



TOWN OF CLAREMONT

ORDINARY COUNCIL MEETING

MINUTES

TUESDAY 16 AUGUST, 2016

Stephen Goode

CHIEF EXECUTIVE OFFICER

Date:

DISCLAIMER

Would all members of the public please note that they are cautioned against taking any action as a result of a Council decision tonight until such time as they have seen a copy of the Minutes or have been advised, in writing, by the Council's Administration with regard to any particular decision.

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TOWN OF CLAREMONT
ORDINARY COUNCIL MEETING
16 AUGUST, 2016
MINUTES

1 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

His Worship the Mayor, Mr Jock Barker, welcomed members of the public, staff and Councillors and declared the meeting open at 7:00pm.

2 RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE

ATTENDANCE

Mayor Barker

Cr Karen Wood

West Ward

Cr Peter Edwards

West Ward

Cr Peter Browne

West Ward

Cr Chris Mews

South Ward

Cr Jill Goetze

South Ward

Cr Paul Kelly

South Ward

Cr Bruce Haynes

East Ward

Cr Alastair Tulloch

East Ward

Mr Stephen Goode (Chief Executive Officer)

Mr Les Crichton (Executive Manager Corporate and Governance)

Mr Saba Kirupanather (Executive Manager Infrastructure)

Ms Liz Ledger (Executive Manager People and Places)

Ms Katie Bovell (Governance Officer)

Seven members of the public

Two members of the press

APOLOGIES

Cr Kate Main (Leave of Absence)

3 DISCLOSURE OF INTERESTS

NIL

4 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

NIL

5 PUBLIC QUESTION TIME

**Mr John Gibbons, 8 Langsford Street, Claremont.
Re: Implementation of Precinct Parking Zones.**

Question: Will Council be considering the item on Implementation of Precinct Parking Zones tonight?

Answer: The Mayor responded that the item was on the Agenda.

6 PUBLIC STATEMENT TIME

**Mr Ken Craig, 124 Guger Street, Claremont.
Re: Item 13.3.1, Loch Street, Guger Street and Railway Road Intersection Modification Works – City of Nedlands - National Black Spot Funding.**

Mr Craig spoke against the officer recommendation requesting the item be deferred to allow for an on-site inspection with Councillors.

**Mr Allan McCarthy, 122 Guger Street, Claremont.
Re: Item 13.3.1, Loch Street, Guger Street and Railway Road Intersection Modification Works – City of Nedlands - National Black Spot Funding.**

Mr McCarthy spoke against the officer recommendation requesting the item be deferred to allow for an on-site inspection with Councillors.

7 APPLICATIONS FOR LEAVE OF ABSENCE

Moved Cr Browne, seconded Cr Kelly

That Cr Wood be granted Leave of Absence for 20 September 2016 Council.

**CARRIED(126/16)
(NO DISSENT)**

8 PETITIONS/DEPUTATIONS/PRESENTATIONS**8.1 PETITION – GRANGE STREET PARKING.**

Moved Cr Tulloch, seconded Cr Wood

That the petition be received.

**CARRIED(127/16)
(NO DISSENT)**

9 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

Moved Cr Mews, seconded Cr Goetze

That the minutes of the Ordinary Meeting of Council held on 2 August 2016 be confirmed.

**CARRIED(128/16)
(NO DISSENT)**

**10 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETING
MAY BE CLOSED TO THE PUBLIC**

NIL

11 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

NIL

12 REPORTS OF COMMITTEES

NIL

13 REPORTS OF THE CEO

13.1 CHIEF EXECUTIVE OFFICER

13.1.1 CUSTOMER EXPERIENCE CHARTER

| | |
|-------------------------------|--|
| File Ref: | COM/00050 |
| Attachments: | Customer Experience Charter Town of Claremont automatic reply email |
| Responsible Officer: | Stephen Goode Chief Executive Officer |
| Author: | Catherine Bohdan Manager Business Improvement |
| Proposed Meeting Date: | 16 August 2016 |

Purpose

To provide Council a report on the Town's Customer Experience Charter.

Background

The Claremont way is how we are able to demonstrate that we are a best practice boutique local government that is in touch and responsive to our community.

We want to build a culture of customer service to ensure satisfying experiences.

Formalising a Customer Experience Charter is a major step that will assist in driving us towards best practice and achieving *the Claremont way*, as the charter sets out the standard of service that our customers can expect in its dealings with the Town.

Discussion

Customer Experience is defined as how customers perceive their interactions with the Town of Claremont. An interaction is when we and our customers have a two-way exchange.

When customers navigate our web site, phone in, visit the office, talk to any one of us, use any of our services or receive a response to their emails. That is when they are making judgments about whether or not we meet their needs, are easy to do business with and are enjoyable to do business with.

Our Customer Experience Charter sets out our commitment to provide our customers, with the service that they can expect. The document sets out our service level agreements and includes how the Town handles complaints.

The intent of the Charter is to fully communicate all aspects of what customer service means to the Town, our employees and our customers. The charter is a written policy that communicates the Town's commitment to doing business with others. It incorporates the purpose, scope and standards of your business's commitment to customer service so that both our employees and customers know what to expect.

The Customer Experience Charter is supported by the Customer Relations Module in Council First, which captures all the Town's interactions and timeframes with our customer. Reporting is in place to track and analyse these interactions.

Past Resolutions

N/A

Financial and Staff Implications

N/A

Policy and Statutory Implications

N/A

Communication / Consultation

The Customer Experience Charter (Attachment 1) is available on the Town of Claremont website by <http://www.claremont.wa.gov.au/Services/Customer-Relations>

A link to the Customer Experience Charter is also provided in the automatic reply when an email is sent to the Town's email address (Attachment 2).

Strategic Community Plan**Governance and Leadership**

We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.

- Focus on improved customer service, communication and consultation.

Urgency

N/A

Voting Requirements

Simple majority decision of Council required.

Moved Cr Wood, seconded Cr Kelly

That Council notes the Customer Experience Charter.

**CARRIED(129/16)
(NO DISSENT)**

13.2 CORPORATE AND GOVERNANCE

13.2.1 PARKING LOCAL LAW 2016

| | |
|-------------------------------|--|
| File Ref: | LAW/00279 |
| Attachments: | Town of Claremont (amended) Parking Local Law 2016 |
| Responsible Officer: | Les Crichton Executive Manager Corporate and Governance |
| Author: | Brian Kavanagh Manager Statutory Services |
| Proposed Meeting Date: | 16 August 2016 |

Purpose

Council to endorse and adopt the amended Town of Claremont's Parking Local Law 2016.

Background

At the 17 May 2016 Ordinary Council Meeting, Council resolved to adopt the Town of Claremont *Parking Local Laws 2016 (PLL)*, the purpose and effect of which are:

1. Purpose: To regulate parking of vehicles within the Town of Claremont and provide for management and operation of parking facilities under the control of the Town. This repeals *Parking Local Law 2012*.
2. Effect: A person parking a vehicle within the Town is to comply with the provisions of this Local Law.

As required by the *Local Government Act 1995 (Act)*, a copy of the adopted *PLL* was sent to the Department of Local Government and Communities (DLGC).

Discussion

The DLGC has now responded to the Town and requested a portion of Clause 7.15 be removed from the *PLL*. Clause 7.15 refers to Stopping in a parking stall for people with disabilities. On further discussion, the Town's solicitors recommended the Town remove all of clause 7.15 as the provisions under the *Local Government (Parking for People with Disabilities) Regulations 2014 (Reg. 2014)* enable the Town to enforce the requirements.

Reg. 14 establishes a penalty of \$2000 and a modified penalty of \$300 for parking unlawfully in a permit parking area. The local law is currently drafted with a maximum fine of \$5000 and a modified penalty of \$300. These penalties are inconsistent with those established by the Regulations and the Town is unable to establish an unmodified penalty of \$2000 and a modified penalty of \$300 under the local law as the *Act* only permits modified penalties which are no more than 10% of the unmodified penalty. Removal of the clause removes the inconsistency and enables the Town to enforce the Regulations directly rather than attempt to mirror them in the local law.

Reg. 2014 was introduced in October 2014 following review and repeal of the *Local Government (Parking for Disabled Persons) Regulations 1988*.

Other minor amendments to the *PLL* have been to correct formatting and spelling anomalies.

The Town's current signage is compliant with Reg.2014.

Following Council's endorsement of the amended *PLL*, it will be gazetted and implemented.

