



JACKSON McDONALD  
MULTI-SECTOR LAW

## Deed of Agreement for the use of Lathlain Park

### **Town of Victoria Park**

(ABN 77 284 859 739)

Owner

and

### **Indian Pacific Limited**

(ACN 009 178 894)

Tenant

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## Reference Schedule

**Item 1. Owner:**

**Town of Victoria Park (ABN 77 284 859 739)** of 99 Shepperton Road,  
Victoria Park, Western Australia.

**Item 2. Tenant:**

**Indian Pacific Limited (ABN 009 178 894)** of 42 Bishopsgate Street,  
Lathlain, Western Australia, 6100.

**Item 3. Lease:**

A lease between the Owner and Tenant dated 13 July 2016.

**Item 4. Premises:**

As described in the Lease.

**Item 5. Variation Term**

3 years commencing on the Effective Date and expiring on the End Date.

**Item 6. Effective Date:**

22 December 2020.

**Item 7. End Date:**

Midnight 22 December 2023.

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Deed of Agreement

Date

2021

## Parties

The person described in Item 1 (**Owner**)

The person described in Item 2 (**Tenant**)

## Recitals

- A. This Deed is supplemental to the Lease.
- B. The Tenant leases the Premises from the Owner subject to the terms of the Lease.
- C. The Permitted Purpose does not include the playing of Games.
- D. The Parties now execute this Deed and agree that certain terms of the Lease will be varied in order to permit the playing of WAFL, AFLW and AFL Pre-Season Games on Oval 1 during the Variation Term on the terms and conditions set out in this Deed.

The Parties agree as follows:

### 1. Conditions Precedent

This Deed is conditional on the:

- (a) Council of the Town of Victoria Park resolving to enter into this Deed; and
- (b) Owner executing this Deed and this Deed will have no force and effect until the Owner has executed this Deed.

### 2. Variation of Lease

- (a) With effect from the Effective Date, the playing of Games on Oval 1 will be permitted subject to and in accordance with the terms and conditions of this Deed.
- (b) Except as varied by this Deed, the Lease remains in full force and effect.

### 3. Term of Deed

- (a) The Parties acknowledge and agree that:
  - (i) this Deed will automatically expire on the End Date and the rights granted under by this Deed to permit the playing of Games will cease to apply; and

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- (ii) with effect from the End Date, the Lease will be interpreted without regard to this Deed.
  - (b) Prior to the end date, the Tenant may:
    - (i) apply to the WAPC for approval to play Games at the Premises; and
    - (ii) request that the Owner considers entering into another deed with respect to the use of the Premises for the playing of Games.

#### **4. WAFL, AFLW and AFL Pre-Season Games permitted on Oval 1**

Without limiting the terms of the Lease, subject to the Tenant complying with the terms and conditions set out in this Deed, the Tenant is permitted to use Oval 1 for the playing of WAFL, AFLW and AFL Pre-Season Games during the Variation Term.

#### **5. Oval 2**

- (a) The Tenant must not play, or permit to be played, any WAFL, AFLW or AFL Pre-Season Games on Oval 2 at any time.
- (b) The Tenant must not restrict or prohibit, or permit to be restricted or prohibited, public access to Oval 2 when any WAFL, AFLW or AFL Pre-Season Games are being played.
- (c) The Tenant must not, and the Tenant must ensure that its Permitted Persons do not, use Oval 2 for car parking or parking any motorcycles, trailers, trucks, caravans or any other vehicle at any time.
- (d) For the avoidance of doubt, this clause 5 shall not supersede any of the provisions of the Lease relating to Oval 2.

#### **6. 2020 DA Conditions**

- (a) The Parties agree that the 2020 DA Conditions are incorporated into and form part of this Deed.
- (b) The Tenant must comply with the 2020 DA Conditions at all times.

#### **7. Annual Fixtures**

The Tenant must provide annual AFLW, WAFL and AFL Pre-Season (or similar) fixtures to the Owner within a reasonable time prior to the commencement of each season and in any event prior to the commencement of each season once available.

#### **8. Maximum Number of Games**

The Tenant acknowledges and agrees that the maximum number of days the Tenant will be permitted to use Oval 1 for playing WAFL, AFLW and AFL Pre-Season Games per calendar year is 45, of which no more than:



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- (a) 3 games may be AFL Pre-Season Games; and
  - (b) 10 Games may be played under lights at any time, in accordance with terms and conditions set out in clause 9 (**Night Game**). To avoid doubt, if any part of a Game is played under lights at any time that Game will be considered a Night Game.

## **9. Night Games**

- (a) The Tenant acknowledges and agrees that:
  - (i) the maximum number of Night Games permitted to be played per calendar year is 10, of which, subject to clause 9(c), no more than 1 is to occur in any seven-day period; and
  - (ii) Night Games can only be played on the days specified in clause 11.
- (b) To avoid doubt, the maximum number of Night Games is included within the maximum number of number of 45 Game days referred to in clause 8 above.
- (c) If the AFLW is impacted due to a COVID-19 event, the Tenant shall be permitted to use Oval 1 for the playing of AFLW Games on Monday and Thursday, provided that the Tenant complies with the WCE Monday and Thursday Game Days Summary.
- (d) The Tenant must not operate, or permit to be operated, the Oval floodlighting for Night Games at any time after:
  - (i) 9:00pm on Sundays and Public Holidays;
  - (ii) 10:00pm on Fridays and Saturdays; and
  - (iii) where permitted in accordance with clause 9(c) 9.00pm on Mondays and Thursdays,except with the prior written consent of the Owner.
- (e) Any request by the Tenant to the Owner to operate the Oval floodlighting after the cut-off times set out in clause 9(d) must be submitted in writing to the Owner in writing at least 7 days prior to the relevant WAFL, AFLW or AFL Pre-Season Game.

## **10. AFL Premiership Season**

The Tenant acknowledges and agrees that the playing of AFL Premiership Season games or matches at any time is prohibited.

## **11. Game days**

During the Variation Term:

- (a) WAFL;



- 
- (b) AFLW; or
  - (c) AFL Pre-Season,

Games can only be played on Friday, Saturday, Sunday and Public Holidays in the State and where applicable under clause 9(c) on Monday and Thursday.

## **12. Crowd Capacity and Crowd Management Plan**

- (a) The Tenant must not permit, or, allow to be permitted, any more than 6,500 spectators or persons to the Premises at any time.
- (b) The Parties acknowledge that crowd capacity at the Premises is to be measured and controlled by the Crowd Management Plan.
- (c) The Tenant must comply with the Crowd Management Plan at all times.

## **13. Special Events Management Plan**

- (a) The Tenant must not and must not permit any special events that are not WAFL, AFLW or AFL Pre-Season Games (for example, grand final celebrations and team fan days) to be held at the Premises without the prior written consent of the Owner.
- (b) If the Tenant wants to hold a special event at the Premises, the Tenant must:
  - (i) apply to the Owner for approval; and
  - (ii) submit a Special Events Management Plan to the Town of Victoria Park (in its capacity as responsible Authority) in accordance with Condition 9 and advice note 9 of the JDAP Approval dated 21 December 2016.

## **14. Perth Demons**

- (a) The Tenant acknowledges that the Perth Demons will continue to use Oval 1 for their fixtured games in collaboration with the Tenant.
- (b) Subject to any right of the Perth Demons to use Oval 1, the Tenant agrees and undertakes that, if the Perth Demon's access to and use of Oval 1 in accordance with the Lease will be impacted or reduced by the playing of WAFL, AFLW and AFL Pre-Season Games in accordance with this Deed, then the Tenant will be responsible to:
  - (i) do all things required to procure the Perth Demons to agree to alternative access and use of Oval 1; and
  - (ii) to provide such alternative access and use of Oval 1 to the Perth Demons,to the satisfaction of the Perth Demons.

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**15. Notify Neighbours**

The Tenant must:

- (a) provide annual WAFL, AFLW and AFL Pre-Season (or similar) fixtures to any owners, tenants or occupiers of any property in the Neighbouring Area within a reasonable period before the commencement of each season; and
- (b) ensure that the WAFL, AFLW and AFL Pre-Season fixtures are readily available on the Tenant's and its associated club websites.

**16. Transport Impact Assessment, Traffic Management Plan and Travel Plan**

- (a) The Tenant must comply with the:
  - (i) Transport Impact Assessment;
  - (ii) Traffic Management Plan; and
  - (iii) Travel Plan,(together the **Traffic Plans**) at all times.
- (b) The Parties acknowledge that the Traffic Plans address (amongst other things) car and alternative travel modes, including initiatives and actions to encourage spectators to use public transport to get to and from the Premises.
- (c) Once approved by the Owner, the Traffic Plans must be implemented by the Tenant to the specifications of the Owner and satisfaction of the WAPC.
- (d) The Tenant must comply with all requirements of the Travel Plans.
- (e) To allow flexibility in the use of off-street car parking around the Premises and to reduce the impact of on-street parking close to the Premises, the Tenant will apply to the Lathlain and East Victoria Park Primary Schools for approval to use the school(s) parking areas and ovals for the purpose of car parking.

**17. No Nuisance**

- (a) The Tenant must not do, or permit to be done, anything which may be a nuisance, disturbance, anti-social behaviour or annoyance (**Nuisance**) to the Owner, Perth Demons or any owners, tenants or occupiers of any property in the Neighbouring Area.
- (b) In connection with any Nuisance, the Tenant must promptly inform the Owner of any complaints received and report to the Owner, when requested, as to the actions taken by the Tenant to prevent Nuisances.

**18. Alcohol**

- (a) The Tenant is permitted to sell alcohol at the Premises, provided that the Tenant (at the Tenant's own expense):



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- (i) obtains and keeps current a licence or permit required under the *Liquor Control Act 1988* (WA); and
  - (ii) promptly complies with the requirements attaching to the licence or permit at its cost and where any alteration is required to the Premises such alterations will be at the Tenant's own expense and clauses 8.1 and 8.2 of the Lease shall apply; and
  - (iii) promptly complies with any order or notice given to the Tenant under the *Liquor Control Act 1988* (WA), any conditions of the licence or permit or any other Law or requirements of any other Authority relating to the sale and consumption of alcohol.
- (b) The Tenant must provide a copy of the licence or permit (as well as any document referred to in the licence or permit) to the Owner as soon as practicable after the date the licence or permit is granted.
  - (c) The Tenant must indemnify and keep indemnified the Owner from and against any loss, cost and expense arising from any breach of the *Liquor Control Act 1988*, *Liquor Control Regulations 1989*, *Health (Food Hygiene) Regulations 1993* or the licence or permit or any conditions imposed for which the Owner may be liable as the owner of the Premises.

## **19. Costs**

- (a) The Tenant must pay the Owner's costs of and associated with the preparation of this Deed and any other documentation, which costs are \$11,094.95 (including GST), by no later than 31 March 2022.
- (b) The Tenant must pay its own costs in connection with the preparation, negotiation and execution of this Deed.
- (c) The Tenant must pay the duty (if any) payable in relation to this Deed.

## **20. General Provisions**

### **20.1 Notices**

A notice, consent, approval, demand or other communication to be given or made under this Deed must be made or given in accordance with the notice provisions contained within the Lease.

### **20.2 Not used**

### **20.3 Jurisdiction**

- (a) This Deed is governed by, and to be interpreted in accordance with, the Laws of the State and where applicable the Laws of the Commonwealth of Australia.
- (b) Each Party irrevocably and unconditionally submits to the non-exclusive jurisdiction of the Courts of the State and Commonwealth (where applicable) and the Courts of Appeal from them.

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- (c) Each Party waives any right it has to object to an action being brought in those Courts including by claiming that the action has been brought in an inconvenient forum if those Courts do not have jurisdiction.

#### **20.4 Severance**

- (a) If a part of this Deed is invalid, illegal or unenforceable, then to the extent of the invalidity, illegality or unenforceability, that part must be severed and ignored in the interpretation of this Deed.
- (b) The remaining parts of this Deed remain in full force and effect.

#### **20.5 Entire Agreement**

The Parties acknowledge and agree that:

- (a) the terms and conditions set out in this Deed:
- (i) contain the entire agreement as concluded between the Parties with respect to the use of the Premises for the playing of Games during the Variation Term; and
  - (ii) supersede any negotiations or discussions prior to the execution of this Deed; and
- (b) the Tenant has not been induced to enter into this Deed by any or any alleged statement, representation, warranty or condition verbal or written made by or on behalf of the Owner and or the Owner's agents or consultants which is not contained in this Deed.

#### **20.6 Supervening Laws**

Any present or future Laws which operate to vary the obligations of a Party in connection with this Deed with the result that another Party's rights, powers or remedies are adversely affected (including, by way of delay or postponement) are excluded except to the extent that their exclusion is prohibited or rendered ineffective by Law.

#### **20.7 Counterparts**

- (a) The Parties may execute this Deed in any number of counterparts, which taken together constitute one instrument.
- (b) The Parties may exchange counterparts by scanning the entire duly executed counterpart and emailing it to the other Party.

#### **21. Construction**

No rule of construction applies to the disadvantage of a Party because that Party was responsible for the preparation of, or seeks to rely on, this Deed or any part of it.



## 22. Default

- (a) If a Default Event occurs, the Owner may immediately terminate this Deed by notice to the Tenant, but without prejudice to any other remedy available to the Owner
- (b) On termination of this Deed:
  - (i) the Owner is entitled to recover from the Tenant all loss, damage, reasonable costs and expenses incurred or suffered by the Owner in connection with the Default Event and termination, subject always to the Owner taking reasonable steps to mitigate its loss;
  - (ii) the rights granted under by this Deed to permit the playing of Games will immediately cease to apply; and
  - (iii) this Deed will immediately cease to have effect except for or in relation to:
    - A. any right or remedy of the Owner which has accrued prior to the termination; and
    - B. to the extent necessary, to enable the Owner to exercise its rights under this Deed.
- (c) If a Default Event occurs, the Tenant is to indemnify the Owner against any loss, liability, reasonable costs or expenses incurred or suffered by the Owner arising from or in connection with the Default Event.
- (d) For the avoidance of doubt, if a Default Event occurs in relation to the Tenant's obligations under this Deed, and the Owner terminates this Deed by notice to the Tenant in accordance with clause 22(a), then subject to the Owner's rights under the Lease, such termination shall not have the effect of terminating the Lease.

## 23. Definitions and interpretation

### 23.1 Definitions

In this Deed:

**AFL Pre-Season** means the AFL pre-season fixture competition, currently called the AFL Marsh Community Series.

**AFLW** means Australian Football League Women's.

**Crowd Management Plan** means the management plan prepared by the Tenant in respect of the Premises, a copy of which is annexed marked Annexure B.

**Deed** means this Deed and any schedules and annexures to it.

**Default Event** occurs if the Tenant does not comply with any of its obligations under this Deed or the Lease and, if a non-compliance can be remedied, the non-

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compliance is not remedied within 21 days after the Owner notifies the Tenant of its non-compliance.

**Effective Date** means the date specified in Item 6.

**End Date** means the date specified in Item 7.

**Game** means a fixtured game or match within the WAFL, AFLW or AFL Pre-Season competitions.

**Item** means an item of the Schedule.

**Lathlain Park Management Plan** means the management plan in respect of the Premises dated 17 July 2017;

**Lease** means the lease and any assignments, variations, extensions or other document described in Item 3.

**Monday and Thursday Game Days Summary** means the document annexed as Annexure A.

**Neighbouring Area** means the catchment area in or adjoining the Premises within 500 metres of any part of Lathlain Park.

**Owner** means the person described in Item 1.

**Party** and **Parties** means a party or parties to this Deed.

**Premises** means the premises specified in Item 4.

**Rent** means the rent from time to time payable under the Lease.

**Schedule** means the reference schedule to this Deed.

**State** means the State of Western Australia.

**Tenant** means the person described in Item 2.

**Traffic Management Plan** means the traffic management plan prepared by the Tenant in respect of the Premises dated 7 February 2021, a copy of which is annexed as Annexure C.

**Transport Impact Assessment** means the transport impact assessment report in respect of the Premises dated 15 October 2021, a copy of which is annexed as Annexure D.

**Travel Plan** means the competitive games travel plan in respect of the Premises dated 12 August 2021, a copy of which is annexed as Annexure E.

**Variation Term** means the term described in Item 5.

**WAFL** means Western Australian Football League.

**WAPC** means the Western Australian Planning Commission.

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**2020 DA** means the approval issued by the WAPC (Reference 32-50045-7) dated 22 December 2020, a copy of which is annexed as Annexure F.

**2020 DA Condition** means the conditions of the 2020 DA.

**23.2 Interpretation**

- (a) A word defined in the Lease and used in this Deed has the same meaning in this Deed as in the Lease.
- (b) The interpretation provisions contained within the Lease apply in this Deed as if the provisions were restated in full within this Deed with each reference to the Lease within the interpretation clause being treated as a reference to this Deed.
- (c) Clause 1.5 and 1.6 of the Lease are incorporated and apply to this Deed as if restated in full within this Deed and with each reference to the Lease being treated as a reference to this Deed.

**EXECUTED** by the Parties as a deed.



Executed by  
**Indian Pacific Limited**  
ACN 009 178 894  
pursuant to Section 127  
of the Corporations Act



Director

TREVOR NISBETT

Full Name (please print)



Director/Secretary

RICHARD GOOFREY

Full Name (please print)

Dated this 2 day of FEBRUARY 20 22.

The common seal of the **Town of Victoria Park**  
was hereunto affixed by authority of  
a resolution of the Council  
in the presence of:



Signature of Mayor

KAREN ANN VERNON

Full Name (please print)



Signature of Chief Executive Officer

ANTHONY JOHN VUETA

Full Name (please print)

Dated this day of FEBRUARY 20 22.



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**Annexure A**

**West Coast Eagles Monday and Thursday Game Days Summary**



**PROPOSED WCE MONDAY AND THURSDAY GAME DAYS SUMMARY**  
**27 October 2021**

The following defined terms and acronyms are referred to in this Game Days Summary:

AFL	Australian Football League
AFLW	Australian Football League Women's
DA	Development Approval
FFC	Fremantle Football Club
MRP	Mineral Resources Park
PFC	Perth Football Club
Town	Town of Victoria Park
WAFL	Western Australian Football League
WAPC	Western Australian Planning Commission
WCE	West Coast Eagles

**Trigger:**

Any impact to the AFLW season caused by a COVID-19 event (either in WA or the Eastern States) that creates the requirement for the AFL to establish a hub in Perth.

**Justification:**

- Due to the changing landscape of scheduling Australian rules football games across the country, the COVID-19 pandemic has required the AFL to become agile in the scheduling of games with some being held on non-traditional days of the week due to games being cancelled then rescheduled at short notice to allow for the competitions full season's to be completed.
- When State Governments have imposed restrictions limiting travel of interstate teams the AFL has implemented hub scenarios to remove the requirement of teams travelling across the country.
- A hub for AFL men's and AFLW games is defined as the congregation of multiple teams in the same location due to the inability to play games in their home city from COVID-19 enforced lockdowns or border restrictions limiting free travel between states.
- Hubs have been implemented by the AFL in 2020 and 2021 to ensure the men's seasons were not cancelled. A compressed fixture has then been implemented by the AFL in these hubs to accommodate the rescheduled or yet to be played matches so that all games required in a full seasons fixture are completed.
- The AFL has recently confirmed the 2022 AFLW season commencement date has been delayed to January 2022 due to the ongoing COVID-19 border restrictions.
- The AFL seeks to avoid cancellation of the AFLW season as this would be detrimental to the progress made in the previous seasons completed to date and the ongoing development of female players filtering down to the local and underage competitions in Perth.





- While it is still unknown when border restrictions will be lifted the WCE anticipate the AFL may implement a hub scenario for the 2022 AFLW season to proceed which could be located in Perth.
- If a hub is established in Perth it is expected the AFL will request games be held at Optus Stadium and spread across the WAFL venues. Hub games cannot be held solely at Optus Stadium due to other sporting codes and entertainment events scheduled at this venue during the AFLW season.
- Consideration is sought by Council to include approval of games on both Monday's and Thursday's at MRP to accommodate matches that would be played under the Perth hub scenario. WCE anticipate matches played on a Monday or Thursday would be a rarity.

#### **Criteria Based Assessment:**

All of the following criteria based assessment must be met in order for the AFL to schedule AFLW games to be played on Monday and Thursday:

- ✓ A COVID-19 event has occurred and can be evidenced with reference to a formal acknowledgment published by a State Government Health Department.
- ✓ AFLW season has been impacted due to a COVID-19 event.
- ✓ Number of games for the current calendar year have not exceeded 45 game days.
- ✓ Number of AFL 'pre-season' games for the current calendar year have not exceeded 3 game days.
- ✓ Transport Impact Assessment, Parking and Traffic Management Plan and Travel Plan have been implemented.
- ✓ Acoustic report with relevant environmental requirements has been implemented.
- ✓ Community impact mitigation measures have been implemented.
- ✓ Two week notice period provided.
- ✓ Spectator numbers limited to no more than 6,500 or 3,500 if outside the 3 year DA approval period.
- ✓ No pre-existing unremedied breach or default.

#### **Additional Conditions:**

In addition to the terms and conditions contained within the Terms Sheet, WCE must adhere to the following conditions:

- WCE will comply with all COVID-19 directions issued by the Australian Federal Government and Western Australian State Government.
- WCE will not schedule games with crowds should COVID-19 restrictions be imposed in Western Australia.
- AFLW hub matches on a Monday or Thursday would not include a derby match between WCE and FFC.
- If PFC training sessions were required to be rescheduled to accommodate a hub match on Monday or Thursday WCE will reallocate PFC access to Oval 1 on that day and/or provide additional access to Oval 1 on an alternative day.
- Hub games played on Monday or Thursday are to comply with the 2020 Development approval conditions which WCE and PFC adhere to for playing of games at MRP.



- WCE will implement appropriate stakeholder engagement and provide two weeks' notice to the Town and residents within the immediate MRP catchment area, should a game need to be played on Monday or Thursday.
- Hub matches will be managed as per a normal match in accordance with the approved Management Plans and conditions referenced within the Terms Sheet.
- Night games may be played in accordance with the terms of clause 9 of the Terms Sheet save and except that the first bullet point of clause 9 shall be amended to read as follows:

"Maximum of 10 games played under lights per calendar year with a minimum period between night games of 2 days".

### **Reference Documents**

WAPC Approval Letter – 22 December 2020

Reference: 32-50045-7

Mineral Resources Park Transport Impact Assessment – 10 March 2021

Reference: W202980

Mineral Resources Park Travel Plan – 17 February 2021

Reference: W202980

Lathlain Park Management Plan – 17 July 2017

Reference: 851/02/32/0005PV

Acoustic Report: Noise Management Plan – March 2021

Reference: 27229-3-21058

Mineral Resources Park - Crowd Management Plan

Provided to the Town of Victoria Park 14 October 2021

WCE Parking Management Plan – 22 September 2021

Reference: 301401169

WCE Traffic Management Plan – 7 February 2020

Reference: TMP No 9420

Proposed WCE Terms Sheet Summary – 13 October 2021



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**Annexure B**  
**Crowd Management Plan**

**MINERAL RESOURCES PARK**

**CROWD MANAGMENT PLAN**

## **INTRODUCTION**

The purpose of this Crowd Management Plan (CMP) is to identify crowd management requirements for Australian Rules Football matches to be held at Mineral Resources Park (MRP). The focus of the CMP is the management of the crowd associated with the event, specifically the safe ingress to and egress from the venue, and the movement of the crowd to the designated viewing areas within the venue.

By establishing this plan, the West Coast Eagles (WCE) have taken steps to identify and mitigate all foreseeable hazards before, during and after any Australian Rules Football matches held at MRP. Matches are primarily to be held on Saturday's and Sunday's over the course of the calendar year with the maximum capacity being 6,500 attendees per match.

## **EVENT AREA**

MRP is located within the suburb of Lathlain with Appendix 1 showing the venue location in the context of the surrounding streets with the two main entry gates located on Goddard Street (Gate 1) and McCartney Crescent (Gate 2). MRP is located 500 metres from Victoria Park train station with a direct walking route via Bishopsgate Street to the venue arriving at Gate 1.

## **TRAFFIC MANAGEMENT & ROAD CLOSURES**

If a match is expected to attract a large crowd approval will be sought from the Town of Victoria Park and Kensington Police Station to close a portion of Goddard Street, between Bishopsgate Street and Staines Street, in both directions to assist with the ingress and egress of the crowd to MRP through Gate 1, the main entry point to the venue.

Carrington's Traffic Services were commissioned to prepare, and implement when required, a Traffic Management Plan (TMP) when this portion of Goddard Street is sought to be closed for a match where a large crowd is expected to manage the potential hazards associated with the surrounding traffic environment before, during and after the event. The TMP has been submitted to and approved by the Town of Victoria Park.

The objectives of the TMP 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 is not unduly impacted and the disruption and inconvenience to all road users are minimised for the duration of the event; and
- Impacts on users of the road reserve and adjacent properties and facilities are minimised.

If a road closure application is approved advanced notification signage will be installed one week prior advising of the event and the Goddard Street road closure. On the day of the event road side signage will be installed advising of the road closure, detour directions, speed limit and the



event being in progress. Appendix 2-4 outline the road closures and associated signage, advanced notification signage and detour route.

### **EVENT TRANSPORT**

Victoria Park Station is a stop on both the Armadale and Thornlie train lines and is located approximately 500 metres from MRP. Victoria Park Station is equipped with lifts from the station platform linking to ramps assisting those attendees with disabilities gain access to Rutland Avenue. Upon exiting the station MRP is accessed via direct route from Rutland Avenue which leads into Bishopsgate Street.

MRP is also in close proximity to five bus routes providing additional public transport alternatives for attendees. These bus routes are summarized in the below table and aerial included from Appendix 5.

<b>Bus Route No</b>	<b>Start Location</b>	<b>End Location</b>	<b>Nearest Street on Bus Route to Mineral Resources Park</b>	<b>Distance to Mineral Resources Park (approx)</b>
38	Elizabeth Quay Bus Station	Cloverdale	Archer Street	500 metres
39	Elizabeth Quay Bus Station	Redcliffe	Howick Street	105 metres
284	Belmont Forum	Curtin University Bus Station	Archer St	500 metres
288	Elizabeth Quay Bus Station	Kalamunda Bus Station	Archer St	500 metres
298	Elizabeth Quay Bus Station	Kalamunda	Archer St	500 metres

All promotional material for matches played at MRP will include messaging to encourage the use of public transport by attendees.

### **VENUE FACILITIES**

The existing facilities within MRP will be utilised during the event with additional infrastructure to be brought in to meet the additional use requirements if a large crowd is expected.

The additional infrastructure, if required to be brought to MRP, may include portable toilets, food vans and pop-up bars which will be positioned around the perimeter of the venue to meet anticipated attendees demand from the respective viewing areas (refer Appendix 6 Indicative Venue Layout Plan for a Large Crowd).

Any food or beverage outlet at the event expected to have a high demand from attendees will have crowd control barriers set-up to manage the queueing of attendees away from circulation routes.

#### **ACCESS CONTROL, SECURITY & WA POLICE**

Attendees to matches will be required to purchase tickets to matches at the MRP Gates or if a large crowd is expected through a nominated ticketing agent prior to ensure the 6,500 capacity is not exceeded.

Attendees will present purchased tickets to the ticketing agent personnel at the Gates to gain entry with security personnel to also be positioned at each Gate to inspect attendee's baggage.

NPB Security is already the appointed security company for the venue and will provide this service for matches at MRP. NPB Security also provides these services for matches held at Optus Stadium and therefore has the required experience for managing crowds at Australia Rules Football matches.

Security personnel will be positioned at the entry to all clearly defined liquor licensed areas within the venue to inspect the personal identification of those attendees seeking to purchase alcohol for consumption to ensure they are of legal age. Consumption of alcohol is restricted within the designated areas. Security personnel will also be distributed around the venue roaming the designated viewing areas.

WA Police will also be offered the opportunity to attend matches at MRP, particularly if a large crowd is expected. The Senior Officer will be extended the option of being positioned in the match central event control center with the Lead Crowd Control Manager and remaining officers to roam the venue and surrounding streets.

#### **GATE ENTRIES**

MRP Gates are located at three locations around the perimeter of the venue to assist with managing the flow of attendees to the various designated viewing areas. With the three Gates evenly located around MRP it is expected the event load will be evenly distributed between each Gate (see Appendix 7).

Where a large crowd is expected temporary crowd control barriers will be installed at each Gate to assist the checking of attendees purchased tickets and security's inspection of baggage on entry.

#### **INGRESS, CIRCULATION & EGRESS ROUTES**

The ingress and egress routes to and from the venue and circulation within is based on the location of the Gates as shown in Appendix 7.

The ingress routes will distribute the crowd load around the venue via the circulation shown in Appendix 8.



Attendees egressing the venue will be directed to the nearest Gate at the conclusion of the event as shown in Appendix 9. An additional egress point will be provided for egress on the south-eastern and northern boundary of the venue with signage to be installed advising of the exit locations.

#### **AMBULANCE & FIRST AID POST**

A first aid post and/or ambulance will be positioned in the north-west section of MRP near the Gate 1 entrance for all matches.

If the expected crowd attendance is closer to the venue capacity the ambulance will be positioned on the south-eastern side of the oval for exit through the WCE car park (refer Appendix 6).

#### **VENUE MANAGEMENT**

For Australian Rules Football matches played at MRP the WCE, as Venue Manager, will work collaboratively with the Perth Football Club, WA Football Commission (WAFC) and any other stakeholders as required to ensure all parties are aware of the match particulars and to allow each party sufficient time to plan accordingly.

WA Football League matches are overseen by the WAFC which are the majority of matches to be played at MRP.

#### **RISK MANAGEMENT PLAN**

A Risk Management Plan has been developed for Australian Rules Football matches to be played at MRP which is to be updated for each match to ensure the contact details of the relevant parties are current and correct. For the purpose of this CMP the RMP found at Appendix 10 doesn't include the names of specific people and instead shows the position for those who will be implementing the RMP on a particular match.

#### **EMERGENCY EVACUATION PLAN**

An Emergency Evacuation Plan (EEP) has been developed for Australian Rules Football matches to be played at MRP which is to be updated for each match to ensure the contact details of the relevant parties are current and correct. Instructions to attendees will be issued via the venue public address system and, if required, through portable mega phones. For the purpose of this CMP, and in the same manner as the RMP, the EEP found at Appendix 11 doesn't include the names of specific people and instead shows the position for those who will be implementing the RMP on a particular match.



