

TOWN OF COTTESLOE



Works and Corporate Services
Committee

ATTACHMENT 10.2.2

Meeting Date: 16 October 2012



BLACK SPOT PROGRAM
2013/14
NOMINATION FORM



Please tick the relevant programme submissions: (Nominations can be submitted for consideration in both programs)

Nation Building Black Spot Program:

State Black Spot Program:

Non Staged Project: Y/N

Staged Project Stage One: Y/N

Staged Project Stage Two: Y/N

Nominee Details

Reference No: _____
(Main Roads use only)

1. Title: Dr/Mr/Mrs/etc:

2. Surname:

3. Given Name:

4. Organisation:

5. Position Title/
Occupation:

6. Postal address:

7. State: 8. Postcode:

9. Telephone Number: 10. Fax Number:

11. Email address:

12. Date of submission:

Site Nomination

1. Local government in which site nomination is located:

2. Suburb: 3. Postcode (of site):

4. Site Description: (e.g. intersection, 5km road length, 20kms west of Smithville)

5. Road Name(s):
Primary Road:
Intersecting Road:
(if applicable)

6. Nature of Concern:

PLEASE FORWARD NOMINATION FORM TO YOUR LOCAL GOVERNMENT OR MAIN ROADS WESTERN AUSTRALIA FOR SITE ASSESSMENT AND TREATMENT PROPOSAL

ONLY TO BE COMPLETED BY STATE OR LOCAL GOVERNMENT ROAD AUTHORITIES

Site Assessment

1. Road Classification:

National Land Transport Network: State Road: Local Road:

2. Geographic location (Geocode).

1: X: Y:
 2: X: Y:

3. Intersection Number or Road No's & SLK's of intersection: (if applicable)

81673

4. Road No & Section SLK Start and SLK End: (if applicable)

5. Problem Diagnosis: (e.g. right turn crashes, rear end crashes)

Rear end crashes

6. Traffic Count Report attached: Y/N

n

Traffic Count Date:

7. Summary of crash statistics attached (from Crash Factor Matrix in CARS):

Y/N

y

8. Measurement period of crashes (5 calendar years):

2007-2011

9. Total number of crashes:

28

10. Total number of casualties:

7

11. Total number of property damage/other crashes:

21

Treatment Proposal

1. Proposed Treatment: (eg install signs, modify signals, install roundabout)

Install overhead mast arms on West Coast Highway
 Install left turn pocket in North Street

2. Treatment Code: (if applicable - from CARS)

Support of Nomination

1. This nomination is supported by:

Roads Safety Audit (Y/N)

n

Benefit Cost Ratio (BCR) calculation (Y/N)

y

Road Safety Audit Supported Nominations

2. Is a copy of the relevant report (or section of the report) attached? (Y/N)

n

Date of Road Safety Audit

Multiple Measure Modelling (BCR calculation) Supported Nominations

For Staged Projects BCR is to be calculated for the total estimated project cost

3. BCR/NPV calculations attached? Y/N y (Printout from CARS or manual calculation)
4. Benefit Cost Ratio (BCR) (Total Estimated Cost to be used in calculating BCR)
5. Net Present Value:
(This is the difference between the present value of benefits and the present value of costs.)

Estimated Cost

Nation Building Program (if applicable)

1. Nation Building Program Contribution:
2. Contribution by others:
3. Total Estimated Project Cost:

State Black Spot Program (if applicable)

Non-Staged Projects

4. State Black Spot Program contribution:
5. Local Government 1/3 contribution (only applies to Local Government nominations):
6. Contribution by others:
7. Total Estimated Project cost:

Staged Projects - total estimated cost of all stages:

8. State Black Spot Program contribution:
9. Local Government 1/3 contribution (only applies to Local Government Nominations):
10. Contribution by others (specify):
11. Total Estimated Project Cost:

Estimated Cost of Stage One

12. State Black Spot Program contribution:
13. Local Government 1/3 contribution (only applies to Local Government nominations):
14. Contribution by others (specify):
15. Total Estimated cost of Stage One:

Estimated Cost of Stage Two

16. State Black Spot Program contribution:
17. Local Government 1/3 contribution (only applies to Local Government nominations):
18. Contribution by others (specify):
19. Total Estimated cost of Stage Two:

Note: This cost may be different to the original estimate when applying for stage Two funds (refer to the Guidelines)

Clearances and Utility Providers

1. Heritage clearances required? Y/N

n

2. Heritage clearances already obtained? Y/N

n

3. Environmental clearances required? Y/N

n

4. Environmental clearances already obtained? Y/N

n

5. Other clearances/permits required? Y/N

n

(Specify)

6. Other clearances/permits already obtained? Y/N

n

7. Works required by utility providers:

Western Power/Horizon Power: Y/N

Telecommunications: Y/N

Gas: Y/N

Water Corporation: Y/N

Others: Y/N

Contact Details

Contact Person:

Wayne Mo

Organisation:

City of Nedlands

Telephone Number:

92733539

Facsimile Number:

92733670

Email Address:

wmo@nedlands.wa.gov.au

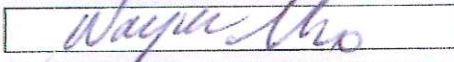
Print Name:

Wayne Mo

Position/Title:

Design Engineer

Signature:



Date:

27 July 2012

PLEASE FORWARD NOMINATION FORM TO YOUR REGIONAL ROAD GROUP OR MAIN ROADS WESTERN AUSTRALIA FOR ASSESSMENT

NOMINATION CHECKLIST NON STAGED PROJECTS

*All nominations for State and Nation Building Black Spot Programs must have this checklist completed and attached.
Incomplete submissions will be returned.*

- | | | |
|------------|--|---|
| 1. | Completed nomination form | <input checked="" type="checkbox"/> |
| | <ul style="list-style-type: none"> • Select/tick the appropriate Black Spot Program submission box: NBBS, STATE or both (nominations can be submitted for consideration in both programs). • Nature of concern, problem diagnosis and proposed treatment must be filled in; do not leave blanks and refer to attachments. • Estimated Cost. | |
| 2. | Locality map (e.g. photocopy of street directory or regional map with location marked) | <input checked="" type="checkbox"/> |
| 3. | Drawing/sketch of proposal
(for items such as shoulder sealing, skid resistant surface etc. Provide sketch showing extent of work) | <input checked="" type="checkbox"/> |
| 4. | Nomination Supplementary Form | <input checked="" type="checkbox"/> |
| 5. | CRASHtool Reports | |
| | <ul style="list-style-type: none"> • Crash Factor Matrix (for all nominations) • Network Average Crash comparison • Collision Diagram | <input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> |
| AND | | |
| 5a | Road Safety Audit Report (by independent senior auditor)
(Proposed treatments must follow from the recommendations of the report) | <input type="checkbox"/> |
| OR | | |
| 5b | Multiple Countermeasure Modelling (BCR/NPV calculations) | <input checked="" type="checkbox"/> |
| 6. | Evidence of MRWA approval (in principle) for regulatory devices
(e.g. traffic signals, STOP or GIVE WAY control etc.) | <input type="checkbox"/> |
| 7. | Heritage/environmental clearances (where applicable) | <input type="checkbox"/> |
| 8. | Traffic count report (optional) | <input type="checkbox"/> |
| 9. | Both Forms have been signed (Nomination Form and Nomination Checklist) | <input checked="" type="checkbox"/> |

I confirm that the above items have been completed, checked and are attached to the submission, and that the contact person will be available during the submission evaluation period.

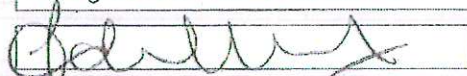
PRINT NAME:

Andrew Melville

POSITION:

Acting Director Technical Services

SIGNATURE:



DATE:

27 July 2012

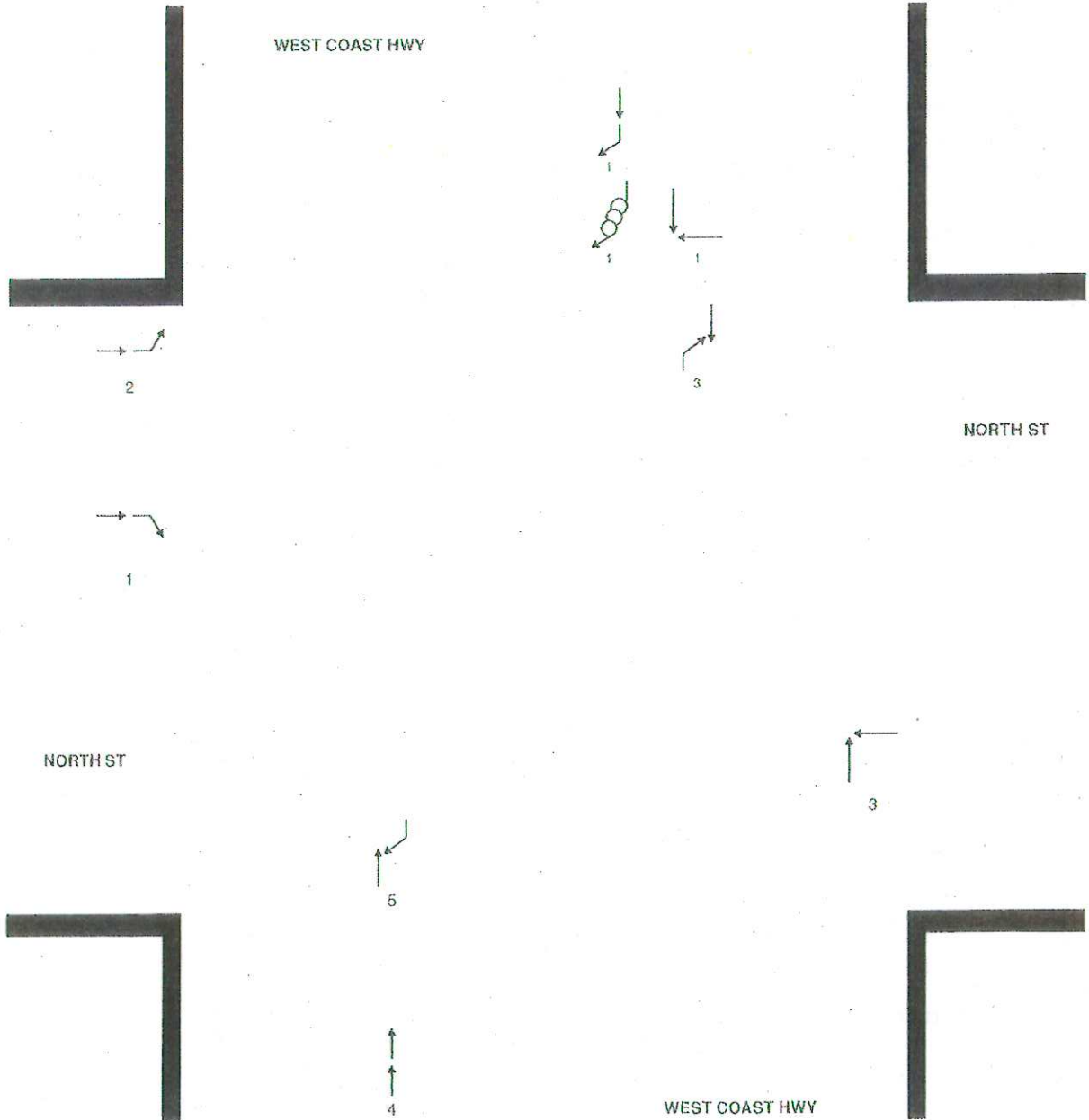
NOMINATION SUPPLEMENTARY FORM

Item	Estimate (\$)	Estimate (\$)	Estimate (\$)
	Non Staged Project	Staged Project Stage One	Staged Project Stage Two
<u>Pre-Construction Works</u>			
Project Management	5000		
Design (includes survey, traffic analyses)			
Environmental, Heritage and Aboriginal Clearances/Requirements			
<u>Construction Works</u>			
Contract Management			
Traffic Control (Roadwork traffic management, etc)	10000		
Clearing			
Service Relocations (e.g.: Telstra, Water Corporation requirements)			
Drainage Installation	50000		
Earthworks			
Pavements	46500		
Concrete Works (e.g.: kerbing, islands, paths)			
Signs	1000		
Pavement Markings	2500		
Lighting			
Traffic Signals	30000		
Landscaping			
<u>Road Safety Audit Cost</u>			
Initial Road Safety Audit*			N/A
Anticipated cost of Design Audit			
<u>Other</u>			
Total	145000		
Staged Project: Total Cost			
TOTAL	145000		

*Note: Cost of Road Safety Audit is not an eligible cost under the Nation Building Program

Severity
Currently Showing

Fatal,
Hospital,
Medical,
PDO Major,
PDO Minor



Note
The crashes depicted above are placed figuratively, the exact location of the crashes is not indicated in this diagram.
Only RUM codes 11-19, 22, 31, 32, 33, 76 & 77 display within the collision diagram

