



City of Nedlands

Technical Services Reports

Committee Consideration – 13 April 2021
Council Resolution – 27 April 2021

Table of Contents

Item No.	Page No.
TS03.21	Quintilian Road Traffic Calming, Parking and Shared Path – Community Consultation Results..... 2
TS04.21	Local Roads and Community Infrastructure Grant Funding..... 10
TS05.21	Whitfeld Street Footpath – Community Consultation Results 16
TS06.21	Waratah Avenue Placemaking Strategy..... 21
TS07.21	Waratah Avenue Precinct Parking Prohibitions..... 27
TS08.21	RFT 2020-21.07 Provision of Tree Surgery Services..... 32

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 *Your 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:

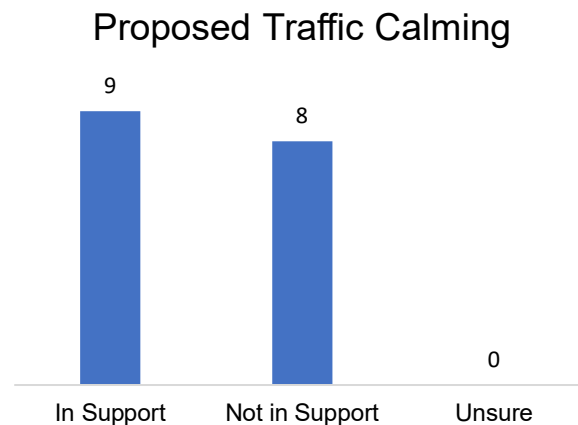
- A letter to the residents/property owners within the project area to provide information on and seek their thoughts on the proposal.
- Your Voice Nedlands: Online survey, plan of the proposed works, key dates and project team contact details.
- An Information Session held on Monday 8 March 2021 from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

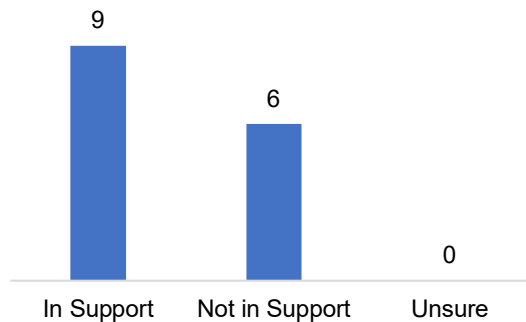
Table 1. Respondent Issues – Proposed Traffic Calming

Respondent Issue	Administration Comment
Rat Running and Safety around the Quintilian School.	This will be addressed through a combination of traffic calming nubs, 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.

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:

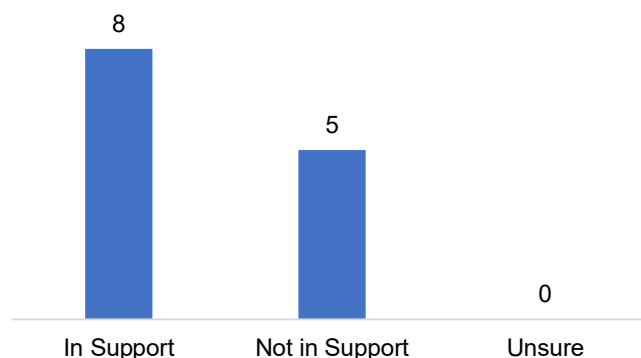
Table 2. Respondent Issues – Proposed Shared Pathway

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.

Proposed Parking Arrangements



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.

