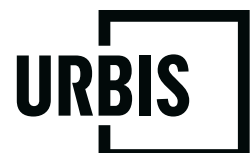




# DEVELOPMENT APPLICATION

Mineral Resources Park –  
Crowd Capacity and  
Competitive Games

Prepared for  
**WEST COAST EAGLES FOOTBALL CLUB**  
**PERTH (DEMONS) FOOTBALL CLUB**  
14 September 2020



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# 1. INTRODUCTION

This report has been prepared by Urbis on behalf of the West Coast Eagles AFL Football Club (WCE) and Perth Demons WAFL Football Club (Demons) as part of an application for planning approval. This application relates to Part Lot 1 and Lot 3 (No. 34) Goddard Street, Lathlain, otherwise known as 'Mineral Resources Park' (the subject site). This application proposes to clarify and explicitly outline capacity requirements of Mineral Resources Park for up to 6,500 spectators.

The site currently operates under an approved Management Plan, which was developed by the Local Government and stakeholders as part of the redevelopment of Lathlain Park. The current Management Plan identifies the use of the facility for training, competitive games and special events. Contextually, at the time of developing the Management Plan, the envisaged level of use was for training of both the Demons and WCE, competition games for Demons and special events associated with either club.

The changing nature of football in WA sees the need to accommodate a greater diversity of use of this high-class facility, although noting that all functions are within the existing remit of the grounds.

The application is made in direct response to questions raised by the Town of Victoria Park (the Town) regarding practice (scratch) matches and other activities which may see a greater number of users and spectators associated with the use of the facility.

The report has been structured in the following manner:

- A brief contextual discussion and description of the site.
- An explanation of the proposal.
- Planning discussion, assessment, and rationale.

## 1.1. HISTORICAL BACKGROUND AND CURRENT PLANNING APPROVAL

In December 2016, the Metro Central Joint Development Assessment Panel approved a development application for the WCE Training, Administration and Community Facility on the subject site (DAP/16/01131). To support this development application, the Lathlain Park Management Plan (the management plan) was approved by the Western Australian Planning Commission (WAPC) in July 2017.

This approval and management plan facilitated the use of these facilities for training, Western Australian Football League (WAFL) matches and non-competitive games. The intensity of use to be generated by these events was not expressly limited, however the management plan identified that the WAFL games in recent times generated around 2,000 spectators.

It should be noted that historically the previous oval has accommodated larger crowds, with circa 15,000 spectators being associated with major games of the Demons in the club's height. Current facilities on site provide for up to 6,500 (based on assessment by Dept of Health) . Levels of engagement and spectator attendance will fluctuate depending on many factors and this needs to be reflected in the management of the facility to ensure its ongoing relevance whilst ensuring limitation on any off-site or amenity impact.

Like all major sporting codes, the WAFL and AFL are having to respond to societal change and economic drivers. The emergence of the female competition locally and nationally (AFLW) is representative of this, along with the increasing drive with clubs to engage with their members through various events and activities. Open training sessions, practice matches and team celebrations are all part of this move.

Ultimately this application requires consideration of historical context, however, needs to provide for a robust framework which also considers the changing nature of the game and its associated intensity of use, whilst providing for suitable measures to deal with any off-site impact.

## 1.2. LIMITATIONS OF EXISTING PLANNING APPROVAL

As outlined above, the existing development approval envisions the use of the subject site for events such as training, WAFL games and non-competitive games. Since this planning approval, there have been a number of evolutions in the AFL codes and desired use of the subject site. Notably, the inception of the AFLW and increasing interest in WAFL and preseason AFL games has seen a potential intensification of use. Importantly, the use itself has not changed. Rather, the intensification and expected number of spectators may increase.

In March 2020, the Town consulted the WAPC with regards to the growing intensity of use occurring at Mineral Resources Park. This was following a non-competitive AFL preseason match held at Mineral Resources Park that generated a crowd of approximately 4,300 spectators

Through consultation with the WAPC as well as obtaining legal advice, the Town have formulated the opinion that the current planning approval and management plan do not adequately manage the impacts of events that generate larger crowds. The scale of the development that is often occurring at Mineral Resources Park is therefore greater than what the planning approval allows. The Town have indicated that as the scale and intensity of use has increased, a new development application to facilitate events of up to 6,500 spectators is required. This is the basis for this development application.

### **1.3. FRAMEWORK FOR CONSIDERATION AND DETERMINING BODY**

The subject site is situated within the Metropolitan Region Scheme (MRS) zoning of Parks and Recreation – Restricted Public Access'. As such, the MRS will be the key planning instrument for consideration and the WAPC will be the determining body for any development application that is submitted.

The Town will be a key referral agency, with determination ultimately undertaken by the WAPC. The WCE have had a positive working relationship with the Town throughout the previous approval process and wish to maintain this. The Town have assisted the applicant in the pre-lodgement phase of this development application and have highlighted the key areas which must be addressed in the development application.

### **1.4. RELATIONSHIP TO THE MANAGEMENT PLAN**

The Management Plan was developed and approved to provide a suitable framework against which applications for development or use may be able to be assessed.

There are a number of elements key to the Management Plan which would relate to any proposal.

- The management plan does not specify the maximum number of visitors for any specific element of its use, with the uses being entirely consistent with the zoning and specifications under the MRS and endorsed Management Plan.
- A previously aging and fenced oval has been opened up, upgraded and expanded to enable and facilitate greater community access and engagement. This is a key principle that needs to be maintained and would not be compromised by this proposal. Nothing is proposed to undermine these functions.
- The facility was envisaged and developed as a world class sporting facility to support the Perth Football Club and the West Coast Eagles. The nature and types of activities were always going to evolve with community trends.
- AFL Home and Away matches were not and are not proposed given the scale and intensity associated with such games. The management plan did envisage scratch matches and events to be conducted at a range of scale and intensity.
- The emergence and accommodation of Women's, Colt and other matches are not precluded under the Management Plan. However, through this development application we propose to provide additional clarity and controls based on scale and intensity of activity within permissible and operational limits.

### **1.5. REQUIREMENTS OF THE LEASE**

Beyond the planning framework provided for within the Metropolitan Region Scheme and the Management Plan, the lease arrangement between the Town of Victoria Park and West Coast Eagles establishes a framework for use and development. There is no limitations or restrictions contained within this document which limits or precludes the use of the facility in line with the proposal contained within this DA.

## 2. SITE CONTEXT

Mineral Resources Park is located on a 6.6482ha lease area, comprising two part lots being the Lathlain Park Reserve. The site is approximately 5km east of the Perth CBD in the suburb of Lathlain, in the Town of Victoria Park local government area.

All lots within the Lathlain Park Reserve are owned by the Town of Victoria Park and are leased to the applicant.

### 2.1. LOCATION

#### 2.1.1. Regional Context

Lathlain Park is a reserve situated within the inner-eastern suburb of Lathlain. The site is located approximately 5km south-east of the Perth CBD, 2km south of the Perth Stadium, and 6km southwest of the Perth Airport.

Lathlain Park is well connected to the regional road network through direct connections to Orrong Road, Shepperton Road, and Albany Highway via the local roads of Roberts Road and Miller Street. The area is further serviced by the Victoria Park Railway Station, which is on the Perth-Armadale/Thornlie railway line. This line services the Perth stadium and Perth CBD.

The proximity and accessibility of the site were key factors in the decision to invest in this site and locate at the (then) Lathlain Oval.

A context plan showing Lathlain Precinct and its surrounding elements is provided in Figure 1.

Figure 1 – Regional Context Map



#### 2.1.2. Local Context

Mineral Resources Park has frontage to Goddard Street to the west, Bishopsgate Street to the South, Roberts Road to the east, and McCartney Crescent to the north. Roberts Road is classified as an “Other Regional Road” under the Metropolitan Region Scheme and provides a connection to the Perth metropolitan area through the regional road network (Orrong Road, Shepperton Road, and Albany Highway).

There is retail/commercial land use located to the north of the site at Lathlain Place (which has been subject to improvement and renewal). A Catholic secondary school is also nearby. The proposal seeks to strengthen connections across Lathlain Park to these areas, which will also facilitate Lathlain Place’s main street format.

The locality is well serviced by public transport. The Victoria Park Railway Station is located approximately 350m west of the subject site with services running every 15 minutes. Bus services to the north of the site run through the area at 15 minutes during weekday peak periods.

Figure 2 – Local Context Map



From a vehicular and public transport perspective the site is highly accessible. There is car parking available on site and within the vicinity (through reciprocal arrangements). Given the residential setting and parking availability any significant events at the site would need to place a heavy emphasis on public transport to patrons. This is consistent with other similar facilities (Leederville Oval, Joondalup etc).

## 2.2. LEGAL DESCRIPTION

This development application refers to Lot 1 and Lot 3 (No. 34) Goddard Street. The lot details are provided in the below table and Figure 3.

Table 1 – Lot Details

| Lot | Plan   | Address           | Area     | Proprietor            |
|-----|--------|-------------------|----------|-----------------------|
| 1   | D26715 | 34 Goddard Street | 8.3667ha | Town of Victoria Park |
| 3   | D26715 | 34 Goddard Street | 0.4394ha | Town of Victoria Park |



There are various caveats and leases associated with the subject site, none of which impact on the ability to implement the development proposed. Refer to Appendix A for Certificate of Title and survey information for the abovementioned lots.

We note that there is an additional lot associated with the Lathlain Park reserve, identified as Lot 2 (No. 36) Goddard Street. This lot does not form part of this application.

Figure 3 – Cadastral Plan



### 3. PROPOSAL

This development application is seeking approval for Mineral Resources Park to be permitted to host sporting matches and events within various bands of activity up to 6,500 spectators (the development's capacity). This proposal relates solely to the intensity of the use of Mineral Resources Park and does not involve any physical development.

As noted in section 1.1 of this report, Mineral Resources Park already has planning approval for the use of the grounds for training and to host sporting matches and events. Within the context of the Management Plan there is reference to 2,000 people which was derived as an estimate of attendance numbers associated with Perth Football Club matches, which has inadvertently become seen as a limit of spectators or visitors. Recent advice from Perth Football Club is that attendance has been above 2,000 and they are looking to grow the attendance leveraging from the upgraded facilities.

Events on the site (including scratch matches) were always envisioned to attract greater than 2,000 people. However, these were not seen to be at the scale or intensity of competitive AFL matches (i.e. of up to 60,000 spectators). The WCE v Essendon scratch match was representative of this use and a specific crowd and traffic management plan was developed to ensure that site management addressed and controlled any off-site impacts associated with people movement and traffic.

A key challenge is that attendance is not consistent and will fluctuate based on a range of factors. How successful the club is, who the opposition is, the weather and community trends to name a few are all elements which will influence attendance – although clearly caps are able to be applied. Where larger crowds are sustainable, a range of alternative, more appropriate venues would be considered from a financial and operational perspective.

Given the various number and scale of games to be played and variability which may be applicable, we are proposing to classify activities in 3 bands:

- Standard Events (up to 3,500 attendees).
- Medium Events (3,500 – 6,500 attendees).
- Major Events (Over – 6,500 attendees).

The use proposed as part of this application is entirely consistent with what has already been approved. This proposal is seeking to specify the scale and intensity of this use and establish the parameters and requirements associated with these activities.

There is no works or change of use component to this development application.

#### 3.1. USE OF MINERAL RESOURCES PARK

In use and function of the facility are clarified as follows:

1. The application does seek approval for additional matches with the reference to events being in line with other activities on the site as per the previous application;
2. West Coast Eagles (WCE) have sought to clarify that the genuine and maintained intention is that no competitive AFL games (which attract tens of thousands of spectators) will be held at the Mineral Resources Park;
3. The Perth Football Club (Demons) have continued to use the facility for WAFL games and we have integrated their activities into the application to ensure consistency;
4. A WAFL Women's competition has been mooted and is in consideration;
5. WCE have operated a WAFL club at times, however this is dependant on a range of factors and is not intended for the 2021 season;
6. WCE have operated an AFLW team which has played at the site and is sought to be hosted whilst game attendance is maintained at satisfactory levels;
7. Games in all categories are generally on the weekends at daytime, however scheduling can see any of these games move to a twilight or evening game. It is estimated that up to 10 games per year may be in the evening, however it should be noted that the operation of the site must comply with normal regulations associated with noise and light spill.

Based on the above the following table has been prepared to show the frequency and intensity of games which could be considered in any given year.

Table 2 – Number of Matches and Crowd Sizes

|   | <b>Frequency (No. of matches pa)</b> | <b>Approximate Crowd Size</b> |
|---|--------------------------------------|-------------------------------|
| AFL Marsh Community Matches                 | 0 – 3                                | 4,000 – 6,500                 |
| WCE WAFL                                    | 0 – 11                               | 1,500 – 4,000                 |
| AFLW  | 3 – 6                                | 2,000 – 5,000                 |
| Perth Demons                                | 9 – 11                               | 1,500 – 4,000                 |
| WAFLW                                       | 0 - 9                                | 0 - 500                       |
| Misc. requests (WAFL Finals / Fan days etc) | 0 – 5                                | 0 – 6,500                     |

## 3.2. MANAGEMENT BANDING

The key component of this development application is the proposed intensity of use and how this will be adequately managed in relation to any off-site impacts. Management practices should be adjusted according to the scale and intensity of sporting matches/ events. Whilst it can be difficult to accurately predict spectator numbers for any given match, based on assumptions of expected crowds, appropriate management protocols can be implemented. This development application proposes three 'bands' of management protocols. These 'bands' are detailed in the below table.

Table 3 – Management Bands

| <b>Band</b> | <b>Expected Crowd Number</b>   | <b>Protocols</b>  |
|-------------|--|---|
| A           | Equal to or less than 3,500 spectators. Standard practice and game times.                            | Application of reciprocal parking between Perth Demons and WCE;   |
| B           | Greater than 3,500 but less than 6,500 spectators. Special events (eg finals) within ground capacity | LGA notification, Transport plan; Measures and controls as per approved standard Traffic Management Plan.   |
| C           | Greater than 6,500 spectators.   | LGA notification, Community notice, Additional facilities on site, Transport Plan; Measures and controls as per approved Traffic Management Plan, Crowd Management Plan implementation. |

Up to 3,500 persons is within the current standard operating nature of the site which is easily accommodated through reciprocal parking and standard practices. Based on no off-site impact these should be able to be operated without limitation or additional controls beyond what is contained within current Management Plan or Lease.

Although up to 6,500 spectators are able to be accommodated on site, it is acknowledged that some management will be required to ensure that there are no off-site impacts in relation to traffic and parking. It is proposed that a standard traffic management plan be developed with Council for these larger events. This would relate to notification/promotion of public transport and actions to prevent uncontrolled parking in neighbouring streets.

Should a situation occur which would envisage over 6,500 people (a major community event) then additional facilities would be required and a separate notification process (Council and community) and specific traffic/crowd management would be required.

The processes would be informed by the Traffic Impact Statement, prepared by Flyte as part of the original Development Application – refer **Appendix B**.

The Traffic Management Plan prepared for the Essendon Community Match has been included as a template for what would be prepared for events in Category B and C. We would seek the preparation of these be required as a condition of approval.

### 3.3. TRAFFIC AND PARKING

Lathlain Park benefits from four road frontages:

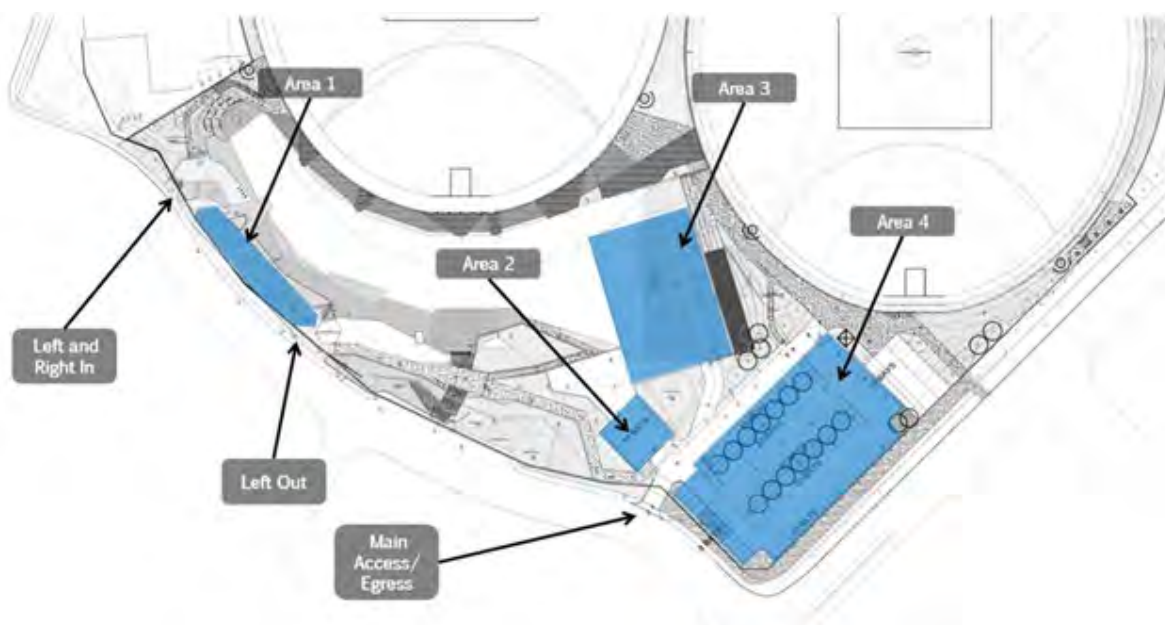
- Bishopsgate Street to the south (approximately 12 metre wide, two lane divided road including bicycle lanes, with a raised vegetated median strip).
- Roberts Road to the east (approximately 10 metre wide, two lane divided road with a flush median strip).
- McCartney Crescent to the north (approximately 10 metre wide, unmarked two lane road).
- Goddard Street to the west (approximately 10 metre wide, including on-street kerbside car parking, two lane road).

In accordance with the requirements of the Management Plan, a Transport Impact Assessment (inclusive of a travel plan) was prepared, and included as part of the previous DA. The principles and requirements of this plan remains current, with significant focus on demand management and promotion of public and active transport.

The terms of the lease between the town and WCE allows for a maximum of 250 bays on site. In total 212 parking bays on site are proposed - of these bays 5 will be allocated as ACROD bays and these will be distributed across the parking areas. The distribution of bays is as follows

- **Area 1** – 15 angled parking bays associated with the Wirrpanda Foundation.
- **Area 2** – 14 VIP parking bays for club use.
- **Area 3** – 60 undercover parking bays for club use.
- **Area 4** – 123 at-grade parking bays for general use .

Figure 4 – WCE Parking



In addition, parking is available in Goddard Street (54 bays) and McCarthy Crescent (100+ bays) which is available through reciprocal arrangements.

Opportunity also exists to direct patrons to Lathlain Place (circa 50), Victoria Park Train Station (circa 100) and Keyes Street (circa 50), which may be appropriate depending on the time and day of any match or event.

Figure 5 – Game Day Map

## GAME DAY



### LEGEND:

- SUBJECT SITE
- WCTF BUILDING
- PUBLIC ACCESS OVAL
- CAR PARKING
- ENTRY POINT
- 2100 MM HIGH - CROWD LOAD FENCE
- 1800 MM HIGH - HIGH OVAL FENCE
- GAME DAY ACCESS
- T TRAIN STATION
- B BUS DROP OFF/PARKING
- D DISABLED PARKING
- + AMBULANCE PARKING



## 4. PLANNING FRAMEWORK AND ASSESSMENT

This section describes and confirmed the proposals alignment with the relevant planning framework.

### 4.1. STATE PLANNING ASSESSMENT

The MRS is the key statutory land use planning document for the Perth metropolitan region. The MRS defines the use of land, dividing it into broad zones and reservations to control development and apply the legal basis for planning in the Perth Region. The MRS reflects the agreed strategic direction for land within the Perth metropolitan region.

The subject site is reserved for the purposes of 'Parks and Recreation – Restricted Public Access' under the MRS. This reservation relates to land of regional significance for ecological, recreation or landscape purposes.

The proposed development application is entirely consistent with the 'Parks and Recreation – Restricted Public Access' zoning – the proposal is sports/recreation related with public access, but such access is subject to restrictions in some instances.

Importantly, this development application is not seeking a change of use from what is currently approved on the site. Rather, this application is seeking to improve clarity and transparency of the level of intensity – with requirements established for crowds of up to 6,500 spectators (being the facility capacity). As there is no change of use from the current approval, this updated proposal remains entirely consistent with the intent and purpose of the Parks and recreation – Restricted Public Access zoning.

We understand the Town has sought advice from the WA Planning Commission, and the applicant has similarly engaged with both staff and the Chairman to identify the best path forward. We share the view that the Management plan and zoning:

- Allows for the use of the site for training and playing of matches – regardless of the gender of players or the club in question (Demons or WCE);
- Does not preclude larger spectator or attendance subject to appropriate management being in place;
- Provides a framework against which any development proposal or change of use can be considered.

Figure 6 – MRS Map Extract



## 4.2. LOCAL PLANNING ASSESSMENT

As the subject site is reserved under the MRS for ‘Parks and Recreation - Restricted Public Access’, the Town’s Local Planning Scheme is not a relevant instrument for the assessment of this application. The WAPC is the determining authority of proposals relating to land that is reserved under the MRS.

WCE has sought to engage with the Town as landowner and key referral agency. It is understood that questions raised by Council following the Marsh Community Series led to a request for a development application to be lodged, in parallel which a request for a permitted purpose agreement under the ground lease.

As identified in Item 12.4 of the agenda for the 21 July 2020 Ordinary Council Meeting, legal advice has been taken by the Council which has identified potential grey areas which are sought to be resolved through this application. It is agreed that the nature of the games is secondary to the scale and intensity of attendance on the basis that suitable management would be required.

The scale of intensity that the facility and associated infrastructure provide for is currently greater than was is generally considered acceptable with current management practices. These high-quality facilities not being in regular use would be a major missed opportunity. Although, there is an acknowledgement that there is a need to manage the amenity impacts of larger scale use of the facilities.

The key issue requiring attention for larger scale activities is the management of traffic and prevention of any undue impact on the neighbouring areas as a result of such activities. In fact, increased use of the facility has significant benefits for the Town including:

- Visitors to the grounds making use of local businesses before and after any events (both Lathlain Place and the strip).
- Increased visitation improving the reputation and exposure of the Town, its amenity and facilities.
- Brand association between the club and the Town – recognition of the Town of Victoria Park as the “Home of the Eagles” and Wirrapunda Foundation.
- Promotion of the site as a recreational hub for both the local and broader community.

From an operational and relativity perspective, 6,500 spectators is not an unreasonable number of people to be accommodated on a site of this size and given the availability of suitable transport via train and bus.

From a relative perspective the caps noted in **Table 4** below are applicable for other suburban locations.

Table 4 – WAFL Oval Capacities

| Venue                  | Capacity                 |
|------------------------|--------------------------|
| Bassendean Oval        | 14,000                   |
| Claremont Oval         | None currently specified |
| East Fremantle Oval    | 10,000                   |
| Joondalup Arena        | 14,000                   |
| Leederville Oval       | 10,000                   |
| South Fremantle Oval   | 10,000                   |
| Peel Thunder           | 9,000                    |
| Mineral Resources Park | 6,500                    |

As can be seen from the above, the scale of the proposed maximum numbers are suitable in this context. In addition, current WAFL games have been attracting greater numbers than the ‘nominal’ 2,000 with the following table of 2019

Table 5 – Perth Football Club 2019 Attendances Above 2000

| <b>Opposition</b> | <b>Crowd Numbers</b> |
|-------------------|----------------------|
| West Coast WAFL   | 2,715                |
| East Perth        | 2,582                |
| Swan Districts    | 2,091                |
| West Coast WAFL   | 2,682                |
| WAWFL Grand Final | 3,333                |

As is shown, the reference has not and was not considered as a specified limit, however it is acknowledged that a distinction is required between general activity in line with traditional function and larger scale events.

This generally relates not to a land use issue, but a management issue associated with the parking and transport associated with attendees. This is able to be responded to appropriately to ensure that the amenity of the locality is protected, whilst also ensuring effective and reasonable operation use by the clubs in line with other contemporary facilities.

Both West Coast and Perth Football Clubs welcome discussion should further information or clarification be required.



# CONCLUSION

The West Coast Eagles and Perth Football Clubs have prepared this application to address and clarify the land use function and intensity to be applied to Mineral Resources Park and the associated surrounds (Lathlain Precinct). West Coast have worked cooperatively with the Town to relocate their core facilities to Lathlain as part of a major investment and redevelopment of the facility. This has seen major improvements to become a high-quality sporting facility that would rival any facility locally and nationally.

A previously underutilised and inaccessible site has been opened to increase community use and access, whilst providing much improved facilities for training and playing for the Perth (Demons) football club.

The sporting and recreation sector, like any is needing to constantly respond to market and community factors which are driving change. This is even more so relevant during the current COVID environment, with the associated cultural and economic challenges that this has brought.

The Management Plan was developed and approved to provide a framework against which future developments or proposals could be assessed against. On this basis, it is reflective of the flexibility that any such facility would need, whilst providing clear parameters around community interface and amenity.

Although the uses provided for include the playing of matches, it is acknowledged that the discussions were focused on the Perth Football Club. A review of the management plan has identified no specified limit for either games or special events – although there is reference to the current Perth WAFL games having circa 2,000 spectators. Recent information from the club shows that this number is higher and is intended to grow, based on renewed community support.

The key issue to be addressed related to traffic and transport for larger groups. To ensure that this is suitably managed and to provide suitable adaptability going forward we have suggested 3 bands of events (relating to scale) and the respective management measures which would need to be applied. Should this be an acceptable approach we would propose a condition of approval which would prepare the management frameworks associated with events from 3,500 – 6,500 and 6,500+. This would balance the operational and amenity requirements and would be entirely consistent with the maximum scale of games and events at similar suburban ovals.

We respectfully request that approval be granted and would be happy to expand upon any matters contained within this report.

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**APPENDIX A**

**CERTIFICATE OF TITLES**

WESTERN



AUSTRALIA

|                                    |   |
|------------------------------------|---|
| REGISTER NUMBER<br><b>3/D26715</b> |   |
| DUPLICATE EDITION<br><b>1</b>      | DATE DUPLICATE ISSUED<br><b>3/10/2016</b> |

**RECORD OF CERTIFICATE OF TITLE**  
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **1425** FOLIO **936**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 3 ON DIAGRAM 26715

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

TOWN OF VICTORIA PARK OF WESTRALIA SQUARE, 141 SAINT GEORGE'S TERRACE, PERTH  
(T F850258 ) REGISTERED 7/4/1995

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

1. SAVE AND EXCEPT THE RIGHTS TO MINES OF COAL OR OTHER MINERALS
2. \*M789379 CAVEAT BY INDIAN PACIFIC LTD AS TO PORTION ONLY LODGED 8/10/2014.
3. N428022 LEASE TO INDIAN PACIFIC LIMITED OF 250 ROBERTS ROAD SUBIACO EXPIRES: SEE LEASE. AS TO PORTION ONLY - SEE DEPOSITED PLAN 409460 REGISTERED 6/9/2016.
  - \*O260583 THE NEW ADDRESS OF THE LESSEE IS 42 BISHOPGATE STREET LATHLAIN REGISTERED 17/10/2019.
  - \*O260583 SUB-LEASE OF LEASE N428022 TO THE WIRRPANDA FOUNDATION LIMITED OF 21 MILLS STREET CANNINGTON WA 6107 EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY REGISTERED 17/10/2019.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
\* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.  
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1425-936 (3/D26715)  
 PREVIOUS TITLE: 1425-933  
 PROPERTY STREET ADDRESS: 34 GODDARD ST, LATHLAIN.  
 LOCAL GOVERNMENT AUTHORITY: TOWN OF VICTORIA PARK

NOTE 1: N383730 DEPOSITED PLAN (INTEREST ONLY) 409460 LODGED

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RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: 3/D26715

VOLUME/FOLIO: 1425-936

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NOTE 3: O260583 DUP C/T NOT PRODUCED FOR DOCUMENT O260583



Application B87768

WESTERN



AUSTRALIA



1425 936

Volume 1425 Folio 933

# CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

DATED 22nd January, 1976

*Tim Donough*  
REGISTRAR OF TITLES



ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of each of Swan Locations 35 and 36 and being Lot 3 on Diagram 26715, delineated and coloured green on the map in the Third Schedule hereto, save and except the right to mines of coal or other minerals.

FIRST SCHEDULE (continued overleaf)

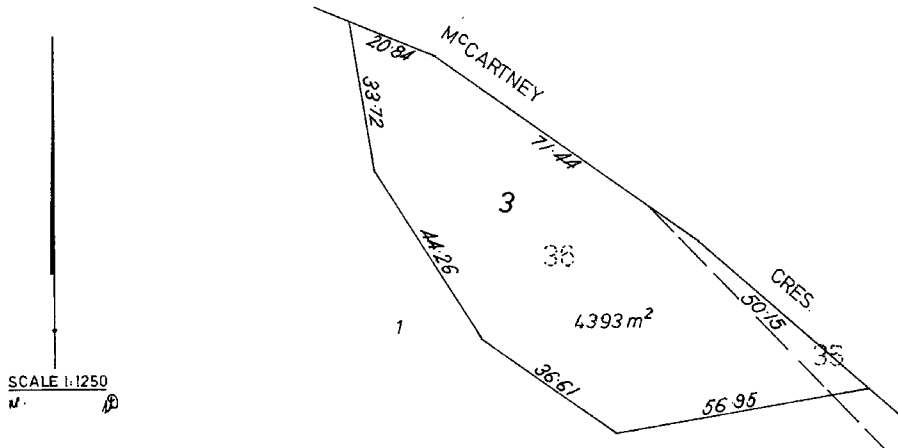
City of Perth of Council House, 27-29 Saint George's Terrace, Perth.

SECOND SCHEDULE (continued overleaf)

NIL

*Tim Donough*  
REGISTRAR OF TITLES

THIRD SCHEDULE



NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

30287/8/73-30M-O/SOL

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| REGISTERED PROPRIETOR  | INSTRUMENT |        | REGISTERED | TIME | SEAL | INITIALS |
|--|------------|--------|------------|------|------|----------|
|  | NATURE     | NUMBER |            |      |      |          |
| Town of Victoria Park of Westralia Square, 141 Saint George's Terrace, Perth<br>Transfer F850258 7 4 95 14:13hrs |            |        |            |      |      |          |



**SECOND SCHEDULE (continued)** NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

| PARTICULARS | REGISTERED | TIME | SEAL | INITIALS | CANCELLATION | NUMBER | REGISTERED OR LODGED | SEAL | INITIALS |
|-------------|------------|------|------|----------|--------------|--------|----------------------|------|----------|
|             |            |      |      |          |              |        |                      |      |          |
|             |            |      |      |          |              |        |                      |      |          |

WESTERN



AUSTRALIA

|                                    |   |
|------------------------------------|---|
| REGISTER NUMBER<br><b>1/D26715</b> |   |
| DUPLICATE EDITION<br><b>3</b>      | DATE DUPLICATE ISSUED<br><b>3/10/2016</b> |

**RECORD OF CERTIFICATE OF TITLE**  
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME 1425 FOLIO 934

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 1 ON DIAGRAM 26715

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

TOWN OF VICTORIA PARK OF 99 SHEPPERTON ROAD, VICTORIA PARK

(T F850258 ) REGISTERED 7/4/1995

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

1. THE RIGHT TO MINES OF COAL OR OTHER MINERALS BEING EXCLUDED FROM PORTION OF THE SAID LAND
2. I355818 LEASE TO VODAFONE NETWORK PTY LTD OF 799 PACIFIC HIGHWAY, CHATSWOOD, NEW SOUTH WALES EXPIRES: SEE LEASE. AS TO PORTION ONLY REGISTERED 16/1/2003.
3. I979895 LEASE TO HUTCHISON 3G AUSTRALIA PTY LTD OF BUILDING A, 207 PACIFIC HIGHWAY, ST LEONARDS, NEW SOUTH WALES AS TO PORTION ONLY. EXPIRES: SEE LEASE. REGISTERED 9/8/2004.  
M102924 CHANGE OF NAME AFFECTING LEASE I979895. LESSEE NOW VODAFONE HUTCHISON AUSTRALIA PTY LTD OF LEVEL 7, 40 MOUNT STREET, NORTH SYDNEY, NEW SOUTH WALES REGISTERED 14/11/2012.  
M421919 TRANSFER OF LEASE I979895, LESSEE NOW TELSTRA CORPORATION LTD OF LEVEL 34, 242 EXHIBITION STREET, MELBOURNE, VICTORIA REGISTERED 4/10/2013.
4. \*K350142 CAVEAT BY VODAFONE NETWORK PTY LTD AS TO PORTION ONLY LODGED 20/9/2007.
5. \*M789379 CAVEAT BY INDIAN PACIFIC LTD AS TO PORTION ONLY LODGED 8/10/2014.
6. N428022 LEASE TO INDIAN PACIFIC LIMITED OF 250 ROBERTS ROAD SUBIACO EXPIRES: SEE LEASE. AS TO PORTION ONLY - SEE DEPOSITED PLAN 409460 REGISTERED 6/9/2016.  
\*O260583 THE NEW ADDRESS OF THE LESSEE IS 42 BISHOPGATE STREET LATHLAIN REGISTERED 17/10/2019.  
\*O260583 SUB-LEASE OF LEASE N428022 TO THE WIRRPANDA FOUNDATION LIMITED OF 21 MILLS STREET CANNINGTON WA 6107 EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY REGISTERED 17/10/2019.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
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Lot as described in the land description may be a lot or location.

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REGISTER NUMBER: 1/D26715

VOLUME/FOLIO: 1425-934

PAGE 2

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1425-934 (1/D26715)  
PREVIOUS TITLE: 1425-933  
PROPERTY STREET ADDRESS: 34 GODDARD ST, LATHLAIN.  
LOCAL GOVERNMENT AUTHORITY: TOWN OF VICTORIA PARK

NOTE 1: M102924 DUP C/T NOT PRODUCED FOR DOCUMENT M102924  
NOTE 2: M421919 DUP C/T NOT PRODUCED FOR DOCUMENT M421919  
NOTE 3: O268308 CORRECTION MADE ON ORIGINAL CERTIFICATE OF TITLE - BUT NOT SHOWN ON  
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NOTE 4: O260583 DUP C/T NOT PRODUCED FOR DOCUMENT O260583



Application B87768

WESTERN



AUSTRALIA



1425 934

Volume 1425 Folio 933

# CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

DATED 22nd January, 1976

*Handwritten signature*  
REGISTRAR OF TITLES



### ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of each of Swan Locations 35 and 36 and being Lot 1 on Diagram 26715, delineated and coloured green on the map in the Third Schedule hereto, the right to mines of coal or other minerals being excluded from portion of the said land.

### FIRST SCHEDULE (continued overleaf)

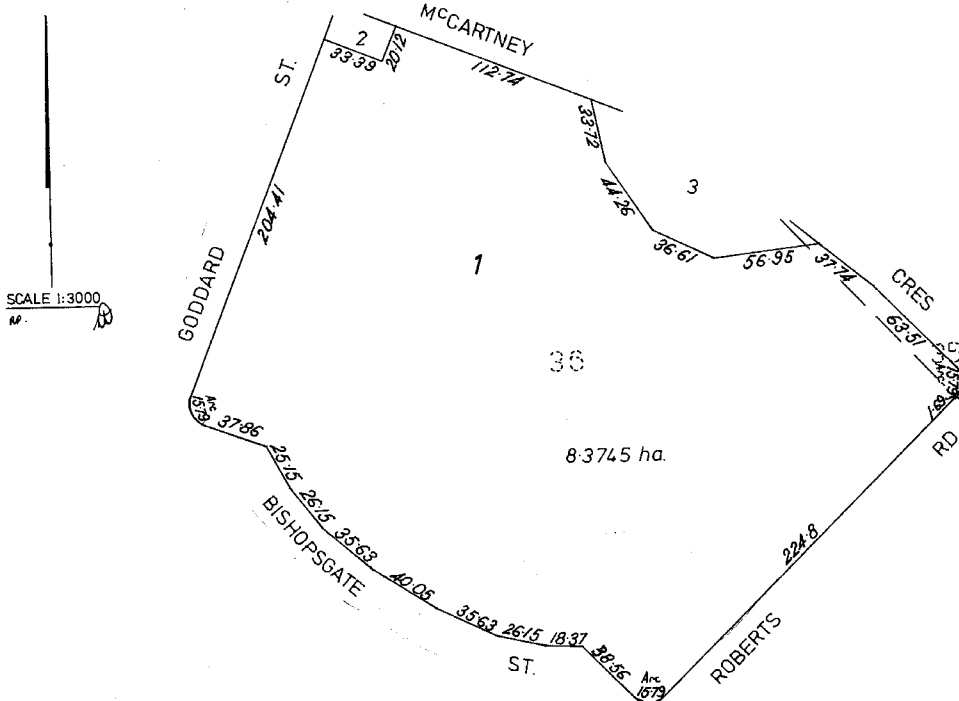
~~City of Perth of Council House, 27-29 Saint George's Terrace, Perth~~

### SECOND SCHEDULE (continued overleaf)

NIL

*Handwritten signature*  
REGISTRAR OF TITLES

### THIRD SCHEDULE



NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

30267/8/73-30M-O/SOL

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**FIRST SCHEDULE (continued)**

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

REGISTERED PROPRIETOR

Town of Victoria Park of Westralia Square, 141 Saint George's Terrace, Perth  
 Transfer F830258 7.4.95 14:13hrs



| INSTRUMENT NATURE | INSTRUMENT NUMBER | REGISTERED | TIME | SEAL | INITIALS |
|-------------------|-------------------|------------|------|------|----------|
|                   |                   |            |      |      |          |
|                   |                   |            |      |      |          |

**SECOND SCHEDULE (continued)**

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

PARTICULARS

| INSTRUMENT NATURE | INSTRUMENT NUMBER | REGISTERED | TIME | SEAL | INITIALS | CANCELLATION | NUMBER | REGISTERED OR LODGED | SEAL | INITIALS |
|-------------------|-------------------|------------|------|------|----------|--------------|--------|----------------------|------|----------|
|                   |                   |            |      |      |          |              |        |                      |      |          |
|                   |                   |            |      |      |          |              |        |                      |      |          |

## **APPENDIX B**

# **TRAFFIC IMPACT ASSESSMENT – WEST COAST EAGLES TRAINING, ADMIN AND COMMUNITY FACILITY – LATHLAIN PARK**



# Transport Impact Assessment

WEST COAST EAGLES  
TRAINING, ADMINISTRATION AND  
COMMUNITY FACILITY - LATHLAIN PARK

✉ email: [info@flyt.com.au](mailto:info@flyt.com.au)

🐦 [twitter.com/flytplan](https://twitter.com/flytplan)

🌐 web: [www.flyt.com.au](http://www.flyt.com.au)

| PROJECT  | 81113-224 West Coast Eagles Facility |            |         |          |
|----------|--------------------------------------|------------|---------|----------|
| Revision | Description                          | Originator | Review  | Date     |
| A        | First Draft                          | CAS        | MDR     | 10/10/16 |
| 0        | Draft Issued                         | CAS        | MDR/CXS | 12/10/16 |
| 1        | Issued                               | CAS        | MDR     | 17/10/16 |



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## 1. INTRODUCTION

### 1.1 Transport Impact Assessment

This Transport Impact Assessment (TIA) has been completed by Flyt in support of the proposed development of the West Coast Eagles training, administration and community facility located on Lathlain Park in the Town of Victoria Park. This TIA has been completed in keeping with the requirements set out in the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines Volume 4 - Individual Developments (August 2016). These guidelines were recently updated to reflect revisions of previous draft guidelines in use since 2006.

This TIA follows the requirements of the Guidelines, specifically the information contained within the TIA, alongside the inclusion of information relevant to the overall Management Plan developed for the Town of Victoria Park in respect of the Lathlain Precinct.

Previous transport assessments have been undertaken for the Lathlain Precinct redevelopment project, initially by Town of Victoria Park Officers in 2013 in support of the Major Land Transaction Plan for the precinct and more recently the Movement Network Report completed by Flyt in 2016 in respect of the Lathlain Precinct on behalf of the Town of Victoria Park. The information in those reports forms the basis for data used within this TIA and also provides the higher order assessments that otherwise would be considered applicable.

The key issues addressed in this TIA are:

- Site access.
- Traffic generation from the land uses proposed for the site.
- Parking management associated with the facility.
- Travel demand elements for the new facility.

## 2. EXISTING SITUATION

### 2.1 Existing Site Use

The proposed WCE training, administration and community facility is located at the intersection of Roberts Road and Bishopsgate Street in Lathlain. The site subject to this TIA is vacant however it forms part of the Lathlain Precinct Redevelopment project. In respect of the Lathlain Precinct, as set out on the Town of Victoria Park's (ToVP) website (and extracted from the Movement Network Plan):

*"The Lathlain Precinct has long been identified by the Town as an area for enhancement and revival. The Lathlain Precinct Redevelopment Project (LPRP) is now in the Town's Strategic Community Plan as a priority project.*

*There are eight project Zones that make up the LPRP that will undergo redevelopment and /or revitalisation. The project will be delivered by the Town in partnership with the West Coast Eagles and the Perth Football Club. This partnership aims to set new standards in the delivery of an active community sports complex and substantial community benefits to the people of Victoria Park, and the broader community".*

The overall redevelopment area and eight separate precincts are shown in Figure 1 with the Lathlain Precinct in its regional context shown in Figure 2. The site subject to this TIA is included within Zone 3 (Dark Blue in Figure 1).

