



City of Nedlands

Agenda

Traffic Management Committee Meeting

2 August 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.

Table of Contents

Declaration of Opening	3
Present and Apologies and Leave Of Absence (Previously Approved)	3
3. Disclosures of Financial Interest	5
4. Disclosures of Interests Affecting Impartiality.....	5
5. Declarations by Members that They Have Not Given Due Consideration to Papers.....	6
6. Confirmation of Minutes	6
6.1. Traffic Management Committee Meeting 21 June 2011.....	6
7. Items for Discussion.....	6
7.1. List of Outstanding Actions/Works/Requests of the Traffic Management Committee	7
7.2. Traffic and Parking Hot Spots throughout the City	10
7.3. Alfred Road and Nidjalla Loop, Swanbourne – Safety and Accident Analysis	14
7.4. Allen Park Precinct – Local Area Traffic Management.....	18
7.5. Swanbourne Beach – Upper car park improvements.....	25
7.6. Verge Parking – Smyth Road from Monash Avenue to Verdun Street.....	28
Date of next meeting.....	33
Declaration of Closure	33

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 2 August 2011 at 5.30 pm.

Dear Committee member

The next meeting of the Traffic Management Committee will be held on Tuesday, 2 August 2011 in the Council Chambers at 71 Stirling Highway, Nedlands commencing at 5.30 pm.



Graham Foster
Chief Executive Officer
26 July 2011

Traffic Management Committee Agenda

Declaration of Opening

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

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

Present and Apologies and Leave Of Absence (Previously Approved)

Leave of Absence None
(Previously Approved)

Apologies None as at distribution of this agenda

Disclaimer

No responsibility whatsoever is implied or accepted by the City of Nedlands for any act, omission or statement or intimation occurring during Council or Committee meetings. City of Nedlands disclaims any liability for any loss whatsoever and howsoever caused arising out of reliance by any person or legal entity on any such act, omission or statement or intimation occurring during Council or Committee meetings. Any person or legal entity who acts or fails to act in reliance upon any statement, act or omission made in a Council or Committee meeting does so at that person's or legal entity's own risk.

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

The City of Nedlands wishes to advise that any plans or documents contained within this agenda may be subject to copyright law provisions (*Copyright Act 1968, as amended*) and that the express permission of the copyright owner(s) should be sought prior to their reproduction.

It should be noted that Copyright owners are entitled to take legal action against any persons who infringe their copyright. A reproduction of material that is protected by copyright may represent a copyright infringement.

1. Public Question Time

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

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

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

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

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

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

Question

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

Answer

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

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

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

3. Disclosures of Financial Interest

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

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

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

4. Disclosures of Interests Affecting Impartiality

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

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

“With regard to the matter in item x..... I disclose that I have an association with the applicant (or person seeking a decision). As a consequence, there may

be a perception that my impartiality on the matter may be affected. I declare that I will consider this matter on its merits and vote accordingly.”

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

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

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

6. Confirmation of Minutes

6.1. Traffic Management Committee Meeting 21 June 2011

The minutes of the Traffic Management Committee meeting held on 21 June 2011 are to be confirmed.

7. Items for Discussion

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

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

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

Purpose

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

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

Recommendation to Committee

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

Strategic Plan

KFA 1 Infrastructure

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

Background

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

Proposal Detail

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

Consultation

Required by legislation: Yes No

Required by City of Nedlands policy: Yes No

Legislation

Not applicable.

Budget/financial implications

Budget:

Within current approved budget: Yes No

Requires further budget consideration: Yes No

Financial:

Financial impacts will be addressed on a case by case basis in the individual reports to the Traffic Management Committee.

Risk Management

The Committee is able to ensure that any requests are 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, completed items will be deleted from the list after each meeting.