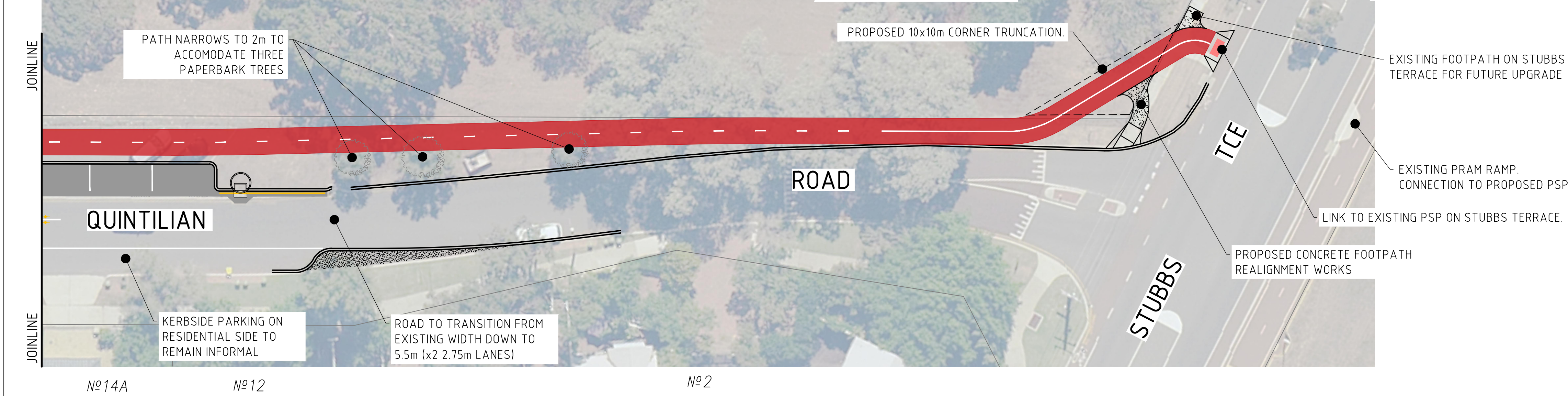
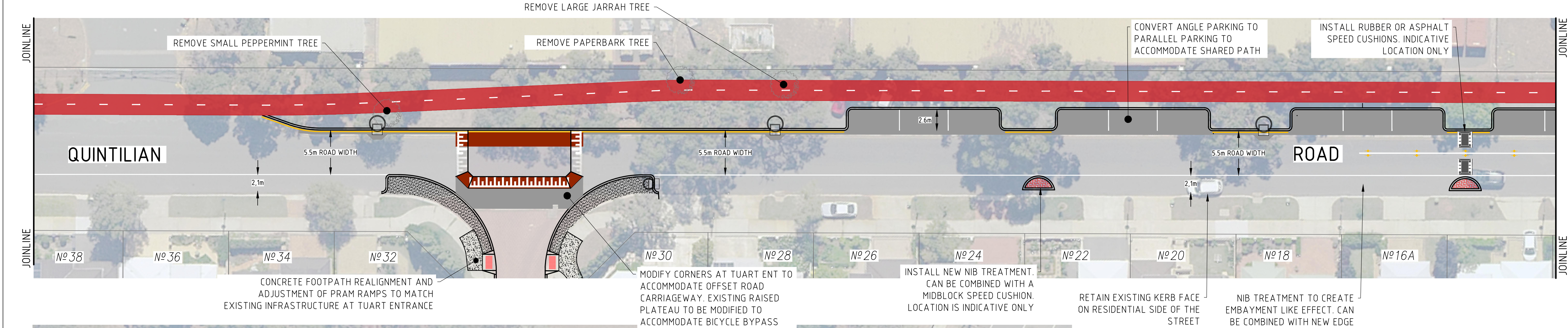
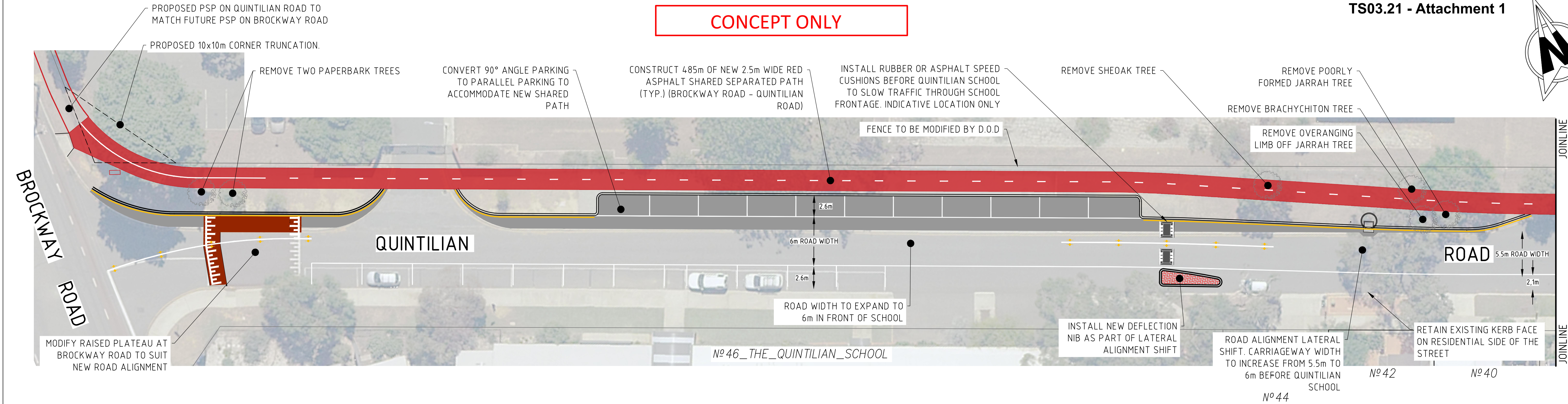
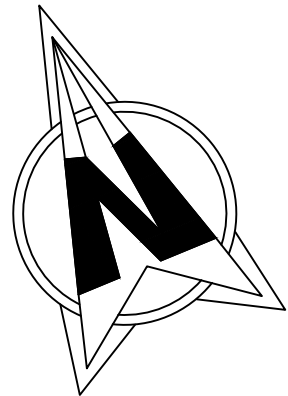
How does the option impact upon rates?

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.



