



City of Nedlands

## Technical Services Reports

**Committee Consideration – 12 June 2018**  
**Council Resolution – 26 June 2018**

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<b>TS11.18</b>	<b>Safe Active Street Community Consultation Results</b>
<b>Committee</b>	12 June 2018
<b>Council</b>	26 June 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Caroline Walker - Community Engagement Coordinator
<b>Director</b>	Martyn Glover - Director Technical Services
<b>Attachments</b>	1. Community Engagement Report 2. Revised Concept Plan

## Executive Summary

The Administration has completed the community engagement for the Safe Active Street project and the community's response was 73 percent in support of the project (refer Attachment 1).

The community also provided comments on the concept design and a number of these have been included in the revised concept plan (refer Attachment 2).

Department of Transport representatives have since met with the City's Administration and have confirmed that they will fully fund the project commencing in 2018/19.

## Recommendation to Committee

**Council recognises the level of community support for the Safe Active Streets Program in Elizabeth Street and Jenkins Avenue, and authorises the Chief Executive Officer to enter into a contractual arrangement with the Department of Transport for the delivery of the project fully funded by the Department.**

## Discussion/Overview

It was resolved at the Ordinary Meeting of 28 November 2017 that:

*“Council endorses the Community Engagement Plan for the Safe Active Streets Program in Elizabeth Street and Jenkins Avenue.”*

The Administration delayed the commencement of the consultation until Thursday 1 February 2018, after the Christmas and School holiday break, to ensure that affected school communities had returned. The consultation included:

- 2,092 postcards to the project area;
- 25 letters to specific stakeholders (schools, emergency services, community groups);
- 2 information sessions were held on Monday 12 February 2018 and Monday 19 February 2018. The sessions attracted a total 54 attendees;
- Regular reports were made on Your Voice and in community media.

The community consultation closed on Friday 9 March 2018 after an engagement period of 37 days. During this period, the City received 121 submissions from 109 properties.

### Consultation Feedback

Once duplicate feedback was eliminated, 80 respondents supported the proposal (73%), 16 did not support the proposal (15%) and 13 were neutral (12%); that is, they provided design feedback without advising whether they supported the project or not (refer figure 1).

Level of support	Online forum	Online feedback	Online map	Paper and email submissions	Social media	Total (inc. duplicate feedback)	% Level of Support (Less duplicate feedback)
Generally support	7	17 (1)	1	48 (4)	12	85 (5)	73%
Generally do not support	4	5 (1)	2 (2)	10 (2)	0	21 (5)	15%
Unsure	5	7 (1)	1 (1)	2	0	15 (2)	12%
<b>TOTAL</b>	<b>16</b>	<b>29 (3)</b>	<b>4 (3)</b>	<b>60 (6)</b>	<b>12</b>	<b>121</b>	

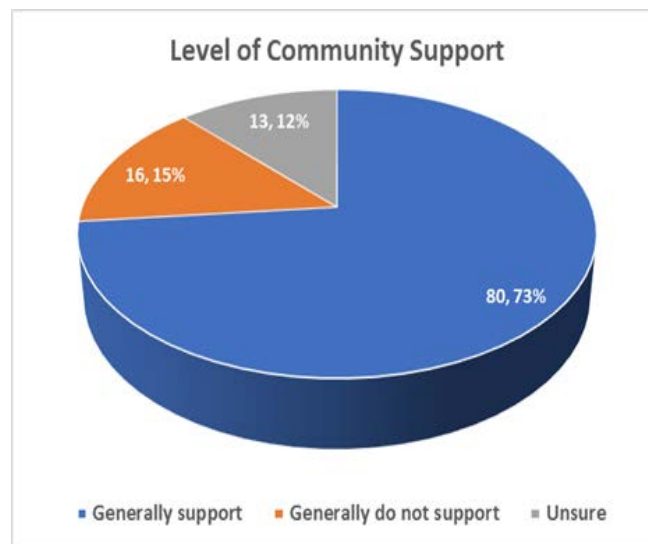


Figure 1: Level of Community Support

The Administration was also able to determine which respondents were immediately affected by the proposal, that is, own property on the streets, operate institutions/businesses on the streets or reside within one block of the streets. The analysis provided the following results:

- Support = 25 (56%)
- Non-support = 7 (15%)
- Neutral = 13 (29%)

In most cases the neutral submissions provided comment on the design specific to their property without opposing the safe active streets. For example; the General Manager of Broadway Fair recognised the changes to the Broadway and Elizabeth Street intersection which meant there would be a change to his loading processes and consequently engaged consultants to design a traffic management treatment to achieve this. The design team reviewed the proposal and have now integrated it into the design.

Other neutral comments related to the removal of line marking in car embayments and crossover and street light locations relative to parking. In all cases where possible the proposals have been integrated into the revised design.

The Community Engagement Report is included in Attachment 1.

## **Concept Design**

The key changes to the concept design due to the feedback from the consultation are as follows:

- Reduced the bays adjacent to the school and widened the pedestrian crossing facility in a consistent design at both schools;
- Redesigned the median islands and deceleration embayment in Broadway to accommodate delivery vehicles (design provided by respondent included);
- Removed the bay markings in the parking embayments in response to concerns this promoted student parking;
- Included seating along the route for pedestrians; and
- Provided widening of the verge at intersections and along the route (green spaces) where possible.

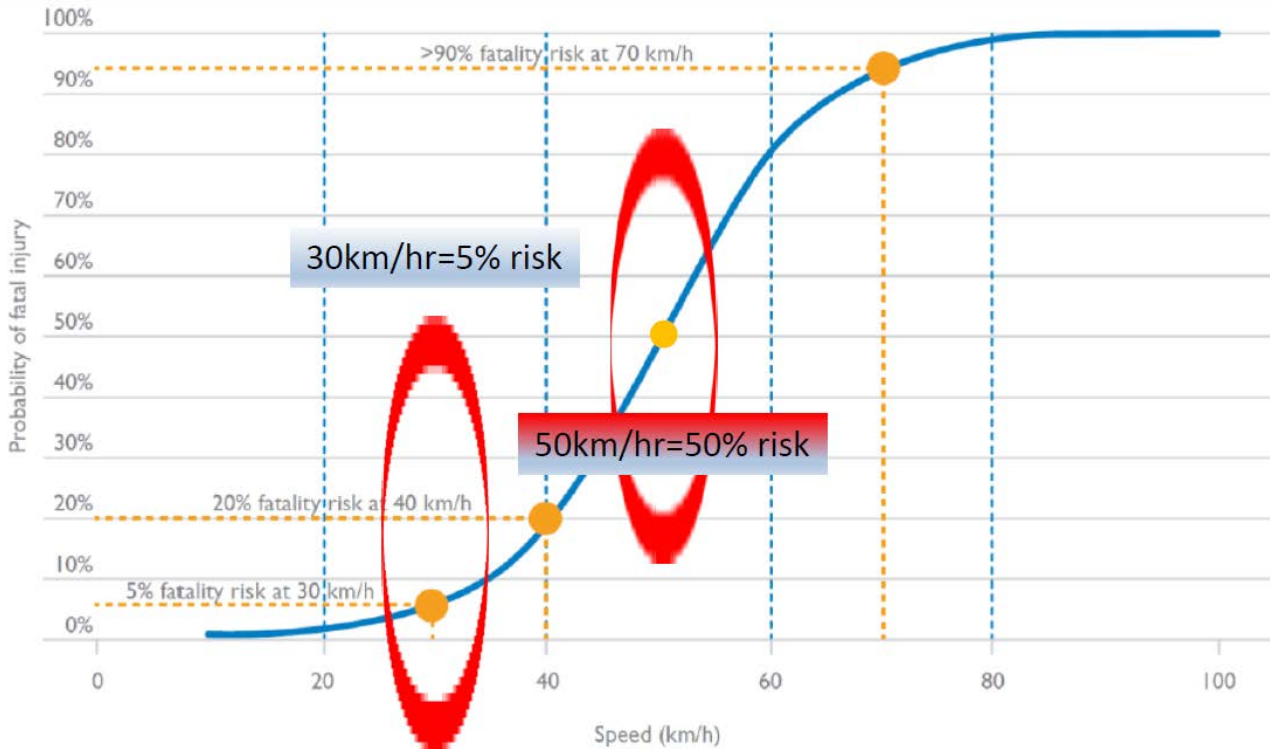
In response to the above, the concept plan (refer Attachment 2) was revised to suit.

Based on the specific issues/comments raised during the consultation, the design team provided the following responses:

- Impacts on schools:
  - Community comments: Provides direct access to schools, improves safety for cycling/pedestrians and therefore increases options for school travel. Help schools to engage children. Target schools for Your Move Program. Increased congestion at schools. Safety issue with cars dropping off and picking up, and children crossing the road. Reduce embayments to four bays at eastern end of Nedlands Primary School. Widen the crossing point. Require crossing point and connecting footpaths for Loreto Primary. Require consistent design for crossing points.
  - City response: The designs around each of the schools to be reviewed and suggestions considered.

- Elizabeth and Broadway intersection:
  - Community comments: Edward and Elizabeth Street intersections affected by blocking entry to Elizabeth Street from Broadway. Edward Street should be the preferred route because it is currently used by cyclists and is the flattest route. Elizabeth Street has lower traffic than Edward Street. Aligns better with connection to City of Perth, given that UWA does not support route through campus. Resolves traffic management issue at Broadway – access and egress from shopping centre. Shopping centre in support and owner has conducted independent traffic design which resolves median island width issue by widening road. Schools in support – Nedlands Primary and Loreto Primary. Gradient between Broadway and Kingsway. Shared path provides alternative to road. Denied access for vehicles limits those vehicles heading east to west. Conflict between pedestrians and bike riders on shared path – code of conduct for shared paths. Keep left and give way to pedestrians.
  - City response: The designs around each of the schools to be reviewed and suggestions considered. If conflict occurs, additional treatments will be considered. Retain footpath on north side on back of embayment alignment and reduce bays on north side from six to four. The City has confirmed the gradient is 9.7 percent which is close to maximum preferred longitudinal gradient. Potential conversion of Edward Street to safe active street is currently not a priority because it is not aligned to the Council's road rehabilitation program, subject to safe active streets becoming a recognised standard.
- Intersections (except Broadway and Elizabeth):
  - Community comments: Speeding vehicles and non-compliance with road signage. How does the design address vehicles failing to stop at existing intersections and speeding through the intersections?
  - City response: Raised plateaus, change of priority with stop signs and national traffic code deal with this. Raised plateaus – to be designed with respect to the amended speed limit which, when adhered to, will not create issues with noise or comfort.
- Impact on nearby streets:
  - Community comments: Potential for the safe active street project to push traffic into other streets. Concerns over displacement of traffic onto other streets.
  - City response: Any impact will be marginal because of the extremely low traffic volume on these streets.
- Vehicle speeding:
  - Community comments: Impact of design on vehicles speeding and the reduction in speed limit. The design does not address vehicles speeding. Why reduce the speed to 30kmh – seems too low. Issue that 40kmh is safe for schools, therefore 30kmh lacks logic.

- City response: Design promotes low speed on safe active street using plateaus and speed zones, as well as perpendicular streets due to termination on safe active streets. Currently 40kmh for schools is under review with the potential for it to be reduced and statistics support 30kmh (refer figure 2). Raised plateaus – to be designed with respect to the amended speed limit which, when adhered to, will not create issues with noise or comfort.



Source: Austroads 2012, *On road Cycling on Higher Speed Roads*.

Figure 2: Fatality Risks versus Speed Zones

- Separate infrastructure for bikes and motorists:
  - Community comments: Concern about on-road cycling, especially families and children which is not separated from vehicles. Understanding the purpose of the proposal from family friendly bike-riding, bike-riding for all ages, and cyclists in the way they use streets and preferred routes. Why use colours for the road surface?
  - City response: Safe active streets aim to reinforce roads as a shared space in an attractive urban environment. Safety at intersections is compromised with separated infrastructure.
- Road width
  - Community comments: The road design: reduction in width and design issues to improve safety for pedestrian and bike-riding use, along with impact on large vehicle movement (i.e. delivery trucks).

- City response: Design width of 4.5m is less than the maximum 5.5m required for trucks to pass each other within the road width. Roads have minimum 2.2m wide parking bays parallel to the road – therefore there will be opportunities to pass where the road is 6.7m wide noting that the commercial vehicle use of these roads is very low. It is noted that this is the same situation as is current when there are vehicles parked on the road leaving less than 5m for vehicles to pass.
- Parking and parking prohibitions:
  - Community comments: Marked parking bays will encourage student parking. Will 3-hour limit still exist in parking bays? Perceived loss of parking bays and application of appropriate parking restrictions.
  - City response: Parking prohibitions will be amended as conditions change. Issues will be monitored, including flow-on effect. Parking bays will no longer be marked. There is no net loss of parking bays.
- Dalkeith Road pedestrian crossing:
  - Community comments: pedestrian safety and access across Dalkeith Road, including the formalising of a crossing. Addressing the need to provide a safe crossing for Stirling Highway.
  - City response: Currently designed as a wombat crossing (zebra crossing on a plateau). Traffic lights at the crossing will be cost-prohibitive. Current design is appropriate.
- Street Amenity:
  - Community comments: Suggested seats for resting. Regular maintenance and cleaning. High density impact: relationship with the proposed Local Planning Scheme No. 3 and potential impacts and benefits that could be derived from the proposal. Impacts of the proposed road widths on verge parking and amenity. People were concerned with the loss of verge throughout the project.
  - City response: Additional amenity will be considered. Regular maintenance and cleaning will be included in Council programs. LPS3: regardless of any potential changes to the suburban environment from a new local planning scheme, the Safe Active Street project is still important to create a safe space for cyclists to move through the suburbs, without fear of high volumes or high-speed vehicles travelling along the same route. Impact on verge is minimised as parking embayments are contained within existing pavement and there is a net increase in vegetation.
- Masterplan for cycling:
  - Community comments: Is there a masterplan for cycling?
  - City response: Safe Active Street route forms a part of this network. Existing DoT masterplan to be reviewed and City of Nedlands' plan developed once the state process is completed.

- Other:
  - Community comments: Data and information: the proposal was not based on data and traffic management studies. Connections to the Town of Claremont and City of Perth and when these projects are scheduled or approved. Cannot see how the project aligns with the Strategic Community Plan.
  - City response: The proposal was based on data and information maintained by the City which was provided in a presentation to the community and was available on the City's website. The Town of Claremont and City of Perth are working with the Department of Transport in the development of their projects. The project complies with key outcomes and strategies.

### **Safe Active Street Program**

In addition to the City of Nedlands project, there are projects progressing in nine other metropolitan Local Governments as part of the Department of Transport strategy:

- City of Vincent: Stage 1 Shakespeare Street, between Green Street and Scarborough Beach Road; Stage 2 Shakespeare Street, between Scarborough Beach Road and Richmond Street, including sections along Richmond Street to connect to the Mitchell Freeway Principal Shared Path (PSP) and Loftus Street.
- City of Bayswater: Stage 1 Leake Street, between Swan River and Midland Rail Line, Railway Parade, between Leake Street underpass and May Street and May Street, between Railway Parade and Adelphi Street.
- City of Belmont: Surrey Road, between Great Eastern Highway and Cohn Street, Cohn Street, between Surrey Road and Tomato Lake, Tomato Lake, between Cohn Street and President Street and Jeffrey Street, between President Street and Leach Highway.
- City of Stirling: Stage 1 Beatrice Street between Odin Road and Shaw Road, Shaw Road between Beatrice Street and Stoner Street, Stoner Street between Shaw Road and Morris Road, Ambrose Street between Morris Road and Farris Street, Bradley Reserve between Farris Street and Huntriss Road.
- Town of Bassendean: Lord Street between Railway Parade and Guildford Road, Guildford Road between Lord Street and Whitfield Street, Whitfield Street between Guildford Road and Sandy Beach Reserve.
- Town of Victoria Park: Rutland Avenue between Streatley Road and Bishopsgate Street.
- City of Melville: Wilcock Street between Riseley Street and Hope Road, Hope Road between Wilcock Street and Drew Road, Drew Road between Hope Road and Links Road, Links Road between Drew Road and Almondbury Road.
- City of Canning: Gibb Street between Railway Parade and Welshpool Road.