Past Resolutions

Ordinary Council Meeting 17 May 2016 Resolution 83/16:

That Council adopt the draft Town of Claremont Parking Local Laws 2016 (with amendments to clause 4.1 (3) (b), in accordance with Section 3.12 (5) (6) of the Local Government Act 1995, the purpose and effect of which are:

Parking Local Law 2016-

- 1. Purpose: To regulate parking of vehicles within the Town of Claremont and provide for management and operation of parking facilities under the control of the Town. This repeals Parking Local Law 2012.*
- 2. Effect: A person parking a vehicle within the Town is to comply with the provisions of this Local Law.*

Ordinary Council Meeting 15 March 2016, Resolution 39/16:

That Council advertise the Town of Claremont draft Parking Local Laws 2016, in accordance with Section 3.12 of the Local Government Act 1995-

- (a) Purpose: To regulate parking of vehicles within the Town of Claremont and provide for management and operation of parking facilities under the control of the Town. This repeals Parking Local Law 2012.*
- (b) Effect- A person parking a vehicle within the Town is to comply with the provisions of this Local Law.*

Ordinary Council Meeting 4 February 2014, Resolution 5/14:

That Council resolves to advertise the Town of Claremont Parking Local Law 2014, in accordance with section 3.12 of the Local Government Act 1995, the purpose and effect of which are:

- 1. Purpose: The purpose of this local law is to review the Parking Local Law 2012.*
- 2. Effect: The effect of this local law is to control the parking within the Town of Claremont for the benefit of the community.*

Ordinary Council Meeting 20 August 2013 Resolution 249/13

That Council:

- 1. Amend the Town of Claremont Parking Local Law 2012 by repealing the \$300 modified penalty at item 82 in Schedule 2 and amending this penalty to \$120;*
 - 2. Advise the Joint Standing Committee on Delegated Legislation that until the current Notice of Motion in the Legislative Council to disallow the Town of Claremont Parking Local Law 2012 is withdrawn, the \$300 modified penalty will not be enforced;*
-

3. *Will not exclude "assistance animals" from Clause 4.1 of the Town of Claremont Dogs Local Law 2012 as defined in section 9(2) of the Disability Discrimination Act 1992 from public places in its district;*
4. *Will rectify drafting errors identified by the Joint Standing Committee on Delegated Legislation when the Dogs Local Law 2012 is next reviewed;*
5. *Ensure the Dogs Local Law 2012 is made publicly available, whether in hard copy or electronic form, it be accompanied by a copy of these undertakings; and*
6. *Provide the Joint Standing Committee on Delegated Legislation with a copy of these minutes.*

Ordinary Council Meeting 19 March 2013, Resolution 43/13

ALTERNATIVE MOTION

That Council adopt the draft Town of Claremont Parking Local Laws 2012 and Dogs Local Law 2012 (as per Attachments), in accordance with Section 3.12 of the Local Government Act 1995, the purpose and effect of which are:

Parking Local Law 2012-

1. *Purpose: The purpose of this local law is to repeal the Parking and Parking Facilities Local Law 2009 and adopt the Parking Local Law 2012.*
2. *Effect: The effect of this local law is to control the parking within the Town of Claremont for the benefit of the community.*

With the following Amendment -

Except for the removal of the nominated days and times from the Local Law Schedule.

Reason: To maintain the lessened restrictions on parking on Sunday's in the Claremont CBD to benefit of the businesses of Claremont trying to build business for Sunday trade, and for the benefit of the general community.

Dogs Local Law 2012-

1. *Purpose: The purpose of this local law is to repeal the Dogs Local Law 2000 and include new dog exercise areas and prohibited areas in the new Dogs Local Law 2012.*
2. *Effect: The effect of this local law is to control dogs within the Town of Claremont for the benefit of the community.*

MOTION TO DEFER BACK

That the item be deferred back to Administration.

Reason: To enable further clarification on a number of clauses and fees proposed within the draft local laws.

Ordinary Council Meeting 21 August 2012, Resolution 157/12:

That Council resolves to advertise the Town of Claremont Dogs Local Law 2012 and Town of Claremont Parking Local Laws 2012, in accordance with Section 3.12 of the Local Government Act 1995, the purpose and effect of which are:

Dogs Local Law 2012-

1. *Purpose: The purpose of this local law is to review the Dogs Local Law 2000 and include new dog exercise areas and prohibited areas.*
2. *Effect: The effect of this local law is to control dogs within the Town of Claremont for the benefit of the community.*

Parking Local Law 2012-

1. *Purpose: The purpose of this local law is to review the Parking and Parking Facilities Local Law 2009.*
2. *Effect: The effect of this local law is to control the parking within the Town of Claremont for the benefit of the community.*

Financial and Staff Implications

Resource requirements are in accordance with existing budgetary allocation.

Policy and Statutory Implications

Local Government Parking for People with Disabilities Regulations 2014

Sections 3.5 and 3.12 of the *Local Government Act 1995* states-

3.5. Legislative power of local governments

1. *A local government may make local laws under this Act prescribing all matters that are required or permitted to be prescribed by a local law, or are necessary or convenient to be so prescribed, for it to perform any of its functions under this Act.*
2. *A local law made under this Act does not apply outside the local government's district unless it is made to apply outside the district under section 3.6.*
3. *The power conferred on a local government by subsection (1) is in addition to any power to make local laws conferred on it by any other Act.*
4. *Regulations may set out –*
 - (a) matters about which, or purposes for which, local laws are not to be made;*
or
 - (b) kinds of local laws that are not to be made,*
and a local government cannot make a local law about such a matter, or for such a purpose or of such a kind
5. *Regulations may set out such transitional arrangements as are necessary or convenient to deal with a local law ceasing to have effect because the power to make it has been removed by regulations under subsection (4).*

3.12. Procedure for making local laws

1. *In making a local law a local government is to follow the procedure described in this section, in the sequence in which it is described.*
2. *At a council meeting the person presiding is to give notice to the meeting of the purpose and effect of the proposed local law in the prescribed manner.*
3. *The local government is to –*
 - (a) give Statewide public notice stating that –*
 - (i) the local government proposes to make a local law the purpose and effect of which is summarized in the notice;*
 - (ii) a copy of the proposed local law may be inspected or obtained at any place specified in the notice; and*

- (iii) *submissions about the proposed local law may be made to the local government before a day to be specified in the notice, being a day that is not less than 6 weeks after the notice is given;*
- (b) *as soon as the notice is given, give a copy of the proposed local law and a copy of the notice to the Minister and, if another Minister administers the Act under which the local law is proposed to be made, to that other Minister; and*
- (c) *provide a copy of the proposed local law, in accordance with the notice, to any person requesting it.*
- 3a. *A notice under subsection (3) is also to be published and exhibited as if it were a local public notice.*
4. *After the last day for submissions, the local government is to consider any submissions made and may make the local law* as proposed or make a local law* that is not significantly different from what was proposed.*
- * Absolute Majority Required.*
5. *After making the local law, the local government is to publish it in the Gazette and give a copy of it to the Minister and, if another Minister administers the Act under which the local law is proposed to be made, to that other Minister.*
6. *After the local law has been published in the Gazette the local government is to give local public notice –*
- (a) *stating the title of the local law;*
- (b) *summarizing the purpose and effect of the local law (specifying the day on which it comes into operation); and*
- (c) *advising that copies of the local law may be inspected or obtained from the local government's office.*
7. *The Minister may give directions to local governments requiring them to provide to the Parliament copies of local laws they have made and any explanatory or other material relating to them.*
8. *In this section – making ~ in relation to a local law, includes making a local law to amend the text of, or repeal, a local law.*

The *Local Government (Functions and General) Regulations 1996* states-

3. *Notice of purpose and effect of proposed local law - s. 3.12(2)*
- For the purpose of section 3.12, the person presiding at a council meeting is to give notice of the purpose and effect of a local law by ensuring that –*
- (a) *the purpose and effect of the proposed local law is included in the agenda for that meeting; and*
- (b) *the minutes of the meeting of the council include the purpose and effect of the proposed local law.*

Communication / Consultation

The local government is to publish the local law in the Gazette and provide a copy to the Minister.

Strategic Community Plan

Liveability

We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.

- Develop the public realm as gathering spaces for participation and enjoyment.

People

We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.

- Play an integral role in local safety and crime prevention.

Urgency

N/A

Voting Requirements

ABSOLUTE MAJORITY DECISION OF COUNCIL REQUIRED.