Appendix 1 – Event Location





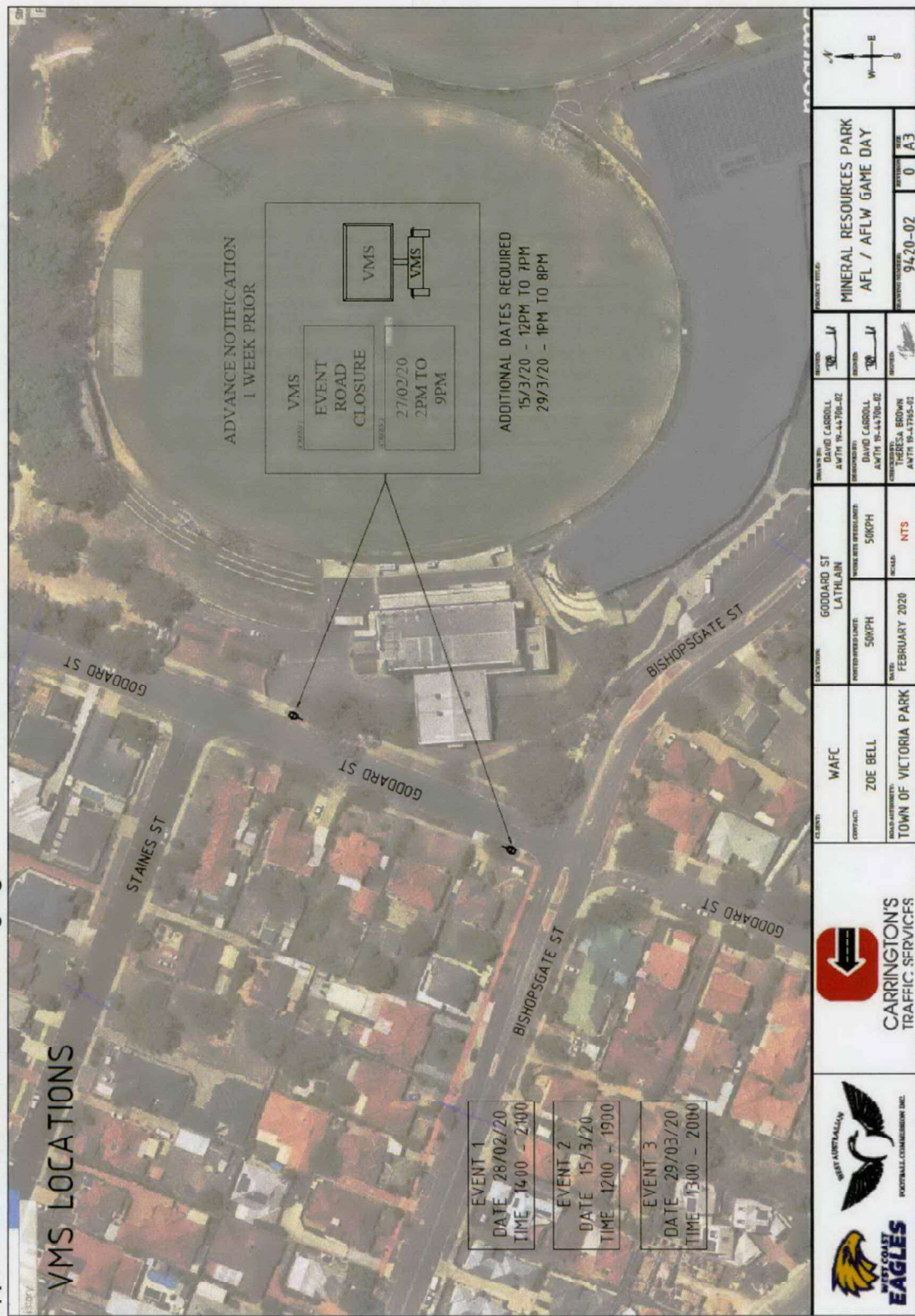
Appendix 2 - Road Closure Plan



CARRINGTON'S  
TRAFFIC SERVICES

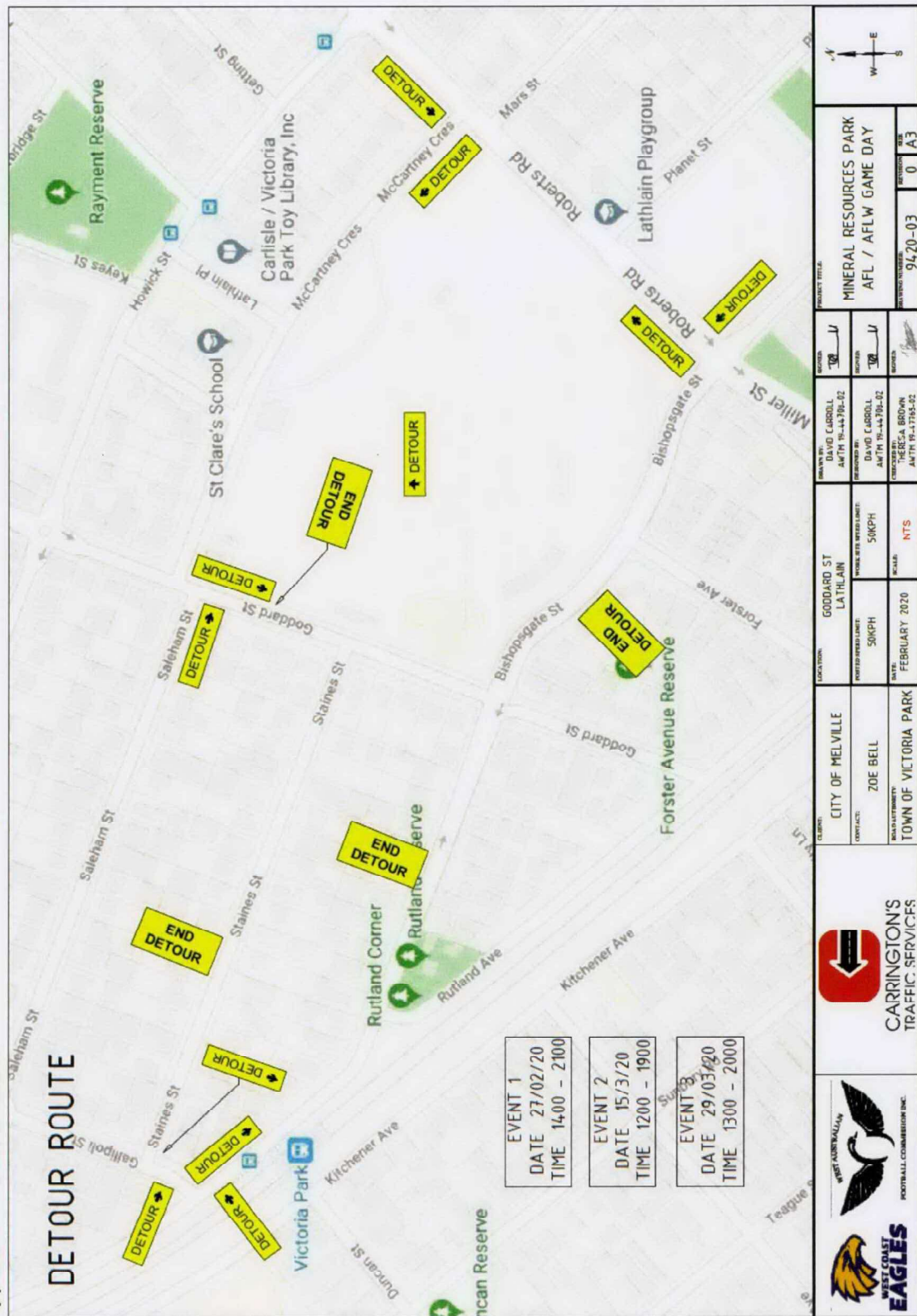


WEST COAST  
EAGLES





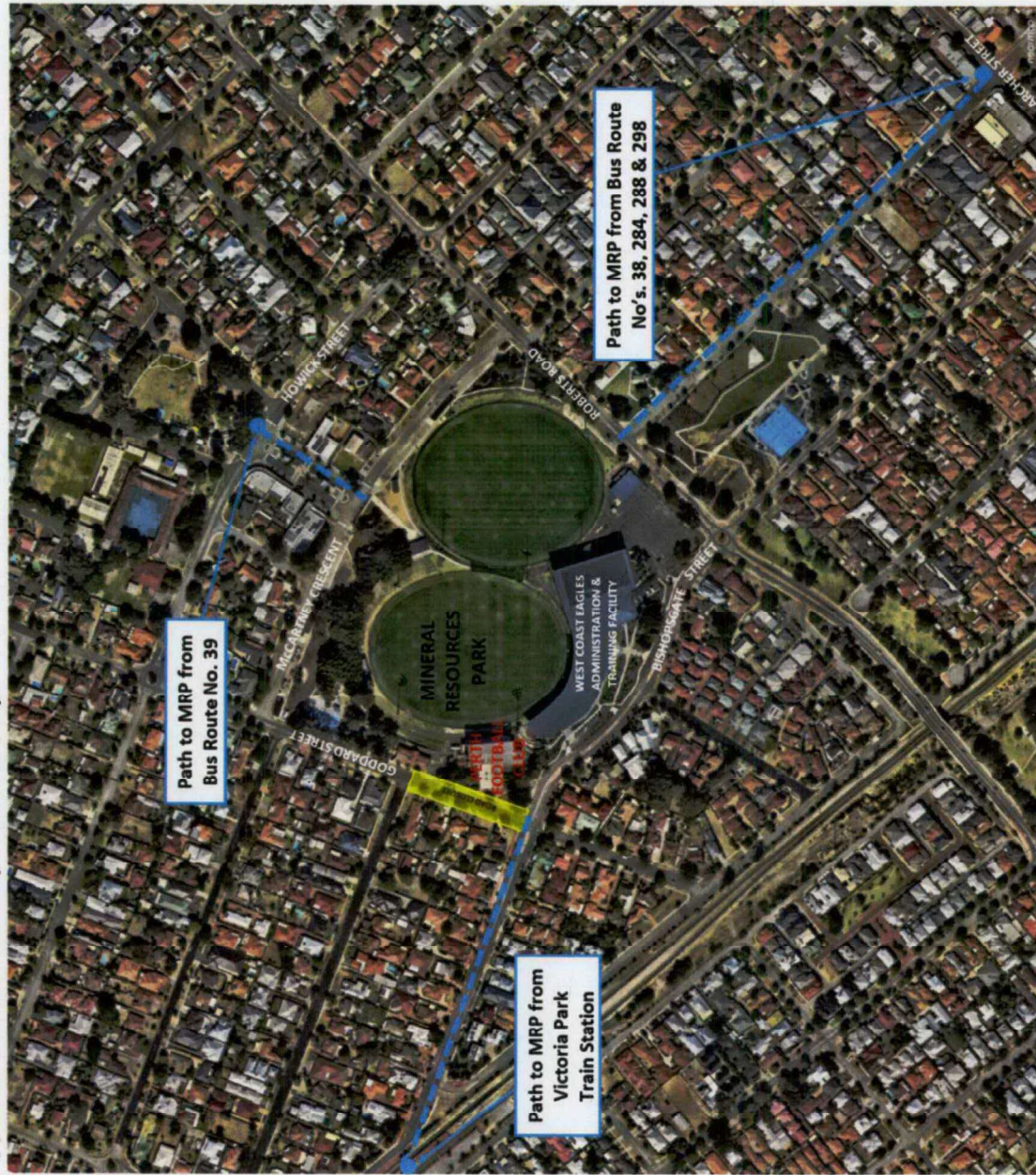
Appendix 4 - Detour Route



 WEST COAST EAGLES FOOTBALL COMMISSION INC	 CARRINGTON'S TRAFFIC SERVICES	<b>CITY OF MELVILLE</b> CONTACT: ZOE BELL DEVELOPMENT TOWN OF VICTORIA PARK	<b>LOCATION</b> GODDARD ST LATHLAIN PORTED PERMIT LIMIT: 50KPH TOTAL SET BACK LIMIT: 50KPH DATE: FEBRUARY 2020 SCALE: NTS	<b>DESIGNED BY</b> DAVID CARROLL AMTH 19-44795-02 <b>DESIGNED BY</b> DAVID CARROLL AMTH 19-44795-02 <b>DESIGNED BY</b> DAVID CARROLL AMTH 19-44795-02	<b>REVISIONS</b> REVISED BY: [Signature] REVISED BY: [Signature] REVISED BY: [Signature]	<b>PROJECT TITLE</b> MINERAL RESOURCES PARK AFL / AFLW GAME DAY	<b>DATE</b> 9420-03 <b>REVISED</b> 0 <b>REVISED</b> A3
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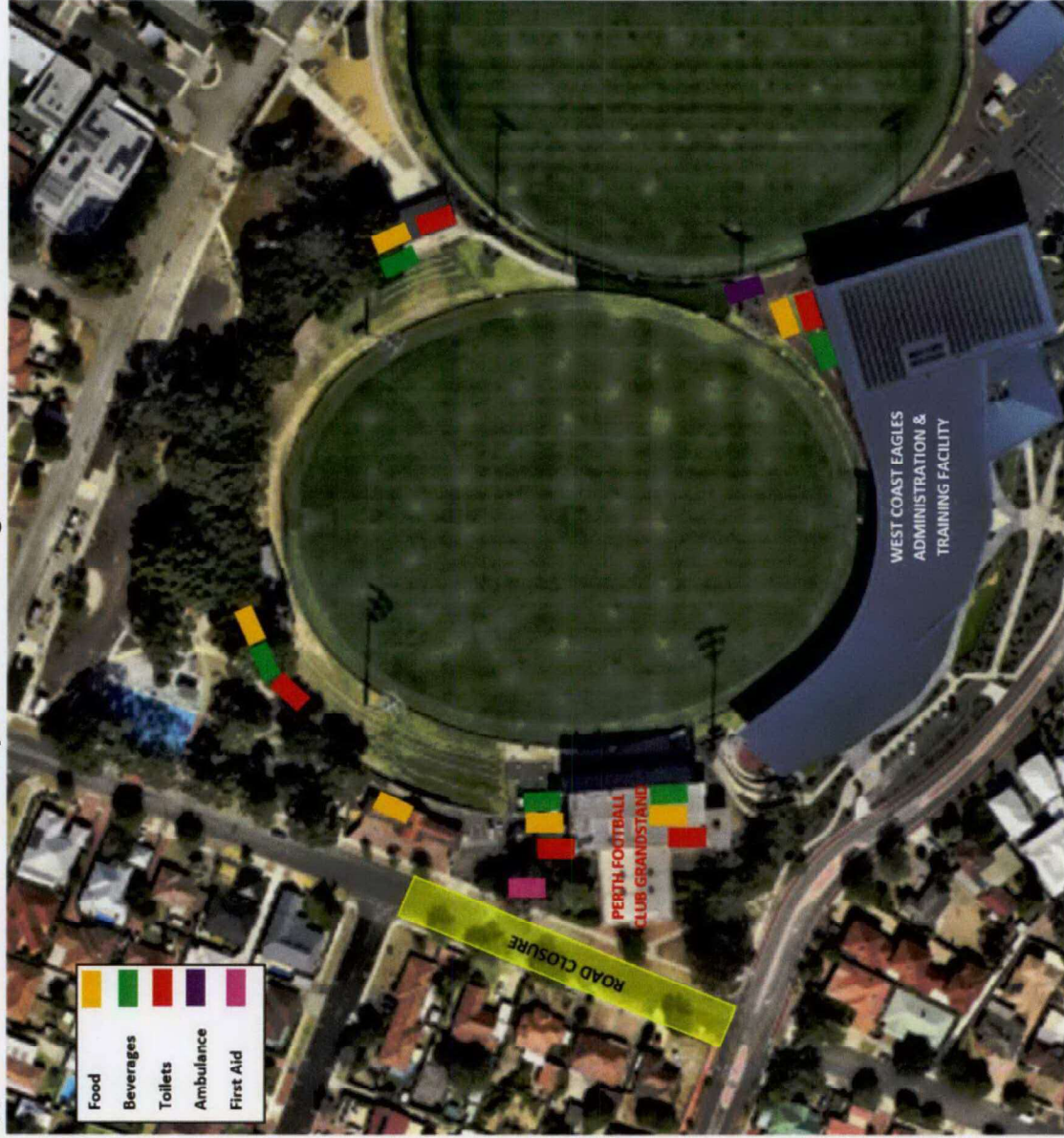


Appendix 5 – Public Transport Route Stops





Appendix 6 – Indicative Venue Layout Plan for a Large Crowd





Appendix 7 – Venue Gate Locations



Appendix 8 – Ingress & Circulation Routes





Appendix 9 – Egress Routes





# **RISK MANAGEMENT PLAN**

## **Mineral Resource Park 2020**

This plan is based upon  
AS/NZS AS/NZS ISO 31000:2009: Risk Management - Principles & Guidelines

## Event Summary

<b>Event Description</b>	Australian Rules Football matches
<b>Event Dates</b>	Matches are primarily to be held on Saturday's and Sunday's over the course of the calendar year.
<b>Number Of Expected Attendees</b>	Maximum number of attendees is as per the Ground Capacity of 6,500.
<b>Event Venue</b>	Mineral Resources Park 42 Bishopsgate Street LATHLAIN WA 6100
<b>Key Responsible Parties</b>	WA Football Commission West Coast Eagles Perth Football Club



### Emergency Contact List

Name	Organisation	Contact Number(s)
<b>Event Management</b>		
Match Manager	WA Football Commission (WAFC)	
Functions & Facilities Manager	Perth Football Club (PFC)	
Club Operations Manager	West Coast Eagles (WCE)	
Ranger	Town of Vic Park	
<b>Security &amp; Emergency Services</b>		
Sergeant	WA Police – Kensington Police Station	
District Manager	DFES	
First Aid Post	St John's Ambulance	
Ambulance	Ambulance	
Fire & Rescue Service	Fire & Rescue Service	
State Emergency Services	State Emergency Services	
Head Security Manager	NPB Security	
<b>Infrastructure Services</b>		
Electrical Contractor	Electrician	
Plumbing Contractor	Plumber	
Cleaning Contractor	Venue Cleaner	
Alinta Gas	Alinta Gas	13 13 52
Western Power	Western Power	1800 622 008
Water Corporation	Water Corporation	13 13 85
Main Roads	Main Roads	9428 2222

## Introduction

This Risk Management Plan is prepared to address the risks involved in conducting Australian Rules Football matches at Mineral Resources Park.

Risks have been identified and treated using AS/NZS 4360:2009 as a guideline.

## Definitions

### Risk

The chance of something happening that will have an impact on objectives.

### Risk Assessment

The overall process of risk identification, risk analysis and risk evaluation.

### Risk Management

The culture, processes, and structures that are directed towards realizing potential opportunities, whilst managing adverse effects.

## 1.2 Process

This plan documents the process whereby RISKS are:

- **IDENTIFIED** What, why and how risks arise as a basis for further analysis
- **ANALYSED** In terms of likelihood and consequence, to determine a level of risk
- **TREATED** Through preventative and/or response measures
- **MONITORED** Establish a system to monitor and review the performance of the process and changes which might affect it

## 1.3 Aims

The aims of this Risk Management Plan are to:

- Ensure that the game is conducted in a safe manner.
- Ensure regulatory compliance.
- Maintain a high level of customer service and customer satisfaction.
- Ensure high quality events delivered in line with operational plans.
- Maintain effective working relationships with stakeholders.
- Ensure Risk Management considerations are well integrated with event operations.



## **1.4 Risk Responses**

Most risks will have more than one response. However, one or two key responses can usually be identified as the basis of the appropriate treatment. Possible responses used in this Risk Management Plan are:

### **1.4.1 Prevent**

Take action so the risk is eliminated.

### **1.4.2 Reduce**

Actions taken to reduce the likelihood, negative consequences or both, associated with a risk.

### **1.4.3 Treat**

Actions planned and organised to come into force as and when the risk occurs.

### **1.4.4 Transfer**

Pass the risk onto a third party.

### **1.4.5 Accept**

Tolerate the existence of the risk and accept possible consequences if it cannot be reasonably mitigated.

## Analysing Potential Risk

Each Risk is assessed against potential consequence / impact, if it did indeed occur. Levels are assigned on the basis of the main impact of the risk. For example:

*If the main impact of the risk is financial, the level should be assigned based on the Financial Impact column.*

If there are multiple key impacts associated with the risk, then the highest level is assigned. For example:

*If a given risk has a minor operational impact, a minor financial impact, but a moderate OHS impact, it would be rated moderate.*

**Table 1: Consequence Matrix**

CONSEQUENCE DEFINITIONS					
Consequence	Image and Reputation	HSE	Patron Health and Wellbeing	Financial Impact	Operational Impact
<b>Minor</b>	Small customer impact. Managed internally	First aid injury, minor environmental impact, negligible short-term illness	On site first aid treatment, patron continues to enjoy event.	<\$1,000	Operational problem not interrupting delivery.
<b>Moderate</b>	Little media concern. Strong client dissatisfaction.	Medically treated injury, moderate environmental impact, medically treatable short-term illness	Reversible injury or illness requiring first aid treatment, disrupting patron enjoyment of event.	<\$20,000	Non-achievement minor objectives.
<b>Serious</b>	Local media attention. Some embarrassment to venue.	Restricted duties injury, serious environmental impact, long term treatable illness	Any injury or illness requiring hospital treatment or more than 5 days off.	<\$100,000	Non-achievement medium objectives.
<b>Major</b>	National media attention. Major embarrassment to venue.	Lost time injury, major environmental impact, permanent restrictive illness	Irreversible effects / permanent disability caused.	<\$200,000	Non-achievement key objectives.
<b>Catastrophic</b>	One-off international media attention.	Fatalities/permanent disabilities, catastrophic environmental impact, fatal illness (including multiple)	Fatality or significant irreversible effects too many people.	>\$200,000	Non-achievement major objectives.

**Table 2: Likelihood Matrix**



The likelihood of the risk occurring is assessed against the following table:

LIKELIHOOD DEFINITIONS		
Likelihood	More Detail	As a guide
Almost certain	Is expected to occur in most circumstances	More than once per event
Likely	The event will probably occur at least once	Probably once per event
Possible	The event might occur at some time	At least once in three events.
Unlikely	The event is not expected to occur but could occur at some time	At least once in ten events
Rare	The event may occur only in exceptional circumstances	Less than once ten events.

The level of risk is then calculated using the following table in conjunction with the consequence and likelihood assigned.

**Table 3: Risk Matrix**

Consequence						
Likelihood		1 Insignificant	2 Minor	3 Moderate	4 Major	5 Catastrophic
	A Almost Certain	High	High	Extreme	Extreme	Extreme
	B Likely	Medium	High	High	Extreme	Extreme
	C Possible	Low	Medium	High	Extreme	Extreme
	D Unlikely	Low	Low	Medium	High	Extreme
	E Rare	Low	Low	Low	High	High

## Risk Register

	Event, Incident or Occurrence	PRE-TREATMENT			Risk Treatment Type	Notes on Treatment Principles	POST TREATMENT			Risk Owner
		Likelihood A TO E	Consequence 1 TO 5	Risk "Score"			Likelihood A TO E	Consequence 1 TO 5	Risk "Score"	
1.	Incorrect staff rosters	B	2	High	Prevent	Roster, check roster, staff accept shifts	E	4	Medium	WAFC / WCE / PFC
2.	Inadequate security provision	D	4	High	Prevent	Reputable contractors, book numbers in advance, check roster to ensure adequate numbers, clear communication with service providers	E	4	Medium	WAFC / WCE / PFC
3.	Inadequate first aid	E	4	High	Prevent	Use reputable providers, book numbers in advance, check roster to ensure adequate numbers, clear communication with service providers	E	4	Medium	WAFC / WCE / PFC
4.	Communication Failure	B	2	High	Reduce	Check channels in advance, ensure radios are charged, carry spare units, ensure mobile phone back-up	C	2	Medium	WAFC / WCE / PFC
5.	Non-compliance with AFL standards (Facilities)	D	4	High	Prevent / Reduce	Inspect premises and determine additional requirements to meet standards. Organise requirements in advance	E	2	Low	WAFC
6.	Non-compliance with AFL standards (Turf)	D	4	High	Prevent	Inspect premises and determine additional requirements. Organise requirements in advance	E	3	Medium	WAFC / WCE
7.	Fire	D	5	Extreme	Reduce / Treat	Clear exits, compliant equipment, first aid on site, Emergency Management Plan	E	4	High	All
8.	Bomb Threat	C	4	Extreme	Treat	Bag Checks, security in venue, security inspected pre event, Emergency Management Plan	C	4	Extreme	WAFC



	Event, Incident or Occurrence	PRE-TREATMENT				Risk Treatment Type	Notes on Treatment Principles	POST TREATMENT			
		Likelihood A TO E	Consequence 1 TO 5	Risk "Score"				Likelihood A TO E	Consequence 1 TO 5	Risk "Score"	Risk Owner
9.	Explosion	E	5	High		Treat	Bag Checks, security in venue, security inspected pre event, Emergency Management Plan	E	5	High	WAFC
10.	Structure collapse	E	5	High		Reduce / Treat	Structures built to standards and inspected as per regulation. Emergency Management Plan. Temp structures approved	E	4	High	WAFC
11.	Gas leak	E	5	High		Reduce / Treat	Licensed plumber on standby, Emergency Management Plan	E	3	Low	WAFC / WCE
12.	Civil Disorder	D	5	Extreme		Reduce / Treat	Police involved in planning, police attend event, security on site for event, effect management of licence	E	4	High	WAFC / WCE / NPB Security
13.	Crowd Surge	D	4	High		Reduce / Treat	Trained security, clear exits, numbers at venue in line with approvals, strategic deployment of staff	E	4	High	WAFC / NPB Security
14.	Customer Accident / illness	B	2	High		Reduce / Treat	Practices compliant with OHS, venue maintained in good condition, First aid on site	B	2	High	WAFC / WCE
		D	4	High				E	4	High	
15.	Disorderly Crowd	C	2	Medium		Treat	Security on site, queuing infrastructure, adherence to licence	C	1	Low	All
16.	Cash in Transit	D	3	Medium		Prevent	Security on site, cash stored in secure location, minimise cash requirements	C	1	Low	WAFC
17.	Lost Child	C	3	High		Reduce / treat	Security on site, first aid on site, communications system to relay information, police supporting event	C	2	Medium	WAFC / WCE
18.	Fence jumpers - arena	C	3	High		Prevent	Security on field of play, police support	E	3	Low	WAFC / NPB Security
19.	Intoxicated persons	A	2	High		Reduce / Treat	Comply with liquor licensing requirements, security on all outlets, security within the venue, first aid within the venue	A	1	High	NPB Security / WCE / WAFC

	Event, Incident or Occurrence	PRE-TREATMENT			Risk Treatment Type	Notes on Treatment Principles	POST TREATMENT			Risk Owner
		Likelihood A TO E	Consequence 1 TO 5	Risk "Score"			Likelihood A TO E	Consequence 1 TO 5	Risk "Score"	
20.	Dangerous items	A	3	Extreme	Reduce / Treat	Bag checks at the venue, list of prohibited items, first aid within venue, security at venue	A	1	High	All
21.	Player and official ingress / egress	B	4	Extreme	Reduce	Designated parking areas, security in attendance at key locations, designated venue access points	D	3	Medium	WAFC / WCE
22.	Power Failure	D	3	Medium	Prevent / Treat	Preventative maintenance, electrician on standby during match	E	4	High	WAFC / WCE
23.	Plumbing failure	D	3	Medium	Prevent / Treat	Preventative maintenance, plumber on standby during match	E	3	Low	WAFC / WCE
24.	Obstructed walkways	B	3	High	Reduce	Venue set-up enables traffic flow, approved number for event, deployment of security staff, queuing infrastructure where required	D	2	Low	All
25.	Traffic movement	B	4	Extreme	Prevent	Traffic management plan and personnel	C	3	High	WAFC / WCE
26.	PA system breakdown	C	2	Medium	Treat	Suitable system maintenance, alternative communication system (portable mega phone)	D	2	Low	WAFC / WCE
27.	Extreme Heat	B	5	Extreme	Reduce / Treat	Water available, shade available, sunscreen provided, first aid on site	C	3	High	WAFC / WCE
28.	Storm	D	5	Extreme	Accept	First aid on site, Emergency Response Plan, monitor forecast	D	2	Low	WAFC
29.	Natural Disaster	E	5	High	Accept	First aid on site, Emergency Response Plan	D	2	Low	WAFC / WCE
30.	Slips, Trips and falls	C	2	Medium	Reduce	Controls, Inspections, Safe Work Practices, Housekeeping	E	4	High	WAFC / WCE
31.	Power Cables, Leads, Outlets	C	4	Extreme	Reduce	Accredited Tradesmen, Recognised Contractors, implement safety Controls	E	5	High	All





Appendix 11

# EMERGENCY EVACUATION PLAN

Mineral Resources Park



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## Emergency Evacuation Plan – Mineral Resources Park

This Emergency Evacuation Plan is specific to the Mineral Resources Park Main Oval area and is designed to work in conjunction with the Emergency Evacuation Plan for the West Coast Eagles building and the Perth Football Club.

### Aim and Objectives

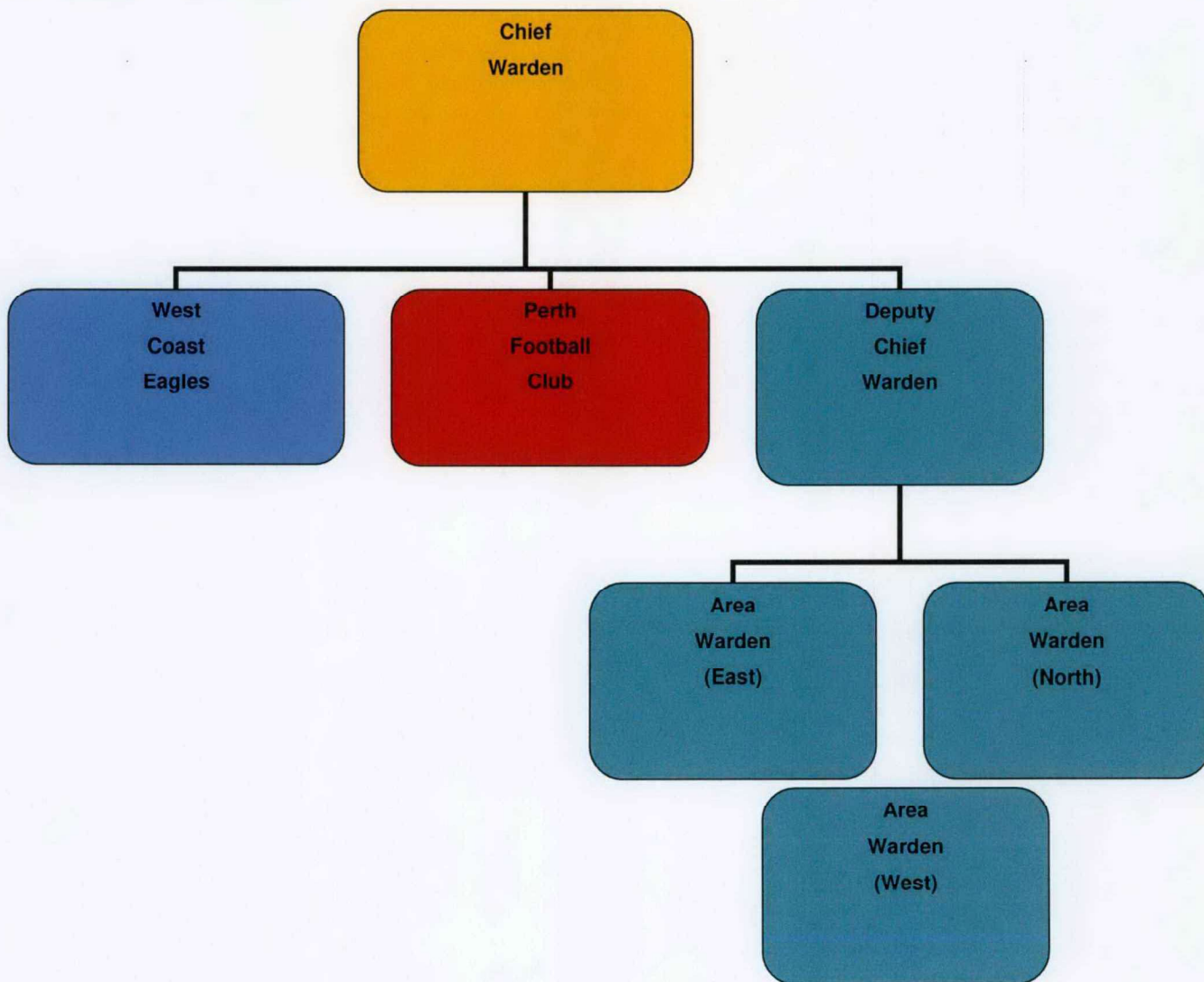
#### Aim

To identify and detail procedures for managing emergency situations during Events and Activities conducted at Mineral Resources Park on the Main Oval area.

#### Objectives

- To respond effectively in the case of an emergency
- To ensure event / activity staff clearly understand their roles and responsibilities in emergency situations
- To prevent or minimise the effects of an emergency at the facility

### Emergency Response Structure





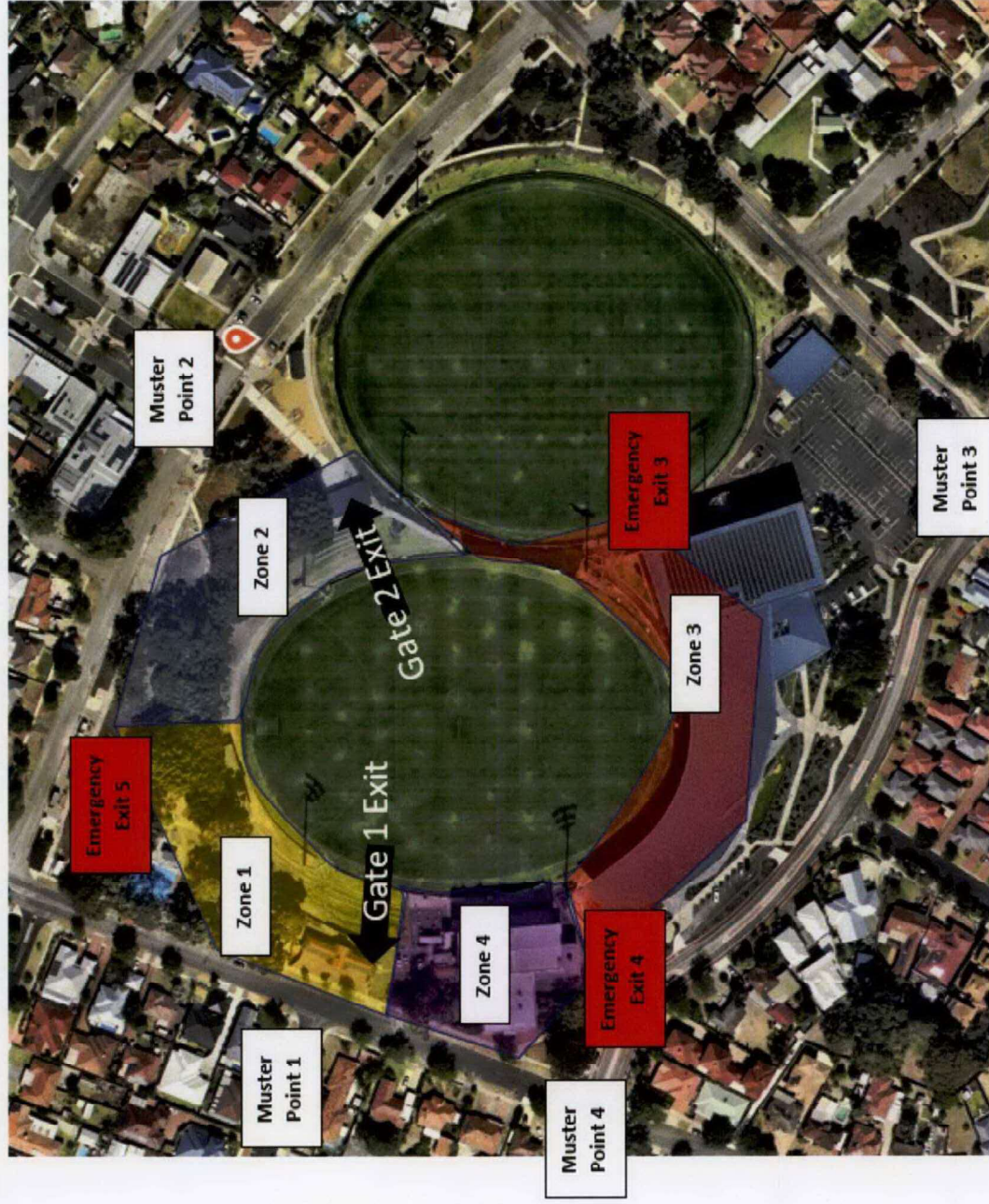
## Emergency Contact List

Name	Organisation	Contact Number(s)
<b>Event Management</b>		
Chief Warden	WAFC	
Deputy Chief Warden	WAFC	
Club Operations Manager	West Coast Eagles	
Functions & Facilities Manager	Perth Football Club	
Area Warden North (Ground Coordinator)	WAFC	
Area Warden East (Ground Coordinator)	WAFC	
Area Warden West (Ground Coordinator)	WAFC	
<b>Security &amp; Emergency Services</b>		
Sergeant	WA Police – Kensington Police Station	
District Manager	FESA	9535 3526
Ranger	Town of Victoria Park	
First Aid Post	St John's Ambulance	9334 6754
	Royal Perth Hospital	9224 2244
	Ambulance	000
	Fire & Rescue Service	000
Canning / South Perth Branch	State Emergency Services	9279 4811
Head Security Manager	NPB Security	
<b>Traffic Management &amp; Parking</b>		
Lead Traffic Officer	Carrington's Traffic Services	

Name	Organisation	Contact Number(s)
<b>Infrastructure Services</b>		
Electrical Contractor	Electrician	
Plumbing Contractor	Plumber	
Cleaning Contractor	Venue Cleaner	0405 663 298
	Alinta Gas	13 13 52
	Western Power	1800 622 008
	Water Corporation	13 13 85
	Main Roads	9428 2222



Emergency Evacuation Site Plan – Mineral Resources Park



## Areas of Responsibility and Key Tasks

### Area Warden (East)

#### Area of Responsibility Evacuation Zone 2

#### Key Tasks

In the case of an emergency in which the venue must be evacuated, the Area Warden – North is responsible for directing all patrons and staff through the nearest exit points to the designated assembly areas.