To date, only stage 1 in the City of Vincent (Shakespeare Street, between Green Street and Scarborough Beach Road) has been reviewed in terms of performance. The findings have been:

- Reduction in vehicle speeds.
- Increase in numbers of cyclists and pedestrians using the street.
- Increase in numbers of cyclists on-road, resulting in improved footpath amenity for pedestrians.

### **Key Relevant Previous Council Decisions:**

Ordinary Meeting of Council 28 November 2017, Item TS11.17

*“Council endorses the Community Engagement Plan for the Safe Active Streets Program in Elizabeth Street and Jenkins Avenue.”*

### **Consultation**

The consultation with Councillors and the community to date has been as follows:

- Presentation of proposal to Councillor Briefing on 2 May 2017.
- Presentation of concept design and issues (including parking) to Councillor Briefing on 4 July 2017.
- Presentation of community engagement plan in report to Council Meeting on 28 November 2017 (approved).
- Weekly CEO updates to Councillors in relation to the community engagement activities.
- Community consultation commenced Thursday 1 February 2018.
- Consultation included:
  - 2,092 postcards to project area
  - 25 letters to specific stakeholders
  - 2 x information sessions
  - Reports on Your Voice and community media
- Community consultation closed on Friday 9 March 2018 (37 days).
- City received 121 submissions from 109 properties.

The results of the consultation and further detail are included in the Discussion/Overview above.

### **Budget/Financial Implications**

The draft 2018/19 and 2019/20 Capital Works Programs (CWP) include \$760,000 and \$784,000 respectively for the construction of Elizabeth Street (stage 1) and Jenkins Avenue (stage 2). The Department have advised that subject to funding availability stages 1 and 2 may be combined and both delivered in 2018/19.

## Conclusion

The community have provided significant support for the safe active streets proposal; overall area of consultation at 73 percent and immediate to the project at 56 percent. The proposal has also been supported by six local schools including Nedlands PS and Loreto Nedlands on the route, the Member for Nedlands, Hon Bill Marmion MLA who lives adjacent to the project and local community group; Five.

The opposition to the project was limited to 15 percent overall and 29 percent immediate to the project.

The project provides many potential benefits including:

- It provides a safe road environment for all road users.
- The design will have a speed reduction impact on all north-south intersecting roads.
- There is no discernible reduction in travel time.
- The available parking is maintained.
- The works fit within the existing pavement width, so the verge area is maintained and marginally increased.
- Total cost of rehabilitating the road is borne by the Department of Transport circa \$1.55 million which provides a saving on current and future municipal costs as Jenkins Avenue is due for rehabilitation.

The only potential costs would be the loss of investment if the project didn't proceed.

The recommendation from this report is to progress the project to detail design and construction.



Department of  
Transport



City of Nedlands

# SAFE ACTIVE STREETS PROGRAM

Elizabeth Street and Jenkins Avenue, Nedlands

## Community Engagement Report



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## 1. EXECUTIVE SUMMARY

The proposed Elizabeth Street and Jenkins Avenue project in the City of Nedlands (CoN) is part of a larger Safe Active Street Program (SAS) being rolled out across Perth, led by the Department of Transport (DoT). The CoN project joins the Town of Claremont boundary at Bay Road and the City of Perth boundary at Broadway where the safe active street is planned to continue.

The CoN section of the safe active street includes all of Jenkins Avenue to Dalkeith Road, to connect with Elizabeth Street to stop at the Broadway intersection with Elizabeth Street.

The Safe Active Street Program aims to provide more options for people and help achieve transport goals for Perth. Safe active streets aim to create safe and comfortable environments for pedestrians and bike riders with all levels of experience.

The CoN recognises the aims of the Safe Active Street Program are aligned with many of the strategic priorities within its Strategic Community Plan, Nedlands 2018-2028.

In 2017, the CoN progressed the planning for the safe active street in the City in collaboration with the DoT. Funding for the project was subject to the approval of the design and the outcomes of the community engagement activities by both parties. If the community supports the proposal, a formal application for funding by DoT for the delivery of the project will progress. If the project is supported, it is anticipated construction will be undertaken in two stages (stage one in Elizabeth Street, stage two in Jenkins Avenue), funded over two years (2018-19 and 2019-20) and cost between \$2M and \$2.5M, fully funded by the DoT.

The Elizabeth and Jenkins SAS project is part of the DoT's Safe Active Streets Program being delivered throughout the Perth metropolitan area. This project follows on from the three pilot projects which are at various stages of delivery and construction. The DoT are currently progressing the following projects within the metropolitan region:

**City of Vincent:** Stage 1 (Shakespeare Street, between Green Street and Scarborough Beach Road). Construction was completed and officially opened in December 2016.

Stage 2 (Shakespeare Street, between Scarborough Beach Road and Richmond Street, including sections along Richmond Street to connect to the Mitchell Freeway Principal Shared Path (PSP) and Loftus Street). Expected completion of construction in mid-2018.



- City of Bayswater:** Stage 1 (Leake Street, between Swan River and Midland Rail Line, Railway Parade, between Leake Street underpass and May Street and May Street, between Railway Parade and Adelphi Street). Completed and opened in August 2017.
- City of Belmont:** Surrey Road, between Great Eastern Highway and Cohn Street, Cohn Street, between Surrey Road and Tomato Lake, Tomato Lake, between Cohn Street and President Street and Jeffrey Street, between President Street and Leach Highway. Expected completion of construction in 2018.
- City of Stirling:** Stage 1 (Beatrice Street between Odin Road and Shaw Road, Shaw Road between Beatrice Street and Stoner Street, Stoner Street between Shaw Road and Morris Road, Ambrose Street between Morris Road and Farris Street, Bradley Reserve between Farris Street and Huntriss Road). Construction is currently under way and due for completion in May 2018.
- Town of Bassendean:** Lord Street between Railway Parade and Guildford Road, Guildford Road between Lord Street and Whitfield Street, Whitfield Street between Guildford Road and Sandy Beach Reserve. Concept design and community consultation completed for the entire route.
- Town of Victoria Park:** Rutland Avenue between Streatley Road and Bishopsgate Street. Concept design completed.
- City of Melville:** Wilcock Street between Risley Street and Hope Road, Hope Road between Wilcock Street and Drew Road, Drew Road between Hope Road and Links Road, Links Road between Drew Road and Almondbury Road. Concept design completed.
- City of Canning:** Gibb Street between Railway Parade and Welshpool Road. Concept design completed.
- City of Wanneroo:** Corridor between Alexander Drive, Wanneroo Road, Gngangara Road and Hepburn Avenue. Feasibility study is underway.

The City of Kalgoorlie-Boulder is also progressing a safe active street project. The feasibility and concept design for entire route is complete with community consultation and detailed design programmed to commence this financial year.





## 1.1 Elizabeth Street and Jenkins Active Street Proposal

The proposed route for this project was developed by the City of Nedlands and Department of Transport.

A number of parallel streets, such as Edward Street, were considered for this project. This route was chosen for the following reasons:

- It avoids the established high-speed cycling route of The Avenue, Birdwood Parade, Jutland Parade, Victoria Avenue and Waratah Avenue or Princess Road.
- The Elizabeth Street and Jenkins Avenue route has existing low traffic volumes and low traffic speeds to allow for the implementation of the safest and most coherent route that will promote access to the greatest number of local amenities (schools, shops, university, sports fields and parks).
- The start/finish sections of the safe active street join potential safe active street proposals for the City of Perth and Town of Claremont.

The final concept design of the proposal was subject to a peer review by the CoN, DoT, WSP Engineering Consultants, Flyt Transport Consultancy and Jacobs Engineering Consultants.

The following image provides an overview of the final concept design which was presented to the community and stakeholders.



## Concept design for Elizabeth Street and Jenkins Avenue, Nedlands



## 1.2 Community engagement overview

Opportunities were developed to enable effective engagement with property owners, residents, business owners, education facilities, religious organisations, community groups, adjoining Councils, users of the streets and facilities, the broader community and other government agencies that will be/may be impacted by the project.

The objectives of the community engagement were to:

- identify any issues/concerns with the project and impacts on the concept designs
- provide information on the project and broader DoT SAS Program to increase awareness and understanding
- provide opportunities for people to participate and provide feedback to gauge their level of support for the project and to determine the level of acceptance of the project in the broader community
- raise awareness of the Safe Active Street Program and the constructed pilot projects in the Perth metropolitan area.

The CoN developed, with the support of the DoT, an engagement plan that met the City's requirements for consulting with the community and stakeholders. The engagement plan was endorsed by the Council at its meeting held on Tuesday, 28 November 2017.

The methodology involved engaging directly with the impacted community and stakeholders and the broader community. The project area was defined as the area bounded by Stirling Highway, Bay Road, Princess Street and Broadway. The following methods were used to enable people to participate in the engagement activities and to provide awareness of the project: telling people to visit **Your Voice Nedlands** for further information and to provide feedback, attending a community information session or speaking to a member of the Project Team.

- **Postcard (mail out):** 2,092 postcards were distributed within the project area along with bundles left with businesses and schools.
- **Correspondence to stakeholders:** 25 stakeholders contacted.
- **Your Voice Nedlands, the City's engagement hub:** central point for providing information, receiving and gathering feedback and keeping the community updated on progress and outcomes of activities. There were 963 visitors to the site who collectively viewed 2,524 pages.
- **Community Information Sessions:** two sessions were held, one early afternoon and the second early evening.
- **Advertising:** three advertisements were placed in the local newspapers.



- **Media release:** one media release was prepared and featured in two newspapers and an online newspaper. One community group posted the project on their Facebook page (positive). The project also attracted one letter to the editor (negative) and two editorials.
- **Social media:** Twitter and Facebook posts reached 1,166 people.
- **Posters:** 31 posters were distributed to community facilities and businesses in the project area and the City.
- **Brochure (how to use guide/fact sheet):** 250 brochures were produced and distributed to local businesses, schools and organisations. They also formed part of the static displays and the information for the Community Information Sessions.
- **Static displays:** three displays (Administration Centre, the Nedlands Library and Tresillian Arts Centre).
- **Your Voice Nedlands:** electronic newsletters sent to 966 registered members.

The engagement was held between Thursday 1 February to Friday 9 March 2018 (37 days).

### 1.3 Engagement outcomes

The general response to the proposal is positive with a high level of support from residents, schools and bike riders. The outcomes of the engagement activities identified 73 per cent of the community generally supported the project with 15 per cent against and 12 per cent unsure.

Every concern raised has received an appropriate engineering response, along with design modifications. The design addresses concerns including the potential crash risks at Elizabeth Street and the Broadway intersection, as well as the north/south speed issues at intersecting streets.

Some people had reservations and provided suggestions for improving the concept design. The Project Team has reviewed the suggestions and modified the concept design as follows.

#### (a) Route

- parking bay line marking has been removed
- all new verge or increase to verge included

#### (b) Broadway to Kingsway Overview

- modifications as proposed by the Consulting Engineers (Porter) on behalf of the Broadway Shopping Centre have been incorporated
- modifications to the number of parking bays



## (c) Elizabeth Street (Kingsway to Webster Street) Overview

- Bruce Roundabout exit/access has been realigned to enhance the narrow impression of the street
- pedestrian crossings to the schools widened with parking bays removed

## (d) Elizabeth Street (Webster Street to Dalkeith Road) Overview

- new footpath north of Loreto Primary School to tie into crossing
- common design for crossings at schools

## 1.4 Recommendations

It is recommended that:

- (a) The community engagement report and concept design, as amended following the community engagement process, be presented to a Councillor Briefing scheduled for Tuesday 15 May 2018.
- (b) Subject to response, a report will be prepared for formal consideration by the Council at its meeting scheduled for 26 June 2018.
- (c) Based on the outcomes of the community engagement, a formal application for funding to progress with the Department of Transport to fund the project as follows:
  - 2018-19 financial Year: Stage 1 works on Elizabeth Street
  - 2019-20 financial year: Stage 2 works on Jenkins Avenue



## 2. INTRODUCTION

### 2.1 Background to the Safe Active Street Program

The Department of Transport (DoT) is the lead agency in the planning, development, implementation and promotion of cycling in Western Australia. The Western Australian Bike Network Plan (WABNP) 2014-31 provides a blueprint for the development of metropolitan and regional cycle facilities to support bicycle trips. The aim is to increase cycle trips for transport purposes (i.e. to work, shops and schools) and the plan focuses on a network of routes to facilitate this.

In March 2015, a Cycling Imagineering Workshop and Ministerial Roundtable Dinner were held with two guest Dutch transport planners to explore innovative options to provide a safe and connected cycling network for people of all ages in Perth and regional towns. A key outcome was the allocation of \$3 million for demonstration bicycle boulevards (now known as safe active streets) and a Connection to Stations/Schools Program. The aim of these programs is to increase safe comfortable bike-riding environments for bike riders of all ages and experience.

Since 2015, the Safe Active Street Program has evolved from its initial focus on safer routes for bike riders to a program that seeks to create local family-oriented routes. They are routes on quiet local streets, where speeds have been reduced to 30kmh to allow motorists and bike riders to share the street safely. With lower traffic speeds, streets are also much safer for pedestrians and children and additional tree planting and landscaping make them more attractive places to walk or ride.

Safe active streets allow mums, dads, children, senior citizens and others to make short trips on bikes to schools, railway stations or shops. Routes also form part of wider bicycle networks, connecting to off-road shared paths and linking important destinations.

The key design features of a safe active street include:

- speed limit set to 30kmh
- blue-and-white Safe Active Street road patches and signage at major entry points to alert people they are in a safe active street
- traffic calming, such as raised platforms, single-lane slow points, traffic islands and medians and changes of give way and stop priority at intersections for motorists to help slow traffic
- coloured markings along the routes, bike symbols and red asphalt are typically used to mark out the street and suggest where bikes should ride
- narrowing road widths by introducing on-street parking and plantings
- introducing new pedestrian or bike crossings.



The CoN project was developed in response to the DoT ethos and design requirements that best fit the proposed safe active street route.

## 2.2 Safe Active Streets Pilot Projects

The pilot program has been developed to facilitate learning around what works and what doesn't work within the Perth context by trialling design approaches based on best practice, alongside elements tailored to local settings.

In 2015, four local governments agreed to take part in pilot projects which were selected based on:

- achieving the desired outcomes of the program
- ability to be built in the short-term
- the option to extend to a longer route area
- support from executive staff and elected members from the local governments.

The projects progressed as pilots were:

- Leake and May Streets, Bayswater
- Shakespeare Street, Mount Hawthorn
- Surrey Road, Belmont
- Robertson Road, Joondalup.

Further projects are now in development by the DoT and partnering local governments. The City of Nedlands is one of these.

There will be ongoing monitoring and evaluation of the projects which will result in the development of design guidelines to inform the delivery of the Safe Active Street Program.



## 3. PROJECT BACKGROUND

The initial concept for a safe active street was progressed by the Nedlands-Claremont Bike Boulevard Reference Group, which consisted of members from the DoT, City of Perth, CoN, Town of Claremont, FIVE Community Group, WSP Parsons Brinckerhoff and Flyt Engineering Consultants in early 2017. The group held an initial concept design workshop (3 February 2017). The outcomes included the development of a locality plan (with certain treatments and signs) and a preferred concept plan for:

- **4 x staggered T-intersections:** Goldworthy Road (Bernard Street to Hammond Road), Bay Road (Hammond Road to Jenkins Avenue), Dalkeith Road (Jenkins Avenue to Elizabeth Street), Broadway (Elizabeth to Caporn Street)
- **2 x end treatments:** Stirling Highway/Bayview Terrace/Claremont Park
- **5 x typical road section designs (including cross-sections):** Bernard Street, Hammond Road, Jenkins Avenue, Elizabeth Street, Everett Street or Caporn Street
- **2 x intersection improvements at existing roundabouts:** Bruce and Elizabeth Streets, Jenkins and Vincent Street

The concept plans were reviewed by the Nedlands-Claremont Bike Boulevard Reference Group (30 March 2017) with subsequent amendments. Following the meeting, the CoN progressed with the concept designs for the section of safe active street within the city area (Elizabeth Street and Jenkins Avenue).