(The Mayor read aloud the effect and purpose of the proposed local law.)

Moved Cr Edwards, seconded Cr Mews

That Council;

1. **Adopt the Town of Claremont Parking Local Laws 2016 (amended to delete clause 7.15 relating to stopping in a parking stall for people with disabilities and correct minor formatting anomalies) in accordance with Section 3.12(4) of the Local Government Act 1995, the purpose and effect of which are:**

Parking Local Law 2016-

Purpose: To regulate parking of vehicles within the Town of Claremont and provide for management and operation of parking facilities under the control of the Town. This repeals Parking Local Law 2012.

Effect: A person parking a vehicle within the Town is to comply with the provisions of this Local Law;

and

2. **Authorise the Mayor and the Chief Executive Officer to sign the Parking Local Law 2016 and affix the Common Seal.**

**CARRIED BY AN ABSOLUTE MAJORITY(130/16)
(NO DISSENT)**

13.2.2 IMPLEMENTATION OF PRECINCT PARKING ZONES

| | |
|-------------------------------|--|
| File Ref: | LAW/00089 |
| Attachments: | Precinct Parking Map Luxmoore Parking and Safety North East Precinct Parking Plan Proposed Parking Permit Policy |
| Responsible Officer: | Les Crichton Executive Manager Corporate and Governance |
| Author: | Brian Kavanagh Manager Statutory Services |
| Proposed Meeting Date: | 16 August 2016 |

Purpose

Council to approve the implementation of Precinct Parking Zones.

Background

The increasing development of residential units/commercial/office space throughout the locality, combined with the expansion of private schools faculties, Bethesda hospital and aged care facilities has placed significant strain on the number of available on-street parking spaces in the district.

This has been exacerbated by the growing draw by PTA commuters accessing the Claremont Railway Station and parking all day on local residential streets, together with the number of large homes and residents with an expectation to be provided with parking permits to allow multiple cars to park on the street.

Currently the strategies being employed by the Town (and others) to manage parking in the town centre precinct and local streets consist of timed parking restrictions being applied to a small number of local streets, timed parking restriction to public car parking stations, paid parking in Claremont Quarter/Time Square, and parking permits being distributed to residents to enable residents or their visitors to park in the street contrary to timed parking restrictions.

A parking forum was held in August 2014 and Councillors provided the following priorities;

- orderly rationing of scarce resources (on-street bays)
 - limit on number of permits for residents in group housing /apartments
 - new technology options
 - consistency with parking controls across precincts
 - put a price on permits
 - additional enforcement resource
 - lots of parking on demand
 - introduce parking zones
 - policing parking laws (tougher approach)
 - integrate controls across and between zones- time restricted parking – precinct wide.
-

At a subsequent forum presentation in November 2015, Councillor's supported the following actions to be implemented;

- introduce Parking zones
- introduce timed parking throughout zones
- combination of timed parking and parking permit to all streets in the zones
- introduce an application/registration fee for permits
- a limit of permits to each single residential property in the zone (maximum per property and only the owner can make application)
- review of parking local law
- develop a parking permit policy.

In May 2016, Council resolved to repeal the Town of Claremont's Parking Local Law 2012 and adopt the updated Parking Local Law 2016.

A draft Parking Permit Policy has been prepared which provides a maximum of one parking permit to each single residential property.

A fee of \$20 for the application/registration for parking permits has been established in the Town's 2016-17 schedules of fees and charges. While similar to other local governments (Subiaco-\$30; Vincent-\$27), the fee neither reflects full recovery of administration fees associated with issuing the permit, nor does it place a value on the provision of a public asset (road) to park private vehicles.

An alternative to the current fee is to place a value on this access to public land when issuing a permit, for example first free, second \$150, third or more \$200 each.

The Town engaged Luxmoore Parking and Safety Consultancy to prepare a model Precinct Parking Plan for use in the Central North, Central South, Central East Central West, and Loch Street Station Precincts (Attachment 1). In addition the consultants prepared a North East Precinct Plan (Attachment 2) to deal specifically with parking surrounding the Claremont Oval. The North East Precinct requires a mix of strategies to be employed over the next 10 years with the area initially under construction and then occupied, by multiple high-rise dwellings, commercial businesses, retail shops, and the redevelopment of Claremont Football Club facilities. With the growth in residents and visitors to the NEP, there will be a greater demand for parking with no significant corresponding increase in available parking space.

Discussion

The review of the Town's current parking strategies was undertaken to ensure parking of vehicles for residents, visitors and employees working in the town centre can be achieved with an orderly and structured process.

There are some key measures identified in the Precinct Parking Plan which include the number of available on-street bays, location of on-street paid parking, time restrictions, resident parking permit policy, mobility parking, and reductions in parking and spill-over areas.

The information presented to the Councillor's Forum in November 2015 confirmed the shortfall of on-street bays (town wide) against the number of residential dwellings, the number of parking permits currently being issued, and the number of off-street parking bays controlled or managed by the Town.

The Town has

- 3,768 single dwellings with 4,900 rateable assessments,
- space for 2,523 on-street parking bays (town wide) available however this does not include provision for sight lines from driveways, and assumes parking on both sides of the road,
- issued 571 parking permits to residents in 2015-16,
- six Parking Stations which provides 424 car bays, and
- nine private Parking Stations which provide an additional 572 bays under its management.

The results of the survey provided by Councillors in November 2015 supported

- introduction of parking precincts,
- introduction of timed parking throughout precincts,
- a combination of timed parking and parking permit to all streets within the precincts, and
- introduction of an application/registration fee for permits.

The proposed precincts (Attachment 1) provide a dedicated parking regime that is continuous and consistent over all precincts.

Each precinct is located adjacent to either a school, university, hospital, age care facilities, commercial/office, the Royal Show grounds, main railway /bus routes, and in most cases a combination of each. All have limited on-street parking bays available to meet the expectations of residents and their visitors to park adjacent to the residential property. The competition for access to the on-street bays is increasing due to expansion of school facilities. An increasing number of older students (years 11&12) are driving to school and on-street bays in nearby residential streets has become an option for students to park.

The increase in retail/commercial opportunities, expansion of age care/hospital facilities, UWA campus and PTA commuters using Swanbourne, Claremont and Loch Street stations attracts more people to the precincts and compounds the competition for the limited number of available on-street bays to the detriment of the residents or their visitors.

The current permit parking system is inefficient and costly to administer. It does not allow the effective use of spaces and allows abuse by eligible and unauthorised permit holders. It also places an inequitable burden on those ratepayers who provide their own parking within the property boundary or do not drive.

The strategy suggested for managing parking in all precincts (excluding the NEP) is to implement and enforce a 2 hour timed parking 8.30am to 5.30pm restriction to all streets within each precinct.

A Parking Permit Policy (Attachment 3) has been prepared to support the management of the Precinct Parking Plan. The Parking Permit Policy recommends a limit of one parking permit is issued to each single residential property in the district. This best reflects current demand while acknowledging the limited on-road bays available. The Parking Permit Policy recommends the Town will not issue parking permits for multiple dwellings.

The parking permits allow residents or their visitors to park on any street within the precinct their residence is located. The parking permits are allocated to and valid only for the precinct it has been issued. The permits will allow residents or their visitors to park longer than the applied timed parking restriction. It however does not allow parking contrary to other control restrictions and signage (No Stopping, Clearway, Cycle Lanes, and Continuous Yellow Line markings etc). Precinct Parking Permits cannot be used in the Town Centre, Swanbourne and Ashton Avenue shopping areas. Importantly, a parking permit does not guarantee there will be a parking bay available.

The implementation of Precinct Parking Zones will require some changes to existing signage and also on a number of streets (Garden, Caxton, Queen, George, Albert etc) where parking would be confined to one side only because of the narrow carriageway of the street. The Central North Precinct (around Scotch College) may require additional signage to be installed to ensure compliance during peak periods (7.30 am-9.00am and 2.30pm-4.00pm).

The number of available on-street bays is limited by the constraints of the location of crossovers, carriageway width of the streets bus embayment's, fire hydrant locations and the required line of sight set back from intersections'.

