b>SHAWMAC</b>		<b>SHAWMAC PTY. LTD.</b> P.O. Box 937. SOUTH PERTH Ph. 9355 1300 Fax. 9355 1922 Email shawmac@upnaway.com	
<b>Scale</b>	1:4.00	<b>Date</b>	24/01/11
<b>Designed</b>	R.G	<b>Drawn</b>	Y.K.
<b>Client</b>	CITY OF NEDLANDS		
<b>RTM APPROVAL</b>		<b>Title</b>	
N/A		ODERN CRESCENT, SWANBOURNE RUBBER KERBING INSTALLATION CONCEPT PLAN LAYOUT	
<b>Drawing No.</b>	CN-OC-01	<b>Revision</b>	2
<b>Drawing Status:</b> FOR REVIEW			



## 7.9 Mobile Vehicle Enforcement – City of 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>	TFM/009
<b>Previous Item No's</b>	Not applicable
<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

Provide the Traffic Management Committee with various options and costs pertaining to the use of mobile parking compliance enforcement machines within the City of Nedlands. Funding is required for possible acquisition of a mobile parking compliance enforcement machine(s) including training which will be detailed in a report as part of the 2011/12 budget review process.

### Recommendation to Committee

**Committee receives the report on mobile vehicle enforcement for their information and recommends that Administration;**

- a) **undertakes a report for discussion as part of the proposed 2011/12 budget review process; and**
- b) **writes to the Minister of Transport and Housing, Hon. Troy Buswell MLA, requesting a meeting to discuss if the City can access data from license plate detection pertaining to vehicle origin only.**

### 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.  |

- KFA 7     Economic Development  
      7.1     Support local businesses in their activities.  
      7.2     Develop and implement a City parking strategy.

### **Background**

Councillor Hodsdon raised a notice of motion at the Council meeting on 26 October 2010 requesting that the City investigate a range of mobile parking compliance enforcement machines including costs associated.

Key previous decisions:

26 October 2010 – Councillor Hodsdon – Use of a mobile parking compliance enforcement machines:

That:

1. Administration drafts a report to the Traffic Management Committee on the various options and costs pertaining to the use of mobile parking compliance enforcement machines; and
2. Funding required for the possible acquisition of a mobile parking compliance enforcement machine and training be prepared for possible inclusion in the mid-year budget review.

Supporting comments from Councillor Hodsdon:

Parking is an issue in many areas of the city and there is a feeling that we could police it better. This was the biggest concern with both the Broadway and Hampden Rd areas (survey results). There has been a big improvement in the past 5 years but I believe that there is technology in the market that would streamline the process and make our rangers even more effective in policing this problem.

The technology is set up in a car. It has plate recognition and takes pictures of parked car and wheel positions. This would mean 1000 cars an hour can be policed from the comfort of a moving car.

I would think one unit could be shared with Subiaco but I feel our need is sufficient for one just for us.

I intend moving a motion to enable the city to get a unit and trial it. There are several companies that offer this sort of machine/technology.

Administration Comment:

Administration supports the proposed Notice of Motion. A report on various options and costs will be presented to the Traffic Management Committee in early 2011.

### Proposal Detail

Provide the Traffic Management Committee with details of parking technology available for mobile vehicle enforcement.

### Consultation

Required by legislation:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Required by City of Nedlands policy:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Consultation type: Not applicable

Dates: Not applicable

### Legislation

- Local law relating to parking and parking facilities
- Local Government Act 1995

### Budget/financial implications

Budget:

Within current approved budget:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Requires further budget consideration:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Financial:

Funding is required for the possible acquisition of a mobile/fixed parking compliance enforcement machine(s) including training which will be detailed in a report as part of the proposed 2011/12 budget review process.

### Risk Management

A full risk analysis has been completed. (Refer attachment 4)

### Discussion

Administration has explored various options (refer to attachment 1, 2 & 3) for administering and managing the effectiveness of each parking enforcement option.

Administration also has had discussions with two companies which offer excellent products. Both of the companies have stand alone, independent mobile and fixed enforcement machines and are able to tailor their product to the needs of the City.

The City receives a large number of complaints from residents and businesses throughout the City of vehicles continually parking over the prescribed timed restriction.

The City is in the process of advertising the proposed local law relating to parking and parking facilities and has made various inclusions within that to safeguard and future-proof key parking initiatives. These include City's proposals for electronic parking devices, instruments, display panels or transmitting equipment as well as a modified penalty which corresponds with the nature of the offence.

The City currently employs 4 rangers and 1 senior ranger (Full time employees) to control and administer the enforcement and compliance issues with regard to parking and parking facilities.

The City incorporates chalking(marking) of the tyre by the rangers as a means to patrol and infringe would be parking offenders ensuring a fair and equitable supply of parking is made available.

Providing the City with this level of product will support the compliance and enforcement areas within those designated parking areas, thus assisting the workload and level of service.

Although not compatible with the current hand-held infringement devices and software, it does offer solutions that can include from small level of integration through to full integration.

It is anticipated that the City will be looking at updating the current hand-held devices and software to further streamline our systems and offer greater integration to meet the forecasted demands and parking technologies.

The City requested an external company (see attachment 3) to conduct a parking survey in four locations to ascertain parking data. Those four locations were:

- Hampden Road;
- Monash Avenue;
- Cooper Street; and
- Waratah Avenue.

The company set up fixed cameras as well as personnel onsite to survey and capture details such as; the vehicle park time, vehicle exit time as well as vehicle registrations. Car bay usage was examined for each area with the data used to gain a perspective of the effectiveness of each parking area.

The City requested from the Department of Transport (DOT), information relating to vehicle number plates and suburb locations of where those vehicles were registered. This information was to assist the City with knowledge on the characteristics of the parking community in four parking areas.

The DOT response stipulated that all future requests for vehicle information provide sufficient evidence to substantiate that the

information is required for law enforcement purposes. This was contrary to the prior verbal communication. DOT informed the City that the DOT would supply the information sought but would require to stipulate in its request that it was for demographic purposes only.

The City has been looking at alternative methods relating to mobile and fixed enforcement and will present this information as part of a report to be discussed as part of the proposed 2011/12 budget review process.

### **Conclusion**

The City will be able to create efficiencies within parking enforcement by investigating and providing up to date parking technology. This includes integration with software and hardware, greater turnover of parking bays and greater use of resources whilst providing a higher level of service.

### **Attachments**

1. Duncan Solutions Vehicle Sensing Proposal
2. Sensor Dynamics Mobile ANPR Towball System
3. Parking Survey – July 2010
4. Risk assessment



**Attachment to Item 7.9**

**Traffic Management Committee Meeting  
1 February 2011**

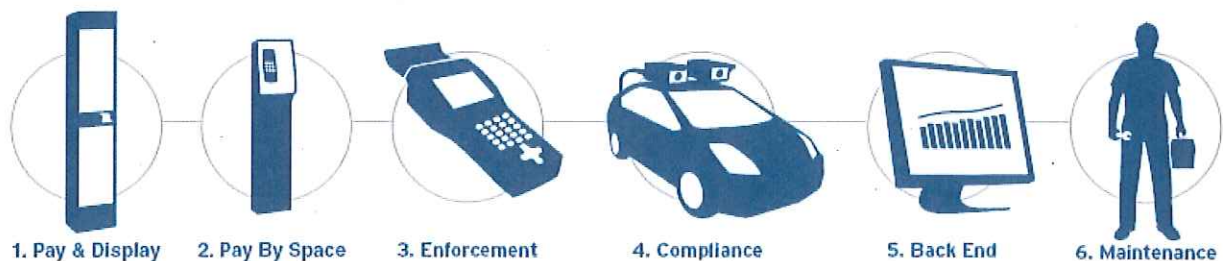
Mobile Vehicle Enforcement - City of Nedlands



# ***Duncan Solutions AutoSENSE Vehicle Sensing***

## **Information & Indicative Pricing**

*November 2010*



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This proposal contains valuable and protected information, ideas, know-how, concepts, processes and trade secrets that are the sole property of Duncan Solutions Limited and its affiliates. This protected data shall not be used or disclosed in whole or in part for any purpose except the contracting process.

Release of confidential information may place Duncan Solutions and its affiliates at a serious and irreparable competitive disadvantage in future procurements by providing our competitors with sensitive, confidential and proprietary information that would be unavailable to any third party but for the disclosure of this proposal. In the event that a third party makes a request for disclosure, please notify Duncan Solutions in writing, so that we may have the opportunity to participate in any disclosure discussions and decisions.

---

*This proposal is presented by Duncan Solutions.*

*For simplicity, we routinely refer to our company as  
"Duncan Solutions" or "Duncan."*

## Overview of Proposal

Duncan Solutions has had significant experience working in partnership with third-party providers to integrate our paid-parking and enforcement management solutions with their vehicle sensing products and applications in the North American market.

As technology provides new and more innovative ways to capture and harvest parking, congestion and occupancy data, many Cities are choosing vehicle sensing technology to deliver a wide range of benefits that include the following;

- Considerably improved accuracy and efficiencies within City enforcement operations
- The ability to introduce demand-based pricing for parking ('sliding tariffs')
- The ability to implement 'way-finding' information for both on-street and off-street parking
- Immediate (real-time) provision of occupancy and traffic data to optimise parking planning, decision making, and pricing
- The ability to introduce the "Shoupian" reality

Whilst the use of vehicle sensing technology is now becoming widely accepted and deployed in this market, there has and continues to be significant frustration for cities and motorists resulting from the inaccuracy of the products and / or the poor quality of their communication and reporting solutions.

The issues being experienced as a result of using the existing technologies can be summarised as follows;

- 'False positive' and 'false negative' readings
- Inability to accurately detect a wide range of vehicle sizes and types
- Inability to detect vehicles parking only partially within the designated bay area, or across bays
- Non 'real-time' communications, and consequent data lag
- Inadequate information management systems and reporting
- Lack of integration with Enforcement Issuance applications
- Distortion in sunlight and from neon light (infra-red)
- Frequent battery changes (costly and disruptive)
- Inflexible installation options (i.e. subterranean only or above-ground only)
- Frequent corrosion of in-field hardware

Duncan Solutions firmly believe that vehicle sensing is a valuable tool for improving the effectiveness and efficiency of on-street parking management. As a result of the frustration that our customers (and indeed ourselves as 'integration service' providers) have experienced regarding the issues outlined above, Duncan Solutions has invested considerable time in developing our own vehicle sensing technology to address and eliminate the various inaccuracies inherent within the existing third-party solutions.

We are close to being able to share the detailed specifications of our Vehicle Sensing Solution, and will forward these to Council as soon as the Intellectual Property rights surrounding the technology are finalised and confirmed. This is expected to be resolved as a formality very soon.

### **Vehicle Detection Systems (Vehicle Sensors)**

Council manages a finite number of on-street parking spaces that are fundamental to the social and economic wellbeing of the region. Competing for these parking spaces are many thousands of residents, visitors and commuters that live, work, holiday, and park in the area. Demand for these parking spaces (and the parking durations within those spaces) varies significantly, depending on the time of day, month, and year, and Council, as the local Road Authority, has to formulate, implement and enforce a range of parking controls that ensure that this valuable resource is equitably shared between the many competing stakeholders amongst the community.

The first step towards providing fair and equitable parking in any Council area involves determining what is required in an integrated On-Street Parking Management System. Duncan Solutions believe there are up to six separate components that should be considered when assessing an intelligent parking and enforcement programme:

- an Enterprise Management System (EMS)
- an (integratable) Pay & Go Parking Meter Solution (with Maintenance)
- an (integratable) Handheld Infringement Issuance System
- an (integratable) Vehicle Detection Sensors (Vehicle Sensors)
- an (integratable) Mobile Licence Plate Recognition Unit, and
- Cash Collection

Vehicle Sensing is an important element in Duncan's On-Street Parking Management Solution. Vehicle Sensors detect a car's arrival as it enters a parking space (bay) or other specific area, and record and monitor its presence in the bay until it departs. Vehicle Sensors should capture occupancy data in real-time, and can provide information back to a parking meter or officer's PDA via a wireless gateway and back-end management system (EMS).

