



City of Nedlands

Technical Services Reports

Committee Consideration – 10 April 2018
Council Resolution – 24 April 2018

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TS05.18	Beatrice Road Footpath between Wattle Avenue and Adelma Road
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Committee	10 April 2018
Council	24 April 2018
Applicant	City of Nedlands
Officer	Irene Chiang – Engineering Technical Officer
Director	Martyn Glover – Director of Technical Services
Attachments	1. Proposed final design drawings 2. Pedestrian Shed Plan 3. Engagement report

Executive Summary

In January and February 2018, the City conducted a consultation with affected residents regarding the construction of a footpath along the south side of Beatrice Road between Wattle Avenue and Adelma Road. The consultation included two potential alignment options:

- Boundary alignment; or
- Back of kerbside alignment.

Consultation has been completed with 100% of respondents (5) supporting the project with a back of kerb footpath alignment. Detailed design has been undertaken taking into consideration community comments from the consultation. The proposed final design for the footpath is reduced from the original 2.0m to a 1.5-metre-wide footpath in order to maintain all existing street trees (refer to Attachment 1).

Recommendation to Committee

That Council approves the construction of the new footpath on the south side of Beatrice Road between Wattle Avenue and Adelma Road as detailed in Attachment 1 of this report.

Discussion/Overview

Background

Attempts have been made since 2009 to construct a footpath on Beatrice Road between Wattle Avenue and Adelma Road all of which have failed thus far. Some of the reasons for this failure included:

- Lack of support for the project; and
- Construction of higher priority footpaths on adjacent roads

The proposed footpath forms part of the City's footpath network infill program. The construction of the proposed path would serve to link Adelma Road to David Cruickshank Reserve, Point Resolution Reserve and other nearby community facilities and thereby provide improved pedestrian safety and accessibility to bus stops.

In consideration of past failures to complete the path, the City reviewed both nature strips (verges) to determine which was the most appropriate and selected the southern side because of the network connectivity, existing bus stop and less obstacles to the construction.

The City decided to include both the boundary and kerb side alignments in the consultation, because it wished to explore all the reasons that it may have failed in the past, that is, was it due to the path proposal or simply the alignment.

There are both advantages and disadvantages for both alignments:

Boundary Advantages:

- Distance away from the road
- Simpler interface with crossovers
- Potential improved shade from private property

Boundary Disadvantages:

- Potential conflict with pedestrians and vehicles exiting driveways especially if there are boundary walls
- Less privacy for property owners
- Dark at night

Kerbside Advantages:

- Reduced impact on front gardens
- Improved interface with bus stops
- Improved street lighting at night

Kerbside Disadvantages:

- Closer proximity to road
- Conflicts with streetlights, rubbish bins and vehicles opening doors
- Potential uneven surfaces with existing infrastructure (manhole lids, crossovers)

In terms of which alignment is any better than the other, from a design perspective the two options are much the same and are infinitely safer than walking on the road.

With respect to the immediate path network (within 800m pedestrian shed), they are predominantly at back of kerb (kerb side) in preference to boundary alignment (see Attachment 2).

Proposed Final Design

Taking into consideration community comments and feedback from consultation, the proposed final design is a 1.5-metre-wide footpath aligned with the back of the kerb (see Attachment 1). This was done in order to maintain all existing street trees.

Other features of the proposed footpath include:

- Locally widened footpath around existing streetlights to provide a 1.5-metre-wide footpath to cater for disabled access
- Upgrade of the existing bus stop to the latest Public Transport Authority standards

Risk Management

Should the City not install the footpath, there is a reputation risk for the City in terms of compliance with the *Disability Discrimination Act*, and the level of support from the affected residents indicates a level of community expectation for the project to proceed.

Required by Legislation/Council Policy

Disability Discrimination Act

City of Nedlands Footpath Policy

City of Nedlands Disability Access and Inclusion Plan

City of Nedlands Greenway Policy

Key Relevant Previous Council Decisions:

Special Council Meeting 28 July 2009, Item 6.2

That the total amount of \$81,976 budgeted for Footpath improvements on Beatrice Road be removed.

Council Meeting Notices of Motion 15 December 2009, Item 16.2

The Council considers the construction of a footpath along Beatrice Road as part of the midyear budget review.

Ordinary Council Meeting 26 February 2013, Item TS02.13

Council:

1. *Approves the construction of a 1.5-metre-wide footpath along Alexander Road (eastern side) between Beatrice Road and Viking Road;*
2. *Lists the 2-metre-wide shared footpath on Beatrice Road (southern side) between Wattle Avenue and Adelma Road for consideration in the forward works plan; and*
3. *Instructs the CEO to have Administration liaise with residents whose properties are adjacent to the proposed footpath, with regards to the position of the path, so as to accommodate residents' requests in this regard, where reasonably possible.*

Consultation

A proposal to construct a footpath on Beatrice Road between Wattle Avenue and Adelma Road was presented to the property owners/residents (24) on both sides of this section of road, stakeholders (Public Transport Authority, schools)

and the community generally for feedback from 23 January to 12 February 2018.

This project has been a long outstanding project of the City since 2009. During this time there have been attempts to construct the footpath which subsequently failed. However, up until mid-2013 other sections have been completed, especially the paths to connect the schools in the area.

This section of footpath proposed will complete a part of the footpath network infill program for this area. The completion of this section will improve safety for pedestrians, improve disability access especially to the bus stop and provide a safe connection to David Cruikshank and Point Resolution Reserves and other nearby community facilities.

Opportunities for residents, stakeholders and the general community to engage with the City and to seek project information were provided by sending a letter to all residents/property owners within the project area to provide information and to seek their preference for the two options provided by completing an online survey on Your Voice Nedlands. People could also provide online feedback, ask a question of the City, read a list of FAQs and view the proposed options online. People could also contact the City by email or by telephone to discuss the proposal further.

During the engagement period, the engagement page received 33 visitors who collectively viewed 115 pages. 28 of these visits viewed at least one page. Visitors viewed the concept plans for both options, the FAQs and key dates.

Four people completed the survey, mainly from Beatrice Road and a further response was received using the feedback tool. One telephone call was received to discuss the proposal further.

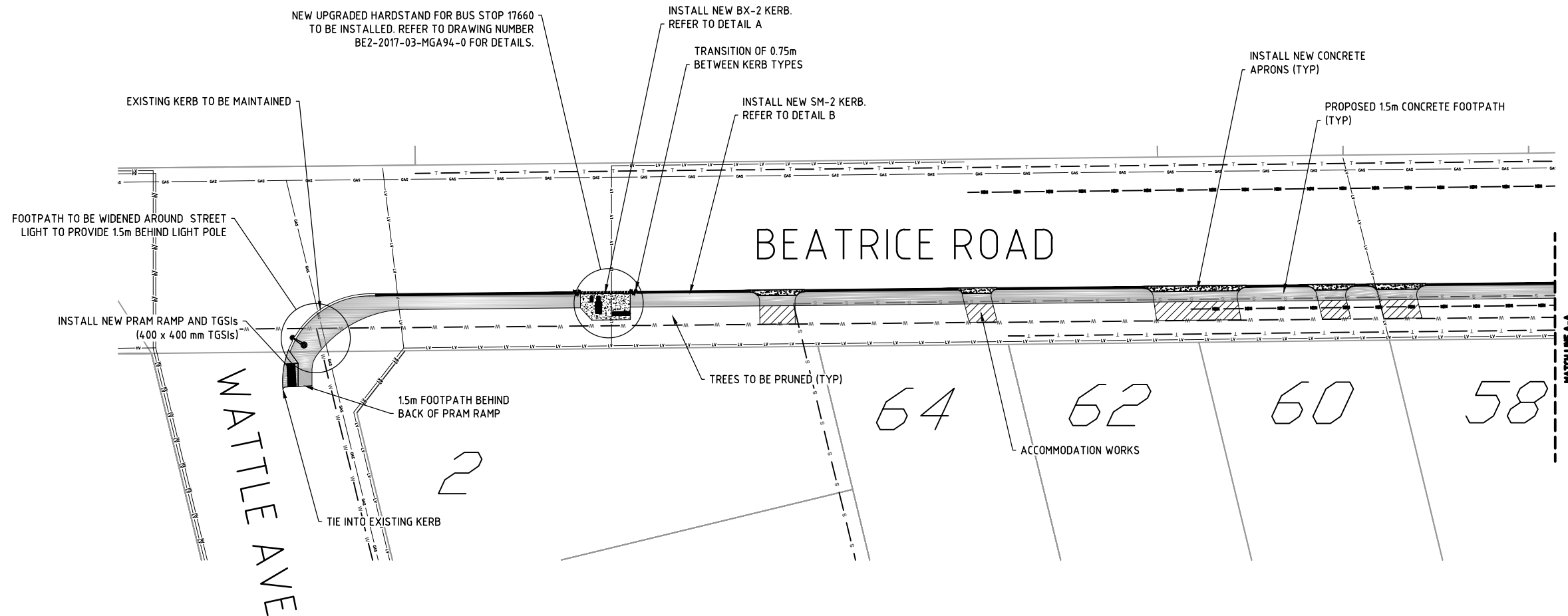
The survey sought to find out the level of support for the project and the most preferred option: kerbside or property side. All four respondents supported the project and supported option two to construct a kerbside footpath. The written feedback also supported option two to construct the footpath on the kerbside. The respondent also made other comments in support of his preference. No other feedback was received. Full details of the community engagement can be found in the community engagement report (refer to Attachment 3).