Concept plans for Elizabeth Street and Jenkins Avenue in the CoN were presented to a briefing of Council (2 May 2017). The briefing provided the background to the DoT Safe Active Street Program, proposed CoN project, proposed route, benefits, potential costs and suggested design parameters. The Council requested concept drawings be prepared to demonstrate what the safe active street would look like and for advice on the impact on street parking. Following the meeting, the CoN progressed with the concept designs for the section of safe active street within the city area.

The Town of Claremont Council was separately briefed on the project by DoT in April 2017. While the City of Perth provided an officer to participate in the Reference Group, it has not been briefed on the proposal that passes through the City area between Broadway and UWA.

With CoN's commitment to developing an amended concept design for the Nedlands portion of the route in-house, DoT made the decision to focus its efforts on implementing the Nedlands segment of the route first.





As progressing the CoN's portion of the route in line with the principle design features already developed was prioritised, there was no longer a requirement for a stakeholder reference group to be directly involved in the project. As a result, involvement of the Nedlands-Claremont Bike Boulevard Reference Group ceased.

The concept designs, including an overview of the impacts on street parking, were presented to a briefing of Council (4 July 2017). This project was then progressed with the DoT.

Presentation of the community engagement plan and report to the Council for endorsement for the engagement to proceed occurred on 28 November 2017.

Funding for the project was subject to approval of the design and outcomes of the community engagement activities by both parties. If the community and stakeholders supported the proposal, a formal application to DoT to deliver the project would progress. If there is support for the project, it is anticipated construction will be undertaken in two stages (stage one in Elizabeth Street, stage two in Jenkins Avenue), funded over two years (2018-19 and 2019-20) with a cost between \$2M and \$2.5M, fully funded by the DoT.

This report outlines the community engagement undertaken from Thursday, 1 February to Friday, 9 March 2018.

### 3.1 Context of the Elizabeth Street and Jenkins Avenue Street Project

The CoN project is being undertaken in partnership with the Department of Transport as part of their Safe Active Street Program to deliver safer and more people-friendly active streets. This project starts from the Town of Claremont boundary at Bay Road, along Jenkins Avenue to Dalkeith Road, to connect with Elizabeth Street and stopping at the Broadway intersection with Elizabeth Street (City of Perth boundary).

The project follows on from other projects recently constructed by the Department of Transport in Shakespeare Street, Mount Hawthorn; Leake Street and May Street in Bayswater and Surrey Road in Belmont. The outcomes of these projects are influencing the best design solution for the City of Nedlands' project.

The focus on the design is based around safety, residential amenity and users of the streets to provide a safer road environment for everyone. The design establishes a higher priority for pedestrians and bike riders (of all ages and abilities) but does not reduce the amenity for the vehicle driver.



## 3.1.1 City of Nedlands' Strategic Community Plan – Nedlands 2018-2028

The City of Nedlands' Strategic Community Plan, Nedlands 2018-2028 was adopted by the Council (22 May 2018). The Strategic Community Plan is based on the eight key priorities of:

- urban form: protect our quality living environment
- underground power
- encourage sustainable building
- renewal of community infrastructure (roads, footpaths, community and sports facilities)
- retain remnant bushland and cultural heritage
- provide for sport and recreation
- address parking
- working with neighbouring councils

This project contributes towards achieving several priorities within the 2018-2028 Strategic Community Plan by investing in cycleways, continually improving the City's footpath and roads, addressing parking needs and providing improved streetscapes.

## 3.1.2 City of Nedlands 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 Values and Code of Ethics, be appropriately trained and supported to deliver best practice engagement.



## 3.2 Overview of the proposed Elizabeth Street and Jenkins Avenue Safe Active Street project

The initial concept for a safe active street was progressed by the Nedlands–Claremont Bike Boulevard Reference Group, which consisted of members from the DoT, City of Perth, CoN, Town of Claremont, FIVE Walk|Run|Cycle Community Group, WSP Parsons Brinckerhoff and Flyt Consultants in early 2017. The group held an initial concept design workshop (3 February 2017). The outcomes included the development of a locality plan (with certain treatments and signs) and a preferred concept plan for the CoN route.

The CoN project has been developed by the City with the support of the DoT through a process of developing the concept and design using DoT guidelines and learnings from the pilot projects.

A peer review was also undertaken on the final concept by representatives from the City, DoT, WSP Engineering Consultants, Flyt Transport Consultancy and Jacobs Engineering Consultants.

This process was co-funded by the DoT and CoN, with an application for funding for construction to be assessed for approval by DoT following the outcomes of the community engagement process.

The focus on the CoN design is based around safety, residential amenity and users of the streets to provide a safer road environment for everyone. The design establishes a higher priority for pedestrians, school children and bike riders (of all ages and abilities) but does not reduce the amenity for the vehicle driver by changing intersection priorities and creating a 30kmh low-speed environment.

The safe active street design encourages lower vehicle speeds with features such as narrowing street lanes, changing priority and raised speed plateaus at intersections, formalising parallel parking on either one or both sides of the street, providing red asphalt surfacing for road lanes and using black asphalt for parking bays.

The route and design of the safe active street is summarised as follows:

### Broadway to Kingsway Overview

- commence the cycle and pedestrian pathway on the CoN side of Broadway near the shopping centre
- extend the median island in Broadway to improve vehicle and pedestrian safety, including vehicle access to the Broadway Shopping Centre
- change the priority for motorists (no turning into Elizabeth Street from Broadway and left-turn only from Elizabeth Street)



- construct a separate cycle and pedestrian pathway from Broadway to the Kingsway intersection
- marked street bays to improve parking.



## Elizabeth Street (Kingsway to Webster Street) Overview

- change of priorities at intersections from Viewway to Webster Street, including the construction of raised plateaus
- modifications (pedestrian crossings and median islands) to the roundabout at Bruce Street
- marked parking and separators (plants) at intersections
- median strips at Viewway.



## Elizabeth Street (Webster Street to Dalkeith Road) Overview

- change of priorities at intersections from Viewway to Webster Street, including the construction of raised plateaus
- raised plateau at Dalkeith Road with Dalkeith Road having priority
- construction of a share pathway in Dalkeith Road
- pedestrians and bike riders to share pathway with a raised plateau at the pedestrian crossing to connect to the Jenkins Street section of the safe active street.



## Jenkins Avenue (Dalkeith Road to Taylor Road) Overview

- change of priorities at intersections from Mountjoy Road to Taylor Road, including the construction of raised plateaus
- modifications (pedestrian crossings and median islands) to the roundabout at Vincent Street
- marked parking and separators (plants).





## Jenkins Avenue (Bulimba Road to Bay Road) Overview

- change of priorities at intersections from Bulimba Road to Rockton Road including the construction of raised plateaus
- marked parking and separators (plants).

DRAFT



## 4. PURPOSE OF THE COMMUNITY ENGAGEMENT

The City of Nedlands developed the consultation process to meet the community's requirements with the support of the DoT. Prior to commencing community engagement, the plan was presented to and endorsed by the Council (28 November 2017).

The objectives of the community engagement were to:

- identify any issues/concerns with the project and impacts on the concept designs
- provide information on the project and broader DoT SAS Program to increase awareness and understanding
- provide opportunities for people to participate and provide feedback to gauge their level of support for the project and to determine the level of acceptance of the project in the broader community
- raise awareness of the Safe Active Street Program and the constructed pilot projects in the Perth metropolitan area

### 4.1 Consultation messages

To meet the objectives, the following key messages were developed:

The City:

- and DoT have developed a safe active street concept design for Elizabeth Street and Jenkins Avenue in the City of Nedlands
- wants to understand your views on how the project will impact, or may impact you by telling us your thoughts on the concept design and the overall proposal
- will read and listen to your views that will form part of the overall assessment of the concept design and any modifications
- will provide feedback to the community and stakeholders on the outcomes of the community engagement process and how those views influenced the final design and proposal.

Secondary messages relate to the Safe Active Streets Program more generally:

Safe active streets:

- connect people to local destinations – schools, shops, parks and sports fields and where people live
- prioritise people walking and bike-riding along local streets
- connect people to their neighbours and the local community
- make bike-riding for everyday trips easy and safe
- reduce traffic speeds and traffic volumes.



## 4.2 Engagement period

Community engagement was undertaken from Thursday, 1 February 2018 until Friday, 9 March 2018 (37 days). February was chosen because the Christmas/New Year break and the school holidays had concluded.

The engagement period allowed people to have sufficient time to respond to the project, particularly in relationship people returning from leave and the commencement of the 2018 school year.

## 4.3 Community and stakeholders

Residents, property owners and businesses within the area bounded by Bay Road, Stirling Highway, Broadway and Princess Street were identified as the immediate community that will be affected by this project (2,092 property owners and residents).

This community either uses Jenkins and/or Elizabeth Street or any of the intersecting streets as part of their daily activities many children also attend the schools (including UWA) within the area.

The key stakeholders/stakeholder groups for this project were identified as:

- Residents and property owners (as above) and the community generally
- Broadway Shopping Centre, which is impacted by any design modifications to the Broadway/Elizabeth Street intersection and safety issues because of delivery movements in and out of the centre
- Local schools, particularly Nedlands Primary, Loreta Primary and Freshwater Bay Primary, who are on the proposed route, and other schools that can connect to the proposed route
- The University of Western Australia, which has facilities in close proximity to the project with students using various cycle routes to attend the facility and also use these streets for vehicle parking
- The City of Perth and Town of Claremont, both participants in the initial Nedlands-Claremont Bike Boulevard Reference Group with their connecting projects and assistance with connecting with their affected residents, property owners and businesses
- Religious institutions along or near the proposed route
- FIVE Walk|Run|Cycle Community Group, participant in the initial Nedlands-Claremont Bike Boulevard Reference Group to progress this project and representatives of parents from schools in the area
- Main Roads WA which has legislative responsibilities and is required for a range of approvals
- Department of Fire and Emergency Services and St John Ambulance, providers of emergency services





## 5. ENGAGEMENT PROGRAM, METHODOLOGY AND COMMUNICATIONS

The City of Nedlands (CoN) developed a community engagement plan in collaboration with the Department of Transport (DoT), which met the City's requirements for consulting with the community and stakeholders. This plan was endorsed by the Council (28 November 2017) with the engagement period to commence on Thursday, 1 February and concluding on Friday 9 March 2018.

### 5.1 Methodology

The methodology involved engagement directly with the impacted or potentially impacted community and stakeholders (and the community more generally) using various engagement methods. The methods included:

- Flyer (mail-out) to 2,092 residents, property owners and businesses within the project area (see Section 4.3 above)
- Correspondence to 25 stakeholders (see Section 4.3 above)
- Engagement by providing information and inviting feedback on the City's community engagement hub, Your Voice Nedlands
- Two Community Information Sessions
- Three static displays at the Administration Centre, Nedlands Library and Tresillian Arts Centre
- Councillor briefings and reports
- Promotion of the engagement activities and opportunities to provide feedback via the City's social media channels (Twitter and Facebook) website, e-newsletter, posters, brochures, postcards, preparation of a media release and advertising in local newspapers. The following table outlines the engagement program.

Table: Elizabeth Street and Jenkins engagement program and methodology

Activity	Message/Actions
<p>1. Notification (postcard) to affected or potentially affected stakeholders, property owners, residents and business within the project area</p>	<ul style="list-style-type: none"> <li>• Asking people to check out the engagement page on <b>Your Voice Nedlands</b>, attend a community information session, invite them to provide feedback and learn about safe active streets.</li> <li>• Letters to stakeholders providing information on the project and the Safe Active Street Program and requesting details of any concerns/issues the proposed design may have on their organisation/business.</li> <li>• Groups or organisations with members were asked to spread the word about the project.</li> </ul>

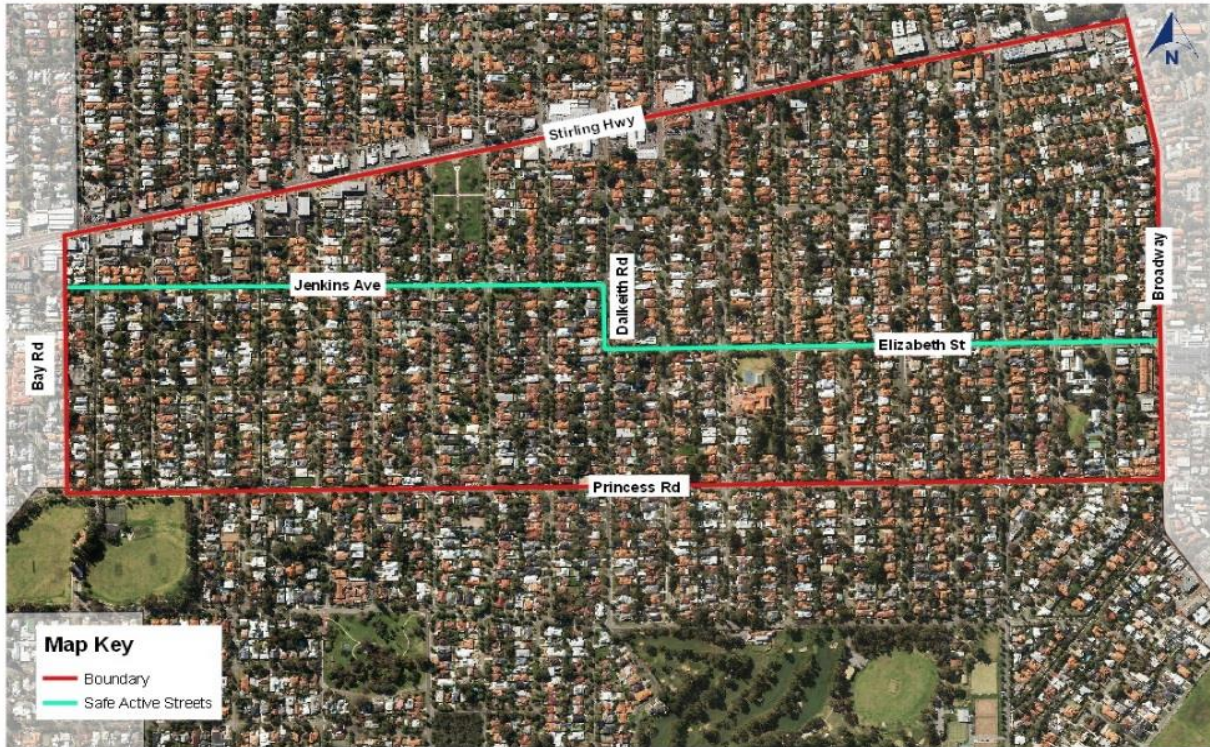


Activity	Message/Actions
2. Develop the online engagement page – <b>Your Voice Nedlands</b>	<ul style="list-style-type: none"> <li>Engagement page on <b>Your Voice Nedlands</b> for people to look at the proposed designs, find the details of the Community Information Sessions, read the information available to learn about the project and Safe Active Street Program and to interact with the City and provide feedback.</li> </ul>
3. Community Information Sessions	<ul style="list-style-type: none"> <li>Two community information sessions were held during February 2018.</li> <li>Notes were taken and responses provided on Your Voice Nedlands.</li> </ul>
4. Opportunities to provide feedback	<ul style="list-style-type: none"> <li>Feedback to be received in the main via the online engagement hub but also notes from the community information sessions and verbal conversations and letters and emails to the City.</li> <li>Online feedback received via the quick feedback tool, online forum (sharing thoughts) or mapping comments to specific locations on the project map.</li> </ul>
5. Councillor briefings	<ul style="list-style-type: none"> <li>Presentation of proposal to Councillor Briefing (2 May 2017).</li> <li>Presentation of concept design and issues (including parking) to Councillor Briefing (4 July 2017).</li> <li>Presentation of community engagement plan in report to Council meeting (28 November 2017).</li> <li>Weekly CEO updates to Councillors in relation to the community engagement activities</li> </ul>
6. Communications	<ul style="list-style-type: none"> <li>Advertisements in local newspapers.</li> <li>Media release prepared and distributed.</li> <li>Twitter and Facebook posts.</li> <li>Posters for distribution to community facilities and businesses in the project area and City.</li> <li>Brochures (how to use guide/fact sheet) for the community information sessions, static displays and distribution to local businesses, schools and organisations.</li> <li>Static displays at the Administration Centre, Nedlands Library and Tresillian Arts Centre.</li> <li>Electronic newsletter via Your Voice Nedlands.</li> </ul>



## 5.1.1 Notification to affected or potentially affected stakeholders, property owners, residents and business within the project area

A postcard was mailed to 2,092 residents, property owners and businesses within the project area (see map below).