The accuracy of Vehicle Sensors is vitally important, to ensure that the enforcement information captured is reliable evidence and to ensure the integrity of the data that forms the basis of 'way finding', 'Sliding Tariff', 'Dynamic Pricing', 'inherited time deletion', and occupancy reporting initiatives. All of these benefits are only possible if the sensors can provide a <1% error rate.

With significant experience partnering with, and integrating, our Pay & Go and AutoISSUE application to third party sensing products, Duncan Solutions has learned that most available sensor technologies do NOT provide highly accurate readings - there are uncomfortable margins for error with false positive and false negative readings.

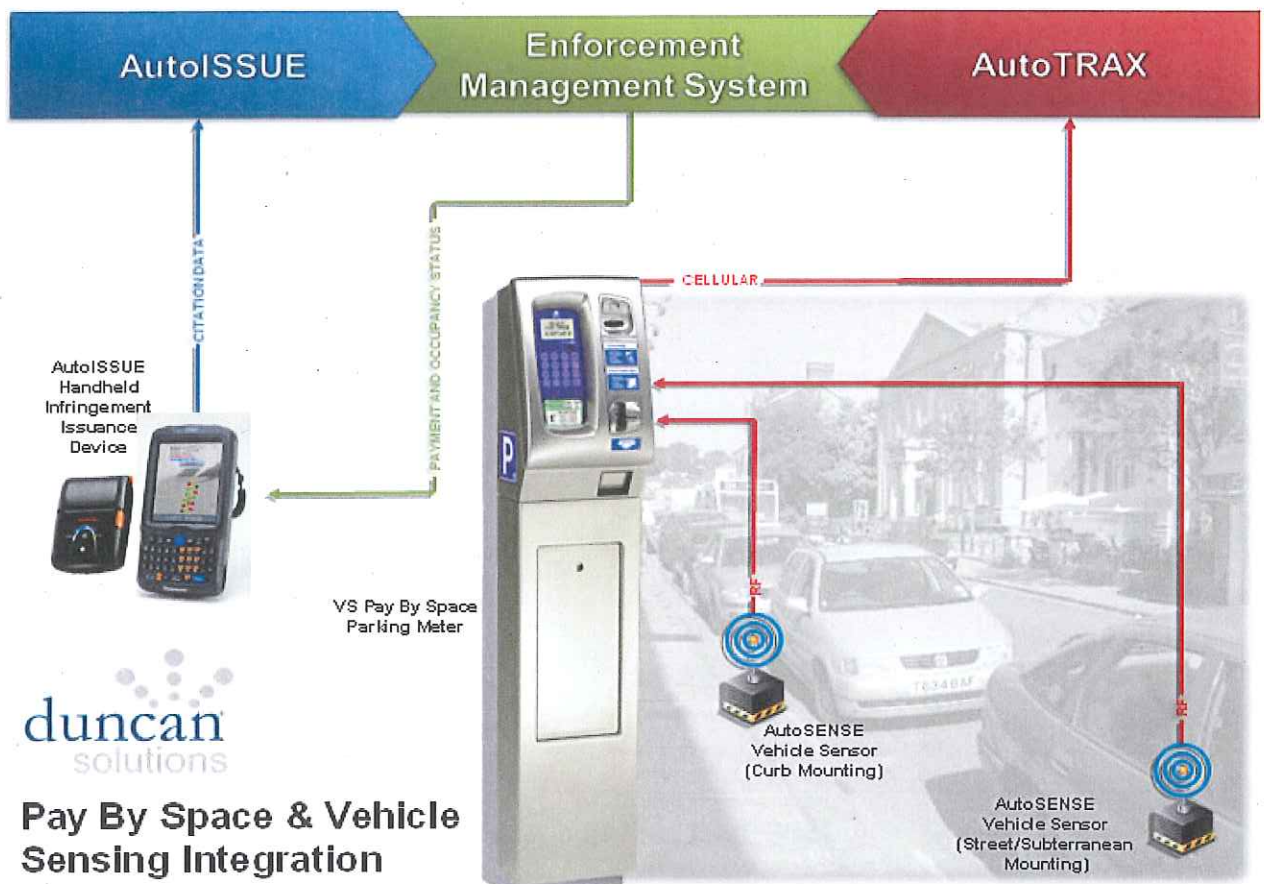
As a result of this direct experience with many cities in the USA, Duncan has designed and built our own vehicle sensing technology. Testing of this patented technology (as used in military applications) confirms highly accurate readings.



Council should ensure the following requirements are included within any vehicle sensing technology it considers;

- **Detection Accuracy**
  - eliminate false positives / negatives
  - accurately detect a range of vehicle sizes and types
  - accurately detect vehicles partially parked in a designated bay
- **Latency**
  - ability to quickly identify space transitions
  - filter out unwanted vehicle movements
- **Low Power & Maintenance**
  - 5 year plus battery life with low maintenance
- **Reliable Communications**
  - retain reliable communications avoiding the pitfalls with mesh networks and congested spectrum channels
- **Low Cost**
  - up-front sensor cost
  - installation costs
  - operating cost
- **Compatibility with road and curb infrastructure after installation**
  - multiple configurations (sub-surface, kerb mounted, pole-mounted)
  - regulatory requirements
  - operational requirements (e.g. street sweeping)
  - safety

Duncan's vehicle sensor solution has been designed to ensure the delivery of each of the objectives listed above, whilst also being enabled to integrate with our VS Pay & Go parking meters and AutoISSUE Infringement Issuance system via our proprietary Enterprise Management Layer.



## Alternative Vehicle Sensing Technologies

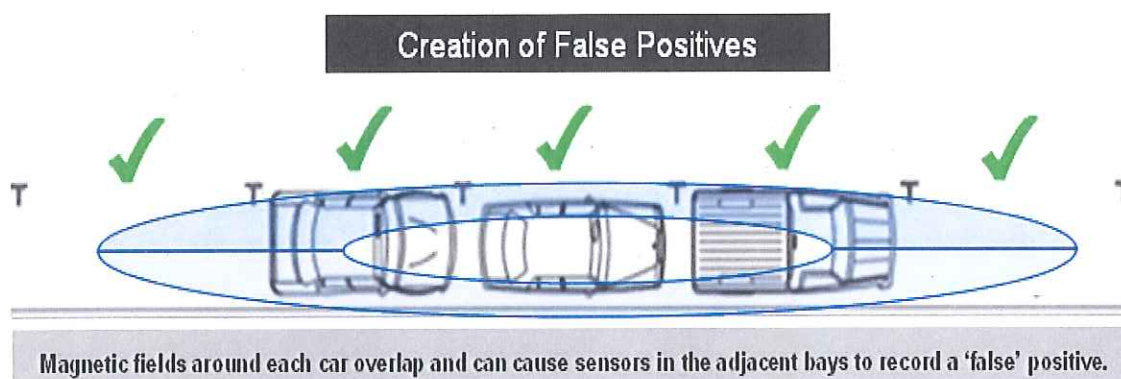
Issues that Duncan's development team discovered while testing third-party sensors are highlighted below, as they will be present within competing solutions offered to Council in the future, and will affect the levels of accuracy in the field.

Vehicle sensors currently use one of two main technology streams – Infrared and Magnetic Flux (MF).

**Magnetic Flux** sensors detect the natural magnetic layer that can be detected around any vehicle on the street. When a vehicle arrives in a space or bay, the sensor discerns its shape and magnetic 'coating' and monitors it until the vehicle leaves. Data is captured, and can be transferred to a database from where it can be exported and analysed.

The following issues were noted during the testing of the Magnetic Flux sensors -

- In some MF, sensor data is transferred locally only to a separate handheld that the officer uses in addition to their own infringement issuance device, and not to a server-based application. Visibility of status requires the officer to walk by the sensor.
- Data transfer is not always by wireless telecommunications negating any efficiencies Council might hope to enjoy as the officer has to visit the separate sensor precincts to 'check' on the occupancy information. In some instances PSO need to stand almost on top of the sensor to receive the data to the handheld.
- Sometimes, when two or three vehicles park in a row, the magnetic field that surrounds each car overlaps, and pushes out at each end to 'cover' the sensors in the adjacent empty bays. This 'triggers' the sensors and creates a false positive reading. Documents accompanying the sensors stated that this would not occur.



- Similarly, when a bus, truck, or tram passes a car or cars parked on the side of the road, the magnetic 'bubble' around each car can sometimes be warped by the larger vehicle, confusing the sensor into thinking the vehicle that is parked in the bay has actually departed. This occurred quite regularly and again would be detrimental to Council enforcement, turnover, and traffic data.
- In-ground sensors have corroded over a short period of time.
- Batteries requiring replacement after a short period of time.
- Do not detect vehicles that are partially within the designated bay area, or across bays.



**InfraRed** sensors measure infrared (IR) light radiating from objects within the sensors field of view. Vehicles that park above an infrared parking device emanate light which is captured by the sensors eye. This prompts the sensor to begin monitoring the vehicle. As soon as the vehicle leaves the parking space, the sensor ceases the monitoring session.

The occupancy data is recorded and can be synced to a handheld transceiver carried by enforcement staff. Overstay information includes the location, allowing the officer to find and enforce the vehicle.

Issues associated with IR parking sensors involve the way they can be affected by either bright sunlight, or neon lights (from surrounding premises at night). The bright reflection distorts the sensor, causing it to create a false positive and corrupting the occupancy data stored within the unit.

Some IR sensors also sit quite significantly above ground, and present a safety hazard to motorists, cyclists and pedestrians. The large IR sensor 'discs' are also a target for vandals, and damage to the sensor 'eye' can prevent the unit from working.

Other issues reported with a number of vehicle sensor products include very poor reporting functionality, and the lag or complete failure to communicate the data back to the server. In some cases, the data was retained within the sensor and on the officers handheld only, allowing for little or no analysis by traffic management staff in any capacity.

#### Duncan Solutions New Approach

Duncan Solutions patent-pending vehicle sensor does not rely on either Magnetic Flux or InfraRed technology. We have spent the last 18 months researching and developing the best possible vehicle sensing solution to overcome all of the issues with current products and technology.

Duncan has secured the rights to unique technology which is used by the US military and in other applications that demand the highest levels of accuracy.