Conclusion

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

Attachments

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

7.2. Traffic and Parking Hot Spots throughout the City

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

Purpose

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

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

Recommendation to Committee

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

Strategic Plan

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

Background

At the Traffic Management Committee meeting held on 15 September 2009 the Committee requested Administration provides additional information on traffic and parking hot spots throughout the

City of Nedlands. Maps were prepared indicating all traffic and parking hot spots throughout the City.

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

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

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

Key previous decisions:

21 June 2011 - Traffic Management Committee meeting

- a) accept the report on the Strategic Traffic Management Workshop
- b) accept principles of the report
- c) develops an action plan in accordance with attachment 1

Proposal Detail

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

Consultation

Required by legislation: Yes No

Required by City of Nedlands policy: Yes No

Legislation

City of Nedlands Parking and Parking Facilities Local Law 2002.

Budget/financial implications

Budget:

Within current approved budget: Yes No

Requires further budget consideration: Yes No

Financial:

Financial impacts will be addressed on a case by case basis and addressed in their individual report to Traffic Management Committee.

Risk Management

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

Discussion

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

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

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

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

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

Conclusion

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

Attachments

1. Map entitled TMC_34.1_11

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

7.3. Alfred Road and Nidjalla Loop, Swanbourne – Safety and Accident Analysis

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

Purpose

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

Note: the Committee has delegated authority on this matter.

Recommendation to Committee

Committee:

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

Strategic Plan

KFA 1 Infrastructure

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

Background

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

Key previous decisions:

Nil

Proposal Detail

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

Consultation

Required by legislation: Yes No

Required by City of Nedlands policy: Yes No

Legislation

Main Roads Act 1930

Budget/financial implications

Budget:

Within current approved budget: Yes No

Requires further budget consideration: Yes No

Financial:

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

Risk Management

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

Discussion

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

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

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

The ‘T-junction ahead’ sign (W2-3) in attachment 1 will be installed at the appropriate location as per the layout of the road (including the direction of the ‘T junction’ and has been represented for illustrative purposes only.

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

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

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

Alfred Rd	Between West Coast Hwy & Narla Rd	March 2007	9330	290	67	DDA
-----------	-----------------------------------	------------	------	-----	----	-----

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

Conclusion

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

Attachments

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

7.4. Allen Park Precinct – Local Area Traffic Management

Applicant	City of Nedlands
Owner	City of Nedlands
Officer	Luke Marsden - Parking Strategy Coordinator
Director	Ian Hamilton - Director Technical Services
Director Signature	
File ref.	TFM/009
Previous Item No's	Item 7.1, Traffic Management Committee 18 May 2010 Item 7.4, Traffic Management Committee 29 June 2010 Item 7.4, Traffic Management Committee 17 August 2010 Item 7.8, Traffic Management Committee 1 February 2011 Item 8.1, Traffic Management Committee 5 April 2011
Disclosure of Interest	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

Purpose

To provide the Traffic Management Committee with extensive details of traffic counts including bi-directional counts, hourly counts, graphical charts and results of key warrants for the potential to install traffic calming practices.

Note: the Committee has delegated authority on this matter.

Recommendation to Committee

Committee:

1. **Receives the details of the extensive traffic counts undertaken in September 2010, November 2010, January 2011 and March 2011;**
2. **Notes that the traffic counts and key warrants rankings are within the acceptable limits of MRWA functional hierarchy classifications be received; and**
3. **Agrees with the recommendation of the key warrants for the instillation of traffic calming practices to be reviewed in six (6) months time.**

Strategic Plan

- KFA 1 Infrastructure
- 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.
- 1.3 Provide and maintain quality passive and active recreational and leisure facilities and open space to meet community needs.
- KFA 6 Community Engagement
- 6.2 Encourage community participation in the City's decision making processes.

Background

At the Traffic Management Committee meeting on 29 June 2010 Mr Mark Newland (72 Wood St Swanbourne) spoke on the submission that was prepared by himself regarding potential improvements in local area traffic management for the Allen Park precinct. This submission was tabled by Cr. Smyth at the Traffic Management Committee meeting on 18 May 2010.