The postcard provided information on the safe active street project, asked them to visit the engagement page on **Your Voice Nedlands** to look at the proposed designs, read the information available and find out how the project may potentially affect them. They could also attend a Community Information Session or call a member of the Project Team if they had specific concerns.




### SAFE ACTIVE STREETS PROGRAM

#### Elizabeth Street and Jenkins Avenue, Nedlands

Safe active streets create quieter local roads and a safer environment for pedestrians and bike riders. The streets have a distinctive look and combine bicycle and vehicle traffic with a maximum speed limit of 30kmh. These features help to identify the street as a route for local trips that are low stress, convenient and enjoyable for walking and bike riding. Elizabeth Street and Jenkins Avenue in Nedlands have been selected as part of the proposed Safe Active Streets Program. To find out more or provide feedback, visit [yourvoice.nedlands.wa.gov.au](http://yourvoice.nedlands.wa.gov.au) or drop into one of our community information sessions.

**What are safe active streets?**  
Safe active streets are:

- 1** local streets with few cars, travelling at low speeds, that enhance conditions for walking and prioritise bike riding.
- 2** streets that offer safe and comfortable routes for pedestrians and people riding bikes.
- 3** an active transport connection between parks, schools, business districts and where people live.
- 4** an important new part of Perth's integrated transport network providing more options for short trips and the daily commute.





City of Nedlands

Dear resident/owner,  
Please see the reverse side for information on the City of Nedlands proposed Safe Active Streets Program. Information sessions will be held on the following dates:

**5pm-7pm, Monday 12 February**  
Adam Armstrong Pavilion, Beatrice Road, Dalkeith.

**4pm-6pm, Monday 19 February**  
Performing Arts Centre, Loreto Nedlands Primary School.

To find out more about the Safe Active Streets Program, visit [yourvoice.nedlands.wa.gov.au](http://yourvoice.nedlands.wa.gov.au), attend a community information session or call the City of Nedlands on (08) 9273 3500.

If undeliverable, return to  
PO Box 9, Nedlands WA 6909

POSTAGE  
PAID  
NEDLANDS  
6009  
WESTERN  
AUSTRALIA

Letters were sent to 25 stakeholders providing information on the project and the Safe Active Street Program. The letter requested details of any concerns/issues the proposed design may have on their organisation/business.

Stakeholders could provide feedback verbally by discussing issues with the Project Team or by providing a written submission.

Stakeholder groups, schools and religious organisations were asked to share the information in their own communications to members, parents and parishioners.

### 5.1.2 Develop the online engagement page – Your Voice Nedlands

The City of Nedlands', online engagement hub was used as the central point for finding out information, keeping updated on progress and to provide feedback.

The engagement page provided opportunities for people to:

- look at the concept designs
- find the date, time and venue for the Community Information Sessions
- read the information (FAQs, brochure and documents, learn about the project and the Safe Active Street Program).
- check out the project key dates/lifecycle and who to contact. People could ask questions or contact the Project Team
- keep updated on progress of the project with the regular posting of newsfeeds and outcomes of feedback received (Community Information Sessions, online and written feedback).
- people could provide feedback using an online forum, place pins on an interactive map or provide general feedback.

A snapshot of the community engagement landing page follows.



Home » Safe Active Street Program - Elizabeth Street and Jenkins Avenue

### Safe Active Street Program - Elizabeth Street and Jenkins Avenue



The City is progressing with a proposal to modify Jenkins and Elizabeth Streets to implement a safe active street project for the residents of Nedlands.

The project is being undertaken in partnership with the Department of Transport as part of their Safe Active Street Program to deliver safer and more people-friendly active streets. This project starts from the Town of Claremont boundary at Bay Road, along Jenkins Avenue to Dalkeith Road, to connect with Elizabeth Street and stopping at the Broadway intersection with Elizabeth Street (City of Perth boundary).

The project follows on from other projects recently constructed by the Department of Transport in Shakespeare Street, Mount Hawthorn, Leake Street and May Street in Bayswater and Surrey Road in Belmont. The outcomes of these projects are influencing the best design solution for the City of Nedlands' project.

The focus on the design is based around safety, residential amenity and users of the streets to provide a safer road environment for everyone. The design establishes a higher priority for pedestrians and bike riders (of all ages) but does not reduce the amenity for the vehicle driver by changing intersection priorities and creating a 30kmh low-speed environment. Lower speeds are achieved by features such as:

- Narrowing street lanes
- Formalising parallel parking on either one or both sides of the street
- Providing raised speed plateaus at some intersections
- Providing red asphalt surfacing for road lanes.

Benefits of a safe active street include:

- Providing a safe environment for all street users (pedestrians, bike riders and motorists)
- Promoting a low-speed environment that reduces potential accidents and resulting damage
- Improving amenity for residents
- Maximising the opportunity for on-street parking
- Retaining the same number of parking bays, which are clearly defined in black asphalt
- Aiming to address the impacts from issues in other streets - for example changing priorities on some intersections will reduce vehicle speeds in the north-south direction
- Addressing safety for children and school travel
- A reduction in speed from 50kmh to 30kmh but maintaining due to a redesign of current constraints that will ensure a smoother flow of traffic
- Clearly defined traffic lanes with red asphalt and flush kerbing
- Adjusted intersections to align with traffic lanes. Side streets have stop signs and are constructed with black asphalt to clearly define the intersecting streets.

#### How can you get involved, find out more or provide feedback?

To participate in this project, please register using the **Register to get Involved** tab above. It is important that you register (if not already registered). This will enable you to receive ongoing updates on the project. You can:

- Attend a Community Information Session (see dates on this page) - These have now been held. Thank you for attending
- Review the information, FAQs and **proposed designs** in the **document library**
- Ask us a question by using the **Ask Us a Question** tab and we will respond
- You can share your thoughts and have an online conversation with other community members by using the **Share Your Thoughts** tab below
- Do you have a concern or thought in regards to a specific section of the street? Drop on pin on our interactive **map** - there are pins for issues and thoughts.
- If you would rather provide individual feedback, please use the **feedback tab** below
- Check out the proposed designs by visiting the Administration Centre (71 Stirling Highway), Tresillian Arts Centre (21 Tyrrell Street) or Nedlands Library
- Contact a member of the Project Design Team (see **Who's Listening** on this page)
- Read the **newsfeeds** for updates as the project progresses

This is an important project for the City of Nedlands and the Perth metropolitan area. Your feedback on the proposal is important to the City.

**Feedback closed at 5pm on Tuesday, 6 March 2018 - thank you to everyone who participated**

NEWS FEED RSVP ASK US A Q... SHARE YOU... MAP YOUR ... MORE ▾

#### Feedback now being analysed

about 1 month ago



Thank you to everyone who has participated in this project. The City has received over 100 items of feedback along with the feedback received from the Community Information Sessions.

The feedback will now be analysed with a report to be prepared for Council consideration. Updates on progress and the analysis of the feedback will be provided on this engagement page.

Thank you for your contributions.

#### Community Information Sessions - Feedback Received

about 1 month ago



Thank you to everyone who participated in the Community Information Sessions. 55 people registered for these sessions and provided great feedback to the City. The City has reviewed the feedback and provided commentary, please see the **document library**.

This information will form part of the community engagement feedback analysis.

### REGISTER TO GET INVOLVED!

Project Partner



Department of Transport

#### Community Information Sessions

The City will be holding Community Information Sessions to explain the proposal and to hear your views and thoughts as follows:

**Monday, 12 February 2018, 5-7pm**  
Adam Armstrong Pavilion  
David Cruickshank Reserve  
off Beatrice Road, Dalkeith

**Monday, 19 February 2018, 4-6pm**  
Loreto Performing Arts Centre  
Loreto Nedlands Primary School  
69 Webster Street, Nedlands



more...

#### FAQ

What is the Safe Active Streets Program?

What is a Safe Active Street?

How will I know where it starts and ends?

What makes these streets safer than any other street?

more...

#### Document Library

Community Information Sessions - Feedback and Responses (274 KB) (pdf)

Safe Active Street Project - Jenkins and Elizabeth Streets - Proposed Design (6.93 MB) (pdf)

Safe Active Street Project - Brochure (1.87 MB) (pdf)

#### Life Cycle

Community Engagement Period

Review of feedback, options and report to Council

Council decision and community feedback

#### Who's listening

Rory Smith

Engineering Technical Officer

Phone (08) 9273 3500

Email [yourvoice@nedlands.wa.gov.au](mailto:yourvoice@nedlands.wa.gov.au)

James Cresswell

Manager Infrastructure Services

Phone (08) 9273 3500

Email [yourvoice@nedlands.wa.gov.au](mailto:yourvoice@nedlands.wa.gov.au)

Caroline Walker

Community Engagement Coordinator

Phone (08) 9273 3500

## 5.1.3 Community Information Sessions

Two community information sessions were developed to explain the project with the community and to discuss their concerns. The information sessions were held on:

- Monday, 12 February, from 5-7pm at the Adam Armstrong Pavilion, David Cruickshank Reserve, Beatrice Road, Dalkeith.
- Monday, 19 February, from 4-6pm at the Loreto Performing Arts Centre, Loreto Primary School, 69 Webster Street, Nedlands.

The community information sessions were attended by officers from CoN and DoT, as follows:

### City of Nedlands:

- Martyn Glover, Director Technical Services
- James Cresswell, Manager Infrastructure Services
- Andrew Dickson, Manager Parks Services
- Caroline Walker, Community Engagement Coordinator
- Rory Smith, Engineering Technical Officer (Design and Survey)
- Irene Chiang, Engineering Technical Officer
- Corinne Graff, Personal Assistant

### Department of Transport:

- Andrew McClurg, Planning Officer, Bike Boulevards, Integrated Transport Planning
- Fiona Goodbody, Planning Officer, Integrated Transport and Planning

Each event was organised into two sessions: session one included registration of attendees, a formal welcome and a presentation from the Director Technical Services. Session two was a round table forum to enable the attendees to discuss the project and concept design in more detail with members of the project team.

The formal presentation covered the following topics:

- overview of what is a safe active street and the Safe Active Street Program and the process for completing the concept design
- discussion on why Elizabeth Street and Jenkins Avenue were chosen
- discussion on the concept design and the principle design elements and major changes proposed
- overview of the benefits of reducing the speed limit for the streets and the benefits, more generally, of the safe active street
- proposed construction timeframes and funding availability
- the next steps in progressing the project.



The round table forum was based on five topics as identified by the team, as follows:

- pedestrian/bike riding/active travel
- designs for the intersections
- impact on parking
- impact on street amenity
- impact on motorists and traffic management.

One member, with relevant topic experience, facilitated each of the round table forums to ensure the comments and conversations were recorded and clearly identified in a friendly manner. To assist, large maps of the concept design were produced where the issues were recorded (both likes, dislikes and suggestions) and some team members undertook an expert roving role as indicated in the following table.

**Table: Community Information Session – Facilitators**

Key Topic Tables	Table Facilitator
Pedestrian, bike riding, active travel	Andrew McClurg, Planning Officer, Bike Boulevards (DoT)
Designs for the intersections	James Cresswell, Manager Infrastructure Services (CoN)
Impact on parking	Irene Chiang, Engineering Technical Officer (CoN)
Impact on street amenity	Andrew Dickson, Manager Parks Services (CoN)
Impact on motorists and traffic management	Rory Smith, Engineering Technical Officer (Design and Survey) (CoN)
Expert Roving Role	Technical Expertise
Discuss the concept design in detail, assist with extremely concerned participants	Martyn Glover, Director Technical Services (CoN)
Discuss the community engagement process and to assist participants to ensure they were heard	Caroline Walker, Community Engagement Coordinator (CoN) Fiona Goodbody, Planning Officer, Integrated Transport and Planning (DoT)
Assist participants with registering, assisting attendees with their concerns	Corinne Graff, Personal Assistant (CoN)



The two community information sessions attracted 54 people including Councillors Mangano, de Lacey and Hassell (for all or part). Of those who attended: two people were from 10-17 and 18-25 age groups, one person from the 26-35 age group, 20 from 36-49 age group, 13 from 50-65 age group and 12 aged 66-plus.

Feedback was recorded and analysed and responses prepared by the Project Team and subsequently published on Your Voice Nedlands.

#### 5.1.4 Opportunities to provide feedback

Feedback was invited and received via:

- notes from the community information sessions
- notes from verbal conversations
- online feedback received via the quick feedback tool, online forum (sharing thoughts) or mapping comments to specific locations on the project map.
- letters and emails received.

#### 5.1.5 Councillor briefings

The Council were fully briefed throughout the project, from inception to the presentation of the designs, as follows:

- Presentation of proposal to Councillor Briefing on Tuesday 2 May 2017.
- Presentation of the concept design and issues (including parking) to a Councillor Briefing on Tuesday 4 July 2017.
- Presentation of community engagement plan and report at the Council meeting on Tuesday 28 November 2017.
- Weekly CEO updates to Councillors on
  - Friday, 2 February 2018 to advise of the commencement of the community engagement activities and closing date; as well as assisting with encouraging people to participate and to view the online engagement page for details.
  - Friday, 16 March 2018 to advise the community engagement had closed.

## 5.2 Communications

The community engagement plan outlined the communications which were planned for the project. Communications included:

- 2,092 postcards by mail
- Three advertisements were placed in the local newspapers
- One media release was prepared and distributed
- Five Twitter and Facebook posts





- 31 posters were distributed to community facilities and businesses in the project area and City (similar to the community information session advertisements)
- 250 brochures (how to use guide/fact sheet) were produced and distributed to local businesses, schools and organisations. They also formed part of the static displays and information for the Community Information Sessions
- Three static displays were developed for the Administration Centre, Nedlands Library and Tresillian Arts Centre
- An electronic newsletter via **Your Voice Nedlands** was distributed to 966 members.

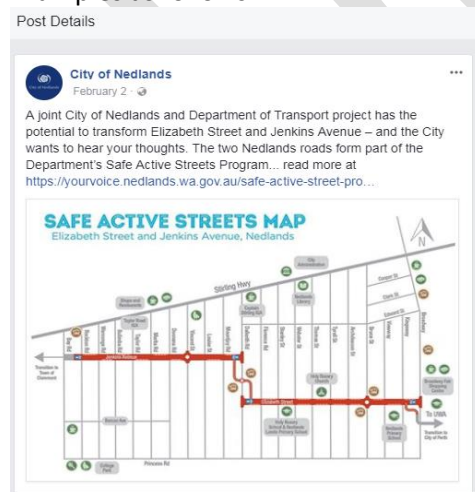
## 5.2.1 Social media

Eight posts were undertaken on social media with four posts on each platform (Facebook, Twitter). There were 11 likes and six shares on Facebook and one positive comment on Twitter. An overview of the posts follows:

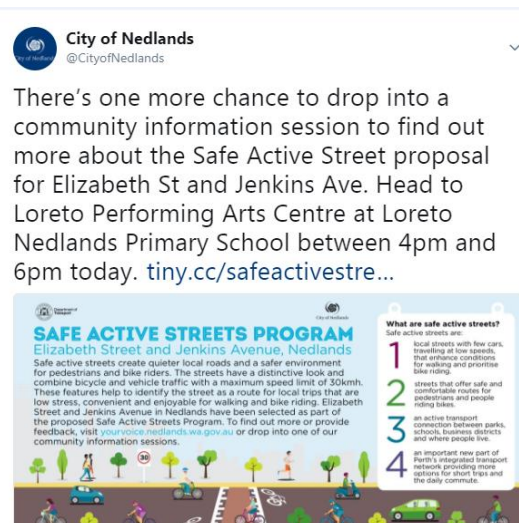
Date	Twitter*	Facebook	No. of people reached
2 February	✓	✓	272
10 February	✓	✓	531
17 February	✓	✓	172
3 March	✓	✓	191
		<b>Total:</b>	<b>1,166</b>

\*Twitter: reach is not available

Examples as follows:



Facebook



Twitter



## 5.2.2 Media release

The media release was reproduced in three newspapers: POST newspaper and Western Suburbs Weekly Newspaper (online and print). The release was also placed on the City's website with a link from the front page to Your Voice Nedlands. The following articles appeared in the newspapers.