We have incorporated this into our own Duncan Vehicle Sensing solution, which will offer the following;

- Highly accurate – provides confidence for enforcement and able to support wiping of meter credits
- Very low power avoiding need for battery changes over many years
- Flexible configuration – kerb mounted or below ground
- Reliable spread-spectrum communications
- Fully integrated with AI, AutoTrax, AutoVu & the Enterprise Management System
- Low cost



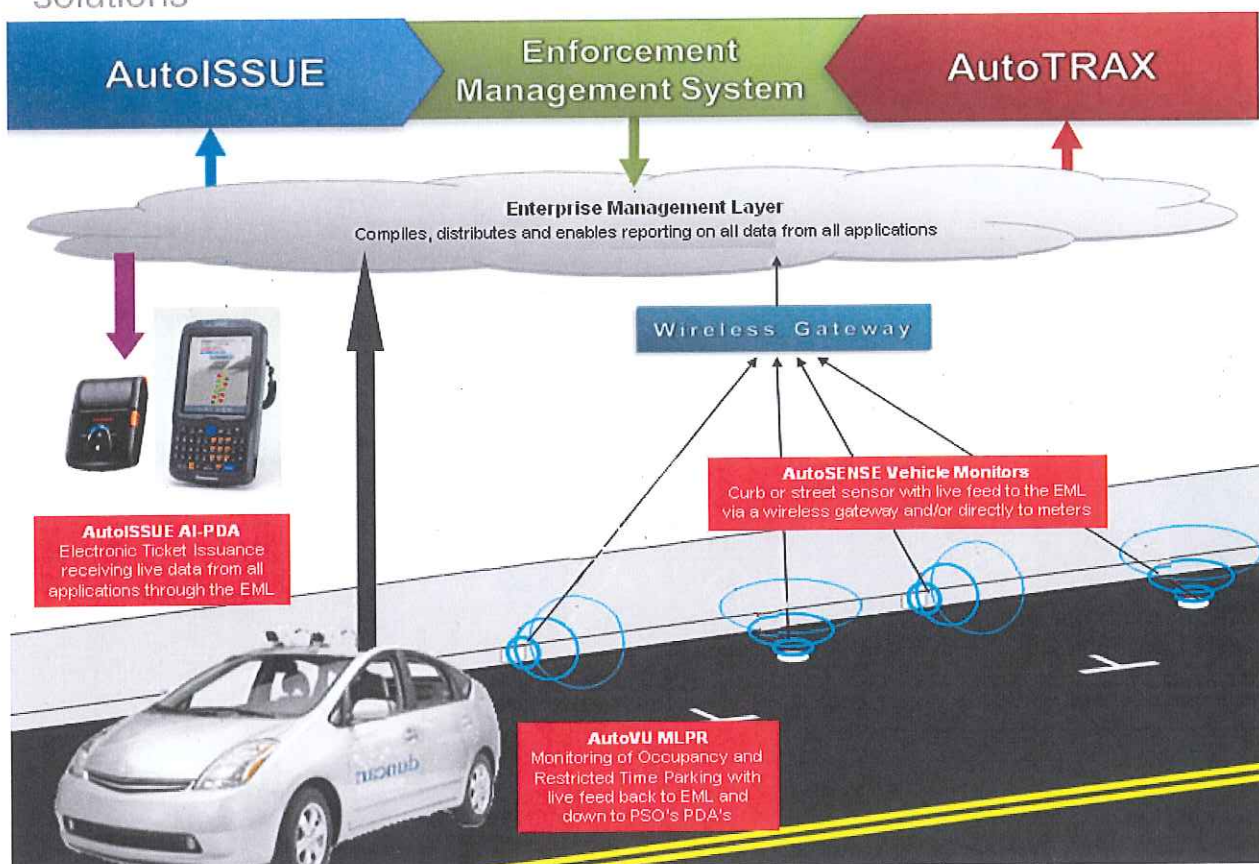


We would strongly encourage Council to insist upon the following minimum requirements being delivered and warranted in any vehicle sensing solution under consideration;

- > 99.5% accuracy, effectively negating 'false negative' and 'false positive' reads
- > 5 year battery life
- Ability to detect partially parked vehicles
- No magnetic distortion (eg: trams and other large vehicles)
- Multiple installation configurations to suit the particular location (ie sub-surface, kerb-mounted, pole mounted)
- Weather, environment and vandalism resistant (ie no impact from spray paint, dust, moisture etc)
- Real time data provided via a management reporting application
- Full integration with a proven infringement issuance handheld solution.
- Full integration with an Enterprise Management System providing real-time vehicle / bay status from both sensing data, meter data and MLPR data.
- 5 year warranty
- Provision of service & support available 365 days from a locally based service and maintenance organization
- Does not impede on the safety requirements of motorists, cyclists and pedestrians

Duncan Solutions will be able to provide a trial of our vehicle sensing technology if required.

We are also uniquely positioned to be able to objectively assess other products and integrate with them, should Council wish to employ a fully integrated parking and enforcement programme.



**Indicative Pricing**

Duncan Vehicle Sensing Solution	Price Excl GST
Includes all Specifications listed.	
<b>Shipping &amp; Installation</b> (minimum 100 units) Freight to client installation point, and full installation of system (hardware and software).	<b>\$90 per unit</b>
<b>Set Up &amp; Full Training</b> (one off fee) Full set-up and training on software programme.	<b>\$5,000 (one off fee)</b>
<b>Warranty</b> Thirty-six (36) months effective from the date of installation with maintenance on location. (Duncan Solutions will warrant for up to five years, should Council choose to continue paying licencing and support over that term)	<b>Included</b>
<b>Monthly Licencing &amp; Support (36 month term)</b> Monthly fee including comprehensive service and support, real-time information management solution, communications and integration with AutoISSUE Infringement Management Solution.	<b>\$15 per unit</b>



# **sensor** *dynamics*

## **Mobile**

### *License Plate Recognition Systems*





## Vyper™ Mobile System Overview



The Vyper™ Mobile License Plate Recognition system (ANPR) combines fast deployment with reliability and simple operation.

A touchscreen user interface with powerful software ensures a system where the operator feels in control at all times. Designed for use in both mobile and fixed applications, Vyper Mobile™ ANPR can be used in a variety of different applications.

- Proven performance with systems in use with Victoria and Tasmania Police
- Local support provided by Sensor Dynamics in Australia
- Pips P362 cameras as used by Police forces around the world (6000+ in operation)
- Designed specifically for Australian conditions\*

\*Setup for other countries available





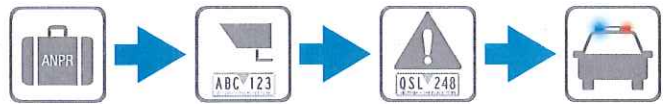
# Compliance Enforcement

To meet the rugged demands of law enforcement, Sensor Dynamics mobile devices combine high end hardware with specialised software to create a reliable and accurate ANPR enforcement system.

The Vyper™ Mobile ANPR system combines fast deployment with reliability and simple operation. Every kit contains a dual-channel PIPS Technology P362 camera, licensed integration module, Panasonic Toughbook™ with Vyper™ Mobile software, GPS module, hydro-static window mount and rugged carry case as standard. Additional accessories such as boot mounts, roof mounts, camera hoods and tripods are also available.

Alerts can be edited, imported and exported on a single mobile unit or synchronised to a Vyper™ NET Data Centre. Either single or multiple Vyper™ Mobile systems can be synchronised to numerous vehicle watch-lists including disqualified drivers, unregistered, unlicensed or stolen vehicles. All data recorded in the field is uploaded for further analysis and reporting.

Sensor Dynamics mobile ANPR systems allow a complete, enforcement solution specifically for Australian applications.

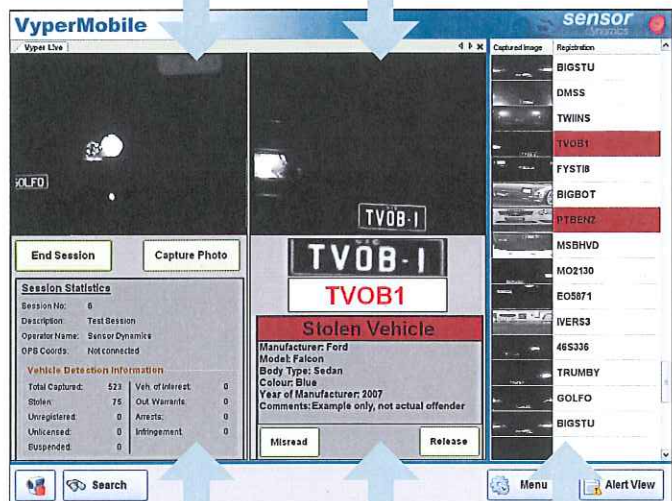


## Live Video screen

Displays the video that the software uses for analysis. Touch to toggle between colour or infrared video.

## Still images screen

Updated with each new read, this window shows the photograph used by the software to read the number plate.



## Session Statistics

Key statistics including vehicles captured, watchlists being monitored and the number of hits.

## Alerts

Alerts display with an audible alert and colour as defined against the watchlist they are found on.

## History / Alert view

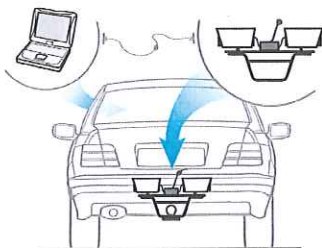
Toggled to display all history or alerts only. A powerful feature to prioritise multiple alerts at busy periods.



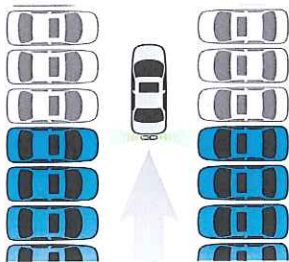


## Parking Enforcement

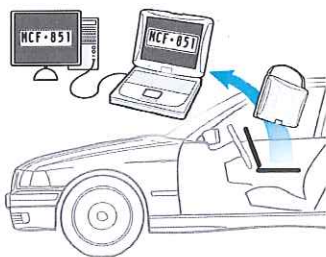
- 1 The camera module is clipped onto the window or towbar and connected to the toughbook



- 2 The vehicle traverses the carpark reading vehicles on both sides



- 3 Data and watchlists are synchronised to a central database



### Key benefits

- Rapid return on investment
- Improves workplace safety
- Portable solution for use in any vehicle

Sensor Dynamics provides a vehicle mounted license plate recognition system that provides a total solution for on street and off street parking enforcement.

Vyper™mobile - Parking Enforcement provides electronic chalking for each vehicle it passes and automatically alerts the operator to any offending vehicle.

Vyper™NET server also integrates with Parking Enforcement, allowing it to pre-populate the infringement details, thereby simplifying ticket. All required evidentiary data is handled and integrated with existing data management.





# Surveys

## Key benefits

- Scan 2500+ number plates per hour
- Vast improvements to survey accuracy against manual audits
- Intelligent reporting and mapping features
- Data export and synchronisation with GIS systems

A powerful tool for traffic auditing, the ANPR vehicle inventory system performs a complete car park, road or highway survey with the press of a button.

Sensor Dynamics Vyper™ Mobile software reads each vehicle number plate coming past the camera and records the data to the on-board SQL database.

Deployed in either mobile or fixed configuration, the system records each vehicle's registration, photograph, time, date and GPS coordinates.

Comprehensive database searches allow operators to quickly verify vehicle details in the field and also generate reports complete with photographs.

For maximum versatility, the system can also be supplied with a number of different camera mounts including side window, rear window, towbar or bull bar.

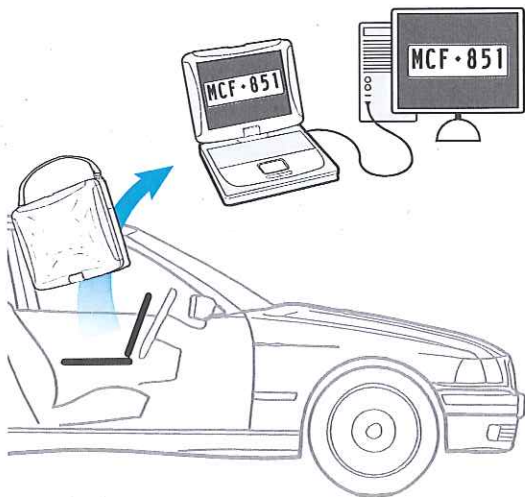




## Vyper™NET Data Centre

### Key benefits

- Provides effective, secure data management for multiple Vyper™mobile systems
- Mobile systems can synchronise all data through a wired or wireless network connection
- Watchlists from various agencies can be quickly imported and synchronised to multiple mobile systems



Precise data management is integral to the success of an effective ANPR program. The Vyper™NET Data Centre provides a secure central database that maintains all watchlists, reports and mobile system ANPR data captured in the field.