Figure 1 - Lathlain Precinct Redevelopment plan (source: ToVP)



Figure 2 - Regional overview for Lathlain Precinct (source: ToVP)

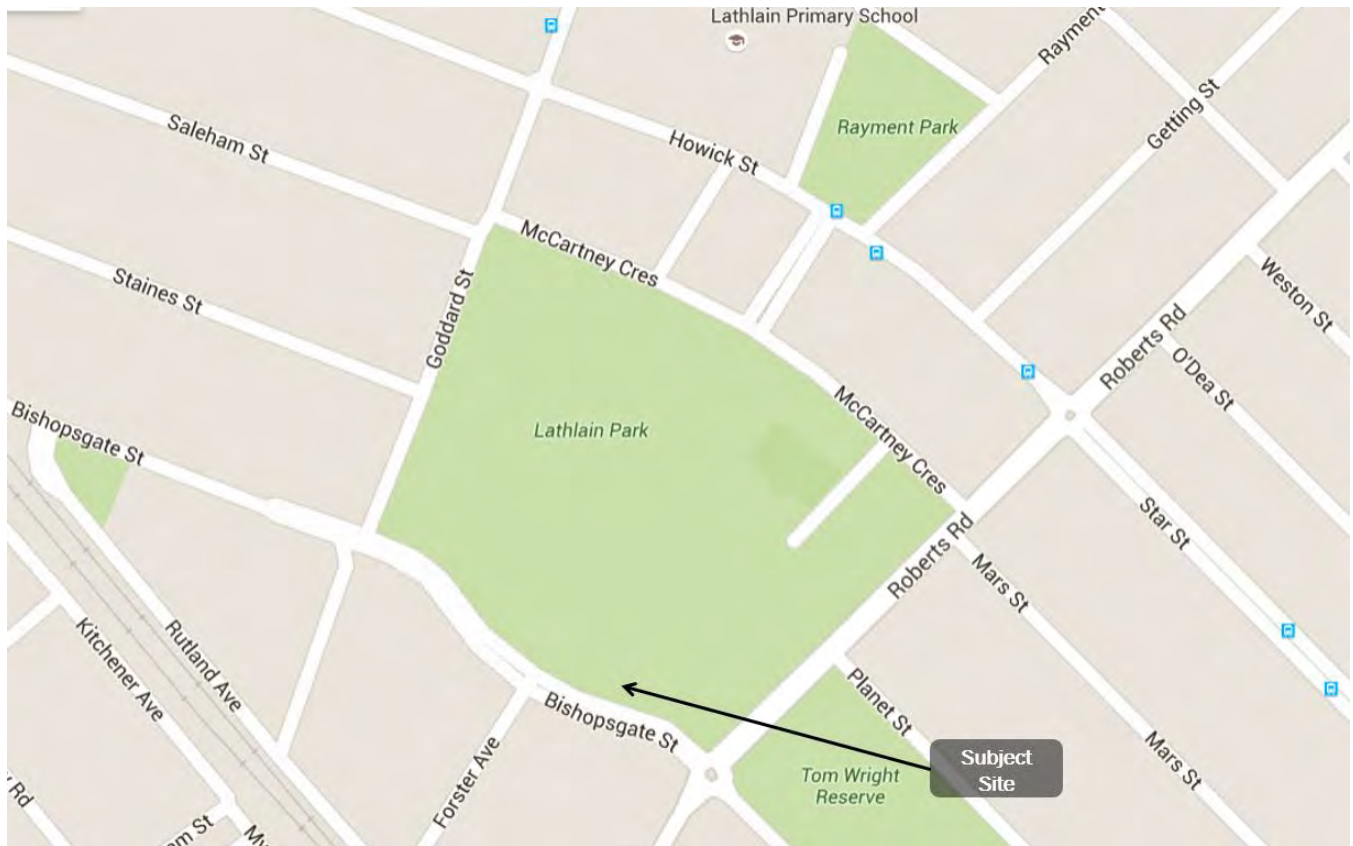


An aerial image of the subject site is shown in Figure 3 from July 2016 however it should be noted that since this aerial image was captured, site clearance has been completed with removal of bitumen areas and vegetation. The local street network and site is shown in Figure 4.

Figure 3 - Aerial image of site July 2016 (source: Nearmap)



Figure 4 - Subject site and local street network (source: Nearmap)



## 2.2 Existing Parking Provision

With the clearance of the site, there is no existing marked parking provision on the site subject to this TIA. Some informal parking associated with Perth Football Club training events is present in the northern section of the subject site. There is no on-street parking allowed on Bishopsgate Street or Roberts Road frontages.

## 2.3 Existing Access Arrangement

The site access arrangements have changed with the clearing of the site to accommodate the development of two separate ovals. In relation to the external access to the site, there is an existing crossover on Bishopsgate Street directly opposite the intersection of Forster Street that was used for intermittent access and was gated, as shown in Figure 5.

A second, less frequently used crossover and access point for Lathlain Park is located along Bishopsgate Street closer to the intersection of Roberts Road. This crossover is shown in Figure 6.

Internal access was provided through the site from the Perth Football Club stand and administration area. This access is now closed with the site works being undertaken associated with the development of the two ovals.

Figure 5 - Existing crossover Bishopsgate Street opposite Forster Avenue (source: Google)



Figure 6 - Existing crossover Bishopsgate Street (source: Google)



## 2.4 Existing Site Traffic Generation

The site subject to this TIA was largely vacant and therefore did not have any traffic generation associated with it. Overall traffic generation issues are discussed in **Section 7.3**.

## 2.5 Existing Land Uses Surrounding the Development

The site is contained within the Lathlain Precinct Redevelopment area, as discussed in **Section 2.1**. The surrounding land uses outside of Lathlain Precinct are predominantly residential, as shown in the ToVP Planning Scheme information from Council's IntraMaps website in Figure 7.



Figure 7 - Town of Victoria Park IntraMaps (source: ToVP)



## 2.6 Surrounding Road Network

The details in this section have been extracted from the Movement Network Report for Lathlain Precinct.

The majority of the precinct is bounded by Bishopsgate Street, Roberts Road, McCartney Crescent and Goddard Street. Rayment Park is bounded by Howick Street, Petherbridge Street, Rayment Street and Keyes Street. The local street network is shown in Figure 4.

Under statewide classifications, all of the streets in the Lathlain Precinct are the lowest order “Access Streets” with the exception of Roberts Road which is a “District Distributor” level road. The Main Roads WA classifications are shown in Figure 8. All streets in Lathlain Precinct have a speed limit of 50 km/h.

No streets in the immediate area are part of the Restricted Access Vehicle network for freight movements.

All streets are of high urban quality, with Lathlain Place and sections of Bishopsgate Street recently being replaced or resurfaced with new treatments. Roberts Road, as a busier district level road, has a painted and kerbed median treatment along it which provides lower order pedestrian connections.

There are excellent connections to the wider street and road network in the area via Roberts Road which has direct connection with Shepperton Road to the west and Orrong Road to the east. From these two major routes, Central Perth and the broader Metropolitan Region are easily accessible.

Streets in Lathlain Precinct have a mix of intersection controls that are commonplace throughout the Metropolitan Region including stop controls, give way controls and unposted give way markings. The intersection of Bishopsgate Street and Roberts Road is controlled by a roundabout, as seen in the aerial image from July 2016 shown in Figure 9.

Figure 8 - Main Roads WA classifications (source: Main Roads WA)

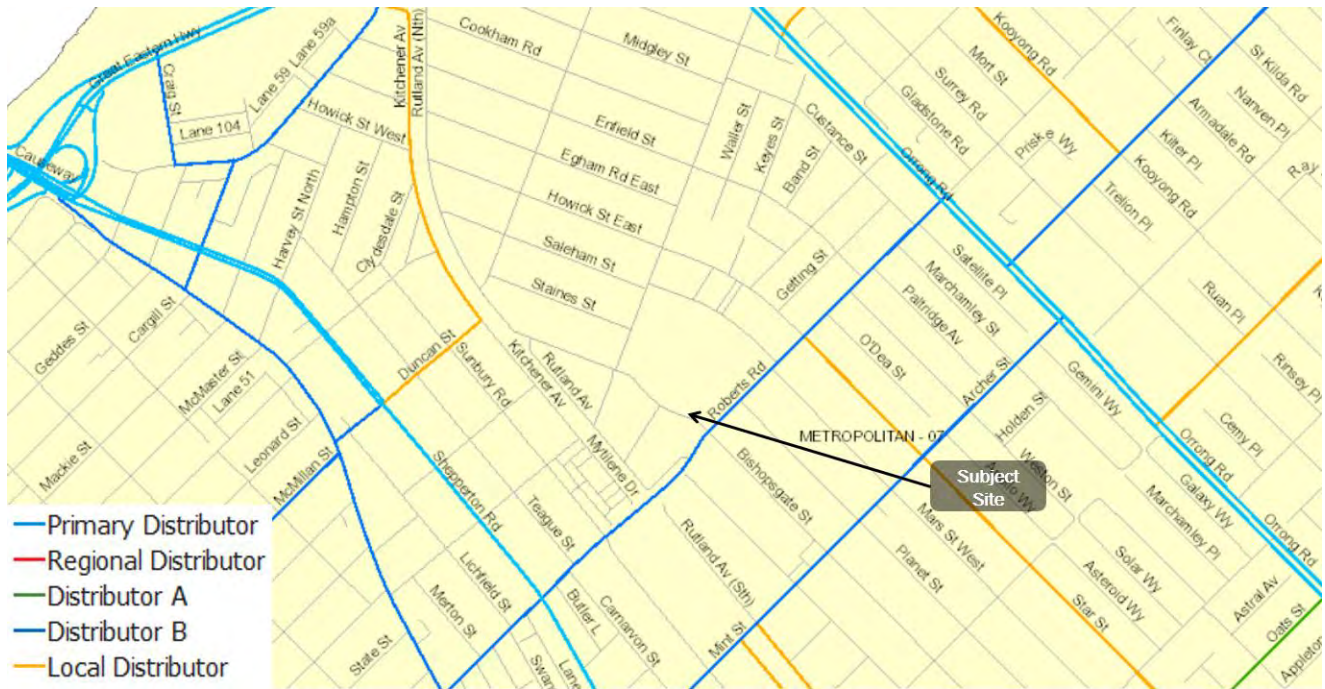


Figure 9 - Aerial image of Bishopsgate and Goddard Streets intersection July 2016 (source: Nearmap)



Figure 10 - Aerial image of Bishopsgate Street and Roberts Road intersection July 2016 (source: Nearmap)



## 2.7 Traffic Management on Frontage Roads

Traffic Management for the frontage streets are set out in the following sub-sections.

### 2.7.1 Bishopsgate Street

Bishopsgate Street between Roberts Road and south of Gallipoli Street was subject to a recent redesign and reallocation of street space. The characteristics of Bishopsgate Street are:

- Single lane carriageway in both directions, approximately 3.2m in width;
- Painted, red asphalt treated cycle lanes in both directions providing a connection between Roberts Road and Victoria Park Train Station, green asphalt treatments for bike lanes at the t-intersection of Bishopsgate Street and Forster Ave and the intersection of Bishopsgate Street and Goddard Street;
- Mix of painted and hard median treatments ranging in widths between intersections allowing for both pedestrian safety and access to properties on the western side of Bishopsgate Street;
- Provision of dropped kerbs for pedestrian crossing at Forster Avenue, Roberts Road and on the northern side of the intersection with Goddard Street;
- Two dropped kerbs forming access into Lathlain Park on the eastern side, total of 13 dropped kerbs for residential properties on the western side;
- Posted speed limit of 50km/h;
- No on-street parking on either side of Bishopsgate Street between Goddard Street and Roberts Road;
- Pedestrian footpath on the eastern kerb directly adjacent to the site, no footpath on the western kerb between Goddard Street and Roberts Road where residential properties are fronting;
- Intersection with Forster Avenue is a give-way marked and signposted intersection;
- Intersection with Goddard Street is a stop-sign controlled and marked intersection. The western leg of the intersection is a left-out only turn movement from Goddard Street. The eastern leg of the intersection allows for right and left hand turn movements from Goddard Street only. Through movements are not available.
- Right hand turning pocket from Bishopsgate Street in to Goddard Street

## 2.7.2 Roberts Road

Roberts Street between Bishopsgate Street and Planet Street has the following characteristics:

- Single lane carriageway in both directions, approximately 3.2m in width;
- Painted, red asphalt treated cycle lanes in both directions providing a connection along Roberts Road (route marked SE16);
- Mix of painted and hard median treatments, including tree wells in the median area for two trees;
- Four-arm roundabout intersection at Bishopsgate Street with specific crash barriers on the north-western corner of the intersection; Full pedestrian dropped kerbs and tactile paving on all arms;
- Pedestrian footpath on the southern verge. No pedestrian path on the northern verge;
- Parking restriction on the verge and for the east bound carriageway to restrict parking associated with Lathlain Park. No parking on the west bound carriageway;
- Posted speed limit of 50km/h;
- No dropped kerbs for access on either side of Roberts Road until the intersection of Planet Street which is a marked give-way intersection.

## 2.8 Available Traffic Counts

This section is extracted from the Movement Network Plan. ToVP provides publicly available traffic count information via their 'IntraMaps' website. Average daily weekday vehicle information from this website, for 2013 and 2014, has been collated with the rounded up volumes shown in Figure 11. This information does not split the vehicle profile into types, direction or timing but it does provide an indication of the level of usage on streets in the Lathlain Precinct. Typically, peak hour traffic volumes recorded on streets in urban networks around Perth account for around 7-10% of all day volumes.

Figure 11 - Average two-way weekday traffic volumes Lathlain Precinct (source: ToVP)



These volumes were also tabulated against the traffic volumes reported in the Lathlain Local Area Traffic Management Pilot Study completed for the Town of Victoria Park in June 2015 and were found to be consistent (although there was some decrease in traffic volumes on some streets).

The traffic volumes recorded in 2013-14 on the local street network in the Lathlain Precinct are within the bounds of their design parameters according to the Main Roads WA classification levels with the exception of Bishopsgate Street between Goddard Street and Roberts Road. This section of Bishopsgate Street forms a connection between Roberts Road and Goddard Street and ultimately Orrong Road or Great Eastern Highway. It therefore performs the role of a local distributor road.

## 2.9 Operation of Surrounding Intersections

The two main intersections on Bishopsgate Street adjacent to the site accesses at Goddard Street and Roberts Road, both function effectively in terms of traffic flows, as discussed in detail in **Section 7.4**.

## 2.10 Existing Pedestrian/Cycling Networks

As noted in **Section 2.7**, both Bishopsgate Street and Roberts Road have pedestrian paths on one verge only. There is an existing footpath adjacent to the site on Bishopsgate Street which provides north-south connections from the site to Victoria Park Train Station and Archer Street.

The footpath on the southern side of Roberts Road connects through to Millers Crossing in the west and Orrong Road in the east.

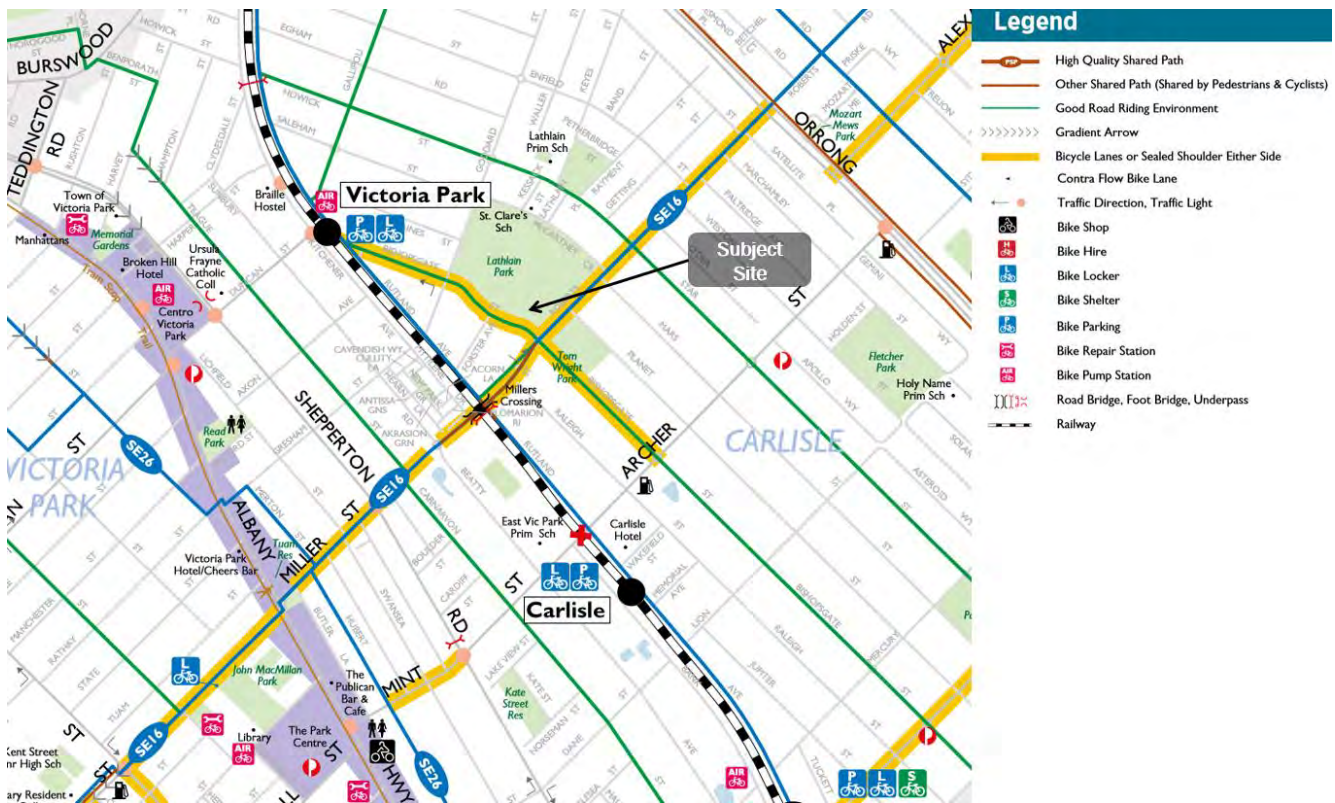
As set out in the Movement Network Plan, there are two existing on-street cycle lanes routes through Lathlain Precinct on Bishopsgate Street and Roberts Road. These facilities provide wider area connections to other cycling facilities through the Town. There has been significant effort by the Town to facilitate extension of the Principal Shared Path from Central Perth along the Perth-Armadale Urban Rail corridor.

It has recently been announced by the Town that they will commence public consultation in relation to the provision of bike lanes along Rutland Avenue between Great Eastern Highway and Welshpool Road. Rutland Avenue passes approximately 250m to the south of the Lathlain Precinct and would provide a safe and efficient transport route for cyclists. Stage 1 of the works would be between Oats Street and Miller Street and it is planned any works would be implemented in early 2017 and Stage 2 between Miller Street and Great Eastern Highway is planned to enter a design phase in 2018.

There are four U shaped cycle racks provided at Lathlain Park itself with access off Goddard Street. Cycle racks are also provided on Lathlain Place near the intersection of Howick Street. No recorded statistics are available for cycling usage through the Precinct.

The Department of Transport (DoT) cycle map for the immediate locality is shown in Figure 12.

Figure 12 - Cycle map (source: DoT)



## 2.11 Existing Public Transport Routes and Stops

The site is served by both train and bus, as set out in the following sections.

### 2.11.1 Train

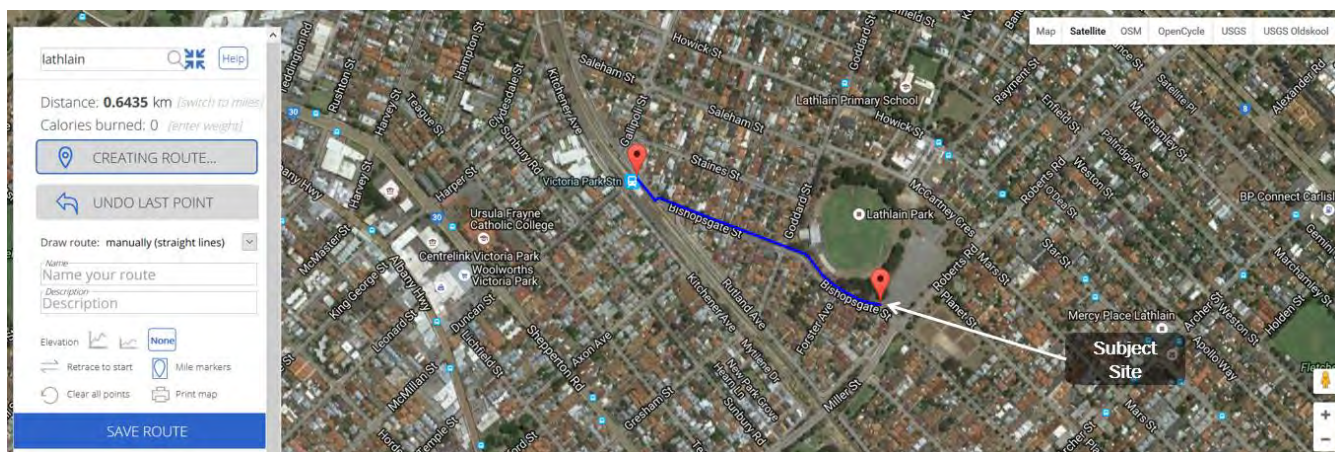
As set out in the Movement Network Plan, the entrance to Lathlain Park is just over a 400 metre walk along Bishopsgate Street to Victoria Park Train Station, as shown on Figure 13. The entrance to the proposed development site is around 640m from Victoria Park Station, as shown in Figure 14.

This Station is served by Armadale or Thornlie line trains to Perth at 15 minute frequencies on weekdays and weekends. It attracts just under 1000 passenger boardings per weekday with usage being relatively static over the past five years.

Figure 13 - Location of Victoria Park Station (source: Nearmap)



Figure 14 - Distance to Victoria Park Station (source: gmaps pedometer)



### 2.11.2 Bus

As set out in the Movement Network Plan, the precinct has one scheduled bus route which serves the area, the number 39 bus. This service runs from the Elizabeth Quay Bus Station through to Redcliffe via Cloverdale and Belmont. It is a suburban route that provides access for largely residential areas to Belmont, Great Eastern Highway, the Causeway East Interchange and central Perth. There are stops for this service on Howick Street, as shown in Figure 15.

Transperth buses currently operate at 15 minute frequencies during weekday peak periods up to hour frequencies on Sundays.

The existing path to the bus stops for the 39 service from the subject site is convoluted given the lack of footpath on the northern verge of Roberts Road. The distance from the proposed entrance point of the site to current bus

stops is around 450 - 480 metres. This will reduce with the development in place with a more direct route via Lathlain Place. Existing bus stops for the 38/288 and 284 services that run along Archer Street are around 550-570 metres from the entrance point to the development. Bus stops for high frequency services that run along Shepperton Road are around 730-800m from the entrance to the development site.

Figure 15 - Bus stop locations Lathlain Precinct (source: Nearmap)



## 2.12 Crash Data

Information for a five-year period between 2011 and 2015 was extracted from the Main Roads WA reporting centre for the intersections of Roberts Road and Bishopsgate Street and Goddard Street and Bishopsgate Street.

At the intersection of Roberts Road and Bishopsgate Street there were a total of 22 reportable incidents over the five-year period including 11 major damage incidents. 20 of the incidents were right angle with the majority being in dry conditions in daylight hours. This indicates a level of driver behavior causing accidents at an intersection which is roundabout controlled. The report for this period is included in Appendix A.

At the time of completing the TIA, there was no data available for the intersection of Goddard Street and Bishopsgate Street.



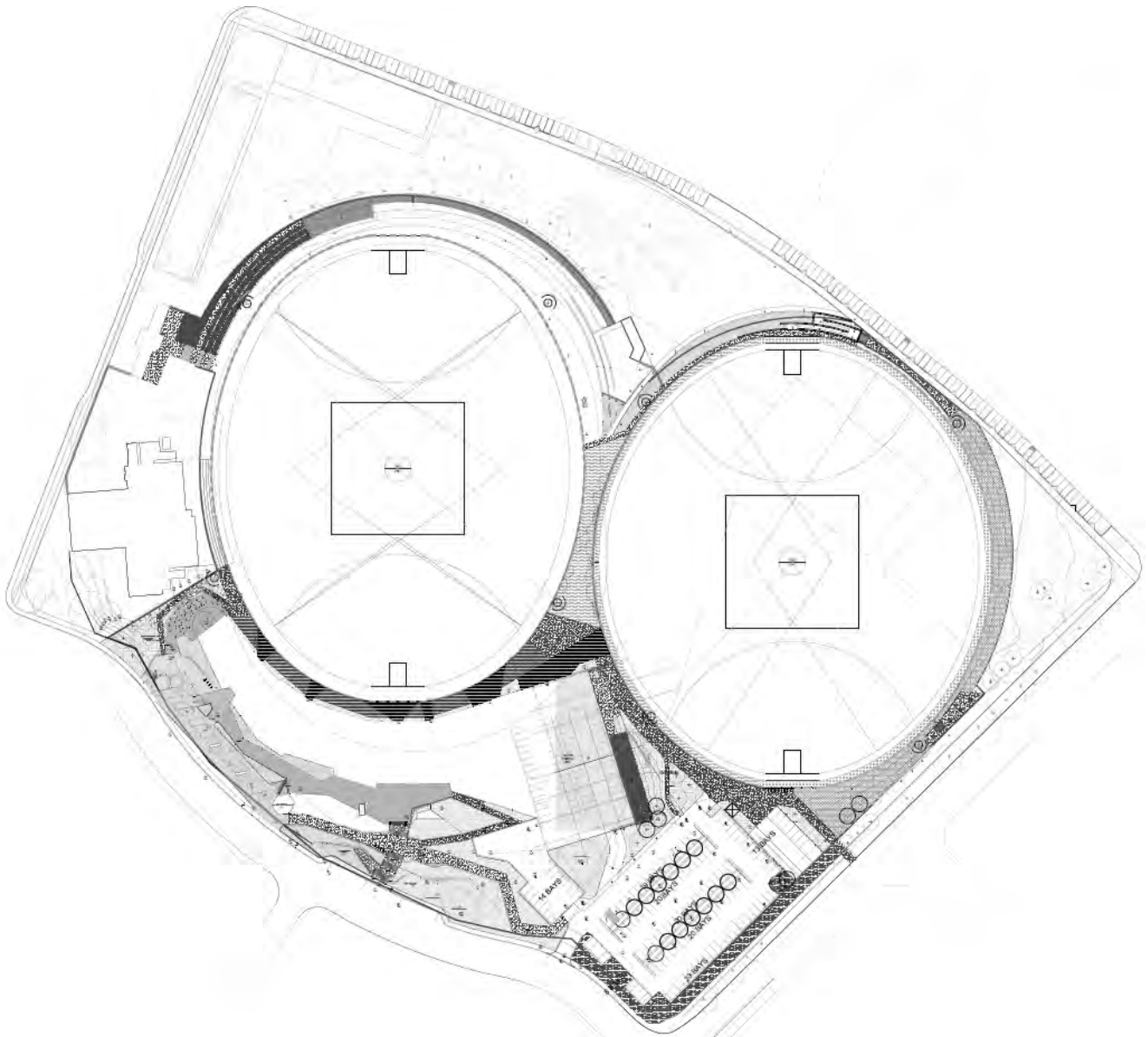
## 3. DEVELOPMENT PROPOSAL

### 3.1 Introduction

The proposed WCE training, administration and community facility at Lathlain Park will result in the development of a high quality, purpose built asset. The development will include a range of facilities, with the locational layout shown in Figure 16. The proposed development will include:

- West Coast Eagles administration;
- West Coast Eagles club support facilities (sports medicine, boardroom, media centre etc.);
- Wirrpanda Foundation;
- Training and playing facilities;
- Retail, café and museum outlets associated with the West Coast Eagles; and
- Associated facilities such as car parking, storage and plant space for oval upkeep.

Figure 16 - Site layout plan (source: Urbis)



## 3.2 Regional Context

As set out in the Introduction to this TIA, the development of the facility has been subject to prior assessment through the processing of a Major Land Transaction Plan in 2013 and ongoing development of a Management Plan for Lathlain Precinct which has been subject to public engagement throughout 2015 and 2016.

The development subject to this TIA is included in Zone 3 of the overall Lathlain Precinct Redevelopment shown in Figure 1. The regional context and overall process related to the Lathlain Precinct is discussed in more detail in the planning report associated with this DA.

## 3.3 Proposed Land Uses

The proposed development has the following components:

### Basement Level

- Secure parking bays and associated plant and storage

### Ground Floor

- Players and training facilities
- Playing admin areas
- Classrooms and facilities for Wirrpanda Foundation
- Staff facilities including end of trip facilities
- Loading and storage

### First Floor

- Wirrpanda Foundation
- West Coast Eagles administration and staff amenities
- Entry lobby
- Museum, café and club shop
- Storage
- Players training facilities
- Commercial tenancy

### Second Floor

- Board Room and West Coast Eagles administration facilities
- Function area and associated storage, catering and kitchen space
- Business Lounge

### Grounds

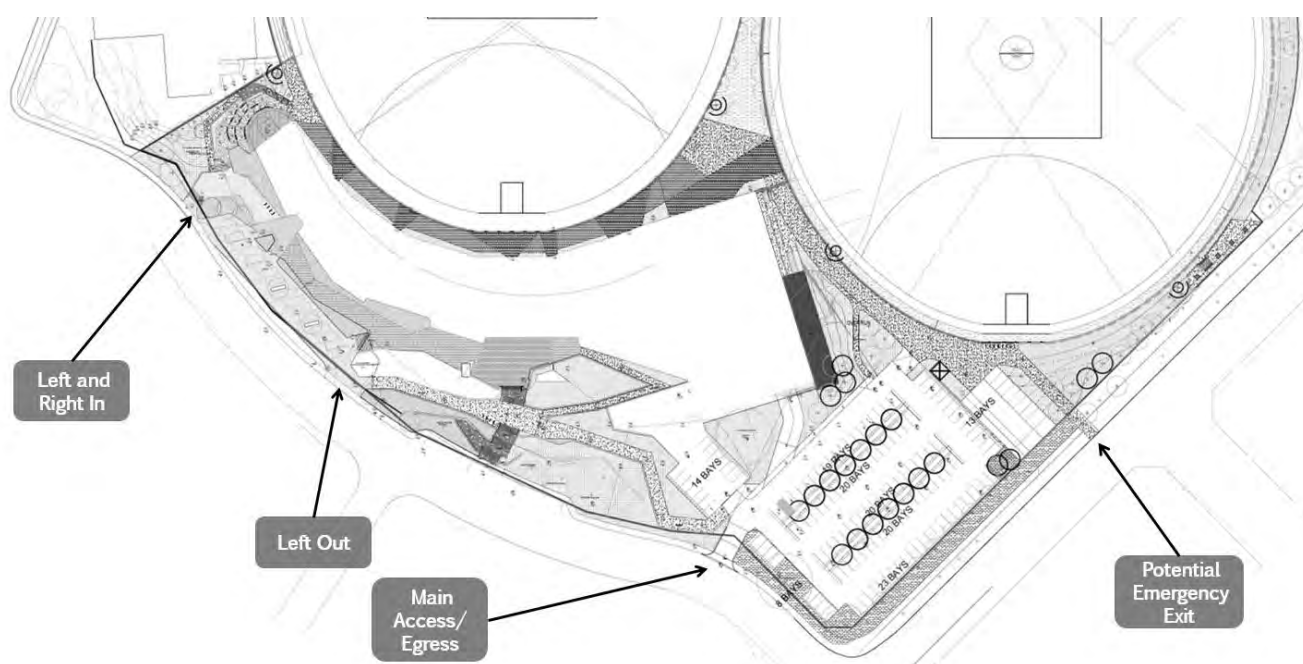
- 15 at-grade parking bays with right or left-in, left-out configuration on Bishopsgate Street in front of the Wirrpanda Foundation comprising a mix of 2 ACROD bays and 13 standard bays
- 137 at grade parking bays accessed off southern entrance on to Bishopsgate Street with a mix of 3 ACROD bays and 134 standard sized bays
- Maintenance shed
- Associated landscaping, ramps and storage access

### 3.4 Access Arrangements

There will be a total of three standard vehicle access/egress points associated with the development, as indicated in Figure 17. These points are proposed to facilitate the following movements:

- A left-in and right-in access on Bishopsgate Street near the northern end of the site adjacent to the Wirrpanda Foundation;
- A left-out only egress on Bishopsgate Street to the north of the intersection of Forster Avenue; and
- An all movements access/egress point on Bishopsgate Street.

Figure 17 - Access/egress points (source: Urbis)



The majority of vehicle movements associated with the proposed development would be focused at the main access/egress crossover between Forster Avenue and Roberts Road. This crossover on to Bishopsgate Street provides for access to car parking bays, the loading area for the facility and also the maintenance facility.

The left and right-in, left-out configuration for the smaller car parking area fronting on to Bishopsgate Street provides for safe access and egress for vehicles completing short-stay trips associated with the site.

The potential for a fourth egress point is included on the plan, with a small emergency only exit point on to Roberts Road through the proposed maintenance shed.

## 4. COMMITTED DEVELOPMENTS AND OTHER TRANSPORT PROPOSALS

### 4.1 Other Developments

There are no other known significant developments or committed major developments in proximity of the area outside of the Lathlain Precinct Redevelopment project, as discussed in **Section 2.1**. In respect of transport proposals, two separate elements were reported on in the Movement Network Plan - the Integrated Movement Network Strategy (IMNS) and the Lathlain Local Area Traffic Management Pilot Study. Information on those proposals are replicated in the following sections.

### 4.2 Integrated Movement Network Strategy

The submission of the DA for the West Coast Eagles training, administration and community facility is within the Lathlain Precinct however overall transport planning in the ToVP is guided by the IMNS that was completed in 2013. As set out on the Council website:

*“The Town has developed an Integrated Movement Network Strategy (IMNS) to guide the development of future plans for delivering an efficient, safe, well-connected and sustainable transport system in the Town.*

*The IMNS is a strategic document, which covers up to 2031. It considers all modes of transport (e.g. walking, cycling, public transport, car, etc.) and the travel needs of all users, now and in the future.*

*The objectives of the IMNS are summarised below:*

- ▶ *Support the Town's vision of Victoria Park - Vibrant Lifestyle and the objectives set out in the Town's Plan for the Future 2011 - 2026*
- ▶ *Manage traffic congestion to make it easier to move goods and people*
- ▶ *Support economic growth*
- ▶ *Enhance the urban environment with greater emphasis on bicycle and pedestrian paths and connections with public transport*
- ▶ *Improve access to employment, entertainment, medical, education and community facilities*
- ▶ *Reduce transport costs for the community by providing better public transport services*
- ▶ *Improve transport links, connections and movements*
- ▶ *Create a healthier community through encouraging active travel such as cycling and walking*
- ▶ *Focus on environmental sustainability with less reliance on motor vehicle transport*
- ▶ *Provide a basis for the current and future management of parking on private and public land*
- ▶ *A number of projects have been implemented for the adaption of this plan”.*

In relation to the Lathlain Precinct, planning or progression of a range of measures had been captured within the IMNS, notably:

- ▶ Provide on-road cycle lanes on Bishopsgate Street between Rutland Avenue and Roberts Road;
- ▶ Monitor (potential reclassification) of Bishopsgate Street (Oats Street to Roberts Road) to a local distributor;
- ▶ Work with the PTA and DoT to review existing public transport routes into, through and around the Town, particularly through the Lathlain area and options for improving east - west connectivity;
- ▶ Advocate for the installation of a signalised intersection at Orrong Road / Roberts Road; and
- ▶ Monitor key roads for the potential for reclassification / implementation of additional LATM including Howick Street (Roberts Road to Goddard Street).

In addition to these more specific elements of the IMNS, broader planning principles and strategies also guide the form and function of the movement network within the Town. The strategies within the IMNS cover:

- Roads;
- Public Transport;
- Parking;
- Cycling and Walking;
- Travel Demand Management; and
- Monitoring.

### 4.3 Lathlain Local Area Traffic Management Pilot Study

The ToVP commissioned the Lathlain Local Area Traffic Management Pilot Study in 2014 to undertake a study of Lathlain with a view to rolling out wider traffic management measures throughout the Town in the future. The study included:

- “an assessment of the background traffic and transport data, site inspections and a review of previous resident complaints;
- the development of concept traffic calming designs for various road types for use across the Town (not just within Lathlain) and the development of proposals to install traffic calming treatments throughout the suburb to address identified issues; and
- stakeholder and public consultation”.

Although the study covered the entire suburb, there were specific recommendations for streets which form part of the Lathlain Precinct which need to be considered. The recommendations, subject to funding and response to the Management Plan process, are set out in Figure 18.

Figure 18 - Lathlain Local Area Traffic Management Pilot Study recommendations (source: ToVP)

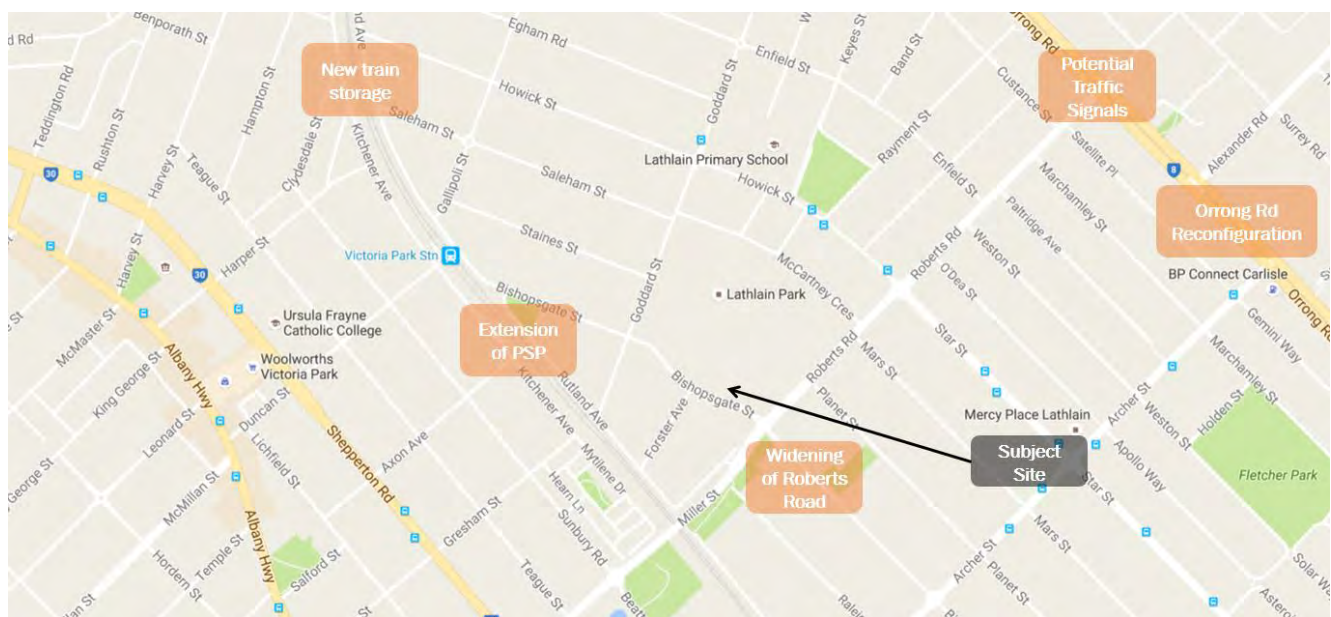


## 5. CHANGES TO SURROUNDING TRANSPORT NETWORKS

### 5.1 Potential Changes

The form of the transport network in the proximity of the proposed development site is relatively static, with the two strategic plans discussed in **Section 4** forming the basis for potential changes to the local transport network. In respect of the higher order transport network, five separate proposals are known however the planning or implementation of most of them are unknown. These proposals are shown in Figure 19.

Figure 19 - Changes to surrounding transport network (source: Google Maps)



The potential changes are:

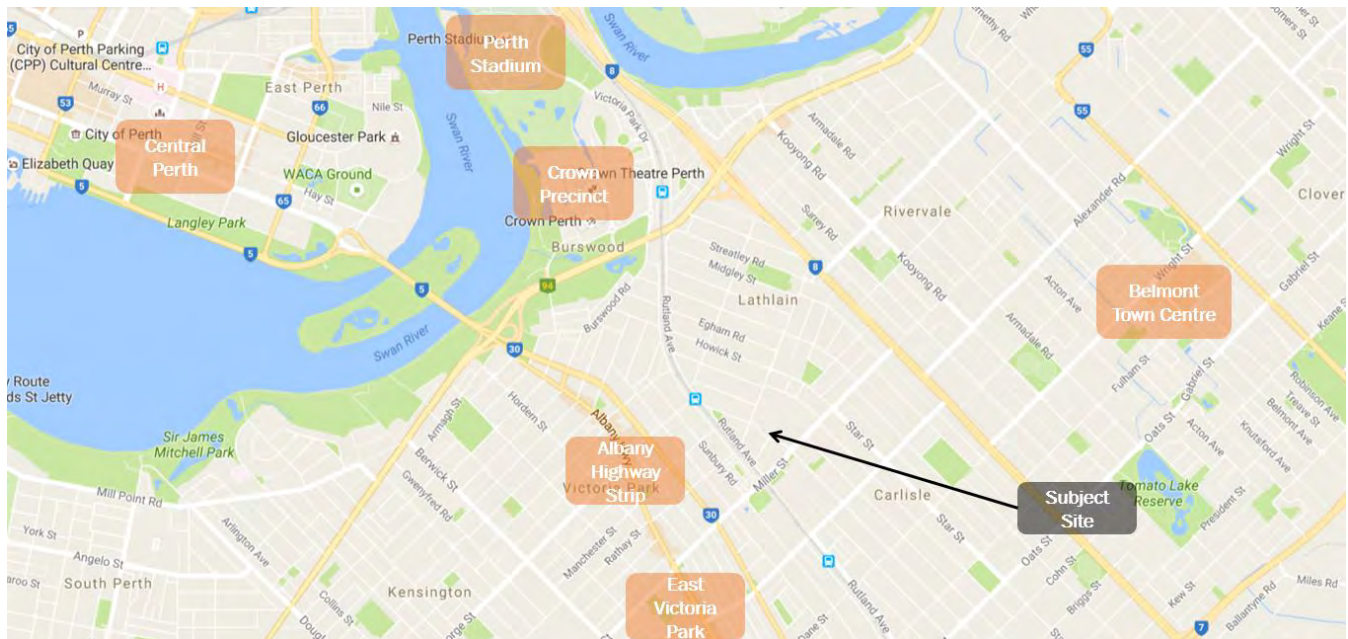
- New train storage north of Victoria Park Station associated with the Perth Stadium project. This facility is under construction and due for completion in 2017;
- Potential traffic signals at Roberts Road. The ToVP had made submissions to MRWA for a signalised intersection at this location however the proposal was not supported by MRWA;
- Orrong Road reconfiguration. MRWA is known to be progressing plans for significant capacity increases for Orrong Road. The timing of any changes to the configuration of Orrong Road are not public;
- Widening of Roberts Road. There is an existing widening reserves associated with Roberts Road. Any works associated with Roberts Road are unknown; and
- Extension of Principal Shared Path (PSP). The extension to the PSP along the Armadale Rail Line has long been included in strategic plans however there is no immediate resolution to the provision of this facility, either by State Government or the ToVP. The ToVP has recently commenced consultation on this route however the initial stages of the proposed link are between Oats Street and Welshpool Road.

## 6. INTEGRATION WITH SURROUNDING AREA

### 6.1 Major Attractors and Generators

The location of the proposed West Coast Eagles training, administration and community facility is in the inner suburb of Lathlain, to the south-east of Central Perth. As such, it is in close proximity to a range of major developments and trip attractors and generators. The more proximate areas are shown in Figure 20.

*Figure 20 - Major attractors and generators (source: Google Maps)*



The major trip attractors include:

- Central Perth;
- East Victoria Park centre;
- Albany Highway strip;
- Perth Stadium;
- Crown Precinct; and
- Belmont Town Centre.