The Traffic Management Committee discussed the submission and report on 17 August 2010, and Administration was required to undertake a number of key recommendations.

Key previous decisions:

17 August 2010 - Traffic Management Committee recommended that administration:

- undertakes traffic counts including weekend statistics
- installs "No Stopping Road or Verge" signage and line-marking to improve the sight visibility
- investigates the cost to undertake a future study of the entire Allen Park/Swanbourne precinct
- incorporates the findings of (a) through to (c) of the original recommendation and criteria regarding Key Warrants when considering
- the report on solutions to traffic and parking problems pertaining to the Swanbourne Master plan be presented at the next Traffic Management Committee Meeting

Proposal Detail

This report is presented to the Traffic Management Committee to consider the information presented, including new extensive detailed analysis of traffic counts and the evaluation of the key warrants check in respect of any future traffic study or modifications in the Allen Park Precinct.

Consultation

Required by legislation: Yes No

Required by City of Nedlands policy: Yes No

Administration has not undertaken any consultation within the immediate Allen Park Precinct area as there has been no proposed changes or modifications presented to the Traffic Management Committee to date.

Legislation

Main Roads Act 1930

Budget/financial implications

Budget:

Within current approved budget: Yes No

Requires further budget consideration: Yes No

Financial:

In line with the evaluation of the key warrants check and MRWA functional hierarchy classifications, there is no requirement to provide funding for any future traffic study or modifications in the Allen Park Precinct area.

Risk Management

Administration has utilised the Council approved criteria and key warrants for installing traffic calming practices to ascertain the status of the area and whether traffic calming is justified. According to the ranking system, the City is to review traffic data in six (6) months and that no report to the Traffic Management Committee is required.

Discussion

It is acknowledged and commended that local resident; Mr. Mark Newland has undertaken his own visual analysis of the traffic and obtained various traffic data as well as traffic surveys from residents in the area. Administration can only supply details within this report based on the key recommendations of the Traffic Management Committee and Council.

At present, administration has neither the resources nor available funds to undertake further video or other surveillance other than that which is identified within the body of this report.

Administration previously utilised the criteria / key warrants for installing traffic calming practices to ascertain the status of the area and whether traffic calming is justified. Kirkwood Road, Swanbourne (between Wood Street and North Street) and Wood Street, Swanbourne (between Langoulant Road and Kirkwood Road) are the main road sections of concern and therefore have been evaluated. The results, as follows conclude that the City is to review the traffic data after six (6) months and twelve (12) months respectively.

In addition to the previous information presented to the Traffic Management Committee on 17 August 2010 criteria / key warrants for installing traffic calming practices, Administration has undertaken a further key warrants check.

Example: Kirkwood Road / Wood Street combined - North Street to Wood Street and Wood Street to Langoulant Road.

Traffic Parameter	Value	Point	Actual
Traffic Study Data			
Traffic Volumes	>2000 vpd >1000 vpd >500 vpd <500 vpd	15 10 5 0	10
85th Percentile Speed and Median Speed (EACH)	>10 kph above posted speed >7 kph above posted speed >5 kph above posted speed <5 kph above posted speed	15 10 5 0	5
Number of crashes in the last 5 years	>5 crashes (injury) • Between 3 to 5 crashes in 5 years • Between 1 to 2 crashes in 5 years • No crashes in 5years	15 10 5 0	15
Road Characteristics			
Parking	• Heavy - 80% occupied • Moderate - 50% occupied • Low - 30% occupied • Rarely Occupied	4 2 1 0	1
Land Use & Area Characteristics	• Dense Residential/Commercial/Industrial/School/Town Centres • Medium density Residential/Commercial/Industrial/Senior Homes/Hospitals/Nursing Homes • Lowly density	4 2	1

