**

Technical Services Reports

Committee Consideration – 13 April 2021

Council Resolution – 27 April 2021

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| TS03.21 Quintilian Road Traffic Calming, Parking and Shared Path – Community Consultation Results |

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| --- | --- |
| **Committee** | 13 April 2021 |
| **Council** | 27 April 2021 |
| **Applicant** | City of Nedlands |
| **Employee Disclosure under section 5.70 of the Local Government Act 1995 and section 10 of the City of Nedlands Code of Conduct for Impartiality.** | Nil. |
| **Director** | Jim Duff – Director Technical Services |
| **Attachments** | 1. Quintilian Shared Path Concept Plan (Option 1) 2. Engagement Report |
| **Confidential Attachments** | Nil. |

**Executive Summary**

At the Ordinary Meeting of Council on 27 October 2020, Council resolved to undertake Community Consultation on Option 1 presented which included the development of a shared path along the northern verge of Quintilian Road incorporating parallel parking bays and Local Area Traffic Management (LATM) Measures (refer Attachment 1).

The purpose of this report is to review the outcomes of the recent community engagement and seek Council’s support for changes to the LATM measures on Quintilian Road.

Consultation of the proposal was undertaken between Friday 26 February 2021 to Monday 15 March 2021. The City received 17 items of feedback via Your Voice Nedlands, (feedback, survey), emails and submissions which were primarily in favour of the proposal

Concerns received focused on speeding and traffic volumes along Quintilian Road as well as the volume of commercial vehicles using the road as a thoroughfare. Administration seeks the Council’s endorsement and direction to resolve these matters and move the project towards the delivery phase.

**Recommendation to Committee**

**Council endorses the concept design (refer Attachment 1) for inclusion in the 10 Year Capital Works Program.**

**Discussion/Overview**

Quintilian Road is a local access road, approximately 490m in length and is one of four roads within the City of Nedlands that connects Brockway Road to Stubbs Terrace in Mt Claremont. There is a mix of on-street parking, 90° parking and angled parking bays that cater for residents, Quintilian School, Irwin Barracks and train commuters at Karrakatta station.

As per Council Resolution TS16.20, community consultation was undertaken on the attached Option 1 being the preferred option which comprises the following key design elements:

* Parallel parking on both sides of the road adjacent to Quintilian School.
* 6m traffic lane width adjacent to Quintilian School.
* Installation of rubber or asphalt speed cushions at the east end of Quintilian School and mid-block between Tuart Entrance and Stubbs Terrace.
* Installation of a traffic island at the east end of Quintilian School to enable traffic lane lateral shift.
* Widening of the existing raised plateau adjacent Brockway Road intersection to enable the required road widening.
* Parallel parking both sides of the road at the residential, eastern end of Quintilian Road.
* 5.5m traffic lane width at the residential, eastern end of Quintilian Road.
* Drainage pit relocations.
* The creation of a new shared path.

Temporary traffic calming on the existing road alignment through use of rubber speed cushions that can be removed and/or relocated during the ultimate project delivery phase is already funded within the 2020/21 Budget. The purpose of these speed cushions is to address the volume of traffic speeding immediately, whilst further works are undertaken on the ultimate design option.

**Key Relevant Previous Council Decisions:**

Ordinary Meeting of Council 27 October 2020, Item TS16.20

*Council*

1. *approves to undertake community consultation on Option 1;*
2. *approves, following a successful outcome of the public consultation process, to implement interim traffic calming measures on Quintilian Road in line with the available 2020/21 budget;*
3. *approves to include the outstanding work from Option 1 in the Five-Year Capital Works Program prioritisation review in February 2021; and*
4. *approves, following the Five-Year Capital Works Program prioritisation review in February 2021, to seek WA Bicycle Network grant approval from the Department of Transport.*

Ordinary Meeting of Council 23 April 2019, Item TS07.19

*Council*

1. *Does not support the proposed left-out only partial road closure of Quintilian Road at Brockway Road;*
2. *supports, the installation of the speed pillows included in the original report of October 2017;*
3. *supports the provision of flashing 40km/h speed zone signs in Quintilian Road; and*
4. *Commits, to continue to review the traffic management in Quintilian Road.*

**Consultation**

Community feedback was sought on the proposed concept plan from Friday 26 February 2021 to Monday 15 March 2021, in which 208 notification letters and brochures were issued to residents bounded by the area shown in Figure 1 and provided digitally on Y*our Voice*.



Figure 1: Consultation Area

Opportunities for residents and the wider community to engage with the City and to seek information were provided as follows:

* A letter to the residents/property owners within the project area to provide information on and seek their thoughts on the proposal.
* Your Voice Nedlands: Online survey, plan of the proposed works, key dates and project team contact details.
* An Information Session held on Monday 8 March 2021 from 4pm-6pm at the City Administration building to discuss the proposal further

During the consultation period, the engagement page received 91 visitors and 17 engaged with the survey. 13 residents attended the Information Session and provided feedback in person. The *Your Voice* survey was split into three key components which involved:

* Proposed Traffic Calming
* Proposed Shared Pathway
* Proposed Parking Arrangements

**Proposed Traffic Calming**

The City received a total of 17 submissions of which 9 were in support and 8 were not supportive of the proposed traffic calming. It should be noted that 8 out of the 9 responses in support of the traffic calming were residents living along Quintilian Road. 6 out of the 8 responses not in support the traffic calming were residents living within the St Peters Square precinct.

The following table is a summary of the concerns/comments raised and the City’s response and action taken in relation to each issue:

Table 1. Respondent Issues – Proposed Traffic Calming

|  |  |
| --- | --- |
| **Respondent Issue** | **Administration Comment** |
| Rat Running and Safety around the Quintilian School. | This will be addressed through a combination of traffic calming nibs, speed cushions and improvements to the existing road alignment within the proposal. |
| In-Car Satellite Navigation Systems routing commuters along Quintilian Road as a primary route. | This sits outside of the control of the City to influence. |

**Proposed Shared Pathway**

The City received a total of 15 submissions of which 9 were in support and 6 were not in support of the proposed shared pathway.