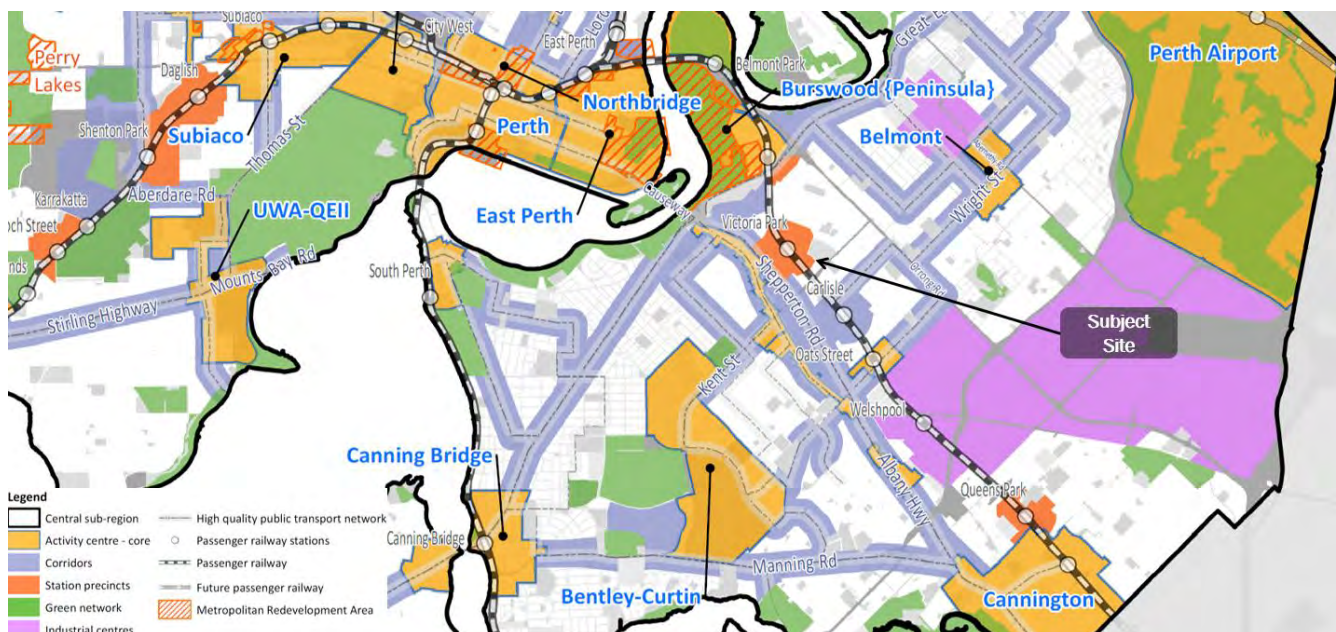
In addition to these areas shown on Figure 20, the site is also within short distance to Perth Airport, Bentley-Curtin Activity Centre, Cannington Regional Centre and Canning Bridge.

Given the nature of the development form and its usage, the generation patterns for the development would be dispersed throughout Perth. These are discussed in the qualitative assessment in **Section 7.3**.

### 6.2 Proposals for Major Changes to Land Use

There is significant redevelopment and increased density associated with these main trip attractors as all are noted in some form within local planning strategies and wider area metropolitan strategies as being able to accommodate growth. Specifically, the draft Central Sub-regional Planning Framework, which forms part of the Perth and Peel@3.5million suite of strategic planning documents, highlights the proximity of the proposed development site to other major activity centres, as shown in Figure 21.

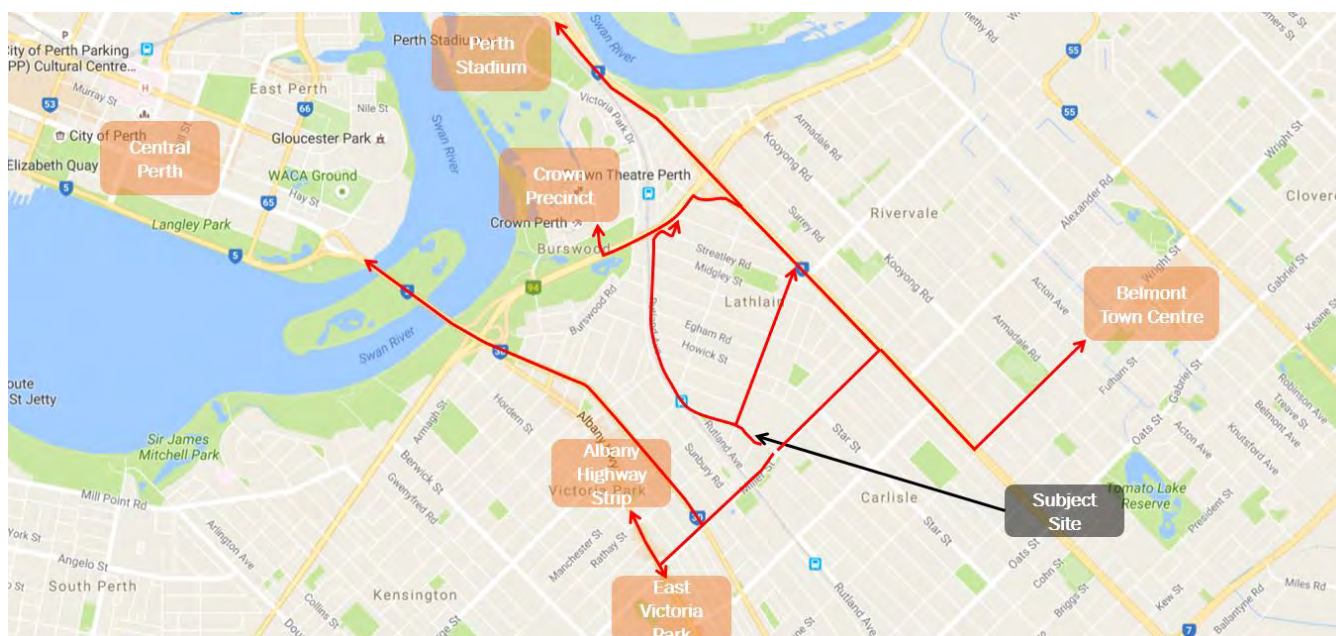
Figure 21 - Central Sub-regional Planning Framework (source: WAPC)



### 6.3 Main Desire Lines

The main transport desire lines between the development site and the main attractors and generators discussed in Section 6.1 are shown in Figure 22.

Figure 22 - Main desire lines (source: Google Maps)



As with most development form in Perth, the majority of trips associated within the West Coast Eagles training, administration and community facility will be undertaken by private vehicle. The main routes to and from the site shown in Figure 22 include:

- Orrong Road, using Roberts Road to access the site and Roberts Road or Goddard Street to leave the site;



- Rutland Avenue or Gallipoli Street to access Cornwall Street and Great Eastern Highway;
- Miller Street to access Shepperton Road, the Causeway and Albany Highway as well as other destinations to the west.

## 6.4 Capability of Transport Network to Meet Desire Lines

The existing street and road network surrounding the development site are well established and controlled, as would be expected within an inner-City location such as Lathlain. The existing street and road network is effectively established, with no significant proposals for major expansion of the network outside of potential expansion of Orrong Road, as discussed in **Section 5.1**. Local area traffic changes for Lathlain have also been subject to detailed assessment in the Lathlain Local Area Traffic Management Pilot Study, as discussed in **Section 4.3**.

The presence of the local and regional street network connections means that the subject site has a high degree of accessibility for private vehicle trips. The limited connections into and out of Lathlain have been acknowledged in the Lathlain Local Area Traffic Management Pilot Study, with ToVP implementing the actions from that study.

The desire lines in relation to public transport users are only partially covered. The site has excellent access to the Victoria Park Train Station and the 39 bus route which both provide access to Central Perth, Crown Precinct, Belmont Town Centre and Perth Stadium. There is no existing east-west route which connects the site to Albany Highway, East Victoria Park or destinations to the west such as Curtin University. The 284 service which runs along Archer Street does provide this access, as discussed in **Section 2.11.2**.

The site has excellent local pedestrian connections, with footpaths provided from the site in all directions. There are grade separated crossings of the Armadale Train Line at Millers Crossing, Victoria Park Station and on Rutland Avenue near Howick Street.

The site has on-street cycle lanes which provide connections to the wider network on both Bishopsgate Street and Roberts Road, as discussed in **Section 2.10**. Potential improvements to cycling connections are flagged in **Section 5.1**.

## 6.5 Deficiencies in Transport Network

The existing deficiencies in the local transport network have been addressed by the ToVP within the Lathlain Local Area Traffic Management Pilot Study, at a strategic level through the IMNS and on a project by project basis such as the ongoing consultation on Lathlain Precinct and proposed cycling facilities along Rutland Avenue.

The proposed changes associated with those studies and plans will address the immediate issues within the wider local street network.

In respect of pedestrian facilities, improved facilities such as footpaths on both sides of Bishopsgate Street and Roberts Road would provide connections that are not immediately apparent. Measures to protect and encourage safe pedestrian crossings should be incorporated at key local crossing points.

## 6.6 Potential Remedial Measures

No remedial measures are proposed in respect of these deficiencies as the ToVP has undertaken significant assessment already within the Lathlain Local Area Traffic Management Pilot Study. Other local measures are being examined within the Management Plan process.

## 7. ASSESSMENT YEARS AND TIME PERIODS

### 7.1 Assessment Years

The assessment years used within this TIA to assess the potential traffic related impacts of the West Coast Eagles training, administration and community facility are the base year (2016), the opening year (set as 2018) and the ten-year post opening (2028).

### 7.2 Time Periods for Assessment

The time periods for assessment reflect the time periods for the majority of existing trips on the network and those associated with the development itself. Observations have indicated that the peak AM hour is 7.30 am to 8.30 am and the PM peak hour being 4.00 pm to 5.00 pm.

Although this assessment has focused on the peak period for traffic generation, in particular the impact on the local street network when the highest level of existing background traffic is present, the highest generator of single-event trips in Lathlain Precinct will continue to be the ten home games per calendar year held at Lathlain Park for the Perth Football Club. As the impact of those events will not have a substantial impact on this proposed development site as well as background traffic flows or normal operation of the network, those time periods were not assessed.

### 7.3 Development Trip Generation and Distribution

The proposed development of the West Coast Eagles training, administration and community facility will result in additional vehicle trips being generated on the local network when it opens. Typically, with trip generation rates, standard or observed values are utilised from various industry publications from the Eastern States or overseas. In the case of this proposed development, explicit trip generation values were used in the Movement Network Plan to reflect a very conservative, high value so as to understand overall implications for Lathlain Precinct.

The volume of trips was based on the total number of employees to be housed on the site when it opens, alongside employee movements for the Perth Football Club. The volume of employee trips reflects the period of time when the AFL season is on. As set out in the Movement Network Plan:

- A maximum of between 150 to 200 vehicle trips in the 7.30 am and 8.30 am morning peak period will be generated by administration staff, players and service vehicle movements associated with the Perth Football Club, West Coast Eagles Football Club and the Wirrpanda Foundation. The majority of these vehicle trips will be in bound to Lathlain Precinct;
- A maximum of between 100 and 150 vehicle trips during the 4.30 pm to 5.30 pm afternoon peak period generated by administration staff, players and service vehicle movements associated with the Perth Football Club, West Coast Eagles Football Club and the Wirrpanda Foundation. The majority of these vehicle trips will be out bound from Lathlain Precinct. The maximum volume of vehicle trips is less than the morning peak because staff and player movements are spread out during the day more so than a typical office development.

In respect of the trip distribution, empirical data was provided by both West Coast Eagles and Perth Football Clubs of employee postcode data. This allowed for an accurate representation of likely distribution, as set out in the Movement Network Plan. This provides an accurate estimate of the entrance/exit points of the street network from Orrong Road, Shepperton Road, Great Eastern Highway or south from Carlisle along Bishopsgate Street. The AM inbound and PM outbound trip distributions are shown in Figure 23 and Figure 24.

Figure 23 - Inbound trips AM peak distribution

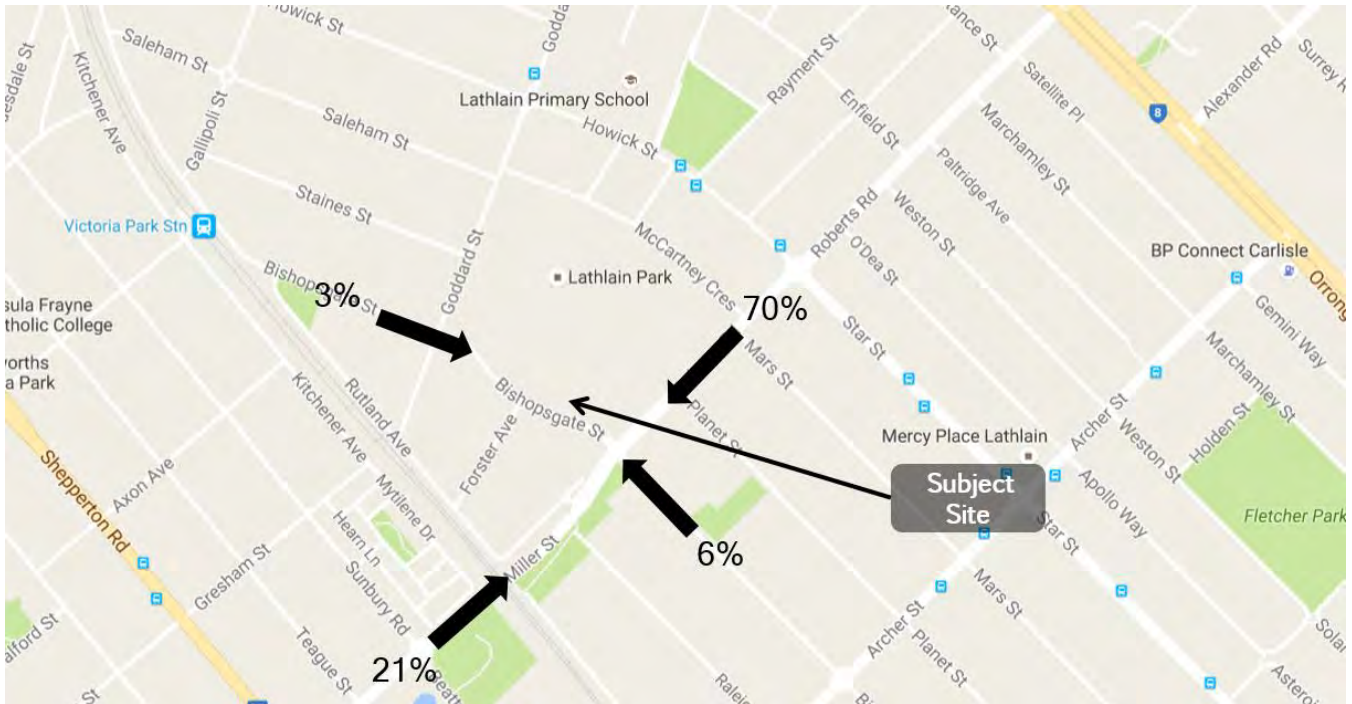
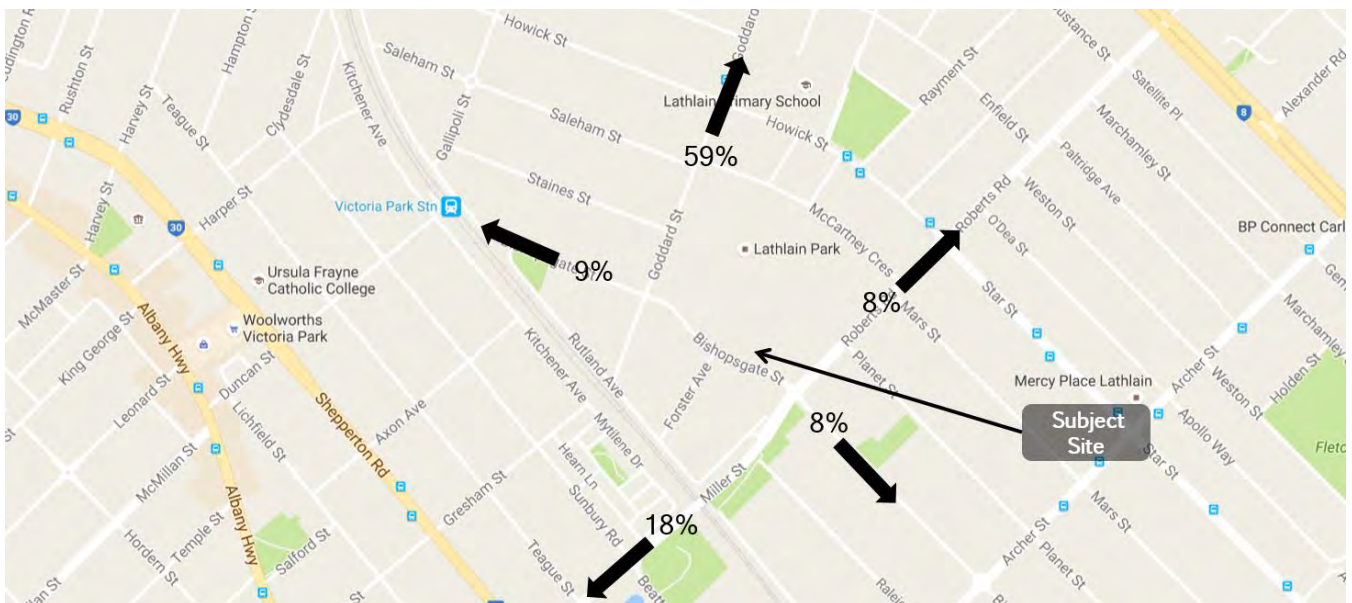


Figure 24 - Outbound trips PM peak distribution



No outbound trips have been accounted for in the AM peak given the nature of the facilities. For the purposes of assessment, 20% of the outbound trips are included as inbound trips in the PM peak period using the AM distribution patterns. No allocation has been made for passerby or linked trips - all trips associated with the proposed development are considered to be new to the network given the form of development and the fact that the facility is being relocated from one area of Perth to another.

## 7.4 Traffic Flows

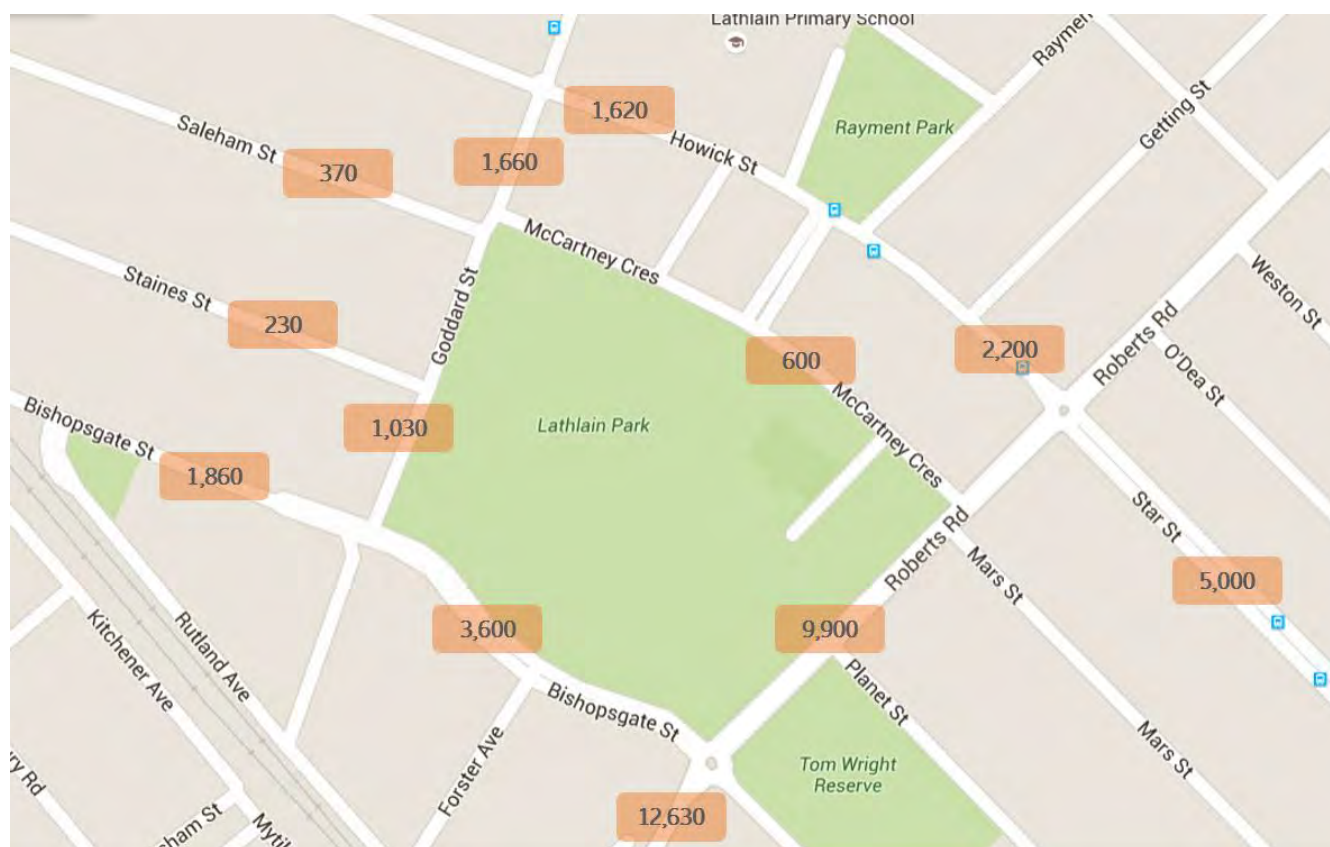
The traffic flows presented in the following sections are based on traffic count information available from the ToVP, empirical traffic count information from 2016 and traffic generated by the proposed development.

### 7.4.1 Base Traffic Flows

The initial assessment of base traffic flows for the site was set out in the Movement Network Plan. These sections are replicated below.

The ToVP provides publicly available traffic count information via their 'IntraMaps' website. Average daily weekday vehicle information from this website, for 2013 and 2014, was collated with the rounded up volumes shown in Figure 11. This information does not split the vehicle profile into types, direction or timing but it does provide an indication of the level of usage on streets in the Lathlain Precinct. Typically, peak hour traffic volumes recorded on streets in urban networks around Perth account for around 7-10% of all day volumes.

Figure 25 - Average two-way weekday traffic volumes Lathlain Precinct (source: ToVP)



These volumes were also tabulated against the traffic volumes reported in the Lathlain Local Area Traffic Management Pilot Study completed for the Town of Victoria Park in June 2015 and were found to be consistent (although there was some decrease in traffic volumes on some streets).

The traffic volumes recorded in 2013-14 on the local street network in the Lathlain Precinct are within the bounds of their design parameters according to the Main Roads WA classification levels with the exception of Bishopsgate Street between Goddard Street and Roberts Road. This section of Bishopsgate Street forms a connection between Roberts Road and Goddard Street and ultimately Orrong Road or Great Eastern Highway. It therefore performs the role of a local distributor road.

## 7.4.2 Major Land Transaction Plan Traffic Assessment

An assessment of traffic impact within the Lathlain Precinct was undertaken by Council Officers through the Major Land Transaction Plan process in late 2013. The conclusions of this assessment found:

*“that a relatively low impact will result from the proposal. Average weekly volumes are estimated to increase between 1% and 5%. The existing and future volumes are low for residential streets and within acceptable environmental levels”.*

The daily traffic volumes estimated in the Major Land Transaction Plan are shown in Figure 26. These volumes generally reflect those shown in Figure 25 although recorded volumes on Bishopsgate Street and Roberts Road are higher than forecast in 2013.

Figure 26 - Average two-way weekday traffic volumes MLTP Lathlain Precinct (source: ToVP)



In order to provide more certainty around the existing traffic volumes on frontage streets adjacent to the development site, manual and video observations were undertaken in October 2016. The counts were undertaken during the AM and PM peak hour at the following locations:

- Roundabout intersection of Roberts Road and Bishopsgate Street;
- Stop sign controlled intersection of Goddard Street and Bishopsgate Street.

The results of the survey periods are shown on Figure 27 to Figure 30. These results indicate:

- The dominant flows at the intersection of Roberts Road and Bishopsgate Street are through movements indicating that drivers are using Roberts Road and Miller Street to undertake trips on the regional road network;
- There is a clear pattern of movements from both Bishopsgate Street and Roberts Road towards Bishopsgate Street northbound. The majority of this traffic then turns right on to Goddard Street;

- There is a higher southbound volume of traffic along Bishopsgate Street towards Roberts Road in the PM peak period;
- None of the approach arms of the intersections surveyed are considered to be approaching traffic engineering volume capacity constraints, nor was any sustained congestion observed.

Figure 27 - AM peak hour traffic flows Bishopsgate Street and Roberts Road October 2016



Figure 28 - PM peak hour traffic flows Bishopsgate Street and Roberts Road October 2016

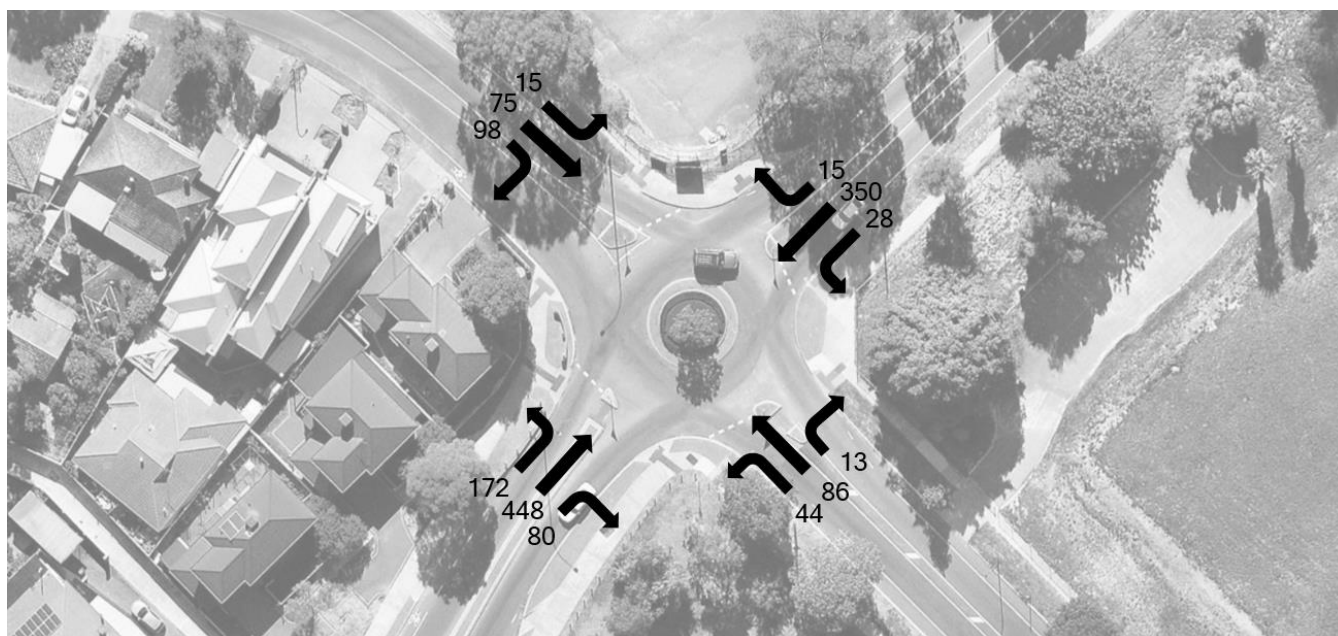


Figure 29 - AM peak hour traffic flows Bishopsgate Street and Goddard Street October 2016

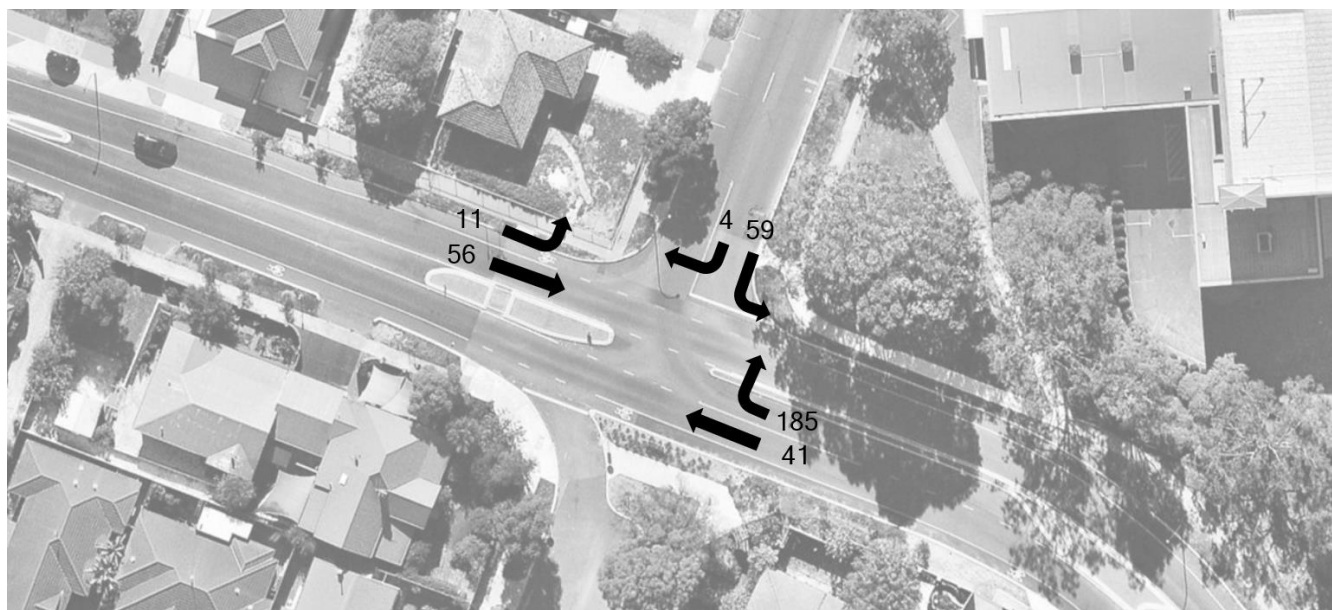
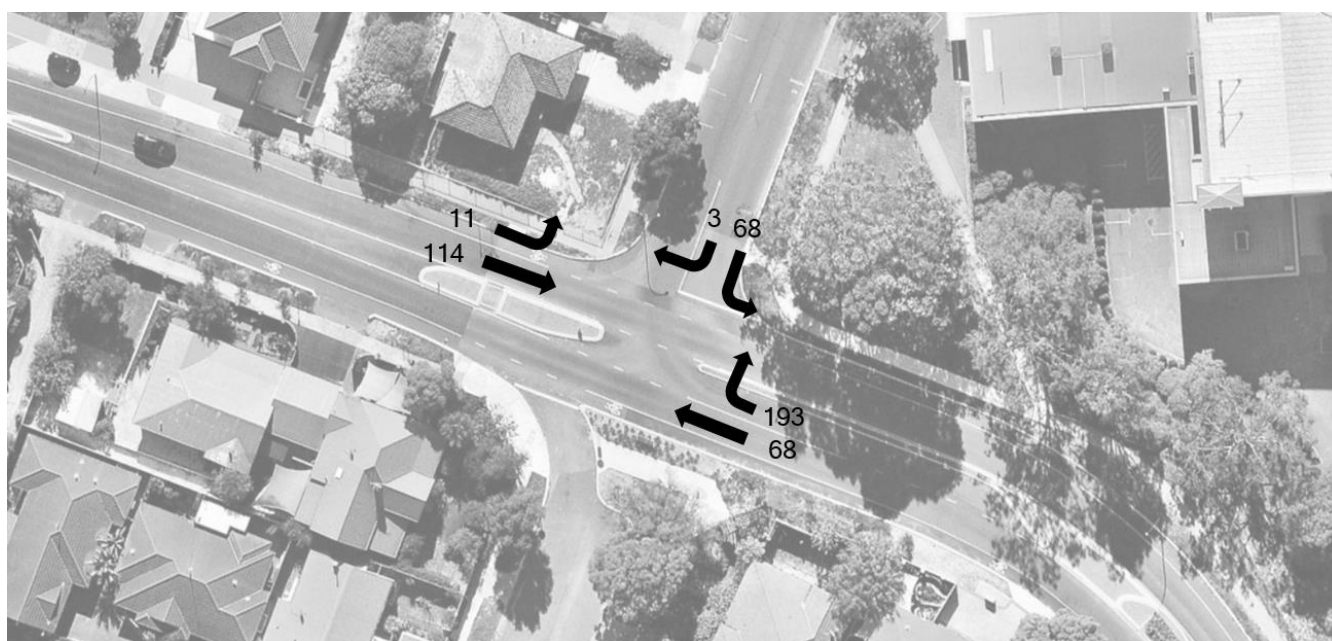


Figure 30 - PM peak hour traffic flows Bishopsgate Street and Goddard Street October 2016



### 7.4.3 With Development Traffic Flows

The flows associated with the development on opening are shown in Figure 31 to Figure 34. These flows represent the base traffic flows, the opening year development flows for the year 2018 and an uplift of 2% on all links from the observed 2016 peak hour values. The increase of volumes on all arms by 2% represents a conservative position as the flows at the main intersections are largely influenced by the throughput of traffic at intersections on Shepperton Road and Orrong Road. Traffic was observed to “pulse” through the main roundabout intersection in particular as it was regulated by when traffic passes through the signals at Shepperton Road or able to turn from Orrong Road in to Roberts Road.

Figure 31 - AM peak hour traffic flows Bishopsgate Street and Roberts Road Development Opening 2018

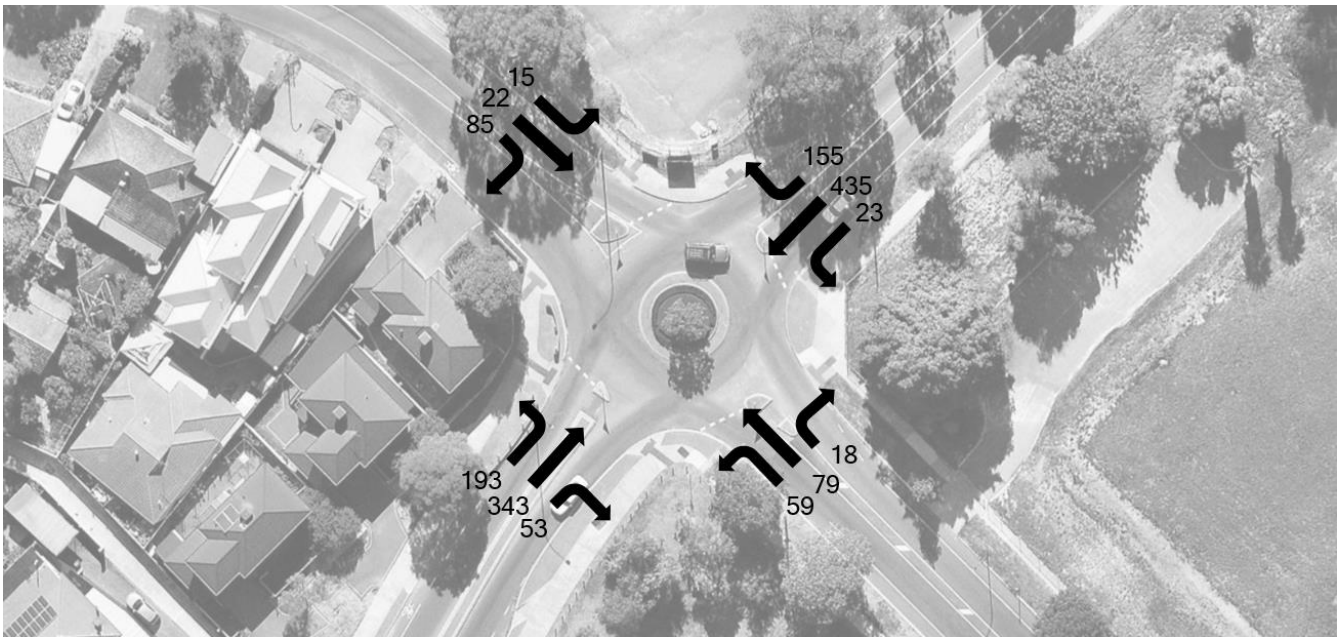


Figure 32 - PM peak hour traffic flows Bishopsgate Street and Roberts Road Development Opening 2018

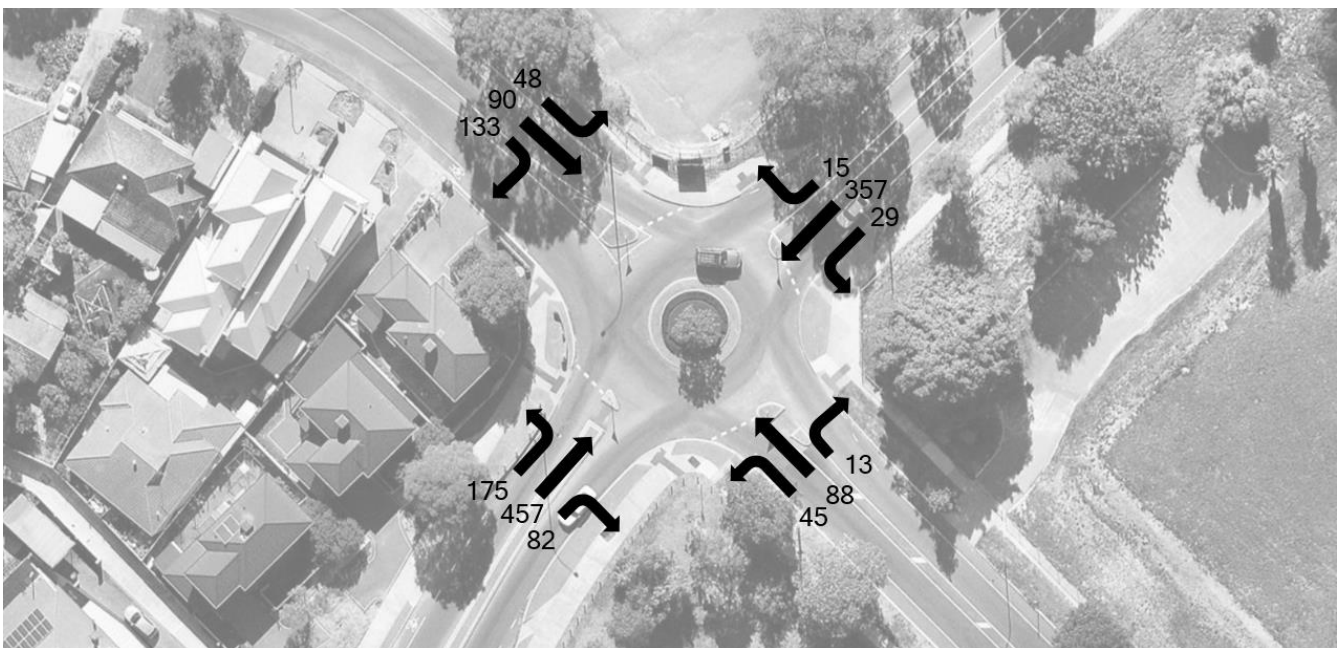




Figure 33 - AM peak hour traffic flows Bishopsgate Street and Goddard Street Development Opening 2018

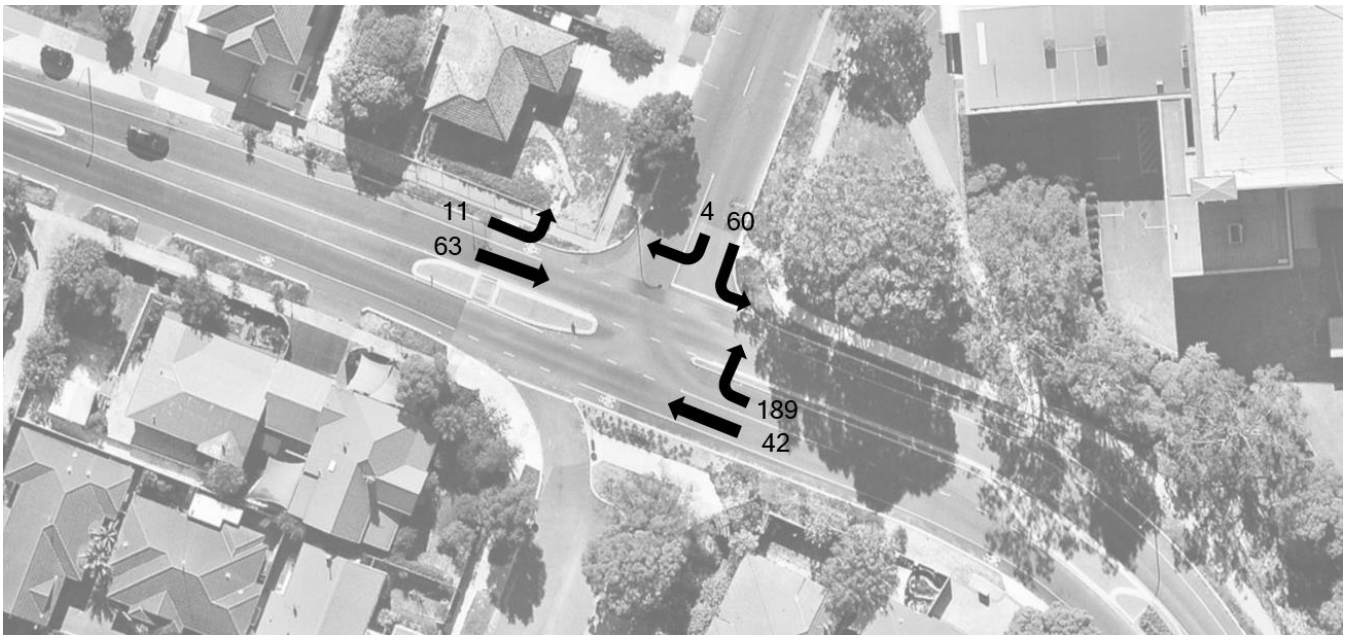
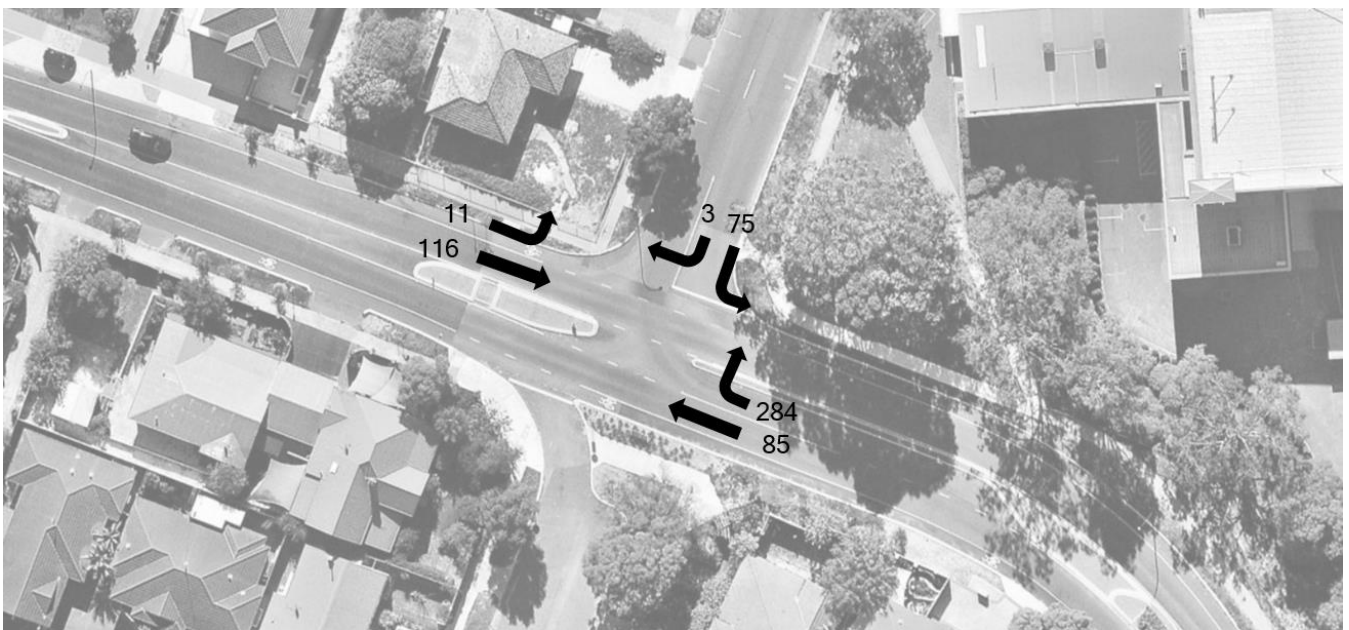


Figure 34 - PM peak hour traffic flows Bishopsgate Street and Goddard Street Development Opening 2018



#### 7.4.4 With Development 10 Years Post Opening

The flows associated with the development ten years post opening are shown in Figure 35 to Figure 38. These flows represent the base traffic flows, the opening year development flows for the year 2018 and an uplift of 2% on all links from the 2018 opening year peak hour values. These flows do not take into account any wider area changes but again represent a conservative or high traffic flows forecast for these localised intersections.