#### **Gate 2 – Muster Point 2**

Specific Areas to Clear;

- Grass bank
- Public Toilets within gate facility
- Temporary food and beverage facilities

Once Evacuation Zone 2 has been cleared, Area Warden – East is to be stationed at Gate 2 adjacent to Muster Point 2 and;

1. Radio the Event Manager and inform them that the area is clear.
2. Prevent any and all patrons and staff from re-entering the venue.

### Area Warden (North)

#### Area of Responsibility Evacuation Zone 1

#### Key Tasks

In the case of an emergency in which the venue must be evacuated, the Area Warden – North is responsible for directing all patrons and staff through the nearest exit points to the designated assembly areas.

#### **Gate 1 – Muster Point 1**

#### **Emergency Exit 5 – Muster Point 1**

Specific Areas to Clear;

- Portable public toilets
- Temporary food and beverage facilities

Once Evacuation Zone 1 has been cleared, Area Warden – North is to be stationed at Gate 1 adjacent to Muster Point 1 and;

1. Radio the Event Manager and inform them that the area is clear.
2. Prevent any and all patrons and staff from re-entering the venue.



## **Area Warden (West)**

Area of Responsibility  
Evacuation Zone 3

### Key Tasks

In the case of an emergency in which the venue must be evacuated, the Area Warden – West is responsible for directing all patrons and staff through the nearest exit points to the designated assembly areas.

**Emergency Exit 3** – Muster Point 3

**Emergency Exit 4** – Muster Point 4

Specific Areas to Clear;

- Portable public toilets
- Temporary food and beverage facilities
- Change Room facilities

Once Evacuation Zone 3 has been cleared, Area Warden – West is to be stationed at Emergency Exit 3 adjacent to Muster Point 3 and;

3. Radio the Event Manager and inform them that the area is clear.
4. Prevent any and all patrons and staff from re-entering the venue.

### **Note:**

**Evacuation Area Zone 4 is the responsibility of the Perth Fremantle Football Club and managed and controlled in accordance with the Perth Football Club Evacuation Plan. Patrons will be evacuated via Gate 1.**

## Specific Emergency Response Guides

### Fire

#### First on scene

1. Help anyone in immediate danger *if safe to do so*.
2. Raise the alarm by notifying Chief Warden on Event Control Channel
3. If trained to do so attack the fire with appropriate firefighting equipment
4. Shut, but don't lock, doors and windows on the way out
5. Do not use lifts in the vicinity of the fire
6. Evacuate to safe assembly area.

#### Area Warden

1. Remove anyone in danger, *if safe to do so*
2. Alert Chief Warden and tell them:
  - a. Exact location
  - b. Seriousness of fire (contained or out of control?)
3. Begin evacuating the area, closing doors and windows on the way out
4. Report to Chief Warden

#### Fire Warden

1. Report to location of the fire
2. Fight the fire until DFES arrives, *if safe to do so*
3. After DFES arrives, withdraw and assist Wardens.

#### Chief Warden

1. Notify DFES (000).
2. Assign someone to meet DFES on arrival (usually security)
3. Decide whether a full or partial evacuation is required, and which are the best assembly areas (consider wind direction).
4. Instigate evacuation through the Deputy Chief Warden.
5. Consult with Emergency Services and consider whether to shut down gas and/or electricity supply.
6. Gather information on any missing or injured persons for Emergency Services

#### Controlling Agency

DFES

### Bomb threat

#### Person taking phone call

1. If possible attract someone's attention and indicate that you need their help. Have the person contact Event Control immediately and advise of the situation.
  2. Keep the caller talking? DO NOT HANG UP THE PHONE.
  3. Question the caller using the *Bomb Threat Checklist* (Appendix C) – available at Event Control or switchboard.
  4. Listen for background noises speech mannerism, accent etc., which may indicate age, sex and location of caller.
  5. When caller hangs up contact Event Control (from another phone).
- (If the threat is written attempt to preserve it by placing all evidence in a plastic envelope).

#### Chief Warden

1. Do not ignore the threat.
2. Notify WA Police.
3. Based on information available, in consultation with the WA Police assess the situation and decide whether to initiate:
  - White Level Search, and/or
  - Evacuation (Partial or Full), and/or
  - Ban on mobile phones and radios
4. If evacuating communicate appropriate assembly areas

#### Area Wardens

1. If advised by Chief Warden turn off radios and mobile phones
2. Follow directions from Chief Warden
3. Use runners to communicate instructions if radios unavailable.
4. Coordinate White Level Check of area
5. Report to Event Control
6. If evacuating:
  - Direct patrons to take bags and personal belongings if easily assessable
  - If you see a suspicious item report it to the Area Warden/Chief Warden



	<ul style="list-style-type: none"> <li>• Leave doors and windows open on the way out.</li> <li>• Report to the designated assembly area.</li> </ul>
<b>Suspect Package Assessment</b>	<p>If a suspect package is found, staff should not to move the object and should report to Event Control. In assessing whether an object is suspicious, the HOT-UP acronym is useful method of assessment.</p> <p><b>H</b> – is the item <b>hidden</b>?</p> <p><b>O</b> – is the item <b>obviously</b> suspicious?</p> <p><b>T</b> – is the item <b>typical</b> of items usually found in that area?</p> <p><b>U</b> – has there been <b>unauthorised</b> access?</p> <p><b>P</b> – has there been a <b>perimeter</b> breach?</p>
<b>Controlling Agency</b>	WA Police
<b>Suspect Package</b>	
<b>First on scene</b>	<ol style="list-style-type: none"> <li>1. Do not touch item</li> <li>2. Make sure no one else touches it</li> <li>3. Isolate area</li> <li>4. Do not use radio or mobile phone</li> <li>5. Contact Area Warden / Rushton Park Area Manger/ Event Control and inform them you have a Code Purple situation.</li> </ol>
<b>Chief Warden</b>	<ol style="list-style-type: none"> <li>1. Advise security and assess the suspect package based on appearance size and location.</li> <li>2. Notify WA Police is deemed abnormal.</li> <li>3. Instruct everyone to turn off mobile phones, pagers and radios</li> <li>4. Based on information available and your assessment in consultation with WA Police decide whether to instigate evacuation (partial or full)</li> <li>5. If evacuating communicate appropriate assembly areas</li> </ol>
<b>Controlling Agency</b>	WA Police
<b>Civil disorder</b>	
<b>Definition</b>	The venue could be threatened by Civil Disorder resulting from crowd unrest or individual violent acts
<b>First on scene/ Wardens</b>	<ol style="list-style-type: none"> <li>1. Contact Area Warden / Event Control</li> <li>2. Stay calm, if disorder is external, secure doors to the perimeter of the building</li> <li>3. If disorder is internal, redirect patrons away from area and open doors to allow patrons to exit and disburse</li> </ol>
<b>Chief Warden</b>	<ol style="list-style-type: none"> <li>1. Notify security to attend.</li> <li>2. Notify WA Police.</li> <li>3. Restrict access to buildings as required</li> <li>4. Be prepared to confine staff and patrons in secure areas</li> </ol>
<b>Controlling Agency</b>	WA Police
<b>Armed or dangerous intruder</b>	
<b>First on scene/ Wardens</b>	<ol style="list-style-type: none"> <li>1. Stay out of sight of the intruder if you can.</li> <li>2. Do not say or do anything to provoke the intruder. UNDER NO CIRCUMSTANCES PROVOKE OR CONFRONT THE INTRUDER.</li> <li>3. Notify an Area Warden or Security</li> <li>4. Warn others unobtrusively</li> <li>5. Evacuate if instructed to do so. In some circumstances you may be requested to "hold in place" as it may be safer to stay where you are.</li> <li>6. If possible make a note about the intruder's height, weight, age, clothing, tattoos, scars, speech disabilities, accent or any other identifying feature. The <i>Dangerous Intruder Checklist</i> can be found at Event Control.</li> </ol>
<b>Chief Warden</b>	<ol style="list-style-type: none"> <li>1. Notify WA Police</li> </ol>

	<ol style="list-style-type: none"> <li>2. Instruct security to meet Police and direct them to the scene</li> <li>3. Communicate with Police to decide whether to:               <ol style="list-style-type: none"> <li>a. Lock down the area (restricting entry and exit)</li> <li>b. Evacuate (full or partial). If evacuating a suitable assembly area will need to be nominated.</li> <li>c. Instruct people to "hold in place" (stay in safe areas)</li> </ol> </li> <li>4. Nominate people to assist Police as required.</li> </ol>
<b>Hold in Place</b>	<p>This situation may require persons to "hold in place". If this is the case</p> <ul style="list-style-type: none"> <li>• Stay out of sight of the intruder</li> <li>• Secure your area and remain in your area (if safe to do so) until advised by Police.</li> </ul> <p>If possible the Chief Warden should remain in contact with persons holding in place.</p>
<b>Controlling Agency</b>	WA Police

#### **Hazardous materials/chemical spill**

<b>Definition</b>	<p>A hazardous material is a solid, liquid or gas that can harm humans.</p> <p>At Mineral Resources Park there are small quantities of hazardous materials stored at various locations.</p> <p>The Dangerous Goods Manifest contains plans showing the location of Dangerous Goods and MSDSs for these substances.</p> <ul style="list-style-type: none"> <li>• Small releases (small chemical spills or slight gas leaks) can be managed internally.</li> <li>• Large releases will require the involvement of Emergency Services.</li> </ul>
<b>First on scene/ Wardens</b>	<ol style="list-style-type: none"> <li>1. Clear the area of people.</li> <li>2. Isolate the area.</li> <li>3. Notify Area Warden/Rushton Park Area Manager/Event Control.</li> <li>4. Withdraw to safe area.</li> </ol>
<b>Chief Warden</b>	<ol style="list-style-type: none"> <li>1. Notify DFES</li> <li>2. Direct Area Wardens to evacuate to appropriate assembly areas – consider wind direction</li> <li>3. Direct security to meet DFES and direct to scene</li> <li>4. Arrange for suitable qualified hazardous materials disposal company to complete clean-up</li> </ol>
<b>Controlling Agency</b>	DFES

#### **Medical emergency**

<b>First on scene/ Wardens</b>	<ol style="list-style-type: none"> <li>1. Check for danger.</li> <li>2. Remain calm</li> <li>3. Contact Area Warden / Event Control</li> <li>4. Do not move the injured person</li> <li>5. Remain with the person</li> <li>6. Assist if trained in first aid</li> </ol>
<b>Information</b>	<p>When contacting First Aid on Security Channel</p> <ol style="list-style-type: none"> <li>1. Exact location: stand, section, seat, facility</li> <li>2. Your name</li> <li>3. How many patients?</li> <li>4. Approximate age of patient(s)</li> <li>5. Sex of patients(s)</li> <li>6. Is the patient conscious?</li> <li>7. Is the patient breathing?</li> <li>8. Is the patient bleeding?</li> <li>9. Any other information.</li> <li>10. What is the problem?</li> </ol>
<b>Calling an ambulance</b>	<p>Ambulances will, in most cases, be called by St John. St John to inform Event Control (and ECO if operational) of any ambulance call and the entry location. (Emergency Access Points 1 and 2 are the primary entry/meeting locations. Entry from other locations</p>



	will be on an as needs basis.). St John and/or WAFC Staff member to meet ambulance at entrance location to provide situation report and to escort ambulance crew to location of patient. Security may also be asked to take on this role in some cases. Ambulances may also be called by a patron.
<b>Controlling Agency</b>	St John Ambulance
<b>Explosion</b>	
<b>First on scene</b>	<ol style="list-style-type: none"> <li>1. Remove anyone in danger, <i>if safe to do so</i>.</li> <li>2. Notify Event Control</li> <li>3. Evacuate danger area immediately</li> <li>4. Isolate area and keep people away</li> <li>5. Leave doors and windows open on the way out.</li> </ol>
<b>Chief Warden</b>	<ol style="list-style-type: none"> <li>1. Notify the DFES and assign someone to meet them when they arrive (security).</li> <li>2. Decide if an evacuation (full or partial) is required and if so instigate evacuation through Deputy Chief Warden</li> <li>3. If evacuating communicate appropriate assembly areas <ol style="list-style-type: none"> <li>a. Muster Point 1-4</li> </ol> </li> <li>4. Consult with Emergency Services to consider whether to shut down gas and/or electricity supply.</li> <li>5. Gather information on missing or injured persons for Emergency Services.</li> </ol>
<b>Further information</b>	Be aware of the potential of irritating or noxious vapours. If this is the case clear and isolate the area immediately. Be careful of electrical wires that may have become exposed.
<b>Controlling Agency</b>	DFES
<b>Structural damage</b>	
<b>First on scene</b>	<ol style="list-style-type: none"> <li>1. Evacuate persons from area, <i>if safe to do so</i></li> <li>2. Carry out rescue, <i>if it is safe to do so</i></li> <li>3. Cordon off area</li> <li>4. Notify Event Control</li> </ol>
<b>Chief Warden</b>	<ol style="list-style-type: none"> <li>1. Notify DFES and assign someone to meet them when they arrive (security).</li> <li>2. Decide whether an evacuation (full or partial) is required and if so instigate evacuation through the Deputy Chief Warden</li> <li>3. Consult with Emergency Services to consider whether to shut down gas and/or electricity supply.</li> <li>4. Gather information on missing or injured persons for Emergency Services</li> </ol>
<b>Further information</b>	Be aware of the potential of irritating or noxious vapours. If this is the case clear and isolate the area immediately. Be careful of electrical wires that may have become exposed.
<b>Controlling Agency</b>	DFES (if caused by natural disaster)
<b>Gas leak</b>	
<b>First on scene/ Wardens</b>	<ol style="list-style-type: none"> <li>1. Shut off gas or appliances, <i>if safe to do so</i></li> <li>2. Notify Event Control</li> <li>3. Eliminate ignition sources: <ul style="list-style-type: none"> <li>• Smoking</li> <li>• Vehicles</li> <li>• Mobile Phones/radios</li> </ul> </li> <li>4. Evacuate to a safe distance, closing but not locking doors on the way out.</li> </ol>
<b>Chief Warden</b>	<ol style="list-style-type: none"> <li>1. Notify DFES assign someone to meet them when they arrive (security).</li> <li>2. Advise on site plumber and have gas mains shut off.</li> <li>3. Decide whether an evacuation (full or partial) is required and if so instigate evacuation through the Deputy Chief Warden.</li> </ol>

	<ol style="list-style-type: none"> <li>If evacuating determine if an alternative assembly point, downwind of the leak, is required.</li> <li>Consult with Emergency Services and consider whether to shut down gas and/or electricity supply.</li> <li>Contact the gas network company – contact on the <i>Emergency Contacts List</i>.</li> </ol>
<b>Controlling Agency</b>	DFES
<b>Power failure</b>	
<b>Chief Warden</b>	<ol style="list-style-type: none"> <li>Contact Western Power to determine extent of blackout.</li> <li>If externally caused determine likely time for power restoration</li> <li>If internal contact on-site electrician to determine cause</li> <li>Arrange for security to check lifts for people</li> <li>Advise Area Wardens of actions taken</li> <li>If power outage exceeds 30 minutes, evacuate stadium.</li> </ol>
<b>Area Wardens</b>	<ol style="list-style-type: none"> <li>Move to designated evacuation control location (with stand radio operator and stand security supervisor as per Appendix H).</li> <li>Instruct Wardens to turn on torches</li> <li>Relay information to Wardens</li> <li>Follow directions of Chief Warden</li> <li>Report to Event Control</li> </ol>
<b>Level Wardens / Wardens</b>	<ol style="list-style-type: none"> <li>Turn on torches</li> <li>Help patrons and keep them calm. Tell them to stay where they are unless instructed otherwise.</li> <li>Report to Area Warden</li> </ol>
<b>Recovery Post emergency</b>	
<b>Chief Warden</b>	<p>Liaise with HMA to determine what actions are to be taken. Issues to consider include:</p> <ul style="list-style-type: none"> <li>Contacting local hospitals</li> <li>Contacting PTA to remove people from the area</li> <li>Using sprikers, under the direction of Emergency Services, to inform patrons</li> <li>Registering missing people</li> <li>Documenting actions taken during emergency</li> <li>Preparing reports</li> <li>Review reports</li> <li>Review and debrief emergency</li> <li>Review response plans and adjust accordingly</li> </ul>
<b>Communication Officer</b>	<ul style="list-style-type: none"> <li>Collate record of events during the emergency</li> </ul>
<b>Deputy Chief Warden</b>	<ul style="list-style-type: none"> <li>Document actions taken during emergency</li> <li>Communicate with key stakeholders regarding emergency and recovery actions</li> </ul>
<b>Area Wardens</b>	<ul style="list-style-type: none"> <li>Debrief with Level Wardens and Wardens</li> <li>Document actions taken</li> </ul>
<b>Fire Wardens</b>	<ul style="list-style-type: none"> <li>Document actions taken during emergency</li> <li>Identify equipment used for subsequent service / replacement</li> </ul>
<b>Other ECO members</b>	<ul style="list-style-type: none"> <li>Document actions taken during emergency</li> </ul>
<b>Media</b>	
<b>Media requests</b>	Requests for comment from the media should be directed to the Chief Warden or in his absence the designated Deputy Chief Warden. If approached, Wardens should offer some assistance.
<b>Media statement</b>	<p>The Chief Warden, Emergency Services and the event organiser (i.e. the AFL) should liaise and present a statement for the media as soon as practical.</p> <p>The Chief Warden will identify the most suitable location for a media conference.</p>



**Hand back**

**Definition** After the emergency has passed and the situation is under control, the HMA may hand back the site to the control of Rushton Park Management.

**Chief Warden** The Chief Warden will need to make an assessment on whether to continue the event. If he/she determines, in consultation with the event organiser (i.e. The AFL), that the risk to patrons and staff has passed and that the event can continue the following will need to be considered:

- Are there areas that will need to be barricaded or staffed to prevent patron access?
- Briefing staff (including catering staff) prior to patron re-admittance.
- Ensuring staff are present before gates are re-opened.
- Are tickets required for re-entry?
- Are there any other issues that need to be addressed?

**Debriefing**

**Reporting** Having an accurate record of all events during an emergency helps the organisation to investigate the emergency and plan for the future. As soon as practical after the emergency all senior members of the ECO should make a written record of what occurred during the emergency.

**Responsibility** It is the responsibility of the Chief Warden to arrange for a debriefing session after an emergency. The HMA may be represented at the debrief or may hold their own debrief. A debrief with the full ECO should be undertaken as soon practical after any incident.

**Purpose** The purpose of the debrief is to inform personnel about:

- How the emergency has been managed
- Hazards and unsafe conditions that may still exist
- What is expected to happen next

Information gained can immediately be applied to improve operational procedures.

**Critical incident stress management**

**Definition** A critical incident is any situation that has the potential to shock and disturb the work community and produce stress and/or grief. These events tend to be unexpected with the potential to cause disruption to routines and functioning, and create a significant degree of distress for those involved. A critical incident might also be experienced as traumatic. A traumatic event usually involves a potentially or actual, life threatening event.

**Responsibility** The Manager of People, Safety & Culture (WAFC) is responsible for ensuring professional counselling is available. The Chief Warden can also contact the counselling service.

**Appendix A - Event Day Scripts for use in an emergency.**

The Chief Warden is to select appropriate messages in case of an emergency by ticking the box, and add any further customised messages. Once complete pass to Deputy Chief Wardens to commence communications.

**Part A. Relating to a bomb or suspect object.**

- ☐ Do not use pages, mobile phones or radios
- ☐ Leave doors and windows open (where practical) on the way out
- ☐ Take personal belongings with you
- ☐ Mobile phones and radios can be used for emergency use only
- ☐ Mobile phones and radios can be used for emergency use in the \_\_\_\_\_ Stand only.
- ☐ The designated assembly area for (event staff / catering staff / cleaning staff / contractors)
- ☐ The designated assembly area (event staff / catering staff / cleaning staff / contractors) has been moved to \_\_\_\_\_.

**Part B. Relating to a fire or electrical breakdown.**

- ☐ Do not use lifts.
- ☐ Close (but don't lock) doors and windows on the way out (where practical)
- ☐ The only available lifts are \_\_\_\_\_.
- ☐ Do not use lift(s) \_\_\_\_\_.

**Part C. Other general statements**

- ☐ All personnel please listen. We require everyone to vacate Rushton Park and move to the designated assembly areas. This is not a drill. Please move calmly and quickly using the closest stairways and ramps.
- ☐ Do not attempt to drive cars.
- ☐ When leaving please avoid going near \_\_\_\_\_ as this area is dangerous.

**Part D. Customised further message**



## Appendix B – Key Personnel Checklist

## Chief Warden Checklist

Item	Description / Actions Taken
Incident assessment (location, nature, severity, critical infrastructure)	
Place Deputy Chief Warden and Area Wardens on Standby –all Area Wardens got to Event Control Channel (Stand Supervisors, Senior Gates, Ground coordinator)	
Determine course of action (hold, partial evac, full evac, evac routes, marshal points)	
Notify emergency services (DFES, WAPOL, Ambulance)	
Advise Deputy Chief Warden	
Advise Area Wardens (Stand Supervisors, Senior Gate Supervisor, Ground Coordinator)	
Advise Parking Supervisor	
Coordinate response (Support Area Wardens, use cameras and monitor evac progress)	
Contact PA operator and Screen Operator for announcements	

Manage media arrangements	
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**Communication Officer / Scribe Checklist**

Item	Description / Actions Taken
Maintain a log of events	
Ensure Area Wardens move to Event Control Channel	
Relay information as directed by Chief Warden	
Relay information as required to Chief Warden	

**First Aid Communication Officer Checklist**

Item	Description / Actions Taken
Log first aid related incidents	
Relay information as directed by Chief Warden	
Relay information as required to Chief Warden	



### Deputy Chief Warden Checklist

Item	Description / Actions Taken
Meet Emergency Services on arrival	
Notify stakeholders: Perth Football Club & West Coast Eagles. Radio / Phone as per Emergency Contact	
Parking: Radio as per Emergency Contact List	
Cleaning: Radio as per Emergency Contact List	
PTA: Phone as per Emergency Contact List	
Town of Victoria Park: Phone as per Emergency Contact List	
Traffic Management: Phone as per Emergency Contact List	
Home Club: Phone as per Emergency Contact List	

### Area Warden Checklist

Item	Description / Actions Taken
Move to designated Evacuation Control Location	
Direct Communication Officer to Evacuation Control Location, meet security at location	
Follow Directions from Chief Warden	
Use communication officer to relay instruction to Wardens	
Implement emergency procedures for area including white level checks, clearing of toilets, clearing of retail outlets, evacuation of patrons	
Direct security as required to ensure access ways remain clear, areas are checked and cleared, stairwell egress is managed	
Ensure special needs patrons are assisted	
Relay information, via communication officer as directed by Chief Warden	
Relay information as required to Chief Warden	
Ensure all staff are accounted for at Muster Point	



### Area Warden (Ground Coordinator) Checklist

Item	Description / Actions Taken
Code Ready - Move to interchange gate or alternate location advised by Chief Warden	
Communicate with match officials (stoppage of play) as directed by Chief Warden	
Move players, team staff and officials into protected position with security, location to be determined by Chief Warden (Centre of ground, change rooms, alternate locations)	
Relay information to key club contacts	
Ensure strong security presence / perimeter around player and official groups	
Follow directions from Chief Warden	
Relay information as required to Chief Warden	

Appendix C – Bomb Threat Checklist

**REMEMBER DON'T HANG UP AFTER CALL**

<p><b>EXACT WORDING OF THREAT</b></p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	<p><b>Threat Language</b></p> <p>Well Spoken.....</p> <p>Incoherent .....</p> <p>Irrational .....</p> <p>Taped .....</p> <p>Message read by caller.....</p> <p>Abusive .....</p> <p>Other.....</p>
<p><b>Bomb Threat Check list Questions to ask</b></p> <p>When is the bomb going to explode? .....</p> <p>In which Building? .....</p> <p>Where did you put the bomb? .....</p> <p>When did you put it there? .....</p> <p>What does it look like? .....</p> <p>What kind of bomb is it? .....</p> <p>What will make the bomb explode? .....</p> <p>Did you place the bomb? .....</p> <p>Why did you place the bomb? .....</p> <p>What is your name? .....</p> <p>Where are you? .....</p> <p>What is your address? .....</p>	<p><b>Background Noises</b></p> <p>Street noises..... House noises.....</p> <p>Aircraft ..... Local call .....</p> <p>Voices ..... Long distance .....</p> <p>Music ..... STD .....</p> <p>Machinery.....</p> <p>Other .....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>
<p><b>Record Calling Identification –</b></p> <p>Don't Hang Up</p>	<p><b>Other</b></p> <p>Sex of caller .....</p> <p>Estimated age.....</p>
<p><b>Action</b></p> <p>Report call immediately to the Chief Warden on 0437 071 479</p>	
<p><b>Caller's Voice</b></p> <p>Accent (specify) .....</p> <p>Any impediment (specify).....</p> <p>Voice (loud, soft, etc) .....</p> <p>Speech (fast, slow etc) .....</p> <p>Diction (clear, muffled) .....</p> <p>Manner (calm, emotional) .....</p> <p>Did you recognize the voice? .....</p> <p>If so, who do you think it was? .....</p> <p>Was the caller familiar with the area? .....</p>	<p><b>Call Taken</b></p> <p>Date: ...../...../..... Time .....</p> <p>Duration of call .....</p> <p>Number called .....</p> <p><b>Recipient</b></p> <p>Name (print) .....</p> <p>Telephone Number .....</p> <p>Signature .....</p>
<p><b>BOMB THREAT – DON'T HANG UP</b></p>	



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**Annexure C**  
**Traffic Management Plan**

# EVENT TRAFFIC MANAGEMENT PLAN

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## 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 Carrington's Traffic Services	19-44708-02	7/2/20	
TMP Reviewed by	Theresa Brown 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.  Signed Authorised Officer  Date  (Print Name)  Position			

TMP No 9420	Rev. No. 0	Date 7/2/20
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**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

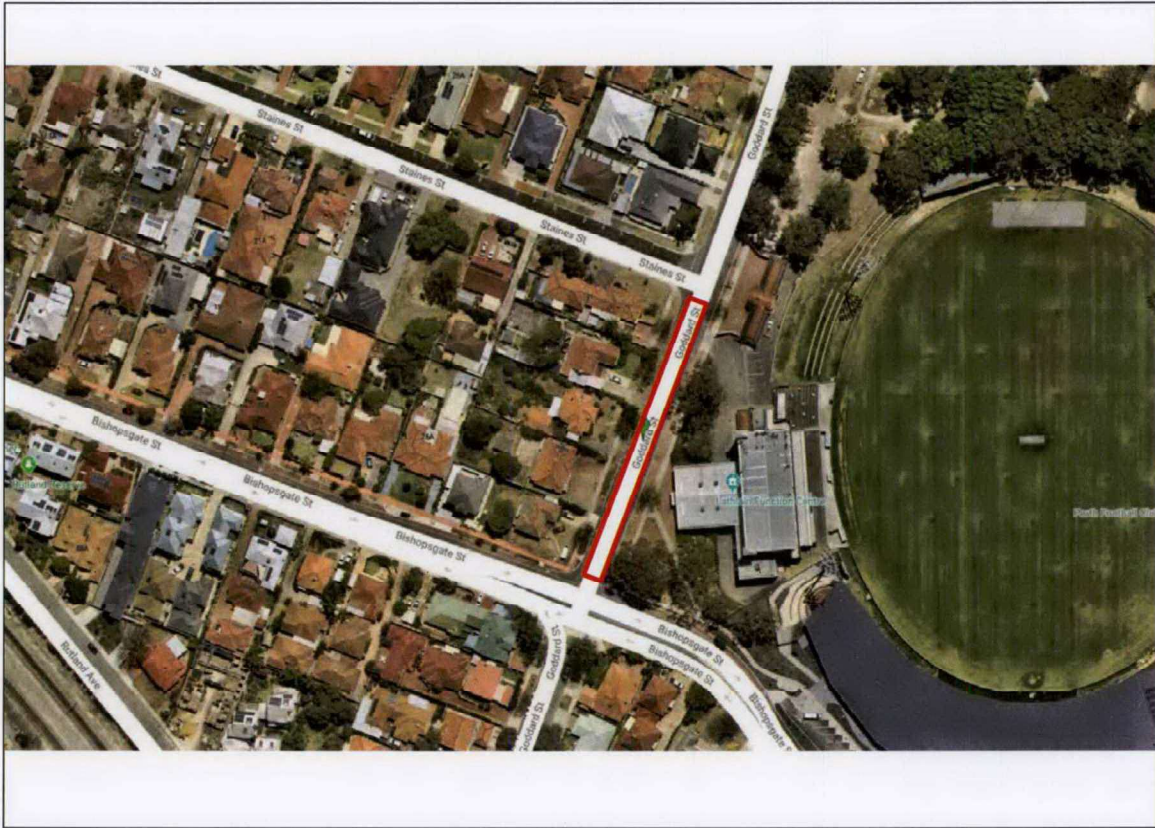


Figure 1 Site Location – Goddard St, Lathlain



## 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 Event 2 15/3/20 WCE Women V Gold Coast 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) Event 2 15/3/20 (1200 – 1900) 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 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. 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. 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. Intersection performance operates at a Level of Service (LoS) of D. 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. Intersection performance operates at a Level of Service (LoS) of E. 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. Intersection performance operates at a Level of Service (LoS) of F. 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 (% heavy vehicles)	Date	Source
Goddard St	No Data Available		

A summary of recent speed data is provided below:

Location	Posted Speed (km/h)	85 <sup>th</sup> Percentile 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.

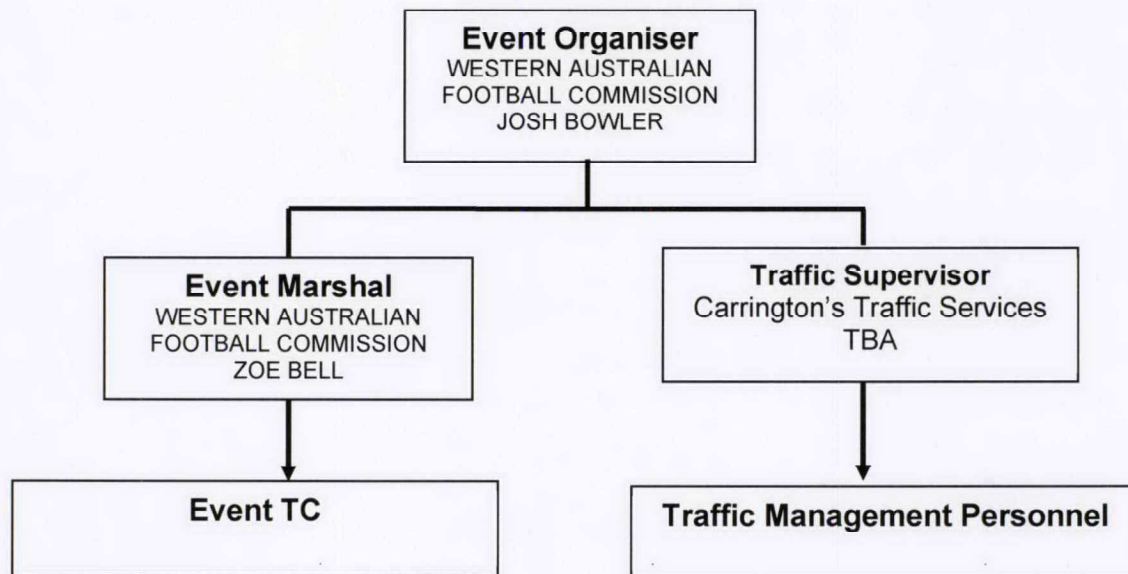
All personnel engaged in the traffic management activities will follow the correct work practices as required by the CoP and AS1742.3.

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 Marshalls*

Event Traffic Controllers and Marshalls 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  <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 Road closure 27/2/20 (1400 - 2100)
	9420-02 Rev0	AFL Game Day – WCE V Bombers VMS Locations 27/2/20 (1400 - 2100)
	9420-03 Rev0	AFL Game Day – WCE V Bombers Detour routes 27/2/20 (1400 - 2100)
Event 2	9420-01 Rev0	AFL Game Day – WCE Women V Gold Coast Road closure 15/3/20 (1200 - 1900)
	9420-02 Rev0	AFL Game Day – WCE Women V Gold Coast VMS Locations 15/3/20 (1200 - 1900)
	9420-03 Rev0	AFL Game Day – WCE Women V Gold Coast Detour routes 15/3/20 (1200 - 1900)
Event 3	9420-01 Rev0	AFL Game Day – WCE Women V St Kilda Road closure 29/3/20 (1300 - 2000)
	9420-02 Rev0	AFL Game Day – WCE Women V St Kilda VMS Locations 29/3/20 (1300 - 2000)
	9420-03 Rev0	AFL Game Day – WCE Women V St Kilda Detour routes 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.