ROAD USE MOVEMENT (RUM) CODES

0	1	2	3	4	5	6	7	8	9		
<p>PEDESTRIAN on foot in system</p> <p>1</p>	<p>INTERSECTION vehicles from opposite directions</p> <p>2</p>	<p>VEHICLES FROM OPPOSING DIRECTIONS</p> <p>SIDE SWIPE HEAD ON</p> <p>21</p>	<p>VEHICLES FROM ONE DIRECTION</p> <p>vehicles in opposite lanes</p> <p>REAR END</p> <p>31</p>	<p>MANOEUVRING</p> <p>LEAVING PARKING</p> <p>42</p>	<p>OVERTAKING</p> <p>HEAD ON</p> <p>51</p>	<p>ON PATH</p> <p>PARKED</p> <p>61</p>	<p>OFF STRAIGHT ON STRAIGHT</p> <p>OFF CARRIAGEWAY TO LEFT</p> <p>71</p>	<p>OFF PATH ON CURVE</p> <p>OFF CARRIAGEWAY RIGHT BEND</p> <p>81</p>	<p>PASSENGERS AND MISCELLANEOUS</p> <p>FELL IN/FROM VEHICLE</p> <p>91</p>		
<p>HEAD SIDE</p> <p>2</p>	<p>THRU-THRU</p> <p>12</p>	<p>THRU-THRU</p> <p>22</p>	<p>LEFT REAR</p> <p>32</p>	<p>LEAVING PARKING</p> <p>42</p>	<p>OUT OF CONTROL</p> <p>52</p>	<p>DOUBLE PARKED</p> <p>62</p>	<p>LEFT OFF CARRIAGEWAY INTO OBJECT/VEHICLE</p> <p>72</p>	<p>OFF RIGHT BEND INTO OBJECT/VEHICLE</p> <p>82</p>	<p>LOAD STRUCK/VEHICLE</p> <p>92</p>		
<p>EMERGING</p> <p>3</p>	<p>RIGHT-THRU</p> <p>13</p>	<p>THRU-LEFT</p> <p>23</p>	<p>RIGHT REAR</p> <p>33</p>	<p>PARKING</p> <p>43</p>	<p>PULLING OUT</p> <p>53</p>	<p>ACCIDENT OR BROKEN DOWN</p> <p>63</p>	<p>OFF CARRIAGEWAY TO RIGHT</p> <p>73</p>	<p>OFF CARRIAGEWAY LEFT BEND</p> <p>83</p>	<p>STUCK IN RAIN</p> <p>93</p>		
<p>FAR SIDE</p> <p>4</p>	<p>LEFT-THRU</p> <p>14</p>	<p>RIGHT RIGHT</p> <p>24</p>	<p>UTURN</p> <p>34</p>	<p>PARKING VEHICLES ONLY</p> <p>44</p>	<p>CUTTING IN</p> <p>54</p>	<p>CAR DOOR</p> <p>64</p>	<p>RIGHT OFF CARRIAGEWAY INTO OBJECT/VEHICLE</p> <p>74</p>	<p>OFF LEFT BEND INTO OBJECT/VEHICLE</p> <p>84</p>	<p>STUCK IN RAIN AND FURNITURE</p> <p>94</p>		
<p>PLAINS, WORKING LIGHTS ON CARRIAGEWAY</p> <p>5</p>	<p>THRU-LEFT</p> <p>15</p>	<p>THRU LEFT</p> <p>25</p>	<p>LANE SWIPE</p> <p>35</p>	<p>REVERGING</p> <p>45</p>	<p>PULLING OUT REAR END</p> <p>55</p>	<p>REPAIR OBSTRUCTION</p> <p>65</p>	<p>CUT OF CONTROL ON CARRIAGEWAY</p> <p>75</p>	<p>OUT OF CONTROL ON CARRIAGEWAY</p> <p>85</p>	<p>STRUCK RAILWAY AND FURNITURE</p> <p>95</p>		
<p>VALUING WITH TRAFFIC</p> <p>6</p>	<p>RIGHT-THRU</p> <p>16</p>	<p>LEFT LEFT</p> <p>26</p>	<p>LANE CHANGE RIGHT</p> <p>36</p>	<p>REVERSING ALSO FIXED OBJECT</p> <p>46</p>	<p>LEFT TURN</p> <p>56</p>	<p>TEMPORARY OBSTRUCTION</p> <p>66</p>	<p>LEFT TURN</p> <p>76</p>	<p>OUT OF CONTROL ON CARRIAGEWAY</p> <p>86</p>	<p>ARRIVAL OFF CARRIAGEWAY</p> <p>96</p>		
<p>FACING TRAFFIC</p> <p>7</p>	<p>LEFT-THRU</p> <p>17</p>	<p>UTURN</p> <p>27</p>	<p>LANE CHANGE LEFT</p> <p>37</p>	<p>LEAVING DRIVEWAY</p> <p>47</p>	<p>CUT-RE</p> <p>56</p>	<p>TEMPORARY ROADWORKS</p> <p>66</p>	<p>RIGHT TURN</p> <p>77</p>	<p>OFF CARRIAGEWAY</p> <p>86</p>	<p>PARKED CAR IN/INWAY</p> <p>96</p>		
<p>DRIVEWAY</p> <p>8</p>	<p>RIGHT-LEFT</p> <p>18</p>	<p>RIGHT TURN SS</p> <p>38</p>	<p>RIGHT TURN SS</p> <p>38</p>	<p>LOADING BAY</p> <p>48</p>	<td> </td> <td> <p>TEMPORARY OBJECT ON CARRIAGEWAY</p> <p>67</p> </td> <td> <td> </td> <td> </td> <td> </td> </td>		<p>TEMPORARY OBJECT ON CARRIAGEWAY</p> <p>67</p>	<td> </td> <td> </td> <td> </td>			
<p>ON FOOTWAY</p> <p>9</p>	<p>LEFT LEFT</p> <p>19</p>	<p>LEFT TURN SS</p> <p>39</p>	<p>FROM FOOTWAY</p> <p>49</p>	<td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td>							
<p>STRUCK WHILE BOARDING OR ALIGHTING</p> <p>98</p>	<p>OTHER 10</p>	<p>OTHER 20</p>	<p>OTHER 30</p>	<p>OTHER 40</p>	<p>OTHER 50</p>	<p>OTHER 60 (MISSILE/FLYING OBJECT)</p>	<p>OTHER 70</p>	<p>OTHER 80</p>	<p>OTHER 90</p>		