Figure 35 - AM peak hour traffic flows Bishopsgate Street and Roberts Road Development Post Opening 2028

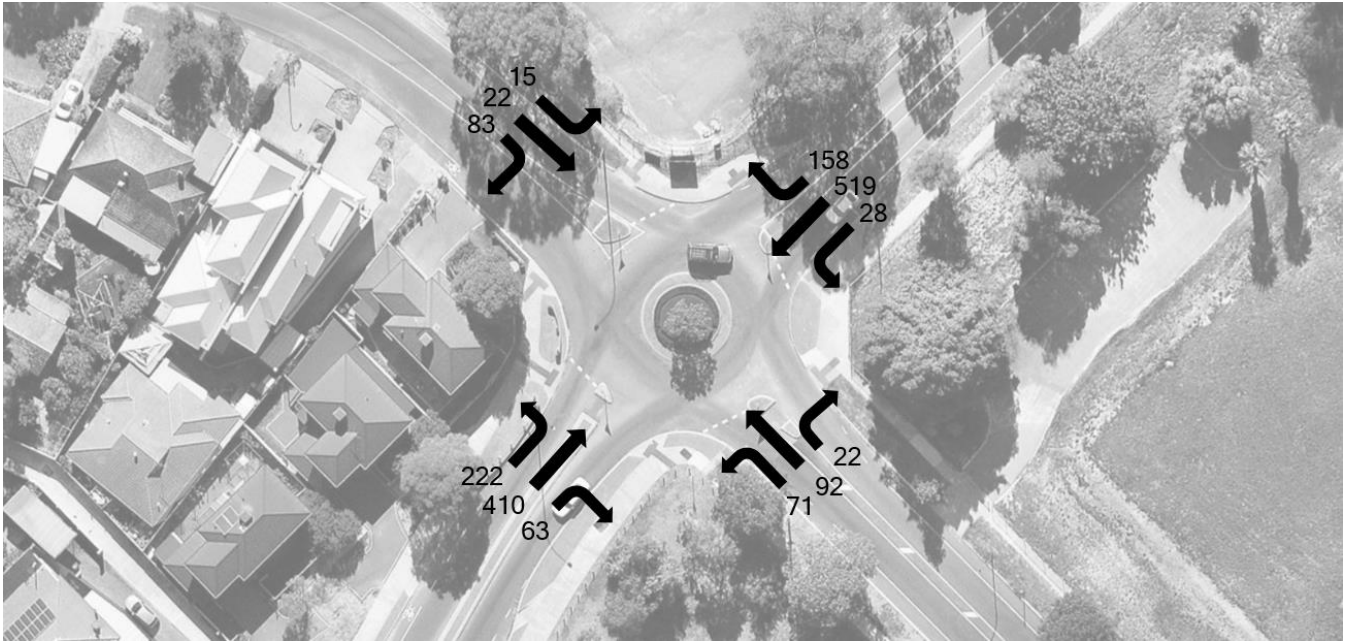


Figure 36 - PM peak hour traffic flows Bishopsgate Street and Roberts Road Development Post Opening 2028

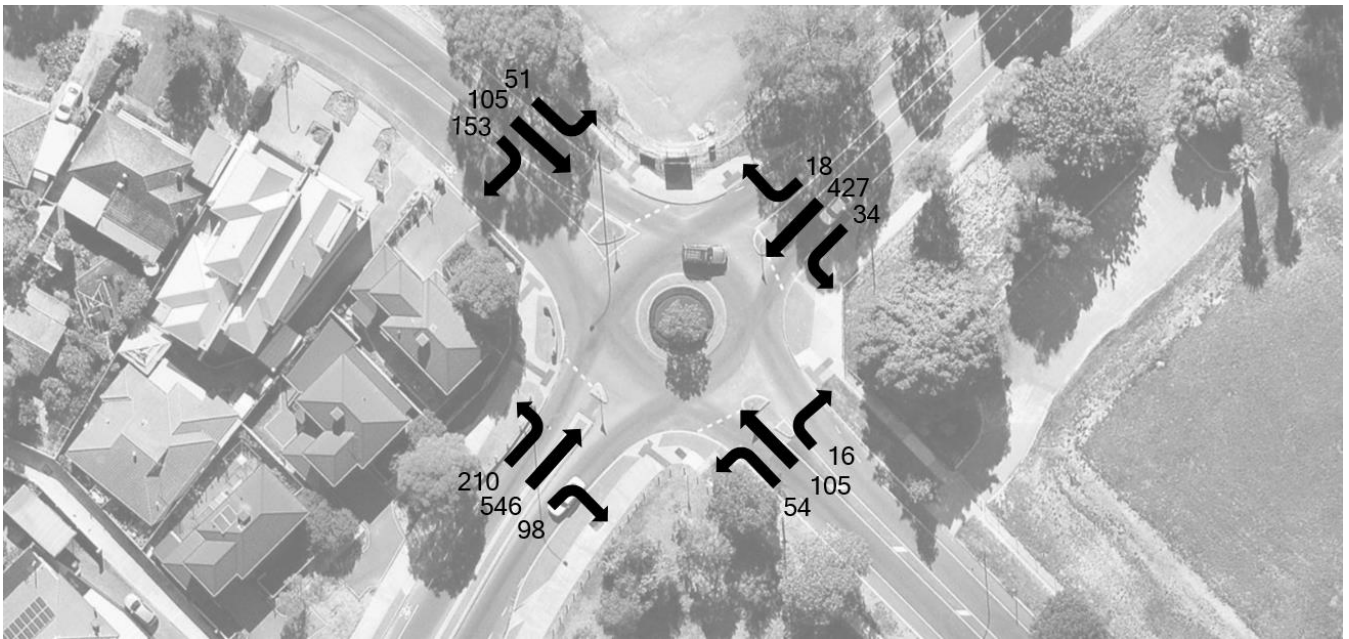


Figure 37 - AM peak hour traffic flows Bishopsgate Street and Goddard Street Development Post Opening 2028

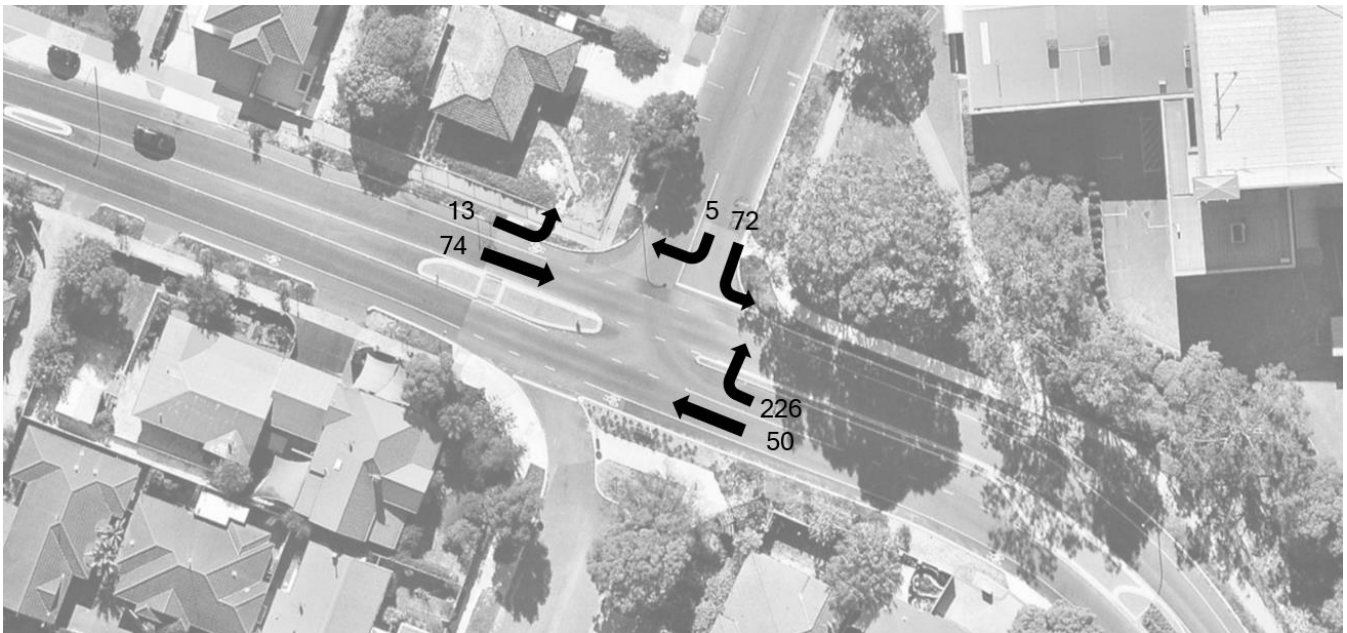
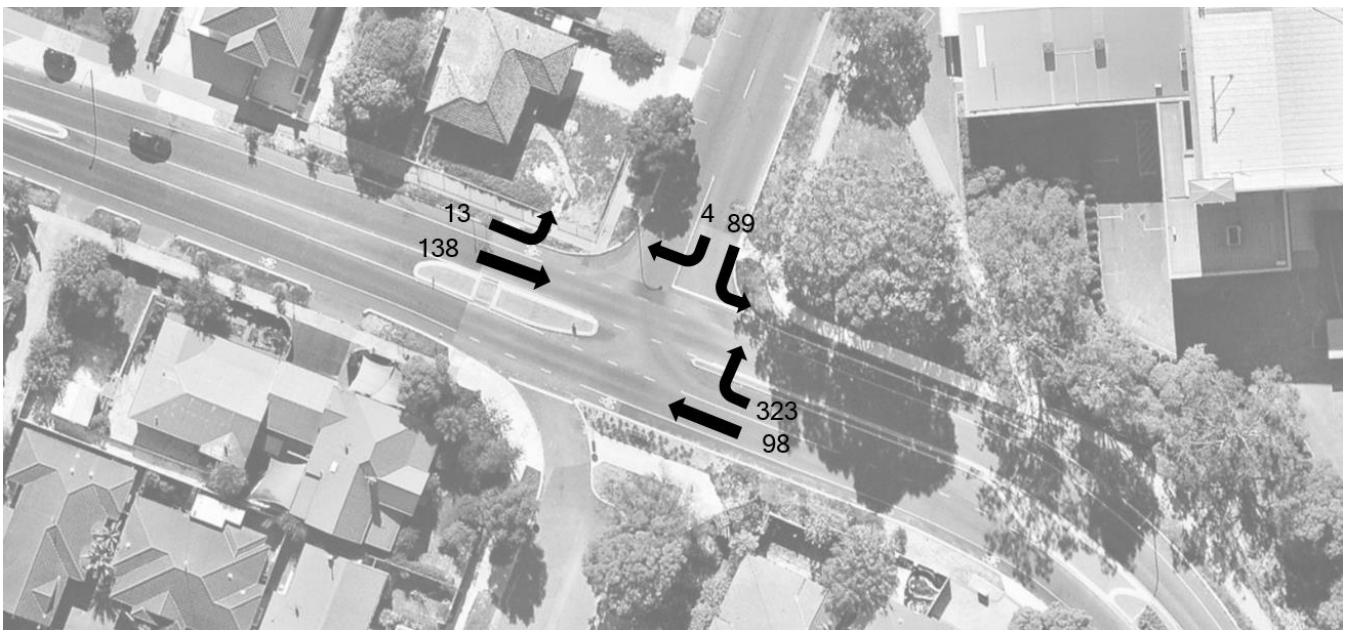


Figure 38 - PM peak hour traffic flows Bishopsgate Street and Goddard Street Development Post Opening 2028



## 7.5 Analysis of Development Accesses

As set out in **Section 3.4**, there will be three access/egress crossover points for the development site on Bishopsgate Street.

The development accesses will be:

- A left-in and right-in only access on Bishopsgate Street near the northern end of the site;
- A left-out only egress on Bishopsgate Street to the north of the intersection of Forster Avenue; and
- An all movements access/egress point on Bishopsgate Street.

Two assessments were undertaken for the access point. The first was using SIDRA 7 to examine the opening year impacts of turning traffic into and out of the main access point given this site would be where the majority of vehicle interaction occurs. The AM and PM peaks were modelled with the results shown in Table 1. Neither of the peak hours indicated any capacity issue in relation to turning movements.

*Table 1 - SIDRA Outputs - intersection of main access and Bishopsgate Street*

| Intersection                       | Year and Time | Highest DOS | Average Delay | Worst Leg LOS | All Vehicles LOS |
|------------------------------------|---------------|-------------|---------------|---------------|------------------|
| <b>Bishopsgate and Main Access</b> | 2018 AM       | 0.250       | 1.6           | LOS A         | LOS A            |
| <b>Bishopsgate and Main Access</b> | 2018 PM       | 0.174       | 0.6 sec       | LOS A         | LOS A            |

The sight line requirements for the site accesses have been considered by the project civil design team during design development and have been designed in accordance with applicable standards.

## 7.6 Impact on Surrounding Roads and Intersections

Assessment of the immediate intersections was undertaken using SIDRA 7 and completed using the values set out in **Sections 7.4.1, 7.4.3 and 7.4.4** as well as the distribution discussed in **Section 7.3**.

The scenarios assessed using SIDRA 7 at the intersections of Bishopsgate Street with Roberts Road and Goddard Street for the AM and PM peak hours were:

- Base year observed flows (2016);
- Development opening (2018); and
- Ten years post development opening (2028).

The results of the assessment are based on standard SIDRA settings, no adjustments were made to elements such as gap acceptance etc. The individual forecast year models were cloned from the base year models to ensure consistency in intersection layout and characteristics. The movement summaries for the intersections are included in Appendix B.

Summary outputs from the intersection modelling exercise are set out in Table 2 for the intersection of Roberts Road and Bishopsgate Street and in Table 3 for the intersection of Goddard Street and Bishopsgate Street.

Table 2 - SIDRA outputs - intersection of Roberts Road and Bishopsgate Street

| Intersection            | Year and Time | Highest DOS | Average Delay | Worst Leg LOS | All Vehicles LOS |
|-------------------------|---------------|-------------|---------------|---------------|------------------|
| Bishopsgate and Roberts | 2016 AM       | 0.444       | 5.7 sec       | LOS B         | LOS A            |
| Bishopsgate and Roberts | 2016 PM       | 0.585       | 6.4 sec       | LOS B         | LOS A            |
| Bishopsgate and Roberts | 2018 AM       | 0.604       | 7.2 sec       | LOS B         | LOS A            |
| Bishopsgate and Roberts | 2018 PM       | 0.599       | 6.9 sec       | LOS B         | LOS A            |
| Bishopsgate and Roberts | 2028 AM       | 0.727       | 8.9 sec       | LOS B         | LOS A            |
| Bishopsgate and Roberts | 2028 PM       | 0.739       | 8.7 sec       | LOS B         | LOS A            |

Table 3 - SIDRA outputs - intersection of Goddard Street and Bishopsgate Street

| Intersection            | Year and Time | Highest DOS | Average Delay | Worst Leg LOS | All Vehicles LOS |
|-------------------------|---------------|-------------|---------------|---------------|------------------|
| Bishopsgate and Goddard | 2016 AM       | 0.115       | 4.0 sec       | LOS A         | LOS A            |
| Bishopsgate and Goddard | 2016 PM       | 0.126       | 3.5 sec       | LOS A         | LOS A            |
| Bishopsgate and Goddard | 2018 AM       | 0.118       | 3.9 sec       | LOS A         | LOS A            |
| Bishopsgate and Goddard | 2018 PM       | 0.187       | 3.7 sec       | LOS B         | LOS A            |
| Bishopsgate and Goddard | 2028 AM       | 0.143       | 4.0 sec       | LOS A         | LOS A            |
| Bishopsgate and Goddard | 2028 PM       | 0.218       | 3.7 sec       | LOS B         | LOS A            |

### 7.6.1 Base Year Impacts

During both the AM and PM peak hour manual and video observations, both intersections performed well. The roundabout intersection at Roberts Road was noticeably busier with through movements and the turning movement in to Bishopsgate Street heading northbound. These observations back up previous counts and details included in the Lathlain Local Area Traffic Management Pilot Study completed for the Town of Victoria Park in June 2015.

It was also noticeable that traffic “pulsed” through the intersection as the entry flows were largely dictated by the traffic signals at the intersection of Miller Street and Shepperton Road as well as the release of turning vehicles from Orrong Road. There was minimal heavy vehicle traffic on all legs.

Traffic associated with the redevelopment of Lathlain Park was also obvious through construction vehicles and empty spoil trucks accessing the site off Bishopsgate Street.

Very few delays or queuing of traffic were observed, typically the delays were associated with the pulsing of traffic arriving at the respective arms or due to driver behavior. There were large periods of inactivity at both intersections. No issues were observed with pedestrians or cyclists.

The results from the SIDRA analysis reflect the observed operation of the intersection. None of the movements or delays result in impact on level of service, with no delays approaching the thresholds set out in Table 2: Guideline thresholds for intersection operation within the WAPC TIA Guidelines Volume 4. The existing traffic flows through the intersections are easily accommodated by the current configurations.

### 7.6.2 Development Opening Impacts - 2018

The year 2018 was assessed to reflect full operation of the site with conservative traffic generation values applied as set out in **Section 7.3**. Within the 2018 assessment, the overall results of the intersection analysis still reflect a very high level of functionality with no significant measurable change in performance at either site.

Additional queuing on Roberts Road is reflected in the morning peak period with the additional traffic generated by the site seeking to turn right on to Bishopsgate Street. The 95% back of queue extends from 4 vehicles to 6 vehicles. The intersections all operate well within capacity when the development is open for both peak hour periods. No thresholds are exceeded in traffic engineering terms, nor would any alterations in performance at the intersection result in the requirement for improvements.

### 7.6.3 Ten Years Post Opening - 2028

The results from the 2028 assessment in the AM and PM peak periods still indicate that both intersections perform well within accepted thresholds for traffic engineering purposes. The LOS for all arms still forecasts excellent levels of performance despite increases in delays, queue lengths and the overall DOS.

The major legs along Roberts Road and Miller Street are forecast to have the most noticeable impact however this is due to the linear forecast growth in traffic predicted for these legs. As observed, the traffic through these legs is moderated by intersections at Shepperton Road and Orrong Road so the actual growth in background traffic by a substantial level is unlikely.

As a test, a further 50% through volumes were added on to the major arms of the roundabout in 2028 and the LOS for the peak periods did not exceed an LOS D with the DOS at around 0.9. In other words, it would take an extremely significant increase in traffic that is not associated with this development to result in significant congestion at this location over a 12-year threshold.

As a result of the analysis, no remedial measures would be proposed for the operation of the main intersections.

## 7.7 Impact on Neighbouring Areas

Although the impacts on the local transport network are within the thresholds of traffic engineering parameters, it is acknowledged that the development proposal will result in a general increase of traffic on local streets, as set out in this TIA. The overall impacts on the local street network were set out in the Movement Network Plan, which noted:

- There would be additional vehicle movements on the local street network outside of peak periods as a result of the Lathlain Precinct Redevelopment. This would primarily be as a result of activities at the West Coast Eagles Football Club and Wirrpanda Foundation. Instances of this include players reporting to specific events (training, community sessions associated with either the Football Club or Wirrpanda Foundation, doctors/medical sessions, functions or press events). The volume of these movements would not be considered to be a significant impact of the development;
- Vehicle movements would fluctuate during the year associated with timing of football games for the Perth Football Club and training for the West Coast Eagles Football Club.
- One off events or club based activities would see additional visitor traffic being generated at certain times. This includes use of the facilities after normal business hours - at present the Lathlain Function Centre houses 250 people and functions occur at this venue already. Last year, over 300 events (of varying sizes) were held at the Function Centre;
- Group movement of vehicles may result from Football Club operations, such as players being taken by bus from Lathlain Park to either an WAFL or AFL fixture in Perth or the Airport so that they travel as a group;
- There would be sporadic traffic associated with the retail outlet at the West Coast Eagles Football Club and the museum. This activity would fluctuate significantly based on time of the year, if the club is having on-field success or if a specific milestone is reached which may increase interest; and
- Traffic associated with the community facilities and activity spaces would be primarily generated outside of peak periods and on weekends where the volume of traffic would not be considered a significant issue outside of dates when Perth Football Club home games are being held.

In respect of traffic impacts associated with the development on the surrounding area, the West Coast Eagles will be implementing a Travel Plan which will promote the use of alternative means of transport to and from the site. In addition, the facility will include high quality End of Trip facilities to allow staff to take advantage of the existing and planned cycling facilities in Lathlain. The Draft Travel Plan, which covers the initial formative year of the facility being open, is included within Appendix C.

The overall transport and traffic issues are dealt with in the Management Plan being developed for the Lathlain Precinct as a whole.

## 8. ROAD SAFETY

### 8.1 Traffic Related Safety

The analysis undertaken in the previous section has set out the impacts on the closest intersections to the development, as per the requirements of the TIA Guidelines. That analysis, based on standard assessment techniques, has indicated that the intersections all perform well within their capacity and therefore would be considered to be safe for the volume of traffic using them.

There are no blackspots in the immediate vicinity of the development that are known however as discussed in **Section 5.1**, the ToVP had previously advocated for the installation of traffic signals at the intersection of Roberts Road and Orrong Road to allow for safer turning movements, in particular the right hand turn movement from Roberts Road.

Crash data analysed in **Section 2.12** set out the information in relation to most recent data available for the intersection of Roberts Road and Bishopsgate Street.

Notwithstanding these issues, the development will result in the generation of traffic and introduction of new more frequently used access and egress points along Bishopsgate Street between Roberts Road and Goddard Street.

Bishopsgate Street is an Access Street within the existing Main Roads WA classification, meaning that development accesses are allowable and at this location, are seen as preferable to new access points onto Roberts Road. It is a low speed environment at 50km/h and has recently been redesigned by the ToVP to remove large painted medians and replace them with hard medians and planting.

The design of the access points has taken into consideration the nature of Bishopsgate Street and the sloping site by seeking to make use of existing access crossovers and spacing the main access/egress on to Bishopsgate Street away from the intersection of Roberts Road. The use of an in/out configuration for the smaller car park in front of the Wirrpanda Foundation also reduces potential safety issues. Crossover points and access to and from car parks have been designed with the relevant standards in mind. Agreed signage to and from the development site would be implemented in agreement with the ToVP and Main Roads WA.

Monitoring of site access points, development traffic and overall conditions on Bishopsgate Street could be undertaken once the development is in operation with any required remedial measures put in place if any issues arose.



## 9. PUBLIC TRANSPORT ACCESS

### 9.1 Existing Public Transport Services

The site is well served by bus and train public transport services, as set out in **Section 2.11** and Figure 39. The entrance to the proposed development site is around 640m from Victoria Park Station, as shown in Figure 14. The pedestrian path along Bishopsgate Street between Victoria Park Station and the site has recently been upgraded, as shown in the street view image in Figure 40. Victoria Park Station is served by Armadale or Thornlie line trains to Perth at 15 minute frequencies on weekdays and weekends.

Figure 39 - Public transport network map (source: Transperth)



Figure 40 - Street view Bishopsgate Street towards site (source: Google)



The 39 bus service runs from the Elizabeth Quay Bus Station through to Redcliffe via Cloverdale and Belmont. It is a suburban route that provides access for largely residential areas to Belmont, Great Eastern Highway, the Causeway East Interchange and central Perth. There are stops for this service on Howick Street, as shown in

Figure 15. Transperth buses currently operate at 15 minute frequencies during weekday peak periods up to hour frequencies on Sundays. The existing path to the bus stops for the 39 service from the subject site is convoluted given the lack of footpath on the northern verge of Roberts Road. The distance from the proposed entrance point of the site to current bus stops is around 450 - 480 metres.

## 9.2 Routes to Public Transport Stops/Stations

Detailed analysis of routes to public transport facilities is set out for trains and buses in the following sub-sections.

### 9.2.1 Victoria Park Station

The proposed development site is around 640m from Victoria Park Station. Access between the Station and the development site is facilitated by a continuous pedestrian path along the northern side of Bishopsgate Street. Those walking between the Station and the development are required to cross two local 'Access Streets' these are Goddard Street and Rutland Avenue (adjacent to the Station entrance).

The pedestrian crossings of Goddard Street and Rutland Avenue adjacent to the Station entrance, are well established locations of pedestrian activity and provide a convenient and safe location at which to cross these two local street. No prior safety concerns nor black spot crash history suggests that these locations of pedestrian activity would not continue to function in a safe manner following the development of the Lathlain Precinct.

Figure 41 shows the location and form of pedestrian crossing of Goddard Street at the intersection with Bishopsgate Street. Figure 42 shows the location and form of pedestrian crossing of Rutland Avenue adjacent to Victoria Park Station entrance.

*Figure 41 - Street view Goddard Street pedestrian crossing at Bishopsgate Street intersection (source: Google)*



Figure 42 - Street view Rutland Avenue pedestrian crossing adjacent to Victoria Park Station entrance (source: Google)



### 9.2.2 Howick Street/Star Street Bus Stops

The distance from the proposed development entrance point is around 450-480 metres from the bus stops for the 39 service. The bus stops on Howick Street/Star Street can be accessed from the development site via the footpath on the northern side of Bishopsgate Street and then the footpath on the eastern side of Roberts Road. This requires the crossing of Roberts Road at the Bishopsgate Street roundabout and the crossing of the intersections of Planet Street and Mars Street.

The bus stop of the southern side of Star Street provides access to northbound bus services towards central Perth, and the bus stop on the northern side of Howick Street provides access to southbound bus services towards Belmont Forum Shopping Centre. Accessing the Howick Street bus stop also requires the crossing of Roberts Road and Howick Street at the roundabout.

As part of the Lathlain Precinct development a footpath will be installed along the western side of Roberts Road between Bishopsgate Street and McCartney Crescent, and this footpath would provide a more direct route to the Howick Street bus stop and therefore remove the necessity to cross Roberts Road - those walking between the development site and the Howick Street bus stop would only have to cross McCartney Crescent and Howick Street at the Roberts Road roundabout.

The crossing of Roberts Road at the Bishopsgate Street or Howick Street/Star Street roundabouts is facilitated by median island pedestrian refuge - these enable pedestrians to cross Roberts Road safely in two stages. The crossing of Roberts Road in these locations is well established and provide a convenient and safe location at which to cross. No prior safety concerns nor black spot crash history suggests that these locations of pedestrian activity would not continue to function in a safe manner following the development of the Lathlain Precinct.

Figure 43 shows the location and form of pedestrian crossing of Roberts Road at the Bishopsgate Street roundabout. Figure 44 shows the location and form of pedestrian crossing of Roberts Roads and Howick Street/Star Street at the roundabout.

Figure 43 - Street view Roberts Road pedestrian crossing at Bishopsgate Street roundabout (source: Google)



Figure 44 - Street view Roberts Road pedestrian crossing at Howick Street/Star Street roundabout (source: Google)



## 10. PEDESTRIAN ACCESS/AMENITY

### 10.1 Existing Pedestrian Access/Amenity

The development site benefits from an existing high level of pedestrian access and amenity. The main pedestrian path between the site and Victoria Park Station, along Bishopsgate Street, has recently been upgraded as shown in the street view image in Figure 40. In addition, footpaths are in place along both sides of Goddard Street adjacent to the site and along the northern side of McCartney Crescent and eastern side of Roberts Road adjacent to the site.

The existing pedestrian accessibility of a site can be assessed using the commercial product Walkscore, which provides a geographical based rating score of a location based on availability of services within a walking catchment. The Walkscore rating for a location opposite the proposed development site (a street address of 37 Bishopsgate Street) scores 62 out of 100. Walkscore measures the walkability of a location based on the distance to nearby places and pedestrian facilities, the overall scoring is ranked as follows:

- 90-100 Walker's Paradise: Daily errands do not require a car
- 70-89 Very Walkable: Most errands can be accomplished on foot
- 50-69 Somewhat Walkable: Some errands can be accomplished on foot
- 25-49 Car-Dependent: Most errands require a car
- 0-24 Car-Dependent: Almost all errands require a car

As such the proposed development site is considered on the Walkscore ranking system to be 'Somewhat Walkable - some errands can be accomplished on foot'. The site benefits from good walkable access to local parks/reserves, primary school education, food and beverage outlets, as well as small-scale groceries and retail outlets.

The site also scores an average 60 out of 100 in terms of access to Transit services (public transport services). Victoria Park Station is a short walk from the site providing direct access to locations along the Perth-Thornlie Line and the local bus route provides connections to central Perth and Belmont. The Walkscore ratings for a 37 Bishopsgate Street are summarised in Figure 45 and a 10-minute walk/bike catchment are shown in Figure 46.

Figure 45 - Walkscore rating for the proposed development site (source: Walkscore.com)

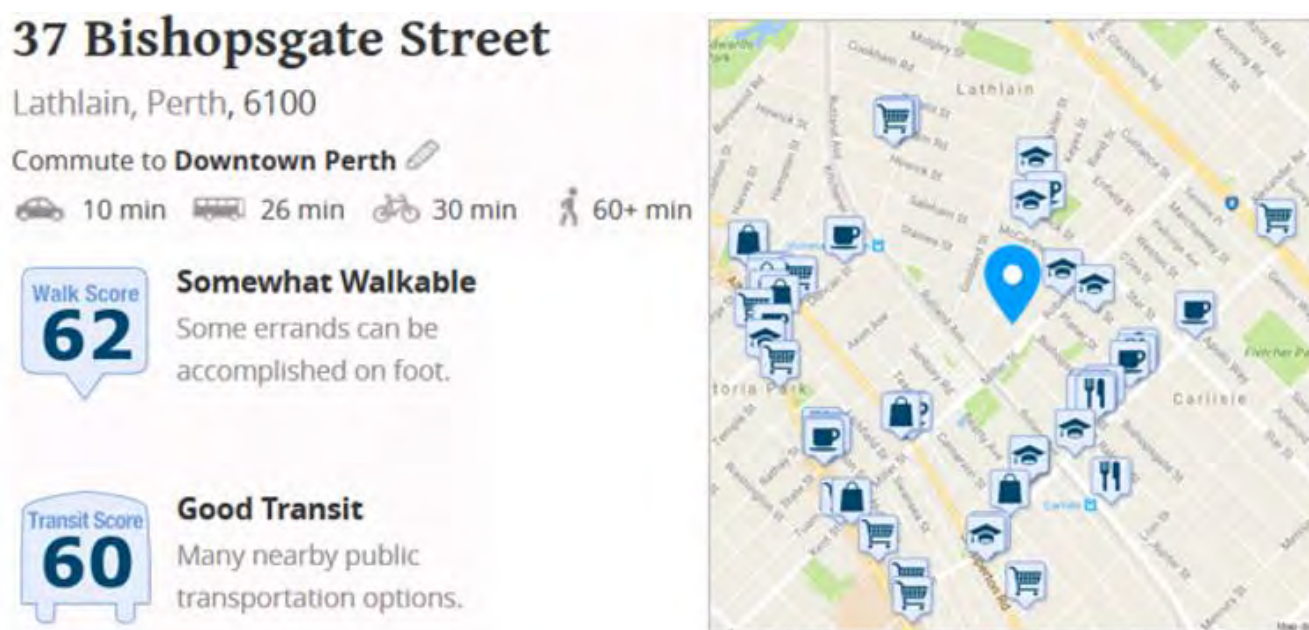
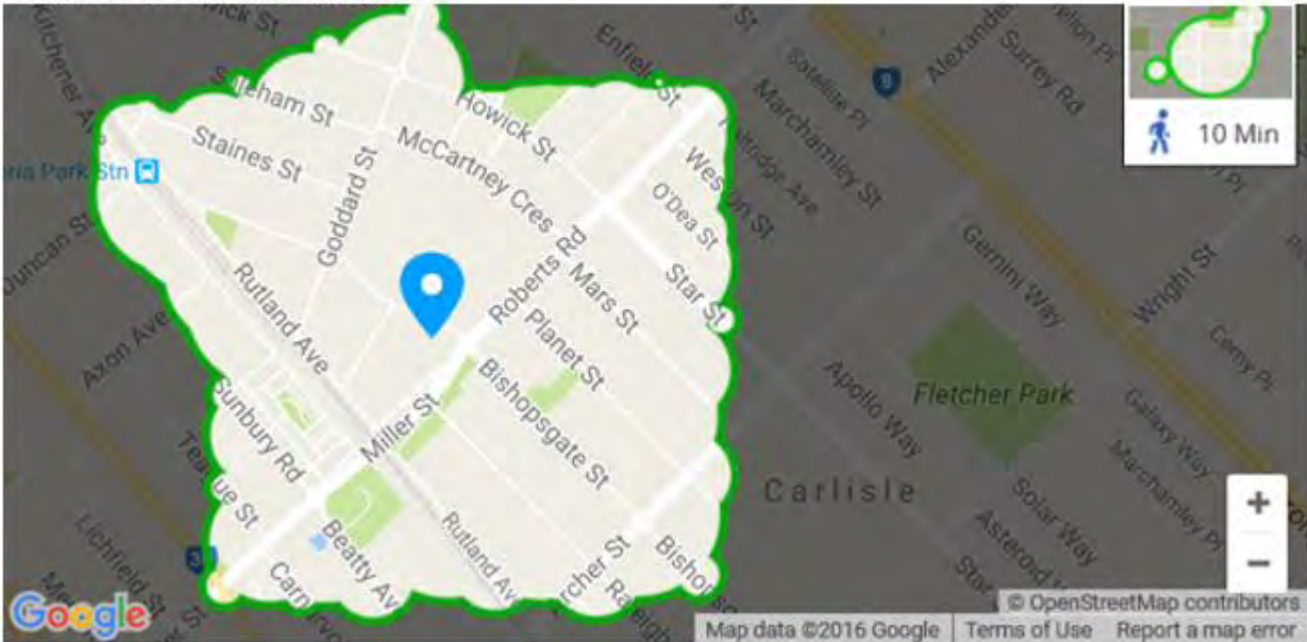
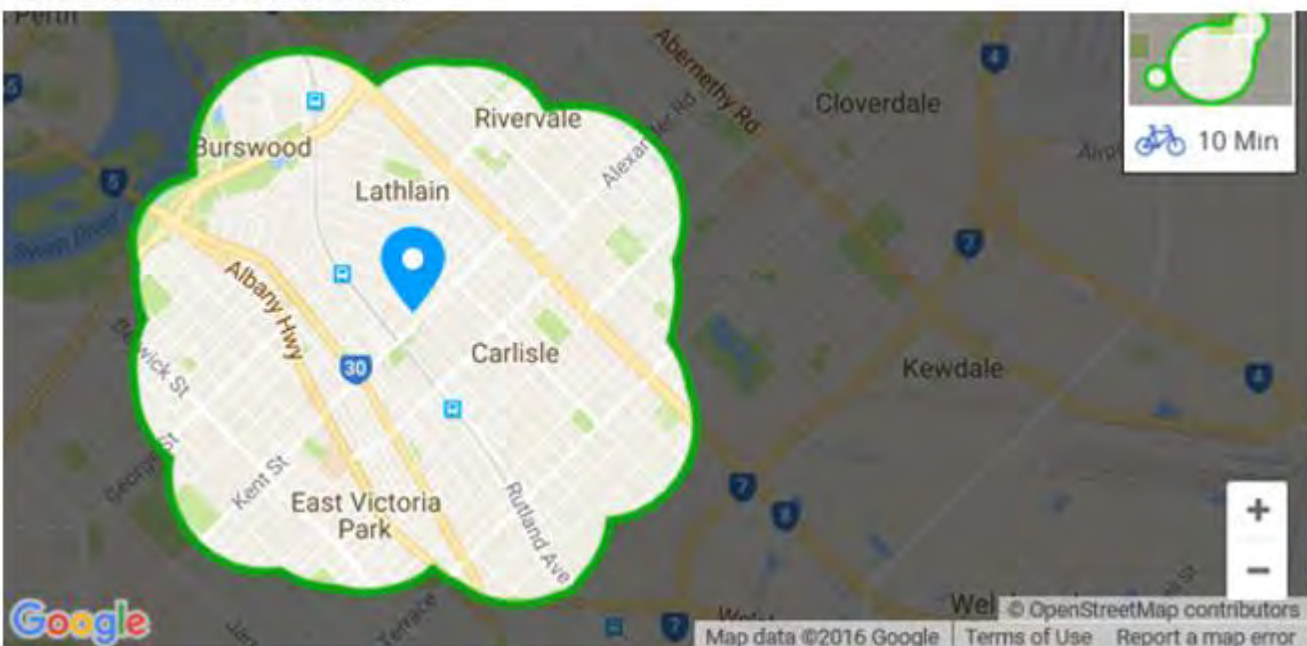


Figure 46 - Walkscore catchments from the proposed development site (source: Walkscore.com)

### 10 min Walk Catchment



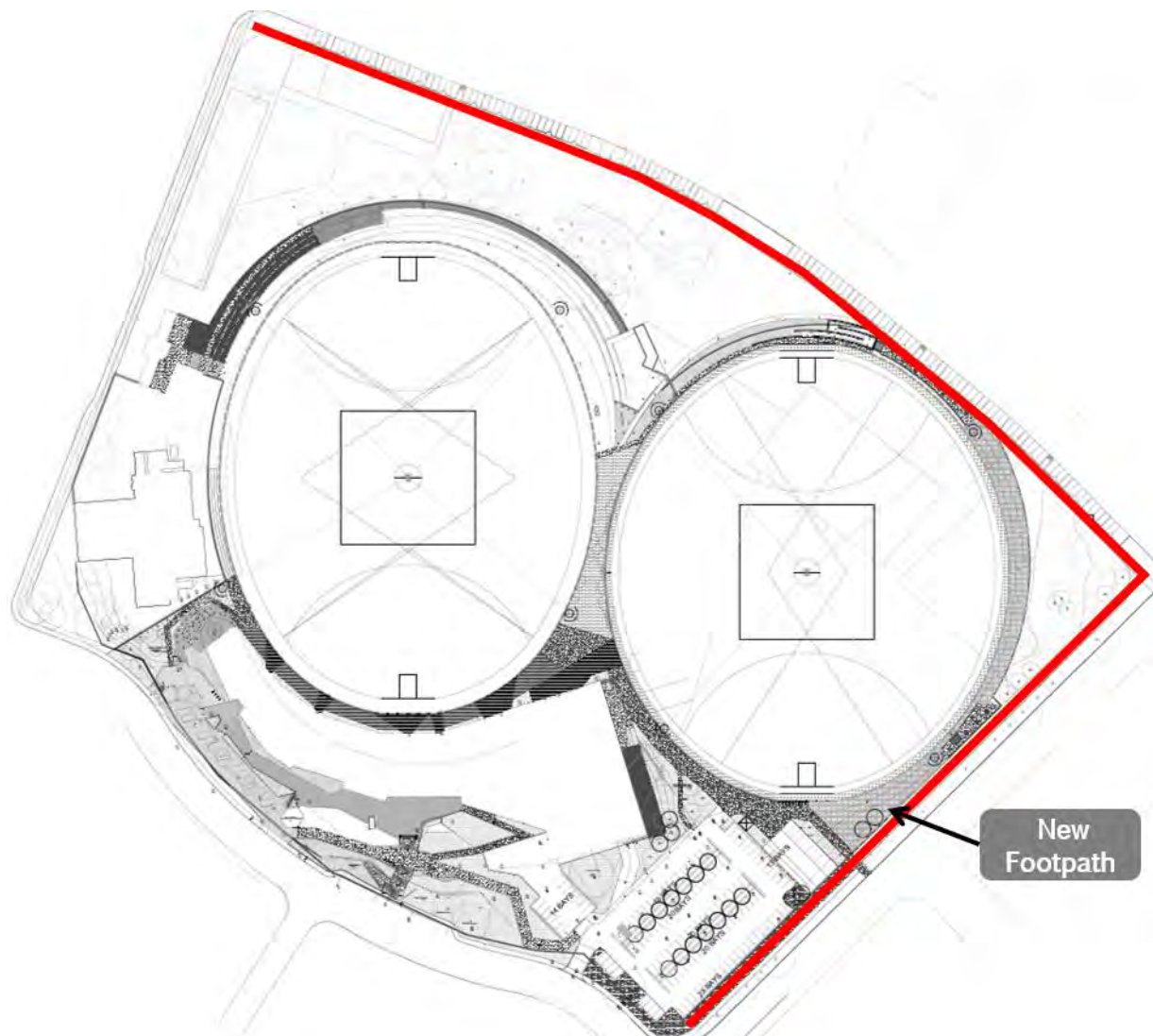
### 10 min Bike Catchment



## 10.2 Improved Pedestrian Access/Amenity

The development of the Lathlain Precinct will include two new footpaths along the northern and eastern boundaries of the site. The new footpath infrastructure will further enhance the pedestrian connectivity around the site and improve access and amenity for pedestrians. The new footpaths will tie-in to existing footpath infrastructure and ensure the site has footpath access on all site of the development - as shown in Figure 47.

Figure 47 - Location of new footpaths around Lathlain Precinct (source: ToVP)



## 11. CYCLE ACCESS/AMENITY

### 11.1 Existing Cycle Access/Amenity

The site benefits from an existing high level of pedestrian access and amenity. There are two existing on-street cycle lanes routes through Lathlain Precinct on Bishopsgate Street and Roberts Road. These facilities provide wider area connections to other cycling facilities through the Town of Victoria Park. In addition, there has been significant effort by the Town to facilitate extension of the Principal Shared Path from Central Perth along the Perth-Armadale Urban Rail corridor, which would run within 250m of the development site.