Residents in support generally see the proposed shared path as a functional local amenity improvement through enhancement of the streetscape outside Irwin Barracks. Responses indicated support for connecting the existing cycling facilities on Brockway Road with Stubbs Terrace with the inclusion of a shared path being viewed as a safety improvement. Those in support also indicated pruning of the existing vegetation should be included as part of the proposed shared path.

The following table is a summary of the concerns/comments raised and the City’s response and action taken in relation to each issue:

Table 2. Respondent Issues – Proposed Shared Pathway

|  |  |
| --- | --- |
| **Respondent Issue** | **Administration Comment** |
| Loss of Parking | This has been noted as one of the potential impacts of the proposal. |
| Loss of Mature Trees | Where trees are proposed to be removed to accommodate the path, new trees are scheduled to be planted, keeping in line with existing City policies. |

**Proposed Parking Arrangements**

The City received a total of 13 submissions of which 8 were in support and 5 were not in support of the proposed changes to the parking arrangements on Quintilian Road.

Most of the available parking on Quintilian Road is informal parking located within the verge of Irwin Barracks. Feedback provided generally support improving parking formality using embayed parking on both sides of Quintilian Road.

The following table is a summary of the concerns/comments raised and the City’s response and action taken in relation to each issue:

Table 3. Respondent Issues – Proposed Parking Arrangements

|  |  |
| --- | --- |
| **Respondent Issue** | **Administration Comment** |
| Loss of Parking | This has been noted as one of the potential impacts of the proposal. |
| Residents have requested that parking permits be implemented. | Administration will investigate a Local Area Parking Scheme. |

**Consultation Summary**

Generally, feedback received for all three key components of the project were in support of the works, indicating a continued support within the proposal. Feedback that was not in favour of the works typically focused on the proposed traffic calming with some responses suggesting the amount of speed cushions proposed over a 490m section of road were excessive and would not reduce ‘rat running’ or commercial traffic volumes.

Those attending the Information Session provided feedback identifying speeding and long-term commuter parking of primary concern.

**Strategic Implications**

**How well does it fit with our strategic direction?**

The Strategic Community Plan 2018-2028 includes the following priorities:

* Maintain investment in roads, footpaths, cycle ways and drainage
* Improve connectivity for pedestrians on all paths and on roads.

The proposed Quintilian Road traffic calming, embayed parking and shared path may be considered by Council to fit with our vision and strategic priorities.

**Who benefits?**

All users of Quintilian Road will benefit from improved road safety and parking amenity, and commuter and recreational cyclists will benefit from new cycle infrastructure.

Similar traffic calming, embayed parking, and cycle infrastructure projects are in construction in other parts of the City.

**Does it involve a tolerable risk?**

The risk of project cost increase can be mitigated through thorough detailed design and project management processes. The risk fits within our risk tolerance level accepted on similar road improvement projects.

**Do we have the information we need?**

We have sufficient information to identify community concerns and to inform concept designs and order of magnitude cost estimates. A detailed multi-criteria prioritisation was carried out prior to undertaking the concept design work to eliminate lower ranked solutions. Further to this the City supplied three highest ranking design options to Council as detailed in TS16.20 in which option 1 was preferred.

**Budget/Financial Implications**

A cost estimate is provided in Table 1 below. The cost estimate is based on two dimensional designs and are plus or minus 30% estimate accuracy. Survey and detailed three-dimensional design are required to further refine the cost estimates to plus or minus 10%. However, the concept design is sufficiently detailed to allow for community consultation to be carried out.

Table 1. Cost Estimate

|  |  |
| --- | --- |
| **Component** | **Cost Estimate** |
| Shared Path | $300,000 |
| Traffic Calming | $363,000 |
| Parking Arrangements | $147,000 |
|  | **$810,000** |

**Can we afford it?**

The project can be funded provided it is planned and prioritised in the Five-Year Capital Works Program.

**How does the option impact upon rates?**

Rate increases are not necessary to fund the project provided the project is planned and prioritised in the Five-Year Capital Works Program.

**Conclusion**

Community consultation completed as part of Quintilian Road indicate a general acceptance and support for the three areas of the proposed works: interim traffic calming and the design of future local area traffic calming measures, design and construction of a new shared cycle path joining Brockway and Stubbs and the formalisation of parking along the length of Quintilian.

The proposed works will be included as part of Council’s budgetary deliberations in the near future.

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| TS04.21 Local Roads and Community Infrastructure Grant Funding |

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| --- | --- |
| **Committee** | 13 April 2021 |
| **Council** | 27 April 2021 |
| **Applicant** | City of Nedlands |
| **Employee Disclosure under section 5.70 of the Local Government Act 1995 and section 10 of the City of Nedlands Code of Conduct for Impartiality.** | Nil. |
| **Director** | Jim Duff – Director Technical Services |
| **Attachments** | Nil. |
| **Confidential Attachments** | Nil. |

**Executive Summary**

The purpose of this report is to provide Council with details on the Australian Government’s Local Roads and Community Infrastructure Program (LRCI Program).

As part of Phase 2 of the LRCI Program, the City of Nedlands has been allocated $741,670 of funding. All construction activities under Phase 2 of the LRCI Program must be completed by 31 December 2021. Administration has prepared a list of projects eligible for funding under this program, which can be constructed within the required timeframes. Administration proposes to allocate the LRCI Grant funding to four road projects, and use the Municipal Funding allocated to these projects to bring in additional projects that provide increased service and benefit to the Community.