Budget/Financial Implications

Budget implications for the footpath construction are summarized in Table 1 below.

Current budget in 2017/18 Capital Works Program	\$56,700
Cost estimate of final proposed design	\$53,540 (\$3,160 under budget)

Table 1: Budget and cost of footpath



ISSUED FOR CONSTRUCTION

LEGEND:		SERVICES:		LINETYPE	
PROPERTY BOUNDARY	---	WATER	W	---	W
KERB BX-2	---	SEWER	S	---	S
KERB SM-2	---	GAS	GAS	---	GAS
KERB TRANSITIONS		TELSTRA	T	---	T
FOOTPATH	▨	NBN	NBN	---	NBN
ACCOMMODATION WORKS	▨	WESTERN POWER-LOW VOLTAGE	LV	---	LV
CONCRETE APRONS	▨	WESTERN POWER-HIGH VOLTAGE	HV	---	HV
STREET LIGHT	⊙				

- NOTES**
- ALL DIMENSIONS ARE IN METRES, UNLESS NOTED OTHERWISE.
 - ADJUST SERVICE LIDS TO NEW LEVELS
 - OVERHANGING BRANCHES TO BE PRUNED
 - CROSSOVER LOCATIONS AND DIMENSIONS ARE APPROXIMATE.
 - LOCATION OF TREES AND LIGHT POLES ARE APPROXIMATE.
 - SMALL TREES OUTSIDE 52, 54, 56 AND 58 BEATRICE ROAD TO BE SHIFTED AWAY FROM FOOTPATH AS REQUIRED BY CITY ARBORIST.
 - FOOTPATH TO NARROW LOCALLY AROUND TREES WHERE REQUIRED BY CITY ARBORIST. MINIMUM UNOBSTRUCTED WIDTH OF 1.2m TO BE MAINTAINED.

- FOOTPATH NOTES:**
- FOUNDATION TO BE COMPACTED TO 95% MODIFIED DRY DENSITY.
 - ALL CONCRETE FOR FOOTPATH CONSTRUCTION TO BE A MINIMUM OF 25 MPa, 20 mm AGGREGATE AND A MAXIMUM SLUMP OF 80 - 100 mm.
 - BEDDING SAND TO BE COMPACTED TO A MINIMUM DEPTH OF 100 mm.
 - CONCRETE FOOTPATH SHALL HAVE A THICKNESS OF 100 mm (MIN.)
 - EXPANSION JOINTS SHALL BE CUT AT 5.0 m INTERVALS AND SHALL BE 10 mm WIDE.
 - EXPANSION JOINTS TO BE FILLED WITH AN APPROVED BUTYL MASTIC COMPOUND FILLER AND FOAM OR POLYURETHANE BACKING SHALL BE PLACED IN EACH EXPANSION JOINT.
 - CONTRACTION JOINTS SHALL BE CONSTRUCTED EVERY 2.5 m RUN OF AND SHALL BE 5 mm WIDE.
 - SURFACE OF CONCRETE TO HAVE A BROOM FINISH AND BE NON-SLIP WITH SMOOTH EDGES, APPROXIMATELY 75 mm WIDE AT EDGES AND JOINTS.
 - INSTALLATION OF TACTILE GROUND SURFACE INDICATORS MUST CONFORM WITH AS 1428.4.1, WHERE APPLICABLE.
 - LONGITUDINAL GRADE OF FOOTPATH SHOULD NOT EXCEED 1 IN 20.
 - WHERE LONGITUDINAL GRADE IS GREATER THAN 1 IN 14, LANDINGS WILL BE PROVIDED EVERY 6.0 m.
 - VERTICAL CLEARANCES ALONG FOOTPATHS SHOULD BE A MINIMUM OF 2.0 m.
 - WHERE STREET FURNITURE (POLES, BENCHES, RUBBISH BINS, ETC.) ARE LOCATED IN THE FOOTPATH, A MINIMUM UNOBSTRUCTED WIDTH OF 1.2 m MUST BE MAINTAINED.

CONSTRUCTION REQUIREMENTS / QUANTITIES	
PROPOSED CONCRETE	412 m ²
LENGTH OF EXISTING KERB TO BE REMOVED	185 m
LENGTH OF MRWA SEMI-MOUNTABLE 'TYPE SM-2' KERB	178 m
LENGTH OF MRWA BARRIER 'TYPE BX-2' KERB	5.5 m
LENGTH OF KERB TRANSITIONS	1.5 m
AREA OF ACCOMMODATION WORKS	74 m ²
NUMBER OF 400 x 400 mm TGSIs (TACTILE PAVERS)	28

NOTICE TO CONTRACTOR

IT IS THE CONTRACTOR'S RESPONSIBILITY TO INVESTIGATE THE NATURE AND LOCATION OF ALL SERVICES WHICH MAY BE ENCOUNTERED AND TO CONSULT WITH THE RELEVANT SERVICE AUTHORITIES, PRIOR TO COMMENCEMENT OF EXCAVATIONS. FAILURE TO DO SO, OR TO TAKE DUE CARE, SHALL NOT LIMIT THE CONTRACTOR'S LIABILITY FOR REPAIR OF ALL SERVICES DAMAGED BY THEM DURING CONSTRUCTION WORKS. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY FOR THE PROTECTION OF ALL EXISTING SERVICES.

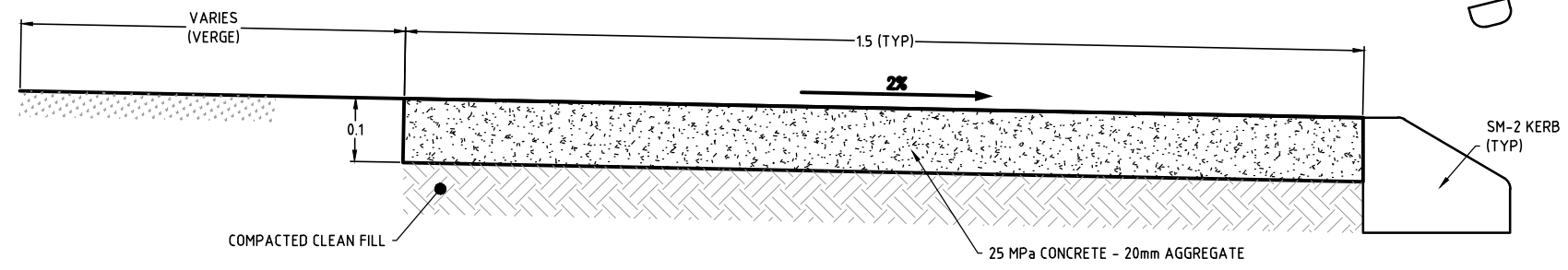
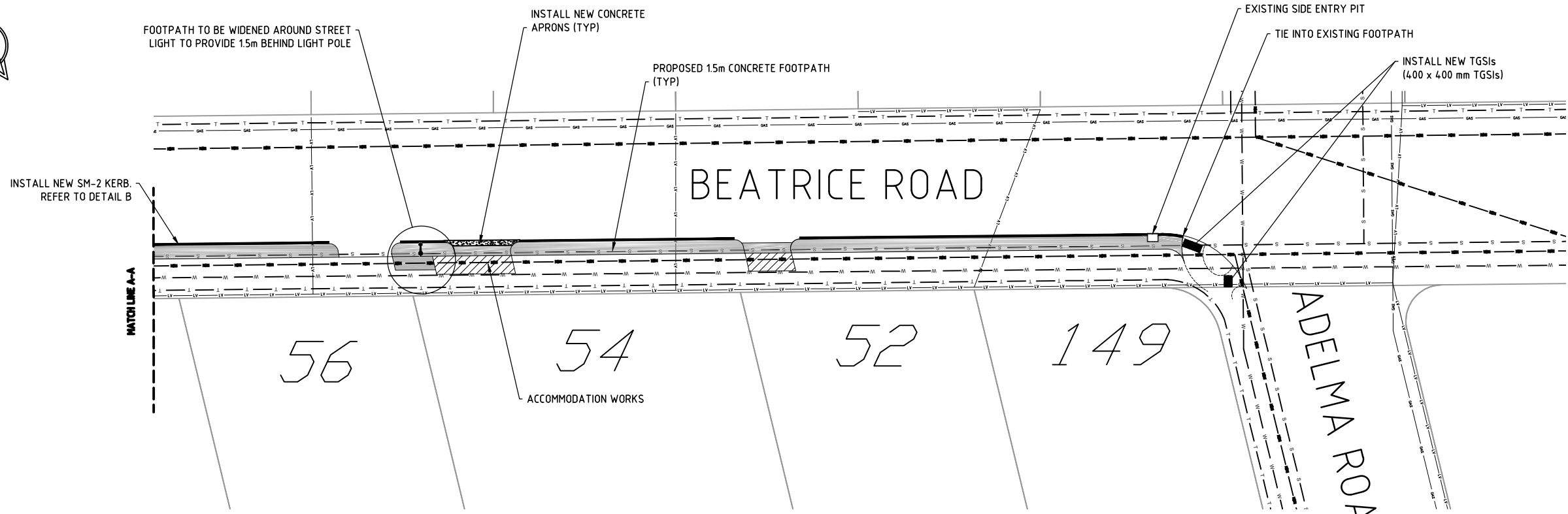
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TITLE:
BEATRICE ROAD FOOTPATH
BETWEEN WATTLE AVENUE AND ADELMA ROAD
FORWARD WORKS PROGRAMME 2017/2018 - FOOTPATH CONSTRUCTION

