

Special Council Meeting Minutes

18 December 2019

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

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City of
Norwood
Payneham
& St Peters

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VENUE Council Chambers, Norwood Town Hall

HOUR 7.00pm

PRESENT

Council Members Mayor Robert Bria
Cr Kester Moorhouse
Cr Evonne Moore
Cr Garry Knoblauch
Cr John Minney
Cr Carlo Dottore
Cr Kevin Duke
Cr Connie Granozio
Cr Mike Stock
Cr Scott Sims
Cr Fay Patterson
Cr Sue Whittington
Cr John Callisto

Staff Mario Barone (Chief Executive Officer)
Lisa Mara (General Manager, Governance & Community Affairs)
Sharon Perkins (General Manager, Corporate Services)
Keke Michalos (Manager, Economic Development & Strategic Projects)
Jared Barnes (Project Manager, Urban Design & Special Projects)
Marina Fischetti (Executive Assistant, Urban Services)

APOLOGIES Cr Christel Mex

ABSENT Nil

1. CONFIRMATION OF THE MINUTES OF THE COUNCIL MEETING HELD ON 2 DECEMBER 2019

Cr Moorhouse moved:

That the minutes of the Council meeting held on 2 December 2019, be taken as read and confirmed, subject to the following amendment:

*Index Page
14. Confidential Items
Item 14.4 Chief Executive Officer's Performance Review*

to be amended as follows:

*Index Page
15. Confidential Item - Other Business.*

Seconded by Cr Minney and carried unanimously.

2. STAFF REPORTS

2.1 THE PARADE AND GEORGE STREET SCRAMBLE CROSSING

REPORT AUTHOR: Manager, Economic Development & Strategic Projects
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 83664509
FILE REFERENCE: S/05825
ATTACHMENTS: A - F

PURPOSE OF REPORT

The purpose of this report is to present the results of the traffic modelling, which has been undertaken for the proposed scramble crossing at the intersection of The Parade and George Street intersection, to the Council for its consideration.

BACKGROUND

The Council has been in discussions with the Department of Planning, Transport and Infrastructure (DPTI), regarding improvements to The Parade and George Street intersection for many years. A scramble crossing at this intersection has been proposed to improve pedestrian safety and access as part of The Parade Masterplan, which was endorsed by the Council in May 2019.

During the process of preparing the Masterplan for The Parade, Council Staff discussed the scramble crossing with DPTI. In January 2019, the Council received a letter from DPTI advising that whilst “DPTI supports changes to the intersection to improve pedestrian safety including the installation of a scramble crossing and any associated Disability Discrimination Act (DDA) requirements,” DPTI does not support installation of a scramble crossing “in isolation as a standalone initiative.” In other words, additional measures are required by DPTI to offset the potential traffic impacts, such as increased delays for all road users and queuing of vehicles on The Parade during peak traffic periods. In the same letter, DPTI acknowledged that the introduction of short dedicated right hand turn lanes is not a solution which is supported by the Council at this time and advised that DPTI’s preferred compromise to manage queuing and traffic during peak periods, is through the introduction of a peak period (eg 7.30am - 9.00am and 4.00pm – 6.00pm) “No Right Turn” on both The Parade approaches to the intersection with George Street together with the introduction of the scramble crossing. A copy of the letter is contained in **Attachment A**.

To ensure that DPTI’s proposed compromise was an optimum solution, Tonkin Consulting was engaged to undertake SIDRA traffic modelling to determine the potential traffic impacts of restricting right hand turns from The Parade into George Street during the peak periods.

SIDRA is a software package widely used by traffic design, operations and planning professionals, to model intersection and network capacity, level of service and analyse performance of signalised intersections and networks prior to making any changes to the function or configuration of an intersection.

The results of the SIDRA traffic modelling indicates that by restricting the right hand turns during peak periods, an acceptable Level of Service (LOS) at The Parade / George Street intersection would be maintained. LOS is a qualitative measure for ranking operating conditions or service quality, based on speed, travel time, delay, density, freedom to manoeuvre, interruptions, comfort and convenience. There are six (6) LOS categories, designated A to F. LOS A is the best operating condition and service quality from the users’ perspective (i.e. free-flow). LOS F is the worst (i.e. breakdown flow). LOS D is the minimum level of service generally accepted for intersections in DPTI project scenarios.