**Recommendation to Committee**

**Council:**

1. **approves the LRCI submission of the project list presented in this report as Table 1 to the Department of Infrastructure, Transport, Regional Development and Communications; and**
2. **approves the additional projects list presented in this report as Table 2, to be included in the 2021/22 Capital Works Program.**

**Discussion/Overview**

The Grant is being provided as part of Phase 2 of the Local Roads and Community Infrastructure Program (LRCI Program).

The objective of the LRCI Program is to stimulate additional infrastructure construction activity in local communities across Australia to assist communities to manage the economic impacts of COVID-19. The Phase 2 extension of the LRCI Program is a temporary, targeted stimulus measure responding to the serious, ongoing economic impacts of COVID-19. The LRCI Program assists a community-led recovery from COVID-19 by supporting local jobs, firms, and procurement.

The intended outcomes of the LRCI Program are to:

* provide stimulus to protect and create local short-term employment opportunities through funded projects following the impacts of COVID-19; and
* deliver benefits to communities, such as improved road safety, accessibility and visual amenity.

The LRCI Program is administered by the Department of Infrastructure, Transport, Regional Development and Communications, referred to as ‘the Department’ throughout this report.

Phase 1 of the Program was utilised to fund the road improvement projects listed below:

* Lissadell Street, Floreat
* Melvista Avenue, Nedlands
* Kingston Street, Nedlands

**Eligible Grant Activity**

Eligible Local Road Projects are projects that involve the construction or maintenance of roads managed by local governments. Local governments are encouraged to consider works that support improved road safety outcomes. This could include projects involving any of the following associated with a road:

* traffic signs;
* traffic control equipment;
* street lighting equipment;
* a bridge or tunnel;
* a facility off the road used by heavy vehicles in connection with travel on the road (for example, a rest area or weigh station);
* facilities off the road that support the visitor economy; and
* road and sidewalk maintenance, where additional to normal capital works schedules.

Community Infrastructure Projects

Eligible Community Infrastructure Projects are projects that involve the construction, maintenance and/or improvements to council-owned assets (including natural assets) that are generally accessible to the public. ‘Generally accessible to the public’ means that the project, or the amenity provided by the project, is generally accessible to the public at large. Some areas are clearly publicly accessible as they are areas that are open to all members of the public such as parks, playgrounds, footpaths and roads. Projects will also be considered generally publicly accessible if they are in a location that is:

* generally publicly accessible to the wider public undertaking a specific activity (for example council operated sporting fields); or
* generally publicly accessible for a limited age group of the Community as a whole i.e. a kindergarten building; or
* used for the provision of an essential service or community service, as determined by the Department, and the amenity of the asset is publicly accessible and benefits the community.

All projects whether carried out on Council managed land, or another type of public land, must deliver benefits to the community, such as improved accessibility, visual amenity, and/or safety. Examples of eligible works include:

* Closed Circuit TV (CCTV);
* bicycle and walking paths;
* painting or improvements to community facilities;
* repairing and replacing fencing;
* improved accessibility of community facilities and areas;
* landscaping improvements, such as tree planting and beautification of roundabouts;
* picnic shelters or barbeque facilities at community parks;
* community/public art associated with an Eligible Project (Eligible Funding Recipients will need to provide a clear description of the conceptual basis of the artwork);
* playgrounds and skate parks (including all ability playgrounds);
* noise and vibration mitigation measures; and
* off-road car parks (such as those at sporting grounds or parks).

The purpose of the LRCI Program funding is to support local councils to deliver priority local road and community infrastructure projects across Australia, supporting jobs and the resilience of local economies to help communities bounce back from the COVID-19 pandemic. As an economic stimulus measure, the intent is that Eligible Funding Recipients undertake infrastructure projects which are additional to projects that they had planned to undertake using their own funds. Administration has prepared a list of projects for consideration and this is presented in Attachment 1. These projects were not included in the 2021/22 Capital Works Program, and as such represent additional benefit to the local community.

Administration proposes to allocate the LRCI Grant funding to four projects shown below in Table 1. These projects have planning and design works underway and are able to be delivered within the grant timeline requirements.

Table 1. LRCI Grant Nominations

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Name** | **Ward** | **Description** | **Cost Estimate** | **Grant Funding Allocation** | **Comments** |
| Mooro Drive | Coastal | Renewal from John XXIII Avenue to Camelia Avenue | $276,450 | 276,450 |  |
| **Project Name** | **Ward** | **Description** | **Cost Estimate** | **Grant Funding Allocation** | **Comments** |
| Lobelia Street | Coastal | Renewal from Pinetree Lane to Mimosa Avenue | $168,750 | 168,750 |  |
| Laneways | Various | Upgrade of City-Wide Laneways | $200,000 | 200,000 |  |
| Melvista Oval Parking | Dalkeith | Resurfacing of carpark including access road | $145,080 | $95,800 | A Municipal funding component of $49,280 is still required. |

Administration also proposes to utilise the municipal funding originally allocated to these four projects shown in Table 1, to deliver additional community infrastructure projects in the 2021/22 Financial Year. These additional projects are shown in Table 2 below:

Table 2. Additional Projects

|  |  |  |  |
| --- | --- | --- | --- |
| **Project Name** | **Ward** | **Description** | **Budget** |
| Mt Claremont Community Centre | Coastal | Upgrade the internal lighting to community areas | $50,050 |
| Lawler Park Toilet Upgrade | Coastal | Upgrade to unisex accessible. | $114,400 |
| Beaton Park Toilets | Dalkeith | Minor Upgrade. | $92,950 |
| Drabble House | Melvista | Multipurpose meeting room with AV facilities | $35,750 |
| John Leckie Youth Music Room | Melvista | Supply and installation of PA & music equipment | $14,300 |
| College Park Family Centre | Melvista | Minor toilet refurbishment | $28,600 |
| Nedlands Library | Melvista | New front counter | $57,200 |
| Traffic Safety Measures | Various | Various citywide traffic safety measures | $347,490 |

**Key Relevant Previous Council Decisions:**

Nil.