DWG NO: BE2-2017-01-MGA94-0 **SHEET 1 OF 3**

SCALE: 1:250



TYPICAL FOOTPATH CROSS SECTION
SCALE N.T.S

ISSUED FOR CONSTRUCTION

LEGEND:		EXISTING	PROPOSED	SERVICES:	LINETYPE
PROPERTY BOUNDARY	---			WATER	W
KERB BX-2	---	---	---	SEWER	S
KERB SM-2	---	---	---	GAS	GAS
KERB TRANSITIONS	---	---	---	TELSTRA	T T
FOOTPATH	---	---	---	NBN	NBN
ACCOMMODATION WORKS	---	---	---	WESTERN POWER-LOW VOLTAGE	LV
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STREET LIGHT	---	---	---		

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						I. CHIANG	J. CRESSWELL 12/03/2018

COUNCIL MINUTES:

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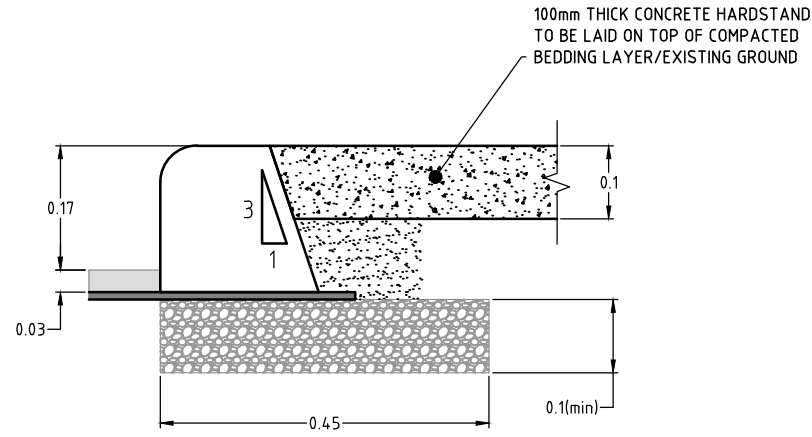
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TITLE: **BEATRICE ROAD FOOTPATH**
BETWEEN WATTLE AVENUE AND ADELMA ROAD
FORWARD WORKS PROGRAMME 2017/2018 - FOOTPATH CONSTRUCTION

DWG NO: **BE2-2017-02-MGA94-0** SHEET 2 OF 3

0m 25 5 75 10 125 15 175 20 225 25 275 30 325 35 375 40 425 45 475 50
SCALE: 1:250



DETAIL A
KERB AT BUS STOP
SCALE 1:2000

GENERAL NOTES:

1. ALL DIMENSIONS IN METRES, UNLESS NOTED OTHERWISE.
2. ALL TREES TO REMAIN, UNLESS NOTED OTHERWISE.
3. ALL SIGNAGE TO REMAIN, UNLESS NOTED OTHERWISE.
4. ENSURE TRAFFIC MANAGEMENT DURING CONSTRUCTION CONFORMS TO WORKSAFE STANDARDS. KEEP SITE SAFE FOR WORKERS, PEDESTRIANS, AND ROAD USERS AT ALL TIMES.
5. SERVICES ARE SHOWN IN THEIR APPROXIMATE LOCATION. DOMESTIC SERVICES ARE NOT SHOWN. LOCATE ALL SERVICES BEFORE EXCAVATION. PROVIDE ADEQUATE SUPPORT PROTECTION FOR EXPOSED SERVICES, CONTACT DIAL BEFORE YOU DIG ON #1100.
6. TIE IN OF NEW SURFACE TO FINISH FLUSH WITH EXISTING SURFACE.
7. ALL FILL SHALL BE CLEAN NON-PLASTIC MATERIAL, FREE FROM VEGETATION AND OTHER DELETERIOUS MATERIAL. FILL SHALL BE PLACED IN UNIFORM LAYERS NOT EXCEEDING 300 mm THICKNESS AND COMPACTED TO A DENSITY NOT LESS THAN THAT OF THE SURROUNDING. CLEAN FILL BEHIND KERB 1:6 GRADE (MAX.) AND TO MATCH INTO EXISTING SURFACE.
8. EXISTING VERGES SHALL NOT BE DISTURBED BEYOND THE EXTENT OF WORK, UNLESS NOTED OTHERWISE.
9. RESTORE ANY DAMAGE TO VERGES, RETICULATION AND CROSSOVERS TO THEIR ORIGINAL CONDITION, AS REQUIRED.
10. ANY RETICULATION WITHIN THE WORKS AREA TO BE CAPPED AND BLANKED OFF, PRIOR TO CONSTRUCTION.
11. UPON PROJECT COMPLETION, ALL RETICULATION MUST BE RE-INSTALLED AND PLACED RELATIVELY CLOSE TO ITS ORIGINAL POSITION.
12. SURVEYOR TO PEG FINAL HEIGHT FOR DRAINAGE.
13. ENSURE ADEQUATE HEIGHT OF CROSSOVERS. RAISE/REPLACE EXISTING CROSSOVER BUNDS/APRONS TO PREVENT WATERSHED FROM ROAD INTO DRIVEWAY, WHERE NECESSARY.
14. SAFE PEDESTRIAN ACCESS TO BE MAINTAINED AT ALL TIMES.
15. ENSURE THE DRAINAGE SYSTEM IS CLEAN AND OPERATIONAL BEFORE HANDOVER AND ACCEPTANCE.
16. ALL ROADS TO BE REOPENED WITH APPROPRIATE SIGNAGE IN PLACE AT THE END OF EACH WORKING DAY.
17. NO PLANT OR MATERIALS TO BE STORED ON SITE OVERNIGHT, OTHER THAN IN APPROVED FENCED COMPOUND AREAS.
18. LIAISE WITH SUPERINTENDENT FOR PROTECTION/REMOVAL OF SIGNAGE WHERE IT INTERFERES WITH THE WORKS.
19. VEHICULAR ACCESS TO PROPERTIES TO BE MAINTAINED AS APPROPRIATE.
20. BUS STOP DESIGN HAS BEEN APPROVED BY P.T.A

LEGEND:

- SMA7 STONE MASTIC ASPHALT (SMA) OVERLAY
- 7mm STONE PRIMERSEAL
- SAND
- BASE COURSE
- CONCRETE

KERB NOTES:

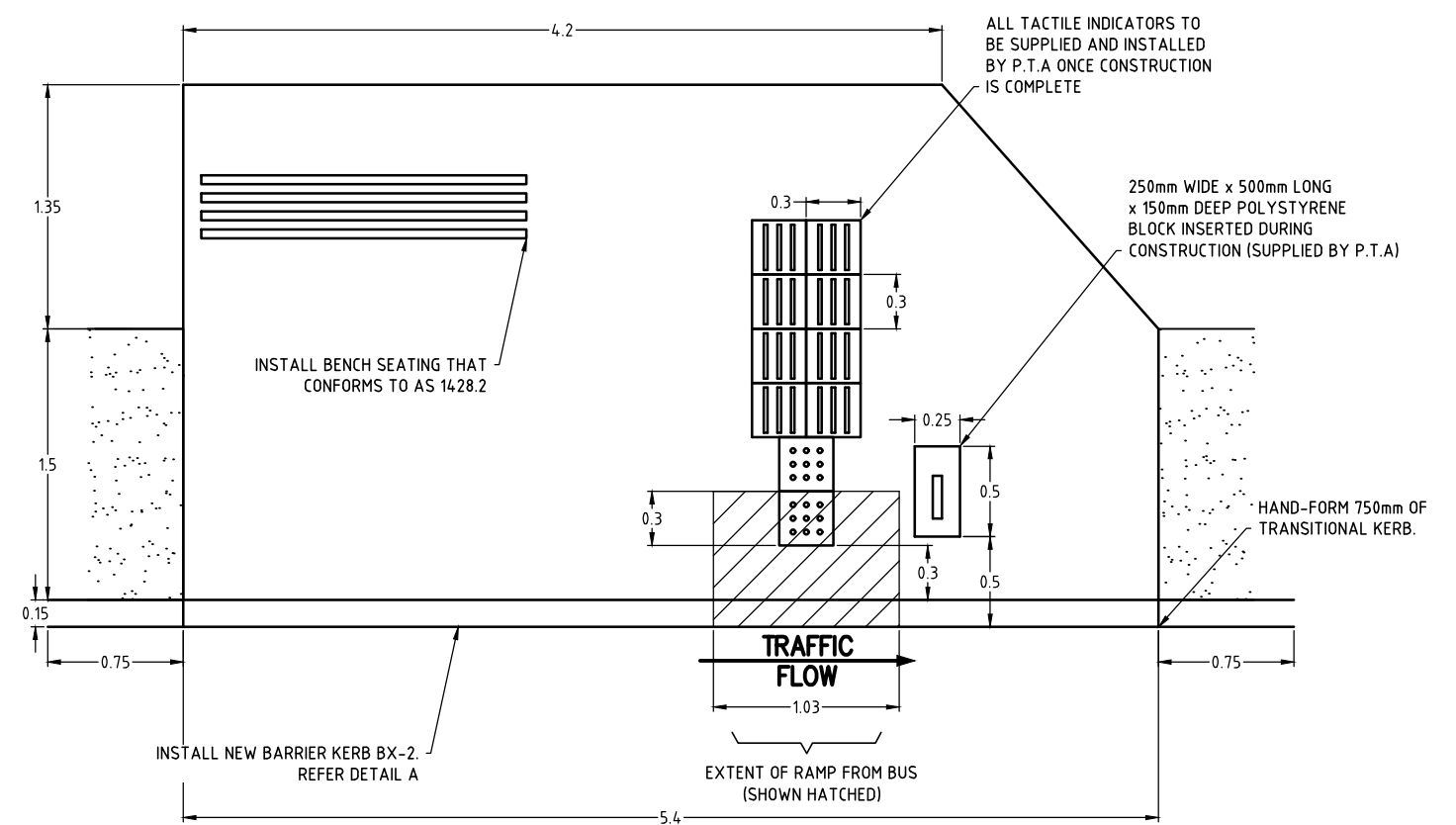
1. CONCRETE FOR KERBING SHALL CONFORM TO AS 2876.
2. MINIMUM COMPRESSIVE STRENGTH OF 32 MPa AT 28 DAYS.
3. NEW KERBING TO BE MATCHED INTO EXISTING KERB OVER 750 mm LENGTH AT ALL TIE INS (OR AS AGREED WITH SUPERINTENDENT).
4. TRANSITION FROM ONE KERB TYPE TO ANOTHER MUST BE CONSTRUCTED OVER A MINIMUM OF 1.0 m.
5. BARRIER TYPE SM-2 KERB, SEE DETAIL 'B' SHOULD GENERALLY BE USED, UNLESS OTHERWISE NOTED.
6. MAX. AGGREGATE SIZE 10 mm.
7. MAX. SLUMP 50 mm.
8. ALL RADII AND CHAMFERS ARE 20 mm, UNLESS NOTED OTHERWISE.
9. CONTRACTION JOINTS SHALL BE CONSTRUCTED EVERY 2.5 m RUN OF KERBING AND SHALL BE 5 mm WIDE.
10. EXPANSION JOINTS SHALL BE CUT AT 5.0 m INTERVALS AND SHALL BE 10 mm WIDE.
11. EXPANSION JOINTS TO BE FILLED WITH AN APPROVED BUTYL MASTIC COMPOUND FILLER AND FOAM OR POLYURETHANE BACKING SHALL BE PLACED IN EACH EXPANSION JOINT.

BUS STOP NOTES:

1. POLYSTYRENE BLOCK (250mm x 500mm x 150mm) SUPPLIED BY P.T.A. TO BE INSERTED DURING HARDSTAND CONCRETE POUR.
2. FINAL BUS POST TO BE INSTALLED BY P.T.A. WITH "QUICK-SET" CONCRETE TO BASE (ENSURING FLUSH FINISH WITH HARDSTAND CONCRETE).

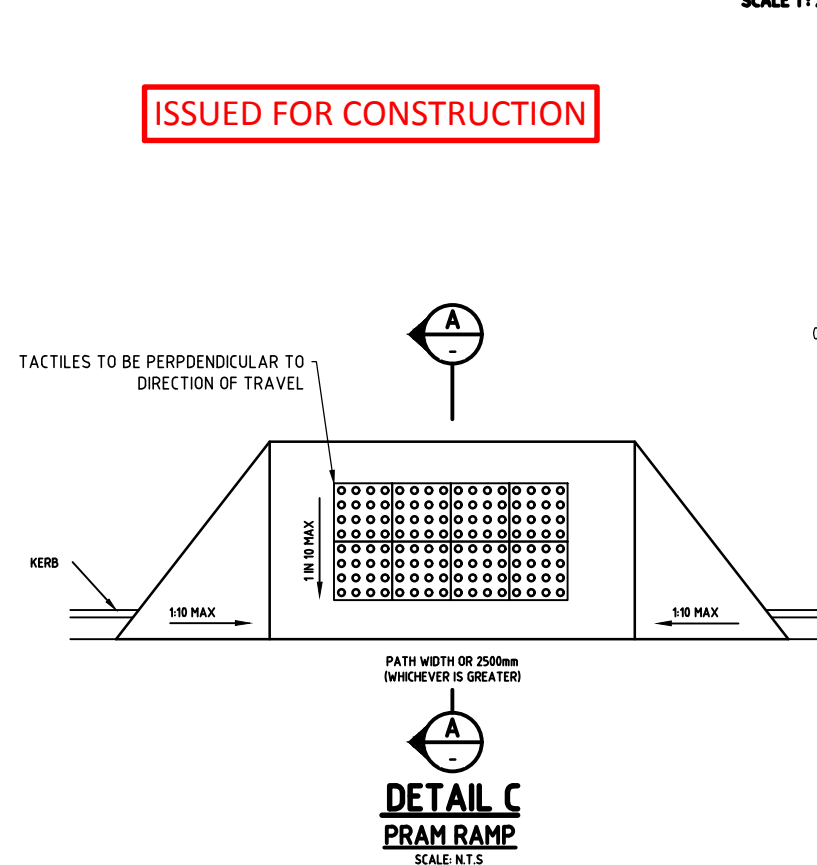
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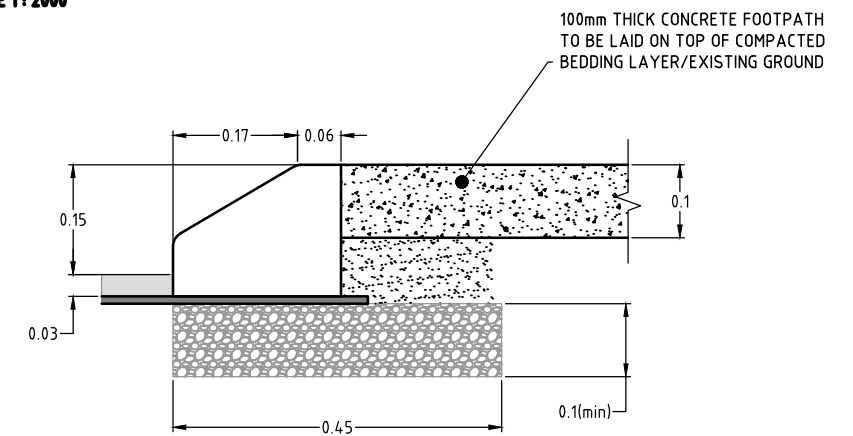


PLAN
BUS STOP HARDSTAND
SCALE 1:2000

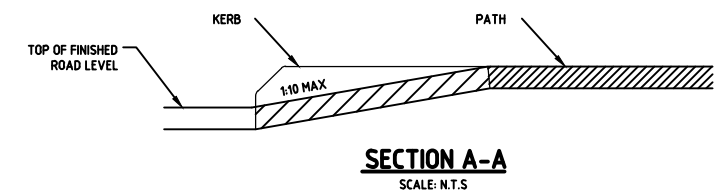
ISSUED FOR CONSTRUCTION



DETAIL C
PRAM RAMP
SCALE: N.T.S



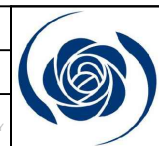
DETAIL B
KERB ALONG FOOTPATH
SCALE 1:2000