Tonkin recognised that these changes would more than likely result in some traffic diverting to alternative routes. The traffic analysis indicated that up to 50 vehicles per hour may divert to alternative routes. Notwithstanding this, Tonkin advised that this proposed change would have a minimal impact on the local road network due to the relatively low number of vehicles impacted at this time.

At a Special Meeting held on 15 May 2019, the Council considered the outcome of the review of a number of traffic and design matters proposed in the final draft Masterplan for The Parade, which included the SIDRA traffic modelling undertaken by Tonkin. Following consideration of the traffic and design matters, the Council resolved the following in relation to The Parade Masterplan:

1. *That the final draft of The Parade Masterplan (as contained in Attachment C) be endorsed by the Council with the following amendments:*
 - a. *That the key elements description and drawing of the Fullarton Road intersection on page 60 be revised to reflect the existing intersection arrangement which is proposed to be maintained;*
 - b. *That the key elements description and drawing of the Sydenham Road intersection on page 61 be revised to reflect no right turns from Sydenham Road onto The Parade as per the existing conditions;*
 - c. *That the key elements description and drawing of the Osmond Terrace intersection on page 72 be revised to include the existing bicycle lanes and the existing right turn lanes from Osmond Terrace onto The Parade; and*
 - d. *That a disclaimer be included in The Parade Masterplan stating that the photo montages are for illustration purposes only.*
2. *That the Council supports consideration of the proposal to introduce a peak period (for example 7.30am – 9.00am and 4.00pm – 6.00pm) 'No Right Turn' on both The Parade approaches together with the introduction of a scramble crossing at the intersection of The Parade and George Street, in order to manage queuing and traffic during peak periods.*
3. *That the Chief Executive Officer be authorised to make any minor amendments to The Parade Masterplan, resulting from consideration of this report and as necessary to finalise the document in a form suitable for finalisation and printing.*
4. *That the Council endorses the use of The Parade Masterplan as the basis for the detail design of any proposed streetscape upgrade to The Parade.*
5. *That the Chief Executive Officer be authorised to write to the Department of Planning, Transport and Infrastructure and advise the Department that the Council has endorsed The Parade Masterplan and supports consideration of the proposal to introduce a peak period (for example 7.30am – 9.00am and 4.00pm – 6.00pm) 'No Right Turn' on both The Parade approaches together with the introduction of a scramble crossing at the intersection of The Parade and George Street.*
6. *That as part of the Detail Design Stage of the Project, staff investigate the possibility of installing a scramble crossing at the intersection of Osmond Terrace and The Parade.*

Subsequent to the Council's decision, Mayor Bria wrote to the Hon Stephen Knoll MP on 17 May 2019, thanking DPTI for its support in respect to the scramble crossing, which will improve pedestrian safety and vehicular flows. In that letter, the Mayor requested the opportunity to discuss in more detail, DPTI's recommendation to ban right hand turns from The Parade into George Street during morning and afternoon peak times. In the letter the Mayor articulated the Council's belief that there needs to be flexibility in order to achieve both the Department's objective of maintaining optimum traffic flow and the Council's and the community's objective of improving pedestrian and vehicle safety, recognising that The Parade must function as both a viable mainstreet and arterial road. A copy of the letter is contained in **Attachment B**.

On Tuesday 21 May 2019, the Mayor Bria met with the Hon Stephen Knoll MP, to discuss a number of planning and transport matters, including the Council's resolution in relation to the proposed ban of right hand turns associated with the scramble crossing. At that meeting, the Minister agreed to the Mayor's request, on behalf of the Council, that DPTI staff would revisit the scramble crossing and in particular, the ban on right hand turns and determine if a compromise or alternative option could be achieved, such as no ban in the AM and PM peak periods or a ban in only one direction during the AM and PM peak periods.. A copy of the letter from Mayor Bria to the Minister summarising the outcomes of their meeting is contained in **Attachment C**.

In response to Part 5 of the Council's resolution, the Council's Chief Executive Officer also wrote to DPTI advising the Department of the Council's resolution as well as the outcome of the meeting between the Minister and Mayor Bria. A copy of the letter is contained in **Attachment D**.

Subsequently, a meeting between Council staff and DPTI staff was held on 17 July 2019, to discuss various scenarios for the operation of a scramble crossing at the intersection. At that meeting, it was agreed that the Council would appoint Tonkin Consulting to model additional traffic management scenarios in order to ensure that due diligence has been given to analysing all practical options, prior to the Council and DPTI agreeing on a preferred option for the scramble crossing.