LEGEND:

PROPOSED KERB	
PROPOSED SHARED PATH	
PROPOSED ROAD WIDENING	
PROPOSED TREE REMOVAL	

- NOTE:**
1. REMOVAL OF TRESS TO BE REPLACED WITH NEW PLANTINGS
 2. PROPOSED WORKS ARE DEPENDANT ON FUNDING

L:\FWP Forward Works Programmes\2018\40 Brockway cycle path\DRAWINGS\STAGE 3-Quintilian\CAD\Quintilian Multi-criteria Concept - Shared Path DOT 27.01.2021.dwg 04/2/2021 - 2:17pm

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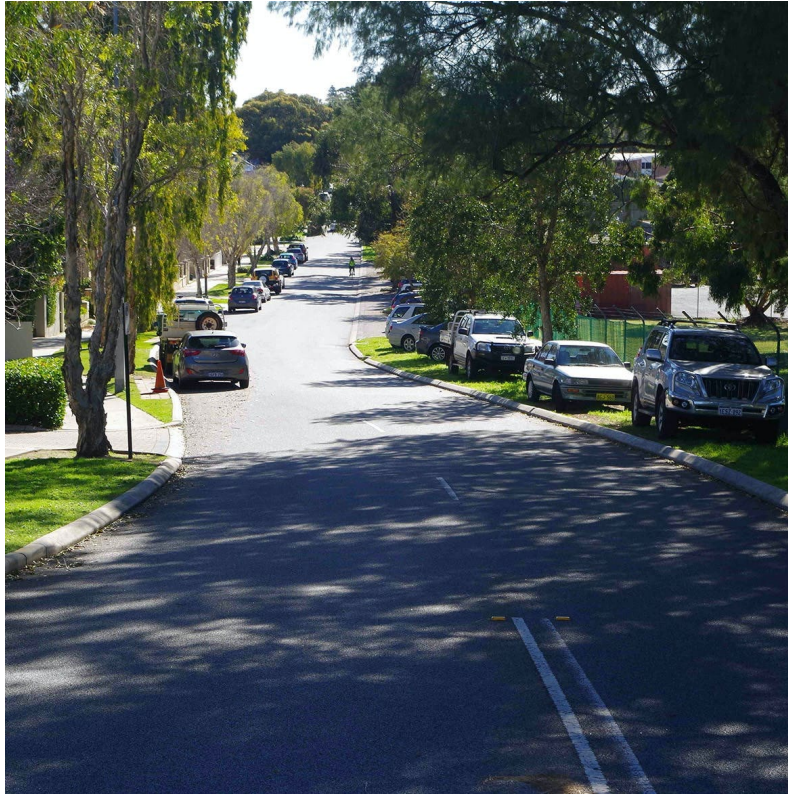
SCALE:	N.T.S.	DESIGNED:	S. FLETCHER	CHECKED / DATE:	N. BROWN 01.02.2021
COUNCIL MINUTES:		DRAWN:	S. FLETCHER	APPROVED / DATE:	D. KENNEDY-STIFF 01.02.2021
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TITLE:		QUINTILIAN ROAD CONCEPT DESIGN PROPOSED SHARED PATH AND ROAD MODIFICATIONS	
DWG NO:	2021-290-01-00	SHEET 01 OF 1	

A1



**Quintilian Road
(between Brockway Road and Stubbs Terrace)
Proposed Traffic Calming, Parking and Shared
Path**

Community Engagement Results

Friday, 26 February to Monday, 15 March 2021

CONTENTS

1.	INTRODUCTION	3
2.	PURPOSE OF ENGAGEMENT	4
3.	ENGAGEMENT PERIOD.....	4
4.	ENGAGEMENT PRINCIPLES	4
5.	COMMUNITY AND STAKEHOLDERS.....	5
6.	OPPORTUNITIES FOR ENGAGEMENT	5
6.1	Online Engagement – Your Voice Nedlands	6
6.2	Community Information Session.....	6
6.3	Mail Out.....	6
6.4	Advertising and Media	7
6.5	Summary of Traffic Sources to the Engagement Page.....	8
7.	ENGAGEMENT PARTICIPATION.....	8
7.1	Online Engagement – Your Voice Nedlands	8
7.2	Mail-Out.....	8
7.3	Community Information Session.....	8
7.4	Customer Enquiries	Error! Bookmark not defined.
8.	ENGAGEMENT RESULTS.....	9
8.1	Your Voice Nedlands – Surveys.....	9
8.2	Ask us a Question Tool.....	12
8.3	Submissions Received	13
9.	CONCLUSION.....	14
9.1	Project overview.....	14
9.2	Opportunities to Hear and Learn About the Project	15
9.3	Feedback Received	15
10.	ADMINISTRATION COMMENT.....	15
11.	NEXT STEPS	16

Last Updated: 1 April 2021

1. INTRODUCTION

Quintilian Road is a local access road carrying approximately 2,000 vehicles per day, with 85 per cent of motorists driving at a maximum speed of 57 km/hour. The posted speed on Quintilian Road is 50 km/hour.