SECTION A-A
SCALE: N.T.S

REV. No.	REVISION NOTES	DRAWN	CHECKED	DATE
0	ISSUED FOR CONSTRUCTION	LC	R.S.	12/03/2018

SCALE: 1:2000 @A1	DESIGNED: I. CHIANG	CHECKED / DATE: R. SMITH 12/03/2018
COUNCIL MINUTES:	DRAWN: I. CHIANG	APPROVED / DATE: J. CRESSWELL 12/03/2018








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TITLE: BEATRICE ROAD FOOTPATH BETWEEN WATTLE AVENUE AND ADELMA ROAD FORWARD WORKS PROGRAMME 2017/2018 - BUS HARDSTAND DETAILS & NOTES	DWG NO: BE2-2017-03-MGA94-0	SHEET 3 OF 3
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SCALE: 1:2000



Map Key

- | | | | |
|---|----------------------------------|---|-----------------------|
|  | 800 metre radius pedestrian shed |  | Park/reserve footpath |
|  | Kerbside footpath |  | All other footpaths |
|  | Boundary footpath | | |

Scale 1:6,000 @A3
Created 28.03.2018
Created by A. Trant & S. Crossman





**Beatrice Road – Construction of footpath
Community Engagement Results**

23 January to 12 February 2018



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Prepared: 14 February 2018
SharePoint Ref: TECH-97668141-1341

1. INTRODUCTION

The City as part of its footpath network infill program is proposing to construct a footpath along Beatrice Road (between Wattle Avenue and Adelma Road) to connect Adelma Road to David Cruickshank Reserve, Point Resolution Reserve and other nearby community facilities, thereby providing improved pedestrian safety, and accessibility to bus stops.

The proposal to construct a footpath has been a project proposed by the City as far back as 2009. In 2009-10 financial year a footpath along Beatrice Road was considered by Council, but not progressed due to a Council decision to defer the project. Up until 2013, a number of requests, including street meetings and a petition were submitted to the Council requesting a footpath to connect Dalkeith Pre-Primary and Dalkeith Primary Schools.

As a consequence, a section of the footpath along Beatrice Road was constructed in 2010 between Victoria Avenue and Wattle Avenue. A further section was planned between Wattle Avenue and Adelma Road with the project being listed in the forward works plan in 2013.

Since the construction of the Alexander Road footpath in mid-2013, there has been no further progress on the path for Beatrice Road between Wattle Avenue and Adelma Road, until now.

The footpath along Beatrice Road has been brought back into consideration due to:

- Vehicle speeding issues and minor accidents
- Providing for disabled access
- Providing a safe environment for pedestrians to access the bus stops
- Providing a safe connection from Adelma Road to David Cruickshank and Point Resolution Reserves.

Prior to the construction of the footpath, the City sought the thoughts of residents and stakeholders to understand their preference in regard to the location of the footpath, particularly, those residents in close proximity to the proposal. The options proposed were property side or kerbside.

2. PURPOSE OF ENGAGEMENT

The project provided the community with information and the opportunities to provide feedback on the two proposed options of property side or kerbside.

Information was provided to enable people to gain an understanding the proposal, the limitations and issues.

The engagement outcomes will contribute to the decision of the City to locate and build the footpath.

3. ENGAGEMENT PERIOD

The engagement was advertised for the period Tuesday, 23 January to Monday, 12 February 2018.

4. ENGAGEMENT PRINCIPLES

The following engagement principles, as contained in the City's Community Engagement Policy, were applied to guide the way in which the City engaged and communicated with the community and stakeholders:

Citizenship	We will provide for and communicate opportunities for everyone to have a genuine and meaningful say in local democracy about actions that could affect their lives.
Transparency	We will ensure that the purpose and mechanisms of our engagement will be relevant, easily understood, timely and accessible by all.
Inclusion	We will seek out and facilitate the involvement of all those affected or potentially affected.
Accountability	We promise that all contributions will influence the alternatives developed, be reflected in our decision-making, outcomes will be communicated and performance will be measured.
Our people	We promise that our people will uphold the City values, the IAP2 Value's and Code of Ethics, be appropriately trained and supported to deliver best practice engagement.

5. COMMUNITY AND STAKEHOLDERS

Property owners and residents along both sides of Beatrice Avenue between Adelma and Alexander Road were invited to participate in the engagement activities, along with stakeholders and the general community. The community and stakeholders included:

- Residents and property owners (24 properties)
- Public Transport Authority (bus stop)
- Dalkeith Primary School (Principal and the P&C Group)
- Dalkeith Pre-primary (Principal)
- Dalkeith Kindergarten P&C
- City of Nedlands community
- Elected members
- Relevant City staff

6. OPPORTUNITIES FOR ENGAGEMENT

An engagement page for the project was published on the City's online engagement hub, **Your Voice Nedlands** and used as the primary place to promote and create general awareness of the project, to read information and provide feedback.

Opportunities for residents, stakeholders and the general community to engage with the City and to seek project information where provided as follows:

- A letter to all residents/property owners along the street to provide project information and to seek their preference for the two options provided.
- Your Voice Nedlands: online survey, feedback tool, ask the City a question, a list of FAQs, the proposed options and key dates.
- Contacting the City by email (yourvoice@nedlands.wa.gov.au) or by telephone to discuss the proposal further.

This project was not promoted through advertising due to the nature of the project and it being in a small contained area within the City.

6.1 Online Engagement – Your Voice Nedlands

Your Voice Nedlands was the reference point for engagement information and to find information on the project. Information provided included:

- Concept Plans
- Frequently asked questions (FAQs)
- Advice on the key dates
- Project Team contact details

Feedback was requested via online survey or using the feedback tool. It is noted that feedback could also be provided using the Your Voice Nedlands or the City's email.

7. ENGAGEMENT PARTICIPATION

During the engagement period, the engagement page received 33 visitors who collectively viewed 115 pages, 28 of these visits viewed at least one page. There were four downloads of the concept plans and the FAQs. Four people completed the survey and a further response was received using the feedback tool. One telephone call was received to discuss the proposal further.

7.1 Survey results

7.1.1 Overview

Four surveys were completed who indicated that they reside on Beatrice Road (3) and Allenby Road (1). The survey aimed to understand the residents and community's views by asking the following questions:

- Do you support the footpath being constructed?
- Which option do you support, Option 1 – property side, Option 2 – kerbside?
- If you do not support the project or either option, please tell us why?

7.1.2 Survey results

- a) Level of support for the footpath being constructed: all four respondents supported the project.
- b) Level of support for the two options presented: all four respondents supported option two to construct a kerbside footpath.
- c) Comments on the level of support for the project or option: There were no responses received.

7.2 Written feedback received

Written feedback was received from one resident who preferred option two to construct the footpath on the kerbside. The respondent also made other comments in support of his preference.

No other feedback was received.

8. CONCLUSION

A proposal to construct a footpath on Beatrice Road between Wattle Avenue and Adema Road was presented to the property owners/residents (24) on both sides of this section of road, stakeholders (Public Transport Authority, schools) and the community generally for feedback from 23 January to 12 February 2018.

This project has been a long outstanding project of the City (since 2009). During this time there have been attempts to construct the footpath which subsequently failed. However, up until mid-2013 other sections have been completed, especially the paths to connect the schools in the area.

This section of footpath proposed will complete a part of the footpath network infill program for this area. The completion of this section will address vehicle speeding issues and resultant minor accidents, improve disability access especially to the bus stop and provide a safe connection to David Cruikshank and Point Resolution Reserves and other nearby community facilities.

Opportunities for residents, stakeholders and the general community to engage with the City and to seek project information were provided by sending a letter to all residents/property owners to provide information and to seek their preference for the two options provided by completing an online survey on Your Voice Nedlands. People could also provide online feedback, ask a question of the City, read a list of FAQs and view the proposed options online. People could also contact the City by email or by telephone to discuss the proposal further.

This project was not promoted through advertising due to the nature of the project and it being in a small specific area of the City.

During the engagement period, the engagement page received 33 visitors who collectively viewed 115 pages. 28 of these visits viewed at least one page. Visitors viewed the concept plans for both options, the FAQs and key dates.

Four people completed the survey, mainly from Beatrice Road and a further response was received using the feedback tool. One telephone call was received to discuss the proposal further.

The survey sought to find out the level of support for the project and the most preferred option: kerbside or property side. All four respondents supported the project and supported option two to construct a kerbside footpath. The written feedback also supported option two to construct the footpath on the kerbside. The respondent also made other comments in support of his preference. No other feedback was received.