**Consultation**

Consultation was undertaken internally with relevant stakeholders.

**Strategic Implications**

**How well does it fit with our strategic direction?**

The Strategic Community Plan includes the following objectives:

* Renewal of community infrastructure
* Providing for sport and recreation
* Urban form – protecting our quality living environment.

The addition of community infrastructure projects will enhance the level of service provided by the City.

**Who benefits?**

Projects have been chosen across the City of Nedlands so that residents in all wards benefit from this grant funding.

**Does it involve a tolerable risk?**

The level of risk is tolerable. Given the construction deadlines of the grant agreement, the projects that have been chosen are of low to medium complexity and can be designed and delivered within the required timeframes.

If different projects are approved for submission, the level of risk will increase as feasibility and planning works may not have occurred.

Once the project list is approved by the Department there is risk that construction is not complete in accordance with the deadlines. These projects will need to be prioritised for delivery early in the 2021/22 Financial Year, to ensure the full grant funding is received.

**Do we have the information we need?**

Yes.

**Budget/Financial Implications**

**Can we afford it?**

Yes, no additional Municipal funding is required for the projects proposed to be funded by the LRCI grant in Table 1. The Melvista Park Parking project is scheduled for completion in the 201/22 Financial Year. The Municipal funding component of this project will (as a result of this grant) be put forward for $49,280, rather than the initial $145,080 as was scheduled. Municipal funds required are allocated under the existing budget.

The proposed additional projects listed in Table 2, will be funded from the Municipal funding originally allocated to the projects listed in Table 1.

**How does the option impact upon rates?**

There is no impact on rates as the additional projects proposed to be added to the CWP will be funded by the Municipal funding originally allocated to the LRCI grant funded projects.

**Conclusion**

This grant represents an opportunity for the delivery of additional projects on top of the budgeted CWP, and as such, represents an additional benefit to the residents. It is recommended Council approve the submission of the list of projects in Table 1, and the allocation of municipal funds to the projects listed in Table 2.

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| TS05.21 Whitfeld Street Footpath – Community Consultation Results |

|  |  |
| --- | --- |
| **Committee** | 13 April 2021 |
| **Council** | 27 April 2021 |
| **Applicant** | City of Nedlands |
| **Employee Disclosure under section 5.70 of the Local Government Act 1995 and section 10 of the City of Nedlands Code of Conduct for Impartiality.** | Nil. |
| **Director** | Jim Duff – Director Technical Services |
| **Attachments** | 1. Whitfeld Street Footpath Concept Plan |
| **Confidential Attachments** | Nil. |

**Executive Summary**

The purpose of this report is to review the outcomes of the recent community consultation and seek Council’s support for construction of a new footpath along the northern verge of Whitfeld Street, Floreat, between Birkdale Street and Selby Street.

This proposed footpath aims to continue the City’s Disability Access and Inclusion Plan to promote a more accessible and inclusive community, and forms part of the City’s approved 2020/21 Capital Works Program.

Community consultation was undertaken between Friday 26 February to Monday 15 March 2021. There were 7 responses were received, of which 4 were in favour of the proposal, and 3 were against.

**Recommendation to Committee**

**Council approves the construction of the new footpath on Whitfeld Street, Floreat, between Birkdale Street and Selby Street, as per the Concept Plan presented in Attachment 1.**

**Discussion/Overview**

**Background**

The proposed footpath forms part of the City’s footpath network infill program. The construction of the proposed path would serve to link Selby Street to Lawler Park and the Kirwan Street shopping precinct and other nearby community facilities, providing improved pedestrian safety and accessibility to bus stops.

The footpath alignment along the northern side of Whitfeld Street is the preferred option required due to the following:

* Currently there is no footpath along the street and pedestrians or those using mobility scooters are required to use the road reserve to travel along Whitfeld Street;
* The footpath will form a direct connection between the existing footpath infrastructure and bus stops on Selby Street and nearby community facilities such as Lawler Park (see Figure 1);
* It will align with the characteristics of other nearby streets;
* It will not impact on underground services such as Telstra and Water Corporation infrastructure, unlike if it were to be located on the southern verge;
* It results in no loss of existing trees and vegetation (maintaining greenway), and;
* It provides the minimum number of road crossings a pedestrian needs to make in order to traverse between Birkdale Street and the closest bus stop on Selby Street.