Vyper™NET allows the operator to collaborate all captured data in one location. It also provides a single point of management for vehicle watchlists that can be synchronised with third party authorities and law enforcement agencies.

Vyper™NET also includes a simple user interface with access via any standard web browser. Specific operational results and reports can be viewed in detail and all results can be exported in a variety of formats including pdf and excel.

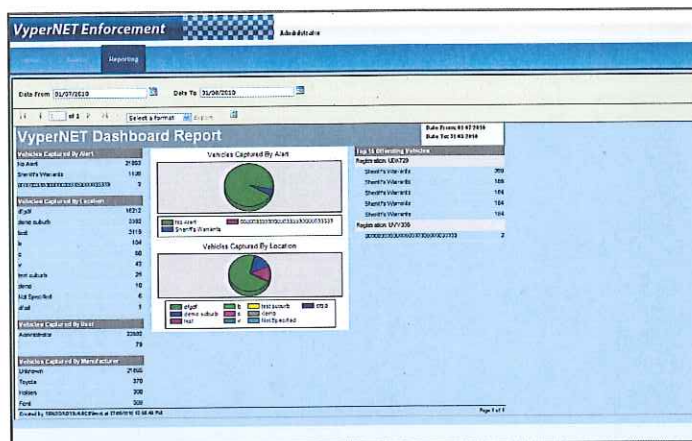
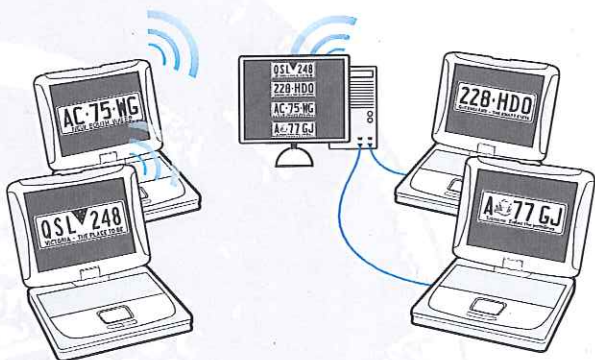
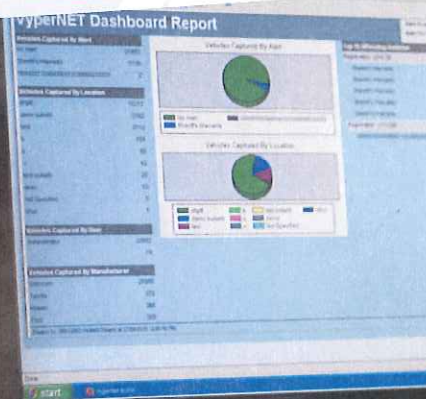
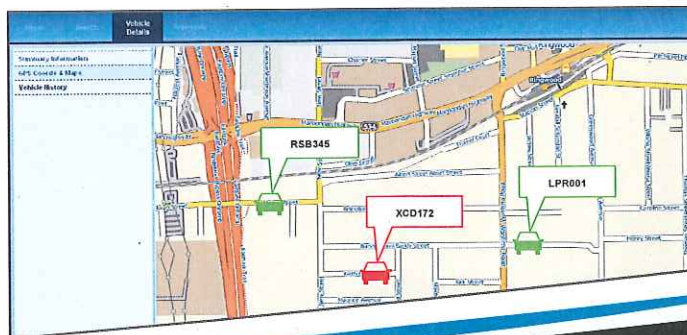
Sensor Dynamics developers provide extensive software and integration support to clients who wish to have third party lists imported.





### Key features

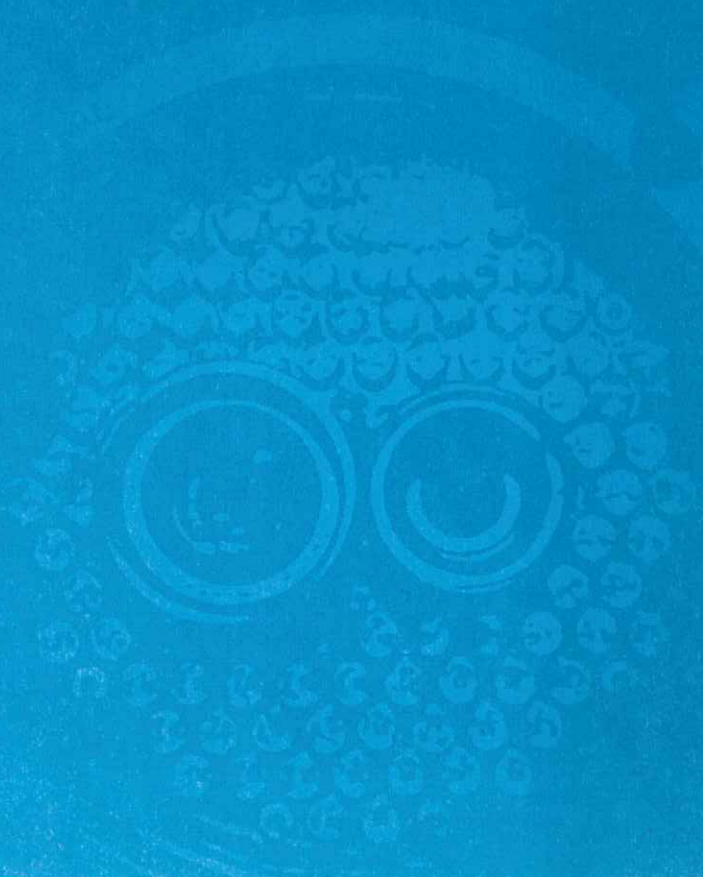
- Standard web browser interface
- Easily search through data found on multiple mobile systems with the press of one button
- Generate reports and documents
- Map vehicles using GPS coordinates and history
- Review detailed information on all vehicles

[illegible]

# **sensor** *dynamics*

License plate recognition traffic  
parking  
enforcement  
surveying

email. [info@sensordynamics.com.au](mailto:info@sensordynamics.com.au)  
web. [www.sensordynamics.com.au](http://www.sensordynamics.com.au)





**Client:**

Attention: Mike Cole  
Director Corporate Services  
CITY OF NEDLANDS  
71 Stirling Hwy  
Nedlands WA 6009

## Quotation

Date 6/12/2010

Quotation No: 41755

Revision A

Project				
Item	Description	Qty	Cost	Total
SD7400-BOM	Sensor Dynamics Mobile ANPR Towball System Includes: - Comprehensive mobile ANPR towball kit - Sensor Dynamics Dual channel Mobile ANPR Integration Module - Sensor Dynamics tow bar mounted system for operation in either fixed or mobile operations - Toughbook semi permanent mount for vehicle - User Manual	1	16,500.00	16,500.00
P362-Single...	Pips Technology P362 Dual channel ANPR camera - Custom fitted with 810nm illuminator and LEDs to optimise illumination of Australian plates - Multiflash capability allowing camera to read both reflective and non-reflective number plates - Infra red illuminators allow 24 hour operation in all lighting and weather conditions	2	7,810.00	15,620.00
SW1000	Vyper Mobile (single license) Mobile ANPR software with the following features: - PIPS Autoplate LPR engine - Integrated search capability with multi-tiered grouping and sorting - Watchlist and alert priority handling - SQL database with automated upload and data synchronisation	1	4,920.00	4,920.00
SV0100	Mobile System 12 months Support and Maintenance Plan (Dual Camera system) Included Support - Access to the Sensor Dynamics technical support line (business hours) - Remote support and training with all system related issues* - Back to base warranty on all hardware and software	1	4,500.00	4,500.00

**Payment Terms**

50% deposit upon placement of order  
50% upon commissioning of system

**Subtotal**

**Tax**

**Total**



Sensor Dynamics  
Suite 13, 45-51 Ringwood St  
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VIC 3134

Phone 03 98700585  
Fax 03 86783132  
Email sales@sensordynamics.com.au  
Web Site www.sensordynamics.com.au

**Client:**

Attention: Mike Cole  
Director Corporate Services  
CITY OF NEDLANDS  
71 Stirling Hwy  
Nedlands WA 6009

## Quotation

Date 6/12/2010

Quotation No: 41755

Revision A

Project				
Item	Description	Qty	Cost	Total
SV0400	<p>Preventative Maintenance Program</p> <ul style="list-style-type: none"><li>- Mobile systems to be dropped off to Sensor Dynamics office in Ringwood on a bi-annual basis.</li><li>- Full service on each toughbook including the following:</li><li>- Load latest version of Vyper Mobile Enforcement</li><li>- Perform housekeeping tasks on Operating system including Win XP/SQL updates and disk management activities</li><li>- Replace any worn components including touchscreen stylus, touchscreen film, HDD and battery</li><li>- Service integration module</li><li>- repair or replace any damaged cables or connectors</li><li>- Camera Maintenance</li><li>- Clean camera and adjust flash table if required</li><li>- Case maintenance</li><li>- Repair and replace damaged foam inside case</li></ul> <p>(Parts of significant cost (\$20+) are not included and will be charged separately )</p>	1	4,995.00	4,995.00

Payment Terms  
50% deposit upon placement of order  
50% upon commissioning of system

Page 2

**Subtotal** \$46,535.00

**Tax** \$4,653.50

**Total** \$51,188.50



City of Nedlands

# PARKING SURVEY (DRAFT)



PRESENTED BY  
DATA INTO PROFIT  
JULY 2010

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## Overview

Perth's population is on the increase! Most substantial research agrees with this statement but varies on the actual projections. It is reasonable to expect Perth's population to double in the next 40 years with 20 to 30 percent increases in inner suburb population densities. Subiaco's Hollywood precinct was recently in the press with Councillors voting on the issue of rezoning to a higher density. There will be continued local, business and State Government pressure to house more people in our established inner suburbs.

Therefore it is to be expected that traffic management issues, including parking related matters, are increasingly becoming a greater concern for Local Authorities. It will be important for Local Government to understand what parking is available for business customers, workers, students, and residents. It is also important to know how this parking is being utilised, including the traits of the parkers.

This parking survey has researched a sample of four parking areas within the City of Nedlands, with the aim of providing the local Authority with some knowledge on the characteristics of parkers in these areas. Car bay usage was examined for each of these areas with raw and extrapolated data used to gain a perspective of the effectiveness of each parking area. It is anticipated that expertise within this Local Authority will examine this data and then consider varying strategies to optimise these valuable parking resources.

## Method

This survey utilised 4 parking areas within the City of Nedlands. Each area was monitored from 8.00 am to 5.00 pm during a week day at the end of July 2010. The data collected for each bay of the monitored area covered vehicle park time, vehicle exit time and vehicle registration.

The data was transferred to spreadsheet and the basic data was then analysed to ascertain other data such as bay stay time, number of overstay, average bay occupancy and vehicle ownership demographics. The data will be detailed in the results.

The four areas utilised in this survey are identified on the following pages:

1. **Waratah Avenue 26<sup>th</sup> July 2010** – Eleven bays on the south side of Waratah Ave opposite the Dalkeith Village shopping precinct. These bays have a 1 hour time limitation. The area was chosen because of the Dalkeith Shopping Village being across the road. It is a fairly busy area with many parkers appearing to patronise the two coffee shops.





2. **Cooper St (Broadway) 29<sup>th</sup> July 2010** – Ten bays on the south and north side of Cooper St within 70m of the Broadway intersection. These bays have a 15 minute time limit. This small street is very busy with many parkers utilising the services of the ANZ Bank, the small corner takeaway shop and the bakery adjacent to Broadway. It is also very close to UWA so some parkers may include students.



3. **Hampden Road 27<sup>th</sup> July 2010** – Thirteen bays on the west side of Hampden Rd between Karella St and Hardy Rd. Bays 1 to 3 have a 15 minute limit and bays 4 to 13 have a 30 minute limitation. Numerous businesses line both sides of this busy commercial area. The Dome coffee shop is one of the businesses that people come to and thus park in this stretch of bays. Additionally, UWA and QE2 Hospital are within walking distance, so it is anticipated that some longer term parkers might also utilise this area.