There are four U shaped cycle racks provided at Lathlain Park itself with access off Goddard Street. Cycle racks are also provided on Lathlain Place near the intersection of Howick Street. No recorded statistics are available for cycling usage through the Precinct.

### 11.2 Improved Cycle Access/Amenity

The West Coast Eagles training, administration and community facility will include dedicated staff end of trip facilities within the building consisting of:

- Female facilities - 4 showers, 3 toilets and 50 lockers;
- Male facilities - 4 showers, 3 toilets and 60 lockers; and
- Storage for 24 bikes in a hanging arrangement. Access to the bike storage is through the secure basement carpark. Change facilities are then accessed internally through the building.

The secure storage area will be accessed via the existing bike lanes on Bishopsgate Street and the main crossover locations shown in Figure 17.

In addition to facilities provided for staff at the facility, public parking for 16 bikes will be provided for visitors to the site. The location of the public bike parking facilities is proposed as:

- Parking for 4 bikes outside of the entrance to the Wirrpanda Foundation;
- Parking for 4 bikes outside of the entrance to the West Coast Eagles training, administration and community facility; and
- Parking for 8 bikes at the southern end of Oval 2.

The location of public bike parking facilities is shown in Figure 48.

In addition to bike facilities provided for staff and visitors to the facility, it has recently been announced by the Town that they will commence public consultation in relation to the provision of bike lanes along Rutland Avenue between Great Eastern Highway and Welshpool Road. Rutland Avenue passes approximately 250m to the south of the Lathlain Precinct and would provide a safe and efficient transport route for cyclists.

Stage 1 of the works would be between Oats Street and Miller Street and it is planned any works would be implemented in early 2017 and Stage 2 between Miller Street and Great Eastern Highway is planned to enter a design phase in 2018.



Figure 48 - Location of public bike parking facilities (source: Lathlain Park Redevelopment Project Plan)



## 12. ANALYSIS OF PEDESTRIAN/CYCLE NETWORKS

### 12.1 Analysis of Pedestrian Network

The analysis of pedestrian routes to public transport facilities within 400m of the site (Victoria Park Station and bus stops for the 39 service on Howick Street/Star Street) is described in detail in **Section 9.2**.

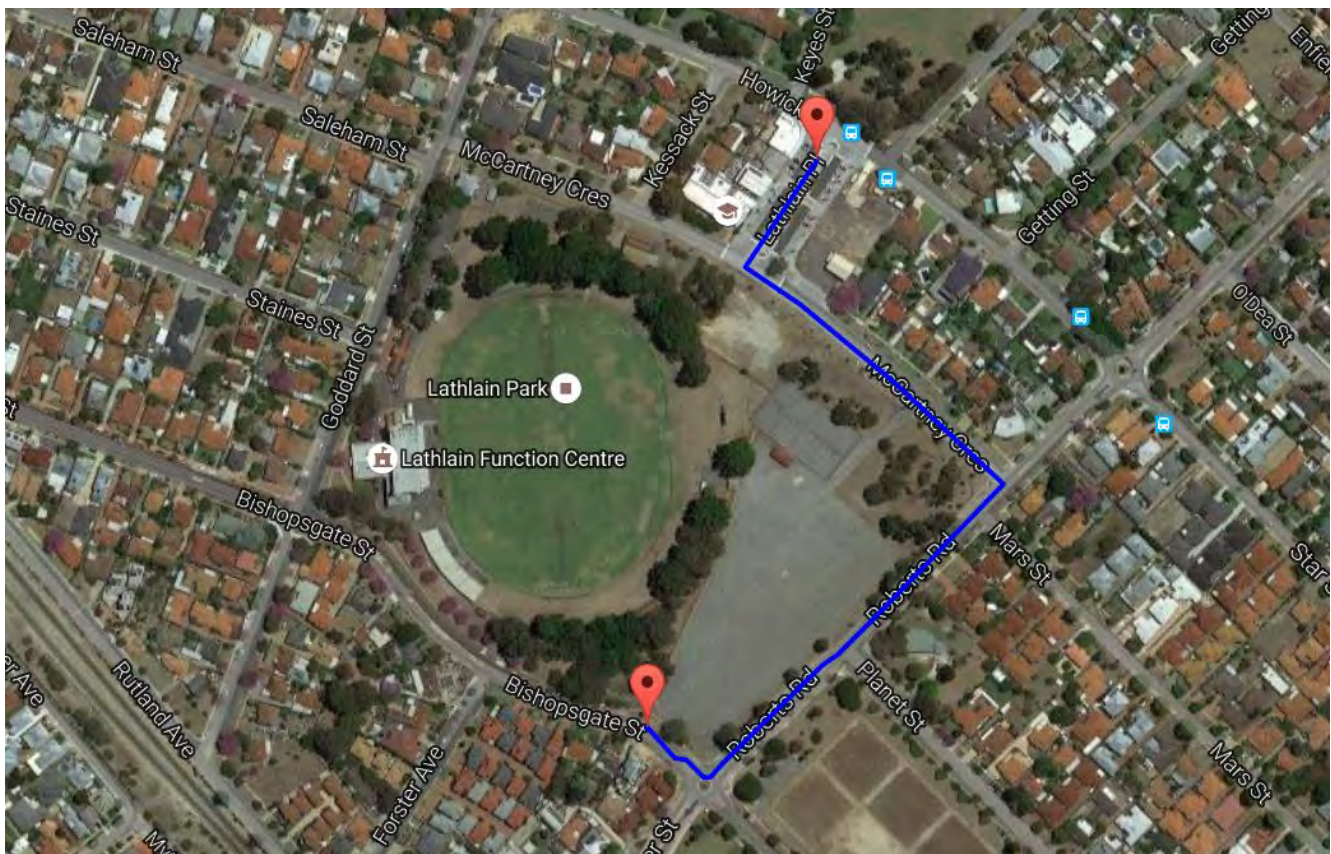
The two main pedestrian attractors to/from the site within 400m-500m (a 5-6 minute walk) are the Lathlain Place shops (375m walk) and the Archer Street/Planet Street shops (550m walk).

#### 12.1.1 Pedestrian Route to Lathlain Place Shops

Access from the development site to the Lathlain Place shops is via the footpath on the northern side of Bishopsgate Street, via the new footpath along the western side of Roberts Road and southern side of McCartney Crescent (to be provided as part of the Lathlain Precinct Redevelopment and as described in **Section 10.2**) and across the raised intersection of McCartney Crescent and Lathlain Place. Lathlain Place has a 20km/h posted speed limit and wide footpaths on both side of the street and various retail shops along the western frontage of the street - including a range of food and beverage outlets.

The only road that is required to be crossed to walk between the development site and Lathlain Place is McCartney Crescent at the raised intersection between McCartney Crescent and Lathlain Place - as such at the pedestrian crossing point vehicles are slowed, which provides a safe pedestrian crossing facility. The route between the development site and Lathlain Place is shown in Figure 49.

*Figure 49 - Pedestrian route between proposed development site and Lathlain Place (source: gmaps pedometer)*



### 12.1.2 Pedestrian Route to Archer Street/Planet Street Shops

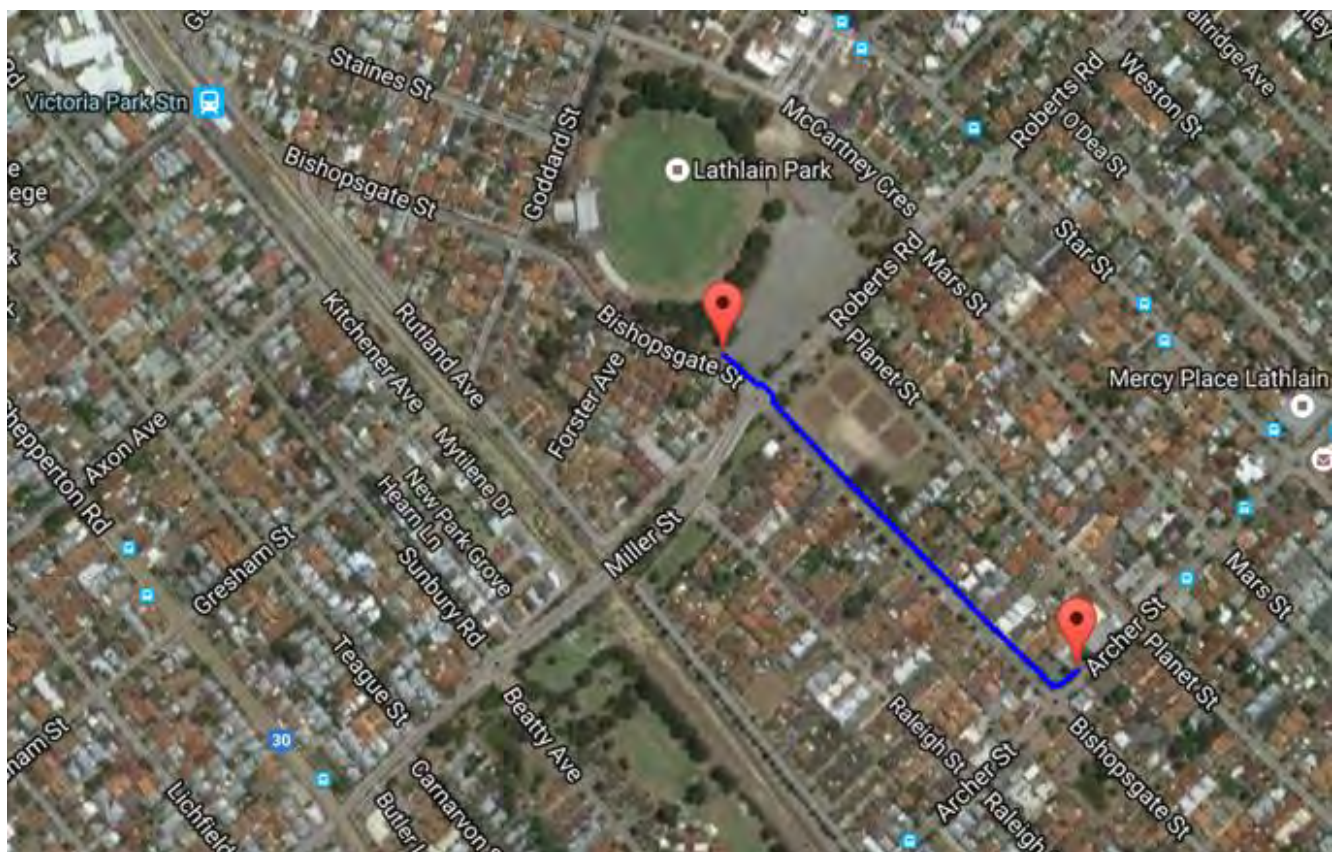
Access from the development site to the Archer Street/Planet Street shops is via the footpath on the northern side of Bishopsgate Street all the way from the site to Archer Street and then via the footpath on the western side of Archer Street to Planet Street.

The only roads that are required to be crossed to walk between the development site and the Archer Street/Planet Street shops are Roberts Road at the Roberts Road-Bishopsgate Street roundabout and Archer Street or Planet Street depending upon the location of the specific destination within the local shopping precinct.

As discussed in **Section 9.2.2**, the crossing of Roberts Road at the Roberts Road-Bishopsgate Street roundabout is facilitated by a median island pedestrian refuge - this enable pedestrians to cross Roberts Road safely in two stages. The crossing of Roberts Road in this location is well established and provides a convenient and safe location at which to cross. No prior safety concerns nor black spot crash history suggests that this location of pedestrian activity would not continue to function in a safe manner following the development of the Lathlain Precinct.

Similarly, the crossing of Archer Street or Planet Street within the local shopping precinct is an area of well-established pedestrian activity and the crossing of these local roads can be made safely at a number of locations. The route between the development site and Archer Street/Planet Street shops is shown in Figure 50.

Figure 50 - Pedestrian route between proposed development site and Archer Street (source: gmaps pedometer)



## 12.2 Analysis of Cycle Network

The key attractors to/from the site within 1.2m-1.5km (a 5-6 minute bike) are Lathlain Place (375m bike) the Archer Street/Planet Street shops (550m bike), and the Albany Highway shopping precinct (Victoria Park and East Victoria Park strips).

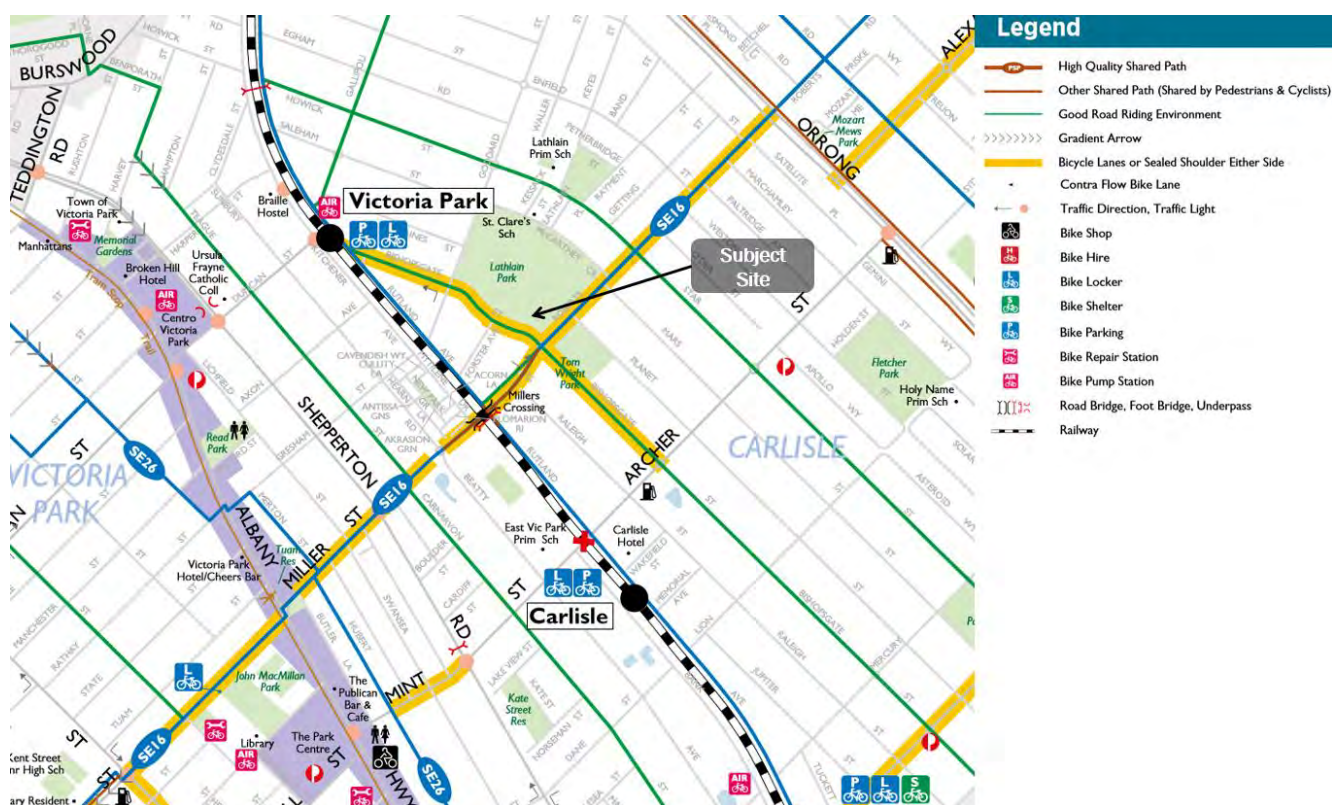
There are two existing on-street cycle lanes routes through Lathlain Precinct on Bishopsgate Street and Roberts Road. These facilities provide wider area connections to other cycling facilities through the Town. There has been significant effort by the Town to facilitate extension of the Principal Shared Path from Central Perth along the Perth-Armadale Urban Rail corridor.

The Bishopsgate Street on-street cycle lane run between the Bishopsgate Street-Rutland Road intersection (near to Victoria Park Station) and the Bishopsgate Street-Archer Street roundabout (the Archer Street/Planet Street shops) - therefore providing a connection between the site and this local shopping precinct.

The Roberts Road on-street cycle lanes run between the Roberts Road-Orrong Road intersection and the Kent Street-Berwick Street intersection. The Roberts Road on-street cycle lanes connect through via Roberts Road, Miller Street and Kent Street and form part of the SE16 cycle route. The Roberts Road cycle lanes can be used to access the Lathlain Place shops via either McCartney Crescent or Howick Street (which is identified on the DoT Cycle Map as a street offering a 'good road riding environment').

The DoT Cycle Map for the Lathlain Precinct area is shown in Figure 51.

Figure 51 - Cycle map (source: DoT)

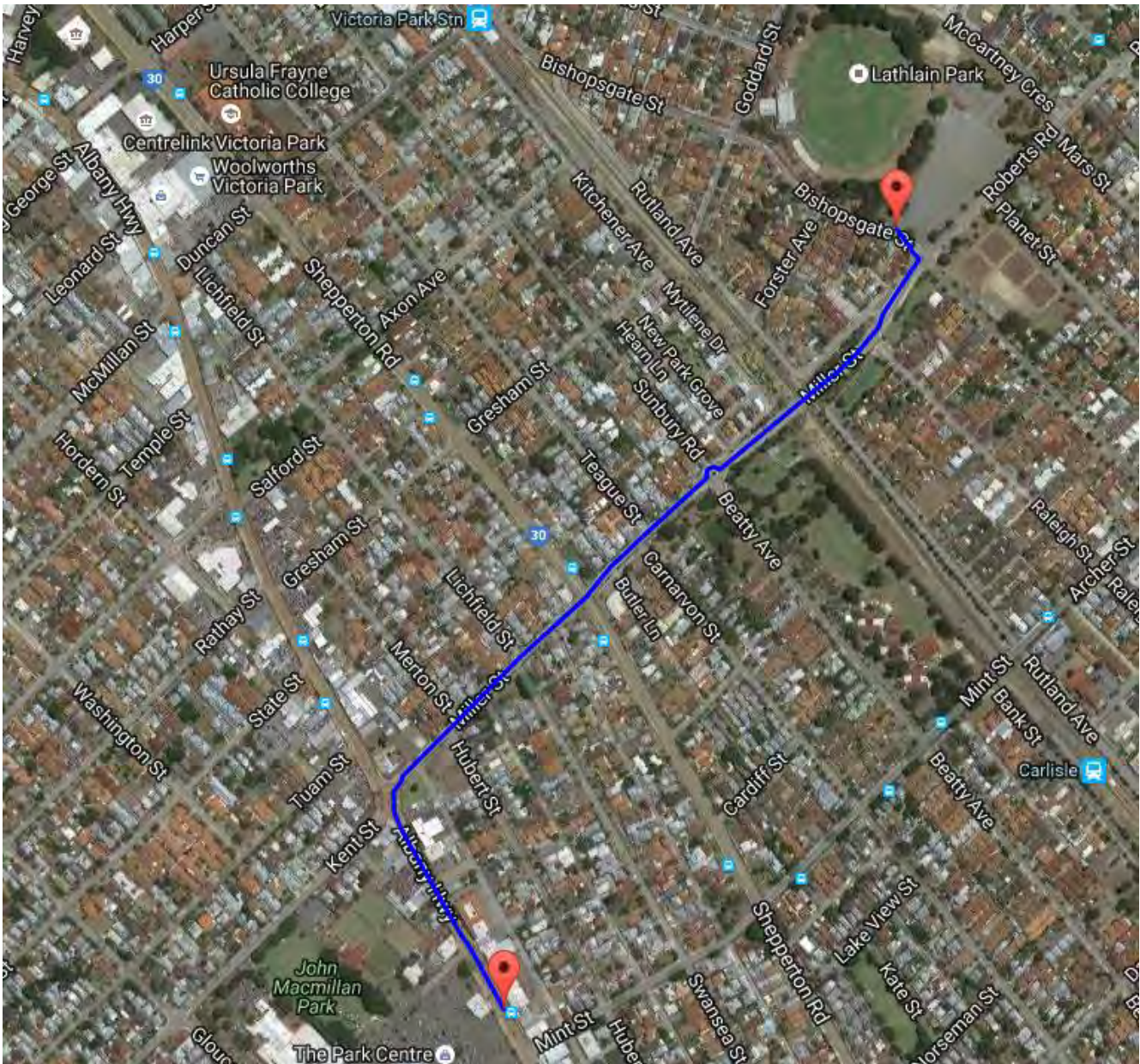


The Roberts Road on-street cycle lanes provide access to the Albany Highway commercial precincts, both the Victoria Park and East Victoria Park strips. From the site the Roberts Road and Miller Street on-street cycle lanes provide a connection through to Albany Highway, The Albany Highway corridor north (toward Victoria Park strip) and south (towards East Victoria Park strip) has a single lane in each direction and operates with a posted speed

limit of 40km/h - as such the corridor is seen by cyclists as relatively safe and not as hostile as many other commercial precincts across the inner areas of Perth.

The route between the development site and Albany Highway commercial strip is shown Figure 52.

Figure 52 - Cycle route between proposed development site and Albany Highway (source: gmaps pedometer)



As is the case with the majority of on-street cycle infrastructure across Perth, the Roberts Road/Miller Street cycle lanes finish prior to major intersections and start again the other side of the intersection. In all cases off-street cycle infrastructure is provided to encourage cyclists to cycle off-street through these major intersections. In other cases the off-street infrastructure provides a longer route for the cyclist and many confident cyclist will remain on-street with no dedicated cycle infrastructure provision in order to take the shortest and quickest route.

Given that safe off-street cycle infrastructure is provided at all major intersections along the Roberts Road/Miller Street corridor between the site and Albany Highway, no further upgrades are required to the local cycle infrastructure.

## 13. SAFE ROUTES TO SCHOOL

### 13.1 Introduction

The proposed development that is subject to this TIA is neither a residential development nor a school site development likely to generate school trips. As such the proposed development is not subject to a safe routes to schools assessment under the WAPC Guidelines (August 2016).

However, it should be noted that the following two school are on the boundary of the Lathlain Precinct:

- St Clare's School - a Catholic secondary school providing a specialist schooling environment for girls who have found mainstream school situations difficult; and
- Lathlain Primary School - a local state primary school serving the suburb of Lathlain.

St Clare's School is located on the northwest corner of McCartney Crescent and Lathlain Place and Lathlain Primary School is located on the northwest corner of Howick Street and Keyes Street - as shown in Figure 53. The development of the WCE training, administration and community facility, located at the intersection of Roberts Road and Bishopsgate Street, would have no impact on the existing school routes used by local residents to access either of the two local education facilities.

Figure 53 - Location of schools in relation to Lathlain Precinct (source: ToVP)



## 14. PARKING AND PARKING MANAGEMENT

### 14.1 Development Parking

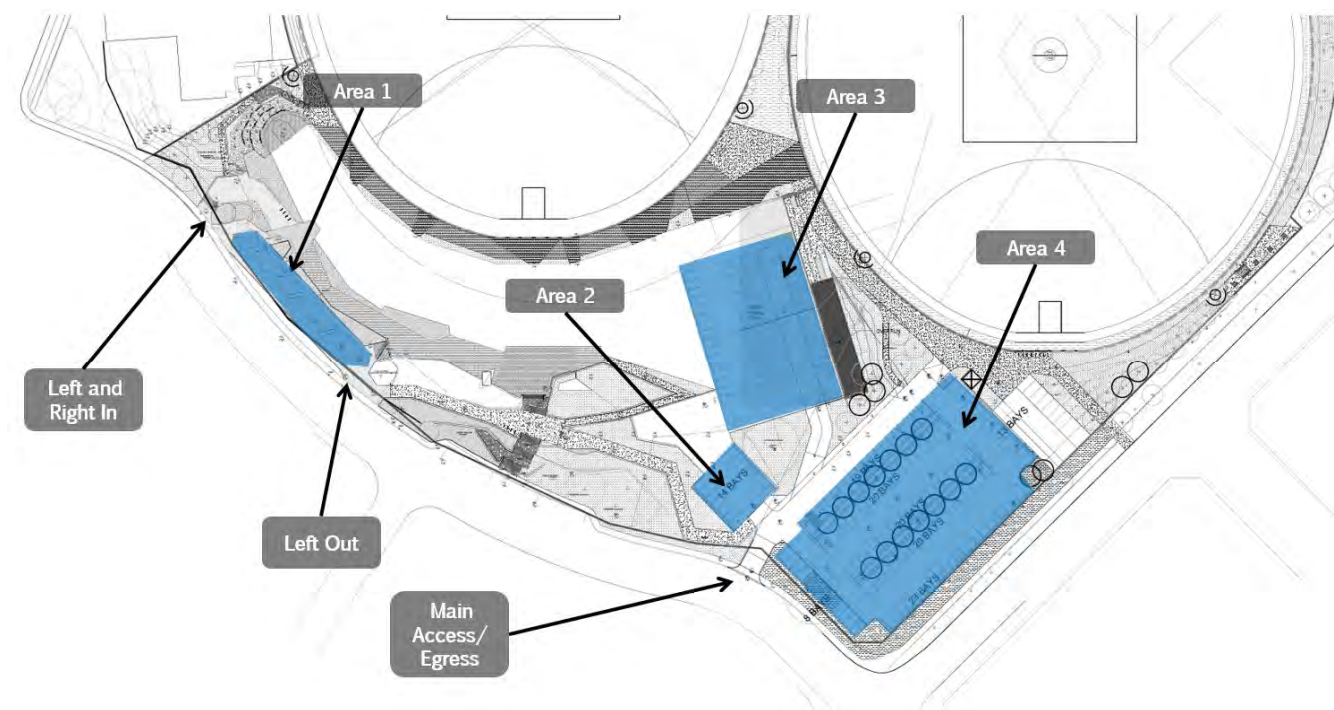
The proposed allocation of off-street parking associated with the proposed development site is based on the requirements within the Lease for the West Coast Eagles Football Club. The Lease agreement signed with the Town of Victoria Park allowed for a maximum of 250 bays associated with the development.

Internal assessment of the requirements of the club for the site, based on anticipated staff numbers, playing group, general club administration and the Wirrpanda Foundation, have resulted in the provision of the following parking bays in four different sections on site (as shown in Figure 54):

- Area 1 - 15 angled parking bays associated with the Wirrpanda Foundation comprised of 2 ACROD Bays and 13 standard bays;
- Area 2 - 14 VIP parking bays for club use comprised of 1 ACROD Bay and 13 standard bays;
- Area 3 - 60 secured undercover parking bays for club use; and
- Area 4 - 123 at-grade parking bays for general use comprised of 2 ACROD bays and 121 standard bays.

Across parking areas 1-4 a total of 212 parking bays on site are proposed - of these bays 5 are allocated as ACROD bays and these will be distributed across the parking areas (2 bays in Area 1, 1 bay in Area 2 and 2 bays in Area 4).

Figure 54 - Parking areas proposed development (source: Urbis)



At present, information provided by the West Coast Eagles indicates a total of approximately 200 individuals associated with the facility when it will be operational. This number includes playing staff, administration and support staff, all coaching groups and employees associated with the small retail facilities in the proposed development site. It should be noted that this also reflects the full complement of people associated with the club during the playing season and not all people associated with the facility would be likely to be present at one time.

The development plans propose a total of 212 parking bays on site to cater for this volume of use as well as visitor movements associated with the development. As such, parking provided within the proposed development plans

would have the ability to cater for all of the people associated with the club as well as provide a ratio of visitor to employee bays of just over 1 in 4.

In addition to the on-site parking associated with the development, other areas of on-street parking are being considered within the Lathlain Precinct plans that would substantially increase the number of on-street marked bays compared to the present situation. These bays, in particular those planned along McCartney Crescent, would also provide an ample volume of on-streets bays for visitors to the site.

For pick-up and drop off purposes, three short term bus bays are proposed on Bishopsgate Street to provide for safe movement of school groups and bus movements associated with community programmes to be run on the site at the Wirrpanda Foundation.

## 14.2 Service Vehicle Parking

For the minor number of service vehicle deliveries (associated primarily with the function centre component of the proposed development but also administration, retail outlet and museum), a dedicated service access point is provided through the VIP parking area (Area 2 on Figure 54). This service facility has been designed within the relevant standards and will be accessed via the main car parking entrance point on Bishopsgate Street.

For vehicles associated with the maintenance facility, there is access to the facility from the main car park area.



## 15. CONCLUSIONS

### 15.1 Development Impact

This Transport Impact Assessment (TIA) has been completed by Flyt in support of the proposed development of the West Coast Eagles training, administration and community facility located on Lathlain Park in the Town of Victoria Park. This TIA has been completed in keeping with the requirements set out in the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines Volume 4 - Individual Developments (August 2016).

This TIA follows the requirements of the Guidelines, specifically the information contained within the TIA, alongside the inclusion of information relevant to the overall Management Plan developed for the Town of Victoria Park in respect of the Lathlain Precinct.

Previous transport assessments have been undertaken for the Lathlain Precinct redevelopment project, initially by Town of Victoria Park Officers in 2013 in support of the Major Land Transaction Plan for the precinct and more recently the Movement Network Report completed by Flyt in 2016 in respect of the Lathlain Precinct on behalf of the Town of Victoria Park. The information in those reports forms the basis for data used within this TIA and also provides the higher order assessments that otherwise would be considered applicable by the WAPC.

It is acknowledged that the proposed development will result in additional traffic being generated on the local network, in particular during standard peak periods when staff and players associated with the facility will be arriving and leaving. There will also be a general uplift in traffic on the local network outside of peak periods with vehicle movements associated with the facility.

This assessment has shown that the scale of vehicle movements during the key peak periods, and their resulting impact, are not considered significant in traffic engineering terms at the two adjacent intersections or at the site access point on Bishopsgate Street. The traffic assessment has provided outputs for 2016, an opening year of 2018 and ten years post opening in 2028. None of the metrics associated with the traffic assessment indicate issues which required remediation.

The development site is also within close proximity to a range of good public transport services and also has easy walking and cycling access. There are existing cycle lanes on Bishopsgate Street and Roberts Road and the facility will include excellent end of trip facilities for staff.

The impact of additional traffic is noted, and as such a formative Travel Plan has been developed to influence travel behaviour of the staff associated with the site. This Travel Plan will continue to evolve and be managed upon opening of the facility.

Parking will be provided on site, with a total of 212 bays included in the development plans. These bays will be a mix of those readily accessible to users and staff at the facility, along with general purpose bays for visitors to the site. The proposed number of bays will cater for staff at the site, alongside provision of bays for visitors. There is also a proposed bus drop off and pick up bay within the eastern verge on Bishopsgate Street associated with the facility.

Service vehicles will access the site from Bishopsgate Street at the main site entrance with all service deliveries contained in a separate area that allows for circulation of vehicles in an area that is separate to the main parking areas.

## 16. TIA CHECKLIST

### 16.1 WAPC Checklist

The checklist below is taken directly from Volume 4 of the WAPC TIA Guidelines August 2016.

| ITEM  | PROVIDED | COMMENTS/PROPOSALS |
|---|----------|--------------------|
| <b>Summary</b>  |          |                    |
| <b>Introduction/Background</b>                                      |          |                    |
| name of applicant and consultant                                    | Yes      |                    |
| development location and context                                    | Yes      |                    |
| brief description of development proposal                           | Yes      |                    |
| key issues  | Yes      |                    |
| background information  | Yes      |                    |
| <b>Existing situation</b>   |          |                    |
| existing site uses (if any)   | Yes      |                    |
| existing parking and demand (if appropriate)                        | Yes      |                    |
| existing access arrangements  | Yes      |                    |
| existing site traffic   | Yes      |                    |
| surrounding land uses   | Yes      |                    |
| surrounding road network  | Yes      |                    |
| traffic management on frontage roads                                | Yes      |                    |
| traffic flows on surrounding roads (usually AM and PM peak hours)   | Yes      |                    |
| traffic flows at major intersections (usually AM and PM peak hours) | Yes      |                    |
| operation of surrounding intersections                              | Yes      |                    |
| existing pedestrian/cycle networks                                  | Yes      |                    |
| existing public transport services surrounding the development      | Yes      |                    |
| crash data  | Yes      |                    |
| <b>Development proposal</b>   |          |                    |
| regional context  | Yes      |                    |

|  |     |   |
|--|-----|---|
| proposed land uses   | Yes |   |
| table of land uses and quantities                                    | Yes | Types of land uses included in DA plans |
| access arrangements  | Yes |   |
| parking provision  | Yes |   |
| end of trip facilities   | Yes |   |
| any specific issues  | Yes |   |
| road network   | Yes |   |
| intersection layouts and controls                                    | Yes |   |
| pedestrian/cycle networks and crossing facilities                    | Yes |   |
| public transport services  | Yes |   |
| <b>Integration with surrounding area</b>                             |     |   |
| surrounding major attractors/ generators                             | Yes |   |
| committed developments and transport proposals                       | Yes |   |
| proposed changes to land uses within 1200 metres                     | Yes |   |
| travel desire lines from development to these attractors/ generators | Yes |   |
| adequacy of existing transport networks                              | Yes |   |
| deficiencies in existing transport networks                          | Yes |   |
| remedial measures to address deficiencies                            | Yes | Travel Plan included within TIA         |
| <b>Analysis of transport networks</b>                                |     |   |
| assessment years   | Yes |   |
| time periods   | Yes |   |
| development generated traffic  | Yes |   |
| distribution of generated traffic                                    | Yes |   |
| parking supply and demand  | Yes |   |
| base and 'with development' traffic flows                            | Yes |   |
| analysis of development accesses                                     | Yes |   |
| impact on surrounding roads  | Yes |   |
| impact on intersections  | Yes |   |



|   |     |   |
|---|-----|---|
| impact on neighbouring areas  | Yes |   |
| road safety   | Yes |   |
| public transport access   | Yes |   |
| pedestrian access/amenity   | Yes |   |
| cycle access/amenity  | Yes |   |
| analysis of pedestrian/cycle networks   | Yes |   |
| safe walk/cycle to school (for residential and school site developments only) | Yes | Cursory assessment undertaken as generally not applicable |
| traffic management plan (where appropriate)                                   | No  | Not applicable  |
| <b>Conclusions</b>  | Yes |   |

Proponents Name                      West Coast Eagles

Company:

Date:

Transport Assessors Name:        Chris Swiderski

Company:

Flyt Pty Ltd

Date    17 October 2016



**APPENDIX A**  
**Crash Summaries**

# Summary Crash History



## Report Criteria

| Parameter    | Value      | Description                             |
|--------------|------------|---|
| Intersection | 050902     | ROBERTS RD & BISHOPSGATE ST & MILLER ST |
| From Date    | 01/01/2011 |   |
| To Date      | 31/12/2015 |   |
| Crash Type   | All        |   |
| Severity     | All        |   |

# Summary Crash History



| Selection Criteria | Value  |
|--------------------|--|
| Intersection       | ROBERTS RD & BISHOPSGATE ST & MILLER ST (050902) |
| Date               | 01/01/2011 to 31/12/2015                         |

| Severity        | Count     | Percentage    |
|-----------------|-----------|---------------|
| Fatal           | 0         | 0.0%          |
| Hospital        | 0         | 0.0%          |
| Medical         | 5         | 22.7%         |
| PDO Major       | 11        | 50.0%         |
| PDO Minor       | 6         | 27.3%         |
| Other / Unknown | 0         | 0.0%          |
| <b>Total:</b>   | <b>22</b> | <b>100.0%</b> |

| MR Type                     | Count     | Percentage    |
|-----------------------------|-----------|---------------|
| Involving Overtaking        | 0         | 0.0%          |
| Involving Parking           | 0         | 0.0%          |
| Involving Animal            | 0         | 0.0%          |
| Involving Pedestrian        | 0         | 0.0%          |
| Entering / Leaving Driveway | 0         | 0.0%          |
| Other / Unknown             | 22        | 100.0%        |
| <b>Total:</b>               | <b>22</b> | <b>100.0%</b> |

| Light Conditions                  | Count     | Percentage    |
|-----------------------------------|-----------|---------------|
| Daylight                          | 12        | 54.5%         |
| Dawn Or Dusk                      | 1         | 4.5%          |
| Dark - Street Lights On           | 9         | 40.9%         |
| Dark - Street Lights Off          | 0         | 0.0%          |
| Dark - Street Lights Not Provided | 0         | 0.0%          |
| Other / Unknown                   | 0         | 0.0%          |
| <b>Total:</b>                     | <b>22</b> | <b>100.0%</b> |

| Object Hit           | Count | Percentage |
|----------------------|-------|------------|
| SEC Pole             |       |            |
| Traffic Light Post   |       |            |
| Traffic Sign         |       |            |
| Commercial Sign Post |       |            |
| Tree                 |       |            |
| Other                |       |            |
| <b>Total:</b>        |       |            |

| Road Grade      | Count     | Percentage    |
|-----------------|-----------|---------------|
| Level           | 19        | 86.4%         |
| Crest Of Hill   | 0         | 0.0%          |
| Slope           | 1         | 4.5%          |
| Other / Unknown | 2         | 9.1%          |
| <b>Total:</b>   | <b>22</b> | <b>100.0%</b> |

| Road Alignment  | Count     | Percentage    |
|-----------------|-----------|---------------|
| Curve           | 2         | 9.1%          |
| Straight        | 18        | 81.8%         |
| Other / Unknown | 2         | 9.1%          |
| <b>Total:</b>   | <b>22</b> | <b>100.0%</b> |

| Speed a Factor  | Count     | Percentage    |
|-----------------|-----------|---------------|
| Yes             | 0         | 0.0%          |
| No              | 1         | 4.5%          |
| Other / Unknown | 21        | 95.5%         |
| <b>Total:</b>   | <b>22</b> | <b>100.0%</b> |

| Road Condition  | Count     | Percentage    |
|-----------------|-----------|---------------|
| Wet             | 5         | 22.7%         |
| Dry             | 16        | 72.7%         |
| Other / Unknown | 1         | 4.5%          |
| <b>Total:</b>   | <b>22</b> | <b>100.0%</b> |

| MR Nature               | Count     | Percentage    |
|-------------------------|-----------|---------------|
| Rear End                | 2         | 9.1%          |
| Head On                 | 0         | 0.0%          |
| Sideswipe Opposite Dirn | 0         | 0.0%          |
| Sideswipe Same Dirn     | 0         | 0.0%          |
| Right Angle             | 20        | 90.9%         |
| Right Turn Thru         | 0         | 0.0%          |
| Hit Pedestrian          | 0         | 0.0%          |
| Hit Animal              | 0         | 0.0%          |
| Hit Object              | 0         | 0.0%          |
| Non Collision           | 0         | 0.0%          |
| Other / Unknown         | 0         | 0.0%          |
| <b>Total:</b>           | <b>22</b> | <b>100.0%</b> |

**APPENDIX B**  
**Movement Summaries - SIDRA**



# MOVEMENT SUMMARY

 **Site: 101 [Bishopsgate and Goddard AM]**

Intersection of Bishopsgate and Goddard Street  
Stop (Two-Way)

| Movement Performance - Vehicles |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
|---------------------------------|--------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|---------------|--------------|--------------------------------|-----------------------|
| Mov ID                          | OD Mov | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>m | Prop. Queued | Effective Stop Rate<br>per veh | Average Speed<br>km/h |
| South: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 2                               | T1     | 43                    | 0.0           | 0.036            | 0.0                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.00                           | 50.0                  |
| 3                               | R2     | 195                   | 0.0           | 0.115            | 4.8                  | LOS A            | 0.6                                  | 3.9           | 0.18         | 0.52                           | 40.9                  |
| Approach                        |        | 238                   | 0.0           | 0.115            | 3.9                  | NA               | 0.6                                  | 3.9           | 0.14         | 0.43                           | 42.8                  |
| East: Goddard Street            |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 4                               | L2     | 62                    | 0.0           | 0.051            | 7.6                  | LOS A            | 0.2                                  | 1.4           | 0.15         | 0.91                           | 39.4                  |
| 6                               | R2     | 4                     | 0.0           | 0.051            | 9.1                  | LOS A            | 0.2                                  | 1.4           | 0.15         | 0.91                           | 42.6                  |
| Approach                        |        | 66                    | 0.0           | 0.051            | 7.7                  | LOS A            | 0.2                                  | 1.4           | 0.15         | 0.91                           | 39.7                  |
| North: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 7                               | L2     | 12                    | 0.0           | 0.060            | 4.6                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.09                           | 48.6                  |
| 8                               | T1     | 59                    | 1.0           | 0.060            | 0.0                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.09                           | 49.1                  |
| Approach                        |        | 71                    | 0.8           | 0.060            | 0.8                  | NA               | 0.0                                  | 0.0           | 0.00         | 0.09                           | 49.0                  |
| All Vehicles                    |        | 375                   | 0.2           | 0.115            | 4.0                  | NA               | 0.6                                  | 3.9           | 0.12         | 0.45                           | 43.6                  |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FLYT PTY LTD | Processed: Thursday, 13 October 2016 8:58:34 AM

Project: D:\Dropbox (Flyt Pty Ltd)\Flyt Pty Ltd Team Folder\Projects\81113-224 - Eagles Clubhouse\3\_Project Docs\Modelling\Computer Models\Lathlain.sip7

# MOVEMENT SUMMARY

 **Site: 101 [Bishopsgate and Goddard PM]**

Intersection of Bishopsgate and Goddard Street  
Stop (Two-Way)

| Movement Performance - Vehicles |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
|---------------------------------|--------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|---------------|--------------|--------------------------------|-----------------------|
| Mov ID                          | OD Mov | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>m | Prop. Queued | Effective Stop Rate<br>per veh | Average Speed<br>km/h |
| South: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 2                               | T1     | 72                    | 0.0           | 0.060            | 0.0                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.00                           | 50.0                  |
| 3                               | R2     | 203                   | 0.0           | 0.126            | 5.0                  | LOS A            | 0.6                                  | 4.3           | 0.25         | 0.54                           | 40.6                  |
| Approach                        |        | 275                   | 0.0           | 0.126            | 3.7                  | NA               | 0.6                                  | 4.3           | 0.18         | 0.40                           | 43.4                  |
| East: Goddard Street            |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 4                               | L2     | 72                    | 0.0           | 0.060            | 7.9                  | LOS A            | 0.2                                  | 1.7           | 0.22         | 0.88                           | 39.3                  |
| 6                               | R2     | 3                     | 0.0           | 0.060            | 10.0                 | LOS A            | 0.2                                  | 1.7           | 0.22         | 0.88                           | 42.5                  |
| Approach                        |        | 75                    | 0.0           | 0.060            | 8.0                  | LOS A            | 0.2                                  | 1.7           | 0.22         | 0.88                           | 39.5                  |
| North: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 7                               | L2     | 12                    | 0.0           | 0.105            | 4.6                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.05                           | 48.9                  |
| 8                               | T1     | 114                   | 1.0           | 0.105            | 0.0                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.05                           | 49.5                  |
| Approach                        |        | 125                   | 0.9           | 0.105            | 0.4                  | NA               | 0.0                                  | 0.0           | 0.00         | 0.05                           | 49.4                  |
| All Vehicles                    |        | 475                   | 0.2           | 0.126            | 3.5                  | NA               | 0.6                                  | 4.3           | 0.14         | 0.38                           | 44.6                  |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: 101 [Bishopsgate and Goddard AM - With Development 2018]**