	Residential/Commercial/Industrial/ Sporting Complex/Parks/Car parks	1	
Bus Routes	• Frequent Routes – Minimum 5 per day	4	0
	• Infrequent Routes – less than 5 per day	2	
	• School bus routes	1	
	• No Bus Routes	0	
Heavy Vehicle restrictions	• 3T restriction	4	1
	• 5T restriction	2	
	• 10T restriction	1	
Footpaths	• No footpaths	4	2
	• Partial F/P or on one side	2	
Pedestrian facilities	• Any formal crossing	4	2
	• Any crossing facility (refuges)	2	
Road Width	• Less than 6 m	4	2
	• Between 6m and 10 m	2	
	• Between 10m and 15m	1	
Road Length	• Greater than 500 m	4	4
	• Between 100 m and 500 m	2	
Existing traffic calming devices	• Heavy	0	3
	• Moderate	1	
	• Low	3	
	• None	3	
Community Support & Other factors	• Petition	5	5
	• City of Nedlands residents/ratepayers	5	
	• Non residents	3	
TOTAL (maximum =85)			51
Percentage			60
Rank			3

The following ranking indicates the action to be taken according to the percentages shown in the above table. The combined Kirkwood Road and Wood Street example recommends that the City is to review traffic data in six (6) months and that no report to the Traffic Management Committee is required.

Criteria	Rank	
>75 %	1	Report to Traffic Management Committee with a recommendation of

		providing traffic calming devices.
61-75 %	2	Report to Traffic Management Committee and discuss possibility of providing traffic calming.
41-60 %	3	Council to review traffic data in 6 months (No report to Traffic Management Committee required)
25-40 %	4	Monitor street and review traffic data after 12 months (No report to Traffic Management Committee required)
<25 %	5	Do Nothing
Speed		That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5km/h, the street be referred to the WA Police for monitoring and/or enforcement.

Administration acknowledges that Allen Park is subject to an increase in users, predominantly on weekends for all types of groups. It is utilised as a training facility on most weekday afternoons and evenings for various sporting groups. Other attractions in the area that have an influence include the WA Bridge Club and hiring out of Council owned buildings for events. This presents an increase in vehicle numbers to the area and from a parking perspective as there is only limited formal parking available.

Furthermore, the City's investigation shows that Wood St, Kirkwood Road, Clement Street, Odern Crescent and Marine Parade are classified by Main Roads WA (MRWA) as "Access Roads", which are designed to accommodate up to 3000 vehicles per day (VPD).

Latest traffic data (2010 / 2011) within each of the nine (9) locations can be analysed as per the Attachment 1. In general, it identifies the VPD at its peak is less than 250VPD, well down on the MRWA's 'access road' definition of 3000VPD.

Therefore the majority of the traffic counts undertaken between September 2010 and February 2011 are within the acceptable limits of MRWA functional hierarchy classifications. The exception is Marine Parade which had in excess of the classification of an access road predominantly on weekends. These traffic volumes are indicative of summer weekends for access to a popular location and 85th percentile is between 42km/h and 45km/h which are regarded as an acceptable speed.

There are certain trends that can be identified within the data captured. Peak hour traffic trends can be seen in the morning between (7am to 9am) and in the afternoon (4pm to 6pm) across most of the traffic

counts with the exception of Marine Parade. Hourly vehicle counts in both mono-directional and bi-directional are within an acceptable tolerance.

North Street is classified by Main Roads WA (MRWA) as a 'Local Distributor Road' (LD), which is designed to accommodate up to 6000 vehicles per day (VPD).

Latest traffic counts undertaken on North Street within proximity of West Coast Highway indicate that the level of traffic is higher than the MRWA functional hierarchy classification.

Rd Name	Location	Date	AWDT	CV	0.85	Road Hierarchy
North St	Between Marine Pde & Walba Way	January 2008	5564	223	50	LD
North St	Between Griver St & Walpole St	February 2008	9056	308	57	LD
North St	Between Lyons St & Marmion St	March 2009	8049	290	54	LD

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

Administration has used crash tools information supplied by Main Roads WA (MRWA) (10 year period from 2000 to 2010) and have identified that there have been 3 crashes at the intersection of Kirkwood Road and Wood Street. Of those 3 crashes, 2 have been within the 5 year period from 2006 to 2010. The level and severity of the crashes at this intersection would be insufficient to attract MRWA black spot funding.