4. **Monash Avenue 28<sup>th</sup> July 2010** - Eleven bays on the north and south sides of Monash Ave between Smyth Rd and Williams Rd adjacent to the Hollywood Private Hospital. These bays have a 2 hour time limit. Moderately busy Avenue with anticipated parkers being mostly either visitors to the Hollywood Private Hospital or residents. Note, there are no stopping areas in this map area where vehicles are often parked. It is unclear whether this signage is intended. There is also an ambiguous bus line marking on the north side of the road.



## Results

The results have been divided into 4 sections relative to each parking area surveyed. Most of the results are purely objective being calculated from raw data. Note that the raw data obtained from the survey is available in Appendices A to D. There is also a summary table of results in Appendix E.

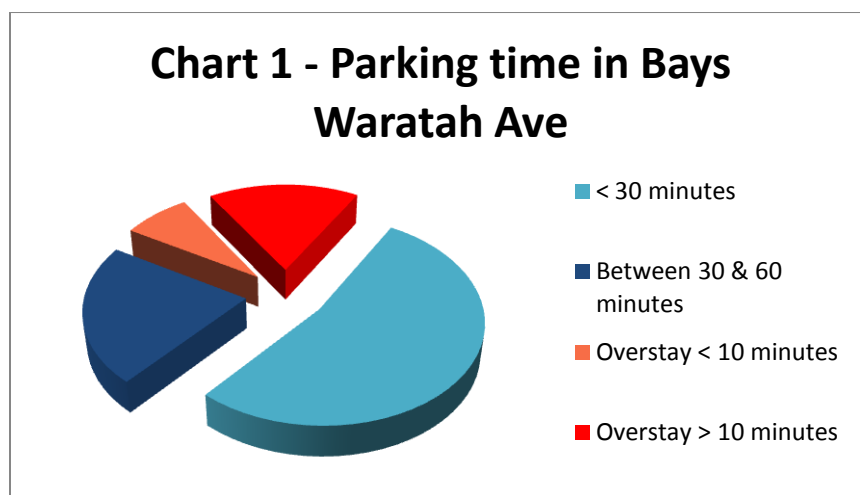
The results of each surveyed area also include a subjective statement that identifies the observations noted during the survey period. These subjective notes should be used in conjunction with the objective data in order to gain a more detailed understanding of the areas.

### 1. Waratah Avenue.

There were 117 vehicles that parked in the 11 bays between the survey times of 8.00 am and 5.00 pm. The average length of stay was 41 minutes and the average bay occupancy was 81%.

There were 29 overstay detected with vehicles staying longer than the 1 hour limit. This equates to 25% of all vehicles. Of the 29 overstay, 20 were for a period greater than 10 minutes over time. See Chart 1 for a representation of the time parkers stayed in the bays.

See Chart 1 below for representation of these percentages.



A subjective analysis of the Parkers was also conducted. A significant proportion of Parkers patronized the two coffee shops. During the early morning many parked for short periods to obtain takeaway coffees etc. During the lunch period and early afternoon many people met and

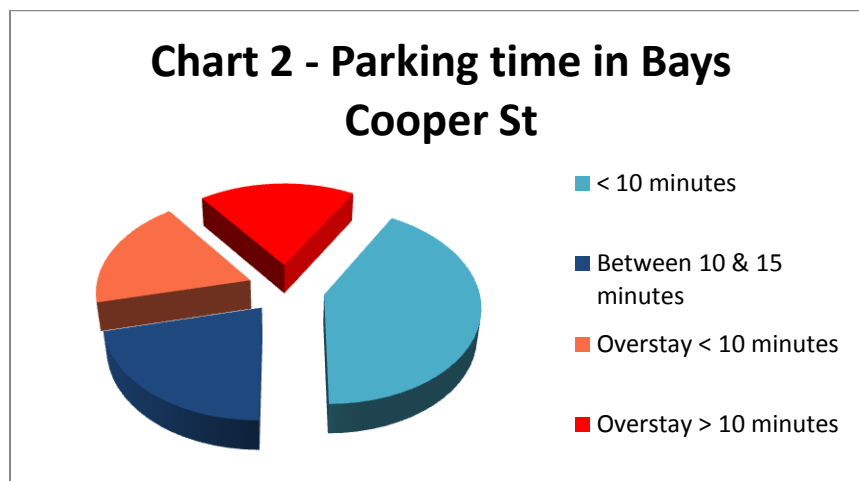
utilized the coffee shops for longer coffees and social or business meetings. It was noted that quite a few people utilized the Park facilities including walking pets.

## 2. Cooper Street (Broadway).

There were 219 vehicles that parked in the 10 bays between the survey times of 8.00 am and 5.00 pm. The average length of stay was 16 minutes and the average bay occupancy was 64%.

There were 80 overstay detected with vehicles staying longer than the 15 minute limit. This equates to 37% of all vehicles. Of the 80 overstay, 40 were for a period greater than 10 minutes over time.

Chart 2 below illustrates these details.



A subjective analysis of the parkers was also conducted. A very large percentage of parkers went to the ANZ bank to use the ATM or went into the bank for bank business. It seemed that many businesses brought money bags to the bank and repeated the process numerous times during the day. Most of the parkers staying for short periods of time in these bays were bank customers. In fact the 64% occupancy rate is actually slightly misleading. During 9:30 am to past 4:00 pm the bays are full most of the time. While during prior and post banking hours the occupancy rate is very low. A reasonable percentage of people also used the Takeaway Chinese shop on the corner, as well as the bakery on Broadway. Although it was difficult to be sure, it seemed that many of the lengthy overstay were students, most likely from UWA. Another car park just off Cooper St (see NW section of the map) had many long staying parkers that appeared to be students.

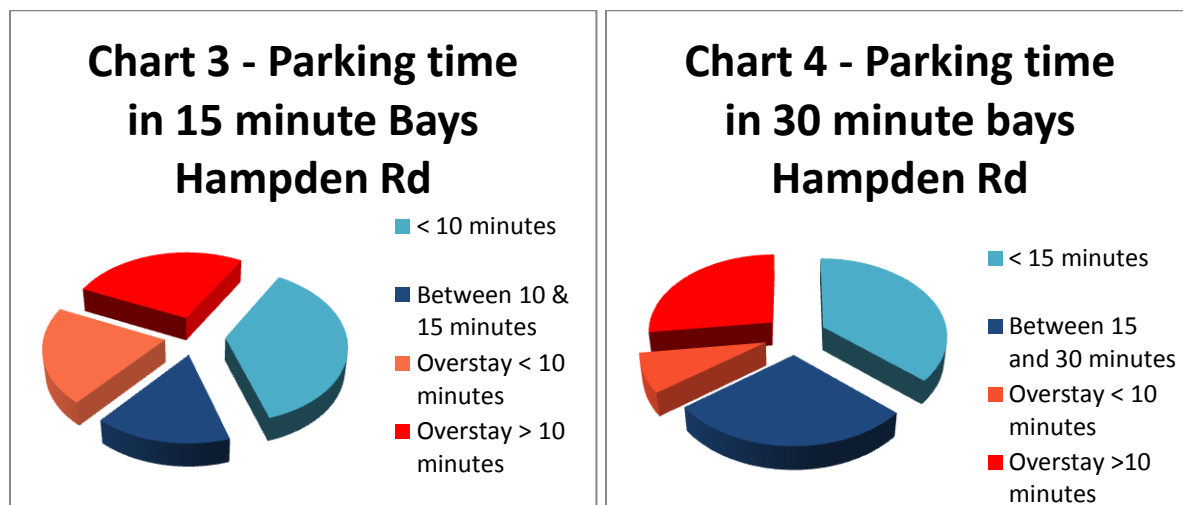


### 3. Hampden Road.

There were 227 vehicles that parked in the 13 bays between the survey times of 8.00 am and 5.00 pm. The average length of stay was 28 minutes and the average bay occupancy was 90%. Breaking this down further, the three 15 minute bays had an average stay of 22 minutes and an occupancy of 93%, while the 30 minute bays had an average stay of just over 30 minutes and an occupancy of 89%.

There were 88 overstay detected with vehicles staying longer than the 15 or 30 minute limitation. This equates to 39% of all vehicles. Of the 88 overstay, 61 were for a period greater than 10 minutes over time. In the 15 minute bays, there were 32 overstay with 18 being for more than 10 minutes over time. For the 30 minute bays, there were 56 overstay of which 43 were greater than 10 minutes over.

See Charts 3 and 4 below for illustrated details.



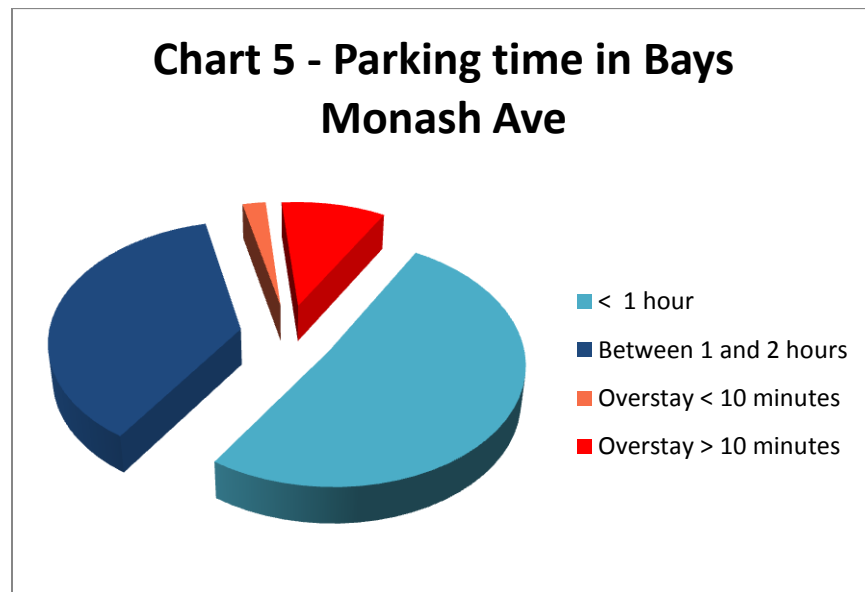
A subjective analysis of the parkers was also conducted. A significant proportion of parkers patronized the two coffee shops near the corner of Karella St as well as the Dome, more to the north. During the early morning many parked for short periods to obtain takeaway coffees, newspapers, etc. During the lunch period and early afternoon many people met and utilized the coffee shops for longer coffees and social or business meetings. This is similar to the Waratah Ave pattern. There are many other businesses in the near vicinity both on the Nedlands and Subiaco sides of the road. Many parkers were utilising these businesses. It did appear that some of the longer overstay belonged to proprietors of businesses, students, and visitors to the QE2 hospital.

#### 4. Monash Avenue.

There were 92 vehicles that parked in the 11 bays between the survey times of 8.00 am and 5.00 pm. The average length of stay was 59 minutes and the average bay occupancy was 91%.

There were 11 overstay detected with vehicles staying longer than the 2 hour limitation. This equates to 17% of all vehicles. Of the 11 overstay, 9 were for a period greater than 10 minutes over time.

See Chart 5 below for illustrated details.



A subjective analysis of the parkers was also conducted. Between 8:30 am and 9:00 am many parents dropped off their children to the primary school. This included walking them inside the school. Therefore the bays to the western end of this parking survey were frequented by many of these parkers. A similar pattern was repeated during the end of school period when children were then being picked up. There were often not enough bays during the afternoon pickup so some drivers double parked while they went inside the school to pick up their children. A dangerous situation was then created, with vehicles driving through needing to cross the centre line of the road.