Page 32 - POST, November 25, 2017

### 'Bike boulevard' aims to get kids on wheels

By BEN DICKINSON

State government planners have their eye on a bike boulevard that would connect the Claremont town centre to UWA.

The route would run parallel to Stirling Highway, turning residential streets into narrower 30kmh zones painted bike-lane red, with raised platforms at intersections.

Elizabeth Street and Jenkins Avenue would make up the bulk of the route.

The plan, badged by the Department of Transport as Safe Active Streets, follows the opening of a similar bike boulevard in Mt Hawthorn's Shakespeare Street last December.

Local cycling group Five has pushed the idea.

Spokeswoman Natasha Elycha said the plan was intended to benefit casual cyclists.

"Cyclists can't go over 30kmh, so I don't think lycra cyclists will use it," she said.

"I live one street away from the [Nedlands] council building, and I took my kids on their bikes to do some business at the council.

"I actually turned the bikes around and got in the car to go one street.

"I'd just got back from Iran, so I'm not a risk-averse person, but it was just too dangerous."

She said one of the main aims of the bike boulevard was getting children to ride their bikes to school.

"We had letters of recommendation from 10 schools, public and private," she said.

At a committee meeting last week, Nedlands councillors voted to survey nearby residents about the proposal.

There might be some ruffling in the community about the project.

"If there's anything that divides communities it's the use of roads by bikes and motor vehicles," she said.

Deputy mayor Bill Hassell said the real issue was whether local residents wanted it.

"I toured the one in Mt Hawthorn with a local mayor who regarded it as a bit of a nightmare," he said.

But mayor Max Hipkins said he did not anticipate any major issues would arise from the consultation.

Ms Elycha said people's attitudes to ordinary cyclists were noticeably different from attitudes to those in lycra.

"We've done experiments with the group about what happens when you cycle through an area in normal clothes compared with when you do it in lycra," she said.

"People are quite polite to people in normal clothes."

She said she hoped the boulevard would connect with other cycle routes and eventually connect to Fremantle.

"These things are completely useless if they don't join into other parts," she said.

A planned bike boulevard (dark green) will connect Claremont to UWA. Possible future extensions are marked in light green.

# Roads picked for safe street project

By JESSICA WARRINER

ELIZABETH Street and Jenkins Avenue are in the spotlight for a multi-million dollar City of Nedlands and Department of Transport safety project.

The two roads form part of the Department's Safe Active Streets Program, which promotes reduced vehicle speeds to allow cars and bicycles to share the street safely and establish a higher priority for pedestrians.

Funded by the State Government with an expected cost of between \$2 million and \$2.5 million, the safe active street will start from the Town of Claremont boundary at Bay Road and go along Jenkins Avenue to Dalkeith Road to connect with Elizabeth Street.

It will stop at the Broadway intersection with Elizabeth Street at the City of Perth boundary.

Nedlands Mayor Max Hipkins said Elizabeth Street and Jenkins

Avenue were chosen because of existing low traffic and low speeds.

New measures would make the streets safer for the community to enjoy.

To have your say on the project, visit [yourvoice.nedlands.wa.gov.au](http://yourvoice.nedlands.wa.gov.au) or view the proposed designs at the City of Nedlands administration centre, Nedlands Library or Tresillian Arts Centre.

The consultation period ends on March 6.

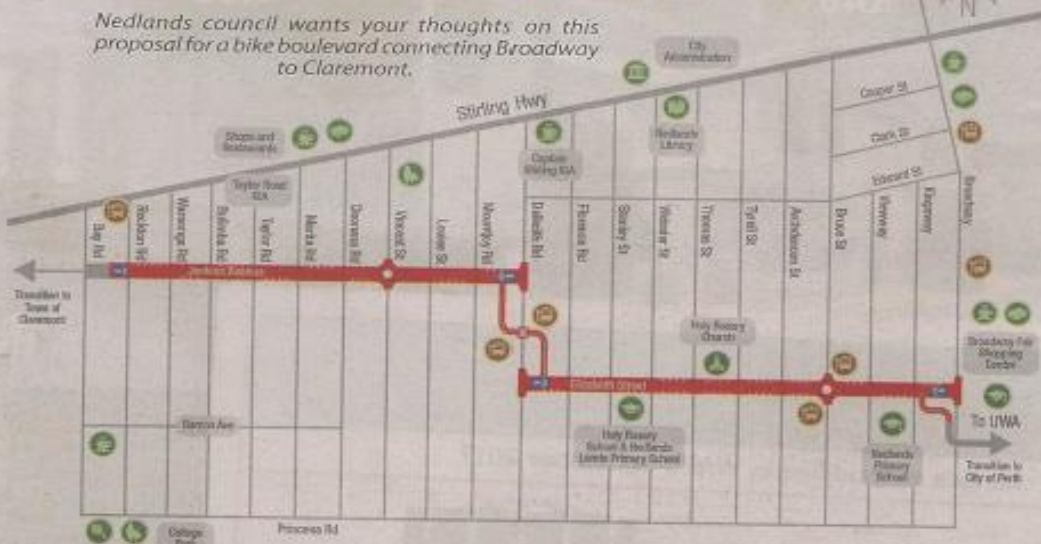


POST, February 10, 2018

## SAFE ACTIVE STREETS MAP

Elizabeth Street and Jenkins Avenue, Nedlands

Nedlands council wants your thoughts on this proposal for a bike boulevard connecting Broadway to Claremont.



# Bike boulevard closer

By BEN DICKINSON

Nedlands residents are being asked if they want a 2.5km bike boulevard connecting Claremont's Bay Road to Broadway.

The project is designed to put cyclists on an equal footing with drivers along Jenkins Avenue and Elizabeth Street.

Road surfaces would be painted the colour of bike lanes, and the speed limit would drop to 30kmh.

Cars would no longer be able to turn into Elizabeth Street from Broadway, to prevent the route being used as a rat run.

Raised speed plateaus would also be installed at some intersections, and lanes would be narrowed.

The cost is expected to be between \$2million and \$2.5million, which would be paid by the state Department of Transport.

Mayor Max Hipkins said the two streets, which run parallel to Stirling Highway, were picked because of their low traffic and low average speeds.

"This allows for the implementation of the safest and most direct route that will promote access to the greatest number of local amenities, including schools, shops, the university, sports fields and parks," he said.

"With the speed limits reduced and the implementation of various traffic calming measures, the streets will become much safer for the community to enjoy.

"Additional trees and green-

ery will also be planted to provide shade for users and to improve the visual appeal of the streets."

The project, known in department-speak as Safe Active Streets, follows the opening of a similar bike boulevard in Mt Hawthorn's Shakespeare Street in December, 2016.

Bayswater and Belmont have since built their own versions.

Nedlands councillors approved a consultation on the plan in November.

On the council's Your Voice Nedlands website, a council officer wrote that fast cyclists were unlikely to use the route.

"The safe active street is for recreational pedestrians and

• Please turn to page 92

## Bike boulevard closer

• From page 15

bike riders," the officer wrote.

Data from Strava reveals its users tend to cycle along Birdwood and Jutland parades, as well as Waratah Avenue.

Residents can make submissions on the Your Voice Nedlands website.

Community information sessions will be from 5 to 7pm on February 12 at the Adam Armstrong Pavilion, and 4 to 6pm on February 19 at Loreto Nedlands Primary School's performing arts centre.

Feedback is due by March 6.



The following letter to the editor was also published in the POST newspaper.

## Bike boulevard will only worsen Nedlands traffic

The limited road infrastructure in Nedlands is already under siege with the massive increase in traffic and residential densities that are being proposed in local planning scheme 3.

The proposed changes to Elizabeth Street and Jenkins Avenue as part of the Safe Active Streets Program are therefore not only ill-timed but would contribute further to congestion.

A POST report (*Bike boulevard closer*, February 10) said the Safe Active Streets Program planned to block access to Elizabeth Street from Broadway to prevent a rat-run.

This road serves as a direct link – the opposite of a rat-run – to the Broadway Fair shops for all the cross streets up to Dalkeith Road.

To block Elizabeth Street will create a true rat-run around Elizabeth Street along Edward Street and Princess Road, as local residents are forced to take a longer circuitous route home.

Please withhold my name – a previous letter about road changes resulted in abusive phone calls.

Reader  
Edward Street, Nedlands

### 5.2.3 Advertising

The following advertisements were placed in the POST newspaper and Western Suburbs Weekly.

**SAFE ACTIVE STREETS PROGRAM**  
Elizabeth Street and Jenkins Avenue, Nedlands

Safe active streets create quieter local roads and a safer environment for pedestrians and bike riders. The streets have a distinctive look and combine bicycle and vehicle traffic with a maximum speed limit of 30kmh. These features help to identify the street as a route for local trips that are low stress, convenient and enjoyable for walking and bike riding. Elizabeth Street and Jenkins Avenue in Nedlands have been selected as part of the proposed Safe Active Streets Program.

To find out more or provide feedback, visit [yourvoice.nedlands.wa.gov.au](http://yourvoice.nedlands.wa.gov.au) or drop into one of our community information sessions.

**What are safe active streets?**  
Safe active streets are:

- 1 local streets with few cars, travelling at low speeds, that enhance conditions for walking and prioritise bike riding.
- 2 streets that offer safe and comfortable routes for pedestrians and people riding bikes.
- 3 an active transport connection between parks, schools, business districts and where people live.
- 4 an important new part of Perth's integrated transport network providing more options for short trips and the daily commute.

**Community information sessions**

5pm-7pm, Monday 12 February  
Adam Armstrong Pavilion, Beatrice Road, Dalkeith.

4pm-6pm, Monday 19 February  
Performing Arts Centre, Loreto Nedlands Primary School.

**SAFE ACTIVE STREETS PROGRAM**  
Elizabeth Street and Jenkins Avenue, Nedlands

**CONSULTATION CLOSING SOON**

It's your last chance to have a say on the proposed safe active street along Elizabeth Street and Jenkins Avenue in Nedlands.

To provide your feedback, visit [yourvoice.nedlands.wa.gov.au](http://yourvoice.nedlands.wa.gov.au) or call the City on 9273 3500 before Tuesday 6 March 2018.

## 5.2.4 Brochure

The following brochure was produced and distributed.

### FAQs

**Why were Elizabeth Street and Jenkins Avenue chosen?**  
A number of parallel streets were considered for this project. The Elizabeth Street and Jenkins Avenue route was deemed the preferred location because each have existing low traffic volumes and low traffic speeds to allow for the implementation of the safest and most coherent route that will promote access to the greatest number of local amenities (schools, shops, university, sports fields, parks).

**Who will benefit from the safe active streets?**  
Safe active streets aim to make streets safer for everyone and are a convenient, easy and sociable way to get around. They are designed to create comfortable environments for road users with all levels of experience. Safe active streets allow mums, dads, children, senior citizens and others to make short trips on bikes to schools, parks, shops or visiting neighbours. They also have additional tree plantings to provide a shady and cooler street for street users. Aside from the improved visual appeal of the street, more local people will be using the street increasing the natural surveillance in the area and improving community connections.

**Can cars still pass bike riders?**  
Yes, as per WA road rules a driver may overtake a bike rider if there is enough space to do so safely (with a minimum of one metre passing distance), they have a clear view of the road ahead and they do not exceed the 30kmh speed limit.

**How does the Safe Active Streets Project fit into the State's transport network?**  
Perth has all the ingredients needed for great walking and bike riding - a warm climate, flat topography and outstanding natural beauty. As our population increases and more people live near centres of activity, walking and cycling can play a big part in helping to reduce congestion, improve air quality, support local business and encourage a healthy, active lifestyle.

**Why is the City of Nedlands participating in this State Government Initiative?**  
The Department of Transport is working with local government authorities to deliver a plan ("Cycling Network Plan, Transport @ 3.5 Million") across numerous suburbs which will enhance Perth's network of bike-friendly routes - the Safe Active Streets Project forms part of this network. The City of Nedlands are excited to help implement this plan due to the numerous benefits that it gives the local community.

**How is the project being funded?**  
The project is being funded by the Department of Transport's Safe Active Streets Program. More information about this program can be found on the Department of Transport's website.

**Will there be any inconvenience to the residents along the proposed safe active street?**  
Yes, there will be some inconvenience during the construction stages, however it is not anticipated that there will be any inconvenience once the works have been completed. This project aims to increase residential amenity by creating a quieter and safer environment.

**If the project is supported by the community, what happens next?**  
The project will be constructed in two stages. Stage one will commence on Elizabeth Street. Stage two on Jenkins Avenue will then follow. It is anticipated that the total project cost will be between \$2.0M and \$2.5M fully funded by the Department of Transport.

For more information on the Safe Active Streets Program or to provide your feedback, visit [yourvoice.nedlands.wa.gov.au](http://yourvoice.nedlands.wa.gov.au) before Tuesday 6 March 2018.

Front

Back

### SAFE ACTIVE STREETS MAP

Elizabeth Street and Jenkins Avenue, Nedlands

**KEY**

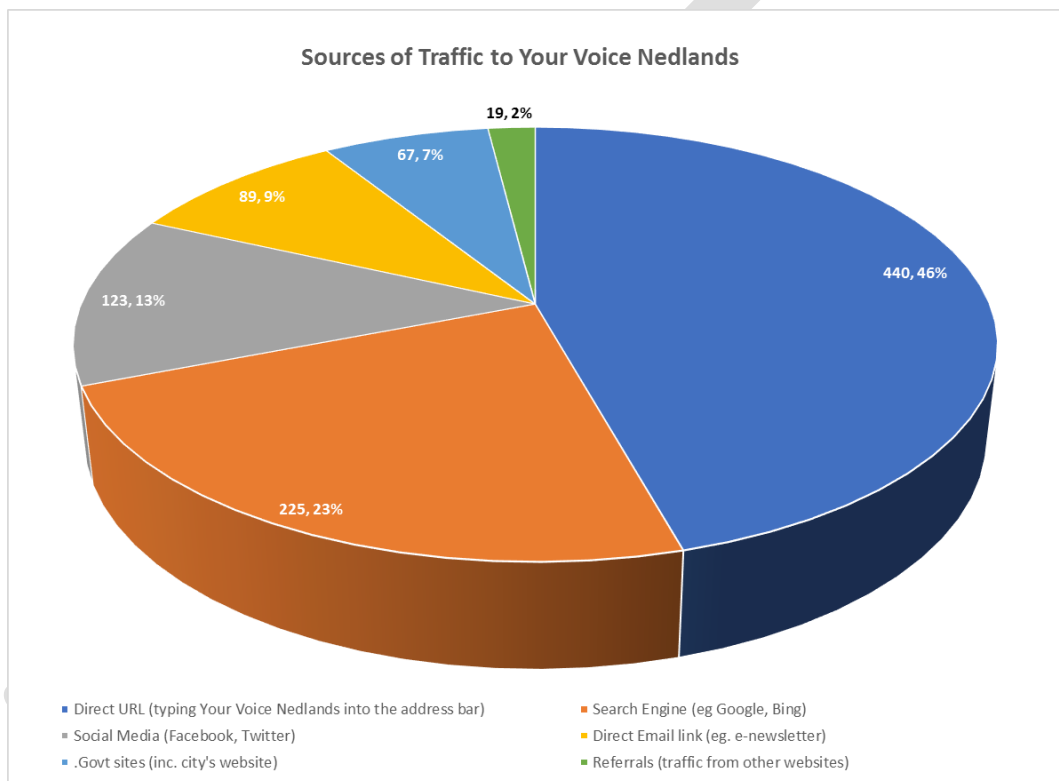
- Street parking bays
- Raised plateau  
Every intersection will also feature a raised plateau.
- Shared path
- Intersection priority change  
Right of way at the highlighted intersections is to be changed to give priority to the safe active street.