Emergency Service	E-mail/Website	Phone (Emergency)
WA Police Service	<a href="mailto:State.Traffic.Intelligence.Planning.&amp;.Coordination.Unit@police.wa.gov.au">State.Traffic.Intelligence.Planning.&amp;.Coordination.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) 15/3/20 (1200 – 1900) 29/3/20 (1300 – 2000)	Anticipated finish date:	27/2/20 (1400 – 2100) 15/3/20 (1200 – 1900) 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:	50	Worksite speed limit:	50
		After hours speed limit:	50

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 Victoria Park WA 6100		
Telephone:	9311 8111	Email:	<a href="mailto:admin@vicpark.wa.gov.au">admin@vicpark.wa.gov.au</a>
Contact:			
Telephone:		Email:	
		Mobile:	

Event Organiser:	Western Australian Football Commission		
Postal Address:	PO Box 275 Subiaco. WA. 6904		
Telephone:	9287 5542	Email:	<a href="mailto:bell@wafc.com.au">bell@wafc.com.au</a>
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>
Contact:	David Carroll		
Telephone:	9356 7750	Email:	<a href="mailto:operations@carringtonswa.com">operations@carringtonswa.com</a>
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:dltoepacs@mainroads.wa.gov.au">dltoepacs@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/ changes	By:	Signed:	Changes authorised	By:	Signed:		
Detail/Comments:							

Date:		Time:		Location:			
Inspection/ changes	By:	Signed:	Changes authorised	By:	Signed:		
Detail/Comments:							

Date:		Time:		Location:			
Inspection/ changes	By:	Signed:	Changes authorised	By:	Signed:		
Detail/Comments:							

TRAFFIC MANAGEMENT - DAILY INSPECTION SHEET		DATE:	TGS No(s).
Inspection Prior to Commencement of Work		Day Time Inspection During Work Hours	
Time of Inspection:		Time of Inspection:	
Signs & devices appropriate for the day's activities and conditions	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Signs & devices operating satisfactorily and seen by motorists	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
Signs & devices positioned and mounted correctly	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Signs & devices positioned and mounted correctly	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
Signs & devices clean and clearly visible	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Signs & devices clean and clearly visible	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
Modifications and/or repairs completed	<input type="checkbox"/> Yes (Give details) <input type="checkbox"/> No (If no, give reason)	Traffic Controllers correctly attired and operating correctly	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
		Modifications and/or repairs completed	Yes (Give details) 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 <input type="checkbox"/> Modifications / Repairs Required	Arrow boards/VMS operating?	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
Excavations correctly back filled	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Signs & devices positioned and mounted correctly	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
Driving surfaces adequate	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	Signs & devices clean and reflective	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required
If excavation backfilling is unsealed, are ROUGH SURFACE signs and cones in place	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required <input type="checkbox"/> N/A	Modifications and/or repairs completed	<input type="checkbox"/> Yes (Give details) <input type="checkbox"/> No / Not Applicable (Give reason)
All materials removed from medians	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Modifications / Repairs Required	<b>Notes:</b>  Indicate by placing a tick (✓) in the appropriate box for each item.  Items requiring modification and/or repair are to be described on the back of this form.  For all modifications that are different to the basic traffic management plan layout give details of who authorised changes.  Hand sheets to supervisor / manager at the end of each day.  When copying, ensure any notes on back of sheet are copied as well.  Signed:.....(Supervisor) Signed:.....(Manager)  Date:..... Date:.....	
Modifications and/or repairs completed	<input type="checkbox"/> Yes (Give details) <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	Incident Report No.
Contract Number	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	Wet <input type="checkbox"/>	Off <input type="checkbox"/>		
				Dry <input type="checkbox"/>	Not Provided <input type="checkbox"/>		
Other relevant details, (Last maintenance grade, watering and dust conditions):							
<b>B Details of Traffic Management in place:</b>							
TGS No:				Name of individual that prepared the TGS			
Time last inspected:				Accreditation No:			
TGS Approved:	Day	Month	Year	TMP Approved:	Day	Month	Year
<b>C Descriptions of Vehicles:</b>							
Detail (make, model/ped/cyclist/VRU)				Registration No	Direction of Travel	Age of Driver	
Vehicle 1							
Vehicle 2							
Vehicle 3							
Comments:							

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**



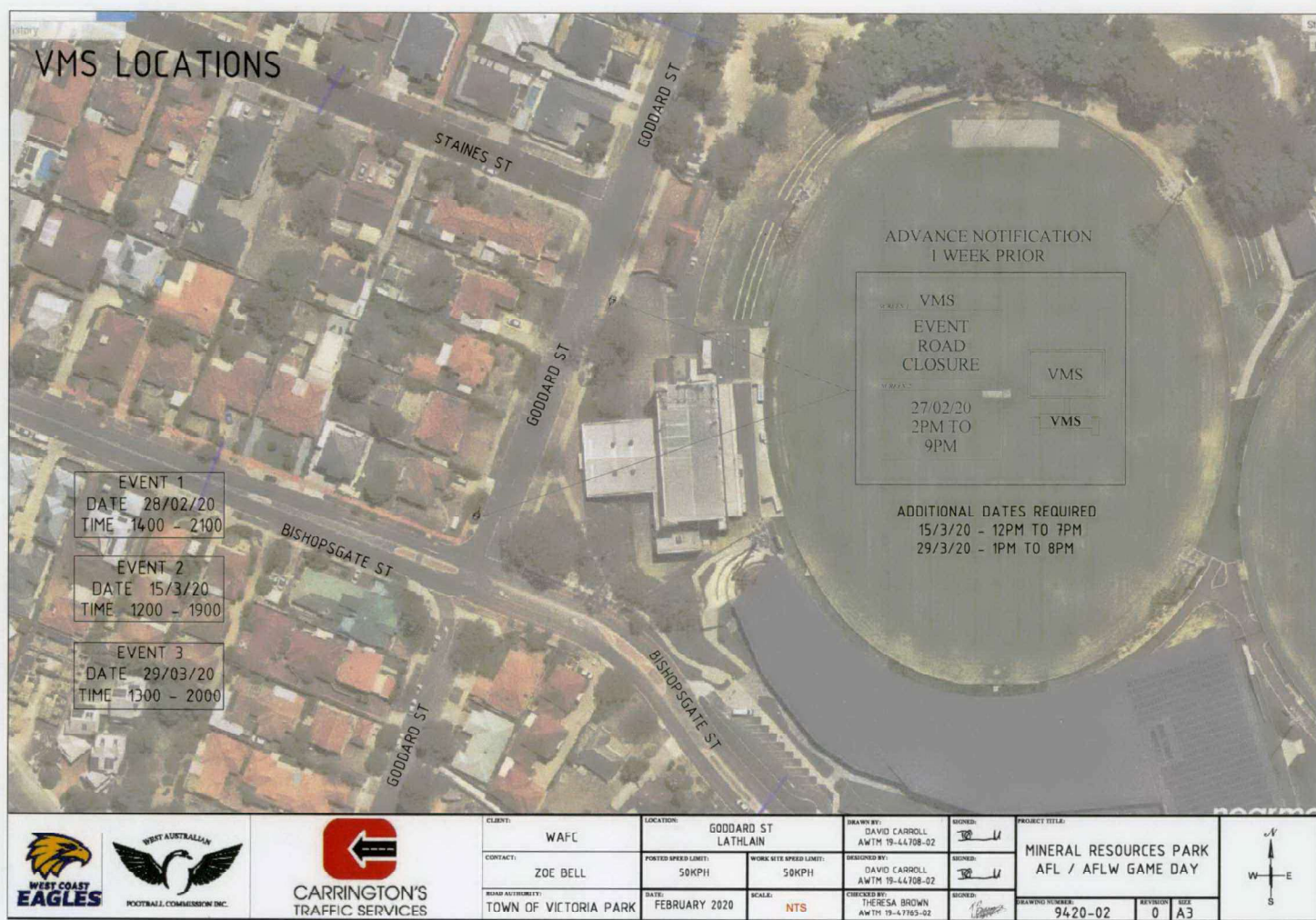
EVENT 1  
DATE 27/02/20  
TIME 1400 - 2100

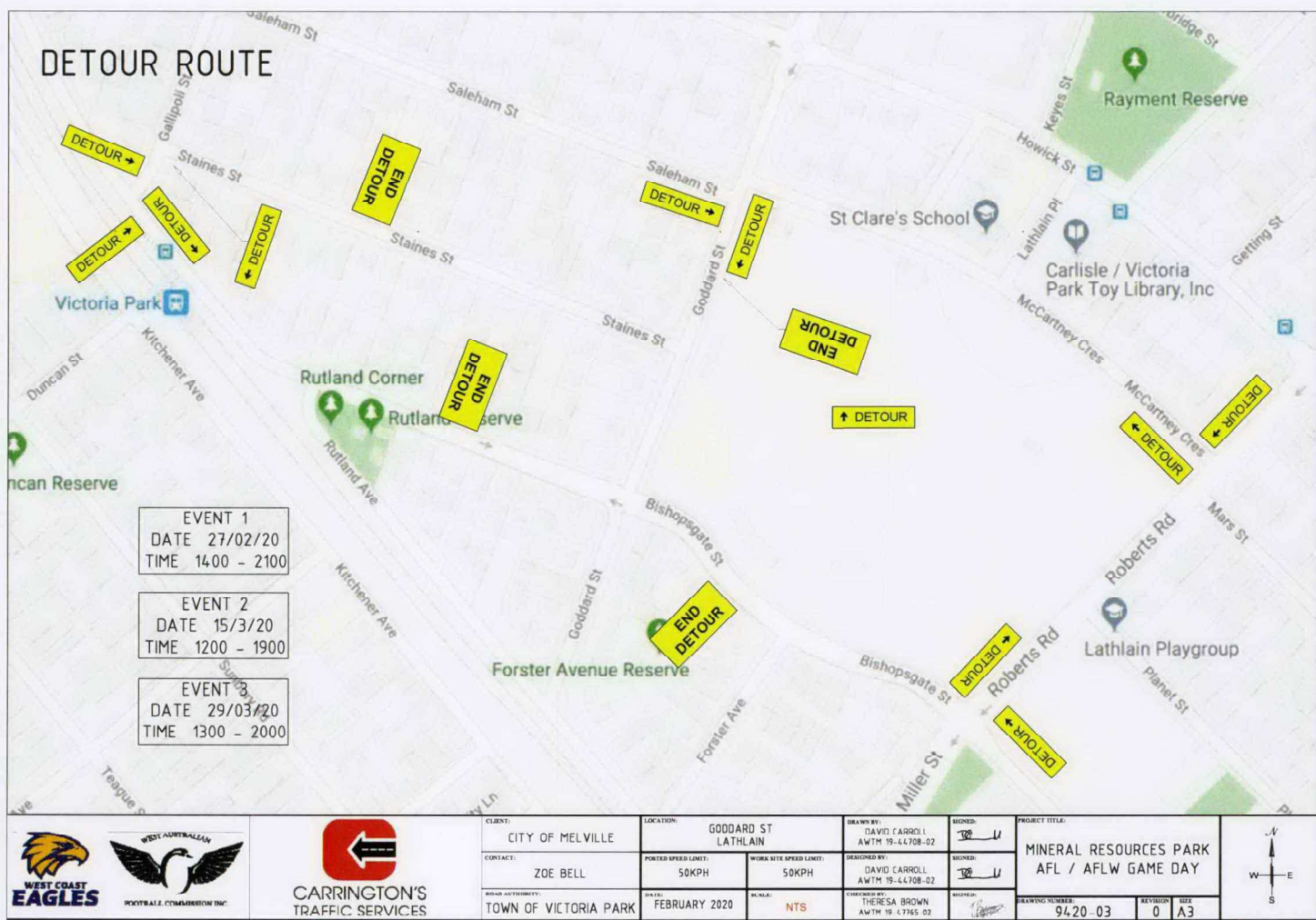
EVENT 2  
DATE 15/3/20  
TIME 1200 - 1900

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

 		 CARRINGTON'S TRAFFIC SERVICES		CLIENT: WAFC	LOCATION: GODDARD ST LATHLAIN	DRAWN BY: DAVID CARROLL AWTM 19-44708-02	SIGNED: 	PROJECT TITLE: <b>MINERAL RESOURCES PARK AFL - AFLW GAME DAY</b>	
CONTACT: ZOE BELL		POSTED SPEED LIMIT: 50KPH	WORK SITE SPEED LIMIT: 50KPH	DESIGNED BY: DAVID CARROLL AWTM 19-44708-02	SIGNED: 				
ROAD AUTHORITY: TOWN OF VICTORIA PARK		DATE: FEBRUARY 2020	SCALE: NTS	CHECKED BY: THERESA BROWN AWTM 19-47785-02	SIGNED: 				
				DRAWING NUMBER: 9420-01	REVISION: 0	SHEET: A3			







**APPENDIX F – APPROVALS**



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WEST COAST EAGLES

12 December 2019

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

**TOWN OF VICTORIA PARK**

File No. \_\_\_\_\_  
 Xref No. ROA/22/0001-62  
 17 JAN 2020

BLP	<input type="checkbox"/>	RAN	<input type="checkbox"/>	PLN	<input type="checkbox"/>	RLP	<input type="checkbox"/>
CLP	<input type="checkbox"/>	EH	<input type="checkbox"/>	BLD	<input type="checkbox"/>	CEO	<input type="checkbox"/>
FLBLP	<input type="checkbox"/>					HR	<input type="checkbox"/>
FIN	<input type="checkbox"/>					NE	<input type="checkbox"/>
RAT	<input type="checkbox"/>						

DOC No. \_\_\_\_\_

**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).



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## WEST COAST EAGLES

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 (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



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WEST COAST EAGLES

Attachment 1: Proposed Section of Goddard Street Road Closure





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## 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/Locality 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/Locality 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: *Tim Carr* Date: *12/12/2019*

## 20. LOCAL AUTHORITY APPROVAL:

I, *Approve*, designation: *Mayor*  
 Approve/object to, this application on behalf of the City of *Stirling*  
 Of *Town*  
 Signed: *Philip Smith* Date: *28 Jan 2020*  
 Telephone: *9311 8148* 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**

Page 2

- 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.



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**WEST COAST EAGLES****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**

Attachment 1. Proposed Portion of Goddard Street Road Closure



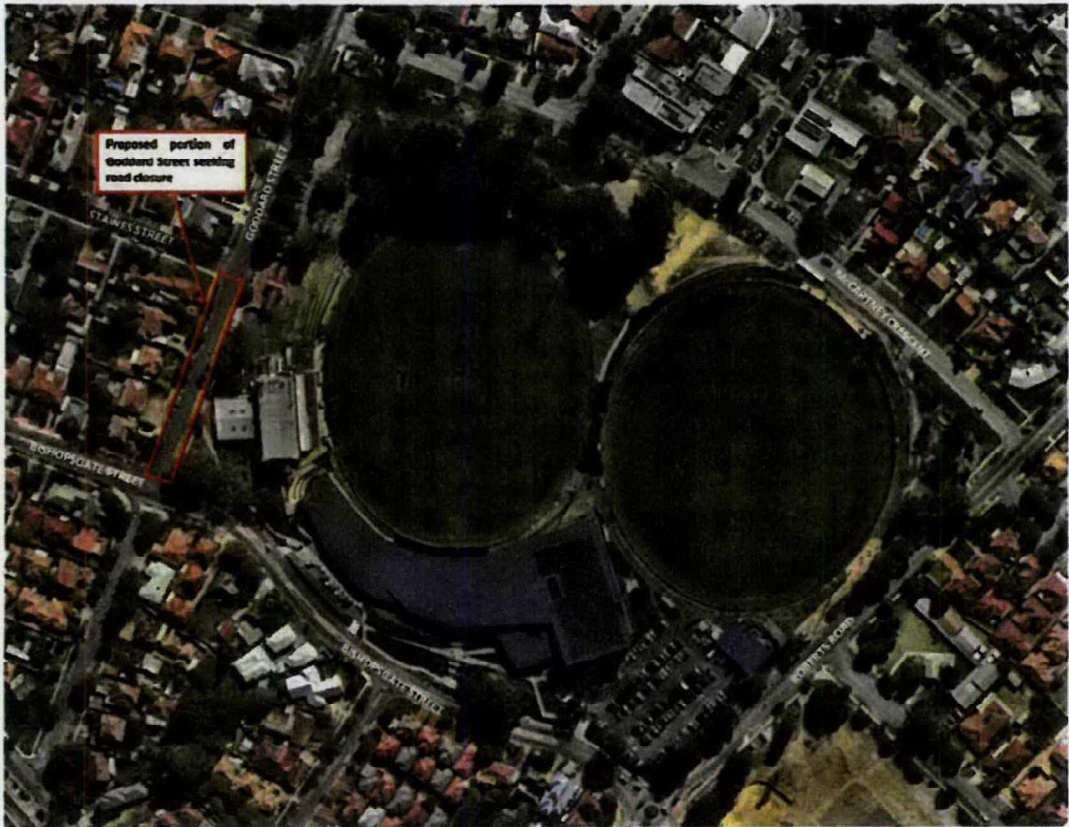


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WEST COAST EAGLES

Attachment 1: Proposed Portion of Goddard Street Road Closure



D20/3759



WEST COAST EAGLES

**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



D20/3759



## WEST COAST EAGLES

## Occupier Acknowledgement &amp; 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.

Ransome

Signed

Date



D20/3759



WEST COAST EAGLES

**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.

(Signature) 6/12/19  
Signed Date

D20/3759



WEST COAST EAGLES

**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.

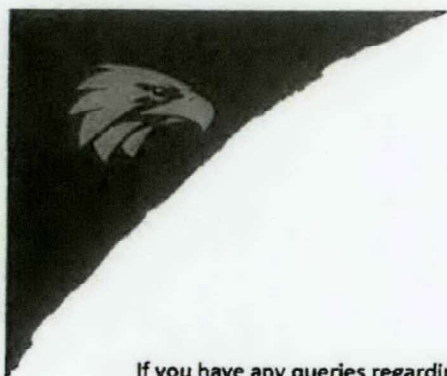
6-12-19

Signed

Date

Email trevorhawken@hotmail.com

D20/3759

**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**

**Attachment 1. 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



---

**Annexure D**  
**Transport Impact Assessment**

# Competitive Games

Mineral Resources Park  
Transport Impact Assessment

Prepared by: GTA Consultants (WA) Pty Ltd for West Coast Eagles & Perth Football Club

on 15/10/21

Reference: 301401169

Issue #: 3



now



# Competitive Games

## Mineral Resources Park Transport Impact Assessment

Client: West Coast Eagles & Perth Football Club

on 15/10/21

Reference: 301401169

Issue #: 3

### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-PrDr	28/01/21	Preliminary Draft	RD			
A-PrDr2	28/01/21	Preliminary Draft – addressing WCE comments	RD			
A-PrDr3	17/02/21	Preliminary Draft – addressing ToVP comments	RD			
A-Dr	02/03/21	Draft – addressing WCE comments	RD	AO		
A-Dr2	08/03/21	Draft – addressing further WCE comments	RD	AO		
A-Final	10/03/21	Final – addressing further WCE comments	RD	AO		
b	12/08/21	Draft – addressing WAPC comments	RD	AO		
c	14/09/21	Draft – addressing WAPC comments	RD	AO		
1	22/09/21	Final – addressing WAPC comments	RD	AO	RD	
2	22/09/21	Final – Correct parking numbers	RD	AO	RD	
3	16/10/21	Final – correction to staff parking numbers	RD	TJ	TJ	

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## INTRODUCTION

# 1. INTRODUCTION

## INTRODUCTION

### 1.1. Background

A Development Application is currently being sought for Mineral Resources Park (Lathlain Park) to accommodate attendances of up to 3,500 spectators etc and occasionally up to approximately 6,500, plus staff, players and officials. The proposed increase in attendance sizes necessitates the use of off-site parking within a reasonable walking distance of the park/oval.

GTA Consultants was commissioned by the West Coast Eagles and Perth Football Club to undertake a Transport Impact Assessment to support the Development Application.

### 1.2. Purpose of this Report

*Western Australian Planning Commission Transport Assessment Guidelines (WAPC Guidelines)* provide direction on the level of assessment which is necessary to be carried out with respect to the likely traffic impact of a development proposal. Typically, any development which is expected to have a 'high' traffic impact, that is, generating more than 100 trips in the peak hour is satisfied by a Transport Impact Assessment (TIA). Any development which is expected to generate less than 100 trips in the peak hour requires a Transport Impact Statement (TIS) to be undertaken. Both types of assessment consider the operation and layout of the site, but they differ in their assessment of external traffic impact.

In the context of this proposal, it is estimated there may be more than 100 trips generated in a given peak hour based on the proposed crowd size and the expected number of spectators who may drive or be passengers.

This TIA outlines the transport aspects surrounding the proposed amendment. The intent of a TIA, as per the WAPC Guidelines, is to provide the approving authority with sufficient transport information to confirm that the Applicant has adequately considered the transport aspects of the amendment and that it would not have an adverse transport impact on the surrounding area. Of particular relevance is the accessibility of the amendment by non-car modes, in accordance with Government's sustainable development objectives, and its integration with the surrounding area.

In accordance with the WAPC Guidelines, this TIA outlines:

- Existing transport conditions proximate to the site
- Suitability of the proposed parking provision within the site
- The adequacy of the proposed site layout
- Accessibility to/from the site by walking, cycling or public transport
- The traffic generating characteristics of the proposed development
- The anticipated impact of the proposed development on the surrounding road network.

The key issues addressed in this TIA are:

- Site access for the park/oval and proposed off-site parking areas
- Traffic generation from the parking proposed for the development application.
- Parking management associated with the facility.
- Travel demand elements for the facility.



## INTRODUCTION

### 1.3. Previous Studies

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 and a TIA, Parking Management Plan and Travel Plan in support of the redevelopment of Lathlain Park into what is now known as Mineral Resources 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.

### 1.4. References

In preparing this report, reference has been made to the following:

- WAPC Transport Assessment Guidelines for Development
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- AS/NZS 2890.2:2018 Parking facilities – Off-street commercial vehicle facilities
- Guide to Traffic Management Part 6 – Intersections, Interchanges and Crossings, Austroads
- various technical data as referenced in this report
- an inspection of the site and its surrounds
- other documents as nominated.

## 2. EXISTING CONDITIONS

## EXISTING CONDITIONS

### 2.1. Existing Site Use

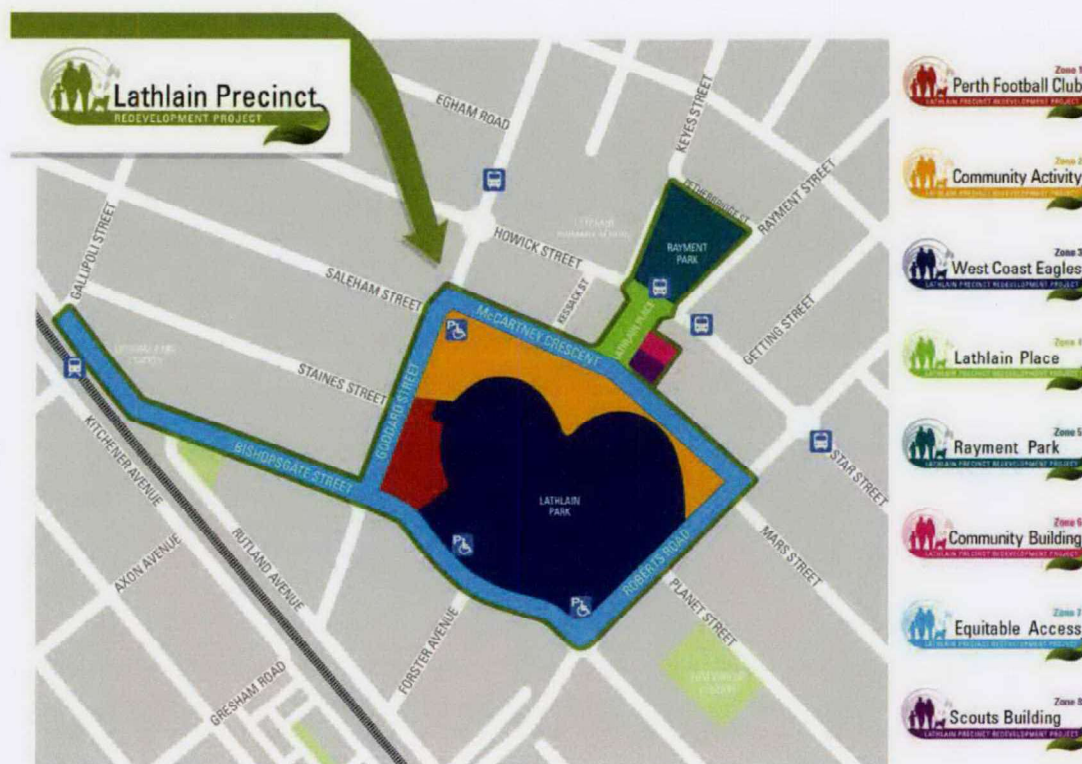
The current WCE training, administration and community facility is located at the intersection of Roberts Road and Bishopsgate Street in Lathlain. The site subject to this TIA has now been developed and it forms part of the Lathlain Precinct Redevelopment project. In respect of the Lathlain Precinct, 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 2.1 with the Lathlain Precinct in its regional context shown in Figure 2.2. The site subject to this TIA is included within Zone 3 (Dark Blue in Figure 1).

Figure 2.1: Lathlain Precincts – Base on Redevelopment Plan

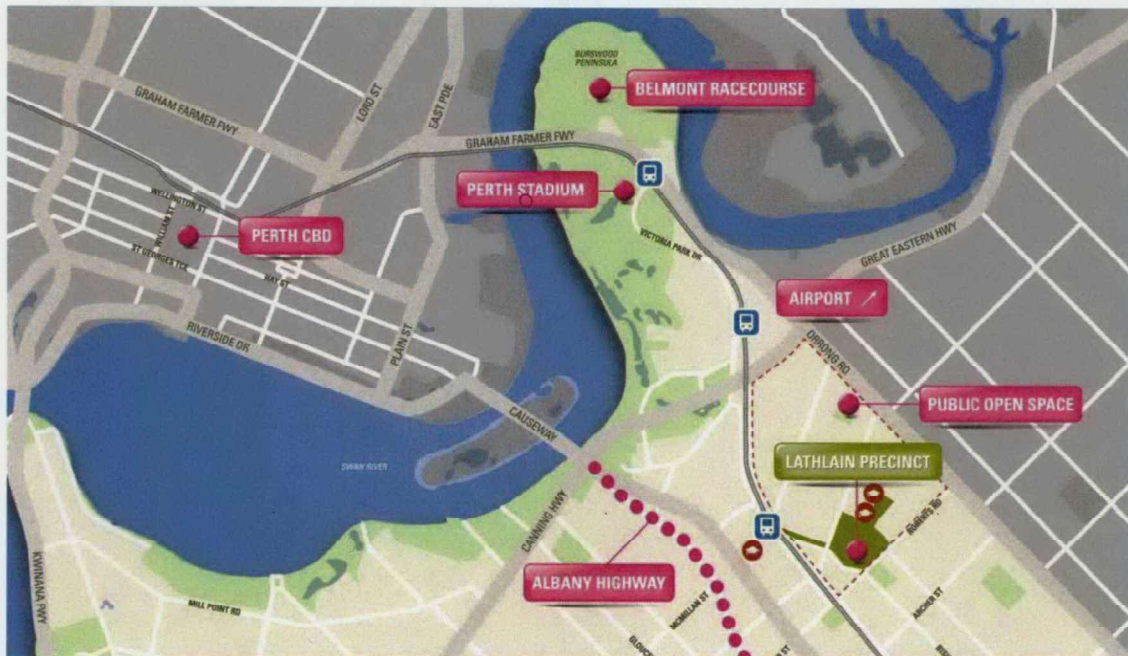


(Source: ToVP)



## EXISTING CONDITIONS

Figure 2.2: Regional Overview for Lathlain Precinct



(Source: ToVP)

An aerial image of the subject site is shown in Figure 2.3 from January 2021. The local street network and site is shown in Figure 2.4.

Figure 2.3: Aerial Image of Site – January 2021

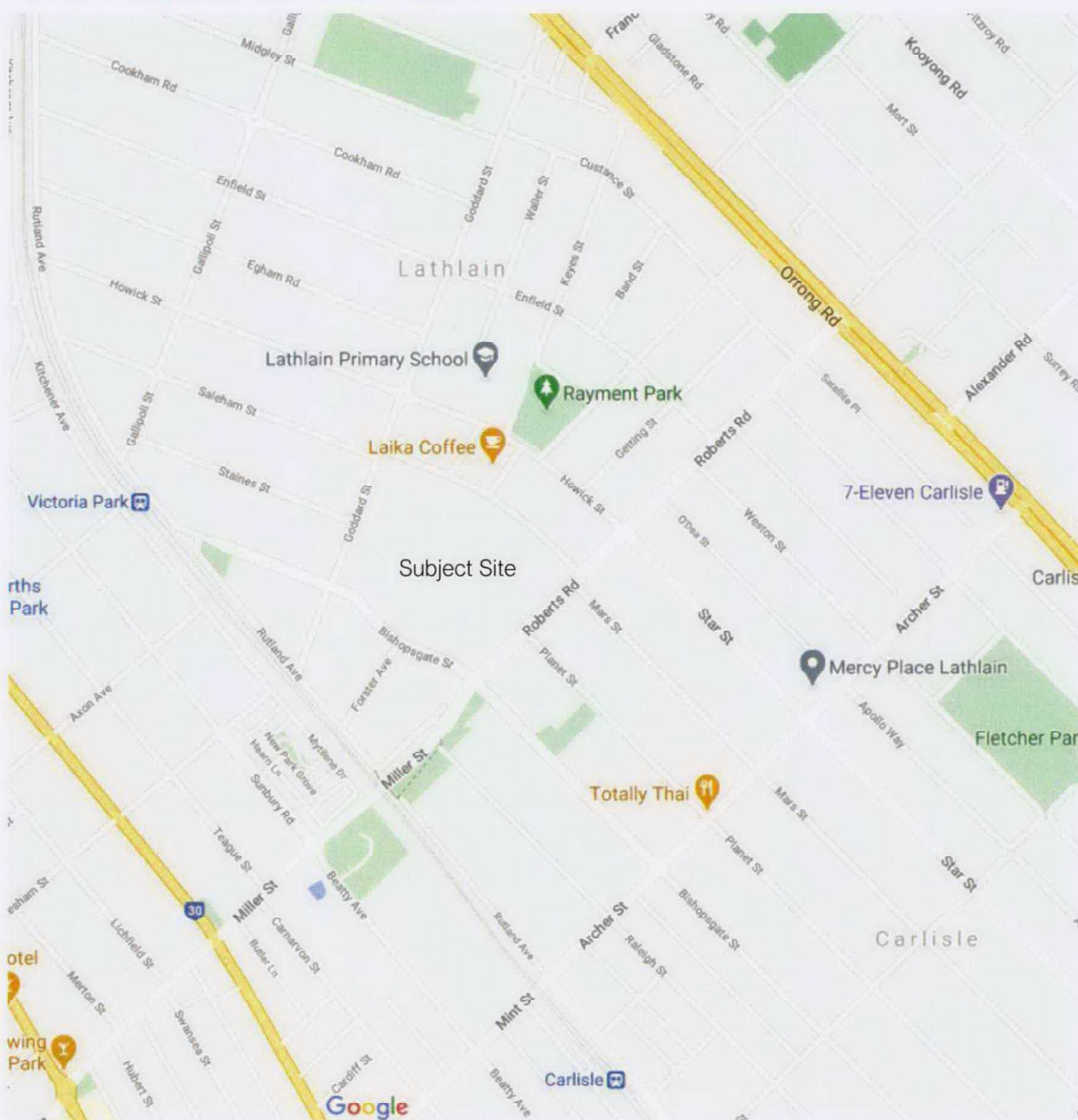


(Source: Nearmap)



## EXISTING CONDITIONS

Figure 2.4: Subject Site & Local Street Network



(Source: Google Maps)

## 2.2. Existing Parking Provision

Within the current Lathlain Precinct there is presently parking for 553 cars in a combination of Off-street and on-street arrangements. This is summarised below in Table 2.1 and Figure 2.5. With an allowance for 150 bays for staff, players and officials on game days this reduces to 403 available for public use.