During the rest of the day, it was observed that parkers were either visiting or contracting at the Hollywood Private Hospital. The visitors likely stayed well within the 2 hour restriction but a number of contractors with vans and tools stayed well in excess of the restriction.



There are a number of no stopping areas along this stretch of road although the signage is ambiguous. See the map for the location. It was noted that many vehicles either just ignored this signage or didn't think that it applied to their particular parking spot. Also many drivers parked blocking driveways to apartments on the south side of the road in these no stopping areas.

There is also an old bus line marking on the north side of the street. The markings appear to be old and not intended for use but were causing quite a bit of confusion for motorists. Many drivers examined the area for considerable time before either parking or finding another location to park.

## **Recommendations**

The four areas surveyed are all busy areas with Broadway (Cooper St) and Hampden Road being by far the busiest. These two busy areas have quite small allowable parking periods of 15 minutes and 30 minutes with most drivers adhering to these limitations to get takeaway coffee or do banking, etc. However, approximately 23% of all drivers are abusing the restrictions by being greater than 10 minutes over time. It is the overstaying drivers that hold up the bays making parking difficult. This increases road congestion while drivers search for other bays.

It is recommended that these two areas are considered for parking enforcement strategies. Ranger vehicles did pass by these areas during the day, in fact at least twice for each location, but no vehicles were marked or infringements written. Infringing vehicles would help deter overstaying thus creating improved traffic flow, increased business turnover, and have the added benefit of extra revenue. In terms of revenue potential, only 10 infringements issued per weekday for these combined two areas would generate approximately \$3000 per week of revenue or \$150 000 per year. Over 100 overstays > 10 minutes were observed during the survey period so ten infringements represents only 10% of these.

Cooper St has a small car park on the north side (top left hand corner of the map). Observations noted that many people overstayed this car park. Some drivers returned to this car park after many hours. The surveyor believes that the parking restrictions are being abused by local workers and students from UWA. It is recommended that this area be investigated or vehicles marked in order to gain an insight to the extent of the abuse.

Monash Ave parking in the vicinity of the survey has some ambiguous signage especially the bus line marking on the north side of the street. It is recommended that this is investigated by appropriate staff, since drivers often acted very confused when using the bays with the markings. Some even left the bay to find another. See map below for location.



There are also some 'No Stopping' signs on the south side of the street (see map) that could intentionally be there for visibility reasons or for a vehicle turn around point. This should also be checked by staff. If this area is not meant to be 'No Stopping' then 2 extra bays could be created.

The Waratah Ave component of the survey is a delightful small community area. The Dalkeith Village shopping precinct with only a few shops and ample parking appeared to flow very well. There were overstaying vehicles, that technically could be infringed, but at no time did it appear that drivers had nowhere to park. In fact there was always ample parking on the East side of the Community Park. It appeared that many people used this area to have coffee and relax from the more stressful parts of the day. This parking in this area appears to be almost optimal thus no action is recommended for this area except to use it as a model for other areas.

## Extrapolation of results

This survey scoped 45 bays over 4 parking areas within the City of Nedlands. There are many additional Council controlled parking zones within the City. In fact, according to data supplied by Luke Marsden (See three following pages), there are a total of 648 restricted parking bays within the Council area. This equates to about 14 times the survey total. Results from this survey could be extrapolated to include these bays and thus help the City understand the overall parking situation.

However, it is unlikely that all parking areas within the City are creating issues. It would be reasonable to expect the bays in residential areas, without significant business activity, to be fairly uncongested and thus not causing concern for businesses, residents or parkers. These bays could well be left to be self managed by parkers. From observing the data supplied by Luke, a significant proportion of the restricted parking is in the vicinity of primary schools and/or little business activity. It is anticipated that the staff of the schools will utilize some of this parking and thus it may be deemed politically incorrect to target overstay in these areas.

Some parking in Circe Circle, Adelma Road, Kingsway, Monash Avenue as well as the already discussed Dalkieth Village area, could fall into these categories.

There are about 292 restricted parking bays that are close to business areas, not including Dalkieth Village. This is about a factor of 8.5 to the survey area (not including Dalkieth Village). In extrapolating the data from the 110 long overstay obtained in the 3 survey areas we could expect somewhere in the vicinity of 950 overstay per day. This would equate to a potential 95 infringements per day at a conversion rate of 10%. Another figure to consider would be the \$5700 per day potential revenue that could be generated by these infringements. Infringement technology could be utilized in some of these areas to assist with resources. The cost of technology would vary depending on what type was utilized.

## **Acknowledgement**

Mr Luke Marsden (Parking Strategy Coordinator) at the City of Nedlands significantly assisted in the production of this document. His cooperation and production of various data has been invaluable. Data into Profit thanks him for time and resources he has provided.

**Appendix D - Parking Survey July 2010 - Monash Ave (Hollywood Private Hospital end) - 28th July 2010 - 0800 to 1700hrs - Signage 2P**

	Bay 1				Bay 2				Bay 3				Bay 4		
Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay
8:00	INT	10:18	2:18	8:00	1DIG011	8:19	0:19	8:37	1CRC623	8:50	0:13	8:00	81EFC1	8:24	0:24
10:19	1CTF839	17:00	6:41	8:23	CJ74WA	8:38	0:15	9:00	1DDL121	9:55	0:55	8:40	1CIG416	9:11	0:31
				8:46	BOS909	10:48	2:02	10:06	9ED489	17:00	6:54	9:28	SB10	10:05	0:37
				10:48	1AMX044	10:49	0:01					10:07	1DCJ233	10:41	0:34
				10:50	1AMZ914	11:23	0:33					10:41	1BEN395	12:01	1:20
				11:23	1BJO391	11:49	0:26					12:08	1CFE570	13:31	1:23
				11:51	1CBO238	13:15	1:24					13:31	1CWL171	13:50	0:19
				13:15	TAXI	13:19	0:04					13:52	1BXS921	15:20	1:28
				13:19	1ANE555	13:33	0:14					15:25	1930SD	17:00	1:35
				13:34	1DKK501	13:40	0:06								
				13:41	1CAJ900	15:44	2:03								
				15:45	1CBH773	16:11	0:26								
				16:17	PJB041	17:00	0:43								

[illegible]

## Appendix D continued

[illegible]

**Appendix A - Parking Survey July 2010 - Waratah Ave (Dalkeith Village) - 26th July 2010 - 0800 to 1700hrs - Signage 1P**

	Bay 1				Bay 2				Bay 3				Bay 4		
Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay
8:56	1AWU680	11:49	2:53	8:00	1CJS013	8:03	0:03	8:43	VIC	9:22	0:39	8:39	1CBB044	9:52	1:13
11:58	1CPM702	13:47	1:49	8:42	1DCM690	8:58	0:16	9:22	1CNX922	11:05	1:43	9:58	1BPE082	10:48	0:50
13:52	1AKC638	17:00	3:08	9:00	1BWC374	10:30	1:30	11:23	1CDGO83	11:27	0:04	10:51	1CCZ138	10:56	0:05
				10:32	1DJF779	10:41	0:09	11:31	1AZ0608	12:04	0:33	10:56	1CJZ288	13:42	2:46
				10:51	1CSG477	11:35	0:44	12:07	1DFQ445	12:38	0:31	13:46	DBIRD	14:48	1:02
				11:43	1BNP541	11:52	0:09	12:50	1ARU591	13:50	1:00	14:50	1BOX150	15:30	0:40
				11:57	NIC818	13:47	1:50	13:55	1DIS691	15:42	1:47	15:38	1BWN025	16:17	0:39
				14:00	1BUW040	15:08	1:08	15:50	1DGN690	16:43	0:53	16:24	1ANP245	16:33	0:09
				16:06	1CYG651	17:00	0:54					16:38	1BIF358	17:00	0:22

	Bay 5				Bay 6				Bay 7				Bay 8		
Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay
8:29	ICC	8:36	0:07	8:00	1COW886	8:11	0:11	8:19	1CKP583	9:53	1:34	8:29	1BWZ575	8:34	0:05
8:37	1CJU714	9:40	1:03	8:27	1BHP771	9:53	1:26	9:54	A59292	10:38	0:44	8:41	1CDU197	8:47	0:06
9:42	1CAY155	10:29	0:47	9:57	1AXC207	10:06	0:09	10:40	1CPY944	11:35	0:55	8:49	1CTZ719	8:54	0:05
10:30	1AYP409	11:35	1:05	10:07	1BWT109	11:36	1:29	11:41	CYR	12:28	0:47	8:54	1BXD230	9:44	0:50
11:43	1CAS138	11:46	0:03	11:37	1CRK072	12:25	0:48	12:48	1DAZ050	12:50	0:02	9:45	1BXO489	10:02	0:17
11:47	1AUJ386	11:50	0:03	12:42	1DIP277	12:44	0:02	12:50	1BYX910	13:16	0:26	10:02	1CSF558	10:06	0:04
11:51	1CVC884	12:20	0:29	12:48	1BZF135	13:49	1:01	13:23	1CXK514	14:20	0:57	10:06	1CYT944	11:11	1:05
12:54	1BIL634	13:57	1:03	14:01	1BKY630	15:27	1:26	14:21	8FM145	15:01	0:40	11:15	1CNZ970	11:16	0:01
14:11	1APZ786	14:16	0:05	15:30	QLD	15:52	0:22	15:02	1DIC891	15:06	0:04	11:18	AU10071	11:32	0:14
14:20	1CXP190	15:05	0:45	15:54	1COR675	15:58	0:04	15:10	1CZB327	15:17	0:07	11:41	1BEB640	12:58	1:17
15:51	1BYH567	16:24	0:33	16:04	1AKM924	16:09	0:05	15:31	1BHZ382	16:01	0:30	13:07	1AWG473	13:09	0:02
16:58	1CGJ452	17:00	0:02	16:12	1BRK198	16:40	0:28	16:01	1BEJ333	16:20	0:19	13:09	1BAB374	13:44	0:35
				16:46	1BOI160	17:00	0:14	16:23	1AZK122	16:32	0:09	14:11	1BWK991	15:31	1:20
								16:57	1DGG935	17:00	0:03	15:59	1CHC273	17:00	1:01



Appendix A continued

	Bay 9				Bay 10				Bay 11		
Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay
8:04	1BSWH513	8:11	0:07	8:00	1CVZ267	8:07	0:07	8:00	1DHV210	8:02	0:02
8:28	1BDI139	8:55	0:27	8:13	SUPAPSUTE	8:42	0:29	8:05	1CRE310	8:23	0:18
8:56	1BPX377	9:25	0:29	8:45	1DFX475	8:50	0:05	8:28	1BRW320	8:33	0:05
9:26	1BBIJ609	9:38	0:12	8:51	WAB017A	9:25	0:34	8:33	CC18WA	8:54	0:21
9:43	1CRR227	9:47	0:04	9:26	1DKC712	9:34	0:08	8:55	1CPO597	9:01	0:06
9:48	1DHY851	10:00	0:12	9:36	1BGK159	11:47	2:11	9:03	1DGB450	11:48	2:45
10:01	1DIL433	11:03	1:02	11:50	1BKC111	12:38	0:48	11:50	BMSI	12:07	0:17
11:05	1BNN855	11:12	0:07	12:39	1DED539	13:00	0:21	12:54	500	16:06	3:12
11:15	1CPK108	12:07	0:52	13:09	PGFC00	13:57	0:48	16:30	1CTU737	16:34	0:04
12:08	JULS21	12:13	0:05	14:01	VJ13	14:28	0:27				
12:15	1CAV078	12:26	0:11	14:29	1DBI477	14:51	0:22				
12:37	1BDH797	13:37	1:00	14:52	1APY237	16:48	1:56				
13:37	1DCT278	13:44	0:07								
14:04	1DIO873	16:40	2:36								