**NOTE:** A red asphalt raised plateau will be installed at every intersection along the safe active street.

Middle Section

## 5.2.5 Your Voice Nedlands – Access and Sources of Traffic

The engagement page received 963 total visitors who collectively reviewed 2,524 pages. There were also 28 new registrations to the engagement hub. The following graph identifies how people sourced the engagement page because of the engagement activities and communications undertaken. The responses from the engagement and communication activities resulted in 69 per cent of people visiting the site via the **Your Voice Nedlands** URL address (46 per cent) using a search engine (23 per cent). The balance came from social media (13 per cent), direct email link (9 per cent), using via .gov sites (7 per cent), or by referrals from other websites.



Traffic sources show the number of people who found out about the consultation/ entered the site as follows:

- Direct URL – typing the URL directly into the address bar of a search engine.
- Search engines – searching using Google, Bing etc.
- Social media – Facebook, Twitter, LinkedIn, Google+, Instagram
- Email – direct email campaigns using EHQ email/newsletters
- Gov – any site with a .gov or .govt that refers people to the consultation
- Referrals – people accessing the engagement page from links on any other non-government website.

The City also received 63 email and paper submissions and the two community information sessions attracted 54 people.



## 6. ENGAGEMENT OUTCOMES

This section provides an overview of the community and stakeholder participation and outcomes of the engagement activities undertaken.

### 6.1 Online Engagement – Your Voice Nedlands

During the engagement period, the engagement page received 963 total visitors to the site, who collectively viewed 2,524 pages. 638 of these visitors viewed at least one page. There were 147 document downloads (concept design, brochure and feedback from the community information sessions). There were 64 visits to the FAQs and 23 views of the photos.

There were 17 contributions to the online forum and 28 people provided feedback. Six people asked questions and there were four pins placed on the maps. These comments have been reviewed by the Project Team to determine the level of support for the proposal and design modifications.

The following graph provides an overview of the visitation to the site for the period of the engagement.



#### 6.1.1 Overview of online feedback received

The following issues were raised from the feedback received.



- Edward Street should be the preferred route because it is currently used by cyclists and is the flattest route
- Impacts on adjoining streets and schools, particularly parking, traffic flows and issues with school drop-off and pick-ups and children crossing the road safely
- Reducing the speed limit to 30kmh seems too low
- Understanding the purpose of the proposal from family-friendly bike-riding, bike-riding for all ages, and cyclists in the way they use streets and preferred routes
- Impacts of the proposed road widths, verge parking and amenity
- Concern with the steepness of the hill at the Broadway intersection together with safety, the proposed treatment including there being no entry from Broadway into Elizabeth Street
- Relationship with the proposed Local Planning Scheme No. 3 and potential impacts and benefits that could be derived from the proposal
- Pedestrian safety and access across Dalkeith Road, including the formalising of a crossing
- Addressing the need to provide a safe crossing for Stirling Highway
- Connections to the Town of Claremont and City of Perth and when those projects are scheduled or approved.

Overall, 17 respondents generally supported the proposal, five did not generally support the proposal and seven respondents were unsure.

### 6.1.2 Overview of comments on the online forum

The main issues raised by the community from the online forum discussions related to Edward Street being the preferred route because it is currently used by cyclists and is the flattest route, whereas the Broadway end of Elizabeth Street is considered too steep. The parking modifications were also considered to be an issue. Other comments included:

- Mixing children riding bikes on the street along with vehicles, particularly as there are two schools in the streets within the project
- Having a safe active street for these streets will provide a safe street for family and children, including those commuting to the primary schools each day
- Do not like the steepness of the pathway at the Broadway end of Elizabeth Street
- The safe active street will assist increasing residential amenity which will result from the increased density proposed under the draft Local Planning Scheme No. 3
- Proposal encourages more bike riders for all ages and abilities
- Reducing the speed limit to 30kmh seems too low
- Too many speed bumps along the route





- Why use and what is the significance of using colours for the road surface
- Commitment needed to continue the safe active street from the Town of Claremont and City of Perth
- Impacts on adjoining streets and schools, particularly parking, traffic flows and issues with school drop-off and pick-ups and children crossing the road safely
- Impacts of the proposed road widths, verge parking and amenity
- Pedestrian safety and access across Dalkeith Road including the formalising of a crossing

Overall, seven respondents generally supported the proposal, four did not generally support the proposal and five respondents were unsure.

### 6.1.3 Overview of comments on the project map

Four respondents placed a number of pins on the project map. Three of these respondents have also commented on other online tools. The new comments related to providing support for the priority changes due to the current habits of motorists (speeding, not obeying road signage etc)

Other comments received were the same/similar to the comments received in Section 6.1.1. and 6.1.2 above, except that pins were placed in specific locations. These have been reviewed by the Project Team.

### 6.1.4 Overview of paper and email submissions

Sixty-three emails and paper-based submissions were received. Of these, six people had already provided comment using the online engagement hub, Your Voice Nedlands. 44 respondents support the project generally with 10 respondents not supporting the project (two were quite strong in their non-support).

The submissions received continued to raise the issues as identified in Section 6.1.1, 6.1.2 and 6.1.3 above. Most of issues raised related to:

- Edward and Elizabeth Street intersections affected by blocking entry to Elizabeth Street and Broadway Road
- Perceived loss of parking bays and application of appropriate parking restrictions
- Impacts on nearby streets
- Speed limit reduction to 30kmh
- Confusion of the purpose of the proposal: cyclists verses bike riders, routes for cyclists as opposed to family bike-riding and bike-riding for people of all abilities



- The road design: reduction in width and design issues to improve safety for pedestrian and bike-riding use, along with impact on large vehicle movement (i.e. delivery trucks)
- Edward Street being selected as the preferred safe active street instead of Elizabeth Street
- Broadway intersection: change of priority, no turn into Elizabeth, increasing the median strip to prevent illegal movements of cars and trucks entering/leaving the Broadway Shopping Centre and creating a safer space for pedestrians
- Parking in and around the schools, particularly at school commencement and finishing times
- Pedestrian access and safety across Dalkeith Road which connects Elizabeth Street and Jenkins Avenue, including the formalisation of a pedestrian crossing.
- Perceived impact on the project, and vice versa, on the draft City of Nedlands Local Planning Scheme No. 3, particularly on the proposed increased housing density.
- Requests for further data and priority of the Community Strategic Plan

### 6.1.5 Overview of social media

Eight posts were undertaken on social media with four posts on each platform (Facebook, Twitter). There were 11 likes and six shares on Facebook and one positive comment on Twitter.

### 6.1.6 Community Information Sessions

The two community information sessions attracted 54 people. Of those who attended: two people were from 10-17 and 18-25 age groups, one person from the 26-35 age group, 20 from 36-49 age group, 13 from 50-65 age group and 12 aged 66-plus.

The conversations at the community information sessions centred around the following:

- Vehicles failing to stop at existing intersections and speeding through – raised plateaus, change of priority with stop signs and national traffic code deal with this.
- Raised plateaus – to be designed with respect to the amended speed limit which, when adhered to, will not create issues with noise or comfort.
- Concerns over displacement of traffic onto other streets – any impact will be marginal because of the extremely low traffic volume on these streets.
- Vehicle speeding – design promotes low speed on safe active street using plateaus and speed zones, as well as perpendicular streets due to termination on safe active streets.



- Concern about on-road cycling/why not separated infrastructure – safe active streets aim to reinforce roads as a shared space in an attractive urban environment. Safety at intersections is compromised with separated infrastructure.
- Can Edward Street be included – currently not a priority. Potential conversion to safe active street in alignment with Council’s road rehabilitation program subject to safe active streets becoming a recognised standard.
- Issue that 40kmh is safe for schools, therefore 30kmh lacks logic – refer to statistics and research. Currently 40kmh for schools is under review with the potential for it to be reduced and statistics support 30kmh.
- Road width – design width of 4.5m does not allow for trucks to pass each other within the road width. Maximum width of a right-of-way vehicle is 2.5m exclusive of mirrors. 5.5m width is required to pass safely within the pavement. Roads have a minimum 2.2m wide parking bays – therefore, there will be opportunities to pass where the road is 6.7m wide. This is no different to the current scenarios where there are parked cars in the street.
- Parking bays: marked bays will encourage student parking – do not mark the bays.
- Dalkeith Road pedestrian crossing – currently designed as a wombat crossing (zebra crossing on a plateau). Traffic lights at the crossing will be cost-prohibitive. Current design is appropriate.
- Is there a masterplan for cycling? – Safe Active Street route forms a part of this network. Existing DoT masterplan to be reviewed and City of Nedlands’ plan developed once the state process is completed.
- Seats for resting and amenity – additional amenity will be considered.
- Regular maintenance and cleaning – to be included in Council programs.
- Higher density impact

Most attendees generally supported the concept. However, the City committed to reviewing the concept designs to take into consideration the comments. People attending the community information sessions were requested to provide feedback to the City via **Your Voice Nedlands** or by sending a submission to the City via mail or email.

## 6.2 Summary – level of support

Accounting for each of the methods in which the community and stakeholders could provide feedback, the following summary identifies the level of support by each of the tools used.

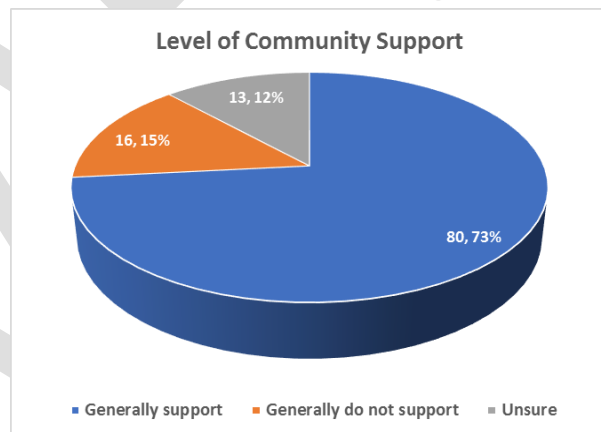


Level of support	Online forum	Online feedback	Online map	Paper and email submissions	Social media	Total (inc. duplicate feedback)	% Level of Support (Less duplicate feedback)
Generally support	7	17 (1)	1	48 (4)	12	85 (5)	73%
Generally do not support	4	5 (1)	2 (2)	10 (2)	0	21 (5)	15%
Unsure	5	7 (1)	1 (1)	2	0	15 (2)	12%
<b>TOTAL</b>	<b>16</b>	<b>29 (3)</b>	<b>4 (3)</b>	<b>60 (6)</b>	<b>12</b>	<b>121</b>	

**Note:** Figures in brackets in red indicate the number of duplicate submissions received.

However, people were able to submit anonymous submissions or have online usernames other than their own name. Multiple submissions from a single household would have been left in the sample if completed by a separate person.

The total number of submissions (121), less the duplicates (12), results in 109 submissions being received using the feedback tools available. The graph identifies the level of community support for the project, not including the duplicate feedback.



### 6.3 Summary – key positives, concerns and issues raised

The following provides an overview of the feedback. The comments were reviewed and considered to determine if any modifications are required to the proposed route and concept design and included as recommendations in Section 7.

(a) **Impacts on schools:**

- Comments:**
- Provides direct access to schools.
  - Improves safety for cycling/pedestrians and therefore options for school travel.
  - Help schools to engage children. Target schools for Your Move Program.



Increased congestion at schools.

Safety issue with cars dropping off and picking up, and children crossing the road.

Reduce embayments to four bays at eastern end of Nedlands Primary School.

Widen the crossing point.

Require crossing point and connecting footpaths for Loreto Primary.

Require consistent design for crossing points.

**City response:** The designs around each of the schools to be reviewed and suggestions considered.

(b) **Elizabeth and Broadway intersection:**

**Comments:** Edward and Elizabeth Street intersections affected by blocking entry to Elizabeth from Broadway.

Edward Street should be the preferred route because it is currently used by cyclists and is the flattest route.

Elizabeth has lower traffic than Edward.

Aligns better with connection to City of Perth, given that UWA does not support route through campus.

Resolves traffic management issue at Broadway – access and egress from shopping centre.

Shopping centre in support and owner has conducted independent traffic design which resolves median island width issue by widening road.

Schools in support – Nedlands Primary and Loreto Primary.

Gradient between Broadway and Kingsway.

Shared path provides alternative to road.

Denied access for vehicles limits those vehicles heading east to west.

Conflict between pedestrians and bike riders on shared path – code of conduct for shared paths. Keep left and give way to pedestrians.

**City response:** The designs around each of the schools to be reviewed and suggestions considered.

If conflict occurs, additional treatments will be considered.

Retain footpath on north side on back of embayment alignment and reduce bays on north side from six to four.

City to determine how steep the hill is.



Potential conversion of Edward Street to safe active street is currently not a priority because it is not aligned to the Council's road rehabilitation program, subject to safe active streets becoming a recognised standard.

(c) **Intersections (except Broadway and Elizabeth):**

**Comments:** Speeding vehicles and non-compliance with road signage. How does the design address vehicles failing to stop at existing intersections and speeding through the intersections?

**City response:** Raised plateaus, change of priority with stop signs and national traffic code deal with this.  
Raised plateaus – to be designed with respect to the amended speed limit which, when adhered to, will not create issues with noise or comfort.

(d) **Impact on nearby streets:**

**Comments:** Potential for the safe active street project to push traffic into other streets.  
Concerns over displacement of traffic onto other streets.

**City response:** Any impact will be marginal because of the extremely low traffic volume on these streets.

(e) **Vehicle speeding:**

**Comments:** Impact of design on vehicles speeding and the reduction in speed limit.  
The design does not address vehicles speeding.  
Why reduce the speed to 30kmh – seems too low.  
Issue that 40kmh is safe for schools, therefore 30kmh lacks logic.

**City response:** Design promotes low speed on safe active street using plateaus and speed zones, as well as perpendicular streets due to termination on safe active streets.  
Currently 40kmh for schools is under review with the potential for it to be reduced and statistics support 30kmh.  
Raised plateaus – to be designed with respect to the amended speed limit which, when adhered to, will not create issues with noise or comfort.



(f) **Separate infrastructure for bikes and motorists:**

**Comments:** Concern about on-road cycling, especially families and children which is not separated from vehicles.  
Understanding the purpose of the proposal from family friendly bike-riding, bike-riding for all ages, and cyclists in the way they use streets and preferred routes.  
Why use colours for the road surface?

**City response:** Safe active streets aim to reinforce roads as a shared space in an attractive urban environment. Safety at intersections is compromised with separated infrastructure.

(g) **Road width:**

**Comments:** The road design: reduction in width and design issues to improve safety for pedestrian and bike-riding use, along with impact on large vehicle movement (i.e. delivery trucks).

**City response:** Design width of 4.5m is less than the maximum 5.5m required for trucks to pass each other within the road width. Roads have minimum 2.2m wide parking bays parallel to the road – therefore there will be opportunities to pass where the road is 6.7m wide noting that the commercial vehicle use on these roads is very low. It is noted that this is the same situation as current when there are vehicles parked on the road.

(h) **Parking and parking prohibitions:**

**Comments:** Marked parking bays will encourage student parking.  
Will 3-hour limit still exist in parking bays?  
Perceived loss of parking bays and application of appropriate parking restrictions.

**City response:** Parking prohibitions will be amended as conditions change. Issues will be monitored, including flow-on effect.  
Parking bays will no longer be marked.  
There is no net loss of parking bays.