In 2017 the City received funding from the Roads to Recovery Program to improve the safety of this section of Quintilian Road, because of resident concerns and City investigations in relation to road safety, non-local traffic use and inappropriate use by motorists.

At the Ordinary Meeting of Council on 18 December 2018, Council resolved to engage with the community on a proposed left out only partial road closure at the intersection of Quintilian Road and Brockway Road. The results of the community consultation for the partial road closure were unfavourable. This was reported back to Council at the Ordinary Meeting of 23 April 2019, who resolved to install speed pillows (see Figure 1) in 3 separate locations along Quintilian Road, and work with the Department of Transport to investigate Quintilian Road to be developed as a Safe Active Street.

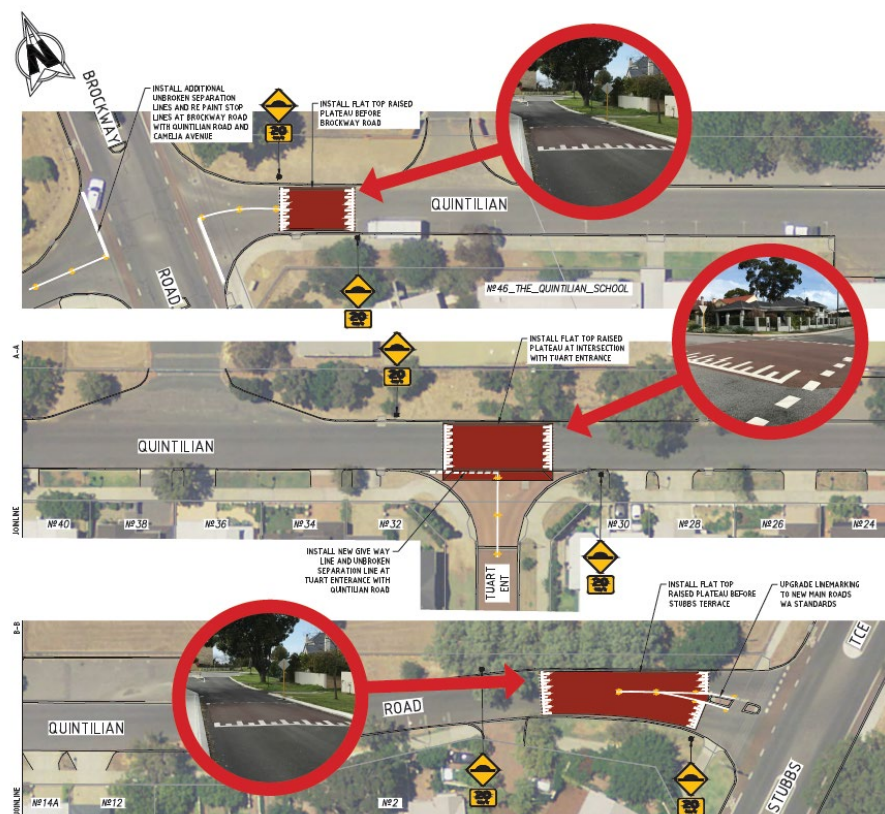


Figure 1. Concept Plan – Speed Pillows

Investigations regarding the potential of a Safe Active Street were undertaken. At the Ordinary Meeting of Council on 23 July 2019, Council resolved for Administration to investigate the development of a shared path on the northern verge of Quintilian Road, incorporating parallel parking bays along the northern verge and narrowing of the existing roadway to 6 metres.

Administration developed three concept designs for the Ordinary Council Meeting of 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.

Community consultation was undertaken to seek feedback to identify the community's preferences, particularly those in the vicinity of the proposal traffic calming treatment.

2. PURPOSE OF ENGAGEMENT

The City wanted to understand the community's views on the proposed traffic calming, shared path and parking options, particularly residents in close proximity to the proposed installation.

The engagement enabled information sharing and allowed the City to maintain communication with the community and stakeholders to encourage participation in the various engagement opportunities.

3. ENGAGEMENT PERIOD

The engagement was advertised for the period Friday, 26 February 2021 to 5pm Monday, 15 March 2021, with late submissions accepted until 5pm, Saturday 20 March 2021 (**23 days**).