## EXISTING CONDITIONS

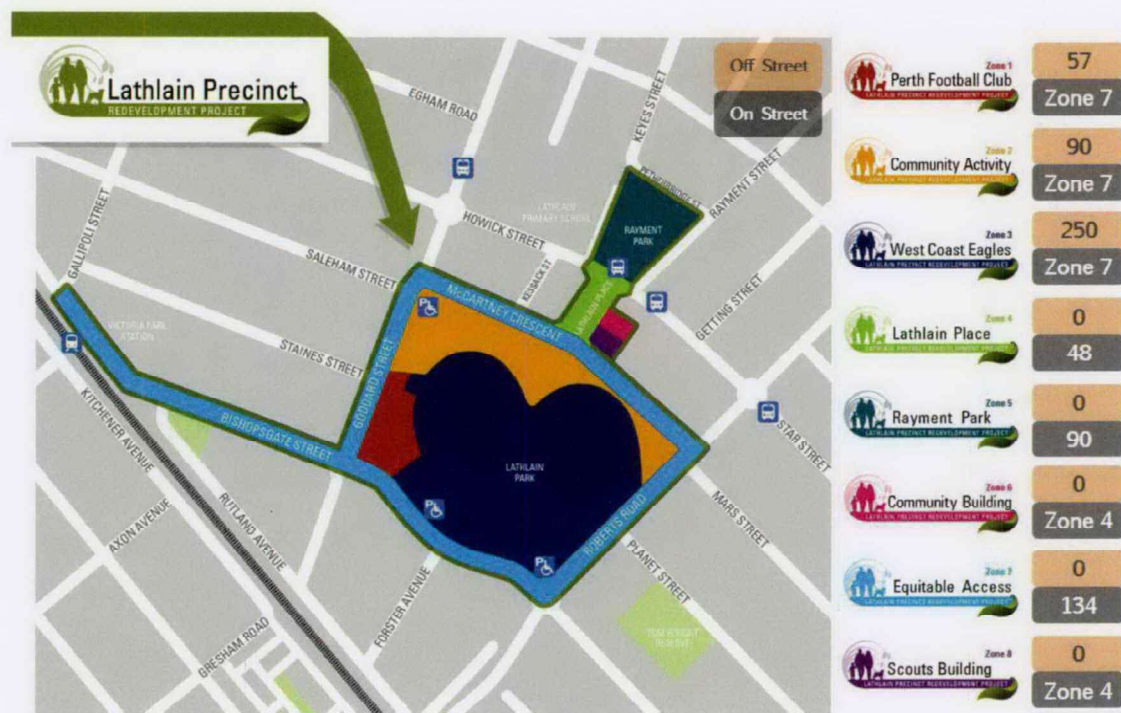
Table 2.1: Lathlain Precinct Parking Provision

Zone	Off-Street	On Street
1 - Perth Football Club	55 bays for club use* 2 ACROD bays*	Inc. in Zone 7
2 - Community Activity	None	92 Bays 5 ACROD bays
3 - West Coast Eagles	60 Private use* 14 VIP use* 138 public use**	Inc. in Zone 7
4 - Lathlain Place	None	46 bays 2 ACROD bays 3 MC Bays
5 - Rayment Park	None	13 Bays on Petherbridge St + 1 ACROD 9 Bays on Rayment St + 5 MC Bays 39 Bays on Keys St 27 ad-hoc bays on east side verge
6 - Community Building	None	Inc. in Zone 4
7 - Equitable Access	None	24 Marked as embayed in Bishopsgate St 18 Marked bays on Goddard St 7 bays on McCartney Cres + 1 ACROD
8 - Scouts Building	None	Inc. in Zone 4
Total	267 bays 2 ACROD (a balance of 117 bays remain available for public use as the 267 bays will exclude 129 "private" PFC/WCE and 21 "public use" bays to be used exclusively by staff, players and officials denoted "*" and "**" respectively above)	248 bays 9 ACROD 8 MC bays 27 ad hoc



## EXISTING CONDITIONS

Figure 2.5: Precinct Parking Summary



(Source: Flyt)

### 2.3. Existing Access Arrangement

In relation to the external access to the site, there is an existing crossover on Bishopsgate Street approximately 50m north of the intersection of Roberts Road and Bishopsgate Street, as shown in Figure 2.6.

A second access for service vehicles for the ovals is on Roberts Road, just west of its intersection with Planet Street. This access is one-way onto from Roberts Road into the site. This crossover is shown in Figure 2.7.

There is also access to 9 parking bays plus one ACROD bay, located near the Wirrpanda Foundation. This has a one-way access and one-way exit and is located on Bishopsgate Street, just west of Forster Avenue.

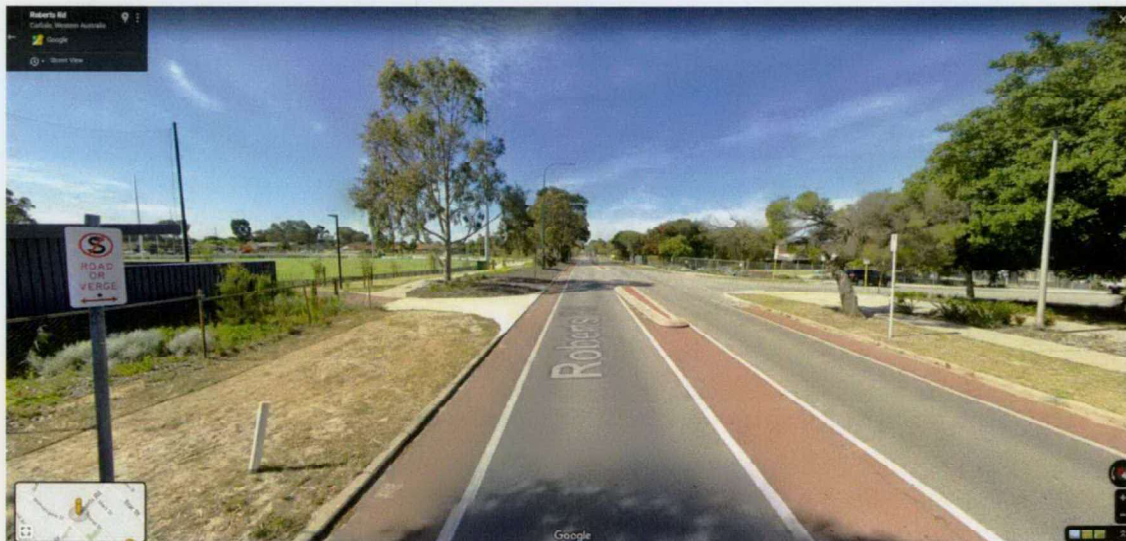
## EXISTING CONDITIONS

Figure 2.6: Existing Bishopsgate Street Access



(Source: Google Street View)

Figure 2.7: Existing Roberts Road Access



(Source: Google Street View)

### 2.4. Existing Site Traffic Generation

The site subject to this TIA was largely not utilised for match day events during the preparation of this report and therefore did not have any traffic generation associated with it.

Overall traffic generation issues are discussed in Section 7.

### 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



## EXISTING CONDITIONS

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 2.8.

Figure 2.8: Local Land Uses



(Source: ToVP)

## 2.6. Existing Movement Network

The details in this section have been extracted from the previous TIA report for the original DA for the WCE redevelopment.

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 2.4.

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 2.9. All streets in Lathlain Precinct have a speed limit of 50 km/h.



## EXISTING CONDITIONS

Figure 2.9: Main Roads WA Function Road Classification



(Source: Main Roads WA)

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 January 2021 in Figure 2.11.



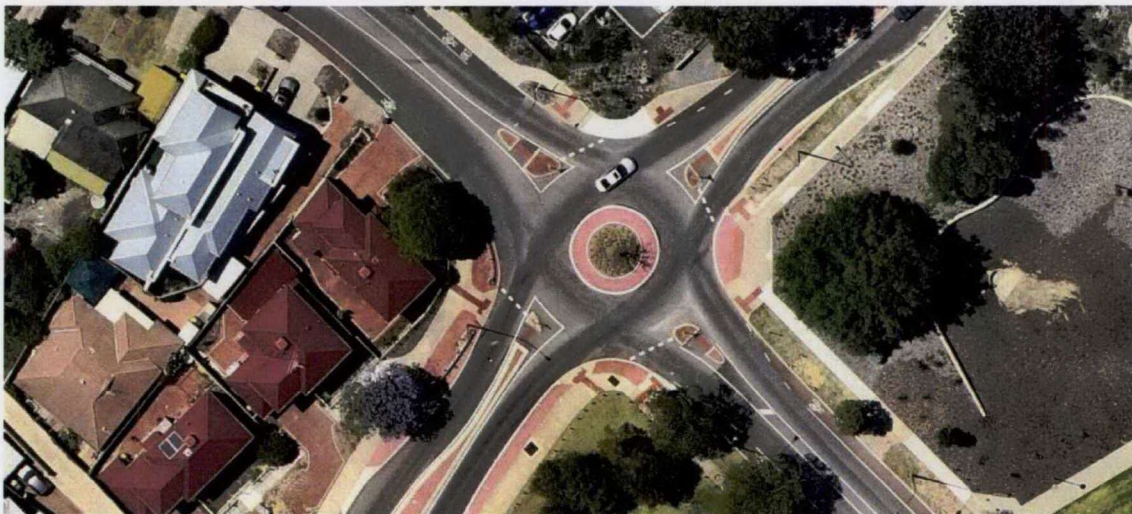
## EXISTING CONDITIONS

Figure 2.10: Intersection of Bishopsgate Street & Goddard Street



(Source: Nearmap)

Figure 2.11: Intersection of Bishopsgate Street & Roberts Road



(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:



## EXISTING CONDITIONS

- 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;
- On-street embayed parking for 4 cars on the north 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 & give-way controlled and marked intersection. The western leg of the intersection is a left-out only turn movement from Goddard Street under Stop control. The eastern leg of the intersection allows for right and left hand turn movements from Goddard Street only under Give-Way control. Through movements are not available.
- Right hand turning pocket from Bishopsgate Street into 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

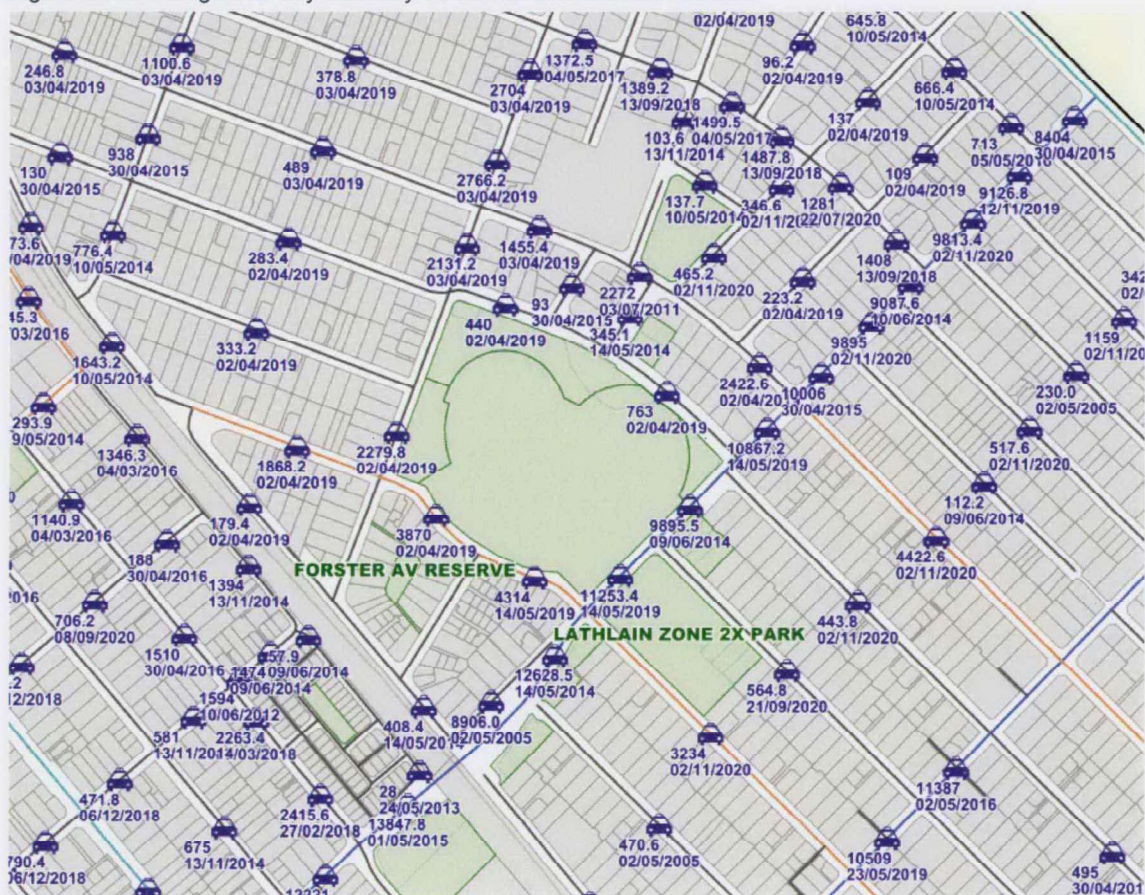
This section is extracted from the Movement Network Plan. ToVP provides publicly available traffic count information via their 'IntraMaps' website. Average daily weekday vehicle information from this website are shown in Figure 2.12. This information does not split the vehicle profile into types, direction, or timing but it



## EXISTING CONDITIONS

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 2.12: Average two-way weekday traffic volumes Lathlain Precinct



(Source: ToVP Intramaps)

The traffic volumes recorded above 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.

## 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.

## EXISTING CONDITIONS

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.

As part of the redevelopment, WCE installed end of trip facilities (bicycle racks) for 54 bikes. 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 2.13.



## EXISTING CONDITIONS

Figure 2.13: 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

The entrance to Lathlain Park is just over a 400 metre walk along Bishopsgate Street to Victoria Park Train Station. The main access for match days is via the Perth Football Club turnstiles on Goddard Street.

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.





## EXISTING CONDITIONS

angle crashes at an intersection which is roundabout controlled. There was found to be a higher portion of casualty crashes, bicycle crashes and crashes at night. The report for this period is included in Appendix A.

The intersection of Goddard Street and Bishopsgate Street had two recorded crashes over the same period. Both of these were property damage rear-end only crashes.

### 3. DEVELOPMENT PROPOSAL



## DEVELOPMENT PROPOSAL

### 3.1. Land Uses

The proposal is based on anticipated attendance of up to 3,500 spectators on regular game days and anticipated attendances of up to approximately 6,500 on occasional events such as WAFL finals, AFLW matches and AFL pre-season scratch matches. In addition to this there is expected to be an additional 150 staff, players and officials.

Where games are expected to exceed 3,500 spectators the event holder will seek approval from the Town of Victoria Park and the primary schools for the use of their parking at the school and this incorporated into the Traffic Management Plan for the event/match etc.

### 3.2. Car Parking

There are approximately 1,643 on-street and off-street bays available to use in the area surrounding the MRP. This provision includes:

- on-site parking
- parking within the Lathlain Precinct (refer to Figure 2.5)
- parking within a 5-minute walk/400m catchment
- parking available in other land uses.

There is no proposal or need to modify the parking currently provided within the Lathlain Precinct as discussed in Section 2.2. There is presently parking provided within the precinct for 553 cars, refer to Table 2.1.

Staff, players, officials and VIPs will be allowed to park within the 55 bays at the Perth Football Club and the 74 private and VIP bays at the West Coast Eagles facility. A further 21 of the 138 public parking bays within the West Coast Eagle facility can be used by staff to make up the total expected 150 staff, players, officials and VIPs expected at games. The above parking reduces the available parking for spectators to approximately 403 spaces.

In addition to the available parking provided within the Lathlain Precinct there is also available street parking within a 5-minute walk or 400m catchment as summarised in Table 3.1 on the following page for a further approximately 489 cars.

These existing 892 parking bays (inclusive of within the Lathlain Precinct and on-street outside the precinct) currently support the spectators of the larger attendance games. Crowd attendance data from 2019 (pre-COVID) indicated that attendance of games varied from a minimum of 1,061 spectators to a maximum of 2,715 spectators with an average crowd of approximately 1,800 across all games. AFLW games currently have crowds of up to approximately 2,455 spectators (from early 2021). Thus, on the basis of 2 to 3 spectators per vehicle, this equates to approximately 2,230 spectators able to access the ground via car and thus most, if not all spectators would currently be able to arrive by car.

For the conditionally approved 3,500 spectator games this suggests that attendances of up to 3,500 will require up to 1,225 spectators to arrive by alternate modes such as car-pooling, public or active transport (3,500 spectators less the 2,230 able to be supported by parking), comprising a non-car mode of approximately 35%.

For the proposed 6,500 spectator attendance games there is proposed to be provided off-site parking are nearby available locations which can be publicly available. These proposed locations are:

## DEVELOPMENT PROPOSAL

- Lathlain Primary School - approximately 200m from Mineral Resources Park via Howick Street and Lathlain Place
- East Victoria Park Primary School - approximately 750m from Mineral Resources Park via Roberts Road and Beatty Avenue
- John Bissett Park – Beatty Avenue - approximately 550m from Mineral Resources Park via Roberts Road and Beatty Avenue
- Tom Wright Park – Planet Street - approximately 100m from Mineral Resources Park via Planet Street
- JA Lee Reserve – Streatley Road & Midgley Street - approximately 850m from Mineral Resources Park via Goddard Street

At each of these locations parking is proposed to be provided in a combination of verge or street parking at the site or hard-stand or grassed parking as summarised in Table 3.2 on the following page. Parking noted at the parks are not on the physical site but along the road verge or road along the park frontages. Discussions have been had with the schools and they have indicated their tacit support for the use of the school grounds for parking for a nominal fee per vehicle of \$5 to \$10. The use of the schools would only be sought for larger matches of up to 6,500 spectators and not required for matches up to 3,500 spectators. For matches of up to 3,500 spectators, the current parking regime can support this crowd size, with a travel plan adopted to encourage alternate transport modes as much as possible.



## DEVELOPMENT PROPOSAL

Table 3.1: On-Street parking within an approximate 5-minute walk (outside Lathlain Precinct)

Street Location	On-Street	Street Width	Comment
<b>North of Bishopsgate Street &amp; Roberts Road</b>			
Staines Street	61	10m	Parking both sides
Saleham Street	23	7.2m	Parking on one side ( <i>excludes Mar to Sept restrictions on north side</i> )
Howick Street	42	10m	Parking both sides
Kessack Street	7	7.2m	Parking east side ( <i>excludes Mar to Sept restrictions on west side</i> )
<b>South of Bishopsgate Street</b>			
Goddard Street	19	10m	Parking both sides ( <i>excludes Mar to Sept restrictions on east side</i> )
Rutland Avenue	101	10m	65 bays along railway side, 36 of opposite side
Roberts Road	11	6m	One side only
Forster Avenue	30	9.6m	Parking both sides
<b>South of Roberts Road</b>			
Planet Street	42	7.2m	South side only
Mars Street	34	7.2m	North side only
Raleigh Street	33	7.2m	North side only
Rutland Avenue	86	10m	55 bays along railway side, 31 of opposite side
<b>Total</b>	<b>489</b>		



## DEVELOPMENT PROPOSAL

Table 3.2: Off-Street Beyond Lathlain Precinct Parking Provision

Proposed Location	Off-Street	Off-Street	On Street	On Street
	Hard Stand	Grass	Verge	Embayed
Lathlain Primary School	19	63		
East Victoria Park Primary School	66	212		11
John Bissett Park – Beaty Avenue			15	
Tom Wright Park – Planet Street				25
JA Lee Reserve – Streatley Road & Midgley Street			190	
<b>Total</b>	<b>85</b>	<b>275</b>	<b>205</b>	<b>36</b>
<b>Grand Total</b>	<b>601</b>			

In total, there are 1,643 car bays within a reasonable walking distance of Mineral Resources Park, this includes within the Lathlain Precinct (Table 2.1) and the above two tables. Excluding bays to be used by players, staff and officials at the ground this reduces to approximately 1,493 car bays. Further to this, there is an expectation that there will be a degree of parking used by non-match related parking demand, such as visitors to dwellings in the area. In reviewing digital imagery, there appears to be approximately 85 cars parked in these areas at approximately midday on a Sunday, this approximately 5.5% of the 1,493 available bays. Allowing for a robust 10% reduction in the available parking this would leave approximately 1,345 bays available for game day crowds.

The Travel Plan for this larger crowd size aspires to a 70% public transport mode share, although, in the assessment below a 50% public transport mode share in combination of higher car occupancy will support the larger crowds. The current parking regime suggests that a 35% public transport mode share is presently able to be achieved and may be close to the current rate. In the short-term an interim 50% public transport mode share for larger games is to be targeted with travel plan actions assisting in the delivery of this. A travel survey of spectators will take place following the first major game to identify actual travel behaviour and revise mode share targets as appropriate.

The comparison of the currently supported mode share with future scenarios for various combination of increased mode share and car occupancy is shown in Table 3.3 on the following page.

## DEVELOPMENT PROPOSAL

Table 3.3: Comparison of Implementation Scenarios

Scenario ->	3,500 Do-Nothing	6,500 Do Nothing	6,500 Increase car Occ.	6,500 Increase PT	6,500 Both Car & PT
	2.5 persons per car	2.5 persons per car	3 persons per car 35% Non-car	2.5 persons per car 50% Non-car	3 persons per car 50% Non-car
Car Use	65% - 910 cars	65% - 1,690 cars	65% - 1,410 cars	50% - 1,300 cars	50% - 1,085 cars
Non-Car	35% - 1,230 spectators	35% - 2,275 spectators	35% - 2,275 spectators	50% - 3,250 spectators	50% - 3,250 spectators

If nothing is done to change the mode share and car occupancy it is estimated there would be approximately 1,690 cars parked in the vicinity of the park for 6,500 spectator matches. This would most likely lead to the use of parking at nearby train stations and other local streets in the vicinity of the park. Clearly, doing nothing is not an option.

Two options have been considered in addressing this impact, increase car occupancy from 2.5 to 3.0 persons and/or increase the mode share of non-car use to 50%.

If car occupancy was to increase from 2.5 to 3.0 persons per car this would require approximately 1,410 cars to park within proximity of the park and based on the available 1,360 parking spaces, there would be insufficient parking available. If the focus was to be solely on increasing the use of non-car modes to 50% this would lead to approximately 1,300 cars parked with parking utilisation of approximately 95% based on the available parking for spectators. What is being targeted in the short term is a combination of increasing car occupancy and non-car mode share.

Based on the 6,500 crowd, the above available 1,360 parking spaces within proximity of the ground and the short-term target public transport mode share of 50% with an increased car patronage, it is expected that there would be approximately 1,085 cars required to be parked in the above identified areas. Thus, approximately 80% of the available parking spaces would be utilised.

Good parking practice for parking systems to be utilised slightly less than at full capacity, this typically being no more than 90%. A range of 85 to 95% allows the parking to achieve optimum efficiency. The expected parking utilisation of approximately 80% (with both increased car occupancy and non-car mode share) is well below the above ranges and thus the parking is expected to operate efficiently with minimal issues expected.

### 3.3. Bicycle Facilities

No additional bicycle facilities are proposed as part of this development.

### 3.4. Pedestrian Facilities

There are currently no plans to improve the pedestrian access network as part of this development. However, it is suggested that a traffic management plan be developed for each of the off-site parking areas and the pedestrian routes to and from each of these areas and this be appended to the current parking and traffic management plan, the Travel Plan and provided within public and communal areas.



## DEVELOPMENT PROPOSAL

### 3.5. Vehicular Access

Each of the off-site parking areas is proposed to utilise existing access points to current off-street hard stand parking and to access current on-street parking (both verge and embayed) direct from the street access. Vehicular access to off-street grassed parking at the following will need to be addressed as part of the traffic management plan as notated:

- Lathlain Primary School – access via Keys Street, north of Petherbridge Street through an existing gate, refer to Figure 3.1 below
- East Victoria Park Primary School - approximately 750m from Mineral Resources Park via Roberts Road and Beatty Avenue, refer to Figure 3.2 on the following page

Figure 3.1: Lathlain Primary School – off-street grassed parking access





DEVELOPMENT PROPOSAL

Figure 3.2: East Victoria Park Primary School – off-street grassed parking access



## 4. COMMITTED DEVELOPMENTS & OTHER TRANSPORT PROPOSALS



## COMMITTED DEVELOPMENTS & 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, there is the Integrated Movement Network Strategy (IMNS).

Information on this proposal is replicated in the following sections.

### 4.2. Integrated Movement Network Strategy

The submission of the DA for the increase of the crowd size to approximately 6,500 spectators 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).



## COMMITTED DEVELOPMENTS & OTHER TRANSPORT PROPOSALS

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.

## 5. CHANGES TO SURROUNDING TRANSPORT NETWORKS

## 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 strategic plan 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 include:

- Removal of railway level crossings at Mint Street and Oats Street
- Potential banning of right turn movements at the intersection of Orrong Road and Roberts Road
- 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.



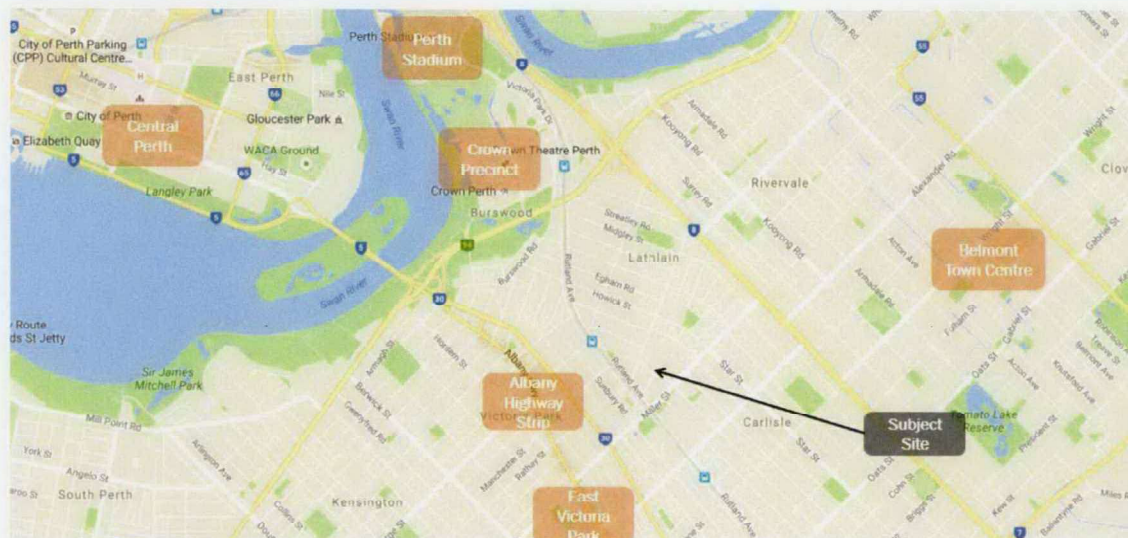
## 6. INTEGRATION WITH SURROUNDING AREA

## INTEGRATION WITH SURROUNDING AREA

### 6.1. Major Attractors and Generators

The location of the development application 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 6.1: Major Attractors & Generators



- The major trip attractors include:
- Central Perth;
- East Victoria Park centre;
- Albany Highway strip;
- Optus (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.

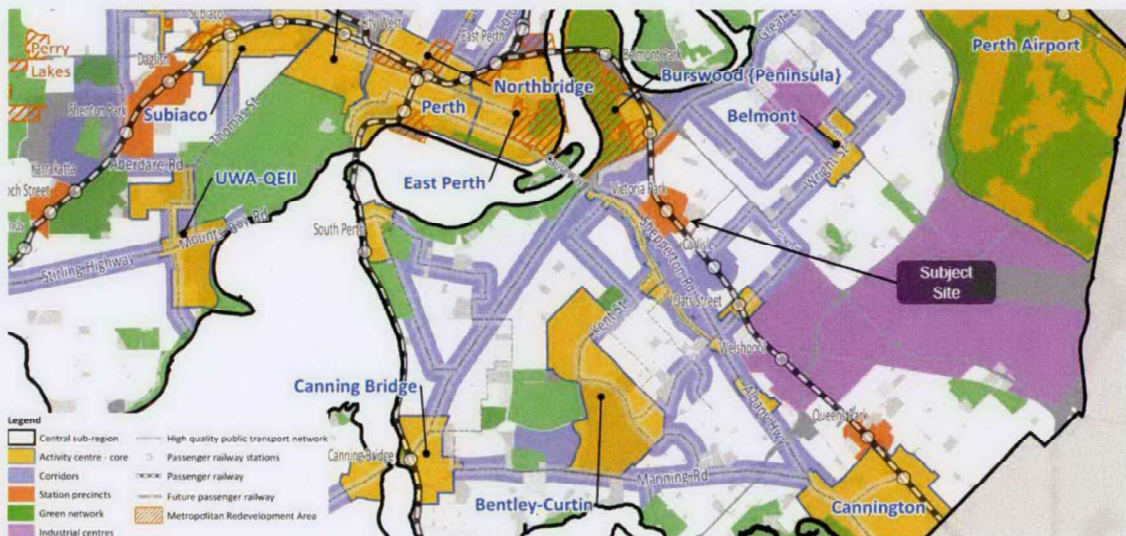
### 6.2. Proposals for Major Changes to Land Use

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 6.1.



## INTEGRATION WITH SURROUNDING AREA

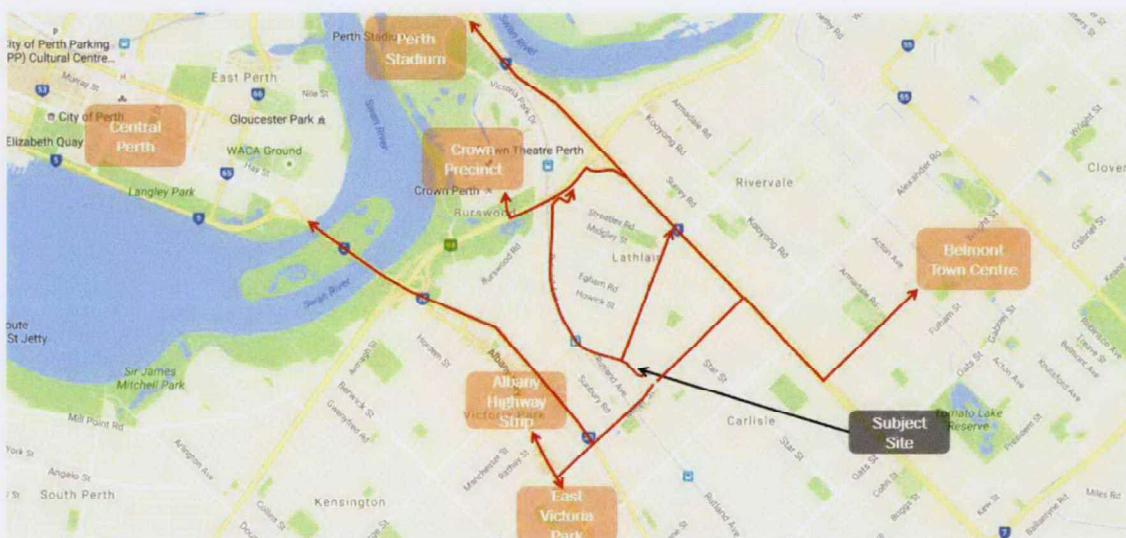
Figure 6.2: Central Sub-regional Planning Framework



### 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 6.2.

Figure 6.3: Main Desire Lines



Current WCE games at Optus Stadium have approximately 80% of trips via public transport. For the purposes of the associated Travel Plan for the development application, a 70% target for public transport has been set. For the purposes of the traffic assessment, it has been assessed that 30% of patrons will thus use private motor vehicle and other modes (walking/ride sharing/cycling etc) to access the site. The main routes to and from the site shown in Figure 6.2 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;



## INTEGRATION WITH SURROUNDING AREA

- 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.

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. TRAFFIC ASSESSMENT



## TRAFFIC ASSESSMENT

### 7.1. Assessment Years

The assessment years used within this TIA to assess the potential traffic related impacts of the 6,500 attendance games are the base/opening year (2021) and the ten-year post opening (2031).

### 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 6,500 attendees itself. Observations have indicated that the traffic flow peak period on weekends typically occur around 12pm. For the assessment of the impacts of these larger games, when these larger games could possibly occur.

### 7.3. Development Trip Generation & Distribution

The proposed increase in attendance size to approximately 6,500 will result in additional vehicle trips being generated on the local network when it commences. 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, trip generation values were developed using a first principles approach to reflect the aspiration mode split target for access to and from the park. This assessment has also assessed the arrival patterns of the spectators only. The access to the site for support/VIPs/players would likely occur prior to and after spectators have arrived or departed, respectively.

As discussed in the Travel Plan the proportion of patrons proposed to access the park using public transport and other non-car related trips is an aspirational 70% as referenced within the Crowd Management Plan. However, as an interim target it is expected that 50% of spectators would use public transport, which will be updated following a travel survey of spectators occurring at the first major game. Based on an expected 6,500 maximum, there would be approximately 3,250 using public transport, walking or riding to MRP.

The remaining 3,250 are thus expected to drive and park either at MRP or in nearby streets or be directed to park at one of the off-site parking areas discussed previously.

As part of the travel plan and to discourage private car usage to and from the MRP and nearby parking areas an occupancy of 3 patrons per vehicle have been adopted. Thus, there is expected to be approximately 1,083 cars required to be parked on game day plus 150 for players/VIPs/key staff at the ground.

With the 117 parking bays (plus 2 ACROD) available on-site at MRP for spectators (this excludes the 150 parking spaces allocated to players/VIPs etc) and the further 284 bays within the Lathlain Precinct, there is expected to be approximately 403 cars parked either at MRP or the Lathlain Precinct. The remaining 680 cars would park beyond the Lathlain Precinct either on-street or in the proposed off-street parking areas. These cars would either park on-street near MRP where there is approximately 470 parking bays available or in the off-street sites away from MRP where there is proposed to be approximately 601 parking bays provided.

In respect of the distribution, this traffic will be distributed amongst the various off-site parking areas as well as the available on-site and nearby parking within the Lathlain Precinct. In addition to this local distribution there is expected to be a wider distribution as traffic accesses to MRP and off-site parking areas from the wider street network.



## TRAFFIC ASSESSMENT

Based on the TIA for the redevelopment of the park, the following distributions have been used to and from MRP proper:

- To/from Orrong Road 70%
- To/From Albany Highway 20%
- To/from North 5%
- To/from South 5%

For the distribution of the balance of the approximately 190 to 200 spectator trips to and from the off-site parking areas a modified gravity was developed. This was based on the size of the parking provided and the distance from MRP. On that basis, the distribution of trips for trips to and from the off-site parking areas is expected to be:

- Victoria Park Station 10%
- Carlisle Station 8%
- Lathlain Primary School 26%
- East Victoria Park Primary School 24%
- John Bissett Park 2%
- Tom Wright Park 16%
- JA Lee Reserve 14%

### 7.4. Traffic Flows

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

#### 7.4.1. Base Traffic Flows

The ToVP provides publicly available traffic count information via their 'IntraMaps' website. Average daily weekday vehicle information from this website, for typically 2019, was collated with the rounded-up volumes shown in Figure 7.1. 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.