9. ADMINISTRATION COMMENT

A property side and back of kerb concept design was prepared by the Technical Services department and presented for community engagement. Feedback from the consultation was considered in the preparation of the final design, which was a 1.5 metre footpath aligned with the back of the kerb. The footpath has been widened around existing streetlights to keep the cost of construction under budget. All trees will be retained, with some small trees relocated further away from the path.

The Administration anticipates that the wider footpath around the existing streetlights may pose an issue with some residents. Residents have been advised of the final design, with an option to contact the Administration should they have any queries. Any issues associated with the streetlight will be addressed prior to construction.

Council approval is now required for the construction of the new footpath. Following Council's approval, the footpath will be scheduled and constructed within the current financial year.

TS06.18	Martin Avenue Parking Restrictions
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Committee	10 April 2018
Council	24 April 2018
Applicant	City of Nedlands
Officer	James Cresswell – Manager Infrastructure Services
Director	Martyn Glover – Director Technical Services
Attachments	1. Proposed Parking Restriction Drawing MA3-2018-01-MGA94-2 2. Martin Avenue – Proposed Parking Restrictions Community Engagement Results

Executive Summary

The Council received a petition at its meeting on Tuesday, on 19 December 2017 from residents in Martin Avenue, between Bedford Street and Carrington Street requesting that the current unrestricted parking be changed to timed parking restrictions. The petition contained 23 signatures representing 14 properties.

The reasons given in the petition were that currently:

- Access is reduced for service vehicles, delivery vans and rubbish collection vehicles
- Lack of available parking for resident visitors
- Restricted traffic flow through poorly parked vehicles
- Restricted sight distance for visibility of children and the elderly.

Prior to progressing with a recommendation to Council, the City sought the views of residents and the general community to gain an understanding on the level of support for or against the proposed time restrictions. The proposed time restriction is 3P between 8AM and 5PM Monday to Friday.

Four surveys were completed; two respondents supported the proposal, one did not support the proposal and the third respondent was unsure about the proposal. Three respondents lived between Bedford Street and Carrington Street (proposed area) and the fourth lives between Stirling Highway and Bedford Street.

The City has accepted feedback from the community to change the proposed parking restriction from 3 hours to 2 hours.

Recommendation to Committee

Council:

1. **approves the proposed parking restriction included in attached drawing number MA3-2018-01-MGA94-2; and**
2. **supports the prohibition amendment from 3 hours to 2 hours; and**
3. **requests that the lead petitioner be advised of Council's decision.**

Discussion/Overview

Background

The proposed parking restrictions are in response to a petition received by Council on 19 December 2017 from residents in Martin Avenue between Bedford Street and Carrington Street Nedlands. The petition contained 23 signatures representing 14 properties.

The reasons given in the petition were that currently:

- Access is reduced for service vehicles, delivery vans and rubbish collection vehicles.
- Lack of available parking for resident visitors.
- Restricted traffic flow through poorly parked vehicles.
- Restricted sight distance for visibility of children and the elderly.

Key Relevant Previous Council Decisions

Council Meeting December 2017, Item 4.1

That the petition be received and referred to administration for report to Council.

Carried Unanimously 11/-

Proposed Parking Restrictions

The proposed parking restriction for the community consultation is 3P between 8AM and 5PM and is shown on drawing MA3-2018-01-MGA94-2.

Feedback was received from a resident that a 3-hour restriction will not be sufficient to discourage parking from the nearby business employees who will return after 3 hours to move their car and a 2-hour restriction is more appropriate. The resident has observed this behavior in adjacent streets. The City supports the change to a 2-hour restriction.

The final design is included in drawing MA3-2018-01-MGA94-2 (see Attachment 1).

Consultation

The purpose of the engagement was to provide the community with information on the proposed parking restrictions and to provide feedback. Feedback from the engagement will assist Council in the decision whether to implement the proposed parking restrictions.

The engagement was advertised for the period Thursday, 15 February to Friday, 9 March 2018.

An engagement page for the project was published on the City's online engagement hub, Your Voice Nedlands and used as the primary place to read information and provide feedback.

Opportunities for residents and the general community to seek project information were provided as follows:

- A letter to all residents/property owners along the street to provide project information and to seek their thoughts on the proposal.
- Your Voice Nedlands: online survey, feedback tool, ask the City a question, the proposed plan of the timed restrictions and key dates.
- Contacting the City by email (yourvoice@nedlands.wa.gov.au) or by telephone to discuss the proposal further.

The project was promoted on social media (Facebook and Twitter), the City's website (referral to Your Voice Nedlands) and advertising was placed in the Western Suburbs Weekly (20 February) and the Post Newspaper (24 February).

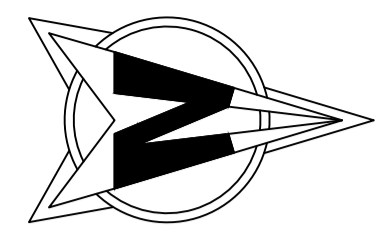
The level of support for the project is as follows:

Feedback Tools	Project Support		
	Support	Not support	Unsure
Online survey	2	1	1
Online feedback	2	0	0
Total:	4	1	1

The complete community engagement report is included in Attachment 2.

Budget/Financial Implications

The project will be funded from the sign maintenance budget. The estimated sign supply and installation cost is \$1500.



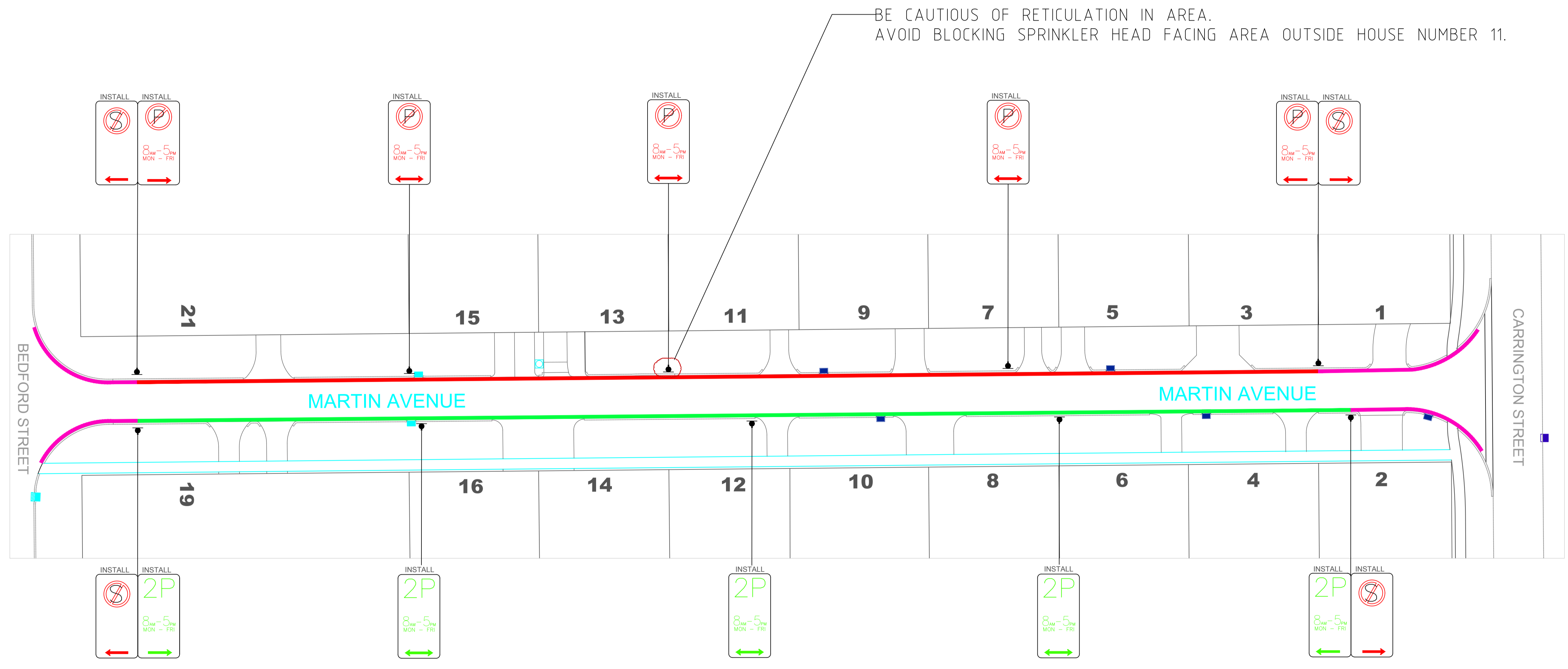
- NOTES:**
1. ALL ARROWS ON PARKING SIGNS ARE FOR DISPLAY ONLY AND ALTERED ACCORDINGLY ON SITE.
 2. ALL PROPOSED PARKING SIGNS ARE IN THEIR APPROXIMATE LOCATION AND THE POSITIONING OF THE POLES MAY BE ADJUSTED OR RELOCATED ON SITE.
 3. SIGN POLES SHALL BE PLACED NO GREATER THAN 75m APART.
 4. SIGN POLES SHALL BE POSITIONED TO NOT OBSTRUCT THE VIEW OF STOP AND GIVEWAY SIGNS

LEGEND

█	NO STOPPING
█	NO PARKING 8am-5pm Mon-Fri
█	3 HOUR PARKING 8am-5pm Mon-Fri

SIGN PLATE & POLE QUANTITIES

NEW POLES	10
NO STOPPING	4
NO PARKING	5
3P 8am-5pm Mon-Fri	5



ISSUED FOR CONSTRUCTION

REV. No.	REVISION NOTES	DRAWN	CHECKED	DATE
0	ISSUED FOR CONSTRUCTION	R.J.S.		
1	CHANGE 3P TO 2P	E.L.		