4. ENGAGEMENT PRINCIPLES

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

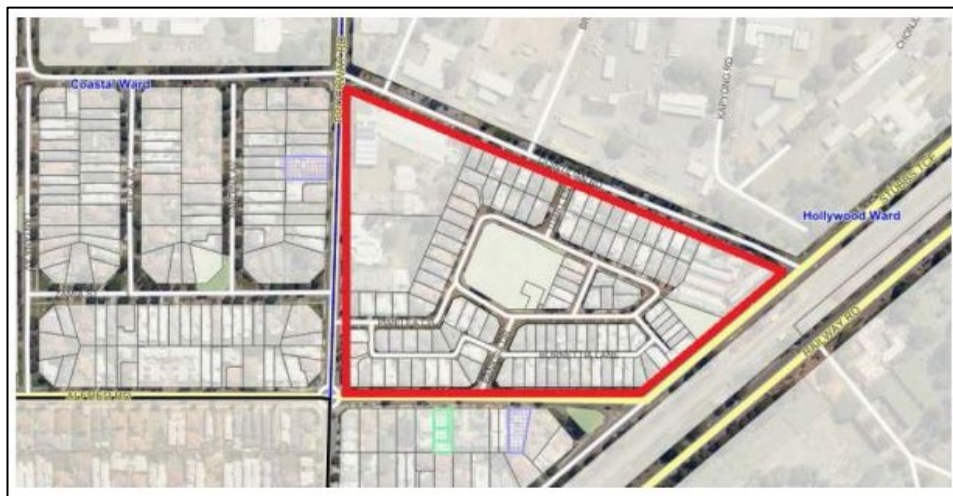
Citizenship	We will provide for and communicate opportunities for everyone to have a genuine and meaningful say in local democracy about actions that could affect their lives.
Transparency	We will ensure that the purpose and mechanisms of our engagement will be relevant, easily understood, timely and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

5. COMMUNITY AND STAKEHOLDERS

The community and stakeholders included:

- Elected members
- Relevant staff
- Residents and property owners from within the residential area
- The Quintilian School Inc.

There were 208 residents and property owners personally invited to participate in the consultation. A map of the project area follows:



6. OPPORTUNITIES FOR ENGAGEMENT

The City's online engagement hub, **Your Voice Nedlands** which was used as the primary place to promote and create general awareness of the project, to read information and provide feedback. Opportunities to participate included:

- Your Voice Nedlands: surveys to provide general feedback. People could ask the City a question, read the FAQs and project updates, view and download documents including the proposed concept design.
- A letter mailed to all residents/property owners within the project area (refer Section 5 above) to provide project information and the proposed concept design plan along with an invitation to participate in a community information session and to provide feedback.
- Community Information Sessions: one session was held by appointment only at the City of Nedlands Administration Offices on Monday 8 March 2021 from 4pm - 6pm. This session enabled community members to discuss the proposed design with Council staff to gain an understanding of the proposal, to learn about the history of the project and how the City developed the design elements. Attendees were invited to provide feedback.

- Ask us a Question tool: Your voice tool that provides a question-and-answer function for community to engage directly with City officers.
- Direct contact: people could also contact the City by email or telephone to discuss the proposed concept design with a member of the project team.

Awareness of the project was provided by letter mail-out and advertising in the POST newspaper on 27 February 2021. This advertisement referenced the project details, engagement period and community information session.

6.1 Online Engagement – Your Voice Nedlands

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

- Proposed concept plan
- Frequently Asked Questions (FAQ)
- Project Team contact details
- Advice on the key dates

Opportunities to provide feedback included:

- A facility to ask a question of the Project Team. This included the ability for the Project Team to respond, either publicly or in private if considered confidential (individual property related)
- A facility to complete three short surveys which provided participants the opportunity to provide feedback on:
 - Proposed Traffic Calming
 - Proposed Shared Pathway
 - Proposed Parking on Quintilian Road

Prior to, during and following the engagement process, newsfeeds were placed on the engagement page for notifications and promoting the engagement activities (information session), and how people could participate.

6.2 Community Information Session

One Community Information Session was held by appointment only at the City of Nedlands Administration Offices, on Monday 8 March 2021 from 4pm to 6pm with Council Officers (Communications & Engagement Coordinator, Coordinator City Projects and Engineering Projects Coordinator). There were 13 attendees at the session, and comments were recorded from 10 attendees.