ROAD USER MOVEMENT CODE	Number of Crashes by Year					Severity							Surface				Light Condition							Day of Week							Time of Day										
						Fatal	Hospital	Medical	PDO Major	PDO Minor										Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	00:00 - 02:59	03:00 - 05:59	06:00 - 08:59	09:00 - 11:59	12:00 - 14:59	15:00 - 17:59	18:00 - 20:59	21:00 - 23:59	Not Specified						
	2007	2008	2009	2010	2011	Total						Not Specified	Dry	Wet	Not Specified	Day	Dusk/Dawn	Dark lights On	Dark lights off	Dark no lights	Not Specified																				
11 - Thru - Thru	2	2				4		1	2	1	4				3							1	1	1	1	1	1	2	1	1											
10 Series Total	2	2				4		1	2	1	4				3							1	1	1	1	1	2	1	1												
22 - Thru - Right	4	2	2			8	2	1	4	1	8				3	5						3	2	3	2	1	1	1	4	2											
20 Series Total	4	2	2			8	2	1	4	1	8				3	5						3	2	3	2	1	1	1	4	2											
30 - Other			1			1				1	1				1									1																	
31 - Same Lane Rear End	1	1	1	4		7	1	0	0	5	1	1	1	1	4	1	1					1	1	4	1	1	1	1	2	2											
32 - Same Lane Left Rear	2					2	1		1	2	2				2								1	1	1	1	1	1													
33 - Same Lane Right Rear	1					1	1		1	2	2				2								1	1	1	1	1	1													
35 - Parallel Lanes - S/swipe					1	1				1	1				1									1																	
30 Series Total	4	1	2	4	2	13	3	4	6	11	1	1	1	1	10	1	1	1	1	1	1	1	3	1	2	5	2	1	1	5	4	2									
74 - Off Right Cway Obj			1	1		2				2	1	1			2																										
77 - Right Turn - Inb			1			1				1	1				1																										
70 Series Total	1	1	1	1		3	0	2	5	13	6	25	2	1	17	1	0	0	0	0	2	4	3	2	2	7	5	0	1	2	4	7	4	7	3	0					
All RJM Codes	10	6	5	5	2	28	0	2	5	13	8	25	2	1	17	1	0	0	0	2	4	3	2	2	7	5	0	1	2	4	7	4	7	3	0						

Crash Grouping		RUM Codes	This Study Area (%)	Network Average	Flag
Crash Nature	Rear End	31,32,33,55,61,62	43	24	Over-represented
	Head On	21,51	0	0	
	Sideswipe Opposite Dirn	23,24,25,26	0	0	
	Sideswipe Same Dirn	34,35,36,37,38,39,42,53,54,64	4	8	
	Right Angle	10,11,12,13,14,15,16,17,18,19,47,48,49	14	41	Significantly under-represented
	Right Turn Thru	22,27	29	8	Significantly over-represented
	Hit Pedestrian	01,02,03,04,05,06,07,08,09,98	0	1	
	Hit Animal	69,95	0	0	
	Hit Object	70,72,74,76,77,80,82,84,94	7	13	
	Non Collision	52,70,71,73,75,76,77,80,81,83,85	4	1	
	Not Known		0	4	
Lighting	Daylight		61	71	Under-represented
	Dawn Or Dusk		4	5	
	Dark - Street Lights On		29	1	Significantly over-represented
	Dark - Street Lights Off		0	19	Under-represented
	Dark - Street Lights Not Provided		0	1	
	Not Known		7	3	
Grade	Level		64	71	
	Crest Of Hill		0	18	Under-represented
	Slope		25	3	Significantly over-represented
	Not Known		11	8	
Road Condition	Wet		7	18	Under-represented
	Dry		89	79	Over-represented
	Not Known		4	3	
Crash Severity	Fatal		0	0	
	Hospital		7	5	
	Medical		18	14	
	PDO Major		46	62	Under-represented
	PDO Minor		29	19	Over-represented
Alignment	Curve		7	14	
	Straight		71	72	
	Not Known		21	14	

Note: Use the comparison of crash patterns at a selected site with network average values as a rough indicator of problems at a location. Moderate variances between the figures should not be given undue weight, as the crash population is generally very small for intersections or small roads.

In Crash Tool, a variance of less 10 is not flagged. A variance between 10 and 19 is flagged as "Under-represented" or "Over-represented". A variance of 20 or more is flagged as "Significantly under-represented" or "Significantly over-represented"

For selections of fewer than 6 crashes, Crash Tool will not provide a flag.

Crash Cost Savings Category		Nature – Built Up
Year	2012	
Discount Rate (usually 5% for Black Spot)	5	

Countermeasure : Indented left turn slip (give way, stop or signal control)

Approach Leg : West

	Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	PV	
Capex →		110000																						
Opex →			350	350	350	350	350	350	350	350	350	350												2702.60
Crash Cost Savings			40768	40768	40768	40768	40768	40768	40768	40768	40768	40768												314903.0
																								8

Countermeasure : Traffic signal: Overhead mast arms

Approach Leg : North & South

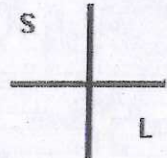
	Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	PV	
Capex →		35000																						
Opex →			5000	5000	5000	5000	5000	5000	5000	5000	5000	5000												38609.67
Crash Cost Savings			49665	49665	49665	49665	49665	49665	49665	49665	49665	49665												383503.1
																								1

MCM BCR 3.75
MCM NPV 511994.92

Intersection Crash Ranking Interactive Report

home	intersection query	ranking query	definitions	help
------	--------------------	---------------	-------------	------

* denotes a result higher than expected. Some categories may overlap, eg: some crashes may have occurred both at night and in the wet.