(i) Dalkeith Road pedestrian crossing:

**Comments:** Pedestrian safety and access across Dalkeith Road, including the formalising of a crossing.

Addressing the need to provide a safe crossing for Stirling Highway.

**City response:** Currently designed as a wombat crossing (zebra crossing on a plateau).

Traffic lights at the crossing will be cost-prohibitive. Current design is appropriate.

(j) Street Amenity:

**Comments:** Suggested seats for resting.

Regular maintenance and cleaning.

High density impact: relationship with the proposed Local Planning Scheme No. 3 and potential impacts and benefits that could be derived from the proposal.

Impacts of the proposed road widths on verge parking and amenity.

People were concerned with the loss of verge throughout the project.

**City response:** Additional amenity will be considered.

Regular maintenance and cleaning will be included in Council programs.

LPS3: regardless of any potential changes to the suburban environment from a new local planning scheme, the Safe Active Street project is still important to create a safe space for cyclists to move through the suburbs, without fear of high volumes or high-speed vehicles travelling along the same route.

Impact on verge is minimised as parking embayments are contained within existing pavement and there is a net increase in vegetation.

(k) Masterplan for cycling:

**Comments:** Is there a masterplan for cycling?





**City response:** Safe Active Street route forms a part of this network. Existing DoT masterplan to be reviewed and City of Nedlands' plan developed once the state process is completed.

(l) **Other:**

**Comments:** Data and information: the proposal was not based on data and traffic management studies.  
Connections to the Town of Claremont and City of Perth and when these projects are scheduled or approved.  
Cannot see how the project aligns with the Strategic Community Plan.

**City response:** The proposal was based on data and information and provided in presentation and on website.  
The Town of Claremont and City of Perth are working with the Department of Transport in the development of their projects.  
The project complies with key outcomes and strategies.

DRAFT



## 7. RECOMMENDATIONS

The outcomes of the engagement activities identified 73 per cent of the community generally supported the project with 15 per cent against and 12 per cent unsure. However, some people had reservations and suggestions for improving the concept design. As a result, a review of the concept design was undertaken by the City and it is proposed the plans will be amended as follows.

Due to the high-level of support for the project, it is recommended the project proceed to the detailed design stage, taking into consideration the following suggestions that were identified from the community engagement undertaken:

### Broadway to Kingsway Overview

- modifications as proposed by the Consulting Engineers (Porter) on behalf of the Broadway Shopping Centre have been incorporated
- parking bay line marking has been removed
- modifications to the number of parking bays
- any new verge or increase to verge is now displayed (green).



## Elizabeth Street (Kingsway to Webster Street) Overview

- parking bay line markings have been removed
- any new verge or increase to verge is now displayed (green)
- Bruce Roundabout exit/access has been realigned to enhance the narrow impression of the street
- pedestrian crossings to schools widened with parking bays removed.



## Elizabeth Street (Webster Street to Dalkeith Road) Overview

- parking bay line markings have been removed
- any new verge or increase to verge is now displayed (green)
- new footpath north of Loreto Primary School to tie into crossing
- common design for crossings at schools.



## Jenkins Avenue (Dalkeith Road to Taylor Road) Overview

- parking bay line markings have been removed
- any new verge or increase to verge is now displayed (green).



## Jenkins Avenue (Bulimba Road to Bay Road) Overview

- Parking bay line markings have been removed
- Any new verge or increase to verge is now displayed (green).



DRAFT



## 8. ADMINISTRATION COMMENT

The outcomes of the community engagement process and the updated concept designs will be presented to a Councillor Briefing, scheduled for Tuesday 15 May 2018. Subject to response, a report will be prepared for formal consideration by the Council at its meeting scheduled for 26 June 2018.

The general response to the proposal is positive with a high level of support from school communities and bike riders. It is also noted the local Member of Parliament provided support.

The concept design has been through a significant review process by the Department of Transport, City of Nedlands design team, Traffic Consultants (WSP Engineering Consultants, Flyte Transport Consulting and Jacobs Engineering Consultants), the immediate and surrounding community and the City of Nedlands Council.

Every concern raised has received an appropriate engineering response, along with design modifications (some were significant). The design now also addresses concerns, including the potential crash and slow speed risks at Elizabeth Street and the Broadway intersection as well as the north/south speed issues at intersecting streets in order to provide a safe road environment.

If the report recommendations are approved by the Council, the City will progress with a formal application for funding from the Department of Transport with Stage 1 works (Elizabeth Street) to commence in the 2018-19 financial year and Stage 2 works (Jenkins Avenue) to commence in the 2019-20 financial year.



# Broadway Overview

Kingsway



SCALE: 1:400

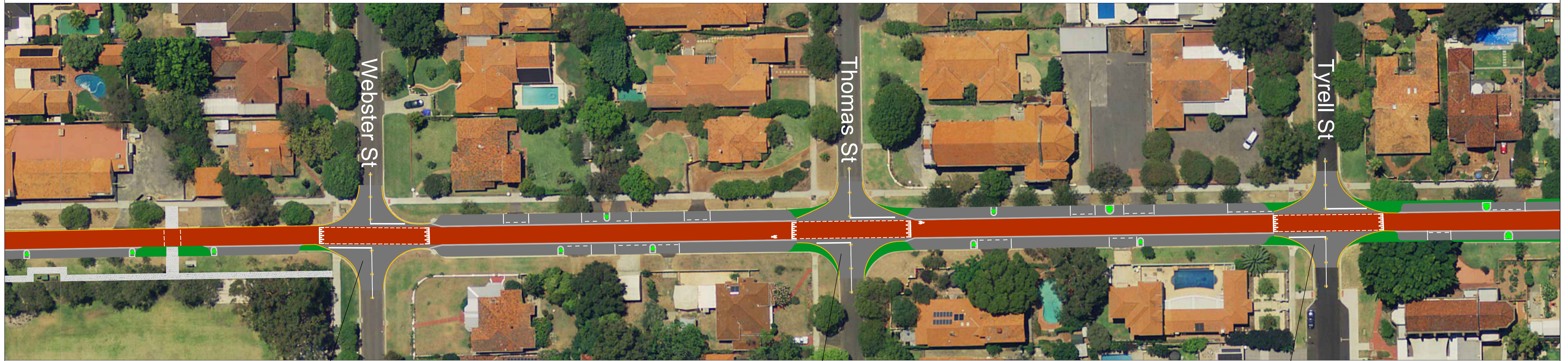
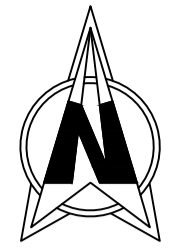
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0	Concept Design			

SCALE: NTS	DESIGNED: R. Smith	CHECKED / DATE:
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TITLE: Nedlands Safe Active Street Bays Road to Broadway FORWARD WORKS PROGRAMME 2017/2018	DWG NO: Concept 2 - Broadway	SHEET 5 OF 5
<b>A1</b>		

# Elizabeth St Overview



**Webster St.**  
Priority at intersection to be changed to give Safe Active Street priority.

**Thomas St**  
Priority at intersection does not require change. Raised plateau.

**Tyrell St.**  
Priority at intersection to be changed to give Safe Active Street priority.



**Archdeacon St.**  
Priority at intersection does not require change. Raised plateau.

**Bruce St.**  
To have red asphalt on approach to roundabout

**Viewway.**  
Priority at intersection does not require change. Raised plateau.

**Kingsway.**  
Priority at intersection does not require change.

REV. No.	REVISION NOTES	DRAWN	CHECKED	DATE
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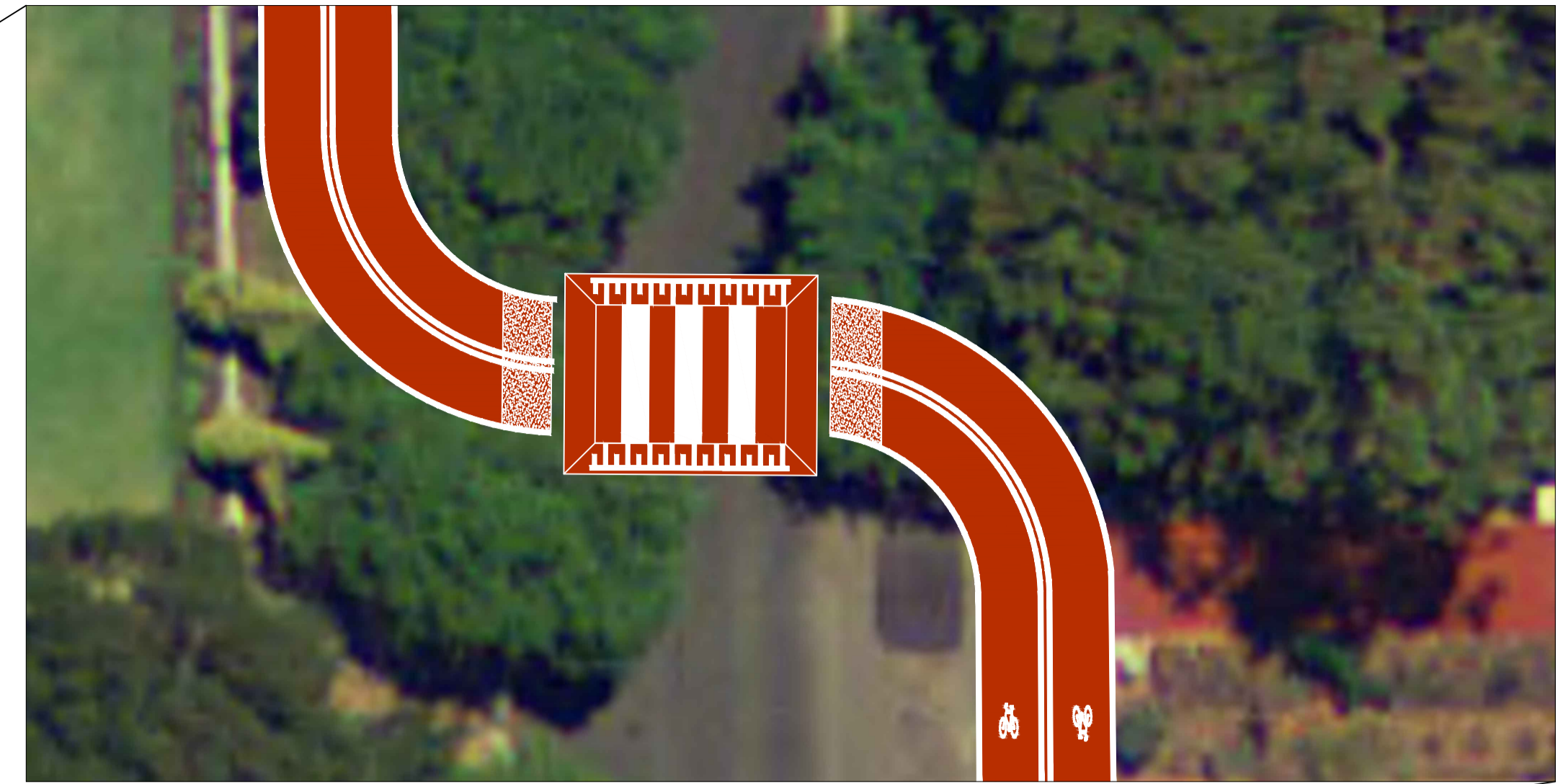
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TITLE: Nedlands Safe Active Street Bays Road to Broadway FORWARD WORKS PROGRAMME 2017/2018	DWG NO: Concept 2 - Elizabeth St	SHEET 4 OF 5
<b>A1</b>		

SCALE: 1:400

# Dalkeith / Elizabeth St Overview

New shared footpath for bicycle users and pedestrians. 3m wide. Raised plateau at pedestrian crossing.



Dalkeith Rd.  
Raised plateau.  
Dalkeith Rd to have priority.

Florence Rd.  
Priority at intersection  
will change to give Safe Active Street  
priority.

Stanley St.  
Priority at intersection does not require  
change. Raised Plateau.

SCALE:

REV. No.	REVISION NOTES	DRAWN	CHECKED	DATE
0	Concept Design			

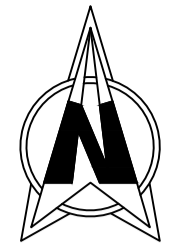
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TITLE: Nedlands Safe Active Street Bays Road to Broadway FORWARD WORKS PROGRAMME 2017/2018	DWG NO: Concept 2 - Dalkeith/Elizabeth St SHEET 3 OF 5
<b>A1</b>	



# Jenkins Avenue Overview 2



Taylor Rd.  
Priority at intersection to be changed to give Safe Active Street priority.

Marita Rd.  
Priority at intersection does not require change. Raised plateau.

Doonan Rd.  
Priority at intersection to be changed to give Safe Active Street priority.



Vincent St.  
Red asphalt extended on Vincent St on approach to roundabout. Raised Plateau.

Louise St.  
Priority at intersection to be changed to give Safe Active Street priority.

Mountjoy Rd.  
Priority at intersection does not require change. Raised plateau.

Dalkeith.  
Priority at intersection will remain the same. Raised plateau.

REV. No.	REVISION NOTES	DRAWN	CHECKED	DATE
0	Concept Design			

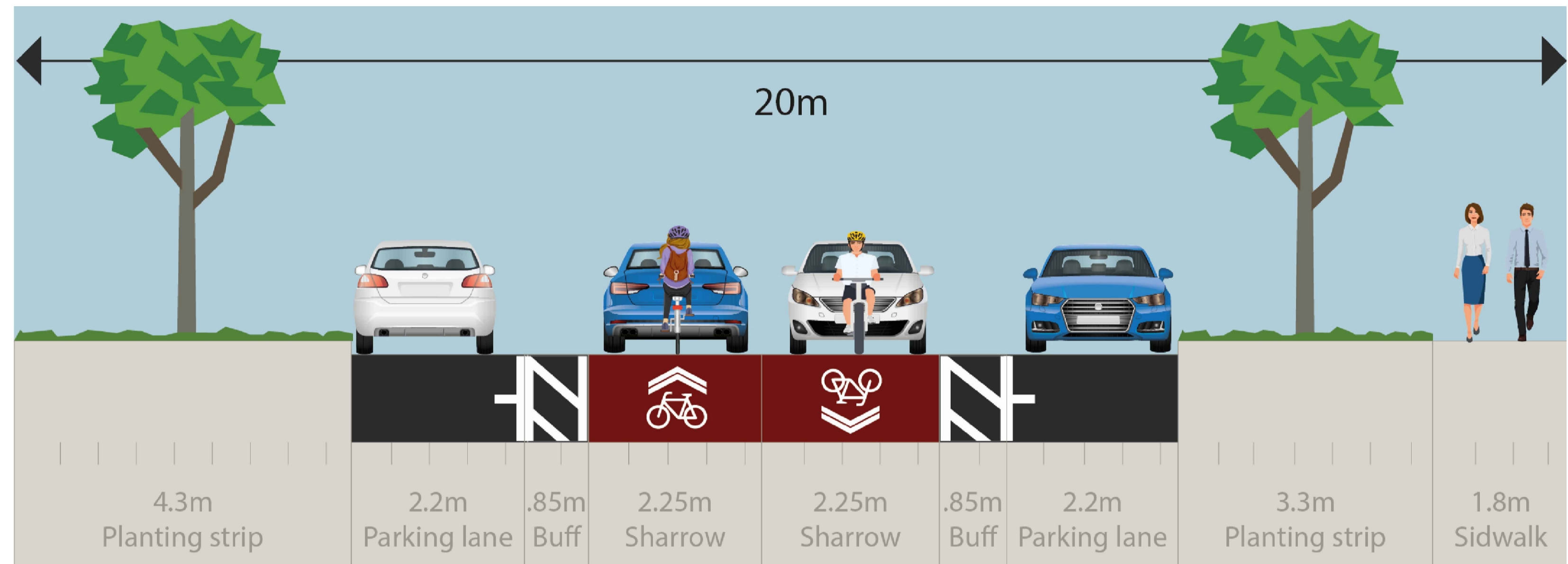
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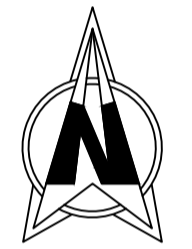
TITLE: Nedlands Safe Active Street Bays Road to Broadway FORWARD WORKS PROGRAMME 2017/2018	DWG NO: Concept 2 - Jenkins Ave 2	SHEET 2 OF 5
<b>A1</b>		

SCALE: 1:400

# Nedlands Safe Active Street



## Jenkins Avenue Overview 1



Bay Rd.  
Priority at intersection does not require change. Raised Plateau.