## Appendix B continued

	Bay 6				Bay 7				Bay 8				Bay 9				Bay 10		
Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay
8:12	1DGA526	9:15	1:03	8:00	RCS0918	8:13	0:13	8:12	1CYJ201	8:17	0:05	8:09	1CPB631	8:12	0:03	8:09	1CMK770	8:13	0:04
9:15	1DEN205	9:28	0:13	8:44	1DBD338	8:48	0:04	8:44	1CNE012	8:49	0:05	8:40	1CZG170	8:51	0:11	8:14	9MK373	8:19	0:05
9:35	1CCB346	9:46	0:11	9:15	1ANC133	9:19	0:04	8:51	1CSF102	8:52	0:01	8:59	1DAQ945	9:04	0:05	8:43	1DGA185	9:23	0:40
9:47	1BRJ953	10:24	0:37	9:32	7NG289	9:34	0:02	9:10	1CSW774	10:00	0:50	9:08	1ASK909	9:13	0:05	9:23	1CWA722	9:29	0:06
10:31	8nt516	10:38	0:07	9:36	8NN97	9:41	0:05	10:06	1DGG626	10:20	0:14	9:17	1BJO738	9:21	0:04	9:33	1CCO602	9:39	0:06
11:00	1BIK304	11:08	0:08	9:57	1BGD688	10:07	0:10	10:22	1DID140	10:30	0:08	9:53	8GT619	10:03	0:10	9:40	TAXI	10:11	0:31
11:15	8CJ391	11:24	0:09	10:07	JA80WA	11:09	1:02	10:58	1BJD215	11:02	0:04	10:06	KPT917	10:18	0:12	10:20	1DGG626	10:32	0:12
11:24	1CFE4	11:35	0:11	11:10	1DHP008	11:18	0:08	11:02	1CGP669	11:20	0:18	10:20	1BCT243	10:25	0:05	11:02	1CEP050	11:21	0:19
11:36	CAR	11:57	0:21	11:19	1CPZ504	11:40	0:21	11:37	1CLE260	11:50	0:13	10:57	1OHJ640	11:20	0:23	11:26	1DIC942	11:45	0:19
11:57	KBC7515	12:02	0:05	11:45	1BLR533	12:05	0:20	11:50	1ATF869	12:06	0:16	11:27	1BGR082	11:35	0:08	12:12	1DHP280	12:30	0:18
12:08	1DGC943	12:41	0:33	12:12	8GL817	12:27	0:15	12:06	ARTISAN1	12:36	0:30	11:35	BOW071	11:55	0:20	12:31	1CCD701	12:40	0:09
12:41	1CGQ430	13:15	0:34	12:27	1AEM009	12:31	0:04	12:37	1CBG409	12:43	0:06	11:56	1BWS608	12:07	0:11	12:40	1BPG510	12:54	0:14
13:24	1DHD534	13:46	0:22	12:32	1BUK696	12:33	0:01	12:59	1CLS608	13:10	0:11	12:15	1DCO011	12:22	0:07	13:10	1BPL378	14:10	1:00
13:46	1CQT593	13:51	0:05	12:41	1COM400	12:55	0:14	13:10	1CPP052	13:20	0:10	12:31	1CLF570	12:49	0:18	14:15	1BBN356	14:31	0:16
13:56	1CCY869	14:12	0:16	13:00	9HB236	13:15	0:15	13:22	1BPA203	13:31	0:09	12:55	1BYZ394	12:59	0:04	14:40	1CEI565	15:05	0:25
14:17	TAXI	15:00	0:43	13:15	1ALD889	13:21	0:06	13:35	1BAF292	13:39	0:04	13:13	1DBH137	13:39	0:26	15:10	AK1125	15:27	0:17
15:14	1CNA220	15:48	0:34	13:25	1BJO351	13:28	0:03	13:46	1DCV304	14:08	0:22	13:45	1CUY394	14:15	0:30	15:27	1DGI786	15:43	0:16
15:54	1DBT541	16:12	0:18	13:32	1CCB320	13:38	0:06	14:22	1BHO324	14:29	0:07	14:15	1BWS608	15:00	0:45	15:43	1DGJ130	16:04	0:21
				13:56	1BTB72	14:09:00	0:13	14:31	1BUL491	14:40	0:09	15:07	1BGH278	15:58	0:51	16:04	1CYP883	16:14	0:10
				14:24	1BDI134	14:42	0:18	14:40	1AZW540	14:44	0:04	16:00	1BTT594	16:04	0:04	16:17	1CVC935	16:20	0:03
				14:43	1BDJ243	14:54	0:11	14:44	1CDX299	15:14	0:30	16:15	9BS394	16:17	0:02	16:37	1DEQ785	17:00	0:23
				14:55	1BDI134	15:07	0:12	14:14	1CKB806	15:32	1:18								
				15:12	9AA652	15:30	0:18	15:35	1DDZ086	15:52	0:17								
				15:36	1DHZ581	15:40	0:04	15:53	1DEA143	15:59	0:06								
				15:55	1DAA866	16:00	0:05	16:40	1CCY917	16:44	0:04								

**Appendix C- Parking Survey July 2010 - Hampden Rd (Near Dome West side) - 27th July 2010 - 0800 to 1700hrs - Signage bay 1-3 15 min, bay 4 -13 30 min.**

[illegible]

## Appendix C continued

	Bay 5				Bay 6				Bay 7				Bay 8		
Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay
8:00	1BBP216	8:45	0:45	8:10	1CNM486	8:30	0:20	8:00	1DEO999	12:18	4:18	8:00	1CSA890	8:56	0:56
8:45	1DGE987	9:28	0:43	8:47	TAXI	8:52	0:05	12:20	1DDF939	12:32	0:12	9:03	92CR	9:10	0:07
9:29	1CIT110	9:37	0:08	8:54	1CKH582	9:11	0:17	12:32	1CUB759	14:10	1:38	9:16	1ANO073	9:22	0:06
9:37	1DHD861	10:22	0:45	9:27	1AXT096	9:34	0:07	14:10	1DAS591	14:15	0:05	9:24	1BDD242	9:32	0:08
10:23	1AFS911	10:31	0:08	9:34	1BZH705	9:41	0:07	14:17	1DDN204	14:28	0:11	9:33	1CJA077	9:35	0:02
10:34	1DCG896	10:38	0:04	9:54	1DEX274	10:10	0:16	14:48	TAXI	14:50	0:02	9:40	1BXM460	10:12	0:32
10:38	1BTL367	11:45	1:07	10:12	BY90577	10:22	0:10	14:59	1CPE361	15:10	0:11	10:12	1CMD891	10:18	0:06
11:45	1BSC213	12:30	0:45	10:22	1DEY586	10:30	0:08	15:10	1AAT391	16:16	1:06	10:25	1COW274	10:29	0:04
12:30	1BUZ199	12:36	0:06	10:30	1CMU973	11:03	0:33	16:21	1DJI469	16:25	0:04	10:29	1CVL111	11:13	0:44
12:36	1CTM578	13:01	0:25	11:03	1DCM267	11:14	0:11	16:28	8ZP405	17:00	0:32	11:13	1DJV095	12:02	0:49
13:01	1CQH375	13:51	0:50	11:19	1BID472	12:34	1:15					12:03	1BBD563	12:46	0:43
14:27	1BHD582	15:00	0:33	12:34	1BWN217	13:00	0:26					12:46	1CAK053	13:11	0:25
15:00	1AEW913	15:33	0:33	13:00	1DF8920	13:13	0:13					13:11	1CEB644	13:18	0:07
15:33	1CXO822	15:54	0:21	13:13	SY71WA	13:24	0:11					13:18	1COW393	14:07	0:49
15:58	1BNW866	16:17	0:19	13:24	1DHD955	13:30	0:06					14:07	TAXI	14:10	0:03
16:17	CH88WA	17:00	0:43	13:30	1BYN125	14:07	0:37					14:10	1CEJ975	14:19	0:09
				14:07	1ADX764	15:05	0:58					14:35	1AGC499	14:38	0:03
				15:05	1CJH449	15:39	0:34					14:38	1DIW374	14:59	0:21
				15:39	INT	17:00	1:21					14:59	1DGO083	15:02	0:03
												15:02	1CDU764	15:07	0:05
												15:07	9GK511	15:45	0:38
												15:47	1CPG190	16:09	0:22
												16:11	1CEX650	16:44	0:33
												16:46	JM31WA	17:00	0:14

[illegible]

Appendix C continued

Bay 9				Bay 10				Bay 11				Bay 12		
Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay	Time in	Rego	Time out	Time in bay
1ATO121	8:21	0:21	8:15	1BRL118	8:18	0:03	8:00	1DOO658	8:33	0:33	8:20	1APW758	8:47	0:27
VIC	8:44	0:24	8:18	1DJJ825	8:20	0:02	9:07	9ET507	9:11	0:04	9:03	1DFT254	10:01	0:58
1BYH393	10:50	1:55	8:20	1DGS162	8:25	0:05	9:12	8MW365	9:59	0:47	10:01	1CBB028	10:29	0:28
1BLJ604	11:27	0:37	8:33	1DDF699	8:38	0:05	10:04	1AOB270	10:44	0:40	10:39	1BPS253	10:45	0:06
1CEI735	13:03	1:36	9:03	7JE817	9:12	0:09	10:44	1CZY562	10:50	0:06	10:46	1COT289	11:31	0:45
1CBB617	14:00	0:57	9:30	1ABA181	9:49	0:19	10:50	1BOX651	11:32	0:42	11:33	1CPH047	15:22	3:49
MCMLV	14:11	0:06	9:53	KDCI0005	11:21	1:28	11:34	1CPN629	11:50	0:16	15:41	1CWN314	15:47	0:06
8LB667	14:54	0:34	11:23	1FGH135	11:28	0:05	11:50	1DGA675	12:19	0:29	15:52	1CII708	16:46	0:54
1CMB996	15:54	0:59	11:35	9HL674	12:38	1:03	12:19	1CDW771	12:23	0:04	16:49	1CXG483	17:00	0:11
1DDP578	16:01	0:03	12:38	1DIW374	13:09	0:31	12:23	1CDX614	13:01	0:38				
1CPN897	17:00	0:59	13:09	1DFM373	13:27	0:18	13:01	1BST548	13:10	0:09				
			13:29	1CWA690	13:49	0:20	13:10	1CPF800	17:00	3:50		Bay 13		
			13:51	JEB459	13:58	0:07					Time in	Rego	Time out	Time in bay
			13:58	1CFN378	15:32	1:34					8:20	1DGO956	8:50	0:30
			15:32	1BEK637	15:38	0:06					8:55	1CDA362	9:09	0:14
			15:40	1CLE988	16:05	0:25					9:50	1BXI949	10:39	0:49
			16:15	1CDY819	16:32	0:17					10:41	1BKF613	10:49	0:08
			16:32	8AZ109	16:36	0:04					10:49	1DIW374	11:11	0:22
			16:42	1DJI010	16:47	0:05					11:20	1BST862	12:26	1:06
			16:49	1DIF698	17:00	0:11					12:26	ALI398	12:43	0:17
											12:48	1CBG064	13:50	1:02
											14:00	1BNR263	14:22	0:22
											14:26	1ADP984	14:53	0:27
											14:59	1ALS899	17:00	2:01

### Appendix E -Summary Table of Data

Parking Area	Signage	No' of bays	No' of vehicles	Resident Vehicles	Occupancy	Average Stay	Overstays < 10 mins	Overstays > 10 mins	% of offending vehicles
Waratah Ave	1P	11	117	?	81%	41 mins	9	20	25%
Cooper St	1/4P	10	219	?	64%	16 mins	40	40	37%
Hampden Rd	1/4P & 1/2P	13	227	?	90%	28 mins	27	61	39%
Monash Ave	2P	11	92	?	91%	59 mins	2	9	17%



# Risk Assessment Worksheet

Page...1... Of...1....