On-Street Precinct Parking Spaces Summary

Table 1

| Precinct | Number Dwellings | On-Street parking spaces | Comments |
|---------------------|------------------|--------------------------|--|
| Central North | 802 | 708 | The precinct has a large number of narrow streets which reduces the ability to park vehicles on both sides of street. Scotch College, Swanbourne Shops and Aged Care facilities are also located in the precinct. |
| Central South | 876 | 750 | The precinct has a large number of narrow streets which reduces the ability to park vehicles on both sides of street. Bethesda Hospital, Schools, Christ Church, UWA Campus and Aged Care facilities are located in the precinct. There are a large number of Multiple dwellings also located in the precinct. |
| Central East | 430 | 377 | The precinct has a large number of narrow streets which reduces the ability to park vehicles on both sides of street |
| Central West | 826 | 346 | The precinct has a large number of narrow streets which reduces the ability to park vehicles on both sides of street. Methodist Ladies College, Aged Care facilities and a number of large multiple dwellings are located in the precinct. |
| Loch Street Station | 404 | 158 | The precinct has a large number of narrow streets which reduces the ability to park vehicles on both sides of street. The Loch Street station is adjacent to the precinct |
| TOTAL | 3,338 | 2,339 | |

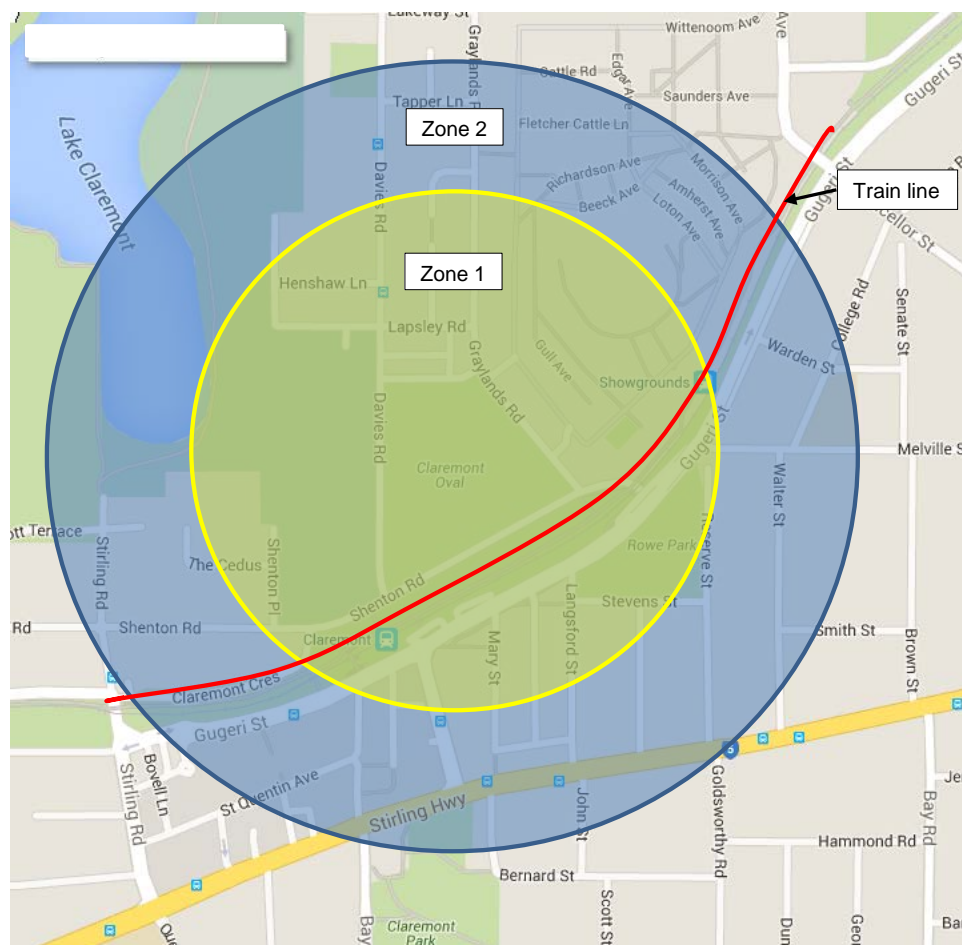
Contractors/builders who are working on projects in the precincts and need to occupy parking bays would be required to apply to the Town and obtain 'Work Zone' permits.

North East Precinct (NEP)

The North East Precinct Plan (Attachment 2) deals with vehicle parking surrounding the Claremont Oval and the increased density of the area over the next 10 years.

The study area within the NEP and north of the railway line was a 400m radius of the centre of the Claremont oval (zone 1) and the area between 400m and 600m (zone 2).

North East Precinct Parking Management Zones



Existing off-street parking facilities are currently not being efficiently managed. This is evident in the high occupancy rate of unrestricted all-day parking and to the low occupancy rate of nearby 2P facilities. Currently there are 231 off-street 2P parking bays that are seldom used during the week.

Due to the inefficient use of off-street parking facilities, overflow of long-term parkers is impacting residential streets which are experiencing high levels of all-day parking due to their unrestricted parking status.

The study area currently has a capacity of approximately 531 parking bays with 184 on-street marked and unmarked bays, 231 in formalised off-street car parks and 76 in informal/unsurfaced off-street car parks. In addition, there are two temporary off-street car parks in the study area that provide approximately 198 parking bays for commuters but are due to close in November 2016 when the new underground 'Park

and Ride' facility opens. Underground bays are currently being constructed in the Claremont Football development. 200 of these have been allocated to the PTA for paid Park and Ride parking for train commuters.

The Town is due to surface and formalise 76 off-street parking bays at the corner of Davies Road and Shenton Road and will encourage use by the public and make introducing paid parking easier.

There may be a possibility to construct a deck car park at a location within the NEP precinct. During the construction period some existing off-street parking may be inaccessible.

Zone 1 Current Parking Supply












| | | | | |
|---|--------------------------------------|------|-------------------------|----------|
|  | Zone 1 On-street 2P parking | | | 95 Bays |
|  | Off-street 2P parking | A - | Golf Course Car Park | 100 Bays |
|  | Off-street 2P parking | B - | Swimming Pool Car Park | 35 Bays |
|  | Off-street 2P parking | C - | Davies Road Car Park | 56 Bays |
|  | Temporary Off-street all-day parking | T1 - | PTA Davies Road | 86 Bays |
|  | Temporary Off-street all-day parking | T2 - | PTA- Shenton Road | 112 Bays |
|  | Off-street informal all-day parking | D - | Tennis Club Davies Road | 76 Bays |
|  | No 5 Car Parking Station | E | Claremont Crescent | 40 Bays |
|  | Showground Car Park 5 | | Off Graylands Road | 233 Bays |

Table 2

| NEP Precinct | Number Dwellings | On-Street parking spaces available | Comments |
|--------------|------------------|------------------------------------|--|
| Zone 1 | 87 | 95 | Ongoing North East development. Multiple dwellings to cater for 1000 residents and a mixture of commercial, retail premise. |
| Zone 2 | 343 | 89 | The precinct has a large number of narrow streets which reduces the ability to park vehicles on both sides of street There are large number of high rise and multiple dwellings in the precinct |

Zone 2 comprises mainly on-street parking outside residential properties, with the exception of the off-street parking at the show grounds. Although the show grounds have approximately 233 off-street parking bays accessible through gate 5, access to these bays is generally not available to the public on a daily basis. It is noted that this valuable parking resource could greatly increase the overall parking capacity for zone 2 especially in the short to medium-term (2016–2019), when construction workers will require long-term parking.

Current Parking Demand

There has been significant reduction in parking supply for the NEP with the closure of the PTA unsurfaced 'Park and Ride' car park (approximately 450 bays) north of the railway line to accommodate the realignment of Shenton Road.

Two temporary car parks with a combined capacity of 198 have been provided for commuters but are due to close in November 2016 when the new underground 'Park and Ride' facility opens. Underground bays are currently being constructed in the Claremont Football development, 200 of these have been allocated to the PTA for paid Park and Ride parking for train commuters. The closure may result in a high demand on the limited off-street long-term parking facilities and a spill-over of long-term parkers into unrestricted residential streets.

The Precinct Parking Plan model (Table 3) suggests the walking distance between car parking locations and a user's intended destination is significant. Generally, the time and distance which drivers are prepared to walk depends on the length of time which will be spent at their destination.