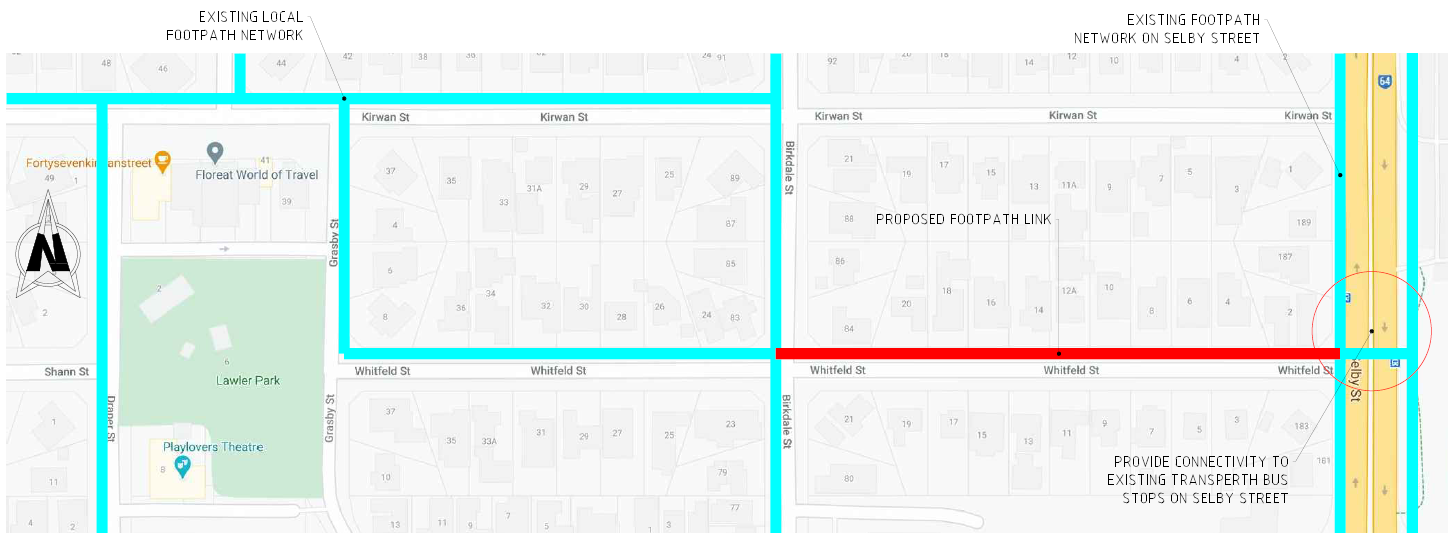


Figure 1: Existing Footpath Network

The selected alignment of the new footpath has been chosen to provide pedestrians with improved amenity and minimise impacts on trees and other surrounding infrastructure.

**Risk Management**

Should the City not install the footpath, the City may be liable if a complaint is lodged in accordance with the *Disability Discrimination Act 1992.*

If the City approves the installation of the footpath on the southern side of Whitfeld Street, there will be increased costs and construction risks due to working in close proximity to underground services.

**Required by Legislation/Council Policy**

*Disability Discrimination Act 1992*

City of Nedlands Footpath Policy

City of Nedlands Disability Access and Inclusion Plan

City of Nedlands Greenways Policy

**Key Relevant Previous Council Decisions:**

Nil.

**Consultation**

Community feedback was sought on the proposed concept plan from Friday 26 February 2021 to Monday 15 March 2021, in which 54 notification letters were issued to residents bounded by the area shown in Figure 2 and provided digitally on Y*our Voice*.



Figure 2: Consultation Area

Opportunities for residents and the wider community to engage with the City and to seek information were provided as follows:

* A letter to the residents/property owners within the project area to provide information on and seek their thoughts on the proposal.
* Your Voice Nedlands: Online survey, plan of the proposed works, key dates and project team contact details.

During the consultation period the City received 7 responses with 4 supporting the project and 3 against the proposal.

Those in favour of the proposal agreed with the placement of the path for the safety of people who park cars on the northern side of the road. The positive feedback received indicated that the footpath would provide an increase in safety due to a decrease in the number of people walking on the road to access the bus stop on Selby Street.

The following table is a summary of the concerns/comments raised and the City’s response and action taken in relation to each issue:

Table 1. Respondent Issues

|  |  |
| --- | --- |
| **Respondent Issue** | **Administration Comment** |
| The existing footpath along Alderbury Street was considered sufficient for local pedestrian movement. | The proposed Whitfeld footpath installation provides a key link between existing footpaths in the area and enhances pedestrian safety. |
| Whitfeld Street has very low pedestrian activity as very few local residents use the bus stop on Selby Street | The proposed Whitfeld footpath installation provides a key link between existing footpaths in the area and enhances pedestrian safety. |
| Tree debris from an existing Queensland Box Tree could potentially cause a slipping risk | The City undertakes regular footpath sweeping to ensure footpaths remain safe and trafficable. |
| A footpath would ruin the streetscape | Design has been undertaken to minimise the impact on the street trees, and the streetscape. |
| A footpath would upset lawns and garden beds | Design has been undertaken to minimise the impact on residential lawns and gardens. Every effort will be made to reinstate like for like where disturbances occur due to construction activities. |
| Location of the footpath on the Northern Verge. | The footpath has been located on the northern verge to minimize tree loss and avoid interference with underground services. |

**Strategic Implications**

**How well does it fit with our strategic direction?**

The Strategic Community Plan includes maintaining investment in roads, footpaths, cycle ways and drainage as a priority, which this project aligns with.

**Who benefits?**

All members of the public including users of Whitfeld Street and its surrounds will benefit from improved pedestrian safety and amenity.

**Does it involve a tolerable risk?**

Yes. Should the City not be able to address the concerns of those residents against the proposal, delays in delivery may be experienced whilst the City seeks further opportunities to mitigate concerns raised.

The chosen alignment presents a low and acceptable construction risk. If an alternate alignment is chosen, higher construction risk will be realised due to proximity of underground services.

**Do we have the information we need?**

Yes.

**Budget/Financial Implications**

Budget implications for the footpath construction are summarised in Table 2 below:

Table 2. Project Budget

|  |  |
| --- | --- |
| Current budget in 2020/21 Capital Works Program | $78,000 |

**Can we afford it?**

This project has been budgeted for in the 2020/21 Capital Works Program.

**How does the option impact upon rates?**

This project would have no impact on rates as it has been scheduled in the budgeted 2020/21 Capital Works Program.

**Conclusion**

Community consultation undertaken on the proposed footpath joining the Selby Street bus stop to local residents along Whitfeld Street and beyond, shows that generally residents are in favour of the works. Those not in favour of the works see that the benefits of improving public amenity and addressing the City’s Disability and Inclusion Plan are not cost effective, and perceive that a reduction in their property’s value, both physical and monetary, would result.

Of the 54 residents and owners consulted, 3 objections were received. Administration recommends that the project proceed on the indicated alignment as per the recommendation.