6.3 Mail Out

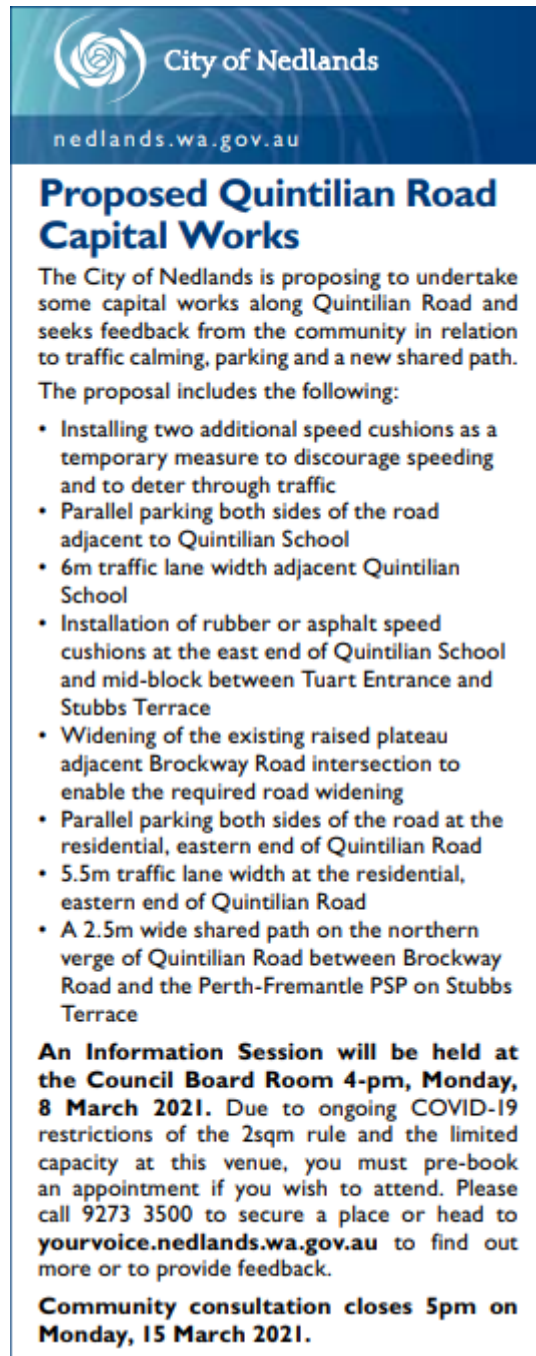
A mail out to 208 residents, property owners, and stakeholders was undertaken advising of the concept plan and inviting them to view the information on **Your Voice Nedlands**, attend one of the community information sessions and to provide feedback on the proposal.

6.4 Advertising and Media

Due to the nature of the project, in that it was in a very small area of the City, and would potentially affect a small number of residents, a media release was not considered necessary.

An advertisement was placed in the 27 February 2021 edition of the POST and the proposal was promoted on the City's Facebook Page.

Advertisement in the POST 27 February 2021



The advertisement is a vertical rectangular poster with a blue header. The header contains the City of Nedlands logo (a stylized 'N' inside a circle) and the text 'City of Nedlands' and 'nedlands.wa.gov.au'. The main title 'Proposed Quintilian Road Capital Works' is in bold blue text. Below the title, the text explains the proposal and lists the following items:

- Installing two additional speed cushions as a temporary measure to discourage speeding and to deter through traffic
- Parallel parking both sides of the road adjacent to Quintilian School
- 6m traffic lane width adjacent 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
- 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
- A 2.5m wide shared path on the northern verge of Quintilian Road between Brockway Road and the Perth-Fremantle PSP on Stubbs Terrace

An Information Session will be held at the Council Board Room 4-pm, Monday, 8 March 2021. Due to ongoing COVID-19 restrictions of the 2sqm rule and the limited capacity at this venue, you must pre-book an appointment if you wish to attend. Please call 9273 3500 to secure a place or head to yourvoice.nedlands.wa.gov.au to find out more or to provide feedback.

Community consultation closes 5pm on Monday, 15 March 2021.

6.5 Summary of Traffic Sources to the Engagement Page

Traffic Sources provides an overview of the number of people who found out about the consultation and accessed the engagement page.

The communications and engagement activities resulted in 132 visits mostly using the methods of:

- Direct link and link from social media promotional posts – 77.2% of visitors
- Google Search – 16.6% of visitors
- Typing **Your Voice Nedlands** into the address bar mainly from the letter – 2% of visitors

7. ENGAGEMENT PARTICIPATION

This section provides an overview of the community and stakeholder participation in the community engagement process.

7.1 Online Engagement – Your Voice Nedlands

During the engagement period, the engagement page received 132 visitors. There were 57 downloads of the documents and 23 view of the FAQ page.

72 people visited the engagement tools, with 51 engaging with the tools:

- Proposed Traffic Calming Survey – 30 visitors, 18 contributions
- Proposed Shared Pathway Survey – 19 visitors, 16 contributions
- Proposed Parking on Quintilian Survey – 21 visitors, 15 contributions
- 2 questions were received and answered via the “Ask us a Question” tool.

7.2 Mail-Out

The City undertook a mail out to 208 residents, property owners, and stakeholders within the project area, including the Quintilian School. There were 2 email submissions received from residents who received the letter in the post.

Onsite meetings with the Quintilian School Principal were also held to discuss the proposal.

7.3 Community Information Session

There were 13 people registered to attend the Community Information Session. Their comments were recorded at the session and have been included in the feedback as submissions.

8. ENGAGEMENT RESULTS

The results from the engagement activities are provided for each method of community engagement: submissions, community information sessions and customer enquiries. All comments have been assessed to identify the general level of acceptance for the proposal and to identify the key issues.

All feedback is assessed regardless of the tool that is used. However, multiple submissions by an individual is assessed as one submission.

8.1 Your Voice Nedlands – Surveys

The City facilitated three short surveys for this project:

- Proposed Traffic Calming
- Proposed Shared Pathway
- Proposed Parking on Quintilian

Proposed Traffic Calming Survey

Questions included:

- Respondent's details including the street they reside in.
- Whether the respondent supports the proposal to modify Traffic Calming measures to be implemented on Quintilian Road.
- Comment on their thoughts on the proposal.
- Portions of the proposal they may wish to highlight outside of their comments.