Organisation	City of Nedlands	Business Unit	Engineering	Risk Project	Implementation of mobile vehicle enforcement equipment			
1 What risks are associated with this project? "There is a chance that the objective will be affected by the risk event leading to an impact on critical success factors"		2 Prior to Controls		4 After Controls		5 What treatment option is best suited to reduce the consequence and/or likelihood of the risk/s? Avoid - Retain / Accept - Treat / Control		
		Likelihood	Consequences	Risk Level	Likelihood	Consequences	Risk Level	
1	Negative publicity for revenue raising	B	2	8	C	2	6	Monitor
2	False positive readings	D	3	6	E	3	3	Accept
3	Possible court proceedings for challenges	E	3	3	E	3	3	Accept
4	Technology may become outdated/obsolete	A	1	5	B	1	4	Accept
5	Theft / Vandalism to equipment	C	1	3	C	1	3	Accept
6	Lack of co-operation from Dept of Transport	D	3	6	E	3	3	Accept
7	Lack of support from Council	D	3	6	D	3	6	Monitor
8	Funding declined.	D	3	6	D	3	6	Monitor
3 What controls are currently in place to prevent the Risk/s from occurring?		6 What treatments are required to manage the Treat / Control risks? Consider: Cost v Benefit, Residual Risk, Contingency Plans						
		Risk No.	Treatment					By Whom
1	Community Consultation, Advertising							
2	Selection of reputable supplier/contractor, RFQ contract							
3	" "							
4	Investigation of provision to update equipment.							
5	Selection of vandal resistant equipment, CCTV							
6	On the spot infringement, photographic evidence							
7	Report to Council							
8	Report to Council							

Note: Treatments require an Action Plan which are then entered onto the Risk Management System



## DETERMINING CONTEXT

### Determining the Context in Risk Management

Before starting any project, adding or changing an existing product or service, a risk assessment should be undertaken on the planning process. The Australian Standard for Risk Management AS/NZS 4360:2004 requires the context to be determined at the first stage, before proceeding to identify the risks of the project, function or service. This enables all involved to fully explore the scope, impact and feasibility of what is proposed.

Outlined below are a series of questions that will assist in risk managing the decision making process.

Name of Function / Service / Project / Activity to apply risk assessment to:	Implementation of mobile vehicle enforcement equipment
Is this a <u>proposed</u> or <u>existing</u> function / project / service / activity?	
Why is it happening or proposed?	Council resolution to assist in parking enforcement
What time frame is proposed?	Early in the 2011/12 financial year
How does it link to the Strategic Plan?	KFA 1 Infrastructure (1.2; 1.4) KFA 6 Community Engagement (6.2) KFA 7 Economic Development (7.1; 7.2)
What Organisational Objective does it address?	Financial Local law enforcement & efficiency
Where does it or will it take place?	Citywide

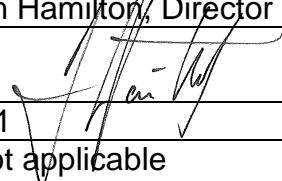
Who is accountable for the <u>Function</u> / Service / Project / Activity?	Parking Strategy Coordinator Ranger Services Technical Services, Corporate Services
Who is responsible for carrying out the <u>Function</u> / Service / Project / Activity?	As Above
Who are the clients / customers / employee groups targeted?	- Local residents & businesses - Visitors to the City eg students - City employees
Who are other stakeholder? (those who may have an interest)	a. Primary - Department of Transport - State & Federal Governments (& agencies) - Traffic Management Committee b. Secondary - Library & other outstations - City of Subiaco, Town of Claremont, Town of Cottesloe, Town of Cambridge. - Hollywood Private Hospital - Sporting/Community Groups
What activities may take place?	- installation of detection devices - photographic equipment - infringements to violators
What resources are required?	- Funding - Staff / Personell - Suppliers & contractors - Council Approval - TMC Approval - Materials & Equipment.
Are Volunteers, contractors or other third party labour involved?	Suppliers & Contractors - install & maintenance
What laws or regulations may be relevant?	Local Govt Act 1995 Local Law relating to parking & parking facilities

Who owns the venue or property where the activities or tasks take place?	City of Nedlands. (predominantly)
Will it involve existing budget funds, grant funding or non budgeted funds?	Budget funds for 2011/12
What approvals are required?	<p>a. Internal</p> <p>Council</p> <p>Traffic management Committee</p> <p>b. External</p> <p>Depart of Transport (vehicle registration details)</p>
What potential impact may there be on the Organisation?	<p>- Financial — Only positive.</p> <p>- Service Interruption — Malfunction of software/hardware causing operation delays.</p> <p>- Reputation — perceived revenue raising, bad press</p> <p>- Operational — As per service interruption</p> <p>- Performance — Actually increasing service efficiency</p>
Is there a plan for monitoring and review, including acquittal if required?	<p>- TRIAL PERIOD</p> <p>- Ranger services to monitor operationally.</p> <p>- Contractors to monitor &amp; provide feedback.</p> <p>- Administration to review parking statistics</p>
Is there a contingency plan for cost over runs?	<p>- Mid year review (parking allocation)</p> <p>- Contract negotiations</p>
Is the time proposed realistic?	Yes

A risk source can be internal or external to the function / service / project and identify where risks may originate

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## 7.10 Parking Restrictions on Viewway, Nedlands

<b>Applicant</b>	City of Nedlands
<b>Owner</b>	City of Nedlands
<b>Officer</b>	Daniel Lewis, Projects Coordinator Parks Services
<b>Director</b>	Ian Hamilton, Director Technical Services
<b>Director Signature</b>	
<b>File ref.</b>	VI1
<b>Previous Item No's</b>	Not applicable
<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 arrangements on Viewway between Princess Road and Bruce Street, Nedlands.

### Recommendation to Committee

**Committee approves proposed changes to parking restrictions on Viewway between Princess Road and Bruce Street, Nedlands as follows in accordance with the attached map entitled Ned\_33\_10:**

- a) “No Parking” on the west side of Viewway; and
- b) 2P 8.00 am – 5.00 pm Monday to Friday on the east side of Viewway.

### 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 on Viewway, between Princess Road and Bruce Street, 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.

Viewway is within close proximity to the University of Western Australia and as such is subject to long term parking use from students accessing the university. Currently Viewway is the first street from Broadway with unrestricted parking. Kingsway, located between Viewway and Broadway, Nedlands currently has both timed parking and "no parking" restrictions in place similar to those proposed for Viewway.

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

Administration undertook an observational survey (patrol survey) of the area to investigate residential concerns. Surveys were carried out at 2.30pm on 29 March 2010, showing 7 vehicles parked in the area and at 10.40am on 30 March 2010 showing 8 vehicles parked.

At the September 2010 meeting of the Parking Access Working Group (PAWG), it was recommended to undertake community consultation affected residents/owners advising of the proposed timed parking restrictions. Details were to be collected and a report compiled to the Traffic Management Committee.

Key relevant previous decisions:

Not applicable

### **Proposal Detail**

- To implement 2 Hour Parking - 8am to 5pm - Monday to Friday on the Eastern side of Viewway between Princess Rd and Bruce St, Nedlands
- To implement No Parking on the Western side of Viewway, between Princess Rd and Bruce St, Nedlands
- Line marking will be implemented to reinforce and formalize the intersections.

### **Consultation**

Required by legislation:

Yes ☐

No ☒

Required by City of Nedlands policy:

Yes ☒

No ☐

Consultation type:

Dates:

Letter drop to affected residents in Viewway

October 2010

### **Legislation**

- Local law relating to parking and parking facilities 2002

- Road Traffic Code 2000

### **Budget/financial implications**

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

Budget:

Within current approved budget:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Requires further budget consideration:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Financial:

The cost for implementing the parking signs is incorporated in the road maintenance account.

### **Risk Management**

Residents' access is being impacted upon due to long term parking in the area. The existing parking arrangement also creates safety issues for traffic travelling through a rather narrow street. This proposal will avoid the use of the road as a short cut as may be experienced with full "No Parking". It also reduces any impact on amenity from having no restrictions in place at all.

### **Discussion**

A letter was sent to 15 owners/residents requesting feedback regarding the proposal to implement the parking restriction altogether. The City of Nedlands received 5 letters of response, of which 3 residents fully approved of the proposed parking restrictions.

One (1) local business requested that the area adjacent to No 64 & 66 be zoned "No Parking" so as to assist with manoeuvring large vehicles into the rear yard. The City feels that this will have a negative impact on the level of amenity provided to the residents of No 64 & No 66 and as such does not recommend the implementation.

One (1) resident objected to the initial "No Stopping" zone outside No 70 & No 72, due to sufficient indent allowing for safe parking. The City agrees to amend the proposal to only extend the "No Stopping" zone as far as the crossover of No72, on the property boundary of No70. Sufficient room is available between the parked vehicles and the double white line, so as to safely overtake the parked vehicle, as per the following clause from section 3.5 (2)(g) of the local law relating to parking and parking facilities 2002

*(g) between the boundaries of a carriageway and any double longitudinal line consisting of two continuous lines or between a double*

*longitudinal line consisting of a continuous line and a broken or dotted line and the boundary of a carriageway nearer to the continuous line, unless there is a distance of at least 3 metres clear between the vehicle and the double longitudinal line;*

Other feedback included:

- A request to issue residents with a permit to stay longer than the nominated 2 hours. Existing arrangements are already in place for residents to apply for such permits, providing that they meet the required criteria.
- A request to investigate the possibility of implementing parking restrictions along Bruce St. This is something that the City will monitor to assess any future modification requirements.
- A request that the City endeavours to reduce traffic volumes as a thoroughfare effect is not desired. This is something that the City can also monitor.

### **Conclusion**

There was sufficient community support to implement the parking restrictions, and as such the proposal should alleviate concerns of residents over long term parking and safety issues in the street. The level of amenity in the street should also be enhanced.

### **Attachments**

- Letter to residents proposing to implement parking restrictions
- Diagram of area Proposed parking restriction Ned\_33\_10

### **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.



Mike Cole  
Acting Chief Executive Officer



**Attachment to Item 7.10**

**Traffic Management Committee Meeting  
1 February 2011**

Parking Restrictions on Viewway, Nedlands

Enquiries: Luke Marsden/Daniel Lewis  
Our Reference: M10/22280

25 October 2010

Dear resident

### **Proposed parking restrictions on Viewway, Nedlands**

To improve traffic flow along the Viewway thoroughfare the City is proposing to implement parking restrictions along Viewway from the intersections of Princess Road and Bruce Street, Nedlands.

#### **What the work entails**

The works would include the erection of 'No Parking' signs along the western side of the road and '2 hour parking from 8 am to 5 pm Monday to Friday' signs along the eastern side of the road.

The attached aerial map outlines the proposed parking restrictions and illustrates line markings that indicate no stopping zones at the intersections with Princess Road and Bruce Street.

#### **Who can you contact?**

If you have any queries about these parking restrictions or would like more information contact Parking Strategy Coordinator Luke Marsden on 9273 3500 or Projects Coordinator Parks Services Daniel Lewis on 9273 3500.

#### **Feedback**

Your comments on the proposed parking restrictions are welcome and can be made on the attached feedback form, which should be returned to the City no later than 4 pm on Friday, 19 November 2010.

#### **Next step**

Residents' feedback will be forwarded to the City's Traffic Management Committee for consideration.

Yours sincerely

Luke Marsden  
Parking Strategy Coordinator



## Proposed Parking Restrictions to Viewway, Nedlands