Intersection of Bishopsgate and Goddard Street  
Stop (Two-Way)

| Movement Performance - Vehicles |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|------------|--------------|-----------------------------|--------------------|
| Mov ID                          | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 2                               | T1     | 44                 | 0.0        | 0.037         | 0.0               | LOS A            | 0.0                            | 0.0        | 0.00         | 0.00                        | 50.0               |
| 3                               | R2     | 199                | 0.0        | 0.118         | 4.8               | LOS A            | 0.6                            | 4.0        | 0.19         | 0.53                        | 40.9               |
| Approach                        |        | 243                | 0.0        | 0.118         | 3.9               | NA               | 0.6                            | 4.0        | 0.15         | 0.43                        | 42.8               |
| East: Goddard Street            |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 4                               | L2     | 63                 | 0.0        | 0.052         | 7.7               | LOS A            | 0.2                            | 1.5        | 0.16         | 0.90                        | 39.4               |
| 6                               | R2     | 4                  | 0.0        | 0.052         | 9.2               | LOS A            | 0.2                            | 1.5        | 0.16         | 0.90                        | 42.5               |
| Approach                        |        | 67                 | 0.0        | 0.052         | 7.8               | LOS A            | 0.2                            | 1.5        | 0.16         | 0.90                        | 39.7               |
| North: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 7                               | L2     | 12                 | 0.0        | 0.066         | 4.6               | LOS A            | 0.0                            | 0.0        | 0.00         | 0.08                        | 48.6               |
| 8                               | T1     | 66                 | 1.0        | 0.066         | 0.0               | LOS A            | 0.0                            | 0.0        | 0.00         | 0.08                        | 49.2               |
| Approach                        |        | 78                 | 0.9        | 0.066         | 0.7               | NA               | 0.0                            | 0.0        | 0.00         | 0.08                        | 49.1               |
| All Vehicles                    |        | 388                | 0.2        | 0.118         | 3.9               | NA               | 0.6                            | 4.0        | 0.12         | 0.44                        | 43.7               |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: 101 [Bishopsgate and Goddard PM - With Development 2018]**

Intersection of Bishopsgate and Goddard Street  
Stop (Two-Way)

| Movement Performance - Vehicles |        |                       |               |                  |                      |                  |                                      |                               |                                |                       |      |
|---------------------------------|--------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|-------------------------------|--------------------------------|-----------------------|------|
| Mov ID                          | OD Mov | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Prop. Queued<br>Distance<br>m | Effective Stop Rate<br>per veh | Average Speed<br>km/h |      |
| South: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |                               |                                |                       |      |
| 2                               | T1     | 89                    | 0.0           | 0.075            | 0.0                  | LOS A            | 0.0                                  | 0.0                           | 0.00                           | 0.00                  | 50.0 |
| 3                               | R2     | 299                   | 0.0           | 0.187            | 5.0                  | LOS A            | 1.0                                  | 6.7                           | 0.27                           | 0.54                  | 40.5 |
| Approach                        |        | 388                   | 0.0           | 0.187            | 3.9                  | NA               | 1.0                                  | 6.7                           | 0.21                           | 0.42                  | 43.0 |
| East: Goddard Street            |        |                       |               |                  |                      |                  |                                      |                               |                                |                       |      |
| 4                               | L2     | 79                    | 0.0           | 0.067            | 7.9                  | LOS A            | 0.3                                  | 1.9                           | 0.23                           | 0.88                  | 39.3 |
| 6                               | R2     | 3                     | 0.0           | 0.067            | 11.5                 | LOS B            | 0.3                                  | 1.9                           | 0.23                           | 0.88                  | 42.5 |
| Approach                        |        | 82                    | 0.0           | 0.067            | 8.0                  | LOS A            | 0.3                                  | 1.9                           | 0.23                           | 0.88                  | 39.5 |
| North: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |                               |                                |                       |      |
| 7                               | L2     | 12                    | 0.0           | 0.113            | 4.6                  | LOS A            | 0.0                                  | 0.0                           | 0.00                           | 0.05                  | 48.9 |
| 8                               | T1     | 122                   | 1.0           | 0.113            | 0.0                  | LOS A            | 0.0                                  | 0.0                           | 0.00                           | 0.05                  | 49.5 |
| Approach                        |        | 134                   | 0.9           | 0.113            | 0.4                  | NA               | 0.0                                  | 0.0                           | 0.00                           | 0.05                  | 49.5 |
| All Vehicles                    |        | 604                   | 0.2           | 0.187            | 3.7                  | NA               | 1.0                                  | 6.7                           | 0.17                           | 0.40                  | 44.1 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: 101 [Bishopsgate and Goddard AM - With Development 2028]**

Intersection of Bishopsgate and Goddard Street  
Stop (Two-Way)

| Movement Performance - Vehicles |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
|---------------------------------|--------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|---------------|--------------|--------------------------------|-----------------------|
| Mov ID                          | OD Mov | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>m | Prop. Queued | Effective Stop Rate<br>per veh | Average Speed<br>km/h |
| South: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 2                               | T1     | 53                    | 0.0           | 0.044            | 0.0                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.00                           | 50.0                  |
| 3                               | R2     | 238                   | 0.0           | 0.143            | 4.9                  | LOS A            | 0.7                                  | 5.0           | 0.21         | 0.53                           | 40.8                  |
| Approach                        |        | 291                   | 0.0           | 0.143            | 4.0                  | NA               | 0.7                                  | 5.0           | 0.17         | 0.43                           | 42.7                  |
| East: Goddard Street            |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 4                               | L2     | 76                    | 0.0           | 0.064            | 7.7                  | LOS A            | 0.3                                  | 1.8           | 0.18         | 0.90                           | 39.3                  |
| 6                               | R2     | 5                     | 0.0           | 0.064            | 9.9                  | LOS A            | 0.3                                  | 1.8           | 0.18         | 0.90                           | 42.5                  |
| Approach                        |        | 81                    | 0.0           | 0.064            | 7.9                  | LOS A            | 0.3                                  | 1.8           | 0.18         | 0.90                           | 39.6                  |
| North: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 7                               | L2     | 14                    | 0.0           | 0.077            | 4.6                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.08                           | 48.6                  |
| 8                               | T1     | 78                    | 1.0           | 0.077            | 0.0                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.08                           | 49.2                  |
| Approach                        |        | 92                    | 0.9           | 0.077            | 0.7                  | NA               | 0.0                                  | 0.0           | 0.00         | 0.08                           | 49.1                  |
| All Vehicles                    |        | 463                   | 0.2           | 0.143            | 4.0                  | NA               | 0.7                                  | 5.0           | 0.14         | 0.44                           | 43.6                  |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: 101 [Bishopsgate and Goddard PM - With Development 2028]**

Intersection of Bishopsgate and Goddard Street  
Stop (Two-Way)

| Movement Performance - Vehicles |        |                    |            |               |                   |                  |                                |            |              |                             |                    |  |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|------------|--------------|-----------------------------|--------------------|--|
| Mov ID                          | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |  |
| South: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |  |
| 2                               | T1     | 103                | 0.0        | 0.086         | 0.0               | LOS A            | 0.0                            | 0.0        | 0.00         | 0.00                        | 50.0               |  |
| 3                               | R2     | 340                | 0.0        | 0.218         | 5.2               | LOS A            | 1.1                            | 7.9        | 0.31         | 0.55                        | 40.4               |  |
| Approach                        |        | 443                | 0.0        | 0.218         | 4.0               | NA               | 1.1                            | 7.9        | 0.23         | 0.42                        | 42.9               |  |
| East: Goddard Street            |        |                    |            |               |                   |                  |                                |            |              |                             |                    |  |
| 4                               | L2     | 94                 | 0.0        | 0.083         | 8.0               | LOS A            | 0.3                            | 2.3        | 0.26         | 0.88                        | 39.2               |  |
| 6                               | R2     | 4                  | 0.0        | 0.083         | 12.7              | LOS B            | 0.3                            | 2.3        | 0.26         | 0.88                        | 42.4               |  |
| Approach                        |        | 98                 | 0.0        | 0.083         | 8.2               | LOS A            | 0.3                            | 2.3        | 0.26         | 0.88                        | 39.4               |  |
| North: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |  |
| 7                               | L2     | 14                 | 0.0        | 0.134         | 4.6               | LOS A            | 0.0                            | 0.0        | 0.00         | 0.05                        | 48.9               |  |
| 8                               | T1     | 145                | 1.0        | 0.134         | 0.0               | LOS A            | 0.0                            | 0.0        | 0.00         | 0.05                        | 49.5               |  |
| Approach                        |        | 159                | 0.9        | 0.134         | 0.4               | NA               | 0.0                            | 0.0        | 0.00         | 0.05                        | 49.5               |  |
| All Vehicles                    |        | 700                | 0.2        | 0.218         | 3.7               | NA               | 1.1                            | 7.9        | 0.19         | 0.40                        | 44.1               |  |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [Bishopsgate and Roberts AM]

Intersection of Bishopsgate Street and Roberts Road  
Roundabout

| Movement Performance - Vehicles |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|------------|--------------|-----------------------------|--------------------|
| Mov ID                          | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 1                               | L2     | 61                 | 0.0        | 0.202         | 7.8               | LOS A            | 1.3                            | 9.1        | 0.73         | 0.74                        | 43.5               |
| 2                               | T1     | 69                 | 0.0        | 0.202         | 7.9               | LOS A            | 1.3                            | 9.1        | 0.73         | 0.74                        | 42.5               |
| 3                               | R2     | 19                 | 0.0        | 0.202         | 11.2              | LOS B            | 1.3                            | 9.1        | 0.73         | 0.74                        | 41.8               |
| Approach                        |        | 149                | 0.0        | 0.202         | 8.2               | LOS A            | 1.3                            | 9.1        | 0.73         | 0.74                        | 42.9               |
| East: Roberts Road              |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 4                               | L2     | 24                 | 0.0        | 0.424         | 4.9               | LOS A            | 3.5                            | 24.6       | 0.53         | 0.53                        | 42.5               |
| 5                               | T1     | 448                | 1.0        | 0.424         | 5.1               | LOS A            | 3.5                            | 24.6       | 0.53         | 0.53                        | 43.2               |
| 6                               | R2     | 16                 | 2.0        | 0.424         | 8.4               | LOS A            | 3.5                            | 24.6       | 0.53         | 0.53                        | 37.6               |
| Approach                        |        | 488                | 1.0        | 0.424         | 5.2               | LOS A            | 3.5                            | 24.6       | 0.53         | 0.53                        | 43.0               |
| North: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 7                               | L2     | 16                 | 1.0        | 0.151         | 6.6               | LOS A            | 0.9                            | 6.6        | 0.64         | 0.71                        | 33.0               |
| 8                               | T1     | 23                 | 2.0        | 0.151         | 6.7               | LOS A            | 0.9                            | 6.6        | 0.64         | 0.71                        | 41.9               |
| 9                               | R2     | 87                 | 0.0        | 0.151         | 10.0              | LOS A            | 0.9                            | 6.6        | 0.64         | 0.71                        | 41.0               |
| Approach                        |        | 126                | 0.5        | 0.151         | 9.0               | LOS A            | 0.9                            | 6.6        | 0.64         | 0.71                        | 40.5               |
| West: Roberts Road              |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 10                              | L2     | 156                | 0.0        | 0.444         | 4.4               | LOS A            | 4.1                            | 28.6       | 0.46         | 0.49                        | 42.6               |
| 11                              | T1     | 354                | 1.0        | 0.444         | 4.5               | LOS A            | 4.1                            | 28.6       | 0.46         | 0.49                        | 43.5               |
| 12                              | R2     | 55                 | 0.0        | 0.444         | 7.8               | LOS A            | 4.1                            | 28.6       | 0.46         | 0.49                        | 45.8               |
| Approach                        |        | 564                | 0.6        | 0.444         | 4.8               | LOS A            | 4.1                            | 28.6       | 0.46         | 0.49                        | 43.6               |
| All Vehicles                    |        | 1328               | 0.7        | 0.444         | 5.7               | LOS A            | 4.1                            | 28.6       | 0.53         | 0.56                        | 43.0               |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: 101 [Bishopsgate and Roberts PM]**

Intersection of Bishopsgate Street and Roberts Road  
Roundabout

| Movement Performance - Vehicles |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
|---------------------------------|--------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|---------------|--------------|--------------------------------|-----------------------|
| Mov ID                          | OD Mov | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>m | Prop. Queued | Effective Stop Rate<br>per veh | Average Speed<br>km/h |
| South: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 1                               | L2     | 46                    | 0.0           | 0.193            | 7.2                  | LOS A            | 1.2                                  | 8.7           | 0.70         | 0.70                           | 44.0                  |
| 2                               | T1     | 91                    | 0.0           | 0.193            | 7.3                  | LOS A            | 1.2                                  | 8.7           | 0.70         | 0.70                           | 43.1                  |
| 3                               | R2     | 14                    | 0.0           | 0.193            | 10.6                 | LOS B            | 1.2                                  | 8.7           | 0.70         | 0.70                           | 42.4                  |
| Approach                        |        | 151                   | 0.0           | 0.193            | 7.5                  | LOS A            | 1.2                                  | 8.7           | 0.70         | 0.70                           | 43.4                  |
| East: Roberts Road              |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 4                               | L2     | 29                    | 0.0           | 0.419            | 5.9                  | LOS A            | 3.3                                  | 23.2          | 0.65         | 0.63                           | 42.0                  |
| 5                               | T1     | 368                   | 1.0           | 0.419            | 6.0                  | LOS A            | 3.3                                  | 23.2          | 0.65         | 0.63                           | 42.6                  |
| 6                               | R2     | 16                    | 2.0           | 0.419            | 9.4                  | LOS A            | 3.3                                  | 23.2          | 0.65         | 0.63                           | 36.7                  |
| Approach                        |        | 414                   | 1.0           | 0.419            | 6.2                  | LOS A            | 3.3                                  | 23.2          | 0.65         | 0.63                           | 42.4                  |
| North: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 7                               | L2     | 16                    | 1.0           | 0.280            | 8.2                  | LOS A            | 1.9                                  | 13.5          | 0.78         | 0.80                           | 31.8                  |
| 8                               | T1     | 79                    | 2.0           | 0.280            | 8.4                  | LOS A            | 1.9                                  | 13.5          | 0.78         | 0.80                           | 41.1                  |
| 9                               | R2     | 103                   | 0.0           | 0.280            | 11.6                 | LOS B            | 1.9                                  | 13.5          | 0.78         | 0.80                           | 40.1                  |
| Approach                        |        | 198                   | 0.9           | 0.280            | 10.0                 | LOS B            | 1.9                                  | 13.5          | 0.78         | 0.80                           | 40.1                  |
| West: Roberts Road              |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 10                              | L2     | 181                   | 0.0           | 0.585            | 4.8                  | LOS A            | 6.4                                  | 44.9          | 0.58         | 0.53                           | 42.1                  |
| 11                              | T1     | 472                   | 1.0           | 0.585            | 4.9                  | LOS A            | 6.4                                  | 44.9          | 0.58         | 0.53                           | 42.9                  |
| 12                              | R2     | 84                    | 0.0           | 0.585            | 8.2                  | LOS A            | 6.4                                  | 44.9          | 0.58         | 0.53                           | 45.3                  |
| Approach                        |        | 737                   | 0.6           | 0.585            | 5.3                  | LOS A            | 6.4                                  | 44.9          | 0.58         | 0.53                           | 43.1                  |
| All Vehicles                    |        | 1499                  | 0.7           | 0.585            | 6.4                  | LOS A            | 6.4                                  | 44.9          | 0.64         | 0.61                           | 42.5                  |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [Bishopsgate and Roberts AM - With Development 2018]

Intersection of Bishopsgate Street and Roberts Road  
Roundabout

| Movement Performance - Vehicles |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|------------|--------------|-----------------------------|--------------------|
| Mov ID                          | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 1                               | L2     | 62                 | 0.0        | 0.270         | 9.6               | LOS A            | 1.9                            | 13.0       | 0.84         | 0.84                        | 42.4               |
| 2                               | T1     | 83                 | 0.0        | 0.270         | 9.7               | LOS A            | 1.9                            | 13.0       | 0.84         | 0.84                        | 41.0               |
| 3                               | R2     | 19                 | 0.0        | 0.270         | 13.0              | LOS B            | 1.9                            | 13.0       | 0.84         | 0.84                        | 40.3               |
| Approach                        |        | 164                | 0.0        | 0.270         | 10.1              | LOS B            | 1.9                            | 13.0       | 0.84         | 0.84                        | 41.6               |
| East: Roberts Road              |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 4                               | L2     | 24                 | 0.0        | 0.555         | 5.2               | LOS A            | 5.3                            | 37.8       | 0.62         | 0.59                        | 41.8               |
| 5                               | T1     | 458                | 1.0        | 0.555         | 5.4               | LOS A            | 5.3                            | 37.8       | 0.62         | 0.59                        | 42.3               |
| 6                               | R2     | 163                | 2.0        | 0.555         | 8.7               | LOS A            | 5.3                            | 37.8       | 0.62         | 0.59                        | 36.4               |
| Approach                        |        | 645                | 1.2        | 0.555         | 6.2               | LOS A            | 5.3                            | 37.8       | 0.62         | 0.59                        | 41.3               |
| North: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 7                               | L2     | 16                 | 1.0        | 0.161         | 6.7               | LOS A            | 1.0                            | 7.4        | 0.68         | 0.72                        | 32.9               |
| 8                               | T1     | 23                 | 2.0        | 0.161         | 6.8               | LOS A            | 1.0                            | 7.4        | 0.68         | 0.72                        | 41.8               |
| 9                               | R2     | 89                 | 0.0        | 0.161         | 10.1              | LOS B            | 1.0                            | 7.4        | 0.68         | 0.72                        | 40.9               |
| Approach                        |        | 128                | 0.5        | 0.161         | 9.1               | LOS A            | 1.0                            | 7.4        | 0.68         | 0.72                        | 40.5               |
| West: Roberts Road              |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 10                              | L2     | 203                | 0.0        | 0.604         | 6.8               | LOS A            | 5.9                            | 41.7       | 0.76         | 0.70                        | 41.2               |
| 11                              | T1     | 361                | 1.0        | 0.604         | 6.9               | LOS A            | 5.9                            | 41.7       | 0.76         | 0.70                        | 42.0               |
| 12                              | R2     | 56                 | 0.0        | 0.604         | 10.2              | LOS B            | 5.9                            | 41.7       | 0.76         | 0.70                        | 44.7               |
| Approach                        |        | 620                | 0.6        | 0.604         | 7.2               | LOS A            | 5.9                            | 41.7       | 0.76         | 0.70                        | 42.1               |
| All Vehicles                    |        | 1558               | 0.8        | 0.604         | 7.2               | LOS A            | 5.9                            | 41.7       | 0.70         | 0.67                        | 41.6               |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [Bishopsgate and Roberts PM - With Development 2018]

Intersection of Bishopsgate Street and Roberts Road  
Roundabout

| Movement Performance - Vehicles |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|------------|--------------|-----------------------------|--------------------|
| Mov ID                          | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 1                               | L2     | 47                 | 0.0        | 0.207         | 7.6               | LOS A            | 1.4                            | 9.5        | 0.73         | 0.73                        | 43.7               |
| 2                               | T1     | 93                 | 0.0        | 0.207         | 7.7               | LOS A            | 1.4                            | 9.5        | 0.73         | 0.73                        | 42.7               |
| 3                               | R2     | 14                 | 0.0        | 0.207         | 11.0              | LOS B            | 1.4                            | 9.5        | 0.73         | 0.73                        | 42.1               |
| Approach                        |        | 154                | 0.0        | 0.207         | 8.0               | LOS A            | 1.4                            | 9.5        | 0.73         | 0.73                        | 43.1               |
| East: Roberts Road              |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 4                               | L2     | 31                 | 0.0        | 0.460         | 6.5               | LOS A            | 3.7                            | 26.0       | 0.73         | 0.69                        | 41.6               |
| 5                               | T1     | 376                | 1.0        | 0.460         | 6.6               | LOS A            | 3.7                            | 26.0       | 0.73         | 0.69                        | 42.2               |
| 6                               | R2     | 16                 | 2.0        | 0.460         | 10.0              | LOS A            | 3.7                            | 26.0       | 0.73         | 0.69                        | 36.1               |
| Approach                        |        | 422                | 1.0        | 0.460         | 6.8               | LOS A            | 3.7                            | 26.0       | 0.73         | 0.69                        | 42.0               |
| North: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 7                               | L2     | 51                 | 1.0        | 0.410         | 8.8               | LOS A            | 3.0                            | 21.2       | 0.84         | 0.86                        | 31.3               |
| 8                               | T1     | 95                 | 2.0        | 0.410         | 9.0               | LOS A            | 3.0                            | 21.2       | 0.84         | 0.86                        | 40.7               |
| 9                               | R2     | 140                | 0.0        | 0.410         | 12.2              | LOS B            | 3.0                            | 21.2       | 0.84         | 0.86                        | 39.7               |
| Approach                        |        | 285                | 0.8        | 0.410         | 10.5              | LOS B            | 3.0                            | 21.2       | 0.84         | 0.86                        | 39.1               |
| West: Roberts Road              |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 10                              | L2     | 184                | 0.0        | 0.599         | 4.8               | LOS A            | 6.7                            | 47.0       | 0.60         | 0.53                        | 42.0               |
| 11                              | T1     | 481                | 1.0        | 0.599         | 5.0               | LOS A            | 6.7                            | 47.0       | 0.60         | 0.53                        | 42.8               |
| 12                              | R2     | 86                 | 0.0        | 0.599         | 8.3               | LOS A            | 6.7                            | 47.0       | 0.60         | 0.53                        | 45.3               |
| Approach                        |        | 752                | 0.6        | 0.599         | 5.3               | LOS A            | 6.7                            | 47.0       | 0.60         | 0.53                        | 43.0               |
| All Vehicles                    |        | 1613               | 0.7        | 0.599         | 6.9               | LOS A            | 6.7                            | 47.0       | 0.69         | 0.65                        | 42.1               |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

 Site: 101 [Bishopsgate and Roberts AM - With Development 2028]

Intersection of Bishopsgate Street and Roberts Road  
Roundabout

| Movement Performance - Vehicles |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
|---------------------------------|--------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|---------------|--------------|--------------------------------|-----------------------|
| Mov ID                          | OD Mov | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>m | Prop. Queued | Effective Stop Rate<br>per veh | Average Speed<br>km/h |
| South: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 1                               | L2     | 75                    | 0.0           | 0.381            | 11.6                 | LOS B            | 2.8                                  | 19.9          | 0.93         | 0.94                           | 41.3                  |
| 2                               | T1     | 97                    | 0.0           | 0.381            | 11.7                 | LOS B            | 2.8                                  | 19.9          | 0.93         | 0.94                           | 39.5                  |
| 3                               | R2     | 23                    | 0.0           | 0.381            | 15.0                 | LOS B            | 2.8                                  | 19.9          | 0.93         | 0.94                           | 38.8                  |
| Approach                        |        | 195                   | 0.0           | 0.381            | 12.1                 | LOS B            | 2.8                                  | 19.9          | 0.93         | 0.94                           | 40.2                  |
| East: Roberts Road              |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 4                               | L2     | 29                    | 0.0           | 0.664            | 6.0                  | LOS A            | 7.3                                  | 51.8          | 0.76         | 0.65                           | 41.2                  |
| 5                               | T1     | 546                   | 1.0           | 0.664            | 6.2                  | LOS A            | 7.3                                  | 51.8          | 0.76         | 0.65                           | 41.7                  |
| 6                               | R2     | 166                   | 2.0           | 0.664            | 9.5                  | LOS A            | 7.3                                  | 51.8          | 0.76         | 0.65                           | 35.4                  |
| Approach                        |        | 742                   | 1.2           | 0.664            | 6.9                  | LOS A            | 7.3                                  | 51.8          | 0.76         | 0.65                           | 40.7                  |
| North: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 7                               | L2     | 19                    | 1.0           | 0.216            | 7.5                  | LOS A            | 1.5                                  | 10.4          | 0.76         | 0.78                           | 32.0                  |
| 8                               | T1     | 28                    | 2.0           | 0.216            | 7.7                  | LOS A            | 1.5                                  | 10.4          | 0.76         | 0.78                           | 41.2                  |
| 9                               | R2     | 106                   | 0.0           | 0.216            | 10.9                 | LOS B            | 1.5                                  | 10.4          | 0.76         | 0.78                           | 40.2                  |
| Approach                        |        | 154                   | 0.5           | 0.216            | 9.9                  | LOS A            | 1.5                                  | 10.4          | 0.76         | 0.78                           | 39.8                  |
| West: Roberts Road              |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 10                              | L2     | 234                   | 0.0           | 0.727            | 9.5                  | LOS A            | 10.1                                 | 70.9          | 0.89         | 0.85                           | 39.2                  |
| 11                              | T1     | 432                   | 1.0           | 0.727            | 9.7                  | LOS A            | 10.1                                 | 70.9          | 0.89         | 0.85                           | 39.8                  |
| 12                              | R2     | 66                    | 0.0           | 0.727            | 12.9                 | LOS B            | 10.1                                 | 70.9          | 0.89         | 0.85                           | 43.2                  |
| Approach                        |        | 732                   | 0.6           | 0.727            | 9.9                  | LOS A            | 10.1                                 | 70.9          | 0.89         | 0.85                           | 40.0                  |
| All Vehicles                    |        | 1822                  | 0.8           | 0.727            | 8.9                  | LOS A            | 10.1                                 | 70.9          | 0.83         | 0.77                           | 40.3                  |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: 101 [Bishopsgate and Roberts PM - With Development 2028]

Intersection of Bishopsgate Street and Roberts Road  
Roundabout

| Movement Performance - Vehicles |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|------------|--------------|-----------------------------|--------------------|
| Mov ID                          | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 1                               | L2     | 57                 | 0.0        | 0.281         | 8.7               | LOS A            | 2.0                            | 13.7       | 0.82         | 0.81                        | 43.0               |
| 2                               | T1     | 111                | 0.0        | 0.281         | 8.9               | LOS A            | 2.0                            | 13.7       | 0.82         | 0.81                        | 41.8               |
| 3                               | R2     | 17                 | 0.0        | 0.281         | 12.2              | LOS B            | 2.0                            | 13.7       | 0.82         | 0.81                        | 41.1               |
| Approach                        |        | 184                | 0.0        | 0.281         | 9.1               | LOS A            | 2.0                            | 13.7       | 0.82         | 0.81                        | 42.2               |
| East: Roberts Road              |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 4                               | L2     | 36                 | 0.0        | 0.586         | 8.6               | LOS A            | 5.9                            | 41.6       | 0.85         | 0.84                        | 40.4               |
| 5                               | T1     | 449                | 1.0        | 0.586         | 8.8               | LOS A            | 5.9                            | 41.6       | 0.85         | 0.84                        | 40.8               |
| 6                               | R2     | 19                 | 2.0        | 0.586         | 12.1              | LOS B            | 5.9                            | 41.6       | 0.85         | 0.84                        | 34.1               |
| Approach                        |        | 504                | 1.0        | 0.586         | 8.9               | LOS A            | 5.9                            | 41.6       | 0.85         | 0.84                        | 40.6               |
| North: Bishopsgate Street       |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 7                               | L2     | 54                 | 1.0        | 0.562         | 13.7              | LOS B            | 5.4                            | 38.0       | 0.97         | 1.07                        | 26.9               |
| 8                               | T1     | 111                | 2.0        | 0.562         | 13.9              | LOS B            | 5.4                            | 38.0       | 0.97         | 1.07                        | 37.3               |
| 9                               | R2     | 161                | 0.0        | 0.562         | 17.1              | LOS B            | 5.4                            | 38.0       | 0.97         | 1.07                        | 36.1               |
| Approach                        |        | 325                | 0.8        | 0.562         | 15.4              | LOS B            | 5.4                            | 38.0       | 0.97         | 1.07                        | 35.5               |
| West: Roberts Road              |        |                    |            |               |                   |                  |                                |            |              |                             |                    |
| 10                              | L2     | 221                | 0.0        | 0.739         | 5.5               | LOS A            | 10.1                           | 71.3       | 0.80         | 0.59                        | 41.2               |
| 11                              | T1     | 575                | 1.0        | 0.739         | 5.7               | LOS A            | 10.1                           | 71.3       | 0.80         | 0.59                        | 41.9               |
| 12                              | R2     | 103                | 0.0        | 0.739         | 9.0               | LOS A            | 10.1                           | 71.3       | 0.80         | 0.59                        | 44.7               |
| Approach                        |        | 899                | 0.6        | 0.739         | 6.0               | LOS A            | 10.1                           | 71.3       | 0.80         | 0.59                        | 42.2               |
| All Vehicles                    |        | 1913               | 0.7        | 0.739         | 8.7               | LOS A            | 10.1                           | 71.3       | 0.84         | 0.76                        | 40.6               |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

Site: 101 [Site Access 2018 AM]

Site Access  
Giveway / Yield (Two-Way)

| Movement Performance - Vehicles |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
|---------------------------------|--------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|---------------|--------------|--------------------------------|-----------------------|
| Mov ID                          | OD Mov | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>m | Prop. Queued | Effective Stop Rate<br>per veh | Average Speed<br>km/h |
| South: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 2                               | T1     | 246                   | 0.0           | 0.250            | 0.2                  | LOS A            | 1.2                                  | 8.6           | 0.17         | 0.24                           | 45.0                  |
| 3                               | R2     | 204                   | 0.0           | 0.250            | 3.7                  | LOS A            | 1.2                                  | 8.6           | 0.17         | 0.24                           | 31.7                  |
| Approach                        |        | 451                   | 0.0           | 0.250            | 1.8                  | NA               | 1.2                                  | 8.6           | 0.17         | 0.24                           | 40.7                  |
| East: Access Crossover          |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 4                               | L2     | 1                     | 0.0           | 0.002            | 0.2                  | LOS A            | 0.0                                  | 0.0           | 0.17         | 0.07                           | 12.5                  |
| 6                               | R2     | 1                     | 0.0           | 0.002            | 2.2                  | LOS A            | 0.0                                  | 0.0           | 0.17         | 0.07                           | 23.3                  |
| Approach                        |        | 2                     | 0.0           | 0.002            | 1.2                  | LOS A            | 0.0                                  | 0.0           | 0.17         | 0.07                           | 18.8                  |
| North: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 7                               | L2     | 6                     | 0.0           | 0.040            | 4.6                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.04                           | 39.4                  |
| 8                               | T1     | 72                    | 0.0           | 0.040            | 0.0                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.04                           | 49.0                  |
| Approach                        |        | 78                    | 0.0           | 0.040            | 0.4                  | NA               | 0.0                                  | 0.0           | 0.00         | 0.04                           | 48.0                  |
| All Vehicles                    |        | 531                   | 0.0           | 0.250            | 1.6                  | NA               | 1.2                                  | 8.6           | 0.15         | 0.21                           | 41.7                  |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

Site: 101 [Site Access 2018 PM]

Site Access  
Giveway / Yield (Two-Way)

| Movement Performance - Vehicles |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
|---------------------------------|--------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|---------------|--------------|--------------------------------|-----------------------|
| Mov ID                          | OD Mov | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>m | Prop. Queued | Effective Stop Rate<br>per veh | Average Speed<br>km/h |
| South: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 2                               | T1     | 279                   | 0.0           | 0.153            | 0.0                  | LOS A            | 0.1                                  | 0.8           | 0.03         | 0.03                           | 49.3                  |
| 3                               | R2     | 15                    | 0.0           | 0.153            | 3.9                  | LOS A            | 0.1                                  | 0.8           | 0.03         | 0.03                           | 37.4                  |
| Approach                        |        | 294                   | 0.0           | 0.153            | 0.2                  | NA               | 0.1                                  | 0.8           | 0.03         | 0.03                           | 49.0                  |
| East: Access Crossover          |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 4                               | L2     | 69                    | 0.0           | 0.174            | 0.4                  | LOS A            | 0.6                                  | 4.5           | 0.30         | 0.22                           | 12.4                  |
| 6                               | R2     | 108                   | 0.0           | 0.174            | 2.1                  | LOS A            | 0.6                                  | 4.5           | 0.30         | 0.22                           | 23.2                  |
| Approach                        |        | 178                   | 0.0           | 0.174            | 1.4                  | LOS A            | 0.6                                  | 4.5           | 0.30         | 0.22                           | 19.8                  |
| North: Bishopsgate Street       |        |                       |               |                  |                      |                  |                                      |               |              |                                |                       |
| 7                               | L2     | 15                    | 0.0           | 0.076            | 4.6                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.05                           | 39.2                  |
| 8                               | T1     | 134                   | 0.0           | 0.076            | 0.0                  | LOS A            | 0.0                                  | 0.0           | 0.00         | 0.05                           | 48.8                  |
| Approach                        |        | 148                   | 0.0           | 0.076            | 0.5                  | NA               | 0.0                                  | 0.0           | 0.00         | 0.05                           | 47.6                  |
| All Vehicles                    |        | 620                   | 0.0           | 0.174            | 0.6                  | NA               | 0.6                                  | 4.5           | 0.10         | 0.09                           | 35.7                  |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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**APPENDIX C**  
**Travel Plan**



## **Lathlain Park Redevelopment**

DRAFT Travel Plan

October 2016



## Travel Plan Statement

The West Coast Eagles are about to embark upon a new and exciting chapter in the history of our highly successful club. We're about to get a new, dedicated and state of the art home at Lathlain Park.

We've worked with the Town of Victoria Park over a number of years to plan for this facility and to make sure that we play an active role in the local community. Part of that responsibility is to work with the Town on reducing our overall impact on the community and support travel measures which promote active modes and reduce use of private vehicles to and from our new home.

And that's where this initial Travel Plan comes in.

This is our blueprint of measures which will help inform, encourage and ultimately help change the way that our employees and visitors choose to travel to and from our new home.

This will be an active document that will be owned by the staff and administration of the West Coast Eagles and it will support our efforts in implementing the TravelSmart programme that is supported by the Town and various State Government Agencies.

The Travel Plan will be endorsed by our Board and set in place a change that is better for our staff and for the community as a whole.

## The Travel Plan

Both the State Government and Town of Victoria Park are very supportive of providing as much opportunity to local employers and organisations to become active in managing their own travel behaviours for the betterment of the community as a whole - it is broadly referred to as Travel Demand Management.

This Travel Plan will provide information to our staff and visitors and set in motion a process that will be updated on an annual basis. The Travel Plan will include:

- Information on travel choices
- How we will manage our Travel Plan
- Information on how we travel
- What actions we will be taking as an organisation
- How we will monitor our Travel Plan

## Our Travel Choices - Information

In moving to a new area, some of the information around what travel choices are available may not be obvious. In this section, we have provided information and links to documents that will provide all the details you need.

### Public Transport

Our new home is within easy walking distance to Victoria Park Train Station. The Station is on the Thornlie Line and trains run from Perth Station every 15 minutes - typically from Platform 4 or 5. It is a short 8-minute trip from Perth and only stops at three other stations on the way.

The cost is minimal. A 1 zone fare from Perth is \$3.00 or \$2.55 on your SmartRider card. Information on fares can be found at the link below.

<http://www.transperth.wa.gov.au/tickets-fares/fares>

There are a number of websites and apps that you can look at to get up to date information on travel by Train.

The Transperth Journey Planner is one of those - either visit the website (link below) or download the journey planner for Android or Apple devices.

<http://www.transperth.wa.gov.au/>

<http://www.transperth.wa.gov.au/Journey-Planner/Mobile-Services/Official-Transperth-App>

You can also get information from the transit drop down menu in Google Maps. Simply click on the link below and you'll be taken to the Google Maps view. Select either Transit in the drop down menu in the top left or hit the directions button and it will provide you with information on how to get to the site from wherever you are in Perth.

[Google Map Link](#)

## **Buses**

Our new facility is also close to bus services that run through Lathlain, along Shepparton Road or through Carlisle. Although it won't drop you at the front door, stops are within easy walking distance to the facility through the streets of Lathlain.

The 39 bus is the closest route which starts at Elizabeth Quay Bus Station and includes stops at the Causeway and Belmont Forum. There is a link to the current timetable for the 39 service below, or you can use the overall Journey Planner or Google Maps to help you plan for interchanges and times.

[39 Bus Route Timetable](#)

If you want to plan your journey on a map rather than an App, Transperth have full network maps on their website, just follow the link below.

[Network Map](#)

The Town of Victoria Park also has excellent maps available on its website which show where we are and how close bus and train stops are. Follow the link below to get information on where all the local facilities are.

## [TravelSmart Public Transport Map](#)

### **Walking and Cycling**

Our new facility is within easy distance to local amenities in the Lathlain Precinct as well as a short walk away from local retail areas on Archer Street and Gallipoli Street. The Town of Victoria Park has an excellent local TravelSmart walking and cycling map that will help you out - simply follow the link below.

## [TravelSmart Walking and Cycling Map](#)

For cycling, our new home is well located for access by cycle. There are cycle lanes on Bishopsgate Street and Roberts Road right out the front of our new building that provide connections to paths around Perth. You can find information on the cycle network in the link above, or take a visit to all of the information on cycling at the Department of Transport's Active Transport website at the link below.

## [Department of Transport Cycling](#)

To make the ride to and from the Office easier, we've incorporated high quality end of trip facilities into our new home. These facilities include:

- Female facilities - 4 showers, 3 toilets and 50 lockers;
- Male facilities - 4 showers, 3 toilets and 60 lockers; and
- Storage for 24 bikes in a hanging arrangement is included in the lower level of the facility. Access to the bike storage is through the secure basement carpark. Change facilities are then accessed internally through the building using the stair or lift connection.

Visitor parking for bicycles can be found in front of the facility or within Lathlain Precinct.

### **Parking**

We will have limited parking available on site - the overall arrangement for parking is set out in a lease agreement with the Town of Victoria Park. Our on-site parking can be accessed via Bishopsgate Street. Some parking

areas on site will be restricted use or allocated for specific purposes. We have also provided ACROD bays for use on site.

## **Information**

We will be providing a pack of this information to all our staff electronically when we move into our new home. In addition, we'll be providing hard copies of bus and train timetables, TravelSmart material and cycling information in the staff amenities area for everyone to easily access it.

We'll also make sure all of this information is readily available to you on our intranet system so you can find details on travel choices easily.

## **TravelSmart Workplaces Information**

We will be enrolling in the TravelSmart Workplaces programme and provide the information in the newsletter to all of our staff through an internal email shot. Information on the TravelSmart Workplace programme can be found at the link below.

[TravelSmart Workplace](#)

## Internal Management

In order to make sure our Travel Plan continues to inform and be updated, we will be managing the document and our efforts over the course of the year. When we establish ourselves at the new facility in Lathlain, we will:

- Have the final Travel Plan endorsed by our CEO;
- Appoint an internal Travel Plan co-ordinator whose role it will be to provide a focal point throughout the year for the measures contained in this Travel Plan;
- Update the information available to our staff through internal e-communications, including any information from Transperth or the Town of Victoria Park which would influence your travel to and from the site;
- Provide as much information as practical in staff amenity areas on travel choices;
- Provide an annual note to the Board over the implementation of the Travel Plan.

## Our Travel Patterns

So that we can monitor the travel patterns of our staff, we intend to undertake a survey when we arrive at the new facility which help us capture details about how you travel to and from our site.

The survey will include information around:

- How often you use certain travel modes to get to and from our facility;
- Profile information;
- What influences your travel choices to and from our facility;
- What information is available to our staff;
- What incentives could be offered for changing travel patterns;
- Awareness of general travel demand management campaigns.

This initial survey will help us set the scene for the successful implementation and evolution of the Travel Plan.

## Our Objectives

We are looking, as an organisation, to manage the overall impact of travel to and from our site and also promote healthier, more sustainable transport choices amongst our staff.

This is important because of who we are as an organisation and that we should be taking a lead in supporting programs of the Town of Victoria Park and the State Government when it comes to helping reduce the overall impact of private vehicle trips in Perth.

There are also clear messages in the benefits of active transport - particularly walking and cycling - that we are happy to promote internally as well as with other organisations. Fitter and more active employees are fitter and happier people - everyone benefits from being healthier.



## Travel Plan Actions

Because this is our first Travel Plan, and we are moving in to our new home, the first year in implementing the Travel Plan will also be about learning how to manage the process and what actions we can take to help manage our travel patterns.

We've set out some actions below that will help us achieve our objectives.

| Travel Plan Elements             |   | Infrastructure / Design | Policy | Information |
|----------------------------------|---|-------------------------|--------|-------------|
| Reduce Single Occupant Car Use   |   |                         |        |             |
| 1                                | Manage supply of on-site parking  |                         |        |             |
| 2                                | Promote car pool/ride sharing   |                         |        |             |
| 3                                | Examine salary sacrifice for vehicles provisions  |                         |        |             |
| Increase Bicycle Use             |   |                         |        |             |
| 1                                | Install end of trip facilities including secure bike parking, lockers and showers           |                         |        |             |
| 2                                | Maintain high quality of end of trip facilities   |                         |        |             |
| 3                                | Provide good bike access to surrounding bike network  |                         |        |             |
| 4                                | Raise awareness of end of trip facilities and cycle routes, include in staff induction      |                         |        |             |
| 5                                | Provide incentives for bike use   |                         |        |             |
| 6                                | Participate in 'Ride to work' days  |                         |        |             |
| 7                                | Provide hard copy and e-information on cycling  |                         |        |             |
| Increase Walking                 |   |                         |        |             |
| 1                                | Provide good pedestrian access to surrounding footpaths                                     |                         |        |             |
| 2                                | Raise awareness of pedestrian routes and end of trip facilities, include in staff induction |                         |        |             |
| 3                                | Provide incentives for walking to work  |                         |        |             |
| 4                                | Participate in 'Walk to work' days  |                         |        |             |
| 5                                | Participate in the TravelSmart Workplace programme  |                         |        |             |
| Increase use of Public Transport |   |                         |        |             |
| 1                                | Raise awareness of public transport routes, include in staff induction                      |                         |        |             |
| 2                                | Provide subsidised travel, SmartRider cards   |                         |        |             |
| 3                                | Provide incentives for public transport use   |                         |        |             |
| Plan Management                  |   |                         |        |             |
| 1                                | Undertake annual survey of travel patterns  |                         |        |             |
| 2                                | Appoint internal co-ordinator   |                         |        |             |
| 3                                | CEO and Board Endorsement/Information   |                         |        |             |
| 4                                | Make visible travel choice data and information   |                         |        |             |

## Monitoring and Reporting

We will undertake a review of the Travel Plan after a year of being in our new facility. That way, we will be able to establish some targets for the following year which would set goals and timescales for changing travel behaviours for our staff.

Our initial goal is to provide as much information to our staff as possible and set in place a culture of promoting and supporting active transport measures as best we can.