Rockton Rd.  
Priority at intersection does not require change. Raised plateau.

Waroonga Rd.  
Priority at intersection does not require change.

Bulimba Rd.  
Priority at intersection to be changed to give Safe Active Street priority. Raised Plateau.

SCALE: 1:400

REV. No.	REVISION NOTES	DRAWN	CHECKED	DATE
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TITLE: Nedlands Safe Active Street Bays Road to Broadway FORWARD WORKS PROGRAMME 2017/2018	DWG NO: Concept 2 - Jenkins Ave 1	SHEET 1 OF 5
<b>A1</b>		

<b>TS12.18</b>	<b>John XXIII Depot</b>
<b>Committee</b>	12 June 2018
<b>Council</b>	26 June 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Maria Hulls - Manager Engineering Services
<b>Director</b>	Martyn Glover - Director Technical Services
<b>Attachments</b>	1. John XXIII Depot Final Concept Plan

## Executive Summary

The John XXIII Depot in Mt Claremont presents an opportunity to the City as a regional facility which would provide co-location for three western suburbs Local Government Depot activities, as well as generate an income for the City of Nedlands.

The business case indicates that the proposal is favourable to the City, and also provides opportunities for best practice environmental operations at the site as well as maintaining a facility for storing and recycling construction materials.

## Recommendation to Committee

### Council:

1. **endorses the upgrade of the John XXIII Depot to improve operational and environmental conditions in accordance with the design in Attachment 1;**
2. **authorises the Administration to negotiate a twenty-one (21) year lease between the City and the Town of Claremont for the northern 1,200m<sup>2</sup> parcel of land at the John XXIII Depot;**
3. **authorises the Administration to enter into discussions with the City of Subiaco for the southern 1,200 m<sup>2</sup> parcel of land at the John XXIII Depot to enable the City to enter into a lease agreement.**

## Discussion/Overview

### Background

The City of Nedlands operates two depots within the City boundaries:

- Carrington Street Depot at 0.7824 hectares on the corner of Carrington Street and Broome Street in Nedlands is utilised for staff accommodation (54 Technical Services, 1 OSH, 5 Rangers and 2 Bush care), workshop facilities and fleet storage. It also provides the Information Technology backup for the City.
- John XXIII Depot at 1.1578 hectares on John XXIII Avenue in Mt Claremont is utilised for storage and recycling of materials.

### **Carrington Street Depot**

The Carrington Street Depot has minimal space for the storage of materials and due to its immediate proximity to residential properties, no potential dust creating activities or continuous noise generating activities (truck loading) will take place at this site. The site was purchased by the Nedlands Roads Board as a Depot in 1938 and remains a freehold title. The rear of the depot was originally an extension of Government Road which was transferred to depot purposes and remains crown land with a management order.

### **John XXIII Depot**

The John XXIII Depot is located within the original Brockway Landfill Site, however, to the best of our knowledge there is no landfill beneath the reserve. It is currently undeveloped except for unbound hardstand and a link mesh fence and has operated as a depot for the past 28 years (refer figure 1 below).



Figure 1. John XXIII Depot

In consideration that the John XXIII Depot has the potential to provide a regional service and generate an income, the City has developed a business case to support the upgrade including sub-letting two 1,200m<sup>2</sup> land parcels to the Town of Claremont and the City of Subiaco to be utilised as depots.

John XXIII Depot (Reserve 45054 refer figure 2) is a crown reserve with a management order vesting care, control and management in the City of Nedlands and with purpose of “Depot Site”. The order contains a power to lease for a maximum term of 21 years, subject to approval by the Minister for Lands. There is currently a lease in place for portion of the reserve (300 m<sup>2</sup>) by the Town of Claremont for depot purposes.

Reserve 45632 (refer figure 2) is a crown reserve with management order vesting care and control in the City of Nedlands and with the purpose of “Access”. The access way is a rectangular lot with width of approx. 14 metres.

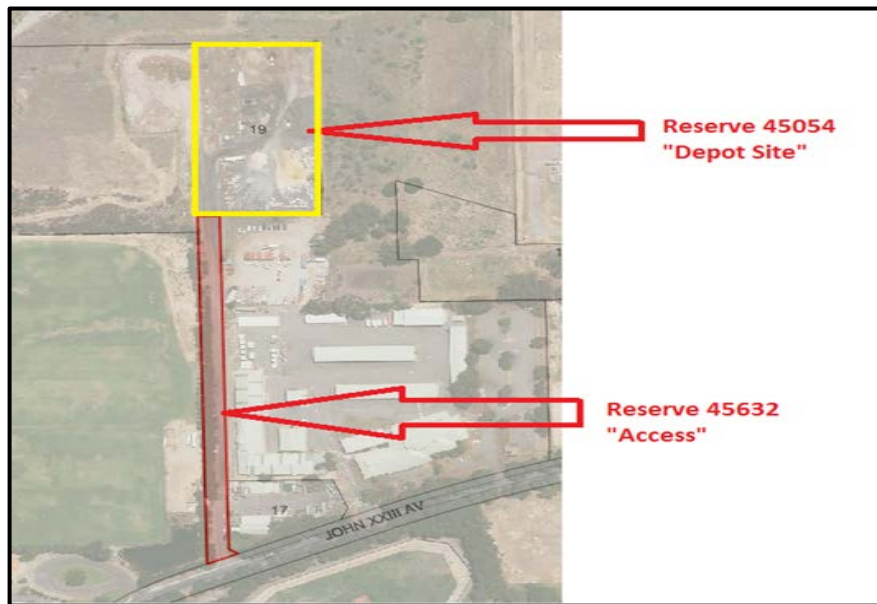


Figure 2 John XXIII Reserves

Originally the access road reserve ran along the western length of the depot reserve. Recognising the potential for the site, the Administration sought an excision of a portion of Reserve 45632 for amalgamation into Reserve 45054 in July 2016 through the Department of Lands which was supported by our immediate neighbours, Department of Sport and Recreation and consequently approved.

### Depot Design

Once the land tenure was secure, the Administration embarked on preliminary discussions with our current tenant; Town of Claremont (ToC) and potential tenants including the City of Subiaco (CoS) and the Town of Cottesloe:

- City consulted with ToC on proposal for new lease premises, including a relocation from Broome Street to John XXIII Depot as well as the relocation of the current site at John XXIII to the newly identified area within that reserve. These previous leases to form one lease premise requiring only one lease document. Current leases by ToC expired on 28 February 2017, however both contain “holding over” clauses which the City evoked on a month-by-month basis until the reserve boundary matters were finalised and the business case complete. The ToC have accepted this position and are currently under a periodic lease arrangement.
- The land immediately to the east and south of John XXIII is managed by Western Power. The CoS has leased approximately 1.1 hectares of this land on three-year lease but has approached the City looking for a depot site with a more permanent tenure.

- The Town of Cottesloe were approached as a potential tenant but has advised that their preference is co-habiting at the Town of Mosman Park depot.

In consideration of two potential tenants, the Administration developed a design for the operation of the depot site that would have the required services, would provide two 1,200m<sup>2</sup> land parcels for sublease which could be accessed without entering the City depot and would have sufficient space for the City's storage and asphalt recycling activities.

The draft design was presented at a WESROC officers meeting to discuss the potential for depot and resource sharing. One option proposed was to use the John XXIII Depot as a regional storage facility where the City would purchase materials in bulk and then on sell to the western suburb Local Governments with a cost-plus arrangement to cover costs. It was seen that this would greatly reduce costs for our neighbours as they can only purchase small loads at a high cost due to their lack of depot storage.

The opportunity also exists for the City of Nedlands to become a leading Council in the western suburbs for recycling and reuse of waste materials and has incorporated a screening plant into the new layout of the depot for road profiling material, which once crushed and screened can be reused in applications such as the paving of laneways.

Both the ToC and the CoS have expressed interest in the purchase of this recycled material for similar applications.

As well as the cost savings regarding civil waste materials, the John XXIII Depot will also have the capacity to stockpile green waste until it is ready for transportation to a facility to be heat treated to remove pathogens.

Currently the City has no capacity to stockpile green waste and it is therefore being transported twice weekly south of the City to a treatment site resulting in a 4 hour round trip and lost production time for parks operations.

Finally, the formalisation of the depot with paved hardstand and concrete storage bins allows the City to use best practice environmental control for both dust and noise. The depot will have a watering system to control dust and the construction of the storage bins on the western edge will provide a noise barrier for the Mt Claremont residents.

The final concept design providing for both the subleases and a regional material supply is included in Attachment 1.

## **Projects Staging**

### **Stage 1**

The first stage of the upgrade project would include the removal of the existing damaged chain mesh fencing and replacing with palisade fencing to delineate the boundary of the depot as well as improve the security prior to undertaking further upgrade works. The fencing is proposed to be replaced in the 2018/19 financial year. Additional works would be the provision of services including power, water and septic tank.

It is anticipated that the ToC would construct their depot including retaining, hardstand and fencing at this stage.

Earthworks would also be included in stage 1 removing surplus sand material in preparation for the storage bins and using this surplus sand to fill the rehabilitated Swanbourne Oval.

## Stage 2

The second stage in 2019/20 would include the formalisation of storage areas and construction of roadways. Also included would be paved hardstand areas, office amenities, connections of ablutions (previously used at David Cruickshank Reserve), retaining walls, vegetation screening, and landscaping works.

It is anticipated that the CoS would construct their depot at the same time.

## Risk Management

Risks for this matter are mainly related to financial and environmental. Financially costs associated with the disposal of waste material from operational and capital works would escalate should the depot be unavailable to transfer the materials for bulk disposal or recycling. All waste generated by the City's works would have to be disposed of directly to tip sites or third-party transfer operation which would result in significantly increased costs.

The City prides itself on being environmentally sustainable and reuses waste materials at every opportunity. Currently road profilings are screened and stockpiled at the John XXIII Depot and reused to provide a sealed stable surface to the City's laneways. The best practice environmental management of the site would ensure that the City sets the standard for all other operations within the area e.g. Water Corporation, Western Metropolitan Regional Council etc.

## Consultation

As the site is isolated from community housing precincts, consultation was concentrated on the immediate adjacent landowners. Letters and maps of the proposed upgrade were sent to the following landowners and businesses for information and comment:

1. Department of Sport and Recreation
2. John XXIII College
3. Electricity Trust WA (Western Power)
4. Water Corporation
5. Western Metropolitan Regional Council (WMRC)
6. Public Transport Authority (PTA)
7. Martin Cuthbert Landscapes
8. City of Subiaco
9. Town of Claremont

The City has received favourable responses from the Town of Claremont and the City of Subiaco and no response from the landowners and businesses.

## Budget/Financial Implications

The set-up costs associated with the proposal are outlined as follows:

### Proposed shared costings

Including access road, services, security, retaining and hardstands the costs are estimated as follows:

• City of Nedlands	\$209,000
• Town of Claremont	\$90,000
• City of Subiaco	\$90,000
• WMRC	\$21,000
• Western Power	\$10,000
• <b>Total</b>	<b>\$420,000</b>

### City of Nedlands Internal Fitout

Including earthworks, storage, landscaping and security the cost to redevelop the City's depot is anticipated to be \$255,000.

### Lease Valuations

In April 2018 the City engaged Helmsley Paterson Valuers and Property Advisors to undertake a valuation at the John XXIII Depot. The purpose of this evaluation was to obtain a "Market Rent Assessment" on the two proposed leasable portions of land.

The valuation was made on critical assumptions, conditions and limitations which are detailed below:

- Market rent assessed is based on a lease negotiated with standard commercial terms
- Proposed sites leased "as is"
- The valuation assumes an "industrial" depot style usage

The valuers have advised that the annual lease for each 1,200m<sup>2</sup> land parcel would be \$25,000. There is also a shed on the ToC lease at the Carrington Street Depot which the City has agreed to purchase if the ToC relocates. This has been valued at \$36,000.

### City Return on Investment

• Combined costs of set up	\$209,000
• City of Nedlands fit-out	\$255,000
• Value of Shed	\$36,000
• <b>Total Investment</b>	<b>\$500,000</b>

Based on income of \$50,000 p.a. and annual CPI increase of 2 percent it would take approximately 9.5 years to obtain the return on investment.

A 21-year lease term would leave a further 11.5 years which would realise a nett benefit of \$800,000 over the term of the leases. Market review of the rent would be conducted every five (5) years to ensure we are achieving the best possible income for the leased areas. This would be the minimum benefit as it excludes any income from sale of materials or screening/crushing of recycled asphalt.





CITY OF NEDLANDS  
 JOHN XXIII Depot Upgrade

**JOHN XXIII DEPOT PLAN**  
 Proposed improvements  
 overlaying existing site



<b>TS13.18</b>	<b>RFT 2017-18.15 Supply and Maintenance of Irrigation Pumps</b>
----------------	--

<b>Committee</b>	12 June 2018
<b>Council</b>	26 June 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Nathan Brewer – Purchasing and Tenders Coordinator
<b>Director</b>	Martyn Glover – Director Technical Services
<b>Attachments</b>	1. Final Evaluation (Confidential)

## Executive Summary

To award the term contract for supply and maintenance of irrigation pumps services to the City.

## Recommendation to Committee

### Council:

1. agrees to award tender no. 2017-18.15 to JLR Pumps for the supply and maintenance of irrigation pumps 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 maintenance of irrigation pumps to maintain and improve the City's irrigation infrastructure as part of the parks 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 2017-18.15 was advertised on 17 April 2018 in the West Australian Newspaper and on [www.tenderlink.com/nedlands](http://www.tenderlink.com/nedlands). The tender period ended on 1 May 2018 and submitted tenders were opened by officers of the City at 2:30 pm. Five (5) submissions were received by the City. Compliant tenders were received from the following companies:

1. Acemark Investments Pty Ltd ATF The McFadden Trust TA Hydroquip Pumps and Irrigation
2. JLR Pumps
3. Total Eden Pty Ltd
4. Water Dynamics Pty Ltd.

One non-compliant tender was received by MG Group.

## **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 50% of the total score.

Price criteria was evaluated on a schedule of rates basis, against prices based on the completed itemised price schedule included within the tender submissions. A price criteria score was allocated based on the best value being scored at 100% and other values scored proportionally against this price. A total of 50% weighting was allocated to the price criteria.

A confidential evaluation and recommendation report was completed and approved by the evaluation panel, Manager Parks 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 2017-18.15 Supply and Maintenance of Irrigation Pumps Final Evaluation.

## **Conclusion**

After an assessment of the submitted tenders it is proposed that the tender submission received from the contractor JLR Pumps be accepted.

JLR Pumps scored highest in the evaluation overall and highest in the qualitative criteria. They have held the contract to provide these services to the City for the past four years and have proven over this time that they are capable of reacting quickly to the needs of the City while providing a high level of service at excellent value.

JLR Pumps demonstrated the resources required under this contract and provided examples of contracts of a similar size and scope, held and frequently extended, with other LGA's. JLR Pumps also provided comprehensive warranties for parts and workmanship.

## **Consultation**

Nil

## **Budget/Financial Implications**

The Parks Services department has an irrigation pump replacement program whereby pumps are replaced every fifteen (15) years, or beforehand as necessary. In addition, all irrigation pumping infrastructure is scheduled to be serviced every five (5) years based on a rolling program.

Expenditure under this contract is accommodated within the Parks Services annual maintenance and capital budgets which respectively include a provision for servicing of pumps and the supply and installation of irrigation pumps. Annual average expenditure associated with irrigation pump infrastructure under the previous three (3) year contract was \$72,494.