In September 2019, Tonkin Consulting was appointed by the Council to undertake additional SIDRA modelling for the proposed scramble crossing at the intersection of George Street and The Parade. The draft versions of the SIDRA Report were provided to DPTI for review and comment.

In November 2019, the Council received a letter from DPTI's Chief Executive regarding the proposed scramble crossing advising that "*DPTI has considered the merits of the options and DPTI's recommendation is for the installation of a scramble crossing that includes pedestrian ramp upgrades and banning right turns on The Parade approaches during peak periods.*" In addition, the DPTI letter advises that "*while providing short right turn lanes on both The Parade approaches is an option, DPTI recognises that similar gains could be made by banning these right turns during the busiest times of the day, that being the morning and afternoon peak periods.*" The letter also advised that DPTI "*funding for this project would be made available this financial year*" and that DPTI "*will continue to work with the Council to finalise the cost and recommend the optimum delivery method and funding mechanism.*" A copy of the letter is contained in **Attachment E**.

The purpose of this report is to present the results of the SIDRA modelling, which has been undertaken by Tonkin Consulting, as outlined in *The Parade/George Street Scramble Crossing SIDRA Report* contained in **Attachment F** and seek the Council's endorsement to proceed with the recommended option, which includes banning right turns on The Parade approaches during peak periods.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

CityPlan 2030: Update 2017

The Parade Masterplan seeks to implement the Council's strategic vision set out in *CityPlan 2030: Shaping Our Future* and its commitment to its primary objective of community well-being. The holistic approach reflects the strategic importance of the Masterplan in achieving meaningful change. The relevant Outcomes, Objectives and Strategies of the Plan are outlined below:

Outcome 1 Social Equity

A connected, accessible and pedestrian-friendly community.

Objective 1.1: Convenient and accessible services, information and facilities.

Strategy 1.3: Design and provide safe, high quality facilities and spaces for people of all backgrounds, ages and abilities.

Objective 1.2: A people-friendly, integrated, sustainable and active transport and pedestrian network.

Strategy 2.2: Provide safe and accessible movement for people of all abilities.

Outcome 2 Cultural Vitality

A culturally rich and diverse City, with a strong identity, history and 'sense of place'.

Objective 2.3 A City which values and promotes its rich cultural and built heritage.

Strategy 3.1 Protect and enhance places, streetscapes, precincts and landmarks which reflect the built and cultural history of our City.

Objective 2.4 Pleasant, well designed, sustainable urban environments.

Strategy 4.2 Encourage sustainable and quality urban design outcomes.

Strategy 4.3 Maximise the extent of green landscaping provide in new development and in the public realm.

Objective 2.5 Dynamic community life in public spaces and precincts.

Strategy 5.2: Create and provide interesting and colourful public spaces to encourage interaction and gatherings.

Outcome 3 Economic Prosperity

A dynamic and thriving centre for business and services.

Objective 3.2 Cosmopolitan business precincts contributing to the prosperity of the City.

Objective 3.5 A local economy supporting and supported by its community.

Strategy 5.2 Support opportunities for people to collaborate and interact in business precincts.

Outcome 4 Environmental Sustainability

A leader in environmental sustainability

Objective 4.3 Sustainable and attractive streetscapes and open spaces.

Strategy 3.1: Improve the amenity and safety of streetscapes for pedestrians and cyclists, including provision for shade in summer.

Strategy 3.2 Protect, enhance and expand public open space

FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated \$115,000 towards the design and construction of The Parade / George Street Scramble Crossing. DPTI has indicated that the State Government will contribute \$27,000 towards the project, bringing the current total project budget to \$142,000.

The preliminary cost estimate for construction based upon the concept design for the scramble crossing is approximately \$112,000.

EXTERNAL ECONOMIC IMPLICATIONS

The scramble crossing is included in The Parade Masterplan. Implementation of the Masterplan will have direct external economic implications, however a significant investment from the Council in the public realm will over time more than likely attract a significant amount of private investment, with visitation to The Parade and enjoyment of The Parade. It will also ensure that The Parade remains contemporary from an infrastructure perspective.