L = Local Road
S = State Road

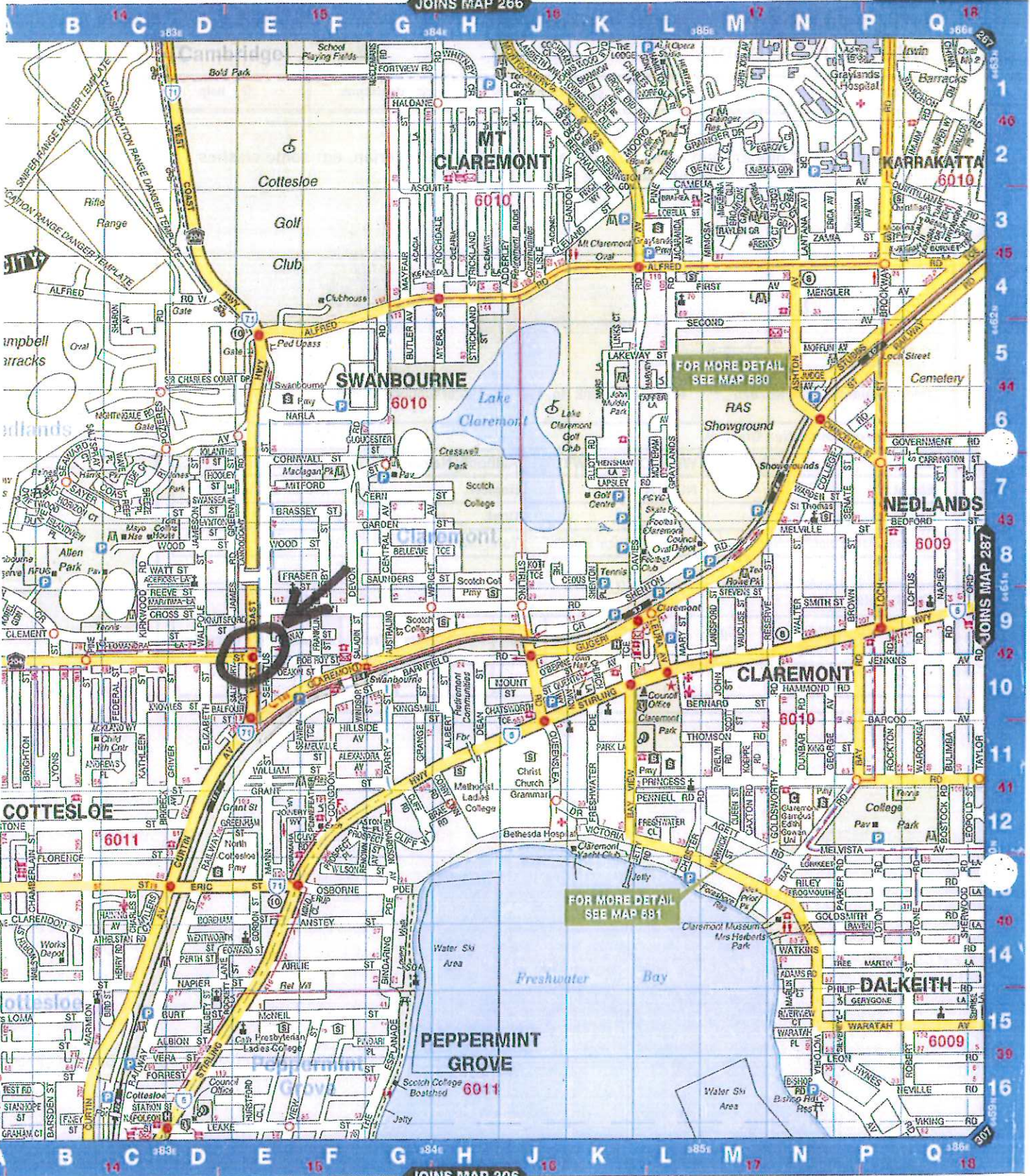
State Frequency Rank No. 826 State Cost Rank No. 856 Intersection No. 81673

Summary of Intersection Crashes			
Street 1	WEST COAST HWY	Authority Name	COTTESLOE (T)
Street 2	NORTH ST	Region	METROPOLITAN
Street 3		Cost	\$1,290,766
Intersection Classification	State and Local Roads	Total Crashes	28

Crash Details										
Rear End	Side Swipe	Right Angle	Right Thru	Wet	Night	Ped	Cycle	Truck	Motorcycle	Casualty
11	1	4	8	2	9	0	0	0	1	7