Table 3

| Adjacent (less than 50 m or 1 minute walking time) | Short (less than 250 m or 5 minute walking time) | Medium (less than 400 m or 8 minute walking time) | Long (less than 500 m or 10 minute walking time) |
|---|---|---|--|
| People with disabilities Deliveries and loading Emergency services Convenience store | Supermarket Professional services Medical clinic Residents | General retail Restaurants Employees Entertainment centre Religious institution | Airport parking Major sport or cultural event Overflow parking |

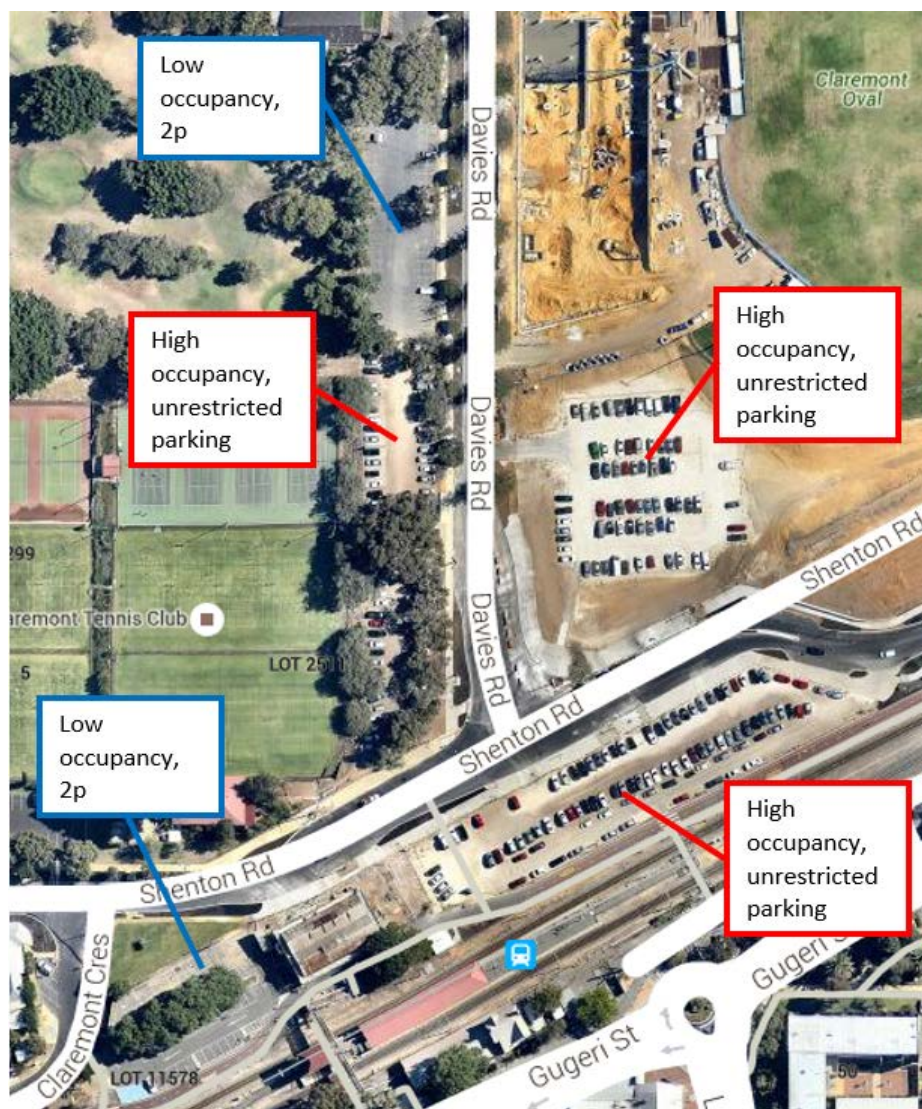
Parking demand in the NEP will be generated by several categories;

- Short-term (0–3 hr) visitors to residences, retail shops and businesses in the NEP
- Medium-term (3–5 hr) parkers to events and training at the oval, golf course, swimming pool and tennis club
- Long-term (5+ hr) parkers who are employed in the NEP or the town centre
- Long-term train commuters
- Long-term contractors involved in the construction of the various developments.

Off-street

There is currently a high demand for long-term off-street parking and a low demand for short-term (2P) off-street parking within the Zone 1.

There is a high occupancy of the unrestricted (long-term) parking facilities compared to the low occupancy of adjacent 2P facilities. The high vacancy in the 2P car parks indicates that currently the demand for short-term parking during weekdays is low which is reasonable as there are few generators within a short walking distance. The available spaces could be better utilised if the 2P restrictions were changed.



On-street

The spill-over of all-day parkers into residential streets which have no posted time restriction is evident on Motteram Avenue and Davies Road. The use of unrestricted on-street parking by long term parkers is likely to grow and will result in increased frustration for residents, their visitors and service vehicles until restrictions are introduced and compliance is monitored and enforced.

Additionally, on-street parking represents a resource which should not be ignored when designing a parking management plan. On-street parking often represents the most proximate and attractive parking for visitors to the precinct and can effectively and efficiently be shared between multiple user groups, particularly if user groups have peak parking requirements occurring at different times of the day. The use of on-street parking also acts as a traffic calming measure to reduce speeds and thereby add to the vitality of the area.

Proposed Changes

The focus in the NEP Zone 1 and Zone 2 over the next three to five should be making more efficient and effective use of existing parking. It is recommended Council:

1. Introduce 2P parking to all on-street parking in NEP Zones 1 & 2. Restrictions should apply between 8.30am–5.30pm, Monday to Sunday.
2. The Precinct Parking permit scheme is applied to NEP Zones 1 and 2 so that residents and their visitors can easily be identified and exempted time restrictions.
3. Receive a further report on fee paying management options to better reflect and manage user demands in all off-street car parks and on-street bays within the NEP Zone 1. Options to include recommended restrictions times and parking fee business case to determine an appropriate fee structure for the Zone.

Past Resolutions

NIL

Financial and Staff Implications

The implementation of the Parking Permit Policy would be in accordance with existing budgetary allocation.

A Business Case is required to be prepared before proceeding to implement paid parking in the NEP Zone 1. The Business Case would address the personnel and infrastructure resources required. Subject to Council approving and proceeding with introducing paid parking to the NEP Zone 1 precinct, a funding allocation may be required from Cash in Lieu – Parking Reserve Fund.

Policy and Statutory Implications

Parking Local Law 2016
Parking Permit Policy LV129.
Local Government Act 1995.
Road Traffic Code 2000.

Communication and Consultation

Information regarding the implementation of Precinct Parking and Parking Permits will sent to all eligible residents.

Strategic Community Plan

People

We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.

- Maintain, effectively manage and enhance the Town's community facilities in response to a growing community.

Environment

We are a leader in responsibly managing the build and natural environment for the enjoyment of the community and continue to provide sustainable, leafy green parks, streets and outdoor spaces.

- Create opportunities for varied transport options that reduce carbon emissions and other impacts of a growing town.
- Provide education and communication on leading practices to the community.

Governance and Leadership

We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.

- Provide and maintain a high standard of governance, accountability, management and strategic planning.
- Focus on improved customer service, communication and consultation.
- Maintain long term financial stability and growth.

Urgency

The Town is being requested by residents to introduce a parking system that provides residents and their visitor's reasonable access to on-street parking spaces. The growth of the area is attracting more people to the precincts therefore compounds the competition for the limited number of available on-street bays to the detriment of the residents or their visitors. The implementation Precinct Parking Plan will assist to manage parking of vehicles in local residential streets.

Voting Requirements

Simple majority decision of Council required.

Officer Recommendation

That Council

1. Endorse the implementation of Parking Precinct Zones
2. Endorse the proposed parking control methods in Zones
3. Adopt revised Parking Permit Policy LV129

4. Receive a further report on fee paying management options to better reflect and manage user demands in all off-street car parks and on-street bays within the NEP Zone 1. Options to include recommended restrictions times and parking fee business case to determine an appropriate fee structure for the Zone.

MOTION TO DEFER

Moved Cr Haynes, seconded Cr Goetze

That the item be deferred back to Administration.

Reason: For Council to conduct a forum to discuss the matter.

**CARRIED(131/16)
(NO DISSENT)**

13.2.3 LIST OF PAYMENTS 1 TO 31 JULY 2016

| | |
|-------------------------------|--|
| File Ref: | FIM00062 |
| Attachments: | Schedule of Payments 1 to 31 July 2016 |
| Responsible Officer: | Les Crichton Executive Manager Corporate and Governance |
| Author: | Edwin Kwan Finance Officer |
| Proposed Meeting Date: | 16 August 2016 |

Purpose

For Council to note the payments made in July 2016.

Background

Council has delegated to the CEO the exercise of its power to make payments from the Municipal Fund or Trust Fund. The CEO is then required to prepare a list of accounts, for recording in the Minutes, detailing those payments made since the last list was presented.