In total, 18 people responded to this survey. There was a 50% split between respondents who supported and objected to the proposal.

Do you support the proposal to modify Traffic Calming measures to be implemented on Quintilitan Road?



Question options

● Yes ● No

The 50% who supported the proposal argued:

- It would make the street quieter and would stop industrial traffic (ie. trucks and other large vehicles) from using the road as a thoroughfare.
- It would improve the safety and quality of life of nearby residents – will prohibit those who speed and reduce accidents.
- Desire for a minimum of three speedbumps as they have witnessed speeding and multiple accidents.

The 50% who objected to the proposal argued:

- It is not a busy enough road to warrant additional obstacles, the current traffic calming measures are appropriate and effective enough.
- Implementing these traffic calming measures would make it more difficult for traffic going in different directions to pass and would create traffic flow issues.
- The proposal will merely force traffic to use Brockway Road, Alfred Road and St Peter's Square and congest these.
- There is already a lack of space when cars are parked in front of the houses for other cars to pass safely.

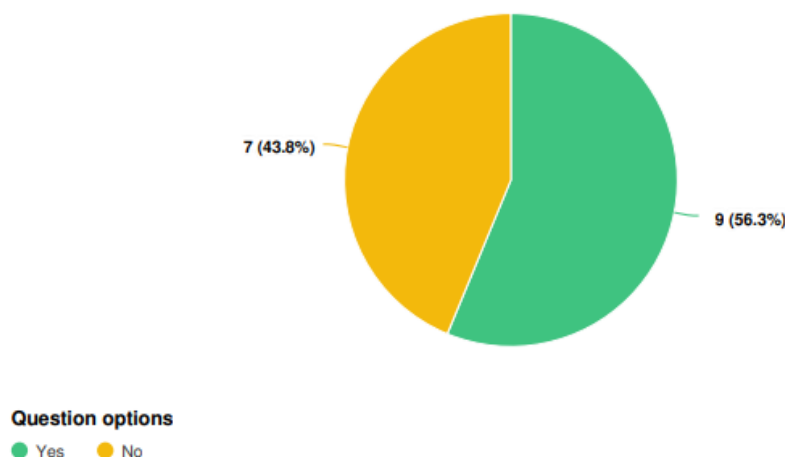
Proposed Shared Pathway Survey

Questions included:

- Respondent's details including street they reside in.
- Whether the respondent supports the proposal to create a new shared pathway on Quintilian Road.
- Comment on their thoughts on the proposal including the positives and negatives associated with the design.

In total, 16 people responded to this survey. 9 of these respondents supported the proposed creation of a shared pathway and 7 objected.

Do you support the proposal to create a new shared pathway on Quintilian Road?



The 9 respondents who supported the proposal argued:

- Pedestrian and cyclist accessibility improved.
- The road has become quite busy and noisy and this will create a safer, quieter street and decrease the amount of industrial vehicles using the road as a thoroughfare.
- Increased safety for cars, pedestrians and cyclists – will encourage people and kids to ride bikes to train/school.
- Support for the proposal but concerns regarding a lack of links to surrounding road and path network.
- Significant support from cyclists who have experienced unsafe incidents on the road.

The 7 respondents who objected to the proposal argued:

- There is no need to create a pathway due to existing footpath on other side of Quintilian that is sufficient and few cyclists using this road.
- Proposal will impact parking who will affect those who live in street, go to the local schools and use this area to park when using public transport.
- Concerns regarding loss of trees and vegetation to facilitate this.
- Narrowing road would re-route traffic through St Peter's Square and cause traffic congestion.

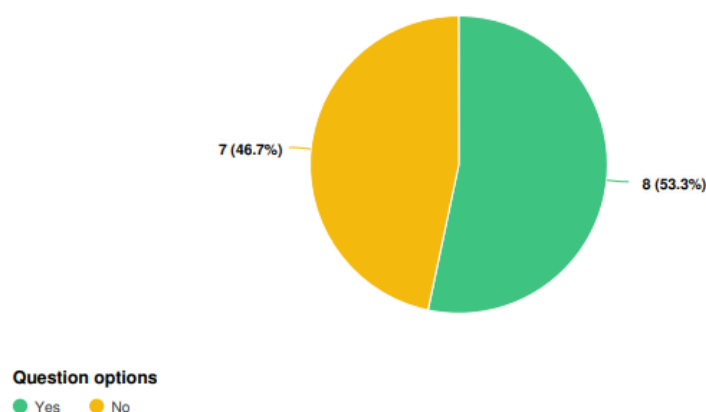
Proposed Parking on Quintilian Survey

Questions included:

- Respondent's details including street they reside in.
- Whether the respondent supports the proposed parking planned for Quintilian Road.
- Comment on their thoughts on the proposed parking plan.