**APPENDIX C**



**WEST COAST EAGLES V ESSENDON  
TRAFFIC MANAGEMENT PLAN**

# EVENT TRAFFIC MANAGEMENT PLAN

## AUSTRALIAN RULES FOOTBALL MATCHES GODDARD ST LATHLAIN CARRINGTON'S TRAFFIC SERVICES WA Football Commission & West Coast Eagles 27/2/20, 15/3/20 & 29/3/20

I David Carroll AWTM 19-44708-02 declare that I have designed this Traffic Management Plan following a site inspection on 4/2/20. The Traffic Management Plan prepared, is in accordance with the Main Roads Code of Practice and AS 1742.3

Signature: ...  ..... Date: 7/2/20

|                              | Name / Company  | Accreditation Details - AWTM | Date   | Signed  |
|------------------------------|---|------------------------------|--------|---|
| TMP designed by              | David Carroll<br>Carrington's Traffic Services  | 19-44708-02                  | 7/2/20 |   |
| TMP Reviewed by              | Theresa Brown<br>Carrington's Traffic Services  | 19-47765-01                  | 7/2/20 |  |
| RTM reviewed and Endorsed by | N/A   | N/A                          |        |   |
| Road Authority Review by     |   |                              |        |   |
| Road Authority Authorisation | Road authority authorisation of the implementation of traffic signs and devices is given for Traffic Management Plan No. 9420.<br><br>Signed Authorised Officer<br><br>Date<br><br>(Print Name)<br><br>Position |                              |        |   |

|             |            |             |
|-------------|------------|-------------|
| TMP No 9420 | Rev. No. 0 | Date 7/2/20 |
|-------------|------------|-------------|

## Revision Register

| Revision Number | Revision Date | Comments              | Section / Page No. | Revised By |
|-----------------|---------------|-----------------------|--------------------|------------|
| 0               | 7/2/20        | Released for approval | All                | DC         |

## TGS Register

| Revision Number | Revision Date | Comments              | TGS No | Revised By |
|-----------------|---------------|-----------------------|--------|------------|
| 0               | 7/2/20        | Released for approval | All    | DC         |

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# 1. INTRODUCTION

## 1.1 PURPOSE and Scope

This Traffic Management Plan (TMP) outlines the traffic control and traffic management procedures to be implemented by the Western Australian Football Commission (WAFC), West Coast Eagles & Carrington's Traffic Services to manage potential hazards associated with the traffic environment during the event.

This event involves closing a section Goddard St, Lathlain to allow for the delivery of match day infrastructure and management of pedestrians ingress and egress from Mineral Resources Park (MRP) for the 3 Australian Rules Football Matches during February & March 2020. The matches are summarised below.

| DATE                 | MATCH START TIME | COMPETITION            | HOME TEAM         | AWAY TEAM        |
|----------------------|------------------|------------------------|-------------------|------------------|
| Thursday 27 February | 4:40PM           | Marsh Community Series | West Coast Eagles | Essendon Bombers |
| Sunday 15 March      | 2:10PM           | AFL Women's            | West Coast Eagles | Gold Coast Suns  |
| Sunday 29 March      | 3:10PM           | AFL Women's            | West Coast Eagles | St. Kilda Saints |

## 1.2 Objective and Strategies

The objectives of the Traffic Management Plan is to ensure:

- The safety of the event participants.
- All road users, including vulnerable road users, are safely guided around, through or past the event activity.
- The performance of the road network is not unduly impacted and the disruption and inconvenience to all road users are minimised for the duration of the event.
- Impacts on users of the road reserve and adjacent properties and facilities are minimised.

In an effort to meet these objectives the Traffic Management Plan will incorporate the following strategies:

- Ensuring delays are minimised.
- Ensuring all road users are managed including motorists, pedestrians, cyclists, people with disabilities and people using public transport.

## 2. EVENT OVERVIEW

### 2.1 Location



Figure 1 Site Location – Goddard St, Lathlain

## 2.2 Event Details, Site Assessment and Site Constraint /Impacts

| ITEM  | DESCRIPTION  |
|---|--|
| Event Scope                                     | 3 x Australian Rules Football matches  |
| Event Category                                  | Category 4   |
| Location  | Mineral Resources Park – Goddard St, Lathlain  |
| Road Classification, Existing Speed Limit       | Local Road (Access Road) 50km/h  |
| Road Authority                                  | Town of Victoria Park  |
| Local Government                                | Town of Victoria Park  |
| Event Organiser                                 | Western Australian Football Commission   |
| Details of Activities                           | Road closure required to allow for delivery of match day infrastructure and safe ingress and egress of pedestrians attending the matches |
| Staging of Event / Temporary Traffic Management | Stage 1 Hard road closure at event site.   |
| Date of Event                                   | Event 1 27/2/20 WCE V Bombers<br>Event 2 15/3/20 WCE Women V Gold Coast<br>Event 3 29/3/20 WCE Women V St Kilda                          |
| Event Duration                                  | 7 hours  |
| Other Constraints                               | On street parking bays & pedestrian management   |

## 2.3 Existing Traffic and Road Environment

| ITEM                                     | DESCRIPTION   |
|--|---|
| Traffic Volume and Composition           | Refer 4.1   |
| Existing road configuration              | Single lane in both directions as well as on street parking |
| Existing pedestrian / cyclist facilities | Pedestrian footpaths on both sides of the road              |

## 2.4 Overview of Proposed TTM

| ITEM                                      | DESCRIPTION   |
|---|---|
| Temporary Traffic Management Descriptions | This TMP involves non-complex traffic arrangements as per section 5.2.2 of CoP – Road closure.  |
| Speed zone dates and times                | N/A   |
| Lane Closures dates and times             | N/A   |
| Road Closures dates and times             | Event 1 27/2/20 (1400 – 2100)<br>Event 2 15/3/20 (1200 – 1900)<br>Event 3 29/3/20 (1300 – 2000) |
| Signal modifications description          | N/A   |

## 2.5 Event Representatives

The event organiser has the ultimate responsibility and authority to ensure the TMP is implemented as designed. WEST COAST EAGLES has appointed Carrington's Traffic Services to prepare this Traffic Management Plan and associated controls for the event.

The TMP will be implemented by Carrington's Traffic Services (Reg 001)

| POSITION                                | NAME                                   | CONTACT DETAILS                   |
|---|--|-----------------------------------|
| Event Organiser                         | Western Australian Football Commission | Josh Bowler                       |
| Road Authority                          | Town of Victoria Park                  |                                   |
| Event Marshal                           | Western Australian Football Commission | Zoe Bell                          |
| Traffic Management Supervisor (on site) | Carrington's Traffic Services          | TBA                               |
| TMP Design                              | Carrington's Traffic Services          | David Carroll<br>AWTM 19-44708-02 |

### 3. RISK MANAGEMENT

The following details the preliminary assessment of site hazards likely to be encountered, the level of risk associated with each and the control proposed. Note that the risk level is the level of assessed risk without the controls in place. The controls listed have been determined as being appropriate in reducing the risk to a level that is acceptable.

The hierarchy of control has been utilised to ensure that the highest practicable level of protection and safety is selected:

- Elimination
- Substitution
- Isolation
- Engineering
- Administration
- Personal Protection Equipment

In evaluating the options, a key consideration is whether the option takes traffic around, through or past the event activity.

### 3.1 Risk Classification Tables

#### QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

| Level | Consequence   | Description   |
|-------|---------------|---|
| 1     | Insignificant | Mid-block hourly traffic flow per lane is equal to or less than the allowable lane capacity detailed in AS1742.3. No impact to the performance of the network. Affected intersection leg operates at a Level of Service (LoS) of A or B.<br>No property damage.   |
| 2     | Minor         | Mid-block hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity as detailed in AS1742.3. Minor impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of C.<br>Minor property damage. |
| 3     | Moderate      | Midblock hourly traffic flow per lane is equal to and greater than 110% and less than 135% of allowable road capacity as detailed in AS1742.3. Moderate impact to the performance of the network.<br>Intersection performance operates at a Level of Service (LoS) of D.<br>Moderate property damage.       |
| 4     | Major         | Midblock hourly traffic flow per lane is equal to and greater than 135% and less than 170% of allowable road capacity as detailed in AS1742.3. Major impact to the performance of the network.<br>Intersection performance operates at a Level of Service (LoS) of E.<br>Major property damage.             |
| 5     | Catastrophic  | Midblock hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity as detailed in AS1742.3. Unacceptable impact to the performance of the network.<br>Intersection performance operates at a Level of Service (LoS) of F.<br>Total property damage.                         |

## OSH QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

| Level | Consequence   | Description   |
|-------|---------------|---|
| 1     | Insignificant | No treatment required   |
| 2     | Minor         | First aid treatment required.                                     |
| 3     | Moderate      | Medical treatment required or Lost Time Injury                    |
| 4     | Major         | Single fatality or major injuries or severe permanent disablement |
| 5     | Catastrophic  | Multiple fatalities.  |

## QUALITATIVE MEASURES OF LIKELIHOOD

| Level | Likelihood     | Description  |
|-------|----------------|--|
| A     | Almost certain | The event or hazard: is expected to occur in most circumstances, will probably occur with a frequency in excess of 10 times per year.                                      |
| B     | Likely         | The event or hazard: Will probably occur in most circumstances, will probably occur with a frequency of between 1 and 10 times per year.                                   |
| C     | Possible       | The event or hazard: might occur at some time, will probably occur with a frequency of 0.1 to 1 times per year (i.e. once in 1 to 10 years).                               |
| D     | Unlikely       | The event or hazard: could occur at some time, will probably occur with a frequency of 0.02 to 0.1 times per year (i.e. once in 10 to 50 years).                           |
| E     | Rare           | The event or hazard: may occur only in exceptional circumstances, will probably occur with a frequency of less than 0.02 times per year (i.e. less than once in 50 years). |

**IMPORTANT NOTE:** The likelihood of an event or hazard occurring shall first be assessed over the duration of the activity (i.e. “period of exposure”). For risk assessment purposes the assessed likelihood shall then be proportioned for a “period of exposure” of one year.

Example: An activity has a duration of 6 weeks (i.e. “period of exposure” = 6 weeks). The event or hazard being considered is assessed as likely to occur once every 20 times the activity occurs (i.e. likelihood or frequency = 1 event/20 times activity occurs = 0.05 times per activity). Assessed annual likelihood or frequency = 0.05 times per activity x 52 weeks/6 weeks = 0.4 times per year. Assessed likelihood = Possible.

## QUALITATIVE RISK ANALYSIS MATRIX – RISK RATING

|                    | CONSEQUENCE       |           |              |              |                  |
|--------------------|-------------------|-----------|--------------|--------------|------------------|
| Likelihood         | Insignificant (1) | Minor (2) | Moderate (3) | Major (4)    | Catastrophic (5) |
| Almost certain (A) | Low 5             | High 10   | High 15      | Very High 20 | Very High 25     |
| Likely (B)         | Low 4             | Medium 8  | High 12      | Very High 16 | Very High 20     |
| Possible (C)       | Low 3             | Low 6     | Medium 9     | High 12      | High 15          |
| Unlikely (D)       | Low 2             | Low 4     | Low 6        | Medium 8     | High 10          |
| Rare (E)           | Low 1             | Low 2     | Low 3        | Low 4        | Medium 7         |

## MANAGEMENT APPROACH FOR RESIDUAL RISK RATING

| Residual Risk Rating | Required Treatment  |
|----------------------|---|
| Very High            | Unacceptable risk. <b>HOLD POINT</b> . The event cannot proceed until risk has been reduced.  |
| High                 | High priority, Roadworks Traffic Manager (RTM) must review the risk assessment and approve the treatment and endorse the TGS prior to its implementation. |
| Medium               | Medium Risk, standard traffic control and work practices subject to review by accredited AWTM personnel prior to implementation.                          |
| Low                  | Managed in accordance with the approved management procedures and traffic control practices.  |



### 3.2 Risk Register

| Item | Risk Event   | Consequence   | Pre-treatment Risk |   |     | Treatment   | Residual Risk |   |    |
|------|--|---|--------------------|---|-----|---|---------------|---|----|
|      |  |   | L                  | C | RR  |   | L             | C | RR |
| 1.   | Increase in pedestrian activity adjacent to Goddard St due to event being undertaken at Mineral Resources Park on Goddard St causing conflict with through traffic resulting in injury to pedestrians. | Conflict with through traffic resulting in injury to pedestrians.       | B                  | 3 | H12 | Implement TGS's by accredited Traffic Controllers as drawn to minimise vehicle / pedestrian interaction on Goddard St during the event.   | D             | 3 | L6 |
| 2.   | Increase in pedestrian activity obstructing existing paths and conflicting with path users on Goddard St.  | Accident or injury to PSP users during the event                        | B                  | 3 | H12 | Existing path are expected to remain clear of obstructions, however with a significant amount of pedestrian activity the path may be obstructed at times.   | D             | 3 | L6 |
| 3.   | Failure in communication between traffic controllers & event organisers resulting in uncoordinated management of event   | Reduction in Level of service provided to road users                    | D                  | 3 | L6  | All parties involved in management of event to have contact details of all relevant people in command centres and on the road and event area. Test of communications between all parties recommended to be undertaken | E             | 3 | L3 |
| 4.   | Motorists frustration with road closures.  | Negative outcome for event organisers leading to complaints to council. | B                  | 2 | M8  | Implement advance warning signs to warn motorists of closures.  | D             | 2 | L4 |

## 4. TRAFFIC MANAGEMENT PLANNING AND ASSESSMENT

### 4.1 Traffic Assessment and Analysis

#### 4.1.1 Traffic and Speed Data

A summary of recent traffic data is provided below:

| Location   | Vehicles per day<br>(% heavy<br>vehicles) | Date | Source |
|------------|---|------|--------|
| Goddard St | No Data Available                         |      |        |

A summary of recent speed data is provided below:

| Location   | Posted Speed<br>(km/h) | 85 <sup>th</sup> Percentile<br>Speed (km/h) | Date | Source |
|------------|------------------------|---|------|--------|
| Goddard St | No Data Available      |   |      |        |

#### 4.1.2 Traffic Flow Analysis

There is no traffic data for this road, however, the effect on the network is expected to be insignificant. Detour routes have been found to be able to sufficiently handle the expected traffic volumes.

#### 4.1.3 Temporary Speed Zones

N/A

#### 4.1.4 Existing Traffic signals

N/A

#### 4.1.5 Impact to adjoining network

Insignificant

#### 4.1.6 End of Queue Treatment

N/A

#### 4.1.7 Temporary Traffic Signals

N/A

### 4.2 Road Users

#### 4.2.1 Pedestrians

Pedestrians will have access to the event via the footpaths on either side of Goddard St.

#### **4.2.2 Cyclists**

Cyclists will have access to the event via the existing footpath, however, they should dismount and walk to the event area along with pedestrians.

#### **4.2.3 Public Transport**

N/A.

#### **4.2.4 Heavy and Oversized Vehicles**

Goddard St is not a RAV Network road.

#### **4.2.5 Existing Parking Facilities**

There is street parking along Goddard St, these parking bays will be closed during the event. The event organiser will liaise with Town of Victoria Park in regard to street parking closures.

#### **4.2.6 Access to Adjoining Properties / Business**

The event area is in a residential street, therefore surrounded by residential units and properties. The event area will have an impact on 5 properties. All property owners have been notified and permission has been granted by property owners to close the road. Refer to Appendix F.

#### **4.2.7 Rail Crossings**

N/A

#### **4.2.8 School Crossings**

N/A

#### **4.2.9 Special Events and Works**

At the time of designing the TMP there were no known works or other events in the area.

#### **4.2.10 Emergency Vehicle Access**

Prior to the works all emergency services will be contacted and advised of the works, however any emergencies during the shift traffic controllers on site will provide immediate access for any of the vehicles. After hours will have no effect on any emergencies as the road will revert to normal operating conditions.

### **4.3 Night Provisions**

All signs used at night are to be Class 1 Retro-reflective material and delineation will be either retro-reflective or be sufficiently illuminated. Flashing lamps shall be used to draw attention to plant machinery or vehicles. All personnel engaged on night work shall wear high visibility retro-reflective jackets or vests and use night wands when engaging in active traffic control duties.

### **4.4 Road Safety Barriers**

N/A

## **4.5 Consultation and Communication / Notification**

### **4.5.1 Other Agencies**

In Accordance with the CoP all relevant agencies shall be notified using the 'Notification of Roadworks' form attached at Appendix A. A distribution list is provided at the bottom of the form.

### **4.5.2 Public**

The event organisers will notify all effected residents of the event.

## **5. SITE ASSESSMENT**

### **5.1 Provision to Address Environmental Conditions**

#### **5.1.1 Adverse Weather**

Weather is not expected to adversely impact on the effectiveness of the traffic control detailed on the attached TGS's.

##### *5.1.1.1 Rain*

In the event of rain, an on-site assessment shall be made and sign spacing, and tapers may be extended by 25% to account for increased stopping distances. Slippery (T3-3) signs may be placed as required and all changes shall be recorded in the daily diary.

If rain occurs, Traffic Management Personnel shall inspect the site and where signage and / or devices are not clearly visible, signage may need to be adjusted to improve visibility or if necessary, provide additional signage and delineation. Where stopping distances are adversely affected by wet surfaces, spacing between signs may need to be adjusted to provide increased reaction time for drivers. In cases where it is determined that the rain is so heavy that the risk is considered unacceptable, the event shall cease until rain has cleared. All changes shall be noted in the daily diary.

##### *5.1.1.2 Floods*

Should flooding occur to the extent that the event becomes impassable or risk is considered unacceptable, the event shall cease immediately and Traffic Controllers (and other personnel if necessary) shall be deployed immediately to close the site and direct traffic around the flooded area. Emergency services and the Road Authority shall be notified immediately, and Traffic Controllers shall remain onsite until emergency services and the Road Authority personnel arrive and take control of the site.

##### *5.1.1.3 Other adverse weather (strong winds, thunderstorms, etc.)*

N/A

#### **5.1.2 Sun Glare**

Where sun glare is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk from glare. Additionally, in the event that traffic control is adversely affected by glare at sunset and sunrise, traffic controllers may need to assist in maintaining low traffic speeds.

All changes are to be noted in the daily diary.

#### **5.1.3 Fog, Dust and Smoke**

Where fog, dust or smoke is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk. All changes are to be noted in the daily diary.

Should the event be affected by fog, dust or smoke to the extent that risk is considered unacceptable, all event shall cease immediately and Traffic Controllers (and other personnel if necessary) shall be deployed immediately to close the site.

#### **5.1.4 Road Geometry, Terrain, Vegetation and Structures**

There is landscaping or vegetation adjacent to the road and will not impact or cause problems. All signs shall be regularly inspected and repositioned as required to reduce the effects of shadows. The site location is not subject to major contour changes and grade increases / decreases on approach to the event site. There should not be any concern for motorists approaching the event site. There are no structures affecting sight lines. Signs positioning reflected on the TGS's has been strategically positioned to avoid any conflict with existing structures, all regulatory speed signs shall be covered to avoid confusion to motorists. The remaining surrounding environment is residential with minor landscaping adjacent to the traffic lanes.

All changes shall be recorded in the daily diary.

#### **5.2 Existing Traffic and Adverting Signs**

N/A

## **6. STATUTORY REQUIREMENTS**

### **6.1 Road Traffic Act and Regulations**

This is a category 4 event. There will not be any suspension to the traffic regulations.

### **6.2 Occupational Safety and Health**

The Event Organiser has a duty of care under statute and common law to themselves, their employees and all event participants, to take all reasonable measures to prevent accident or injury.

This TMP forms part of the overall Event Management Plan and provides details on how all road users considered likely to pass through, past, or around the event site will be safely and efficiently managed for the full duration of the event.

### **6.3 Roles and Responsibilities**

#### **6.3.1 Responsibilities**

The Event Organisers has the ultimate responsibility to ensure the TMP is implemented for the prevention of injury and property damage to event participants, road users and all members of the public.

The Event Organiser will ensure all site personnel are fully aware of their responsibilities, and that Traffic Controllers are appropriately trained and accredited and that sufficient controllers are available to ensure appropriate breaks are taken.

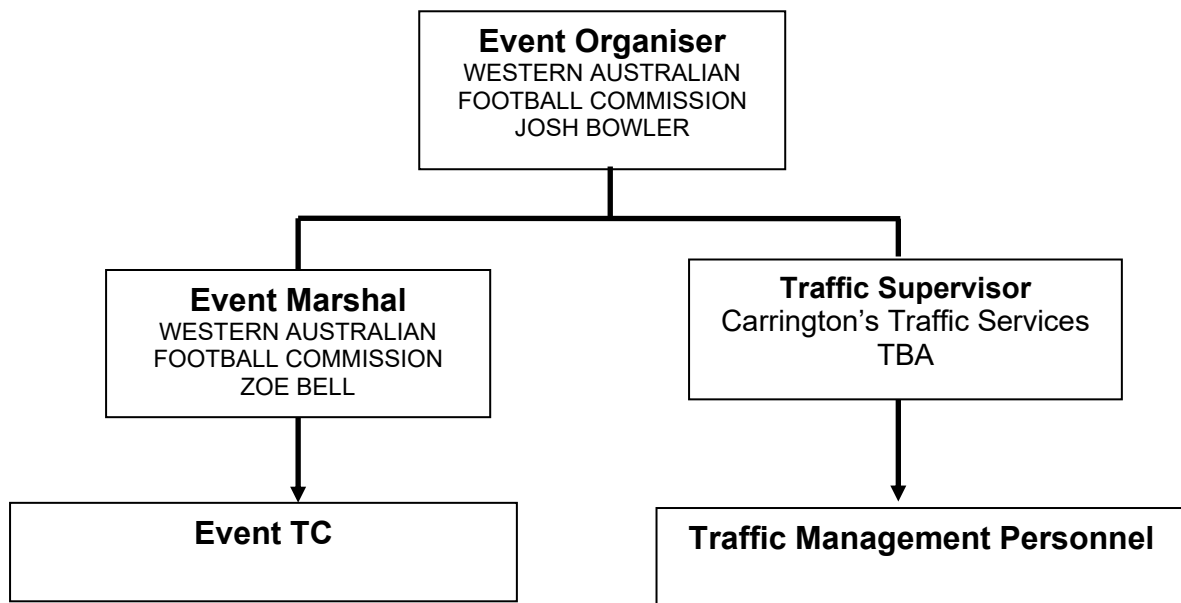
All personnel engaged in the traffic management activities will follow the correct work practices as required by the CoP and AS1742.3.

The event activities will not commence until all signs, devices and barricades are in place and operational in accordance with the requirements of the TMP.

All personnel responsible for temporary traffic management shall ensure that the number, type and location of signs and devices are to a standard not less than Appendix F of this plan, CoP and AS1742.3. Should a situation arise that is not covered by this TMP, CoP or AS1742.3, the Road Authority Representative shall be notified.

### 6.3.2 Roles

The following diagram outlines the responsibility hierarchy of this contact.



#### 6.3.2.1 Event Organiser

The event organiser has appointed Carrington's Traffic Services as the traffic management representatives for the event activities and to assume the following responsibilities. The Traffic Management Supervisor shall:

- Ensure all traffic control measures for this TMP are placed and maintained in accordance with this plan and the relevant Acts, Codes, Standards and Guidelines.
- Ensure suitable communication and consultation with the affected residents is maintained at all times.
- Ensure inspections of the traffic control devices are undertaken in accordance with the TMP, and results recorded. Any variations shall be detailed together with reasons.
- Arrange and/or undertake any necessary audits and incident investigations.
- Instruct event personnel on the relevant safety standards, including the correct wearing of high visibility safety vests, and other equipment as required.
- Render assistance to road users and stakeholders (residents) when incidents arising out of the event activities affect the network performance or the safety of road users and event participants.
- Take appropriate action to correct unsafe conditions, including any necessary modifications to the TMP.

#### 6.3.2.2 Traffic Management Personnel

- At least one person on site shall be accredited in Basic Worksite Traffic Management, and shall have the responsibility of ensuring the traffic management devices are set out in accordance with the TMP
- At least one person accredited in Advanced Worksite Traffic Management shall be available to attend the site at short notice at all times to manage variations, contingencies and emergencies, and to take overall responsibility for traffic management. Depending on



the event type and remoteness of the location provide a general estimate of the AWTM availability. AWTMs should be contactable by phone as a minimum.

#### 6.3.2.3 *Traffic Controllers*

(If the event will not require traffic control or traffic controllers this section can be noted as not applicable).

Traffic Controllers shall be used to control road users to avoid conflict with event participants, traffic and pedestrians, and to stop and direct traffic in emergency situations.

Traffic Controllers shall:

- Operate in accordance with the Traffic Controller Handbook
- Be accredited in Basic Worksite Traffic Management
- Hold a current Traffic Controller's accreditation
- Take appropriate breaks as required by AS1742.3 and/or OS&H Regulations.

#### 6.3.2.4 *Event Marshals*

The event organiser shall ensure that event personnel engaged as marshals are provided with training to ensure such personnel are aware of the limits of their responsibilities and can undertake their activities safely.

#### 6.3.2.5 *Event Traffic Controllers and Marshals*

Event Traffic Controllers and Marshals shall:

- Correctly wear high visibility vests, in addition to other protective equipment required (e.g. footwear, sun protection etc.), at all times whilst at the event site.
  - Comply with the requirements of the TMP and ensure no activity is undertaken that will endanger the safety of other event personnel, event participants or the general public.
  - Enter and leave the event site by approved routes and in accordance with safe practices.
- Event Traffic Controllers shall be accredited and shall only undertake tasks in accordance with the Event CoP.

### **6.4 PPE**

All personnel entering the event site shall correctly wear high visibility vests to AS/NZS 4602, in addition to other protective equipment required on a site-by-site basis (e.g. protective footwear, eye protection, helmet, sun protection, respiratory devices etc.) at all times whilst on at the event.

## 7. IMPLEMENTATION

### 7.1 Traffic Guidance Schemes

The Traffic Guidance Scheme (TGS) outlined in Appendix F and listed below have been provided for the following stages to demonstrate the type of controls that will be implemented throughout the term of the event. All sign and device requirements are shown on each TGS. Should the use of additional (not shown on the TGS or listing of devices) or reduced number of devices be required due to unforeseen needs, they shall be recorded within the Daily Diary as a variation to the TMP, following prior approval.

| Traffic Management Stage | TGS Number and version | Details<br><br><Include event activity, temporary traffic management arrangements, times of day in place, and any other required information> |
|--------------------------|------------------------|---|
| Event 1                  | 9420-01 Rev0           | AFL Game Day – WCE V Bombers<br>Road closure<br>27/2/20 (1400 - 2100)   |
|                          | 9420-02 Rev0           | AFL Game Day – WCE V Bombers<br>VMS Locations<br>27/2/20 (1400 - 2100)  |
|                          | 9420-03 Rev0           | AFL Game Day – WCE V Bombers<br>Detour routes<br>27/2/20 (1400 - 2100)  |
| Event 2                  | 9420-01 Rev0           | AFL Game Day – WCE Women V Gold Coast<br>Road closure<br>15/3/20 (1200 - 1900)  |
|                          | 9420-02 Rev0           | AFL Game Day – WCE Women V Gold Coast<br>VMS Locations<br>15/3/20 (1200 - 1900)   |
|                          | 9420-03 Rev0           | AFL Game Day – WCE Women V Gold Coast<br>Detour routes<br>15/3/20 (1200 - 1900)   |
| Event 3                  | 9420-01 Rev0           | AFL Game Day – WCE Women V St Kilda<br>Road closure<br>29/3/20 (1300 - 2000)  |
|                          | 9420-02 Rev0           | AFL Game Day – WCE Women V St Kilda<br>VMS Locations<br>29/3/20 (1300 - 2000)   |
|                          | 9420-03 Rev0           | AFL Game Day – WCE Women V St Kilda<br>Detour routes<br>29/3/20 (1300 - 2000)   |

## 7.2 Sequence and Staging

The sequence of temporary traffic management installation, event activities and temporary traffic management removal are shown in the table below.

| Step   | Details   |
|--------|---|
| Step 1 | Advanced warning road closure signs to be set up as per TGS |
| Step 2 | Detour signs in place                                       |
| Step 3 | Set up hard closures on Goddard St                          |
| Step 4 | Pack up in reverse order.                                   |

## 7.3 Traffic Control Devices

### 7.3.1 Sign Requirements

All signs used shall conform to the designs and dimensions as shown in Australian Standard AS 1742.3 and the CoP.

Prior to installation, all signs and devices shall be checked by the Site Supervisor or a suitably qualified person to ensure that they are in good condition and meet the following requirements:-

- Mechanical condition - Items that are bent, broken or have surface damage shall not be used.
- Cleanliness - Items should be free from accumulated dirt, road grime or other contamination.
- Colour of fluorescent signs - Fluorescent signs whose colour has faded to a point where they have lost their daylight impact shall be replaced.
- Retroreflectivity. - Signs for night-time use whose retroreflectivity is degraded either from long use or surface damage and does not meet the requirements of AS 1906 shall be replaced.
- Battery operated devices - shall be checked for lamp operation and battery condition.

Where signs do not conform either to the requirements of AS 1742.3 or would fail to pass any of the above checks, they shall be replaced on notice.

Signs and devices shall be positioned and erected in accordance with the locations and spacing's shown on the drawings. All signs shall be positioned and erected such that:

- They are properly displayed and securely mounted;
- They are within the driver's line of sight;
- They cannot be obscured from view;

- They do not obscure other devices from the driver's line of sight;
- They do not become a possible hazard to event participants or vehicles; and
- They do not deflect traffic into an undesirable path.

Signs and devices that are erected before they are required shall be covered by a suitable opaque material. The cover shall be removed immediately prior to the commencement of the event.

Where there is a potential for conflict of information between existing signage and temporary signage erected for the purpose of traffic control, the existing signs shall be covered. The material covering the sign shall ensure that the sign cannot be seen under all conditions i.e. day, night and wet weather. Care will be taken to ensure existing signs are not damaged by the covering material or by adhesive tape.

### **7.3.2 Tolerances on positioning of signs and devices**

Where a specific distance for the longitudinal positioning of signs or devices with respect to other items or features is stated, for the spacing of delineating devices or for the length of tapers or markings, the following tolerances may be applied: -

(a) Positioning of signs, length of tapers or markings:

- (i) Minimum, 10% less than the distances or lengths given.
- (ii) Maximum, 25% more than the distances or lengths given.

(b) Spacing of delineating devices:

- (i) Maximum, 10% more than the spacing shown.
- (ii) No minimum.

These tolerances shall not apply where a distance, length or spacing is already stated as a maximum, a minimum or a range.

### **7.3.3 Flashing Arrow Signs**

N/A

### **7.3.4 Delineation**

N/A

## **7.4 Communicating TMP Requirements**

TMP requirements will be communicated during the pre-start meeting.

## **7.5 Temporary Traffic Signal Modification**

N/A

## **8. EMERGENCY ARRANGEMENTS AND CONTINGENCIES**

### **8.1 Traffic Incident Procedures**

In the event of an incident or accident, whether or not involving traffic or road users, First Aid shall be administered as necessary, and medical assistance shall be called for if required.

#### **8.1.1 Serious Injury or Fatality**

In the case of serious injury or fatality occurring an Ambulance and Police shall be called on telephone number 000 where life threatening injuries are apparent.

Traffic Controllers (and other personnel if necessary) shall be deployed immediately to ensure no traffic or other road users approach the area as well as assist emergency vehicles required to access and/or travel through the event site.

The scene shall be preserved leaving everything in situ, until direction is given by Police or WorkSafe.

Traffic management shall find the nearest plausible detour and implement as soon as possible to move traffic around the incident.

Once on-site traffic management crew are to follow the directions of Police and/or Worksafe.

#### **8.1.2 Minor Incident or Vehicle Break Down within Site**

Broken down vehicles and vehicles involved in minor non-injury crashes shall be temporarily moved to the verge as soon as possible after details of the crash locations have been gathered and noted.

Any traffic crash resulting in non-life-threatening injury shall be reported to the WA Police Service on 131 444.

Details of all incidents and accidents shall be reported to the Site Supervisor and Event Organiser using the incident report form at Appendix "C" (or similar).

### **8.2 Emergency Services**

Emergency services shall be notified of the proposed event nature, location, date and times as well as contact details for the site supervisor.

On-site traffic controllers will be equipped with mobile communications to advise and/or liaise with emergency services to ensure a prompt response should the need arise.

### **8.3 Dangerous Goods**

Should any incident arise involving vehicles transporting dangerous goods, Traffic Controllers (and other personnel if necessary) shall be deployed immediately to ensure no traffic or other road users approach the area.

All personnel shall be briefed on evacuation and control procedures.

## 8.4 Emergency Contacts

In the event of an emergency the following relevant authorities must be contacted and advised of the nature of the event, location, type of emergency and contact details for the site supervisor.

| <b>Emergency Service</b> | <b>E-mail/Website</b>   | <b>Phone (Emergency)</b> |
|--------------------------|---|--------------------------|
| WA Police Service        | <a href="mailto:State.Traffic.Intelligence.Planning.&amp;.Co-ordination.Unit@police.wa.gov.au">State.Traffic.Intelligence.Planning.&amp;.Co-ordination.Unit@police.wa.gov.au</a>  | 000                      |
| St. John Ambulance       | <a href="mailto:MMOGroup@stjohnambulance.com.au">MMOGroup@stjohnambulance.com.au</a> and <a href="mailto:ManagerSOC@stjohnambulance.com.au">ManagerSOC@stjohnambulance.com.au</a> | 000                      |
| DFES                     | <a href="http://www.dfes.wa.gov.au/contactus/pages/dfesoffices.aspx">www.dfes.wa.gov.au/contactus/pages/dfesoffices.aspx</a>  | 000                      |
| Power                    | <a href="http://www.westernpower.com.au/customerservice/contactus/">http://www.westernpower.com.au/customerservice/contactus/</a>   | 13 13 51                 |
| Gas                      | <a href="mailto:enquiries@atcogas.com.au">enquiries@atcogas.com.au</a>  | 13 13 52                 |
| MRWA RNOC                | <a href="mailto:RNOC.Control.Room.Information.Desk@mainroads.wa.gov.au">RNOC.Control.Room.Information.Desk@mainroads.wa.gov.au</a>  | 138 138                  |

## 8.5 Hostile Vehicle Mitigation

N/A.

## **9. MONITORING AND MEASUREMENT**

### **9.1 Daily Inspections**

Prior to the event commencing the Traffic Management Plan shall be communicated to all key stakeholders and affected parties.

On completion of setting out the traffic control measures; the site is to be monitored for a suitable period of time.

The Event Organiser will ensure that the Traffic Management Plan is implemented and evaluated for effectiveness. Inspections shall be undertaken as required and at a minimum on the following occasions:

- Before the start of event activities on site,
- During the hours of the event,
- Closing down at the end of the event period, and

A daily record of the inspections shall be kept indicating

- When traffic controls were erected,
- When changes to controls occurred and why the changes were undertaken,
- Any significant incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties.

The Traffic Management Company shall ensure that personnel are assigned to monitor the traffic control scheme. Inspections shall at least satisfy the following requirements.

#### **9.1.1 Before the activities commence**

- Confirm TMP and TGS are suitable for the event activities;
- Inspect all signs and devices to ensure they are undamaged, clean and comply with the requirements depicted on the TGS;
- After any adjustments have been made to the signs and devices, conduct a drive through inspection to confirm effectiveness.

#### **9.1.2 During the event activities**

- Designate and ensure that appropriate personnel drive through the site periodically to inspect all signs and devices and ensure they are undamaged and comply with the requirements depicted on the Traffic Guidance Schemes;.
- Attend to minor problems as they occur;
- Conduct on the spot maintenance/repairs as required;
- When traffic controllers are on the job, ensure they remain in place at all times. Relieve controllers as necessary to ensure attentiveness is retained;
- Re-position signs and devices as required throughout the day and keep records of any changes.

### **9.1.3 Closing down at the end of the event**

- Conduct a pre-close down inspection,
- Remove all unnecessary signage;
- Drive through site and confirm all signs and devices have been safely removed;
- Record details of inspection.
- site specific risks.

## **9.2 TMP Audits and Inspections**

N/A

## **9.3 Records**

A daily diary recording all inspections including variations to the approved TMP shall be kept using the Daily Diary.

A record of all inspections shall be made at those times prescribed by the Traffic Management Implementation Standards.

All variations made to the approved Traffic Management Plan shall be recorded and the nature of the variations and the reason for the variations clearly stated. Upon completion of each day the Traffic Supervisor shall provide copies of the variation record to the Event Organiser.

## **9.4 Public Feedback**

N/A



## **10. MANAGEMENT REVIEW AND APPROVALS**

### **10.1 TMP Review and Improvement**

This TMP has been reviewed for errors and compliance, appropriate Changes have occurred following this review.

### **10.2 Variations**

N/A

### **10.3 Approvals**

Before the event commences it is necessary to seek approval from the following:

- Local Government Authority
- Police

## APPENDIX A – NOTIFICATION OF EVENTS

## NOTIFICATION OF EVENT

**Notifications are to be distributed at least one (1) week in advance of the event  
Where Police attendance is required at least three (3) weeks' notice shall be given (except in an emergency)**

|   |   |                          |   |
|---|---|--------------------------|---|
| Anticipated start date:                         | 27/2/20 (1400 – 2100)<br>15/3/20 (1200 – 1900)<br>29/3/20 (1300 – 2000) | Anticipated finish date: | 27/2/20 (1400 – 2100)<br>15/3/20 (1200 – 1900)<br>29/3/20 (1300 – 2000) |
| Anticipated Start Time:                         | See Above   | Anticipated finish Time: | See Above   |
| Location of Event (Road/Street, Suburb):        | Mineral Recourses Park - Goddard St Lathlain                            |                          |   |
| Description of Event:                           | 3 x Australian Rules Football matches                                   |                          |   |
| Description of traffic management arrangements: | Road closures on Goddard St Between Staines St & Bishopsgate St         |                          |   |
| Posted Speed Limit:                             | <b>50</b>   | Worksite speed limit:    | <b>50</b>   |
|   |   | After hours speed limit: | <b>50</b>   |

|  |                              |                             |   |   |                              |  |
|--|------------------------------|-----------------------------|---|---|------------------------------|--|
| What is the anticipated effect on traffic flows? | Insignificant                |                             |   | Will there be restricted width for oversized escorted vehicles? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Are lanes closed at signals?                     | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | Are signal loops or hardware affected?                          | Yes <input type="checkbox"/> | No <input type="checkbox"/>            |
| Will signal phases need time changes?            | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | Will signals need to revert automatically?                      | Yes <input type="checkbox"/> | No <input type="checkbox"/>            |
| Date of signal "black out":                      |                              |                             |   | Times of signal "black out":                                    |                              |  |
| Will Police attendance be required?              | Yes <input type="checkbox"/> |                             | No <input checked="" type="checkbox"/>  | Dates for Police attendance: (See note below) <sup>(1)</sup>    |                              |  |

|                 |   |        |  |            |  |  |
|-----------------|---|--------|--|------------|--|--|
| Road Authority: | Town of Victoria Park                       |        |  |            |  |  |
| Postal Address: | 99 Shepperton Road<br>Victoria Park WA 6100 |        |  |            |  |  |
| Telephone:      | 9311 8111                                   | Email: | <a href="mailto:admin@vicpark.wa.gov.au">admin@vicpark.wa.gov.au</a> | Facsimile: |  |  |
| Contact:        |   |        |  |            |  |  |
| Telephone:      |   | Email: |  | Mobile:    |  |  |

|                  |  |        |  |            |  |  |
|------------------|--|--------|--|------------|--|--|
| Event Organiser: | Western Australian Football Commission |        |  |            |  |  |
| Postal Address:  | PO Box 275<br>Subiaco. WA. 6904        |        |  |            |  |  |
| Telephone:       | 9287 5542                              | Email: | <a href="mailto:bell@wafc.com.au">bell@wafc.com.au</a> | Facsimile: |  |  |
| Contact:         | Zoe Bell                               |        |  |            |  |  |
| Telephone:       |  | Email: |  | Mobile:    |  |  |

|                                |   |        |  |            |         |  |
|--------------------------------|---|--------|--|------------|---------|--|
| Traffic Management Contractor: | Carrington's Traffic Services           |        |  |            |         |  |
| Postal Address:                | 38 Beaconsfield Avenue, Midvale WA 6056 |        |  |            |         |  |
| Telephone:                     | 9356 7750                               | Email: | <a href="mailto:dave@carringtonswa.com">dave@carringtonswa.com</a>             | Facsimile: |         |  |
| Contact:                       | David Carroll                           |        |  |            |         |  |
| Telephone:                     | 9356 7750                               | Email: | <a href="mailto:operations@carringtonswa.com">operations@carringtonswa.com</a> | Mobile:    |         |  |
| After hours contact:           | Operations                              |        | Telephone:   | 9356 7750  | Mobile: |  |

| Distribution List                            | Email/website  |
|--|--|
| WA Police State Traffic Coordination         | <a href="mailto:State.Traffic.Intelligence.Planning.&amp;.Co-ordination.Unit.SMIL@police.wa.gov.au">State.Traffic.Intelligence.Planning.&amp;.Co-ordination.Unit.SMIL@police.wa.gov.au</a> |
| Main Roads WA Customer Information Centre    | <a href="mailto:enquiries@mainroads.wa.gov.au">enquiries@mainroads.wa.gov.au</a>   |
| Main Roads WA Event Coordinator              | <a href="mailto:event.coordinator@mainroads.wa.gov.au">event.coordinator@mainroads.wa.gov.au</a>   |
| Main Roads WA Road Network Operations Centre | <a href="mailto:RNOC.Control.Room.Information.Desk@mainroads.wa.gov.au">RNOC.Control.Room.Information.Desk@mainroads.wa.gov.au</a>   |
| Main Roads WA Real Time Media                | <a href="mailto:dltocpacs@mainroads.wa.gov.au">dltocpacs@mainroads.wa.gov.au</a>   |
| Main Roads WA Heavy Vehicle Services         | <a href="mailto:hvo@mainroads.wa.gov.au">hvo@mainroads.wa.gov.au</a>   |
| St John's Ambulance                          | <a href="mailto:ManagerSOC@stjohnambulance.com.au">ManagerSOC@stjohnambulance.com.au</a>   |
| Fire and Emergency Services                  | <a href="mailto:dfes@dfes.wa.gov.au">dfes@dfes.wa.gov.au</a>   |
| Local Government                             | <a href="mailto:info@cityofperth.wa.gov.au">info@cityofperth.wa.gov.au</a>   |
| MRWA Digital Communications                  | <a href="mailto:communications@mainroads.wa.gov.au">communications@mainroads.wa.gov.au</a>   |

## APPENDIX B – VARIATION TO STANDARDS

N/A

## APPENDIX C – RECORD FORMS

# DAILY DIARY

Record details of all changes to the Traffic Management Plan.

PROJECT DETAILS:

LOCATION:

DATE:

Contract No.

TMP Document No.

TGS Dwg No.