It has been identified that the scramble crossing options which restrict right hand turns from The Parade into George St during peak hour, will limit access to existing car parking behind the Norwood Place and Parade Central. The introduction of the scramble crossing will also slightly increase driving times along The Parade, which could deter some drivers from using The Parade. However, people's behaviour will naturally adjust to any intersection changes, including finding alternative routes to get to destinations. Therefore, it is very difficult to satisfactorily determine or quantify any real external economic implications of the scramble crossing.

While identification and consideration of potential external economic impacts both during and after construction of the scramble crossing is important, it must be stated that the primary purpose of the scramble crossing is pedestrian and driver safety.

SOCIAL ISSUES

The Parade Masterplan provides a framework that recognises The Parade as a pedestrian friendly mainstreet, which prioritises pedestrian and bicycle access and circulation, as well public transport opportunities. In conjunction with the long term delivery of higher density development, the Masterplan will provide the framework for a public realm asset that aims to lessen the long term reliance on the motor vehicle.

The introduction of a scramble crossing at the intersection of The Parade and George Street is the first step towards delivering a safer and more accessible pedestrian friendly environment and achieving the vision outlined in The Parade Masterplan.

CULTURAL ISSUES

The Parade Masterplan builds on the existing identity of The Parade, and ensures that its 'sense of place' is managed and appropriately and sensitively enhanced. Whilst there are no direct cultural benefits from the implementation of a scramble crossing, it does contribute to the identity and experience of this pedestrian friendly mainstreet.

ENVIRONMENTAL ISSUES

There are no environmental issues identified with the proposed scramble crossing.

RESOURCE ISSUES

The preparation of the SIDRA Report and the detail design and construction documentation is being undertaken by Tonkin. The Manager, Economic Development & Strategic Projects and the Project Manager, Urban Design & Special Projects are responsible for the management of the Scramble Crossing Project, which forms Stage 1 of the implementation of The Parade Masterplan Project.

RISK MANAGEMENT

The Project has taken into consideration the identification, resolution and management of all risk management issues as required by the relevant legislation and Council policies.

CONSULTATION

- **Elected Members**

A total of six (6) Elected Member Information Briefings and Workshops were held throughout the preparation of the Masterplan.

The first Workshop with Elected Members was held on Tuesday 20 October 2015. This Workshop included a brief overview of the Project followed by a site visit. The most recent Information Session was held on Wednesday 8 May 2019, where Elected Members were provided with an overview of the draft Masterplan and were informed of the results of the traffic investigations.

The Council formally considered the results of the Phase 1 Community Consultation and Engagement at its meeting held on 22 May 2018, the results of the Phase 2 Community Consultation and Engagement at its Special Meeting held on 17 July 2018 and the results of the Phase 3 Community Consultation and Engagement at its Special Meeting held on 12 September 2018.

The Council formally considered and endorsed The Parade Masterplan, which included a concept for the scramble crossing, at a Special Council Meeting held on 15 May 2019.

- **Community**

The Community was consulted and engaged through the Phase 1, Phase 2 and Phase 3 Community Consultation and Engagement process for The Parade Masterplan. All comments received in relation to The Parade/George Street intersection (including the proposed scramble crossing) were taken into consideration in the development of the Final Parade Masterplan.

- **Staff**

Project Manager, Urban Design & Special Projects

- **Other Agencies**

Staff have worked closely with the Department of Planning, Transport and Infrastructure to deliver the best outcome for both the street and the community.

DISCUSSION

The Parade Masterplan includes the introduction of a scramble crossing at the intersection of The Parade and George Street. The reason for installing a scramble crossing at this intersection, is to improve pedestrian safety and access and introduce a more efficient signal cycle for vehicular movements, which ultimately addresses a number of the concerns that were raised during the consultation phases of The Parade Masterplan Project.

As set out in the Background section of this Report, Tonkin Consulting was engaged in September 2019, to undertake additional SIDRA modelling in order to ensure that due diligence has been given to analysing all practical options prior to the Council and DPTI agreeing on a preferred option for the scramble crossing. Tonkin undertook SIDRA intersection modelling in accordance with DPTI's Traffic Modelling Guidelines. More specifically, Tonkin Consulting modelled and analysed the results for the base case scenario (i.e. existing traffic layout and operation in AM & PM peaks) as well as the following six (6) options, which are summarised below:

- **Option 1:** Option 1 is based upon The Parade Masterplan, which was endorsed by the Council. There are four (4) variations of this option, namely:
 - **Option 1A:** filtered right turns from The Parade in both directions during AM & PM peaks;
 - **Option 1B:** no right turns from The Parade in both directions during AM & PM peaks;
 - **Option 1C:** no right turns from The Parade for westbound traffic only during AM peak, and for eastbound traffic only during PM peak;
 - **Option 1D:** same as Option 1C but with manual alterations to traffic signal phasing to improve conditions along The Parade at the detriment of George Street; and
- **Option 2:** Option 2 is based upon the introduction of short right turn lanes in The Parade median with the lane configuration for the George Street approaches (i.e. right turn lane and left turn / through lane) as per the endorsed Parade Masterplan. There are two (2) variations of this option, namely:
 - **Option 2A:** filtered right turns from The Parade in both directions during AM & PM peaks; and
 - **Option 2B:** controlled right turns (i.e. signalised right turn arrow) from The Parade in both directions during AM & PM peaks.

In respect to Option 2, the SIDRA modelling is based on the assumption that all existing trees in The Parade median are retained. The length of the right turn lanes is therefore limited by the existing trees located in the median on both approaches. The lengths of the right turn lanes used in the modelling is 22m on the eastern approach and 30m on the western approach, inclusive of the lane taper.

The traffic modelling results are presented in *The Parade/George Street Scramble Crossing SIDRA Report*, contained in **Attachment F**. DPTI's Traffic Operations staff have reviewed draft versions of *The Parade/George Street Scramble Crossing SIDRA Report*, as well as the SIDRA modelling computer files. DPTI's comments and minor adjustments to the model calibration and traffic modelling assumptions have been incorporated into the modelling and addressed by Tonkin in the SIDRA Report. For the purposes of reading and understanding *The Parade/George Street Scramble Crossing SIDRA Report*, the LOS results for the base case and six (6) options are summarised in the **Table 1** below. The results that are shaded grey indicate where the minimum LOS D is not met.

TABLE 1 – LEVEL OF SERVICE (LOS) SUMMARY TABLE

Location	Base Case Existing Condition	Option 1A Filter Right Turns	Option 1B No Right Turns (both directions)	Option 1C No Right Turns in Peak (one direction)	Option 1D As Per 1C with Alternate Phasing	Option 2A Right Turn Lanes with Filter Turns	Option 2B Right Turn Lanes with Controlled Turns
George Street (South)							
AM Peak	B	D	C	C	D	C	D
PM Peak	C	D	D	D	D	D	D
The Parade (East)							
AM Peak	B	F	E	E	D	E	F
PM Peak	B	C	C	C	C	C	C
George Street (North)							
AM Peak	C	F	D	D	F	D	F
PM Peak	C	F	D	D	D	D	E
The Parade (West)							
AM Peak	B	D	D	D	D	D	D
PM Peak	C	E	C	C	C	C	D

The results of the traffic modelling as set out in *The Parade/George Street Scramble Crossing SIDRA Report*, indicate that all six (6) scenarios will result in a lower LOS than the base case (i.e. the current LOS at The Parade/George Street intersection, which has an average LOS of B/C across all of the approaches). None of the options meet the minimum LOS requirement of D for all approaches in both peak periods. However, Options 1B, 1C and 2A perform equally best, meeting the minimum requirements for all legs in the PM peak period and all legs in the AM peak period apart from The Parade (East). Option 1D performs similarly well, as it improves conditions along The Parade (East) at the detriment of George Street (North) during the AM peak period. Options 1A and 2B perform the worst, with poor LOS on The Parade (East) during the AM peak and George Street (North) during both the AM and PM peak periods.

The modelling also shows that a number of options may have issues with increased queue lengths resulting in vehicles queuing over adjacent intersections. It is noted that the 95% queue distance has been assessed and although the SIDRA model shows that queueing across the intersections will occur, it is not likely to be frequent.

Options 1B, 1C, 1D, 2A and 2B may result in vehicles queued across the intersection of Webbe Street and the northern leg of George Street in both peak periods, the intersection of the southern leg of George Street and the carpark entrance in both peak periods and the intersection of the eastern leg of The Parade and Queen Street in the AM peak period. It is noted that Option 2B may result in vehicles queuing over the intersection of the eastern leg of The Parade and Portrush Road in the AM peak period.

Option 1A may result in vehicles queuing across the intersections of The Parade and Portrush Road, The Parade and Osmond Terrace, George Street and Webbe Street and George Street and the carpark adjacent Coles.