SCALE: NOT TO SCALE	DESIGNED: R.J.SMITH	CHECKED / DATE: S.F 5/2/18
COUNCIL MINUTES:	DRAWN: R.J.SMITH	APPROVED / DATE: J.C 5/2/18



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TITLE: MARTIN AVENUE PROPOSED PARKING RESTRICTIONS CARRINGTON STREET TO BEDFORD STREET	DWG NO: MA3-2018-01-MGA94-2	SHEET 1 OF 1
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SCALE: NTS



Martin Avenue – Proposed Time Parking Restrictions

Community Engagement Results

15 February to 9 March 2018



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10.	NEXT STEPS	Error! Bookmark not defined.

Prepared: 13 March 2018
SharePoint Ref: TECH-1672923218-242

1. INTRODUCTION

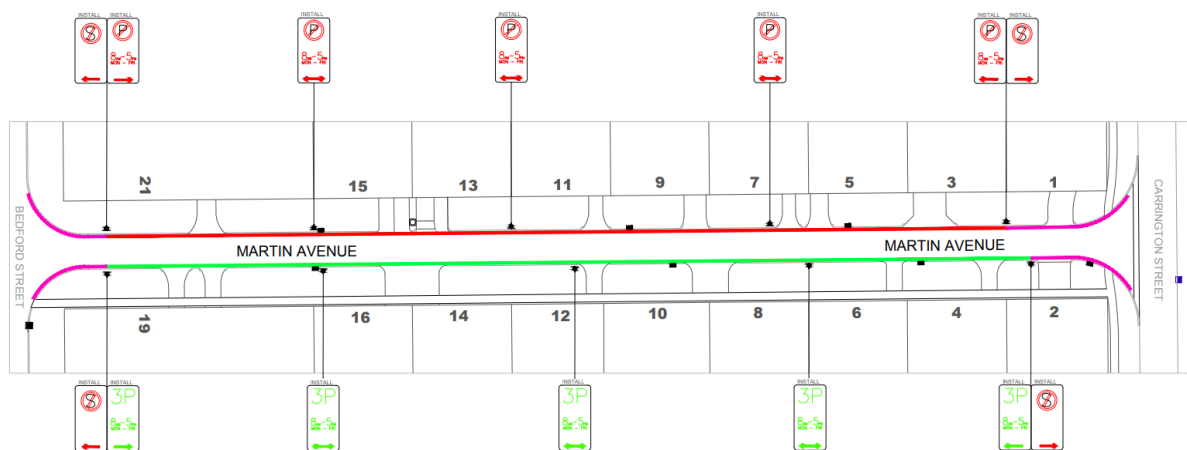
The Council received a petition at its meeting on Tuesday, on 19 December 2017 from residents in Martin Avenue, between Bedford Street and Carrington Street requesting that the current unrestricted parking be changed to timed parking restrictions.

The reasons given in the petition were that currently:

- Access is reduced for service vehicles, delivery vans and rubbish collection vehicles
- Lack of available parking for resident visitors
- Restricted traffic flow through poorly parked vehicles
- Restricted sight distance for visibility of children and the elderly.

The petition contained 23 signatures representing 14 properties.

Prior to progressing with a recommendation to Council, the City sought the views of residents and the general community to gain an understanding on the level of support for or against the proposed time restrictions. The proposed time restrictions are reflected below:



2. PURPOSE OF ENGAGEMENT

The project provided the community with information to enable people to gain an understanding the proposal, the limitations and the issues. Opportunities were provided for people to provide feedback on the proposed time restrictions.

The engagement outcomes will contribute to the decision of the City implement the proposal as requested in the petition to Council.

3. ENGAGEMENT PERIOD

The engagement was advertised for the period Thursday, 15 February to Friday, 9 March 2018.

4. ENGAGEMENT PRINCIPLES

The following engagement principles, as contained in the City's Community Engagement Policy, were applied to guide the way in which the City engaged and communicated with the community and stakeholders:

Citizenship	We will provide for and communicate opportunities for everyone to have a genuine and meaningful say in local democracy about actions that could affect their lives.
Transparency	We will ensure that the purpose and mechanisms of our engagement will be relevant, easily understood, timely and accessible by all.
Inclusion	We will seek out and facilitate the involvement of all those affected or potentially affected.
Accountability	We promise that all contributions will influence the alternatives developed, be reflected in our decision-making, outcomes will be communicated and performance will be measured.
Our people	We promise that our people will uphold the City values, the IAP2 Value's and Code of Ethics, be appropriately trained and supported to deliver best practice engagement.

5. COMMUNITY AND STAKEHOLDERS

Twenty-one property owners and residents along both sides of Martin Avenue between Stirling Highway and Carrington Street and the residents on the Bedford Street intersection along with the general community were invited to provide feedback.

6. OPPORTUNITIES FOR ENGAGEMENT

An engagement page for the project was published on the City's online engagement hub, **Your Voice Nedlands** and used as the primary place to promote and create general awareness of the project, to read information and provide feedback.

Opportunities for residents and the general community to engage with the City and to seek project information where provided as follows:

- A letter to all residents/property owners along the street to provide project information and to seek their thoughts on the proposal.
- Your Voice Nedlands: online survey, feedback tool, ask the City a question, the proposed plan of the timed restrictions and key dates.
- Contacting the City by email (yourvoice@nedlands.wa.gov.au) or by telephone to discuss the proposal further.

The project was promoted on social media (Facebook and Twitter), the City's website (referral to Your Voice Nedlands) and advertising was placed in the Western Suburbs Weekly (20 February) and the Post Newspaper (24 February).

Two posts were placed on Facebook and Twitter with 103 people reached in the first post and 336 people reached in the second post.



The Post and Western Suburbs Advertisement



7:30 AM - 1 Mar 2018

Post on Facebook and Twitter

6.1 Online Engagement – Your Voice Nedlands

Your Voice Nedlands was the reference point for engagement information and to find information on the project. Information provided included:

- Plan for the timed restrictions
- Advice on the key dates
- Project Team contact details

Feedback was requested via online survey or using the feedback tool. It is noted that feedback could also be provided using the Your Voice Nedlands or the City's email, or by mail.

7. ENGAGEMENT PARTICIPATION

During the engagement period, the engagement page received 47 visitors who collectively viewed 158 pages, 38 of these visitors viewed at least one page. There were eight downloads of the plan of the proposed timed restrictions. Four people completed the survey and three people provided feedback, one which had also completed a survey (counted as one submission). Two people asked a question of the City (via the engagement page and email) in relation to clarifying the process and

requirements for parking permits. Two telephone calls were received to discuss the proposal further and a further email was received via a Councillor, who had also provided online feedback.

Four properties who signed the petition participated in the project.

7.1 Survey

Four surveys were completed. Two respondents supported the proposal, one did not support the proposal and the third respondent was unsure about the proposal. Three respondents lived between Bedford Street and Carrington Street (proposed area) and the fourth lives between Stirling Highway and Bedford Street. The survey aimed to understand the residents and community's views by asking the following questions:

- Do you support the proposal to have timed parking restrictions in Martin Avenue?
- If you support or do not support or unsure about the proposal, please tell us your thoughts.

If the respondents did not live in Martin Avenue, they were asked why they used Martin Avenue.