Revision No. 0

|                        |     |         |                       |     |         |  |
|------------------------|-----|---------|-----------------------|-----|---------|--|
| Date:                  |     | Time:   | Location:             |     |         |  |
| Inspection/<br>changes | By: | Signed: | Changes<br>authorised | By: | Signed: |  |
| Detail/Comments:       |     |         |                       |     |         |  |

|                        |     |         |                       |     |         |  |
|------------------------|-----|---------|-----------------------|-----|---------|--|
| Date:                  |     | Time:   | Location:             |     |         |  |
| Inspection/<br>changes | By: | Signed: | Changes<br>authorised | By: | Signed: |  |
| Detail/Comments:       |     |         |                       |     |         |  |

|                        |     |         |                       |     |         |  |
|------------------------|-----|---------|-----------------------|-----|---------|--|
| Date:                  |     | Time:   | Location:             |     |         |  |
| Inspection/<br>changes | By: | Signed: | Changes<br>authorised | By: | Signed: |  |
| Detail/Comments:       |     |         |                       |     |         |  |

| TRAFFIC MANAGEMENT - DAILY INSPECTION SHEET                         |  | DATE:  | TGS No(s).   |
|---|--|--|--|
| <b>Inspection Prior to Commencement of Work</b>                     |  | <b>Day Time Inspection During Work Hours</b>                   |  |
| <b>Time of Inspection:</b>  |  | <b>Time of Inspection:</b>                                     |  |
| Signs & devices appropriate for the day's activities and conditions | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required | Signs & devices operating satisfactorily and seen by motorists | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required |
| Signs & devices positioned and mounted correctly                    | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required | Signs & devices positioned and mounted correctly               | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required |
| Signs & devices clean and clearly visible                           | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required | Signs & devices clean and clearly visible                      | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required |
| Modifications and/or repairs completed                              | <input type="checkbox"/> Yes (Give details)<br><input type="checkbox"/> No (If no, give reason)    | Traffic Controllers correctly attired and operating correctly  | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required |
|   |  | Modifications and/or repairs completed                         | Yes (Give details)<br>No / Not Applicable (Give reason)  |

| Closing Down Inspection   |  | Night Time Inspection After Working Hours   |   |
|---|--|---|---|
| Time of Inspection:   |  | Time of Inspection:   |   |
| Signage removed   | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required                                 | Arrow boards/VMS operating?   | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required        |
| Excavations correctly back filled   | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required                                 | Signs & devices positioned and mounted correctly  | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required        |
| Driving surfaces adequate   | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required                                 | Signs & devices clean and reflective  | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required        |
| If excavation backfilling is unsealed, are ROUGH SURFACE signs and cones in place | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required<br><input type="checkbox"/> N/A | Modifications and/or repairs completed  | <input type="checkbox"/> Yes (Give details)<br><input type="checkbox"/> No / Not Applicable (Give reason) |
| All materials removed from medians  | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Modifications / Repairs Required                                 | Notes:<br><br>Indicate by placing a tick (✓) in the appropriate box for each item.<br><br>Items requiring modification and/or repair are to be described on the back of this form.<br><br>For all modifications that are different to the basic traffic management plan layout give details of who authorised changes.<br><br>Hand sheets to supervisor / manager at the end of each day.<br><br>When copying, ensure any notes on back of sheet are copied as well.<br><br><br>Signed:.....(Supervisor)<br>Signed:.....(Manager)<br><br>Date:.....<br>Date:..... |   |
| Modifications and/or repairs completed  | <input type="checkbox"/> Yes (Give details)<br><input type="checkbox"/> No / Not Applicable (Give reason)                          |   |   |



# INCEDENT REPORT FORM

Any incident occurring onsite shall be reported using the following incident report format.

|                 |
|-----------------|
| Region          |
| Contract Number |

|                     |
|---------------------|
| Incident Report No. |
| Contractor          |

Major Incident Reports must be forwarded to the Superintendent within 48 hours of the incident occurring or becoming apparent.

Contractors shall use this Form for reporting of Traffic incidents on works under Contract and this form supplements the OSH Incident Reporting Form.

|  |  |       |   |                                       |
|--|--|-------|---|---------------------------------------|
| <b>A Details of Incident</b>             | Reported to: <input type="checkbox"/> Supervisor <input type="checkbox"/> TMR <input type="checkbox"/> Other |       |   |                                       |
| OSH Incident Report No                   |  |       | <b>Atmospheric Conditions</b>           | <b>Light Conditions</b>               |
| Fatality <input type="checkbox"/>        |  |       | Clear <input type="checkbox"/>          | Day Light <input type="checkbox"/>    |
| Injury <input type="checkbox"/>          | <b>Road Surface</b>  |       | Overcast <input type="checkbox"/>       | Night-time <input type="checkbox"/>   |
| Property Damage <input type="checkbox"/> | Unsealed <input type="checkbox"/>  |       | Raining <input type="checkbox"/>        | Dawn/Dusk <input type="checkbox"/>    |
| Police Attended <b>Yes/No</b>            | Sealed <input type="checkbox"/>  |       | Fog/Smoke/Dust <input type="checkbox"/> | <b>Street Lighting</b>                |
| Time and Date of incident                | <b>AM / PM</b>   |       | <b>Road Condition</b>                   | On <input type="checkbox"/>           |
|  | Day  | Month | Year                                    | Off <input type="checkbox"/>          |
|  |  |       |   | Dry <input type="checkbox"/>          |
|  |  |       |   | Not Provided <input type="checkbox"/> |

Other relevant details, (Last maintenance grade, watering and dust conditions):

|  |
|--|
|  |
|  |
|  |
|  |
|  |
|  |
|  |
|  |
|  |
|  |

**B Details of Traffic Management in place:**

|                      |     |       |      |  |     |       |      |
|----------------------|-----|-------|------|--|-----|-------|------|
| TGS No:              |     |       |      | Name of individual that prepared the TGS |     |       |      |
| Time last inspected: |     |       |      | Accreditation No:                        |     |       |      |
| TGS Approved:        | Day | Month | Year | TMP Approved:                            | Day | Month | Year |
|                      |     |       |      |  |     |       |      |

**C Descriptions of Vehicles:**

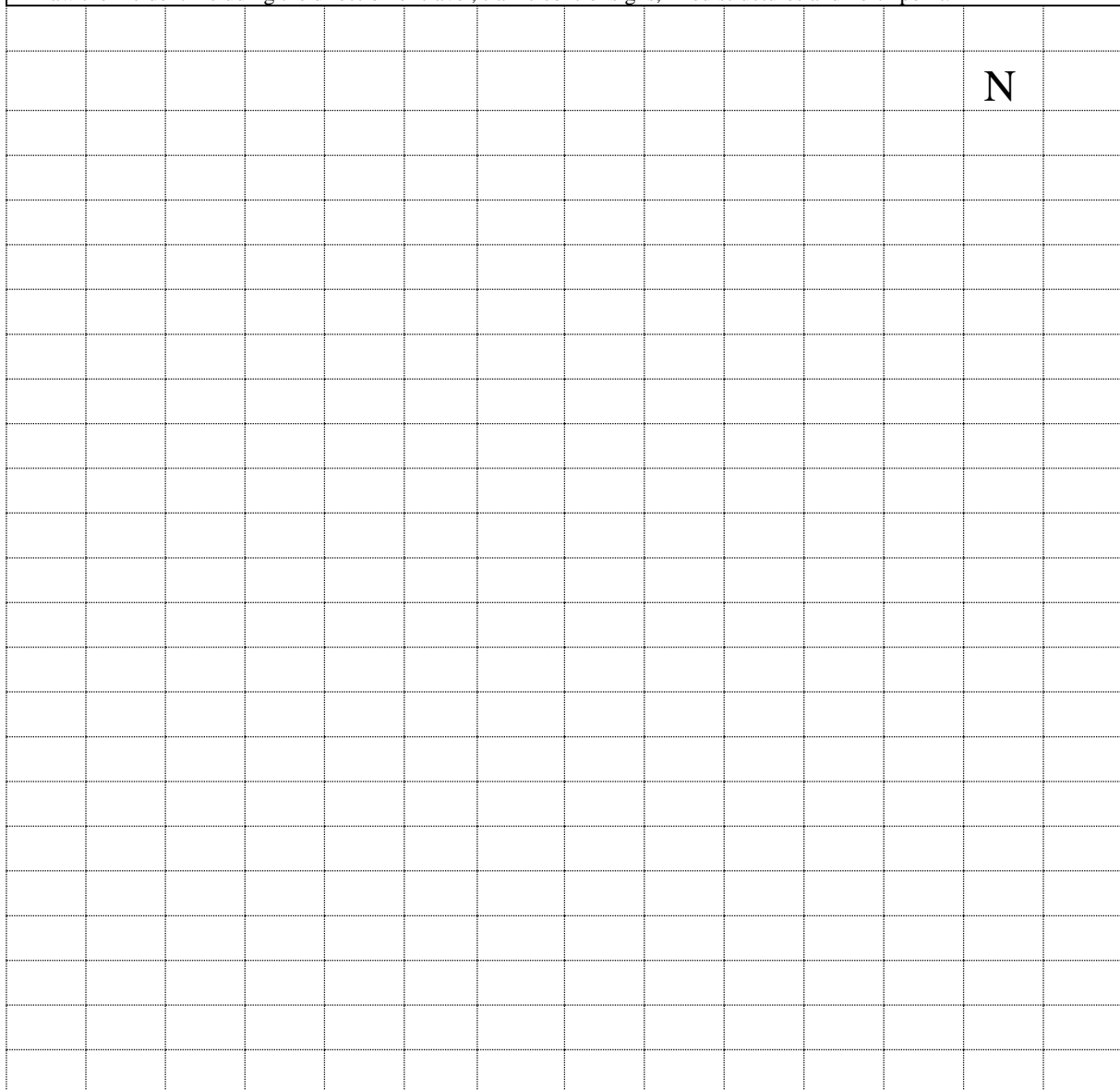
| Detail (make, model/ped/cyclist/VRU) | Registration No | Direction of Travel | Age of Driver |
|--------------------------------------|-----------------|---------------------|---------------|
| Vehicle 1                            |                 |                     |               |
| Vehicle 2                            |                 |                     |               |
| Vehicle 3                            |                 |                     |               |

Comments:

|  |
|--|
|  |
|  |
|  |
|  |

**D Description of Incident:**

Draw the incident including the direction of travel, traffic control signs, fixed structures and north point.



|                       |   |  |
|-----------------------|---|--|
| <b>E Attachments:</b> | The following copies MUST be submitted with this Incident Report. |  |
|-----------------------|---|--|

Approved TMP       Approved TCP       Approvals for temporary speed restrictions       Daily Diary

|                         |
|-------------------------|
| <b>F Police Report:</b> |
|-------------------------|

Accident reported to Police:     YES     NO    Report made by     Phone     Fax     Mail or  
E-mail

Date Report Made      Day      Month      Year      Police WA Reference Number

|   |
|---|
| <b>G Details of Person Completing this Incident Form:</b> |
|---|

Name:

Contractor Name:

Position:

Date:

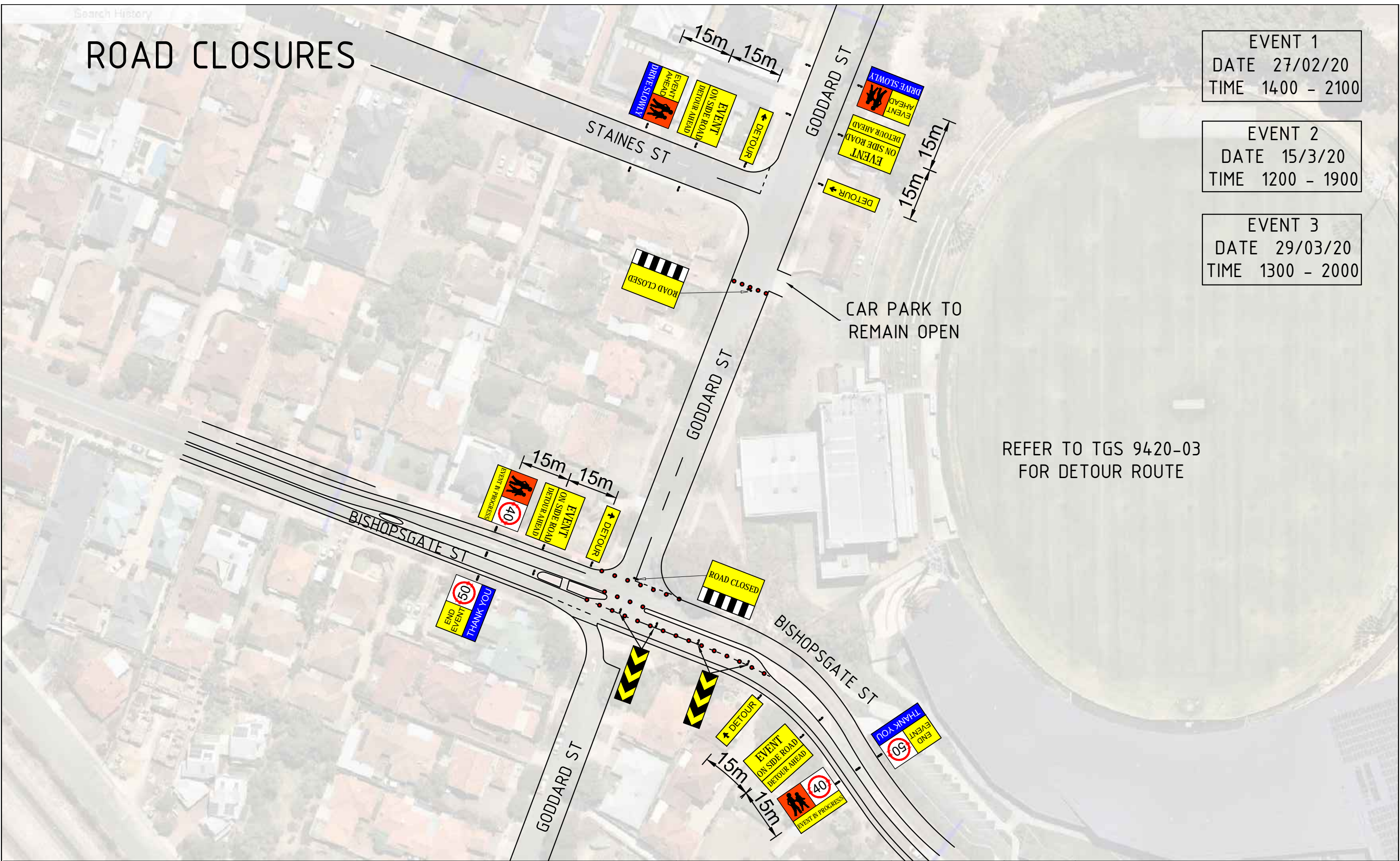
Signature:

## APPENDIX D – TRAFFIC ANALYSIS AND VOLUME COUNTS

N/A

## APPENDIX E – TRAFFIC GUIDANCE SCHEMES

# ROAD CLOSURES





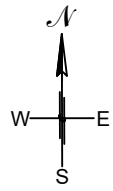

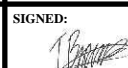


EVENT 1  
DATE 27/02/20  
TIME 1400 - 2100

EVENT 2  
DATE 15/3/20  
TIME 1200 - 1900

EVENT 3  
DATE 29/03/20  
TIME 1300 - 2000

REFER TO TGS 9420-03  
FOR DETOUR ROUTE

|   |  |                        |                                     |  |  |  |   |   |
|---|--|------------------------|-------------------------------------|--|--|--|---|---|
|   |  <p>CARRINGTON'S<br/>TRAFFIC SERVICES</p> | CLIENT:<br>WAFC        | LOCATION:<br>GODDARD ST<br>LATHLAIN |  | DRAWN BY:<br>DAVID CARROLL<br>AWTM 19-44708-02   | SIGNED:<br> | PROJECT TITLE:<br>MINERAL RESOURCES PARK<br>AFL - AFLW GAME DAY |  |
|   |  | CONTACT:<br>ZOE BELL   | POSTED SPEED LIMIT:<br>50KPH        | WORK SITE SPEED LIMIT:<br>50KPH                  | DESIGNED BY:<br>DAVID CARROLL<br>AWTM 19-44708-02  | SIGNED:<br> |   |   |
| ROAD AUTHORITY:<br>TOWN OF VICTORIA PARK  |  | DATE:<br>FEBRUARY 2020 | SCALE:<br>NTS                       | CHECKED BY:<br>THERESA BROWN<br>AWTM 19-47765-02 | SIGNED:<br> | DRAWING NUMBER:<br>9420-01   | REVISION:<br>0  | SIZE:<br>A3   |

# VMS LOCATIONS



EVENT 1  
DATE 28/02/20  
TIME 1400 - 2100

EVENT 2  
DATE 15/3/20  
TIME 1200 - 1900

EVENT 3  
DATE 29/03/20  
TIME 1300 - 2000




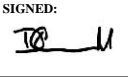
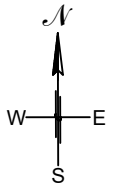
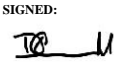

ADVANCE NOTIFICATION  
1 WEEK PRIOR

SCREEN 1  
VMS  
EVENT  
ROAD  
CLOSURE

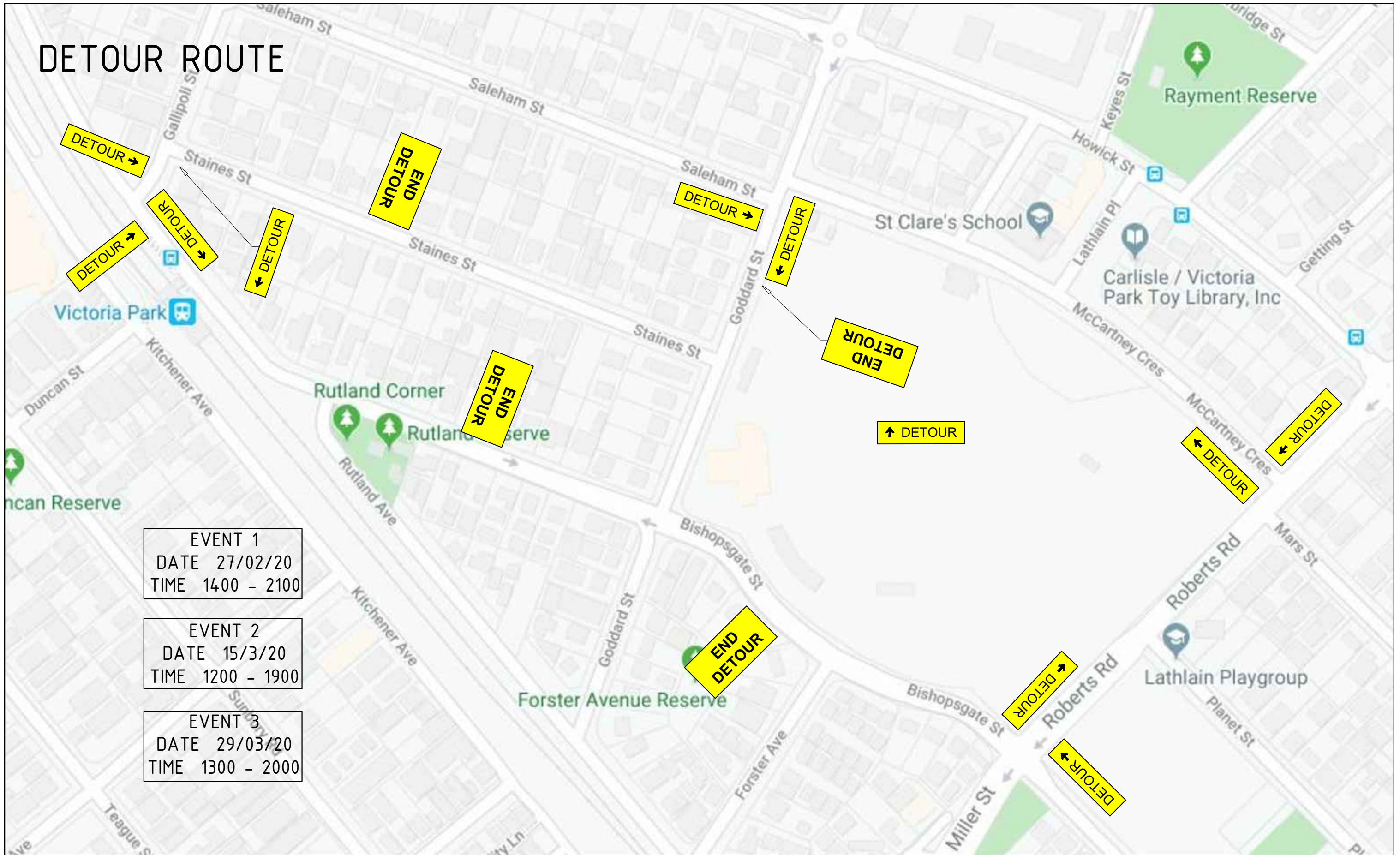
SCREEN 2  
27/02/20  
2PM TO  
9PM

VMS  
VMS

ADDITIONAL DATES REQUIRED  
15/3/20 - 12PM TO 7PM  
29/3/20 - 1PM TO 8PM

|  |  |   |  |                                     |  |  |   |   |  |
|--|--|---|--|-------------------------------------|--|--|---|---|--|
| <br>WEST COAST<br>EAGLES | <br>WEST AUSTRALIAN<br>FOOTBALL COMMISSION INC. | <br>CARRINGTON'S<br>TRAFFIC SERVICES | CLIENT:<br>WAFC                          | LOCATION:<br>GODDARD ST<br>LATHLAIN | DRAWN BY:<br>DAVID CARROLL<br>AWTM 19-44708-02 | SIGNED:<br> | PROJECT TITLE:<br>MINERAL RESOURCES PARK<br>AFL / AFLW GAME DAY |  |  |
|  |  |   | CONTACT:<br>ZOE BELL                     | POSTED SPEED LIMIT:<br>50KPH        | WORK SITE SPEED LIMIT:<br>50KPH                | DESIGNED BY:<br>DAVID CARROLL<br>AWTM 19-44708-02  |   |   | SIGNED:<br> |
|  |  |   | ROAD AUTHORITY:<br>TOWN OF VICTORIA PARK | DATE:<br>FEBRUARY 2020              | SCALE:<br>NTS                                  | CHECKED BY:<br>THERESA BROWN<br>AWTM 19-47765-02   |   |   | SIGNED:<br> |
|  |  |   |  |                                     |  |  | DRAWING NUMBER:<br>9420-02                                      | REVISION<br>0   | SIZE<br>A3   |

# DETOUR ROUTE



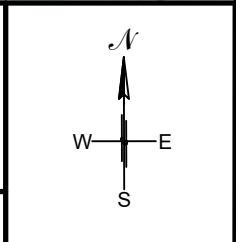
EVENT 1  
DATE 27/02/20  
TIME 1400 - 2100

EVENT 2  
DATE 15/3/20  
TIME 1200 - 1900

EVENT 3  
DATE 29/03/20  
TIME 1300 - 2000

|  |                                     |  |   |
|--|-------------------------------------|--|---|
| CLIENT:<br>CITY OF MELVILLE              | LOCATION:<br>GODDARD ST<br>LATHLAIN | DRAWN BY:<br>DAVID CARROLL<br>AWTM 19-44708-02 | SIGNED:<br>                                       |
| CONTACT:<br>ZOE BELL                     | POSTED SPEED LIMIT:<br>50KPH        | WORK SITE SPEED LIMIT:<br>50KPH                | DESIGNED BY:<br>DAVID CARROLL<br>AWTM 19-44708-02 |
| ROAD AUTHORITY:<br>TOWN OF VICTORIA PARK | DATE:<br>FEBRUARY 2020              | SCALE:<br>NTS                                  | CHECKED BY:<br>THERESA BROWN<br>AWTM 19-47765-02  |

|   |
|---|
| PROJECT TITLE:<br>MINERAL RESOURCES PARK<br>AFL / AFLW GAME DAY |
| DRAWING NUMBER:<br>9420-03                                      |
| REVISION:<br>0  |
| SIZE:<br>A3   |





## APPENDIX F – APPROVALS



12 December 2019

Mr Murray Stewart  
 Infrastructure Compliance Officer, General Compliance  
 Town of Victoria Park  
 Locked Bag 437  
 VICTORIA PARK WA 6979

**RE: MINERAL RESOURCES PARK – APPLICATION FOR ROAD CLOSURE  
 GODDARD STREET, LATHLAIN  
 REQUEST FOR LOCAL AUTHORITY APPROVAL**

The West Coast Eagles (WCE), in collaboration with the Western Australian Football Commission (WAFC) and the Australian Football League (AFL), are pleased to bring new Australian

Rules football matches to Mineral Resources Park (MRP) in February and March 2020 through the Marsh Community Series and AFL Women's (AFLW) competitions. The matches scheduled include:

1. Friday 28 February commencing 4:40pm - West Coast Eagles v Essendon Bombers;
2. Sunday 15 March commencing 2:10pm - West Coast Eagles Women v Gold Coast Suns; and
3. Sunday 29 March commencing 3:10pm - West Coast Eagles Women v St Kilda Saints.

Each of the matches listed above will be broadcast with the AFL and NEP Australia, Foxtel's broadcasting provider in Perth, identifying Goddard Street as the safest route for the delivery of broadcasting equipment to MRP and the only suitable location to establish the required broadcasting compound for the matches given its flat hard-stand surface. The broadcasting equipment is delivered and housed in four large vehicles consisting of:

- 2 x semi-trailer trucks;
- 1 x satellite truck;
- 1 x genset truck;

To allow for the safe delivery of the required equipment and to establish the broadcasting compound the WCE will be lodging an application with the local police seeking approval to close a section of Goddard Street, between Bishopsgate Street and Staines Street (see Attachment 1), from first light on the dates listed above to eight (8) hours following the commencement time of each match. To support this application the WCE seeks approval from the Town of Victoria Park for the proposed road closure before lodgement with the Kensington Police Station (Local Authority Approval required in Attachment 2).

**TOWN OF VICTORIA PARK**

File No. \_\_\_\_\_  
 Xref No. ROA/22/0001-02  
 BLP   
 CLP   
 FLBLP   
 FIN   
 RAT   
 RAN   
 EH   
 PLN   
 BLD   
 RLP   
 CEO   
 HR   
 NE   
 17 JAN 2020  
 DOC No. \_\_\_\_\_



There are five (5) residential properties and the Perth Football Club (PFC) fronting the section of Goddard Street proposed to be closed with correspondence provided and, where possible, consultation undertaken with the occupiers of each property seeking their acknowledgment and consent for the lodgement of the road closure application. A summary of the consultation is as follows:

| Property Address                           | Written Correspondence Provided? | Verbal Consultation?        | Occupier Signed Acknowledgement & Consent? |
|--|----------------------------------|-----------------------------|--|
| 17 Goddard Street                          | Yes                              | Attempted but not available | Not received                               |
| 19 Goddard Street                          | Yes                              | Not available               | Yes, attached                              |
| 21 Goddard Street                          | Yes                              | Yes                         | Yes, attached                              |
| 23 Goddard Street                          | Yes                              | Yes                         | Yes, attached                              |
| 34 Goddard Street<br>(Perth Football Club) | Yes                              | Yes                         | Yes, attached                              |
| 31A Staines Street                         | Yes                              | Yes                         | Yes, attached                              |

There has been no objections to the proposed road closure from the consulted occupiers of the residential properties or PFC with evidence of their consent included for your reference (see Attachment 3).

It would be greatly appreciated if you could consider the application as provided in Attachment 2 and approve if deemed appropriate prior to the WCE's lodgement with the Kensington Police Station.

If you have any queries regarding this application please do not hesitate to contact me.

Kind regards

**Tim Carr**  
Risk & Compliance Coordinator

**Attachments:**

1. Proposed Section of Goddard Street Road Closure
2. Application for an Order for a Road Closure
3. Goddard Street Occupiers Acknowledgement and Consent for Road Closure



Attachment 1: Proposed Section of Goddard Street Road Closure



Attachment 2

SCHEDULE 1
Form 1
ROAD TRAFFIC ACT 1974

APPLICATION FOR AN ORDER FOR A ROAD CLOSURE [Reg 6(2)]

NOTE:

Under section 36 of the Road Traffic (Administration) Act 2008 it is an offence to wilfully mislead a person in any particular likely to affect the discharge of that person's duty under the Act.

- 1. Full name of body on whose behalf the application is made Indian Pacific Limited trading as West Coast Eagles Football Club.
2. Full name of applicant or nominee making this application Tim Carr, Risk & Compliance Coordinator, on behalf of the West Coast Eagles.
3. Address Mineral Resources Park 42 Bishopsgate Street Lathlain WA 6100
4. Date of birth: Not applicable
5. Telephone Number: Home: Not applicable Work: 08 6141 3665 / 0422 280 918
6. Nature of event Three football matches to be held at Mineral Resources Park (MRP) in February and March 2020. The request to close a portion of Goddard Street is to allow for the safe delivery of broadcasting equipment to and from MRP before and after each match and to establish a broadcasting compound for the matches on the section of Goddard Street immediately adjoining MRP. No other aspect of the events will encroach onto the area of the road closure.
7. Approximate number of participants Up to 6,000 people could attend each match on the dates listed below.
8. Date of event Match 1: 28 February 2020, commences 4:40PM. Match 2: 15 March 2020, commences 2:10PM. Match 3: 29 March 2020, commences 3:10PM.
9. Duration From: first light on each of the dates To: 8 hours following the commencement time of each match listed above.
10. Street/Localty event to be held at Event to be held at MRP. Approval is sought to close a portion of Goddard Street between Bishopsgate Street and Staines Street.
11. Street/Localty event (see also requirement E on page 2 of this form)
(a) Total number of occupiers of land immediately adjacent to the nominated road or roads Five residential properties and the Perth Football Club front onto the portion of Goddard Street seeking approval to close.
(b) Number of occupiers who have consented to the road closure Five. Copy of occupier acknowledgment and consent to road closure attached.
(c) Number of occupiers who have opposed road closure Nil.
12. Roads/road to be closed Portion of Goddard Street between Bishopsgate Street and Staines Street.
13. Extent to which roads will be used (half/full carriageway) Full carriageway.
14. Exact route that event will follow (including starting and finishing points) Event will be contained within the boundaries of MRP except for the required portion of Goddard Street seeking approval to close.
15. Date of previous event, if any, conducted at the location/route West Coast Eagles have not held an event (match) like this since taking occupation of MRP.
16. Date of previous event, if any, conducted by the applicant, club, group or organisation Similar events/matches are held at other grounds, ie Leederville Oval, every AFL pre-season.
17. Race meetings and speed tests: specify any provisions of the Road Traffic Act 1974, or regulations made under that Act, (other than provisions relating to the movement of traffic and pedestrians or the obstruction of a street) requested to be suspended under section 139 of the Road Traffic (Administration) Act 2008 - Not applicable.
18. Any other relevant information Nil.

19. I have read the requirements on page 2 of this application. The information supplied by me is true and correct to the best of my knowledge.

Signature: [Handwritten Signature] Date: 12/12/2019

20. LOCAL AUTHORITY APPROVAL:

I, [Handwritten Signature] designation [Handwritten Signature]
Approve/object to, this application on behalf of the City of [Handwritten Signature]
Of [Handwritten Signature]
Signed: [Handwritten Signature] Date: 28 Jan 2020
Telephone: 9311 8148
Administration Centre
99 Shepparton Road
Mineral Resources Park WA 6100
Locked Bag 48725
Victoria Park WA 6978
DX 64502 Burswood
Telephone: (08) 9311 8111
Facsimile: (08) 9311 8181
Official Stamp or Crest

21. COMMISSIONER OF MAIN ROADS APPROVAL:

I, ..... designation .....
approve/object to, this application on behalf of the
Commissioner of Main Roads
Of .....
Signed: ..... Date: .....
Telephone: ..... Official Stamp or Crest

22. LOCAL POLICE DECLARATION:

I, ..... designation .....
Approve/object to, this application
Signed: ..... Date: .....

23. RECEIPT DETAILS

The prescribed fee of \$ ..... received.
General Receipt Number ..... issued.
Signed: ..... Date: .....
Police Station: .....

REQUIREMENTS

- A. Applications are to be lodged at the police station nearest to where the proposed event will be held. The prescribed application fee is to be paid at the time of lodgement
- B. To permit the relevant authorities adequate time to assess applications and organise resources, applications shall be lodged within the following prescribed periods –
  - (i) events involving large public participation e.g. City to Surf Fun Run, pageants, not less than six calendar months prior to the proposed event;
  - (ii) events involving the racing of motor vehicles but not large public participation, not less than three calendar months prior to the proposed events;
  - (iii) events involving the racing of non-motorised vehicles, athletic events or other activities of a smaller nature, not less than one calendar month prior to the proposed event;
  - (iv) events involving street or locality events which do not involve large public participation, not less than one calendar month prior to the proposed event.
- C. Where local authority/Commissioner of Main Roads approval is required, the relevant declarations on the application are to be completed prior to the application being lodged.
- D. It is the applicant's responsibility to arrange with the local authority for –
  - (i) the supply, erection and removal of prescribed road closure barriers and signs;
  - (ii) the payment of any associated fees and/or administrative charges.
- E. Where an Occupier's Consent Form is required it must indicate that two-thirds of the occupiers affected are in favour of the proposed road closure.  
The consent shall take the following form –

OCCUPIER'S CONSENT FORM FOR A STREET/LOCALITY EVENT

It is intended to apply to conduct a street/locality event in ..... between  
 ..... (street/road)  
 ..... and .....  
 ..... (intersecting feature) ..... (intersecting feature)  
 during the hours of ..... and ..... on ..... 200.....  
 The event is being conducted on behalf of .....  
 .....  
 ..... (club, group, organisation)

|                        |                |             |                       |
|------------------------|----------------|-------------|-----------------------|
| <u>OCCUPIER'S NAME</u> | <u>ADDRESS</u> | <u>DATE</u> | <u>CONSENT/OBJECT</u> |
|------------------------|----------------|-------------|-----------------------|

- F. Where insufficient space is provided relevant details are to be included on a separate sheet and submitted with the application.  
Refer attached acknowledgement and consent of occupiers of Goddard Street properties.



## Attachment 3

5 December 2019

The Occupier

19 Goddard Street

LATHLAIN WA 6100

**RE: MINERAL RESOURCES PARK - NON-WAFL MATCHES IN 2020****OCCUPIER ACKNOWLEDGEMENT & CONSENT FOR GODDARD STREET ROAD CLOSURE**

The West Coast Eagles (WCE) wish to advise local residents of upcoming non-WAFL matches to be held at Mineral Resources Park (MRP) in 2020. The matches scheduled are as follows:

1. Friday 28 February at 4:40pm - West Coast Eagles v Essendon Bombers
2. Sunday 15 March at 2:10pm - West Coast Eagles Women v Gold Coast Suns
3. Sunday 29 March at 3:10pm - West Coast Eagles Women v St Kilda Saints

Each of these matches will be broadcasted which will require the delivery of additional infrastructure to MRP via semi-trailer vehicles off Goddard Street. To allow for the infrastructures safe delivery to and from MRP the WCE seek to close a portion of Goddard Street between Bishopsgate Street and Staines Street from the day prior until the day after each match (see Attachment 1).

As an occupier of a property that falls within the proposed road closure zone the WCE seek your consent for the road closure from the day prior to the day after each of the matches listed above. To formalise the road closure a formal application will be submitted to the Kensington Police Station with confirmation of occupiers consent for the road closure to be included with the application. Whilst it is proposed for this portion of Goddard Street to be closed during these times access for occupants of your premises will not be restricted.

If you consent to the portion of Goddard Street road closure as shown on Attachment 1 could you please provide confirmation by signing the Occupier Acknowledgement & Consent for Road Closure section on page 2 and return to the WCE at your earliest convenience.

If you have any queries regarding this matter please don't hesitate to contact Tim Carr on 08 6141 3665 or [TimC@westcoasteagles.com.au](mailto:TimC@westcoasteagles.com.au).

Thank you for your understanding and continued support.

Kind regards

Tim Carr

**Risk & Compliance Coordinator**

Attachment1. Proposed Portion of Goddard Street Road Closure



**Attachment 1: Proposed Portion of Goddard Street Road Closure**







**Occupier Acknowledgement & Consent for Road Closure**

I, Steve Nelson, as occupier of 19 Goddard Street, Lathlain, hereby consent to the West Coast Eagles lodgement of an application to the Kensington Police Station for closure of a portion of Goddard Street from the day prior to the day after each of the matches scheduled at Mineral Resources Park on February 28, March 15 and March 29 in 2020.

Steve Nelson 6/12/2019,  
Signed Date



**Occupier Acknowledgement & Consent for Road Closure**

I, FLORENCE BETTY RANSOME, as occupier of 21 Goddard Street, Lathlain, hereby consent to the West Coast Eagles lodgement of an application to the Kensington Police Station for closure of a portion of Goddard Street from the day prior to the day after each of the matches scheduled at Mineral Resources Park on February 28, March 15 and March 29 in 2020.

F Ransome

Signed

Date





**Occupier Acknowledgement & Consent for Road Closure**


I, F MUNRO, as occupier of 23 Goddard Street, Lathlain, hereby consent to the West Coast Eagles lodgement of an application to the Kensington Police Station for closure of a portion of Goddard Street from the day prior to the day after each of the matches scheduled at Mineral Resources Park on February 28, March 15 and March 29 in 2020.

 6/12/19  
Signed Date



**Occupier Acknowledgement & Consent for Road Closure**

I, Trevor Hawken, as occupier of 31A Staines Street, Lathlain, hereby consent to the West Coast Eagles lodgement of an application to the Kensington Police Station for closure of a portion of Goddard Street from the day prior to the day after each of the matches scheduled at Mineral Resources Park on February 28, March 15 and March 29 in 2020.

                      6-12-19

Signed    Date

Email trevorhawken@hotmail.com



WEST COAST EAGLES

If you have any queries regarding this matter please don't hesitate to contact Tim Carr on 08 6141 3665 or [TimC@westcoasteagles.com.au](mailto:TimC@westcoasteagles.com.au).

Thank you for your understanding and continued support.

Kind regards

**Digby Moullin**

**General Manager – Infrastructure, Projects & Technology**

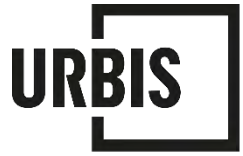
**Attachment1. Proposed Portion of Goddard Street Road Closure**

**Occupier Acknowledgement & Consent for Road Closure**

I, ROBERT SHIELDS, as delegated representative of the Perth Football Club located at 34 Goddard Street, Lathlain, hereby consent to the West Coast Eagles lodgement of an application to the Kensington Police Station for closure of a portion of Goddard Street from the day prior to the day after each of the matches scheduled at Mineral Resources Park on February 28, March 15 and March 29 in 2020.

Signed

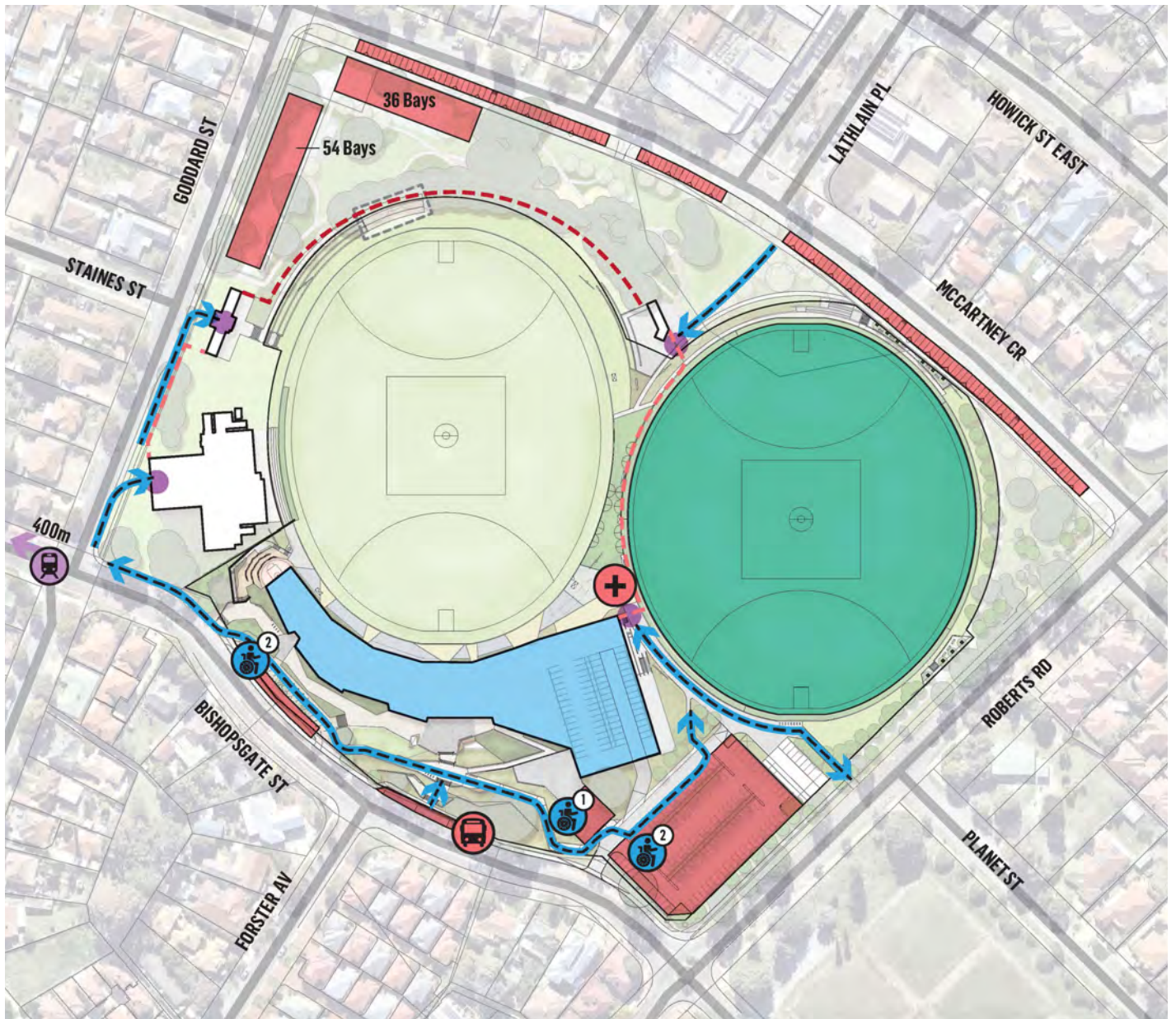
Date 9/12/19















## **APPENDIX D**

## **GAME DAY MAP**

# GAME DAY



## LEGEND:

-  SUBJECT SITE
-  WCTF BUILDING
-  PUBLIC ACCESS OVAL
-  CAR PARKING
-  ENTRY POINT
-  2100 MM HIGH - CROWD LOAD FENCE
-  1800 MM HIGH - HIGH OVAL FENCE
-  GAME DAY ACCESS
-  TRAIN STATION
-  BUS DROP OFF/PARKING
-  DISABLED PARKING
-  AMBULANCE PARKING