These traffic counts are weekday traffic flows.

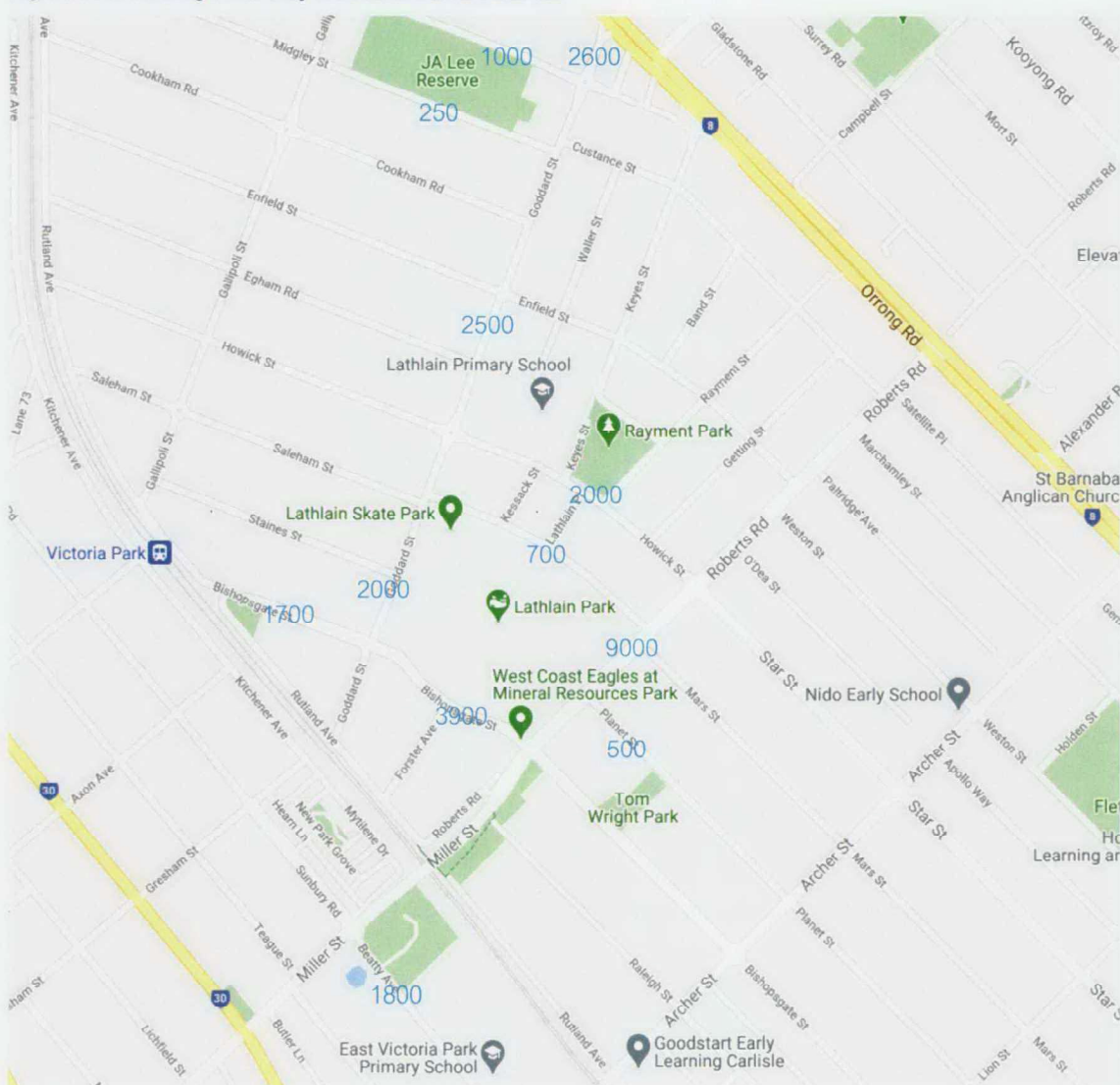
Typically, weekend traffic flows are about 85% to 90% of weekday traffic flows with the midday peak typically 85% to 90% of traffic flows for a typical weekday PM peak.

This was confirmed by examining traffic flow data for Miller Street (this the continuation of Roberts Road), south of Lion Street.

Application of this factor to the weekday traffic flows derived the traffic flows in Table 7.1.

## TRAFFIC ASSESSMENT

Figure 7.1: Average two-way weekend traffic volumes



(Source: ToVP)

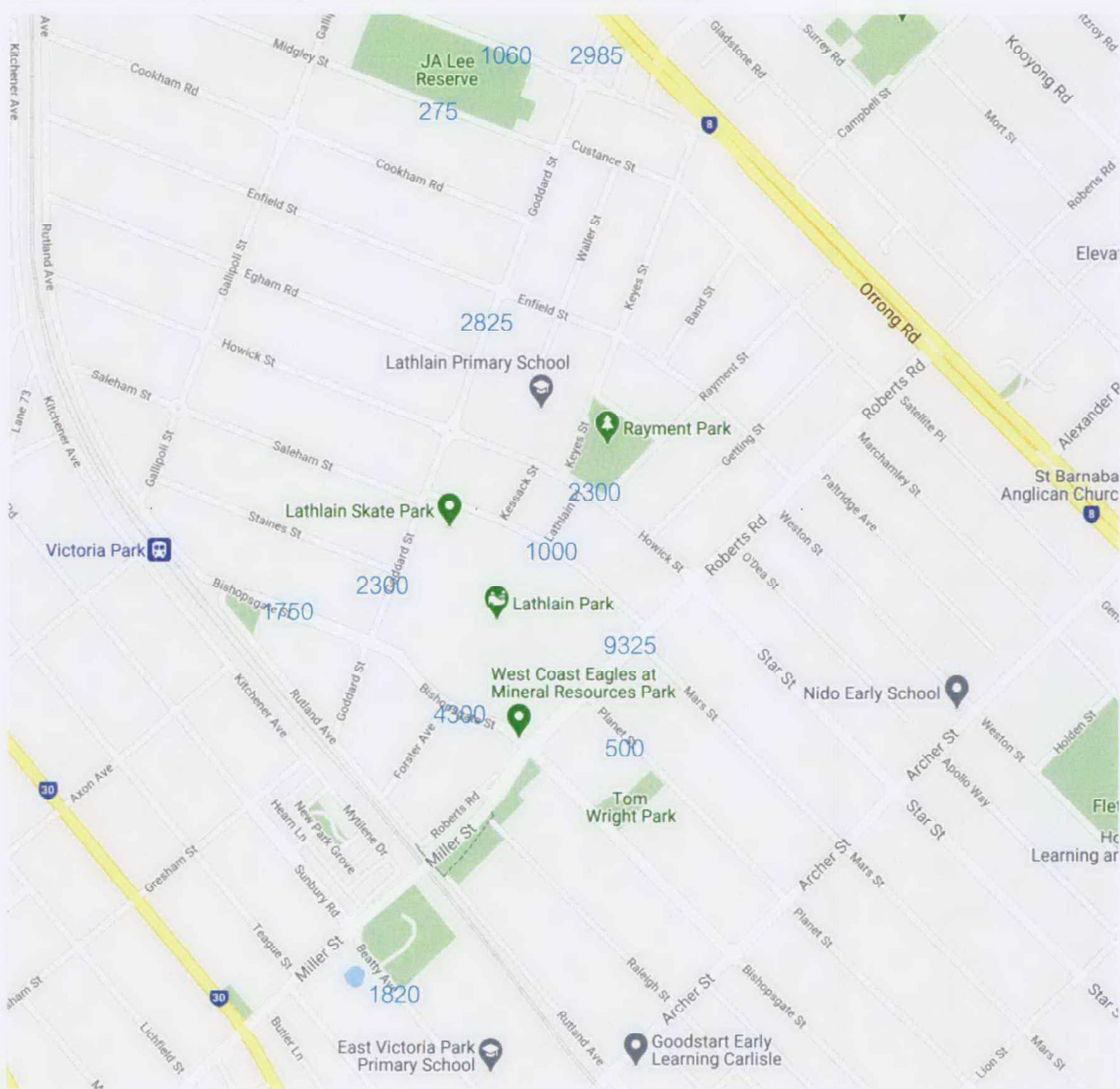
### 7.4.2. Projected Traffic Flows

The flows associated with the 6,500 spectator crowd on opening are shown in 7.2. These flows represent the base traffic flows and the opening year 6,500 spectator crowd flows. 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 into Roberts Road.



## TRAFFIC ASSESSMENT

Figure 7.2: Average two-way weekend traffic volumes for 6,500 crowd



(Source: ToVP)

### 7.5. Traffic Impact of Development

All roads near the proposed site are expected to have traffic volumes typically less than the theoretical maximum traffic flows of roads of their type and also less than the typical weekday traffic flows recorded in 2019. For key roads, the mid-block comparisons to maximum flows that these roads should carry and the current daily traffic flows are shown in Table 7.1 on the following page.



## TRAFFIC ASSESSMENT

Table 7.1: Current & Expected Mid-Block Daily Traffic Flows at Key Location

Road	Indicative Maximum Daily Flow (two-way vpd)	Current Daily Flow (two-way vpd)	Expected Weekend Flow (two-way vpd)
Roberts Road	15,000	9,900	9,325
Beaty Avenue	3,000	2,000	1,820
Goddard Street	3,000	2,850	2,985
Bishopsgate Street	7,000	4,300	4,300
McCartney Crescent	3,000	750	1,000
Howick Street	3,000	2,400	2,300

### 7.6. Assessment of Intersection Performances

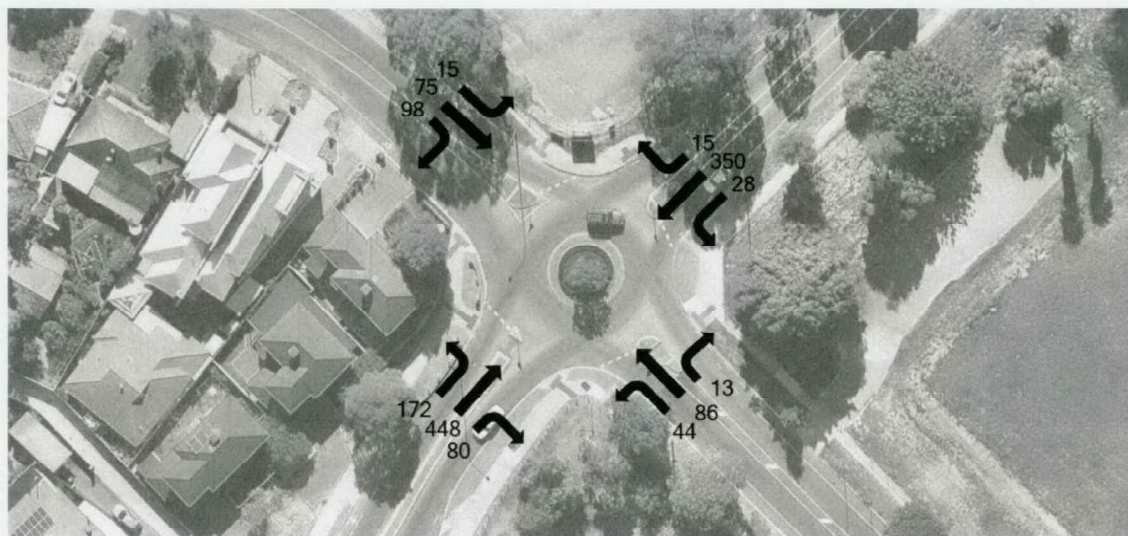
To assess the intersection performance of key intersections, traffic counts would typically be obtained.

However, due to the Christmas period, no intersection turning traffic counts were able to be obtained to allow a good understanding of typical weekend traffic flows. As such, the traffic counts obtained in 2016 for the TIA for the redevelopment of MRP were utilised. These previous traffic counts were from a weekday and to convert them to a weekend traffic count and to allow for the passage of time these traffic counts were both reduced by 85% (to reflect weekday traffic flows to weekend traffic flows) and then increased by 110% (to reflect the 5 years since these traffic counts were obtained). In effect this results in these traffic counts able to be used with a flow factor of 0.935 reducing the previously counted volumes.

The PM traffic flows were utilised, and the intersection of Roberts Road and Bishopsgate Street was then assessed utilising Sidra Intersection. The additional traffic flows to and from MRP for patrons parking at the park on-site was utilised as well as parking on-street near the park. This intersection was found to have the highest traffic flows in the vicinity of the MRP.

The base 2016 traffic flows are shown below in Figure 7.3.

Figure 7.3: Base 2016 Turning traffic flows



## TRAFFIC ASSESSMENT

The scenarios assessed using SIDRA Intersection 8 at the intersections of Bishopsgate Street with Roberts Road and Goddard Street for the AM and PM peak hours were:

- Current Traffic Flows (2021);
- Development opening (2021); and
- Ten years post development opening (2031).

The results of the assessment are based on standard SIDRA settings, no adjustments were made to elements such as gap acceptance etc.

Table 7.2: SIDRA Outputs – 2021 with Development

Peak	Approach	Critical Turning Movements			
		DOS	LOS	Average Delay (sec)	95th Percentile Queue (m/veh)
Midday	Bishopsgate St (SE)	0.17	A	6	7/1
	Roberts Rd (NE)	0.38	A	5	18/2-3
	Bishopsgate St (NW)	0.24	A	9	11/1-2
	Roberts Rd (SW)	0.55	A	4	36/5

DOS – Degree of saturation, LOS – Level of Service, # - Intersection DOS

Table 7.3: SIDRA Outputs – 2021 with Development

Peak	Approach	Critical Turning Movements			
		DOS	LOS	Average Delay (sec)	95th Percentile Queue (m/veh)
Arrival	Bishopsgate St (SE)	0.19	A	7	8/1
	Roberts Rd (NE)	0.47	A	6	25/3-5
	Bishopsgate St (NW)	0.26	A	9	13/2
	Roberts Rd (SW)	0.69	A	6	53/7-8
Departure	Bishopsgate St (SE)	0.18	A	7	8/1
	Roberts Rd (NE)	0.44	A	5	23/3
	Bishopsgate St (NW)	0.42	A	4	21/3
	Roberts Rd (SW)	0.55	A	6	37/5



## TRAFFIC ASSESSMENT

Table 7.4: SIDRA Outputs – 2031 with Development

Peak	Approach	Critical Turning Movements			
		DOS	LOS	Average Delay (sec)	95th Percentile Queue (m/veh)
Arrival	Bishopsgate St (SE)	0.26	A	8	13/2
	Roberts Rd (NE)	0.59	A	7	40/5-6
	Bishopsgate St (NW)	0.40	B	11	22/3
	Roberts Rd (SW)	0.86	B	11	122/17
Departure	Bishopsgate St (SE)	0.25	A	8	12/2
	Roberts Rd (NE)	0.56	A	6	35/5
	Bishopsgate St (NW)	0.58	B	13	40/5-6
	Roberts Rd (SW)	0.68	A	5	55/7-8

From The above it is apparent that this intersection is expected to operate in a similar manner to how it currently operates. There are expected to be slightly longer queues on the Roberts Road SW approach and the Bishopsgate Street NW approach, but the overall delays and LoS are well within acceptable limits.

With an increase of traffic of approximately 20% from 2021 to 2031, the queues on Roberts Road as spectators arrive are expected to increase to approximately 17 cars. There are also expected to be smaller increases on other legs. However, again the delays and LoS of the roundabout are expected to be within acceptable limits. This roundabout will effectively move traffic to and from the MRP car park accessed from Bishopsgate Street and from nearby streets where on-street parking is utilised.

### 7.7. Level of Service Concepts

The Level of Service (LoS) concept describes the quality of traffic service in terms of six levels, designated A to F, with LoS A representing the best operating condition (i.e. at or close to free flow), and LoS F being the poorest (i.e. forced flow). More specifically:

- **LoS A:** Primarily free flow operations at average travel speeds, usually about 90% of the FFS (Free Flow Speed) for the given street class. Vehicles are completely unimpeded in their ability to manoeuvre within the traffic stream. Control delay at signalised intersections is less than 10 seconds. At non-signalised movements at intersections, the average control delay is less than 10 seconds.
- **LoS B:** Reasonably unimpeded operations at average travel speeds, usually about 70% of the FFS for the street class. The ability to manoeuvre within the traffic stream is only slightly restricted, and control delays at signalised intersections are between 10 and 20 seconds. At non-signalised movements at intersections the average control delay is between 10 and 15 seconds.
- **LoS C:** Stable operations; however, ability to manoeuvre and change lanes in mid-block locations may be more restricted than at LoS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50% of the FFS for the street class. Signalised intersection delays are between 20 and 35 seconds. At non-signalised movements at intersections the average control delay is between 15 and 25 seconds.



## TRAFFIC ASSESSMENT

- **LoS D:** A range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LoS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40% of FFS. Signalised intersection delays are between 35 and 55 seconds. At non-signalised movements at intersections the average control delay is between 25 and 35 seconds.
- **LoS E:** Characterised by significant delays and average travel speeds of 33% of the FFS or less. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections (between 55 and 80 seconds), and inappropriate signal timing. At non-signalised movements at intersections the average control delay is between 35 and 50 seconds.
- **LoS F:** Characterised by urban street flow at extremely low speeds, typically 25% to 33% of the FFS. Intersection congestion is likely at critical signalised locations, with high delays (in excess of 80 seconds), high volumes, and extensive queuing. At non-signalised movements at intersections the average control delay is greater than 50 seconds.

In addition to the above:

- **Average Delay:** is the average of all travel time delays for vehicles through the intersection
- **Queue:** is the queue length below which 95% of all observed queue lengths fall
- **Degree of Saturation (DoS):** Ratio of the traffic flow to the capacity for that particular lane/movement.

This is summarised below:

LoS		Intersection Degree of Saturation (DoS, X)	
		Unsignalised Intersection	Signalised Intersection
A	Excellent	$\leq 0.50$	$\leq 0.60$
B	Very Good	0.50-0.70	0.60-0.75
C	Good	0.70-0.80	0.75-0.90
D	Acceptable	0.80-0.90	0.90-0.95
E	Poor	0.90-1.00	0.95-1.00
F	Very Poor	$\geq 1.0$	$\geq 1.0$

## 8. ROAD SAFETY

## 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 and road sections 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 has trialled the prohibition of right turn movements at the intersection of Orrong Road and Roberts Road to reduce the incidence of right turn crashes, 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 and Bishopsgate Street and Goddard Street.

Notwithstanding these issues, the increase in crowd size and the use of off-site parking areas will result in the generation of traffic and pedestrian movements to and from these parking areas.

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 been modified by the ToVP to remove large painted medians and replace them with hard medians and planting. Other access routes from the proposed off-site car parks have footpaths on either one or both sides of the roadway.

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 to and from the off-site car parks, development traffic and overall conditions on the wider street network could be undertaken once the development is in operation with any required remedial measures put in place if any issues arose.



## 9. PEDESTRIAN ROUTES

## PEDESTRIAN ROUTES

### 9.1. 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 below in detail.

The other pedestrian generator to the site are the proposed off-site parking areas with the routes discussed below.

#### 9.1.1. Public Transport Access Routes

##### Victoria Park Station

The MRP is around 640m from Victoria Park Station. Access between the Station and MRP is facilitated by a continuous pedestrian path along the northern side of Bishopsgate Street.

Those walking between the Station and MRP 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.

##### Howick Street /Star Street Bus Stops

The distance from the MRP 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.

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.

#### 9.1.2. Off-site Access Routes

##### Lathlain Primary School

The route to and from the primary school parking for pedestrians is much the same as the access to and from bus stops on Howick Street. Again, to facilitate the safe crossing of Howick Street, there may be the implementation of temporary traffic management on game days.

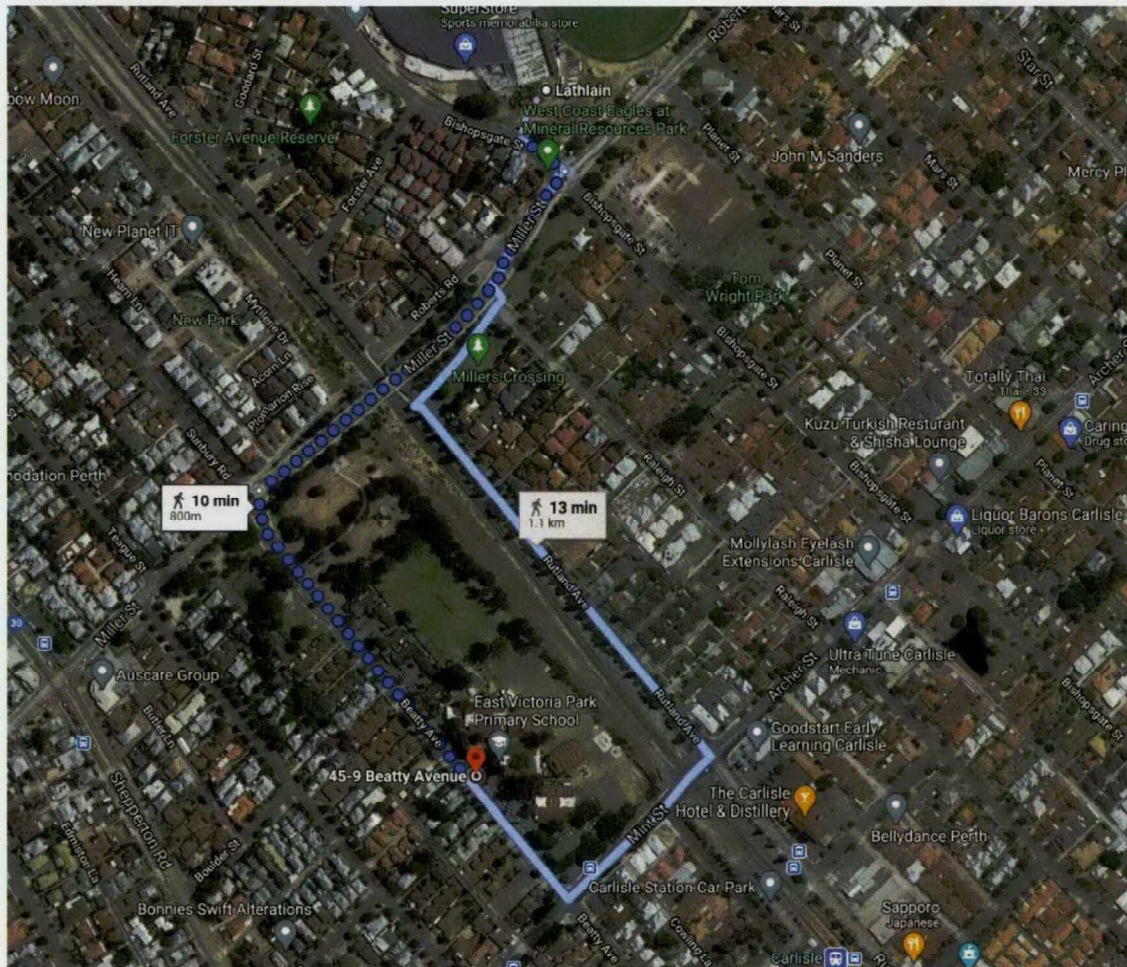


## PEDESTRIAN ROUTES

### East Victoria Park Primary School

East Victoria Park Primary School parking is located approximately 750-800m from Mineral Resources Park via Roberts Road and Beatty Avenue. Access to this parking will require crossing of Roberts Road at the same location as access to Carlisle Station described above. The route is via footpaths on the south side of Roberts Road and the east side Beatty Avenue. This route is shown below in Figure 9.1.

Figure 9.1: East Victoria Park Primary School Pedestrian Route



(Source Google Maps)

### John Bissett Park

John Bissett Park is located on Beatty Avenue just north of East Victoria Park Primary School, approximately 550m from Mineral Resources Park via Roberts Road and Beatty Avenue, utilising the same route to and from East Victoria Park Primary School.

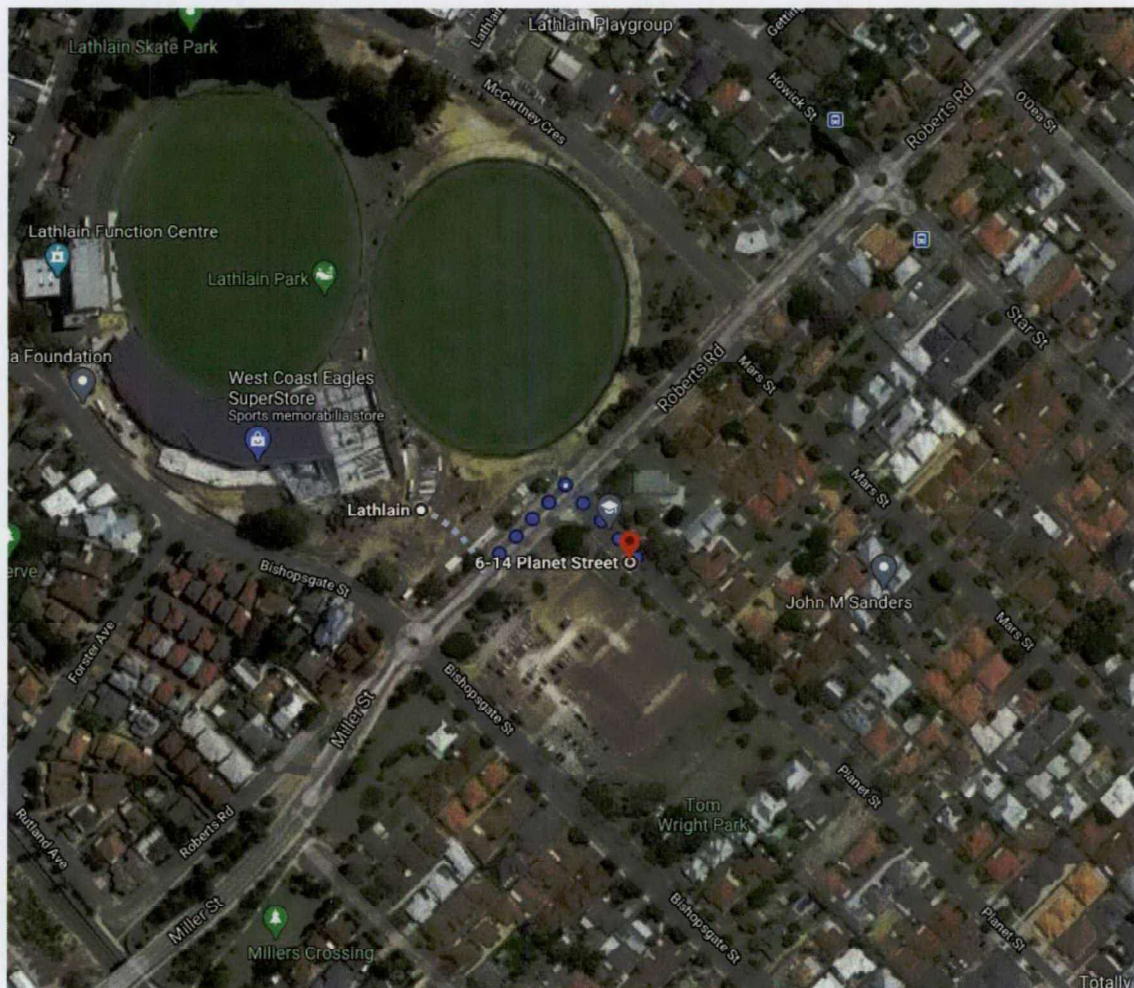


## PEDESTRIAN ROUTES

### Tom Wright Park

Tom Wright Park is located directly opposite MRP on the eastern side of Roberts Road with parking allowed on Planet Street. The parking is approximately 100m from Mineral Resources Park via Planet Street. Access across Roberts Road is considered safe for pedestrians as there is a pedestrian island with pedestrian gap provided. The route is shown below in Figure 9.2.

Figure 9.2: Tom Wright Park Pedestrian Route



(Source Google Maps)

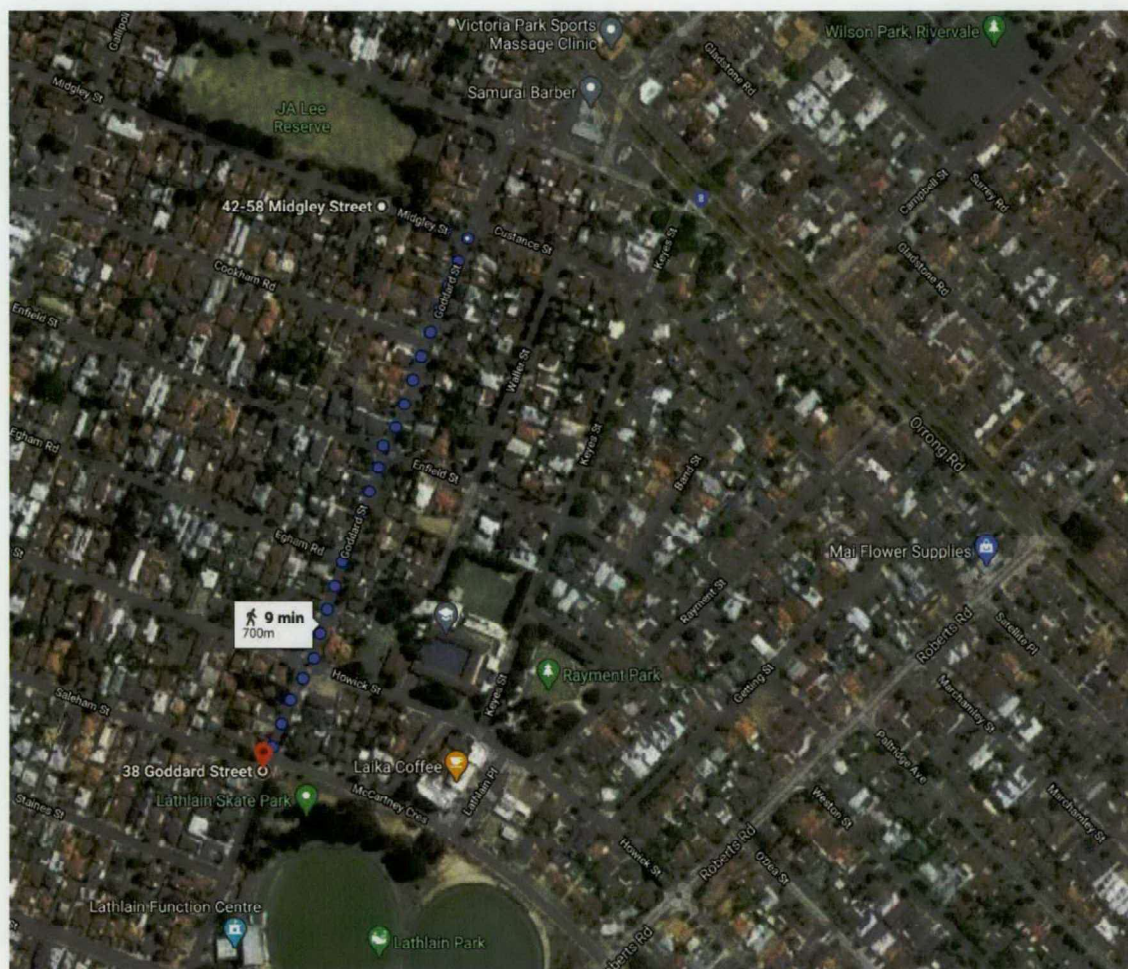


## PEDESTRIAN ROUTES

### JA Lees Reserve

JA Lees Reserve is located between Streatley Road and Midgley Street and is located approximately 700 to 850m from Mineral Resources Park via Midgley Street and Goddard Street to the intersection of Goddard Street and McCartney Crescent. The pedestrian route is shown below in Figure 9.3.

Figure 9.3: JA Lee Reserve Pedestrian Route



(Source Google Maps)

There is a footpath on the south side of Midgley Street and the western side of Goddard Street and this will provide access to MRP. There will then be a crossing of Goddard Street required most likely near McCartney Crescent.

Between Midgley Street and McCartney Crescent there will be four side roads of Goddard Street which will require pedestrians to cross. These are:

- Cookham Road
- Enfield Street
- Egham Road
- Howick Street

## PEDESTRIAN ROUTES

Traffic flows on these side roads with traffic flows varying from 380 to 640 vehicles per day on a typical weekday. This would equate to approximately one vehicle movement per minute on the side street. These levels are very low and would not impede pedestrian movements across these side streets.

Where the pedestrian route crosses Goddard Street near McCartney Crescent, there may be the requirement to provide traffic management to facilitate pedestrian movements across Goddard Street.



## 10. PARKING MANAGEMENT PLAN

## PARKING MANAGEMENT PLAN

### 10.1. On-Street Parking Management

Current parking on street around MRP is presently mostly unmanaged with parking unrestricted in its use. The only exceptions are portions of roadway near intersections, marked with parking prohibitions on the roadway and with signage and along certain streets near MRP.

The following streets do have parking prohibitions:

- Goddard Street (North) No Parking on sections
- Goddard Street (South) No Parking 12pm to 6pm on weekends/public holidays from March to September on east side
- Kessack Street No Parking 12pm to 6pm on weekends/public holidays from March to September on west side
- Saleham Street No Parking 12pm to 6pm on weekends/public holidays from March to September on north side

These bays have not been included in the number of bays available for use during game days in the previous assessment of this report. However, it should be noted that the AFL men's pre-season matches are scheduled to occur in February and March and AFLW matches occurring December to March. During December to February, these areas would be available to park on and could accommodate approximately 25 cars. However, based on these scheduled games there is only a small crossover in March where these bays would not be available for use. As noted above, none of these bays have been include in the parking assessment in Section 3 of this report.