Comments received were:

- Supports the proposal as cars park on both sides of the road and it is difficult to drive down the street, especially trucks (garbage).
- I do not currently have a problem with parking but concerned as to where my gardener/ visitors will park.
- Suggest (a) that the parking restriction be for 2 hours, not 3, and (b) that, even with poles placed no greater than 75m apart, 4 poles per side (rather than 5) would suffice.
- As residents and parents, we are supportive of any changes that make our street safer, more amenable and more accessible for residents and any required emergency and medical services. However, we believe the changes as currently proposed do not adequately address these issues and that further work should be done to better understand the issues of concern, after which more targeted solutions and pathways can be identified, proposed and implemented. The changes as currently proposed do not adequately address:
 - the fact that we cannot reverse out of our driveway without having a parked car across and behind our driveway
 - that medical emergency vehicles may still be unable to find space to park on the street (which we understand was a key reason for requesting these a change in parking restrictions)

- that a traffic study has not been conducted on the consequences of these possible changes to traffic flow both on Martin Avenue and surrounding streets. We are concerned that implementing no parking/standing on the West side on the street will result in the increased use of Martin Ave as a thoroughfare, with cars able to drive at a greater speed because of the clear West side of the road (in contrast to the current situation where cars parked on both sides effectively slows down moving traffic and make the street less attractive to speed and thoroughfare).
- whether a speed bump and GIVE WAY signs will be necessary on the intersection of Martin Avenue and Bedford Street
- why we need to have so many new "single use" street sign poles planted in our verge lawns, particularly when there will be an opportunity to put any parking related signage on the new street light poles that will be installed when the power lines are sunk

7.2 Online feedback

Three respondents completed online feedback, one of these also completed the survey and forwarded an email. The two respondents provided the following comments:

- We fully support the proposed restricted parking in Martin Avenue between Bedford Street and Carrington Street in that the eastern side has 2 hour parking between the hours of 8am and 5pm Monday-Friday and the western side has no parking between 8am and 5pm Monday to Friday.
- With Resident Parking Permits fully explained, there is now no issue with parking for visitors, utilities etc, or residents cars from finding a park spot. Should limit parking to two hours to deter the 'cunning' who park at 7.00/7.30 and return each work break to 're' park their vehicles to avoid fine.

7.3 Written feedback

Written feedback was not received, however a resident requested information about residential parking.

8. CONCLUSION

The Council received a petition at its meeting on Tuesday, on 19 December 2017 from residents in Martin Avenue, between Bedford Street and Carrington Street requesting that the current unrestricted parking be changed timed parking restrictions.

The reasons given in the petition were:

- Access is reduced for service vehicles, delivery vans and rubbish collection vehicles
- Lack of available parking for resident visitors
- Restriction of traffic flow through poorly parked vehicles
- Restricted sight distance for visibility of children and the elderly.

The petition contained 23 signatories which represented 14 properties. Of these, four properties who signed the petition participated in the project. Two further participants were not signatories to the petition.

The City has sought the views of residents and the general community, particularly, those residents who would be directly affected or potentially affected by the proposal.

People had the opportunity to provide online feedback, ask a question of the City and view the proposal or contact the City by email, telephone or mail to discuss the proposal further.

The project was promoted on social media (Facebook and Twitter), the City's website (referral to Your Voice Nedlands) and advertising placed in the Western Suburbs Weekly (20 February) and the Post Newspaper (24 February). Two posts were placed on Facebook and Twitter with 103 people reached in the first post and 336 people reached in the second post.

During the engagement period, the engagement page received 47 visitors who collectively viewed 158 pages, 38 of these visitors viewed at least one page. There were eight downloads of the plan of the proposed timed restrictions. Four people completed the survey and three people provided feedback, one which had also completed a survey. One person asked a question of the City in relation to clarifying parking permits. Two telephone calls and one email were received to discuss the proposal further and to request further information in relation to parking permits.

Four surveys were completed. Two respondents supported the proposal, one did not support the proposal and the third respondent was unsure about the proposal. Three respondents lived between Bedford Street and Carrington Street (proposed area) and the fourth lives between Stirling Highway and Bedford Street.

Three respondents completed online feedback, one of these also completed the survey (this response has been counted once). The two respondents provided comments to support the proposal. One email was received via a Councillor supporting the proposal. The resident also provided online feedback where the comments have been included in this report.

Taking the responses into account the level of support for the project is as follows:

Feedback Tools	Project Support		
	Support	Not support	Unsure
Online survey	2	1	1
Online feedback	2	0	0
Total:	4	1	1

Twenty-one (21) property owners/residents were directly corresponded with to gain their views on this project, with the City receiving six responses. One of these responses one did not live in the section of Martin Avenue proposed for the timed restrictions.

Comments received were provided in the online survey, online feedback and emails received by the City. In summary, comments related to:

- The eastern side having two-hour parking between the hours of 8am and 5pm Monday-Friday and the western side has no parking between 8am and 5pm Monday to Friday.
- Should limit parking to two hours to deter the 'cunning' who park at 7.00am to 7.30pm and return each work break to re-park their vehicles to avoid fine.
- Concerned about the ability of visitors, waste and other heavy vehicles and contractors etc to be able to park effectively to undertake their work requirements.
- The proposal does not adequately address these issues and that further work should be done to better understand the issues of addressing safety for residents when reversing from driveways, changes creating a rat-run, providing safe parking for emergency vehicles, understanding the consequences and flow-on effects resulting from the timed restrictions, and any proposed treatment for the intersection with Bedford Street.
- Placement of, distance apart, and number of street sign poles in verge lawns. Consider placing the signage on the new street light poles being installed for the underground power project.

TS07.18	RFT 2017-18.10 Supply and Delivery of Drainage Materials
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Committee	10 April 2018
Council	24 April 2018
Applicant	City of Nedlands
Officer	Nathan Brewer – Purchasing and Tenders Coordinator
Director	Martyn Glover – Director Technical Services
Attachments	Appendix A – Drainage Materials Final Evaluation (Confidential)

Executive Summary

To award the term contract for the Supply and Delivery of Drainage Materials services to the City.

Recommendation to Committee

Council

- 1. Agrees to award tender no. 2017-18.10 to Access Icon Pty Ltd t/a Cascada for the Supply and Delivery of Drainage Materials as per the schedule of rates submitted; and**
- 2. Authorises the Chief Executive Officer to sign an acceptance of offer for this tender.**

Discussion/Overview

Tender Information

The City of Nedlands includes a provision for the supply and delivery of drainage materials to maintain and improve the City's drainage infrastructure as part of the engineering services operational works. Expenditure on this contract is likely to exceed \$150,000. Therefore, to comply with legislative requirements outlined in the Local Government Act 1995 and ensure the best value for money for the City, this service must be tendered.

Tender RFT 2017-18.10 was advertised on 15th February 2018 in the West Australian Newspaper and on www.tenderlink.com/nedlands. The tender period ended on 1st March 2018 and submitted tenders were opened by officers of the City at 2:00 pm. One (1) submission was received by the City. Compliant tenders were received from the following companies;

1. Access Icon Pty Ltd t/a Cascada.

No non-compliant tenders were received.

Evaluation

The tender was independently evaluated by three (3) City officers in accordance with the qualitative criteria specified in the tender documentation, qualitative criteria was afforded a total of 40% of the total score

A total of 60% weighting was allocated to the price criteria. As only one submission was received to this tender it is essential to establish value for money. This was achieved by comparing prices received for this tender to those received in the previous tender in 2014. Directly comparable items which appeared in both tenders were shown to be identical in price. Referee reports were also obtained from other Local Government Authorities.

A confidential evaluation and recommendation report was completed and approved by the evaluation panel, Manager Engineering Services and Director Technical Services. References were sought from appropriate sources for quality assurance purposes which backed up the findings of the evaluation panel.

The final evaluation, including pricing and scoring, can be viewed in the confidential attachment – RFT 2017-18.10 Supply and Delivery of Drainage Materials Final Evaluation.

Conclusion

After an assessment of the submitted tenders it is proposed that the tender submission received from the contractor Access Icon Pty Ltd t/a Cascada be accepted.

Access Icon Pty Ltd t/a Cascada held RFT 2014-15.02 Supply and Delivery of Drainage Materials contract for a period of three years prior to its expiry. Over the course of this period Cascada provided a good level of service, were able to provide materials within acceptable timeframes and manufacture items not held in stock.

Their submission to this tender demonstrated vast experience with contracts of similar size and scope with local government entities, scoring 78.3% in the qualitative criteria. Lead times for delivery of materials are acceptable due to the levels of stock held and production levels. Bespoke items are also available for production.

Value for money is evidenced through a comparison with the previous contract, while many items were not included previously, a comparison of the items which occur in both show no rise in price since 2014. Referee reports back up these findings, referees from other Local Government Authorities stated that Cascada are cheaper than comparable competitors available through the WALGA panel.

Cascada provided evidence of all Australian relevant Australian Standards required in the specification provided with the tender documentation, including certification for Quality Management Systems.

In summary, the evaluation results, experience with the contractor and price considerations demonstrates that the tender from Access Icon Pty Ltd t/a Cascada represents value for money to the City and it is recommended for award of this tender.

Key Relevant Previous Council Decisions:

Nil.

Consultation

Not required.

Budget/Financial Implications

A provision for the supply and delivery of drainage materials to maintain and improve the City's drainage infrastructure is included as part of the engineering services operational works budget.