Overall, *The Parade/George Street Scramble Crossing SIDRA Report*, highlights Options 1B, 1C and 2A as the recommended options from a LOS approach. All of these options have the same LOS for each approach leg. Considering other aspects of the layouts, such as the construction cost and the street environment, Options 1B and 1C are highly preferable to Option 2A, as these options support The Parade Masterplan vision to create a pedestrian friendly mainstreet. Option 2A, on the other hand, requires the introduction of a dedicated right turn lane. Given that one (1) of the primary objectives of the Masterplan is to make The Parade more pedestrian friendly, if the central median is reduced or removed and additional traffic lanes introduced onto The Parade this will only reinforce The Parade as an arterial road, which is contrary to what the Masterplan is trying to achieve and is also contrary to the intended role of The Parade. Furthermore, Option 2A results in the loss of the streetscape amenity (e.g. existing median landscaping, flag poles, current location of Christmas trees).

Overall, there is agreement between Council staff and DPTI for the creation of a pedestrian friendly streetscape and in particular, the inclusion of a scramble crossing at the George Street intersection that includes banning right turns on The Parade approaches during peak periods. DPTI Traffic Operations staff have advised that *“Option 1C which would have no right turn from The Parade westbound in the morning peak and eastbound in the afternoon peak would be supported,”* which reinforces the advice in the letter received from the Chief Executive of DPTI, a copy of which is contained in **Attachment E**.

On this basis, it is therefore recommended that the Council endorse Option 1C - No Right Turns in peak periods (one direction) as the preferred option for The Parade/George Street intersection. This option provides a compromised position between the Council's preference to minimise any changes to the vehicular movements at the intersection and DPTI's need to make efficient vehicular movement along The Parade.

In addition, the advantage of adopting and implementing Option 1C, is that further adjustments to the traffic signal phasing and physical modifications to the intersection can be made should the Council and/or DPTI determine that better traffic efficiency is needed in the future. For example, phase timing can be reduced on George Street to improve traffic flow on The Parade as represented by Option 1D, and the construction of new kerb alignments reflecting The Parade Masterplan would potentially reduce the scramble crossing walking distance and resulting pedestrian phase time to give more green light time to drivers. These are the detailed discussions that need to be undertaken with DPTI, following the Council's resolution regarding its preferred option.

Subject to the Council adopting this recommendation option, Council Staff will work closely with DPTI on the detail design, documentation and funding mechanism for the delivery of the scramble crossing in 2020.

OPTIONS

The Council can choose to endorse Option 1C (No Right Turns in peak (one direction) as the recommended and preferred option for The Parade/George Street intersection as contained in **Attachment F** or alternatively, the Council can choose to endorse an alternative option which will need to be presented to DPTI. On the basis that the Option 1C is a well-considered solution for the long term viability of The Parade/George Street intersection and given that is a compromised position which DPTI has indicated it will support, all of the other options (ie Options 1A, 1B 1D, 2A, 2B) are not recommended.

Alternatively, given the predicted change to the LOS at the intersection, the Council could resolve not to proceed any further with installation of the Scramble Crossing at the intersection of The Parade and George Street. This option is not recommended given that following consideration of all of the submissions the concept of a scramble crossing has been endorsed in The Parade Masterplan and given that both the Council and the State Government have allocated funding for its delivery.

CONCLUSION

The conclusion from Tonkin Consulting and Council Staff is that the restrictions in one direction to the peak hour turning movements would be adequate to meet DPTI's requirements of optimum traffic flows, even though the modelling does suggest that there will be a lower Level of Service and that the average delays and queuing length will increase. Notwithstanding this, any changes to The Parade need to ensure that they ideally meet the needs of all users or at least the overwhelming majority of users.

COMMENTS

Should the Council support the restrictions in one direction to the right hand turns from The Parade into George Street, during the AM and PM peak periods, Council staff will work closely with DPTI to implement the 'scramble crossing' and associated changes to The Parade and George Street intersection as outlined in The Parade Masterplan.