Previous data supplied for Swanbourne traffic counts are not reviewed by officers other than for collating the data to be presented, i.e. AWDT, commercial vehicles and 85% percentile of vehicle speed. In order to undertake a detailed analysis, this would require extensive time by officers and they are supplied as a guide for measurement against that of the MRWA functional hierarchy classifications.

Conclusion

With the latest traffic counts including weekend statistics and the results of the latest key warrants ranking, the City is to monitor the Allen Park Precinct area in a further six (6) months.

Attachments

1. Traffic counts – Allen Park Precinct

7.5. Swanbourne Beach – Upper car park improvements

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

Purpose

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

Note: the Committee has delegated authority on this matter.

Recommendation to Committee

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

Strategic Plan

KFA 1: Infrastructure

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

KFA 4: Community Wellbeing

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

KFA 5: Governance

5.9 Identify, manage and seek to minimise risk.

Background

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

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

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

Proposal Detail

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

Consultation

Required by legislation: Yes No

Required by City of Nedlands policy: Yes No

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

Legislation

City of Nedlands community consultation policy

Budget/financial implications

Budget:

Within current approved budget: Yes No

Requires further budget consideration: Yes No

Financial:

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

Risk Management

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

Discussion

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

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

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

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

Conclusion

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

Attachments

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

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

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

Purpose

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

Note: the Committee has delegated authority on this matter.

Recommendation to Committee

Committee:

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

Strategic Plan

- KFA 1 Infrastructure
 - 1.2 Design and construct infrastructure in accordance with Australian standards and guidelines.
 - 1.3 Provide and maintain quality passive and active recreational and leisure facilities and open space to meet community needs.
- KFA 6 Community Engagement
 - 6.2 Encourage community participation in the City’s decision making processes.

Background

The Traffic Management Committee previously approved the proposal to implement timed parking restrictions in the former Hollywood High School area on 17 August 2010. The Committee also approved restricting verge parking on Verdun Street between Monday and Friday, 8am – 5pm respectively. It was requested that Administration report back to the Traffic Management Committee, the effectiveness of the parking restrictions at the conclusion of the trial period which ended February 2011.

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

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

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

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

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

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

Key previous decisions:

1 March 2011 Traffic Management Committee:

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

17 August 2010 Traffic Management Committee:

Committee approves within the terms of reference of this committee, a Six (6) month trial of the following parking restrictions around the Hollywood Ward Development as per attached map entitled Ned_17_10 and reports back to the Traffic Management Committee on its findings.

Proposal Detail

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

Consultation

Required by legislation: Yes No

Required by City of Nedlands policy: Yes No

Consultation type: Dates:

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

Legislation

Not Applicable

Budget/financial implications

Budget:

Within current approved budget: Yes No

Requires further budget consideration: Yes No

Financial:

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

Risk Management

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

Discussion

As a direct result of the redevelopment works at the Queen Elizabeth the Second (QEII) hospital, there has been a continuous reduction in the amount of on-site parking at the hospital for staff. The consequence of this was that other prone areas within close proximity of the hospital were being utilised for all day parking. Subsequently, the verge on the east side of Smyth Road between Verdun Street and Monash Avenue has become one of those areas and is heavily occupied with vehicles parking all day (refer to attachment 1).

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

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

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

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

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

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

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

Conclusion

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

Attachments

1. Photos from Street Level
2. Aerial Photos

Date of next meeting

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

Declaration of Closure

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

A handwritten signature in black ink, appearing to read 'Graham Foster', with a small circular mark at the end of the signature.

Graham Foster
Chief Executive Officer