The current on-street parking that can occur on streets in proximity of MRP are to occur un-restricted with the following exceptions. These exceptions are to ensure that parking on the streets is limited to one side of the street to allow the two-way movement of traffic flow to be maintained.

- Roberts Road parking restrictions on southern side of road
- Plane Street parking restrictions on either north or south side (to be determined)
- Mars Street parking restrictions on either north or south side (to be determined)
- Raleigh Street parking restrictions on either north or south side (to be determined)

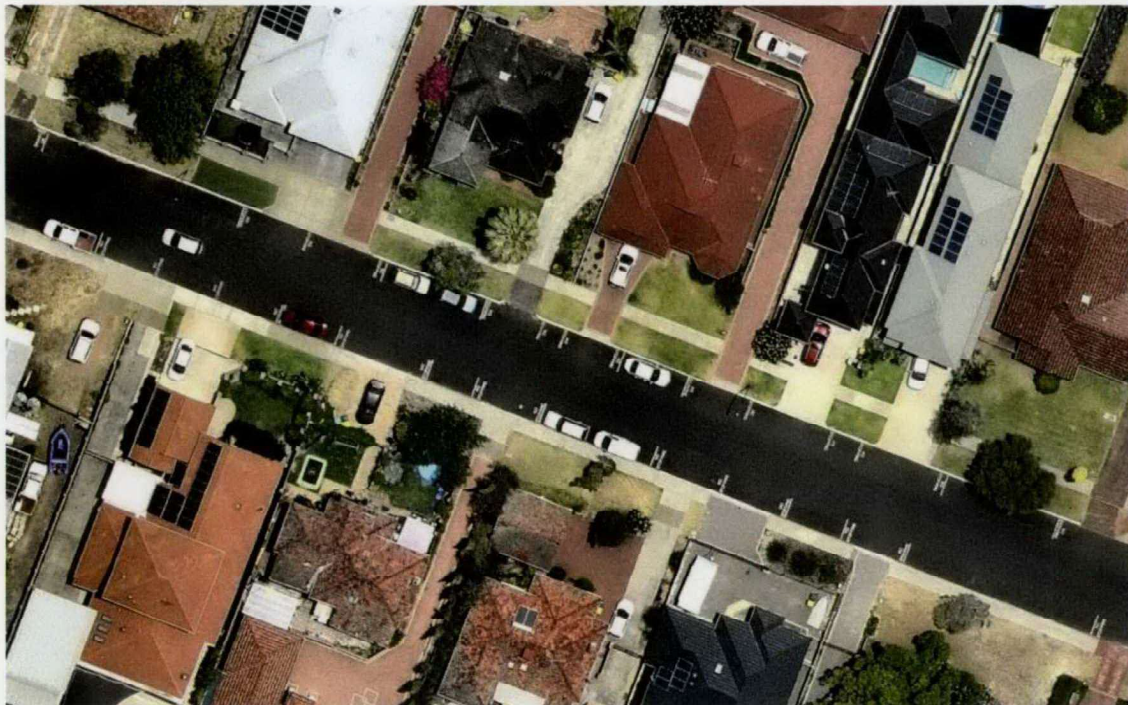
This parking restriction is to be similar to the hours of restriction and months currently on Kessack, Goddard and Saleham Streets.

On streets where parking is to be permitted, line marking should be installed near driveways to ensure they are not blocked by parked cars. This would be similar to treatments on other streets such as on Staines Street, refer to Figure 10.1.



## PARKING MANAGEMENT PLAN

Figure 10.1: Proposed Pavement Marking



### 10.2. Management of pick-up/drop-off zones

There are two areas which could be utilised as pick-up/drop-off areas, these are both on the north side of Bishopsgate Street between Roberts Road and Goddard Street, refer to Figure 10.2 on the following page.



## PARKING MANAGEMENT PLAN

Figure 10.2: Bishopsgate Street Pick-up/Drop-off



To manage access to these by vehicles, it is proposed to have signage erected to the effect that these two areas are for pick-up and drop-off purposes only. Traffic controllers may be required in this area to ensure this is adhered to.

### 10.3. Management of off-street parking

Off street parking areas are not expected to be over capacity and these should be able to operate with no active management in place. The proposed off-street parking is expected to have the following utilisation (this based on the previously utilised modified gravity model for traffic flows):

- |                                     |     |
|-------------------------------------|-----|
| • Lathlain Primary School           | 77% |
| • East Victoria Park Primary School | 21% |
| • JA Lee Reserve                    | 25% |

These utilisation rates are well below levels at which car parks would start to operationally begin to suffer, this being approximately 90% of capacity.

To actively manage the amount of parking and reduce parking near MRP variable message signage is proposed to be installed at the following locations:

For JA Lee Reserve:

- |   |                             |
|---|-----------------------------|
| • Intersection of Orrong Road/Goddard Street    | directing to Goddard Street |
| • Intersection of Goddard Street/Streatley Road | directing to JA Lee Reserve |

## PARKING MANAGEMENT PLAN

- Intersection of Goddard Street/Midgely Street directing to JA Lee Reserve
- Intersection of Great Eastern Highway/Cornwall Street directing to Cornwall Street
- Intersection of Cornwall Street/Gallipoli Street directing southwards
- Intersection of Gallipoli Street/Streatley Road directing to JA Lee Reserve
- Intersection of Gallipoli Street/Streatley Road directing to JA Lee Reserve

For Lathlain Primary School:

- Intersection of Goddard Street/Enfield Street directing east
- Intersection of Enfield Street/Keyes Street directing south to school
- School Entry directing to school

For East Victoria Park Primary School:

- Intersection of Miller Street/Beatty Avenue directing to Beatty Avenue
- Intersection of Mint Street/Beatty Avenue directing to Beatty Avenue
- School Entry directing to school

### 10.4. Wayfinding Signage

With the remote off-street parking areas the following wayfinding signage is proposed:

For JA Lee Reserve:

- Intersection of Goddard Street/Streatley Road directing to Goddard St S
- Intersection of Goddard Street/Midgely Street directing to Goddard St S

For Lathlain Primary School:

- Exit of parking area directing south
- Intersection of Howick Street/Keyes Street directing south to Lathlain Place

For East Victoria Park Primary School:

- Exit of the parking area directing to Beatty Avenue N/W
- Intersection of Miller Street/Beatty Avenue directing to Miller Street N/E

As pedestrians move along these routes they will eventually arrive at or see MRP and will be able to navigate their way to the main entry.

### 10.5. Land Use Approvals

Approvals will need to be undertaken with both the Lathlain and East Victoria Park Primary schools to allow use of their parking area and school ovals for parking. This would allow flexibility in the use of off-street parking around MRP and reduce the impact of on-street parking close to MRP.

If these two schools were not available for off-street parking the amount of parking utilised on the remaining off-street parking would be close to 90% and this would still be operationally acceptable. This would however require all available parking within proximity of MRP beyond the Lathlain Precinct available for use on match days.



## PARKING MANAGEMENT PLAN

### 10.6. Review of Parking Management

Following implementation of the above in conjunction with the current traffic management plan for current sized crowds, operation of the parking and traffic management will be observed by the West Coast Eagles in conjunction with the Town of Victoria Park. Modification will be undertaken as identified to improve either parking or traffic management of these larger events.



## 11. CONCLUSION

## CONCLUSION

This Transport Impact Assessment (TIA) has been completed by GTA Consultants in support of the Development Application to allow up to 6,500 spectators plus approximately 150 players/staff/officials etc for games at Mineral Resources Park/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 and the TIA for the original DA for the redevelopment of Mineral Resources 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 weekend peak periods when spectators, staff and players associated with the match will be arriving and leaving.

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. The traffic assessment has provided outputs for 2021, an opening year of 2021 and ten years post opening in 2031. 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 and spectators associated with the site. This Travel Plan will continue to evolve and be managed upon opening of the facility.

Parking will be provided both on-site and off-site, with an ample amount of parking proposed in off-site locations within no more than 800m of the park. These bays will be a mix of those readily accessible to users and staff at the facility, along with general purpose bays for spectators to the site. The proposed number of bays will cater for staff at the site, alongside provision of bays for visitors.

Pedestrian access routes to and from the off-site parking areas will need to have traffic management provided across key crossing points near the park. These locations are expected to have high pedestrian crossing demand and the traffic management will ensure the safety of pedestrian are provided for.

The WAPC checklist is shown at Appendix B.

## A. CRASH DATA



## Detailed Crash History

## Selected Areas

Centre: (-31.975  
115.909) (Shape)

Parameter Value Description

From Date 01/01/15

To Date 31/12/19

Crash Type ALL

Severity ALL

Include Descriptions? Yes

Road	Road Name	SLK	Q	Way	True Dist	Intersection	Date	Day	Time	Severity	Crash No.	Type	Light Cond	Road Cond	Speed Limit	Traffic Control	Road Feature	Road Alignment	Speed Factor	MR Nature	Location	RUM	Unit	From Dr	To Dir	Veh/Ped Move	First Object Hit	Second Object Hit	Third Object Hit	Target Impact Point	
12901 38	Miller St	1.04	S		1.04	BISHOPSGAT E ST & ROBERTS RD (050902)	03/12/2017	Sunday	0928	PDO Major	20173 25976	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Straight		Right Angle	On Cway	11 Intx: Thru - Thru	Colliding	Car	N - S - ROBERTS RD E RT S RD ST	S - MILL E RT S RD ST	Straight Ahead: Not Out Of Control				
12901 38	Miller St	1.04	S		1.04	BISHOPSGAT E ST & ROBERTS RD (050902)	03/12/2017	Sunday	0928	PDO Major	20173 25976	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Straight		Right Angle	On Cway	11 Intx: Thru - Thru	Target	Car	S - BISHOPSGAT E RT S RD ST	N - BISH OPS Not Out Of Control	Straight Ahead: Not Out Of Control				Side
Location: Miller St at Bishopsgate St & Roberts Rd																															
12901 38	Miller St	1.04	S		1.04	BISHOPSGAT E ST & ROBERTS RD (050902)	28/02/2017	Tuesday	1840	Hospital	20170 87210	Intersection	Dawn Or Dusk	Dry	51	Give Way Sign	Roundabout	Curve		Right Angle	On Cway	11 Intx: Thru - Thru	Target	Bicycle	N - S - ROBERTS RD E RT S RD ST	N - ROB Ahead: Not Out Of Control	Straight Ahead: Not Out Of Control				Side
12901 38	Miller St	1.04	S		1.04	BISHOPSGAT E ST & ROBERTS RD (050902)	28/02/2017	Tuesday	1840	Hospital	20170 87210	Intersection	Dawn Or Dusk	Dry	51	Give Way Sign	Roundabout	Curve		Right Angle	On Cway	11 Intx: Thru - Thru	Colliding	Car	N - BISH BISH OPS Not Out Of Control	S - BISH OPS Not Out Of Control	Straight Ahead: Not Out Of Control				
Location: Miller St at Bishopsgate St & Roberts Rd																															
12901 38	Miller St	1.04	S		1.04	BISHOPSGAT E ST & ROBERTS RD (050902)	30/06/2016	Thursday	0830	PDO Minor	20161 97562	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Straight		Right Angle	On Cway	10 Intx: Other	Colliding	Station Wagon			Straight Ahead: Not Out Of Control				
12901 38	Miller St	1.04	S		1.04	BISHOPSGAT E ST & ROBERTS RD (050902)	30/06/2016	Thursday	0830	PDO Minor	20161 97562	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Straight		Right Angle	On Cway	10 Intx: Other	Target	Bicycle			Straight Ahead: Not Out Of Control				Side
Location: Miller St at Bishopsgate St & Roberts Rd																															
12901 38	Miller St	1.04	S		1.04	BISHOPSGAT E ST & ROBERTS RD (050902)	17/07/2018	Tuesday	1500	PDO Minor	20181 97170	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Curve		Rear End	On Cway	31 Same Dir: Same Lane Rear End	Target	Motor Cycle	N - S - ROBERTS RD E RT S RD ST	S - MILL By Traffic Control	Stopped: By Traffic Control				Rear
12901 38	Miller St	1.04	S		1.04	BISHOPSGAT E ST & ROBERTS RD (050902)	17/07/2018	Tuesday	1500	PDO Minor	20181 97170	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Curve		Rear End	On Cway	31 Same Dir: Same Lane Rear End	Colliding		N - S - ROBERTS RD E RT S RD ST	S - MILL E RT S RD ST	Straight Ahead: Not Out Of Control				
Location: Miller St at Bishopsgate St & Roberts Rd																															
12901 38	Miller St	1.04	S		1.04	BISHOPSGAT E ST & ROBERTS RD (050902)	18/12/2019	Wednesday	1715	PDO Minor	20193 52151	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Straight		Rear End	On Cway	31 Same Dir: Same Lane Rear End	Colliding	Car	S - N - MILL E RT S RD ST	N - ROB E RT S RD ST	Straight Ahead: Not Out Of Control				
12901 38	Miller St	1.04	S		1.04	BISHOPSGAT E ST & ROBERTS RD (050902)	18/12/2019	Wednesday	1715	PDO Minor	20193 52151	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Straight		Rear End	On Cway	31 Same Dir: Same Lane Rear End	Target	Car	N - S - MILL ROB By Traffic Control	N - ROB E RT S RD ST	Stopped: By Traffic Control				Rear
Location: Miller St at Bishopsgate St & Roberts Rd																															
12901 38	Miller St	1.04	S		1.04	BISHOPSGAT E ST & ROBERTS RD (050902)	15/08/2019	Thursday	1935	PDO Major	20192 30822	Intersection	Dark - Street Lights On	Dry	51	Give Way Sign	Roundabout	Straight		Right Angle	On Cway	11 Intx: Thru - Thru	Target	Car	S - N - BISH OPS Not Out Of Control	N - BISH OPS Not Out Of Control	Straight Ahead: Not Out Of Control				Side



## Detailed Crash History

Road	Road Name	SLK	Way	True Dist	Intersection	Date	Day	Time	Severity	Crash No.	Type	Light Cond	Road Cond	Speed Limit	Traffic Control	Road Feature	Road Alignment	Speed Factor	MR Nature	Location	RUM	Unit	Unit Type	From Dir	To Dir	Veh/Ped Move	First Object Hit	Second Object Hit	Third Object Hit	Target Point	
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	15/08/2019	Thursday	1835	PDO Major	20192 30922	Intersection	Dark - Street Lights On	Dry	51	Give Way Sign	Roundabout	Straight			Right Angle	On Cway	11:1nx: Thru - Thru	Colliding	Car	S - MILL ER ST	N - ROB Ahead: Not Out S RD Of Control	Straight Ahead: Not Out Of Control				
Crash Description:																															
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	10/10/2017	Tuesday	1012	PDO Minor	20172 67611	Intersection	Daylight		51	Give Way Sign	Roundabout				Right Angle	On Cway	11:1nx: Thru - Thru	Target	Car			Straight Ahead: Not Out Of Control				Side
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	10/10/2017	Tuesday	1012	PDO Minor	20172 67611	Intersection	Daylight		51	Give Way Sign	Roundabout				Right Angle	On Cway	11:1nx: Thru - Thru	Colliding	Bicycle			Straight Ahead: Not Out Of Control				
Crash Description:																															
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	24/07/2019	Wednesday	0655	PDO Major	20192 10003	Intersection	Dawn Or Dusk		51	Give Way Sign	Roundabout	Straight			Right Angle	On Cway	11:1nx: Thru - Thru	Target	Panel Van	S - BISH OPS GAT EST	N - OPS Not Out S RD Of Control	Straight Ahead: Not Out Of Control				Side
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	24/07/2019	Wednesday	0655	PDO Major	20192 10003	Intersection	Dawn Or Dusk		51	Give Way Sign	Roundabout	Straight			Right Angle	On Cway	11:1nx: Thru - Thru	Colliding	Car	S - MILL ER ST	N - ROB Ahead: Not Out S RD Of Control	Straight Ahead: Not Out Of Control				
Crash Description:																															
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	26/03/2016	Saturday	1850	PDO Major	20161 04705	Intersection	Dark - Street Lights On	Wet	51	Give Way Sign	Roundabout	Straight			Rear End	On Cway	31:Same Dim: Same Lane Rear End	Target	Utility	S - MILL ER ST	N - ROB By Traffic Control S RD	Stopped: By Traffic Control				Rear
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	26/03/2016	Saturday	1850	PDO Major	20161 04705	Intersection	Dark - Street Lights On	Wet	51	Give Way Sign	Roundabout	Straight			Rear End	On Cway	31:Same Dim: Same Lane Rear End	Colliding		S - MILL ER ST	N - ROB Ahead: Not Out S RD Of Control	Straight Ahead: Not Out Of Control				
Crash Description:																															
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	11/09/2019	Wednesday	1430	PDO Major	20192 59003	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Straight			Right Angle	On Cway	11:1nx: Thru - Thru	Target	Utility	S - BISH OPS GAT EST	N - BISH OPS Not Out S RD Of Control	Straight Ahead: Not Out Of Control				Side
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	11/09/2019	Wednesday	1430	PDO Major	20192 59003	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Straight			Right Angle	On Cway	11:1nx: Thru - Thru	Colliding	Car	S - MILL ER ST	N - ROB Ahead: Not Out S RD Of Control	Straight Ahead: Not Out Of Control				
Crash Description:																															
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	22/08/2017	Tuesday	1650	PDO Minor	20172 70234	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Curve			Rear End	On Cway	31:Same Dim: Same Lane Rear End	Colliding	Bicycle	N - BISH OPS Not Out S RD Of Control	S - OPS Not Out S RD Of Control	Straight Ahead: Not Out Of Control				
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	22/08/2017	Tuesday	1650	PDO Minor	20172 70234	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Curve			Rear End	On Cway	31:Same Dim: Same Lane Rear End	Target	Station Wagon	S - ROB MILL ER ST	N - ROB MILL ER ST	Straight Ahead: Not Out Of Control				Front
Crash Description:																															
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	12/10/2016	Wednesday	1730	Medical	20162 65926	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Straight			Rear End	On Cway	31:Same Dim: Same Lane Rear End	Target	Car	S - MILL ER ST	N - ROB To Avoid Veh S RD	Stopped: To Avoid Veh				Rear
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	12/10/2016	Wednesday	1730	Medical	20162 65926	Intersection	Daylight	Dry	51	Give Way Sign	Roundabout	Straight			Rear End	On Cway	31:Same Dim: Same Lane Rear End	Colliding		S - MILL ER ST	N - MILL ER ST	Straight Ahead: Not Out Of Control				
Crash Description:																															
12901 38	Miller St	1.04 S		1.04	BISHOPSGAT EST & ROBERTS RD (050902)	04/06/2018	Monday	1900	PDO Major	20181 49555	Intersection	Dark - Street Lights On	Wet	51	Give Way Sign	Roundabout	Straight			Right Angle	On Cway	11:1nx: Thru - Thru	Colliding	Station Wagon	N - BISH OPS Not Out S RD Of Control	S - OPS Not Out S RD Of Control	Straight Ahead: Not Out Of Control				



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APPENDIX: WAPC GUIDELINES  
CHECKLIST

# B.WAPC GUIDELINES CHECKLIST

## APPENDIX: WAPC GUIDELINES CHECKLIST

Item	Provided	Comments/Proposals
<b>Summary</b>	Y	
<b>Introduction/Background</b>		
Name of Applicant and Consultant	Y	
Development Location and Context	Y	
Brief Description of Development Proposal	Y	
Key Issues	Y	
Background Information	Y	
<b>Existing Situation</b>		
Existing Site Uses (If Any)	Y	
Existing Parking and Demand (If Appropriate)	Y	
Existing Access Arrangements	Y	
Existing Site Traffic	Y	
Surrounding Land Uses	Y	
Surrounding Road Network	Y	
Traffic Management on Frontage	Y	
Traffic Flows on Surrounding Roads (Usually AM And PM Peak Hours)	Y	
Traffic Flows at Major Intersections (Usually AM And PM Peak Hours)	Y	
Operation of Surrounding Intersections	Y	
Existing Pedestrian/Cycle Networks	Y	
Existing Public Transport Services Surrounding the Development	Y	
Crash Data	Y	
<b>Development Proposal</b>		
Regional Context	Y	
Proposed Land Uses	Y	
Table of Land Uses and Quantities	Y	
Access Arrangements	Y	
Parking Provision	Y	
End of Trip Facilities	Y	
Any Specific Issues	Y	
Road Network	Y	
Intersection Layouts and Controls	Y	
Pedestrian/Cycle Networks and Crossing Facilities	Y	
Public Transport Services	Y	
<b>Integration with Surrounding Area</b>		
Surrounding Major Trip Attractors/Generators	Y	

# APPENDIX: WAPC GUIDELINES CHECKLIST

Committed Developments and Transport Proposals	Y	
Proposed Changes to Land Uses Within 1200 Metres	Y	
Travel Desire Lines from Development to These Attractors/Generators	Y	
Adequacy of Existing Transport Networks	Y	
Deficiencies in Existing Transport Networks	Y	
Remedial Measures to Address Deficiencies	Y	
Analysis of Transport Networks	Y	
Assessment Years	Y	
Time Periods	Y	
Development Generated Traffic	Y	
Distribution of Generated Traffic	Y	
Parking Supply and Demand	Y	
Base And 'With Development' Traffic Flow	Y	
<b>Analysis of Development Access</b>		
Impact on Surrounding Roads	Y	
Impact on Intersections	Y	
Impact on Neighbouring Areas	Y	
Road Safety	Y	
Public Transport Access	Y	
Pedestrian Access/Amenity	Y	
Cycle Access/Amenity	Y	
Analysis of Pedestrian/Cycle Networks	Y	
Safe Walk/Cycle to School (For Residential and School Site Developments Only)	Y	
Traffic Management Plan (Where Appropriate)	Y	
<b>Conclusions</b>	Y	

Proponent's Name: \_\_\_\_\_

Company: \_\_\_\_\_ Date: \_\_\_\_\_

Transport Assessor's Name: \_\_\_\_\_ Rodney Ding

Company: \_\_\_\_\_ GTA Consultants \_\_\_\_\_ Date: \_\_\_\_\_ 28/01/21





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**Annexure E**

**Travel Plan**

# Competitive Games

Mineral Resources Park  
Travel Plan

Prepared by: GTA Consultants (WA) Pty Ltd for West Coast Eagles & Perth Football Club

on 12/08/2021

Reference: 301401147

Issue #: FINAL



# Competitive Games

## Mineral Resources Park Travel Plan

Client: West Coast Eagles & Perth Football Club

on 12/08/2021

Reference: 301401147

Issue #: FINAL

### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	28/01/2021	Preliminary Draft	Alix Oakes	RD		
B-Dr	17/02/2021	Updated Draft	Alix Oakes	RD		
Final	12/08/2021	Final – Addressing DPLH comments	Alix Oakes	RD		

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# ENDORSEMENT

The West Coast Eagles have embarked upon a new and exciting chapter in the history of our highly successful club and have a new, dedicated and state of the art home at Mineral Resources Park.

We have 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.

That is where this Travel Plan comes in.

This is our blueprint of measures which will inform, encourage and ultimately help change the way that our employees and spectators 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 will evolve over time as new initiatives come on board. It will also support our efforts in implementing the Your Move programme that is supported by the Town and various State Government agencies.

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

*Signed by Board*

## INTRODUCTION

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# 1. INTRODUCTION

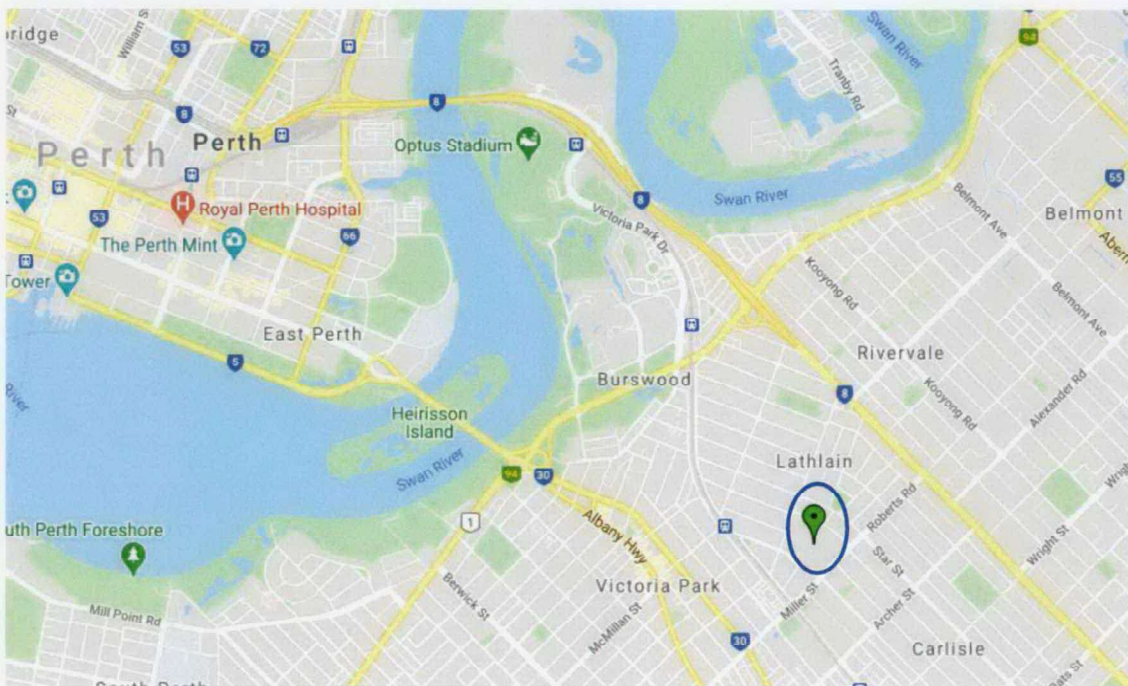
## 1.1. Background

This Travel Plan (TP) has been prepared for West Coast Eagles and Perth Football Club (WCE).

Mineral Resources Park (MRP) is the headquarters of the West Coast Eagles football club and contains the administration and training facilities of the club's men's and women's football programs, the merchandise store, café and two AFL sized ovals as well as the Wirrpanda Foundation.

An initial framework Travel Plan was prepared in March 2019 ready for update and implementation once relocation of WCE into the new Mineral Resources Park (MRP) had taken place. WCE are now settled in their new home and operations are well underway. Approval is currently being sought for an increase in crowd capacity to up to 6,500 spectators, plus approximately 150 players, staff, and officials. The actions contained in this document support approval of this application.

Figure 1.1: Mineral Resources Park – geographical context



Source: Nearmap

## 1.2. Travel Plan Purpose

A TP is a tool for managing the transport needs of users of a particular facility, in this case staff, players, spectators and visitors to MRP. The aim of the TP is to assist in managing safety and amenity impacts associated with increased traffic and parking demand in the area, and promoting travel to the park by alternative means, particularly use of the nearby train line.



## INTRODUCTION

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The plan comprises a list of strategies aimed at encouraging walking, cycling, public transport and car-pooling for travel to and from the park by all user groups and supports a shift away from the reliance on single occupant vehicle travel.

Not only will this improve transport related outcomes in terms of reducing pressure on local roads and parking facilities, but it will also provide opportunities for improving health and wellbeing of the wider MRP community through promotion of alternate modes and the use of active travel. Less cars in the immediate vicinity of MRP will also result in safety benefits for local residents and businesses, and an improved sense of community.

This TP outlines the framework for providing MRP staff and spectators with the information and tools they need to identify the most appropriate transport mode(s) for their journeys to MRP. Additionally the TP sets out how WCE will monitor and assess progress against our transport goals. The TP includes:

- Information on travel choices
- Objectives and targets to achieve
- Actions to help achieve the objectives and targets
- Methods of monitoring progress
- Management of the TP over time.

Information relating to MRP community travel patterns will also be included once travel surveys have been undertaken, and this information will be consolidated over time as the TP evolves.



## 2. SUPPORTING POLICY

Both the State Government and the Town of Victoria Park (the Town) are 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. Updates of some of these policies are imminent however the position will likely remain.

### 2.1. State Policy

#### 2.1.1. Perth and Peel @3.5 Million: Transport Network (2018)

This Perth and Peel @ 3.5 Million policy recognises the need to maintain the resources, social and physical infrastructures, services and natural environment arises from the inevitable population growth of the region. The policy focuses on 4-key areas that has varying actions depending on the sub-region. The key areas relevant to this TP listed within the plan are:

- **Public Transport** – focuses on improving interconnectivity among all public transport mode and increasing accessibility and transport services
- **Active Transport** – emphasis on providing high-quality, safe and comfortable pedestrian and cycling infrastructure such as increasing off-road commuter cycle paths to over 850km and providing active transport bridges to improve connectivity across rivers and lakes.

#### 2.1.2. Perth and Peel Transport Plan (2016)

This policy recognises that influencing travel choices is an important tool in managing congestion. Travel plans are one of several strategies that will be employed to ensure transport infrastructure is efficiently utilised. Some strategies for influencing travel choices listed within the policy are listed below:

- **Travel plans** – major commercial and residential developments in and around activity centres will have plans to encourage sustainable travel options and manage traffic
- **Parking strategies** – through supply and demand management techniques, strategies will be introduced to dissuade parking and promote public and active travel options
- **Public transport time of day pricing** – create a differential between peak and off-peak public transport fares to encourage changes in travel patterns that reduce overcrowding
- **TravelSmart and Your Move programs** – will be extended to more workplaces, schools and households to inform people about their travel choices and encourage voluntary changes in travel behaviour.

#### 2.1.3. Travel Demand Management Plan (2016)

A supplementary document which supports the Transport @ 3.5 million project. The document aims to provide initiatives that improve transport outcomes, without the need to provide significant additional road or public transport infrastructure or services. Some of the strategies provided by the plan are as follows:

- Travel Plans
- Travel Behaviour Change Programs
- Walking and Cycling Infrastructures

## SUPPORTING POLICY

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- Public Transport time of day pricing
- Road use pricing reform.

While the overall Transport @ 3.5 Million policy was updated in 2018 (Section 2.1), a large body of work sits behind it, including Travel Demand Management Plans. Travel Plans are still a popular and well utilised method of mitigating travel demand for new (and existing) developments, and hence the Travel Plan for MRP represents one of the above strategies, which in turn will promote and encourage the use of existing transport infrastructure, in particular public and active transport.

## 2.2. Local Policy

### 2.2.1. Town of Victoria Park Integrated Movement Network Strategy (2013)

The objectives of this Strategy include:

- Manage traffic congestion to facilitate ease for moving goods and people
- Enhance the urban environment and amenity with greater emphasis on provision for bicycle and pedestrian paths and connections to, and interchange with, public transport
- Create a healthier and more accessible community through encouraging active travel such as cycling and walking
- Improve environmental conditions through less reliance on private motor vehicle transport.

TPs are recognised by the Town as one way of managing travel demand in the area and are mandated through the Strategy for major developments. Voluntary, and school TPs are also listed within the Strategy. As the Town Planning Scheme is updated, TPs required through the planning process will be required to demonstrate monitoring of travel patterns, and share the resulting data with the Council. The requirement for a TP as a result of the increase in crowd capacity of MRP demonstrates the Town's ongoing commitment to TPs.

### 2.2.2. Joint Bike Plan (Town of Victoria Park and City of South Perth - 2018)

The Town of Victoria Park and the City of South Perth have collaborated to form a Joint Bike Plan to improve the current cycle network, to promote cycling and also to reduce the environmental impact from vehicle usage. The project will involve the construction of a wide range of infrastructure such as footpaths, shared paths, separate cycle paths, principle shared paths, on road cycle lanes and Safe Active Streets.

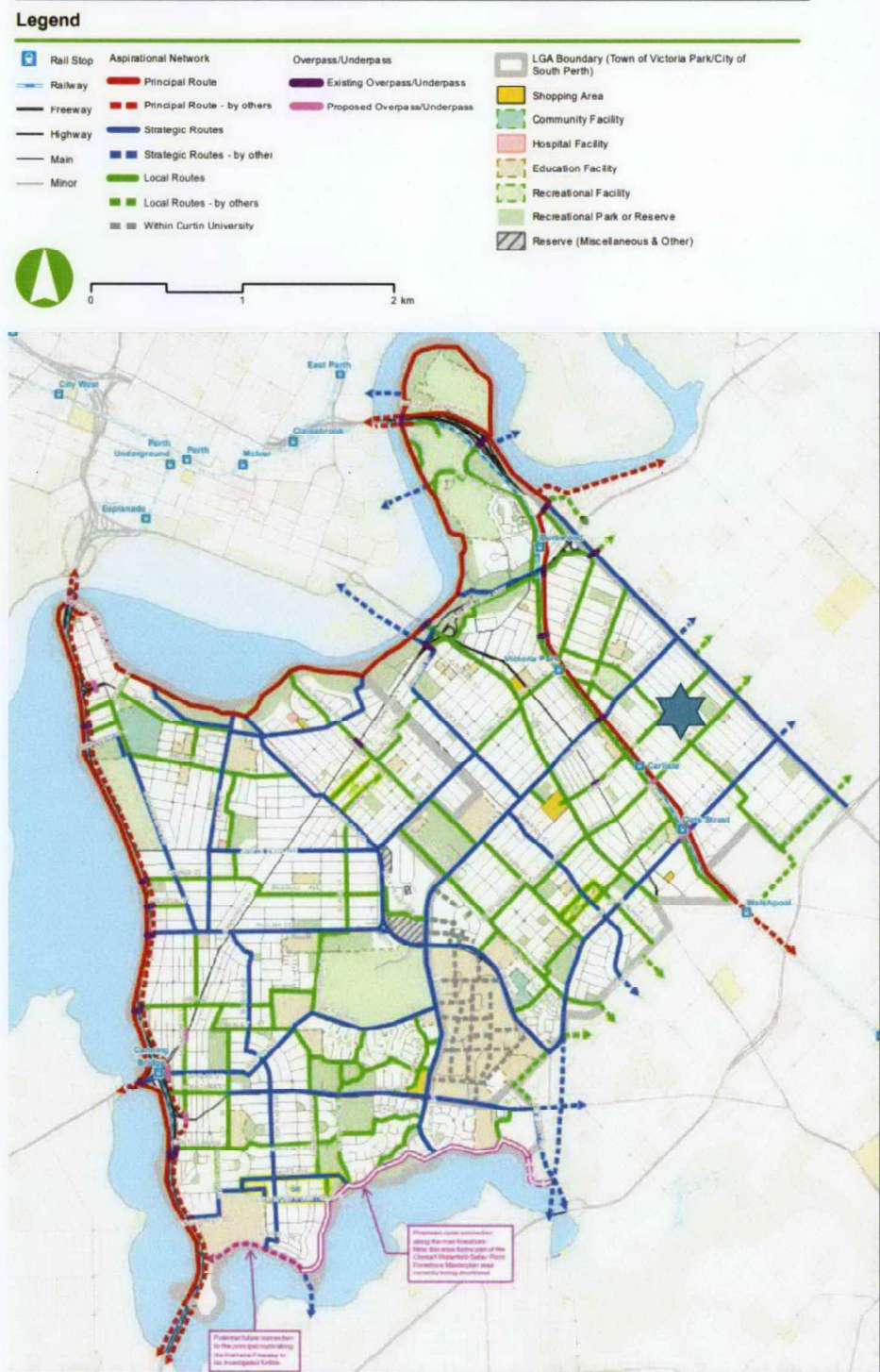
Figure 2.1 shows the aspirational cycle network which connects both the City of South Perth and the Town of Victoria Park.