RECOMMENDATION

1. That *The Parade/George Street Scramble Crossing SIDRA Report, contained in Attachment F*, is received and noted.
 2. That the Council supports the proposal to introduce 'No Right Turn' restrictions from The Parade for westbound traffic only during AM peak (7.30am – 9.00am) and No Right Turns from The Parade for eastbound traffic only during PM peak (4.00pm-6.00pm) together with the introduction of a scramble crossing at the intersection of The Parade and George Street, in order to manage queuing and traffic during peak periods, and that these new arrangements be monitored for a period of twelve (12) months following its installation and a report outlining the results of the review be prepared for the Council's consideration.
 3. That the Department of Planning, Transport and Infrastructure be advised of the Council's decision.
-

Cr Sims left the meeting at 7.28pm.
Cr Sims returned to the meeting at 7.30pm.

Cr Moorhouse declared a perceived conflict of interest in respect to this item on the basis that he has previously met with the representatives of Norwood Place to listen to their concerns about The Parade Masterplan. Cr Moorhouse advised that he would remain in the meeting and take part in the decision making process and vote with an open mind and with the benefit of all the information that has been made available and/or which is now before the Council for consideration, including the contribution of other Elected Members

Cr Duke moved:

1. *That The Parade/George Street Scramble Crossing SIDRA Report, contained in Attachment F, is received and noted.*
2. *That Council supports right hand turning from The Parade into George Street for both east and west bound traffic, with west bound traffic being given a longer time phase between 7.00am and 9.00am and east bound traffic being given a longer time phase between 4.30pm and 6.30pm.*
3. *That these arrangements be monitored and reviewed after six (6) months of operation and a report outlining the results of the review be prepared for the Council's consideration.*
4. *That the Department of Planning, Transport and Infrastructure be advised of the Council's decision.*

Seconded by Cr Minney and lost.

Division

Cr Duke called for a division and the decision was set aside.

Those in favour:

Cr Knoblauch, Cr Minney, Cr Duke and Cr Stock.

Those against:

Cr Patterson, Cr Whittington, Cr Dottore, Cr Sims, Cr Granozio, Cr Callisto, Cr Moorhouse and Cr Moore.

The Mayor declared the motion lost.

Cr Whittington moved:

- 1. That The Parade/George Street Scramble Crossing SIDRA Report, contained in Attachment F, is received and noted.*
- 2. That the Council supports the proposal to introduce 'No Right Turn' restrictions from The Parade for westbound traffic only during AM peak (7.30am – 9.00am) and No Right Turns from The Parade for eastbound traffic only during PM peak (4.00pm-6.00pm) together with the introduction of a scramble crossing at the intersection of The Parade and George Street, in order to manage queuing and traffic during peak periods, and that these new arrangements be monitored for a period of twelve (12) months following its installation and a report outlining the results of the review be prepared for the Council's consideration.*
- 3. That the Department of Planning, Transport and Infrastructure be advised of the Council's decision.*

Seconded by Cr Sims.

Amendment

Cr Stock moved:

- 1. That The Parade/George Street Scramble Crossing SIDRA Report, contained in Attachment F, is received and noted.*
- 2. That the Council supports the proposal to introduce 'No Right Turn' restrictions from The Parade for westbound traffic only during AM peak (7.30am – 9.00am) and No Right Turns from The Parade for eastbound traffic only during PM peak (4.00pm-6.00pm) together with the introduction of a scramble crossing at the intersection of The Parade and George Street, in order to manage queuing and traffic during peak periods, and that these new arrangements be monitored for a period of six (6) months following its installation and a report outlining the results of the review be prepared for the Council's consideration.*
- 3. That the Department of Planning, Transport and Infrastructure be advised of the Council's decision.*

Seconded by Cr Moorhouse.

At 8.14pm Cr Dottore sought leave of the meeting to address the meeting for a second time in respect to the above amendment. The meeting granted leave and Cr Dottore addressed the meeting.

Cr Minney left the meeting at 8.14pm.

Cr Minney returned to the meeting at 8.15pm.

The amendment was put and was lost.

The original motion was put and was carried.

Division

Cr Whittington called for a division and the decision was set aside.

Those in favour:

Cr Patterson, Cr Whittington, Cr Knoblauch, Cr Dottore, Cr Sims, Cr Granozio, Cr Callisto, Cr Moorhouse and Cr Moore.

Those against:

Cr Minney, Cr Duke and Cr Stock.

The Mayor declared the original motion as carried.

3. CLOSURE

There being no further business, the Mayor declared the meeting closed at 8.17pm.

Mayor Robert Bria

Minutes Confirmed on _____
(date)