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| TS06.21 Waratah Avenue Placemaking Strategy |

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| --- | --- |
| **Committee** | 13 April 2021 |
| **Council** | 27 April 2021 |
| **Applicant** | City of Nedlands |
| **Employee Disclosure under section 5.70 of the Local Government Act 1995 and section 10 of the City of Nedlands Code of Conduct for Impartiality.** | Nil. |
| **Director** | Jim Duff – Director Technical Services |
| **Attachments** | 1. Concept Plan 2. Engagement Report |
| **Confidential Attachments** | Nil. |

**Executive Summary**

The purpose of this report is to review the outcomes of the recent community engagement and seek Council’s support for the design of the Waratah Avenue Placemaking Strategy.

Consultation of the proposal was undertaken between Friday 19 February 2021 to Monday 8 March 2021. The City received 30 items of feedback via Your Voice Nedlands, (feedback, survey), emails and submissions which were primarily in favour of the proposal.

Concerns received centred on noise generated from traffic management options provided and a perceived large reduction in car parking spaces. Administration seeks the Council’s endorsement to resolve these matters and move the project towards delivery.

**Recommendation to Committee**

**Council**

1. **endorses the Concept Plan for the Waratah Avenue Placemaking Strategy presented in Attachment 1; and**
2. **endorses the medium quality finish option for inclusion in the 2021/22 Capital Works Program.**

**Discussion/Overview**

In November 2018, Council endorsed roundabout works to occur at the intersection of Alexander and Waratah Avenue, which were completed in November 2020. Part of the endorsed proposal was to provide a place making strategy for the Waratah Avenue shopping precinct with the aim to reduce vehicle speeds, providing safety and amenity for pedestrians and creating both physical and visual cues to establish a changed environment.

This proposal outlined the following concepts for feedback from the community:

* the provision of a mid-block pedestrian plateau,
* conversion of the Waratah/Genesta intersection into a combined crossover,
* extension of angled parking adjacent to Genesta Park on Waratah Avenue and maintaining right angled parking in Genesta Crescent, and
* Realignment of Waratah Avenue to the south to provide for a wider pedestrian space adjacent to the commercial area.

The Concept plan proposes three options for the level of finish, being a low, medium and high-quality option. Each of the quality options presented addresses the need to provide a visual and physical cue of the separation between roadway and pedestrian areas. The options create an area which reinforces Waratah Avenue as a pedestrian focused precinct. The different quality options come at different price points with cost increases expected as quality increases.

**Construction Program**

Subject to the decision of Council, direction to proceed with design will be provided to the Design Consultants undertaking the preparation of construction documentation. Administration will commence the required procurement process with the intention that design documentation will be completed and ready for advertising in late May 2021. Upon successful engagement of a contractor, works are expected to commence in July 2021.

**Key Relevant Previous Council Decisions:**

Ordinary Meeting of Council 24 November 2015, Item PD48.15

*Council*

1. *Adopts the Waratah Avenue Placemaking Strategy Concept Plan & Report (Attachment 1 & 2)*
2. *Refers the adopted Concept Plan & Report to Technical Services for implementation.*

Ordinary Meeting of Council 27 November 2018, Item TS26.18

*Council endorses the amended Waratah Avenue Design including the provision of a roundabout at the intersection of Alexander Road (Attachment 1), subject to the number of available car bays being retained.*

**Consultation**

Community feedback was sought on the proposed concept plan from Friday 19 February 2021 to Monday 8 March 2021, in which 2700 notification letters and brochures were issued to residents bounded by the area shown in Figure 1 and provided digitally on Y*our Voice*.



Figure 1: Consultation Area

Opportunities for residents and the wider community to engage with the City and to seek information were provided as follows:

* A letter to the residents/property owners and businesses within the project area to provide information on and seek their thoughts on the proposal.
* Your Voice Nedlands: Online survey, plan of the proposed works, key dates and project team contact details.
* An Information Session held on Thursday 4 March 2021 from 3pm-6pm at the Nedlands Library to discuss the proposal further.

During the consultation period, 112 users viewed the information provided on *Your Voice,* of which 15 engaged within the survey. 13 residents and 2 business owners attended the Information Session and provided feedback in person. The majority of the feedback received was in support of the project.

The following table is a summary of the concerns/comments raised and the City’s response and action taken in relation to each issue:

Table 1. Issues identified from community consultation

|  |  |
| --- | --- |
| **Respondent Issue** | **Administration Comment** |
| Lack of shade trees | Ornamental trees that were originally proposed in the design, will be substituted where possible for shade trees. |
| Lack of native trees | Native trees will be substituted into the design where practicable and where such trees will not significantly impact on the ongoing maintenance of the streetscape. |
| Generation of noise from vehicles passing over the raised plateau. | This has been noted as one of the potential impacts of the proposal.  Alternative locations for this raised plateau cannot be facilitated due to the size of the plateau, which is designed to meet Australian Standards, and the location of existing private crossovers, of which the plateau cannot interfere. |
| Limited Parking | This has been noted as one of the potential impacts of the proposal, where the current design will result in the loss of 6 parking bays. The loss of these bays is accepted based on recent car parking survey data gathered by the City regarding car park use within the precinct |
| Loading bay requirement between Dalkeith Hall crossovers. | Instruction will be issued to the Designers to investigate inclusion, into the detailed design, of a Loading bay between the crossovers of Dalkeith Hall. |

There was no clear indication provided from residents on the quality of finish desired as part of the works. Individual responses ranged broadly from undertaking no works at all, to providing the highest-level finish possible matching that of Claremont Quarter. There was a respondent who suggested that the Dalkeith Hall site could be used to provide underground parking, which is not a matter being considered by the City or within the scope this report

**Strategic Implications**

**How well does it fit with our strategic direction?**

The Strategic Community Plan includes the following objectives:

* Renewal of community infrastructure
* Providing for sport and recreation
* Urban form – protecting our quality living environment.