Discussion

Attached is the list of all accounts paid totalling \$1,587,792.38 during the month of July 2016.

The attached schedule covers:

- Municipal Funds electronic funds transfers (EFT) \$ 1,080,546.29
- Municipal Fund vouchers (39476-39481) \$ 20,747.55
- Municipal Fund direct debits \$ 437,825.87
- Trust Fund electronic funds transfer (EFT) \$ 48,672.67
- Trust Fund vouchers \$ 0.00

All invoices have been verified, and all payments have been duly authorised in accordance with Council's procedures.

Past Resolutions

Ordinary Council Meeting 19 July 2016, Resolution 113/16:

That Council notes all payments made for June 2016 totalling \$2,651,007.35 comprising;

| | |
|---|------------------------|
| <i>Municipal Funds electronic funds transfers (EFT)</i> | <i>\$ 1,810,042.53</i> |
| <i>Municipal Fund vouchers (39472-39475)</i> | <i>\$ 20,543.09</i> |
| <i>Municipal Fund direct debits</i> | <i>\$ 789,375.46</i> |
| <i>Trust Fund electronic funds transfer (EFT)</i> | <i>\$ 31,046.27</i> |
| <i>Trust Fund vouchers</i> | <i>\$ 0.00</i> |

Financial and Staff Implication

Resource requirements are in accordance with existing budgetary allocation.

Policy and Statutory Implications

Local Government (Financial Management) Regulations 1996, Regulations 12- 13.

Town of Claremont Delegation Register Item 37.

Communication / Consultation

N/A

Urgency

N/A

Voting Requirements

Simple majority decision.

Moved Cr Kelly, seconded Cr Browne

THAT Council notes all payments made for July 2016 totalling \$1,587,792.38 comprising;

| | | |
|---|-----------|---------------------|
| Municipal Funds electronic funds transfers (EFT) | \$ | 1,080,546.29 |
| Municipal Fund vouchers (39476-39480) | \$ | 20,747.55 |
| Municipal Fund direct debits | \$ | 437,825.87 |
| Trust Fund electronic funds transfer (EFT) | \$ | 48,672.67 |
| Trust Fund vouchers | \$ | 0.00 |

**CARRIED(132/16)
(NO DISSENT)**

13.2.4 STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDING 30 JUNE 2016

File Ref: FIM00062

Attachments: [Monthly Financial Report for period ended 30 June 2016](#)
[2015-16 Surplus Analysis](#)
[Infrastructure Assets – 2015-16 Schedule of works](#)

Responsible Officer: Les Crichton
Executive Manager Corporate and Governance

Author: Hitesh Hans
Manager Finance

Proposed Meeting Date: 16 August 2016

Purpose

Report presents the Statement of Financial Activity for the full year ending 30 June 2016. While subject to final audit, the report provides an overview on 2015-16 full year performance, analysis on budget variances, and recommendations on management of carried forward projects.

Background

The financial report for June 2016 is presented in accordance with the *Local Government Act 1995* and *Local Government (Financial Management) Regulations 1996*.

The report provides the Town's financial performance for the full year, a detailed analysis of the result, and presents recommendations on the treatment of the variances identified.

Discussion

The financial position for the reporting period reflects an overall surplus of \$2,196,488 against a budgeted closing surplus of \$444,300, a variance of \$1,752,188.

With \$957,820 of this total variance relating to works in various states of completion to be carried forward, this represents an 'actual' or permanent surplus of \$794,368.

As detailed within the Attachment 2 (2015-16 Surplus Analysis), the surplus comprises a combination of variances, some of which have been identified as permanent and contained within the reporting period, while others have been identified for carry over into the 2016-17 year.

Variances identified within the 'Permanent' column represent effective savings/(losses) across the operating and capital programs for completed works. This figure provides the opening surplus which would be available for discretionary allocation within the following budget period.

Variances included in the 'c/fwd' column reflect those savings/(losses) resulting from works not yet completed, and recommended to be carried forward into the 2016-17 Budget.

Summary

Permanent \$794,368

This is a strong result for the Council and represents a combination of increased revenue and expenditure savings. Of these savings, \$443,804 was previously identified during 2015-16 forecasting in preparation and inclusion in the 2016-17 Budget. This therefore reflects an additional savings of \$350,564 above the forecasted results.

While detailed in the attachment, permanent savings of \$794,368 is summarised.

Operating

| | |
|------------------------------|-----------------------|
| Operating Revenue | 502,175 |
| Expenditure | 437,509 |
| Non Cash (less Depreciation) | 39,924 |
| Non Cash (add back loss) | 0 |
| | <u>477,433</u> |
| Operating variance | <u>979,608</u> |

Capital

| | |
|---------------------------------|-------------------------|
| Capital Revenue | (13,199) |
| Capital Expenditure | 84,267 |
| Transfer to Reserve | (256,308) |
| Capital variance | <u>(184,240)</u> |
| Total permanent variance | <u>794,368</u> |

C/Fwd \$957,820

These variances comprise those projects (net of associated funding) which are in varying stages of progression, however are yet to be completed. The variances recommended to be carried forward can be summarised as;

Operating

| | |
|-----------------------------------|------------------------|
| Revenue | (58,220) |
| Expenditure | 63,786 |
| Non Cash (Loss of Sale of Assets) | (15,960) |
| | <u>47,826</u> |
| Operating variance | <u>(10,394)</u> |

Capital

| | |
|-------------------------------------|-----------------------|
| Revenue | (980,336) |
| Expenditure | 1,948,549 |
| Transfer to Reserve | |
| Capital variances | <u>968,214</u> |
| Total carry forward variance | <u>957,820</u> |

2016-17 Opening Balance

The forecast opening balance adopted in the 2016-17 Budget was \$888,105. The 2015-16 result will increase the opening balance by \$1,308,383 to \$2,196,488.

2016-17 Closing Balance

With \$957,820 of the increase in opening balance representing the works recommended for carry forward, the balance \$350,564 of savings remain unallocated. Approval of the \$184,660 new budget items proposed will result in the 2016-17 closing balance increasing from \$79,050 to \$244,954.

Recommendations

The following transactions within the 2015-16 year require formal recognition by Council and are recommended for approval;

- unbudgeted transfer to Parking Reserve of \$100,000 to recognise the income received above budget in this area.
- Unbudgeted transfer of \$100,000 to the Underground Power Reserve for future works program.
- unbudgeted increase in expenditure for the following items as detailed within 2015-16 Surplus Analysis table

| No: | Item | Amount |
|------|----------------------------------|------------|
| i. | FBT Expenses | \$ 29,914 |
| ii. | Community Development Activities | \$ 23,273 |
| iii. | System upgrade* | \$ 137,174 |

*Partly offset by the savings of \$54,505 from Claremont way strategy

2016-17 New Budget Items

It is recommended that Council approve the allocation of unallocated funds to the following projects/jobs.

| Business Unit | Project Name | Cost estimate |
|------------------------------|---|------------------|
| Rates | 2017 GRV Revaluation of the Town of Claremont | |
| | Landgate will conduct GRV based on general valuation of the rateable land within Town of Claremont. The GRV's will come into force on 1st July 2017 and Town will receive invoice for valuation charges in May/June 2017. This was omitted in error from the 2016-17 Budget considerations. | \$80,000 |
| Business Improvement | Process Mapping Project | |
| | The standardisation of Business Process Mapping and a process mapping tool as a pre-requisite to delivering process efficiency, advancing the Claremont Way Program. This was omitted in error from the 2016-17 Budget considerations. | \$36,000 |
| Infrastructure | Urgent building works | |
| | Typika requires urgent roof replacement and McKenzie Pavilion requires Sewer line replacement. | \$18,000 |
| People & Places | Claremont way Culture Change Program | |
| | This program is to support the Claremont way project. This is funded by 15-16 savings from OSH and Training Budget. | \$30,660 |
| Community Development | Community Partnership fund | |
| | To support events and functions. | \$20,000 |
| | | \$184,660 |

It is recommended the 'permanent' savings, 'C/wd' projects and new budget items are incorporated into the 2016-17 Budget through:

- Increase in opening balance from \$888,105 to \$2,196,488
- Increase in the operating surplus cash by a net \$174,266 as detailed within the 2015-16 Surplus Analysis table
- Increase in the capital revenue & expenditure by a net \$968,214 as detailed within the 2015-16 Surplus Analysis table
- Increase the 2016-17 closing balance from \$79,050 to \$244,954.