JOINS MAP 266



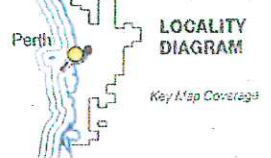
FOR MORE DETAIL SEE MAP 580

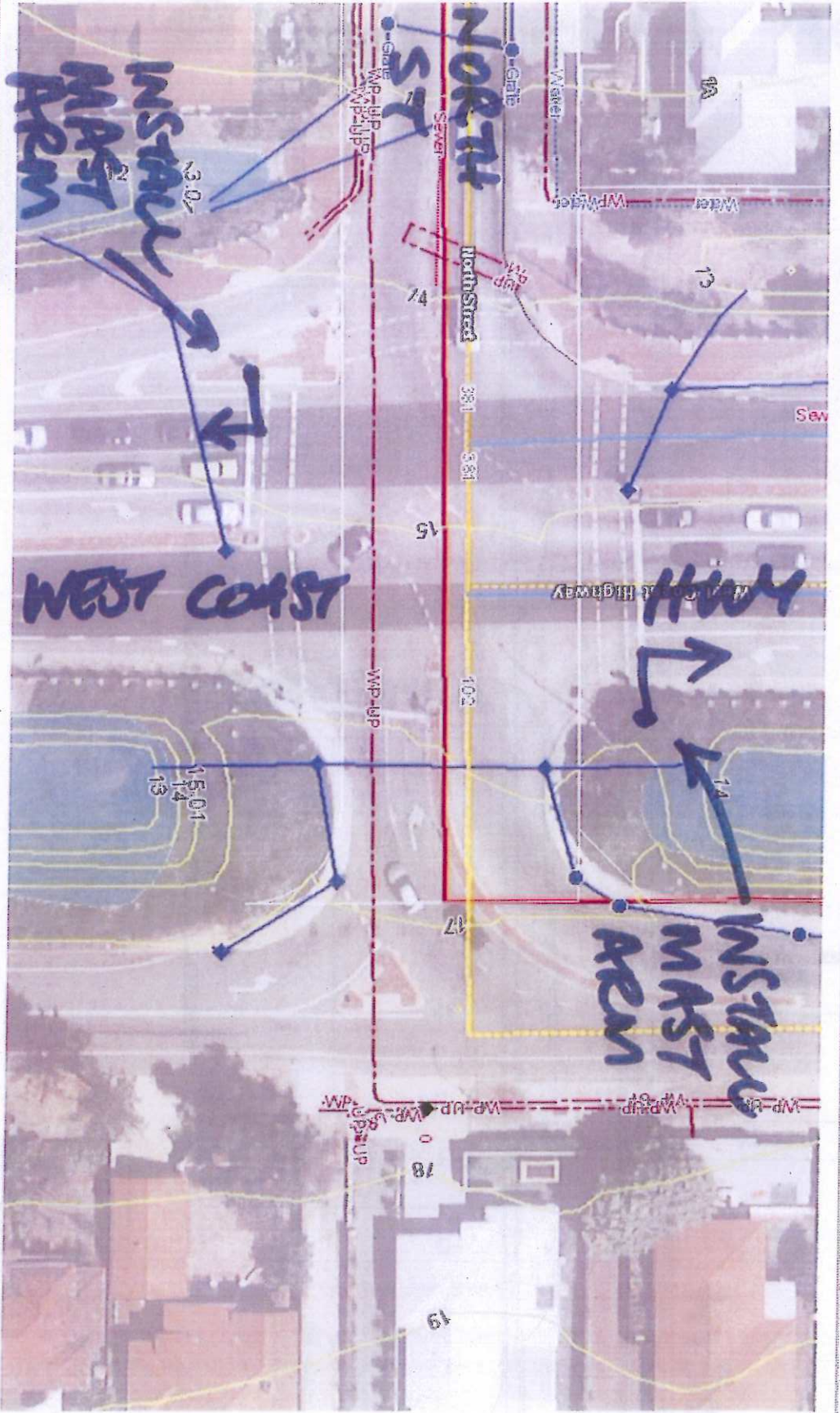
FOR MORE DETAIL SEE MAP 681

JOINS MAP 306

COPYRIGHT © UNIVERSAL PUBLISHERS PTY LTD 2001

- | | | | | |
|-----------------|---------------------|-----------------------|------------------|---------------|
| PRESS POST BOX | INFORMATION CENTRE | ONE-WAY TRAFFIC ROUTE | ROUNDABOUT | SWIMMING POOL |
| RAILWAY STATION | LIBRARY | PICNIC AREA | SCHOOL - PRIVATE | TELEPHONE |
| GOLF COURSE | LOOKOUT 180, 360 | PLACE OF WORSHIP | SCHOOL - PUBLIC | TOILETS |
| BOAT SLIDES | MASONIC CENTRE | PLAYGROUND | SCOUTS | TRAFFIC LIGHT |
| HOSPITAL | MEMORIAL / MONUMENT | POLICE STATION | SERVICE STATION | WEIGHBRIDGE |
| TEL | MOTEL | POST OFFICE | SHOPPING CENTRE | WINERIES |





City of Nedlands



The City of Nedlands accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image

Thursday, 26 July 2012

1:500



**11.2.6 NORTH STREET / WEST COAST HIGHWAY LEFT TURN LANE
EXTENSION**

File No: SUB/486
Attachments: City of Nedlands Letter
Plans of Options for Left Turn Lane Extension
Aerial Photo of Affected Area
Responsible Officer: Carl Askew
Chief Executive Officer
Author: Geoff Trigg
Manager Engineering Services
Proposed Meeting Date: 19 June 2012
Author Disclosure of Interest Nil

SUMMARY

The City of Nedlands has requested the Town of Cottesloe's approval *in principle* to create an extension of the existing left turning lane on North Street, at West Coast Highway, to address the traffic problems experienced through the Swanbourne area. There are three options regarding this proposal. The City of Nedlands would fund the works, in 2012/2013.