SUPPORTING POLICY

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Figure 2.1: Joint Bike Plan



It can be seen that the principal, strategic and local routes both pass by or close to the MRP meaning it will be well connected for cycling once the network is fully constructed.



### 2.2.3. Town of Victoria Park Place Plans - Lathlain

The Town has produced a number of Place Plans for its neighbourhoods. These directly inform the Town's Corporate Business Plan and the Town's Integrated Planning and Reporting Framework. The Place Plans are action plans that clearly demonstrate what is planned to be delivered and provides a one-stop shop for the community to access critical information about their neighbourhood.

The Lathlain Place Plan contains the MRP and among other actions, references improvements to streets in close proximity of the MRP. Actions include a Safe Active Street along Streatley Street (Gallipoli Street to Great Eastern Highway) and streetscape improvements to Bishopsgate Street from Victoria Park Train Station to Roberts Road.

Additionally, planning for the Principal Shared Path and improvements to cycling and walking environment along Rutland Avenue will be of benefit to the MRP once implemented.

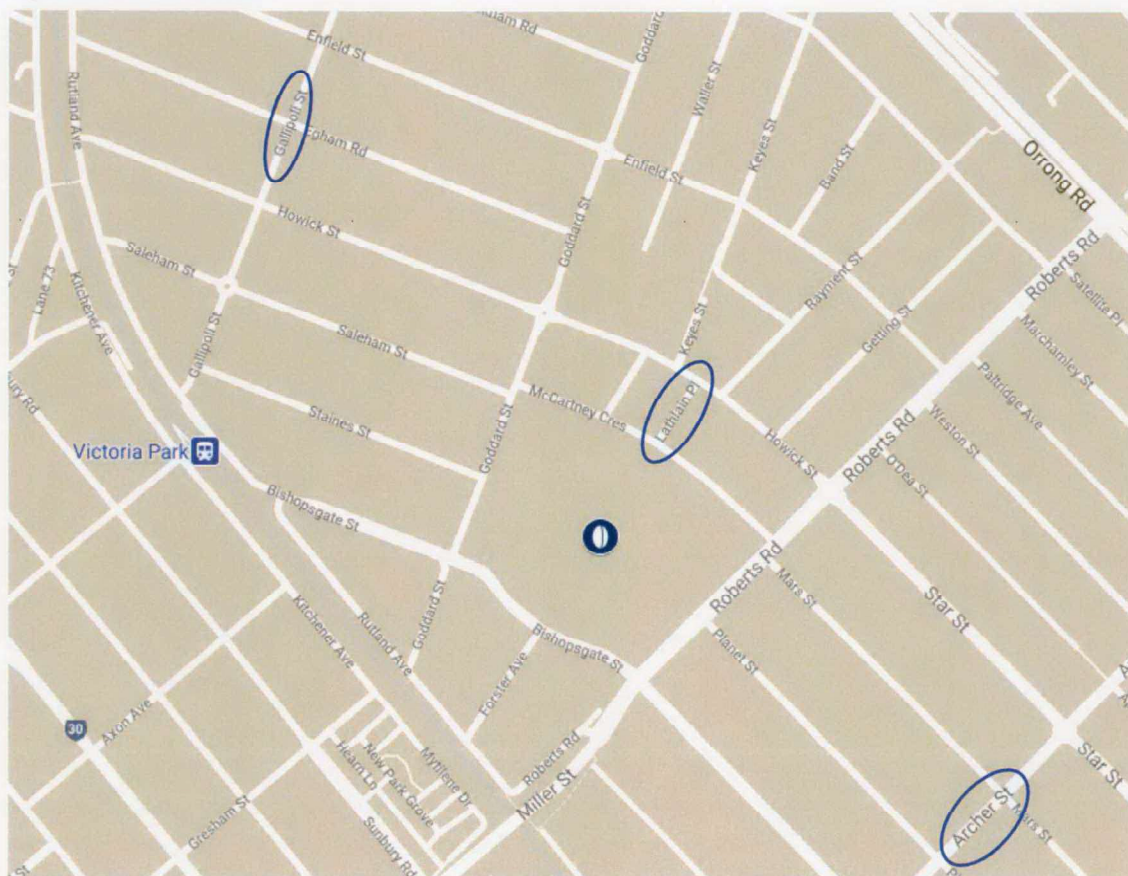
These improvements will increase amenity and opportunity for walking and cycling to and from the MRP and supports the objectives of this TP.

# 3. TRANSPORT CONTEXT

## 3.1. Site Context

MRP is situated in the Town of Victoria Park as shown in **Figure 3.1** below. It is surrounded by residential properties and a small community shopping centre (Lathlain Precinct) to the north on Lathlain Place.

Figure 3.1: MRP location



Source: Google My Maps

## 3.2. Walking and Cycling

There is an extensive and high-quality foot and bike path network surrounding the park which include lighting and a security system which was installed as part of the recent redevelopment.

MRP is within easy walking distance of local amenities in the Lathlain Precinct as well as a short walk away (approximately 500m) from local retail areas on Archer Street and Gallipoli Street (circled in **Figure 3.1**).

The Town's [Walk and Cycle Information](#) map shows the facilities within the Town which support walking and cycling. The facilities in the area surrounding the MRP are shown in **Figure 3.2**.



# TRANSPORT CONTEXT

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Figure 3.2: Town active travel map (2017)



Source: Town of Victoria Park



## TRANSPORT CONTEXT

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MRP is easily accessed by bike. There are cycle lanes on Bishopsgate Street and Roberts Road immediately in front of the new building that provides connections to paths around Perth.

High quality end of trip facilities are provided for staff at MRP and these include:

- Female facilities – 4 showers, 3 toilets and 50 lockers
- Male facilities – 4 showers, 3 toilets and 60 lockers
- Storage for 54 bikes in a hanging arrangement in the lower levels of the facility.

Access to the bike storage is through the secure basement car park. Change facilities are then accessed internally through the building using the stairs or lifts.

These facilities are promoted to staff through the staff induction process.

Space for 40 publicly accessible bikes for use by spectators have been counted in the vicinity of MRP via desktop study.

### 3.3. Public Transport

A one-zone fare from Perth is currently (as of January 2021) \$3.20 or \$2.56 using an auto-loaded SmartRider card. Up to date fare information can be found on the [Transperth website](#). Depending on the outcome of the imminent State election, one way fares may capped at the two-zone fare of \$4.90 or \$3.90 for an auto-loaded SmartRider card.

The Town also has a dedicated [public transport map](#) which shows public and active transport routes and facilities throughout the Town.

#### 3.3.1. Trains

The main entrance of MRP is within 500m of Victoria Park Train Station which is approximately a 5 minute walk. 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.

#### 3.3.2. Buses

MRP is close to bus services which run through Lathlain, along Shepperton Road or through Carlisle. Although there is not a stop directly in front of the park or its main entrance, stops are within easy walking distance through the Lathlain precinct.

Service number 39 is the route with the closest bus stop. This service starts at Elizabeth Quay Bus Station includes stops at the Causeway and Belmont Forum and stops 130m from Lathlain Park. There is a link to the current [timetable](#) for the 39 bus service on the Transperth website, and [network maps](#) are also available.

Other bus services operating in close proximity are detailed in **Table 3.1**.

**Table 3.1: Bus routes servicing MRP**

Bus Route No.	Start Location	End Location	Nearest Street on Route to MRP	Distance to MRP (approx..)
38	Elizabeth Quay Bus Station	Cloverdale	Archer Street	500 metres
39	Elizabeth Quay	Redcliffe	Howick Street	105 metres



## TRANSPORT CONTEXT

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	Bus Station			
284	Belmont Forum	Curtin University Bus Station	Archer St	500 metres
288	Elizabeth Quay Bus Station	Kalamunda Bus Station	Archer St	500 metres
298	Elizabeth Quay Bus Station	Kalamunda	Archer St	500 metres

Routes to public transport stops from MRP are shown in Figure 3.3.

Figure 3.3: Routes to public transport stops



### 3.4. Journey Planning

[Journey planning information](#) can also be found on the website, or by downloading the [Transperth App](#) for smartphones. The app enables tracking of ferries, trains or buses in real time, providing up to date

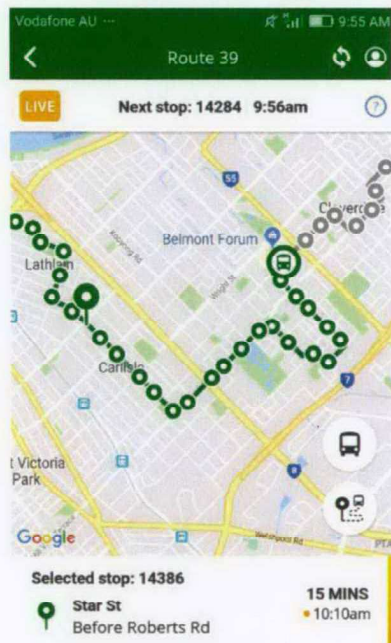


## TRANSPORT CONTEXT

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information on the current location and progress of the specific service. Figure 3.4 below shows the location of route 39 and the expected time of arrival at the requested bus stop.

Figure 3.4: Journey planning app – live bus tracking



Source: PTA

Transit information is also available using Google Maps

### 3.5. Carpooling

There are no carpool bays on site for staff or visitors, however spectators are encouraged to carpool (with at least 3 people per car if at all possible through ticketing and online messaging).

### 3.6. Parking Provision

There are approximately 1,606 on- and off-street bays available for spectators to use in the area surrounding the MRP. This includes limited on-site parking – a total of 212 bays, 138 of which are available for general use. This is managed by the Club Operations Manager. On-site parking can be accessed via Bishopsgate Street. Some parking areas on site are restricted use or allocated for specific purposes. ACROD bays are also provided for use on site.

There are other parking facilities available on- and off- street (including reciprocal parking arrangements with other land uses) in the wider area which can be used by spectators for events which generate larger crowds. Further details are provided in the Transport Impact Assessment (TIA).

Parking management strategies for managing parking demand on game days are provided within Table 6.1 (Travel Plan Actions).



## TRANSPORT CONTEXT

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### 3.7. Travel Information

Travel information is provided to all staff electronically. In addition, hard copies of bus and train timetables, Your Move material and cycling information are also available in the staff amenities area for everyone to easily access it.

This information is also readily available to staff on the intranet system in order to find details on travel choices easily.

Travel information is currently provided to spectators through ticketing messaging.

### 3.8. Your Move Program

WCE are to be enrolled in the Your Move Workplaces program and will provide the information in the newsletter to all staff through an internal email. The Your Move programme helps build interest and momentum in changing travel behaviours as well as providing ongoing support and resources.

## 4. OBJECTIVES

WCE 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 and visitors. We want to reduce reliance on single occupancy vehicles and increase use of active transport such as walking, cycling and using public transport when going to and from work.

This is important because of who we are as an organisation, and we believe that we should be taking a lead in supporting the 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. Our members have seen the benefits of public transport on game days in our inaugural season at Optus Stadium – with 79% of trips to our fixtures being by public transport.

We want to see similar travel patterns for MRP.

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

Specifically the objectives of this TP are to:

- Reduce single occupant car use
- Increase bicycle use
- Increase walking
- Increase public transport use.

Targets related to these objectives for both staff and spectators are outlined in **Chapter 5**, and actions specifically designed to assist achievement of the objectives are listed in **Chapter 6**.



## 5. TRANSPORT MODE SHARE AND TARGETS

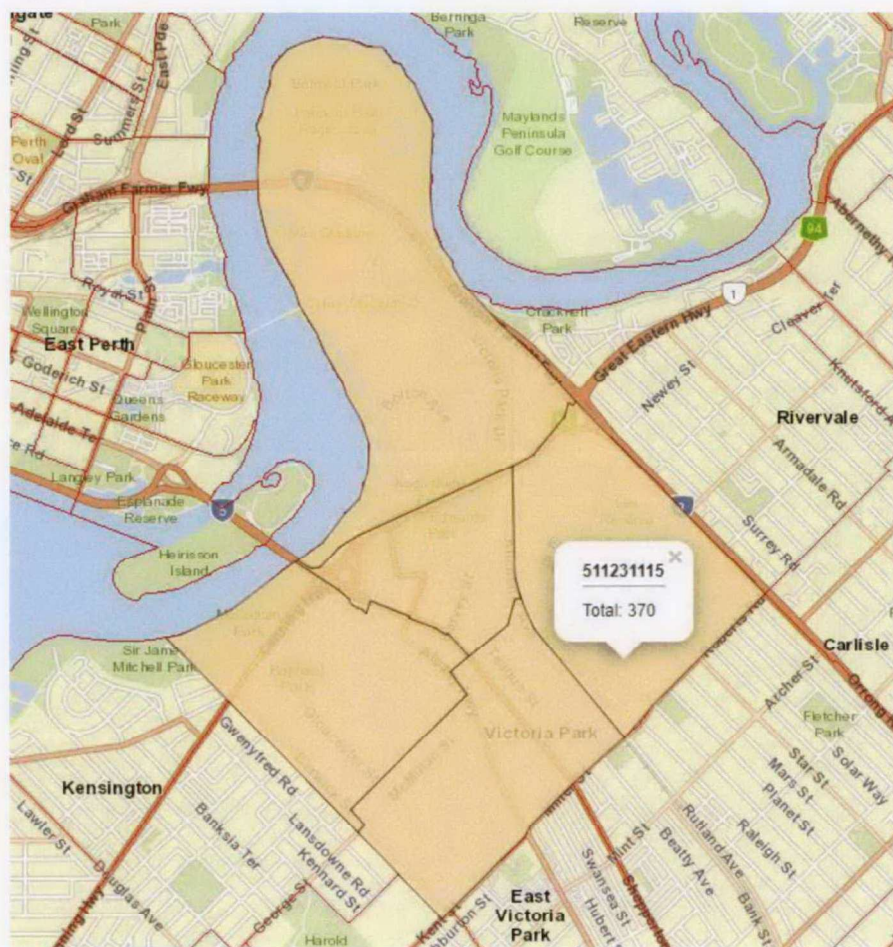
### 5.1. Mode Share Data

#### 5.1.1. Staff

A travel survey has not yet been undertaken for staff since they relocated to MRP so it is not clear what transport modes are being used to get to work and at what proportions.

It is possible however to identify mode share data for the area surrounding MRP by using 2016 ABS Census data. The zone selected is shown in **Figure 5.1** and the modes used by people travelling to that area are illustrated in **Figure 5.2**.

Figure 5.1: Method of travel to work - selected zone



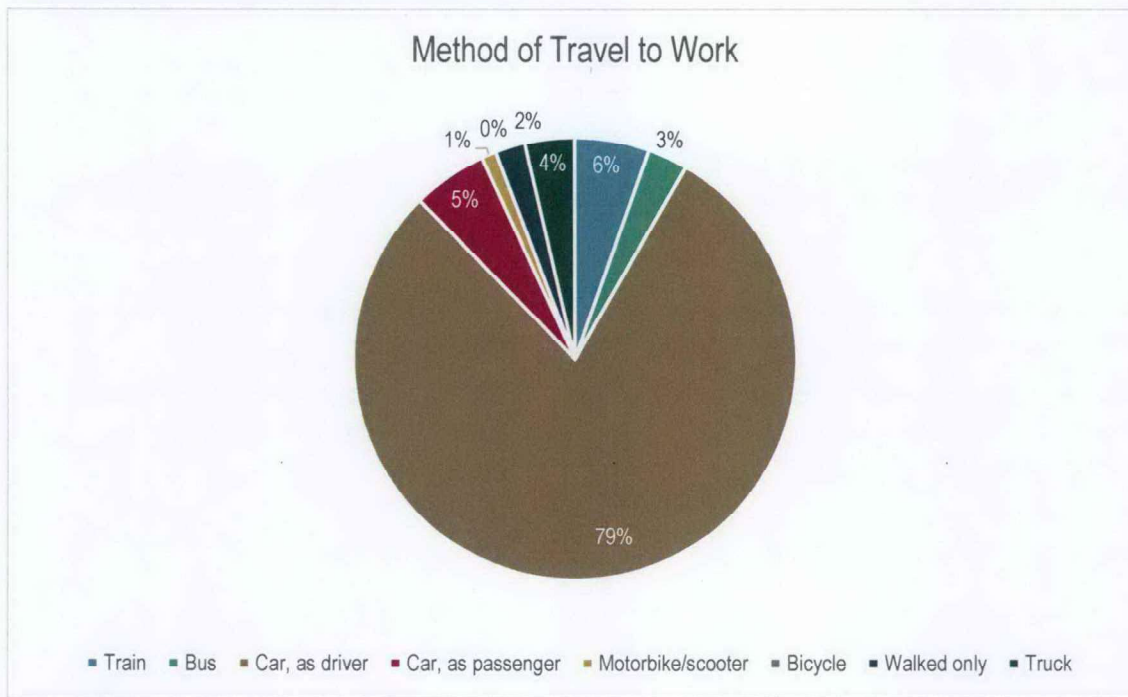
Source: ABS Census



## TRANSPORT MODE SHARE AND TARGETS

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Figure 5.2: Method of travel to work – mode share



Source: ABS Census

The chart above shows that the dominant mode being used is car, as driver meaning that 79% of people are travelling to this area alone in private vehicles. A further 5% of people travel as passengers in cars so with at least one other person. A total of 4% used a truck and it is not clear whether this is as a sole occupant of the vehicle or with others.

A total of 9% of people are also using public transport; 6% by train and 3% by bus. This demonstrates that access by public transport to this area is reasonable.

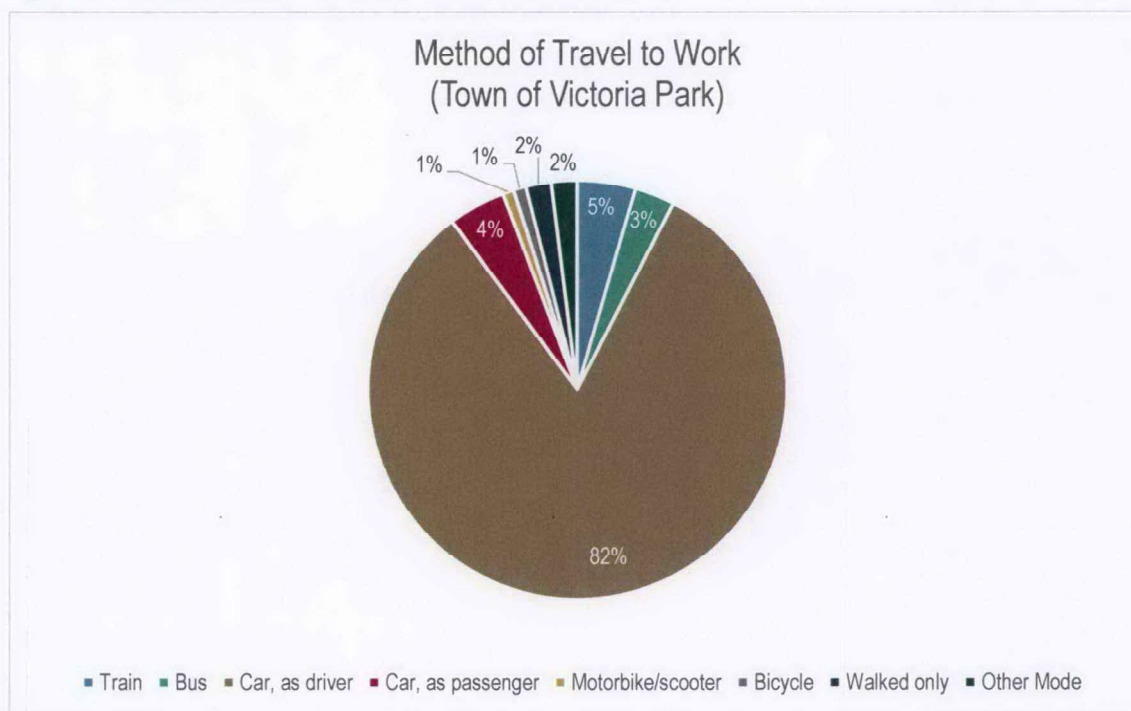
In terms of active transport, at the time of the census, no-one was travelling to this area by bike and 2% of workers arrive on foot.

In comparison to the Town of Victoria Park in its entirety (see **Figure 5.3**) there are slightly fewer people travelling by single occupancy car to MRP, slightly more people travelling by public transport, and fewer people travelling by bike. This is perhaps an outcome of the proximity of public transport services. Overall, the opportunity for the use of sustainable and active modes appears to be slightly better when looking at the location of the MRP than the local government area as a whole.

## TRANSPORT MODE SHARE AND TARGETS

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Figure 5.3: Method of travel to work (Town of Victoria Park)



Source: ABS Census

The mode shares shown in **Figure 5.2** represent a good starting point from which to set targets for staff travel to MRP while survey data is not available (see targets in **Table 5.1**).

### 5.1.2. Visitors and Spectators

As for staff, it is not currently known how visitors and spectators get to MRP. For larger crowds watching the Mens AFL matches at Optus stadium, it has been recorded that 79% of travel to fixtures is by public transport. However, based on previous AFL community series matches held at similar venues in Perth where attendance is over 3,500, it is expected that 70% of attendees will use public transport to travel to and from the venue<sup>1</sup>. Whilst this mode share target is to be commended, it is highly aspirational, and therefore a lesser, interim mode share target of 50% for spectators has been selected, as described in **Section 5.2.2**.

Additionally, parking provision on-site is very low (138 bays for general use). This means that without any of the interventions outlined in **Chapter 6**, the vast majority of spectators would be expected to travel by alternate means, and/or park elsewhere.

## 5.2. Interim Targets

### 5.2.1. Staff

Upon completion of the staff survey, a specific set of targets will be developed. These targets are guided by the objectives and will be achieved through implementation of actions outlined in **Chapter 6**.

<sup>1</sup> Crowd Management Plan



## TRANSPORT MODE SHARE AND TARGETS

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The targets need to be specific, clear and identifiable as well as being measurable within a set timeframe.

Targets should be developed over time in order to track progress against achieving objectives.

Interim targets for staff are set out in **Table 5.1**. It makes sense for targets for car as driver travel by spectators and staff to be aligned until firm data is available. The reduction in percentage points from car as driver travel is distributed to the other modes.

**Table 5.1: Interim mode share targets (staff)**

Mode	2016	Target
Car, as driver	79%	70%
Car, as passenger	5%	7%
Bus	3%	5%
Train	6%	8%
Bicycle	0%	2%
Walk	2%	3%
Other	5%	5%
Total	100%	100%

### 5.2.2. Spectators

For spectators, an interim target for public transport mode share will be set at **50%** in line with that described in the Transport Impact Assessment with the remainder spread across other modes. A survey will be undertaken following or during the first major event to identify preferred travel modes for spectators to MRP and re-establish mode share targets (and related actions) as necessary.



## ACTIONS

DRAFT

## 6. ACTIONS

The actions contained in **Table 6.1** outline some broad actions that will assist in achieving the objectives of this TP. These actions need to be further workshopped with staff in order to identify how, by who and by when these actions will be implemented.

**Table 6.1: Travel Plan Actions**

Action type/ Mode	Action	Design/Policy/Information	How (Key Tasks)	By Who	By When (Timeframe)
Management	Appointment of Travel Plan Coordinator (TPC)	P		Club Operations Manager	Within 3 months of adoption of this document
	TP updates to the Board	I		TPC	Annually following travel surveys
	Travel Survey	P		TPC	Within one year of this document
	Continue to engage with primary schools in relation to the provision of parking for larger events	P		Club Operations Manager/TPC	Ongoing
	Coordinate regular bike rack counts and reviews of use of end of trip facilities	I		TPC	Twice per year
	Review TP targets	P		TPC	Following survey results
	Provision of up to date travel information (through staff inductions, online - intranet/ internet, through promotional messaging and in communal spaces)	I		TPC	Ongoing

## ACTIONS

DRAFT

	Provide a "Getting to MRP" information page on the WCE website	I		TPC	
	Provide hard copy travel maps, public transport timetables, public parking and other associated information in publicly accessible locations within and around MRP	I		TPC	
	Enrol in the Your Move program	I		TPC	
Reduce Single Occupant Car Use	Manage supply of on-site parking in line with the Parking Management Plan contained in the Transport Impact Assessment	P		Club Operations Manager	
	Implement a parking fee of \$5-10 per car for spectator parking at nearby primary schools	P		Club Operations Manager	Ongoing
	Promote car pooling to staff via inductions, online and hard copy information	I		TPC	
	Promote car pooling to spectators through online and ticketing communications (encourage 3 people per car on game days). Any parking fees charged should be higher for single occupant cars and rates well advertised	I		TPC	



## ACTIONS

DRAFT

	Provide messaging to spectators regarding parking charges, overflow parking arrangements and disincentives to park in residential streets that are likely to be restricted by Council	P		Club Operations Manager and TPC	
Increase Bicycle Use	Maintain high quality end of trip facilities	D			
	Ensure on-site shared paths are maintained	D		Club Operations Manager	
	Regularly promote end of trip facilities and local cycle connections to staff through inductions, online and hard copy information	I		TPC	
	Provide on-site directional signage to public bike racks	D			
	Provide a publicly accessible bike repair station on-site	D		Club Operations Manager	
	Provide a pool bicycle for staff to use when making short work trips during the day	D		Club Operations Manager	
	Promote the provision and locations of public bike racks to visitors and spectators via the WCE webpage and online messaging	I		TPC	

## ACTIONS

DRAFT

	Investigate suitable incentives for staff to cycle to work	P		TPC	
	Participate in Ride to Work days or other cycling events	P		TPC	
Increase Walking	Ensure on-site shared paths are maintained	D		Club Operations Manager	
	Regularly promote end of trip facilities and local path connections to staff through inductions, online and hard copy information	I		TPC	
	Investigate suitable incentives to encourage staff to walk to work	P		TPC	
	Participate in "Walk to Work" days and other events	I		TPC	
Increase use of Public Transport	Regularly promote public transport to staff through inductions, online and hard copy information	I		TPC	
	Provide SmartRider cards to interested staff	P		TPC	
	Provide pool SmartRider cards to staff for business travel	P		Club Operations Manager	
	Provide public transport information to spectators via email	I		TPC	



## ACTIONS

	Investigate the possibility for a shuttle bus between the site and any satellite parking areas	P		Club Operations Manager	
	Discuss options with PTA to improve the bus transit experience through Lathlain on event days, particularly for east-west connections	P		TPC	

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## 7. MANAGEMENT, MONITORING AND REVIEW

### 7.1. Internal Management

In order to make sure the TP continues to inform and be updated, the TPC will manage the document and associated efforts over the course of the year. We commit to:

- Have the final Travel Plan endorsed by the CEO
- Appoint an internal Travel Plan co-ordinator whose role it will be to coordinate implementation of the measures contained in this TP once the TP is approved
- Provide an annual note to the Board over the implementation of the TP actions.

### 7.2. Monitoring and Review

In order for the TP to be effective it must be reviewed on a regular basis. It is important to ensure that the TP is meeting its objectives and having the intended impact on car use and transport choices for the staff, spectators and other visitors of MRP. The Plan should be reviewed on a yearly basis with staff travel surveys and in consultation with the Town. The Plan should be updated and changed to reflect changing circumstances.

There is also a requirement from the Town's Planning Scheme that TPs are monitored.

A travel survey of staff and spectators will be undertaken a year after approval of the TP. Following analysis of the survey data, it will be possible to review and update mode share targets for the following year based on actual behaviour. From this, the objectives and actions of the TP will also need to be reviewed to identify their relevance for the current situation. This survey should take place every year at roughly the same time and monitoring data should be shared with the Town.

In addition to an annual travel survey, other monitoring activities such as counts of bike racks and analysis of car parking data can be used to supplement mode share analyses and provide a more accurate reflection of travel behaviour to and from MRP.

A TP is a living document and this TP provides a framework for monitoring travel behaviour to and from the MRP over time, as well as assisting in managing safety and amenity impacts associated with increased traffic and parking demand in the locality.



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**Annexure F**

**2020 DA**



Our Ref : 32-50045-7  
Enquiries : Eleanor Richards (Ph 6551 9284)

Application for Approval to Commence Development plans dated 24 August 2020 received 24 August 2020.

Lot Number	: 1 & 3
Plan / Diagram	: Diagram 26715
Volume/Folio	: 1425/934, 1425/936
Locality	: 34 Goddard Street, Lathlain
Owner	: Town Of Victoria Park 99 Shepparton Road VICTORIA PARK WA 6100

Under the provisions of the *Planning and Development Act 2005* this application has been referred for determination by the Western Australian Planning Commission.

The application has now been considered by the Commission and the formal notice setting out the terms of the decision is attached.

A copy of this decision has been forwarded to the Local Government for information.

Should the applicant be aggrieved by this decision there is a right to apply for a review pursuant to the provisions of Section 252 of the *Planning and Development Act 2005*. Such an application for review must be submitted to the State Administrative Tribunal, Level 6, State Administrative Tribunal Building, 565 Hay Street, PERTH WA 6000 in accordance with Part 14 of the *Planning and Development Act 2005*. It is recommended that you contact the State Administrative Tribunal for further details (telephone 9219 3111) or go to its website: <http://www.sat.justice.wa.gov.au>.

#### ADVICE TO APPLICANT:

1. Regarding Condition 1, to accommodate crowds of greater than 3,500 spectators after the three year period, a new development application will be required.
2. Regarding Condition 2, this restriction applies to fixtured games only. Games that are not open to the public, are not included in this figure.





3. The Travel Plan referred to in Condition 3 is to address (amongst other matters) car and alternative travel modes, including initiatives and actions to encourage spectators to use public transport to get to and from the venue.

A handwritten signature in black ink, appearing to read "Fagan".

Ms Sam Fagan  
Secretary  
Western Australian Planning Commission  
22 December 2020



Our Ref : 32-50045-7  
 Enquiries : Eleanor Richards (Ph 6551 9284)

## PLANNING AND DEVELOPMENT ACT 2005

Town of Victoria Park

### APPROVAL TO COMMENCE DEVELOPMENT

Name and Address of Owner and Land on which Development Proposed:

Owner	:	Town Of Victoria Park 99 Shepparton Road VICTORIA PARK WA 6100
Lot Number	:	1 & 3
Plan / Diagram	:	Diagram 26715
Volume/Folio	:	1425/934, 1425/936
Locality	:	34 Goddard Street, Lathlain
Application Date	:	24 August 2020
Application Receipt	:	24 August 2020
Development Description	:	Increased Crowd Capacity

The application for approval to commence development in accordance with the plans submitted thereto is granted subject to the following condition(s):

1. For a period of three years from the date of this approval, no more than 6,500 spectators are to attend the site at any time. After that three year period, no more than 3,500 spectators are to attend the site at any time and the approval for 6,500 spectators shall lapse and be of no further effect.
2. No more than 45 game days are permitted per year, of which no more than three are to be Australian Football League (AFL) 'pre-season' men's games (currently called AFL Marsh Community series). Fixtures are to be provided to the Town prior to the commencement of each season.
3. Prior to commencement of the development a Transport Impact Assessment, Parking and Traffic Management Plan and a Travel Plan are to be submitted and thereafter implemented to the specifications of the Town of Victoria Park and

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 e-mail: [info@dph.wa.gov.au](mailto:info@dph.wa.gov.au); web address <http://www.dph.wa.gov.au>  
 ABN 35 482 341 493





satisfaction of the Western Australian Planning Commission on the advice of the Town of Victoria Park.

4. Prior to commencement of the development an acoustic report demonstrating compliance with relevant environmental requirements is to be submitted and thereafter implemented to the specifications of the Town of Victoria Park and satisfaction of the Western Australian Planning Commission on the advice of the Town of Victoria Park.

If the development the subject of this approval is not substantially commenced within a period of two years from the date of this letter, the approval shall lapse and be of no further effect. Where an approval has so lapsed, no development shall be carried out without the further approval of the responsible authority having first been sought and obtained.

A handwritten signature in dark ink, appearing to read "Ms Sam Fagan".

Ms Sam Fagan  
Secretary  
Western Australian Planning Commission  
22 December 2020