Past Resolutions

Ordinary Council Meeting 5 July 2016, Resolution 103/16 - Financial Statements for year ending 31 May 2015

Ordinary Council Meeting 21 June 2016, Resolution 96/16 – Adoption of 2016-17 Annual Budget

Ordinary Council Meeting 18 August 2015, Resolution 146/15 - Financial Statements for year ending 30 June 2015

Ordinary Council Meeting 16 June 2015, Resolution 110/15: - Adoption of 2015-16 Annual Budget.

Financial and Staff Implications

Resource requirements are in accordance with existing budgetary allocation.

Policy and Statutory Implications

Local Government Act 1995.

Local Government (Financial Management) Regulations 1996.

Communication / Consultation

N/A

Strategic Community Plan

Governance and Leadership

We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.

- Identify strategic partnerships that align with the Town's vision.
- Provide and maintain a high standard of governance, accountability, management and strategic planning.
- Focus on improved customer service, communication and consultation.
- Maintain long term financial stability and growth.
- Create an environment to support and develop our staff.
- Provide responsive and responsible leadership.

Urgency

N/A

Voting Requirements

Absolute majority decision of Council required.

Moved Cr Edwards, seconded Cr Mews

That Council:

1. Notes the Financial Statement of Activity for the period 1 July 2015 to 30 June 2016;
2. Approves the following transactions as part of the 2015-16 Financials:

2.1. unbudgeted transfer of \$100,000 to the Underground Power Reserve Fund for future works program;

2.2. unbudgeted transfer to Parking Reserve of \$100,000 to recognise the income received above budget in this area.

2.3. unbudgeted increase in expenditure for the following items as detailed within 2015-16 Surplus Analysis table

| No: | Item | Amount |
|------|----------------------------------|------------|
| i. | FBT Expenses | \$ 29,914 |
| ii. | Community Development Activities | \$ 23,273 |
| iii. | Council First Upgrade | \$ 137,174 |

3. Approves the allocation of unallocated funds to the following projects/jobs.

| | |
|---|------------------|
| 2017 GRV Revaluation of the Town of Claremont | \$80,000 |
| Process Mapping Project | \$36,000 |
| Urgent building works | \$18,000 |
| Claremont way Culture Change Program | \$30,660 |
| Community Partnership fund | \$20,000 |
| Total | \$184,660 |

4. Approves the “carry-forward” projects and new budget items within the 2016-17 Budget through:

4.1. Increase in opening balance from \$888,105 to \$2,196,488

4.2. Increase in the operating surplus cash by a net \$174,266 as detailed within the 2015-16 Surplus Analysis table

4.3. Increase in the capital revenue & expenditure by a net \$968,214 as detailed within the 2015-16 Surplus Analysis table

4.4. Increase the 2016-17 closing balance from \$79,050 to \$244,954.

AMENDMENT**Moved Cr Haynes, seconded Cr Tulloch**

That item 2.2 of the recommendation be deleted.

Reason: To include untied funds together with cash-in-lieu funds could create unnecessary and undesirable complexity and possible community disquiet if these funds were expended in areas away from the location of the relevant developments.

LOST

For the Amendment: Crs Tulloch, Haynes and Edwards.

Against the Amendment: Mayor Barker and Crs Kelly, Browne, Mews, Wood and Goetze.

THE PRIMARY MOTION WAS PUT

That Council:

- 1. Notes the Financial Statement of Activity for the period 1 July 2015 to 30 June 2016;**
- 2. Approves the following transactions as part of the 2015-16 Financials:**
 - 2.1. unbudgeted transfer of \$100,000 to the Underground Power Reserve Fund for future works program;**
 - 2.2. unbudgeted transfer to Parking Reserve of \$100,000 to recognise the income received above budget in this area.**
 - 2.3. unbudgeted increase in expenditure for the following items as detailed within 2015-16 Surplus Analysis table**

| No: | Item | Amount |
|-------------|---|-------------------|
| i. | FBT Expenses | \$ 29,914 |
| ii. | Community Development Activities | \$ 23,273 |
| iii. | Council First Upgrade | \$ 137,174 |

- 3. Approves the allocation of unallocated funds to the following projects/jobs.**

| | |
|--|------------------|
| 2017 GRV Revaluation of the Town of Claremont | \$80,000 |
| Process Mapping Project | \$36,000 |
| Urgent building works | \$18,000 |
| Claremont way Culture Change Program | \$30,660 |
| Community Partnership fund | \$20,000 |
| Total | \$184,660 |

- 4. Approves the “carry-forward” projects and new budget items within the 2016-17 Budget through:**

- 4.1. Increase in opening balance from \$888,105 to \$2,196,488**
- 4.2. Increase in the operating surplus cash by a net \$174,266 as detailed within the 2015-16 Surplus Analysis table**
- 4.3. Increase in the capital revenue & expenditure by a net \$968,214 as detailed within the 2015-16 Surplus Analysis table**
- 4.4. Increase the 2016-17 closing balance from \$79,050 to \$244,954.**

**CARRIED BY AN ABSOLUTE MAJORITY(133/16)
(NO DISSENT)**

13.3 INFRASTRUCTURE

13.3.1 LOCH STREET, GUGERI STREET AND RAILWAY ROAD INTERSECTION MODIFICATION WORKS – CITY OF NEDLANDS - NATIONAL BLACK SPOT FUNDING

| | |
|-------------------------------|---|
| File Ref: | RDS/00201 |
| Attachments: | Parking Layout option 8c Parking Layout option 7 Plan |
| Responsible Officer: | Saba Kirupanather Executive Manager Infrastructure |
| Author: | Nick King Manager Engineering Services |
| Proposed Meeting Date: | 16 August 2016 |

Purpose

For the Council to approve the road alignment improvements and modification works at the intersection of Loch Street, Guger Street and Railway Road, Claremont and Nedlands as part of the City of Nedlands (CoN) National Black Spot program.

Background

At the Ordinary Council Meeting on 6 August 2013, Council approved to support the black spot application by the CoN to improve the intersection of Loch Street, Guger Street and Railway Road. While also considering traffic signal modifications at the intersection of Guger Street, Ashton Avenue and Chancellor Street.

This recommendation also included supporting the pedestrian signal installation on Railway Road, east of the Guger Street and Loch Street intersection.

Discussion

City of Nedlands has undertaken the black spot funding application, commissioned a design consultant and will prepare the tender documents to construction phase.

The Town has worked closely with CoN in all stages of the process, where agreed outcomes have been met in all circumstances to date.

The proposed modification works are due to a combination of crashes at the intersection of Loch Street, Guger Street and Railway Road, and pedestrian safety issues to and from Loch Street train station crossing over Railway Road.

Once a concept design was undertaken by the CoN's design consultants, the designs were provided to the most affected businesses located within Claremont being McCarthy's panel and paint and Diamond Hire. Both businesses opposed the proposed design, as it would impact parking and truck movements in the verge area within the road reserve.

Following this, McCarthy's panel and paint independently commissioned a traffic consultant, to review the proposed design on behalf of the two affected businesses,

in an attempt to maximise their parking and space for truck movement in the verge area.

The changes undertaken by the traffic consultant, to the verge parking areas of the businesses, proposed to adjust the current parking arrangement while still maintaining the same number of parking bays.

As seen in the attached design t15 193-sk08b, an agreement was reached between the businesses and the Town of Claremont. This agreement included a painted footpath along the property boundaries, which joins the Loch Street and Guger Street intersection to the existing footpath on the south west of the affected businesses. The proposal also included the construction of a hard stand verge area on Loch Street outside Diamond Hire (currently embayed on street parking), to increase Diamond hires parking availability which has no adverse impact on the intersection modifications.

Both businesses still requested both CoN and the Town to review the design to minimise impact to their verge area. On recent site inspection with both businesses, CoN and the Town, it was again assessed and determined that due to services including power pole, street light pole, big tree and stormwater drainage sump on the north side of the intersection, the north side traffic lanes could not be shifted further north. CoN on the request of the Town is still reviewing the design with its design consultants, the possibility to reduce median width and shift the south side traffic lanes further north and give the benefit to the businesses by reducing the loss of the verge.

Any modifications to the traffic signals at Guger Street, Ashton Avenue and Chancellor Street could be reviewed separately as part of the future upgrade to the Ashton Avenue bridge.