The proposed works on Waratah Avenue will assist Council in meeting these objectives by renewing the Streetscape along Waratah Avenue and improving the overall amenity of the area for use by residents and visitors to the City.

**Who benefits?**

All residents and visitors to the City who frequent the Waratah Avenue precinct will benefit from this project.

**Does it involve a tolerable risk?**

Once approved, the construction works associated with this project are assessed as low and an acceptable risk.

**Do we have the information we need?**

Yes, community consultation results have been analysed and approval is sought to progress with design and construction.

**Budget/Financial Implications**

The following construction estimates in Table 2 have been used within the creation of this report. Note these figures do not include a contingency.

Table 2. Construction Estimates

|  |  |  |  |
| --- | --- | --- | --- |
|  | **High Quality Option** | **Medium Quality Option** | **Low Quality Option** |
| Construction Total | 2,348,317 | 2,074,043 | 1,641,354 |
| Carry Over | 200,000 | 200,000 | 200,000 |
| 21/22 Budget | 2,076,808 | 2,076,808 | 2,076,808 |
| Total Budget | 2,276,808 | 2,276,808 | 2,276,808 |
| Over/(under) budget | 71,509 | (202,765) | (635,454) |

Works will be programmed for the 2021/22 financial year.

**Can we afford it?**

The project can be afforded at a mid-level quality finish as currently documented. Minor variations should be expected as works progress. Due to current market conditions within the civil industry price escalation for civil works can be as high as 30% due to the high demand on these types of works. Depending on market conditions additional budget may be required once tender submissions are received.

Should Council elect to install high quality finishes, then this will be a matter for discussion as part of the budgetary process.

**How does the option impact upon rates?**

Medium and low-cost options will not have an impact on the Draft 2021/22 Capital Works Program and with any subsequent rates impact yet to be determined.

Should Council elect to install high quality finishes, then this will be a matter for discussion as part of the budgetary process.

**Conclusion**

Community Consultation completed as part of the Waratah Place Making Strategy indicate a general acceptance and support for the development proposed. Council is to provide direction on the level of finish desired for the project allowing administration to continue with the development of construction documentation.

|  |
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| TS07.21 Waratah Avenue Precinct Parking Prohibitions |

|  |  |
| --- | --- |
| **Committee** | 13 April 2021 |
| **Council** | 27 April 2021 |
| **Applicant** | City of Nedlands |
| **Employee Disclosure under *section 5.70 Local Government Act 1995* and section 10 of the City of Nedlands Code of Conduct for Impartiality.** | Nil. |
| **Director** | Jim Duff – Director Technical Services |
| **Attachments** | 1. Parking Survey Results 2. Existing Parking Prohibition Plan 3. Proposed Parking Prohibition Plan |
| **Confidential Attachments** | Nil. |

**Executive Summary**

Increased demand for parking is anticipated in the Waratah Avenue Precinct due to increased building construction activity resulting from the adoption of Local Planning Scheme 3. The City has undertaken a review of existing parking prohibitions and the parking demand along with comprehensive community consultation.

This report requests the Council to approve new parking prohibitions to manage the increased parking demands for residents, businesses and visitors to the Waratah Avenue precinct area.

**Recommendation to Committee**

**Council:**

**1. approves the parking prohibitions shown on Attachment 3 – Proposed Parking Prohibition Plan be implemented in May 2021; and**

**2. instructs the CEO to arrange for a parking survey to be undertaken two years following implementation of the parking prohibition to determine if any modifications to the parking prohibitions are required.**

**Discussion/Overview**

**Background**

Increased demand for parking is anticipated in the Waratah Avenue Precinct due to increased building construction activity resulting from the adoption of Local Planning Scheme 3. Development Applications for the following properties have been recently approved and are expected to be constructed within the next two years:

* 102 Adelma Road
* 78 Waratah Avenue
* 95A Waratah Avenue
* 116 Waratah Avenue
* 130/132 Waratah Avenue
* 64 Gallop Road

The City has recently received Development Applications for the following properties:

* 12 Phillip Road
* 5 Alexander Road
* 6 Alexander Road

The City will also be undertaking road rehabilitation, and footpath upgrade works along Waratah Avenue between Alexander Road and Adelma Road during 2021/22. Traffic and Parking Management Plans will be developed to minimise any impact on Waratah Avenue businesses. However, some short periods of disturbance are expected during the upgrades.

**Parking Survey**

A parking occupancy survey of the Waratah Avenue commercial area was completed in July 2020 and indicated an average occupancy of 55% and a maximum occupancy of 63%. The results of the parking survey are provided in Attachment 1. The occupancy levels are currently within an acceptable range. However, any increase in demand beyond the current levels will increase the occupancy levels to an unacceptable level which is likely to impact the ability for the general public to visit the businesses on Waratah Avenue.

**Proposal**

The Administration will continue to require builders to address parking as part of their construction management plans. Parking management plans will be assessed and approved by the City’s traffic engineers. However, the City is limited in its ability to encourage and enforce builders to manage their parking on their site without changes to the existing parking prohibitions.

The existing and proposed parking prohibitions are shown in Attachment 2 and Attachment 3, respectively.

The existing parking prohibitions on Waratah Avenue between Alexander Road and Adelma Road are considered appropriate and will not change.

The following roads will be changed from unrestricted to 2P 8am – 5pm Mon – Fri:

* Alexander Road between Neville Road and Watkins Road
* Phillip Road between Robert Street and Adelma Road
* Leon Road between Robert Street and Alexander Road
* Genesta Crescent

The existing unrestricted parking on the north side of Waratah Avenue between Robert Street and Alexander will be changed as follows:

* Embayed parking at 121 and 123 Waratah Avenue to 2P 8am – 5pm Mon – Fri.
* Street parking at 111 to 121 Waratah Avenue to No Parking 8am to 5pm Mon – Fri.