The recommendation is that Council:

1. Gives approval *in principle* to the City of Nedlands for the extension of the left turn lane of North Street onto West Coast Highway during the 2012/2013 financial year.
2. Gives support *in principle* to the North Street widening required for the increased left turn lane capacity to include an impact on the south side of North Street, in the Town of Cottesloe, with the requirements that impact on verge trees be kept to a minimum and that public consultation takes place with all potentially affected properties.

BACKGROUND

North Street is the boundary street between the City of Nedlands and the Town of Cottesloe, with the street centre line being the boundary.

The current works of resurfacing North Street has been a joint exercise between the two municipalities, with the eastern end of the work ending at approximately the start of the proposed left turn lane extension.

It has become obvious in recent years that the traffic lined up on North Street, wanting to turn left into West Coast Highway, has steadily increased, particularly at the peak times around 8.00am and 5.00pm. Vehicles are driving over the north side kerb line and the section built and marked for two lanes has been informally extended by increased vehicle use.

This proposal is aimed at creating a lengthened section of left turn lane which will also allow a lengthened 'through' lane from North Street across the highway or for a right turn.

STRATEGIC IMPLICATIONS

Nil

POLICY IMPLICATIONS

Nil

STATUTORY ENVIRONMENT

The City of Nedlands will have to obtain Main Roads WA approval for the extra line marking and signage required for this work. This will include approval of the design. Main Roads WA is the only authority with the power to approve such line marking and signage.

FINANCIAL IMPLICATIONS

The City of Nedlands will fund all works involved with this proposal, including survey, design, construction, lighting and any impact on services.

SUSTAINABILITY IMPLICATIONS

One or two street trees will have to be removed, depending on the design option chosen, either from the north or the south side of North Street.

CONSULTATION

Apart from this contact from the City of Nedlands, no other consultation has occurred.

STAFF COMMENT

The problem is obvious to anyone using North Street trying to get onto West Coast Highway around 8.00am and 5.00pm. The solution is to increase the holding capacity of the left turn lane and with it, the through / right turn lane. The City of Nedlands will fund all works and arrange the construction.

The issue is which side is to be affected. The three options are:

- Option 1 - all works on the north (Nedlands) side;
- Option 2 - all works on the south (Cottesloe) side; or
- Option 3 - partial widening on both sides.

Option 3, with almost double the cost, up to 5 street trees lost and drainage pits on both sides being affected, would be the easiest option to discount.

There is a fourth option - Do nothing. With Nedlands funding the work and the obviousness of improvements being urgently required, this option should also be discounted.

Option 1 on the Nedlands side, affects 7 property accesses compared to Option 2 on the south side affecting 2 accesses. The majority of services are also on the Nedlands street verge, along with one street light required to be relocated.

In regards to street trees, the northern option removes 2 trees, with the southern option removing one tree. There is a potential of two more trees to be impacted upon, on the south side, depending on final exact surveys.

Given the heavy use made of this intersection by vehicles originating from Cottesloe and the lesser impact of on the south side verge (Option 2) when compared with Option 1 (north side), this proposal is worthy of support, dependant on the minimum amount of tree removals from the verge. At this stage, the works are proposed mid 2012/2013 if the City of Nedlands budget process permits.

VOTING

Simple Majority

COMMITTEE DISCUSSION

Committee discussed the three options presented in the letter from the City of Nedlands and agreed that option 2 did not entirely solve the issue of people turning right onto West Coast Highway, which in turn holds up traffic wanting to either turn left or go straight on. Committee discussed options to promote traffic flow that included use of the sump land on the corner of West Coast Highway and North Street to create a slip road and requesting that Main Roads consider revising the traffic light sequencing and/or include a right turn green arrow.

Committee agreed that it could be beneficial to receive a presentation from Engineers from the City of Nedlands to discuss other possibilities for the road works, as the current three proposed options may not solve the traffic congestion problems.

OFFICER RECOMMENDATION

Moved Cr Boland, seconded Cr Rowell

THAT Council:

1. Gives approval *in principle* to the City of Nedlands for the extension of the left turn lane of North Street onto West Coast Highway during the 2012/2013 financial year.
2. Gives support *in principle* to the North Street widening required for the increased left turn lane capacity to include an impact on the south side of North Street, in the Town of Cottesloe, with the requirements that impact on verge trees be kept to a minimum and that public consultation takes place with all potentially affected properties.

Lost 0/5

NEW MOTION / COMMITTEE RECOMMENDATION & COUNCIL RESOLUTION

Moved Cr Rowell, seconded Cr Strzina

THAT Council defer the matter and request a presentation from officers from the City of Nedlands to discuss other possibilities for this traffic management issue.

Carried 9/0