Past Resolutions

Ordinary Council Meeting 6 August 2013, Resolution 239/13:

That Council

1. *Supports Black Spot application by the City of Nedlands to;*
 - a) *add a right turn pocket from Guger St to Loch St without impacting the existing through lanes in both directions*
 - b) *modify the traffic signal at the intersection of Guger Street, Ashton Avenue and Chancellor Street subject to the approval of Main Roads WA to-*
 - i) *introduce a green arrow with a green filter during peak times and green filter at other times to turn right from Guger Street to Chancellor Street without impacting the existing traffic lanes/road layout,*
 - ii) *ban right turn from Guger Street to Ashton Avenue during peak times only,*
 2. *If successful,*
 - a) *makes provision in the 2014-15 Budget for 50% share of the cost above grant funding*
 - b) *inform immediately affected properties by a letter and public via the local media and advanced on road notices (to remain at least for three months).*
-

3. *Supports pedestrian signal on the east side of the Railway Road, Guger Street, Loch Street intersection.*

CARRIED BY AN ABSOLUTE MAJORITY

Financial and Staff Implications

Budget allocation for the project is for \$30,000 within the financial year 2015-16 to be carried forward to 2016-17 budget.

Policy and Statutory Implications

Local Government Act 1995.

Communication / Consultation

The Town has been communicating with the two immediately affected businesses and their traffic consultant. The residents in Guger Street between Loch Street and Chancellor Street will be informed when the works are ready to commence. Signs will be placed along Guger Street near the work area.

Strategic Community Plan

Liveability

We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.

- Clean, usable, attractive, accessible streetscapes and public open spaces.
- Develop the public realm as gathering spaces for participation and enjoyment.
- Maintain and upgrade infrastructure for seamless day to day usage.

Prosperity

Our businesses are thriving and integrated into the life of the Claremont community, and the town centre is known as a premier retail destination.

We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.

Urgency

Nil.

Voting Requirements

Simple majority decision of Council required.

Moved Cr Tulloch, seconded Cr Edwards**That Council**

1. Approves the concept design provided by the City of Nedlands, for the modification of intersection Loch Street, Railway Road and Guger Street, as part of the National Blackspot funding approval.
2. Approves the concept design t15 193 sk08c, of the verge area outside the two properties, 122 Guger Street (McCarthy panel and paint) and 124 Guger Street (Diamond hire).
3. Approves the reinstatement of the verge with paving (convert it from the existing embayed parking area) in Loch Street outside Diamond Hire and allow Diamond Hire to park in the verge
4. Authorises the Chief Executive Officer to approve any modifications to the concept design of the south side verge and the concept design for the intersection.
5. Informs immediately affected properties in Guger Street by a letter and public via the local media and road notices.

MOTION TO DEFER**Moved Cr Mews, seconded Cr Browne**

That the item be deferred until the next Council meeting.

Reason: To allow an on-site inspection.

LOST

For the Motion to Defer: Crs Mews and Browne.

Against the Motion to Defer: Mayor Barker and Crs Tulloch, Haynes, Edwards, Kelly, Goetze, and Wood.

THE PRIMARY MOTION WAS PUT**That Council**

1. Approves the concept design provided by the City of Nedlands, for the modification of intersection Loch Street, Railway Road and Guger Street, as part of the National Blackspot funding approval.
 2. Approves the concept design t15 193 sk08c, of the verge area outside the two properties, 122 Guger Street (McCarthy panel and paint) and 124 Guger Street (Diamond hire).
 3. Approves the reinstatement of the verge with paving (convert it from the existing embayed parking area) in Loch Street outside Diamond Hire and allow Diamond Hire to park in the verge
 4. Authorises the Chief Executive Officer to approve any modifications to the concept design of the south side verge and the concept design for the intersection.
-

5. **Informs immediately affected properties in Guger Street by a letter and public via the local media and road notices.**

**CARRIED(134/16)
(NO DISSENT)**

13.3.2 SHARED PATH ON THE SOUTH SIDE VERGE OF PRINCESS ROAD - BAY ROAD TO GOLDSWORTHY ROAD

File Ref: RDS/00233
Attachments: [Proposed Location of Shared Path on Princess Road](#)
Responsible Officer: Saba Kirupanather
Executive Manager Infrastructure
Author: Margaret Brophy
Asset Technical Services Officer
Proposed Meeting Date: 16 August 2015

Purpose

For Council to consider funding a shared path on the south side verge of Princess Road between Bay Road and Goldsworthy Road, mainly for students accessing University of WA (UWA) Claremont Campus and Taylors College in Claremont.

Background

There are 600 to 900 overseas students attending language and other courses at the UWA Campus and Taylors College in Claremont. Most of these students use public transport and walk down Bay Road or Goldsworthy Road or Bay View Terrace (and Claremont Park) to Princess Road. There is no footpath on the south side of Princess Road between Bay Road and Goldsworthy Road.

The students, arrive from either the bus stops on Stirling Highway or Claremont train station in groups and have been observed not watching for cars and walking along the south side of the traffic lane in Princess Road between Bay Road and Goldsworthy Road in groups occupying part of the westerly traffic lane.

A request has been received from the Director's office of the Campus to assist with this issue. The campus is currently implementing a road safety awareness program and will consider improved signage.

Discussion

Princess Road is classified as a Local Distributor by Main Roads WA with 4,000 vehicles per day. In the Footpath Asset Management Plan the Level of Service specifies footpaths on both sides for Distributor roads. This section on the south side of Princess Road between Bay Road and Goldsworthy Road is a missing link in the footpath network.

Princess Road is a bus route with a bus stop in this block so a path would serve the wider community. There is also a public phone booth at the corner with Goldsworthy Road not connected to a footpath.

The 1.5m footpath adjacent to the property boundary on the north side of Princess Road has vehicle exits for homes, whereas the verge on the south side has only two entry points both to the car park. The verge width allows for a 3m shared path which

suits the pedestrians who walk abreast, in addition to cyclists who are now able to utilise footpaths.

Past Resolutions

There are no past resolutions directly relevant to this item.

Financial and Staff Implications

There are no current resources allocated, will need to be considered as part of next budgetary process. The cost estimate is \$50,000. Subject to Council approval, funding of \$27,936 is available under "Remove various slab footpaths" and \$22,000 is available under "Freshwater Pde on road cycle lane between Victoria Ave and Queenslea Dr" from 2015-16 carry forward budget.

Policy and Statutory Implications

Footpath Asset Management Plan.
Footpath Policy.

Communication / Consultation

There are no residents adjacent to the proposed path but residents on the opposite side of Princess Road and UWA campus and Taylors College will be advised when works are scheduled.

Strategic Community Plan

Liveability

We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.

- Clean, usable, attractive, accessible streetscapes and public open spaces.
- Maintain and upgrade infrastructure for seamless day to day usage.

Urgency

Early Council decision will allow to commence work without further delay.

Voting Requirements

Absolute majority decision of Council required.

Moved Cr Goetze, seconded Cr Wood

That Council approves the allocation of \$49,936 from the 2015-16 carry forward budget available under "Remove various slab footpaths" and "Freshwater Parade on road cycle lane between Victoria Avenue and Queenslea Drive," for the construction of a shared path on the south side of Princess Road between Goldsworthy and Bay Roads.

**CARRIED BY AN ABSOLUTE MAJORITY(135/16)
(NO DISSENT)**

14 ANNOUNCEMENTS BY THE PRESIDING PERSON

Mayor Barker reported that he and the Chief Executive Officer met with the Premier to discuss the undergrounding of power and anti-social behaviour during concerts at Royal Agricultural Society.

Mayor Barker also reported that he and the Chief Executive Officer met with Minister Faragher to discuss housing density on Stirling Highway.

Cr Tulloch reported on a meeting he attended with residents of Second Avenue who request security be provided to prevent anti-social behaviour during concerts at RAS.

Cr Haynes reported on attending the WALGA AGM.

Cr Goetze reported on attending the opening of the Goods shed function.

Cr Browne reported on attending Jeff McClement's retirement function.

Cr Wood reported on attending the Local Government convention.

15 ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

NIL

16 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PERSON PRESIDING OR BY DECISION OF MEETING

NIL

17 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

NIL

18 FUTURE MEETINGS OF COUNCIL

Ordinary Council Meeting, 6 September 2016 at 7:00PM.

19 DECLARATION OF CLOSURE OF MEETING

There being no further business, the presiding member declared the meeting closed at 7:56pm.

Confirmed this day of 2016.

PRESIDING MEMBER