The street parking at 111 to 121 Waratah Avenue will not be changed to 2P because the expectation is that this will have the opposite effect of encouraging street parking. Street parking at this location is not appropriate due to the relatively high traffic volume.

The existing unrestricted parking on Circe Circle North and Circe Circle South, except for the Dalkeith Primary School staff parking section on the north side of Circe Circle South, will be changed to 2P 8am – 5pm Mon – Fri. The existing No Stopping during school hours on the north side of Circe Circle North and the south side of Circe Circle South will be changed to No Stopping 8am – 5pm Mon – Fri.

A parking survey will be undertaken two years following the parking prohibition changes to determine if changes are required.

**Consultation**

Community feedback was sought on the proposed parking prohibition plan, in conjunction with the Waratah Avenue Placemaking Strategy, as both projects required community feedback from similar stakeholders, the residents in Dalkeith and businesses on Waratah Avenue. The community consultation period was between Friday 19 February 2021 to Monday 8 March 2021, in which 2700 notification letters and brochures were issued to residents bounded by the area shown in Figure 1 and provided digitally on Y*our Voice*.



Figure 1: Consultation Area

Opportunities for residents and the wider community to engage with the City and to seek information were provided as follows:

* A letter to the residents/property owners and businesses within the project area to provide information on and seek their thoughts on the proposal.
* Your Voice Nedlands: Online survey, plan of the proposed works, key dates and project team contact details.
* An Information Session held on Thursday 4 March 2021 from 3pm-6pm at the Nedlands Library to discuss the proposal further.

During the consultation period, 112 users viewed the information provided on *Your Voice*. 13 residents and two business owners attended the community information session. No objections were received on the proposed parking prohibitions, either in writing or in person at the community information session.

**Key Relevant Previous Council Decisions:**

Nil.

**Strategic Implications**

**How well does it fit with our strategic direction?**

The Strategic Community Plan includes the following priorities:

* Undertake operational reviews of parking, management, traffic and transport planning
* Monitor parking and plan improvements.

**Who benefits?**

Residents and businesses will benefit as the proposed parking changes will result in improved resident parking amenity and improved general public access to businesses on Waratah Avenue.

**Does it involve a tolerable risk?**

Implementation of the proposed parking changes mitigates the risk of businesses impacted by parking availability.

**Do we have the information we need?**

We have reliable information from the recent parking survey to inform the decision to introduce parking prohibitions. Community consultation has not identified community concerns for the proposed parking changes.

**Budget/Financial Implications**

The cost estimate to supply and install the proposed signs is $25,000.

**Can we afford it?**

The capital cost can be covered by cost savings in the 2020/21 civil maintenance operating budget.

**How does the option impact upon rates?**

There will be no impact on rates.

**Conclusion**

Increased demand for parking is anticipated in the Waratah Avenue Precinct due to increased building construction activity resulting from the adoption of Local Planning Scheme 3. Proposed parking changes have been consulted with the community as part of the Waratah Place Making Strategy. The consultation has not identified any objections or changes.

The Administration, therefore, recommends Council approve new parking prohibitions and instructs the CEO to arrange for a parking survey to be undertaken two years following implementation of the parking prohibition to check if any modifications to the parking prohibitions are required. The cost of the changes is estimated at $25,000.

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| TS08.21 RFT 2020-21.07 Provision of Tree Surgery Services |

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| --- | --- |
| **Committee** | 13 April 2021 |
| **Council** | 27 April 2021 |
| **Applicant** | City of Nedlands |
| **Employee Disclosure under section 5.70 of the Local Government Act 1995 and section 10 of the City of Nedlands Code of Conduct for Impartiality.** | Nil. |
| **Director** | Jim Duff – Director Technical Services |
| **Attachments** | Nil. |
| **Confidential Attachments** | 1. Tender Evaluation and Recommendation Report |

**Executive Summary**

The City has an ongoing need for the provision of Tree Surgery Services throughout it’s streets, parks and reserves. A request for tender for the provision of these services was put to the market in accordance with the Local Government (Functions & General) Regulations 1996 requirements on 9 October 2020 with a closing date of 23 October 2020 and five submissions were received.

Details of those submissions and their evaluation are provided in the confidential attachment to this report.

**Recommendation to Committee**

**Council:**

1. **accepts the Administration recommendation to award the contract for RFT 2020-21.07 – Provision of Tree Surgery Services for the initial term of 12 months with the option of four (4) further 12 month extensions to be awarded at the sole discretion of the City; and**
2. **authorises the Chief Executive Officer to enter into a contract with the accepted tenderer.**

**Discussion/Overview**

The City has an ongoing contract for these services which is due to end, with no further options on 30 April 2021.

There is an ongoing need for these Services for Public Safety, Environmental and sustainability of trees within the City environs.

City officers engage these services in accordance with a planned annual program of works and require to have a contractor in place at all times.

**Key Relevant Previous Council Decisions:**

Nil.

**Consultation**

City operational staff have planned for the service provision in their ongoing annual maintenance plan.

**Strategic Implications**

**How well does it fit with our strategic direction?**

The City provides the Services for the safety and security of its residents. Careful planning and professional delivery of the services ensures minimal disruption to residents and also contributes aesthetically to city streets and reserves

**Who benefits?**

The provision of the Services will be a benefit to City residents, City assets and the Environment.

**Does it involve a tolerable risk?**

The City is required to provide the services for OHS reasons and is also committed to providing the Services in a programmed and controlled manner to minimize exposure to risk.

**Budget/Financial Implications**

**Can we afford it?**

The provision of the Services is allowed for in the Annual Budget

**How does the option impact upon rates?**

As the provision of the Services is allowed for in the annual budget it will have no further impact on rates, other than that already provided for.

**Conclusion**

The City has an ongoing requirement for these essential services and approval for award of contract is requested.