In total, 15 people responded to this survey. 8 of these respondents supported the proposed parking planned for Quintilian Road and 7 objected.

Do you support the proposed parking planned for Quintilian Road?



The 8 respondents who supported the proposal argued:

- Have provided free and convenient parking for commuters for too long.
- In support alongside additional planting of trees and shrubs.
- Desire for more structure regarding parking in the area.
- Current parking situation creates issues with traffic passing in both directions.
- Proposal will likely reduce traffic and improve the separation of bikes from cars.
- Desire for permit parking so that residents can park all day but to discourage commuters from using parking.
- Current overcrowding of parked vehicles is an eyesore and a safety hazard.

The 7 respondents who objected to the proposal argued:

- There would be insufficient parking and would cause congestion of nearby streets e.g St Peter's Square.
- Parallel parking on Southern side by houses is fine but leave the current parking on north side of road and leave the current trees and vegetation.
- Wrong solution to slowing traffic on what is a main thoroughfare for schools, train stations, hospital and other community facilities.
- No solution provided to commuters who park in the area who will then flow into other streets.

8.2 Ask us a Question Tool

The City received 2 technical questions in total via the Your Voice, "Ask us a Question" function. These were responded to by a Project Officer.

The questions were as follows:

1. "I am happy to see a proposed shared path for cyclists on Quintilian road. Is anything going to be done about the cycle path on Alfred road? The cycle path along side the road has parked cars in it all day. The exit, by car, onto Alfred road from St. Peter's Square is not safe. If 4 wheels drives are parked near the exit from St Peter's Square, which is common, one has to look up the footpath to the roundabout in order to see if any cars are coming and ensure they are all accounted for as they pass before driving out. Cyclists along Alfred road have to ride around the cars. The cycle path is used as a car park. I assume it is parking for the train. Quintilian road is also used as a car park. I note that Claremont council has put up 2-hour limit parking signs on the streets near the train station. Perhaps people should be encouraged to park in the Transperth carpark in Claremont rather than on cycle paths on Alfred Road and along Quintilian road so as to create a safer area for everyone and to provide parking for parents collecting children from Quintilian school. I do hope that parking for parents will be designated so that train users cannot use the spots. I note also that cars are parked all day along Stubbs Terrace. The only saving grace here is that there is a designated cycle path along the railway. To conclude, since Transperth started charging for parking at train stations there has been a significant increase in cars being parked all days in streets where it is free around Karrakatta train station."

2. “After reviewing the plan, it seems the objectives of the project don’t solve the real problem on Quintilian; a local access road is being used as a rat run to get onto Stubbs or Brockway depending which way you are going. Why don’t you close the road off to stop this access and therefore make the road safe for all uses at a fraction of the cost?”

8.3 Submissions Received

The City received 2 submissions via email however, there were no petitions received.

8.3.1 Submission Summary

The submissions are summarised as follows:

(a) Parking Concerns

Concern was expressed from the majority of people about the loss of parking bays, advising that parking is already in short supply along Quintilian Road, with the school and the barracks. It was also noted that commuters park along Quintilian Road and walk to the station, and therefore there are cars occupying parking bays all day. It was reported that there have been some instances where commuters have parked their vehicles across driveways, making it impossible for residents to leave their properties. It was asked if Rangers could patrol this regularly.

It was suggested by the vast majority that timed parking restrictions be implemented as part of a precinct parking plan, with the option of residential parking permits for those residing along Quintilian Road.

There was another suggestion for angled parking, instead of right-angle parking to increase the amount of parking bays available.

(b) Speeding

Comments were received about the high volume of cars speeding down Quintilian Road since the plateaus were installed in 2019. The plateaus are not steep enough to deter drivers from speeding and encouraging them to slow down.

Suggestions were received to implement chicanes, in place of plateaus, which would be more effective at stopping speeding.

(c) Noise Concerns

Concerns were raised by residents about the installation of the speed cushions and speed bumps and the noise they create. It was expressed that this would cause an increase in noise, as cars travel over each plateau and speed cushion.

(d) Removal of Street Trees

Comments were received regarding the removal of trees for the shared path. Most people wanted to minimise the impact on the trees down Quintilian Road. One

submission made clear that if the trees were removed outside of the barracks, that the flood lights inside the barracks would become extremely bright for those residing across the road. At present, the trees protect against the lighting.

It was also suggested that if the shared path is installed, that it meanders through the existing street trees.

(e) Out of Service Buses

It was mentioned that the City should ask PTA to stop directing Out of Service buses down Quintilian Road.

f) GPS

Comments were received regarding in-car GPS systems routing commuters along Quintilian Road as a primary route, rather than using Alfred Road.

8.3.2 Petitions received

The City received no petitions.

9. CONCLUSION

9.1 Project overview

Quintilian Road is a local access road carrying approximately 2,000 vehicles per day, with 85 per cent of motorists driving at a maximum speed of 57 km/hour. The posted speed on Quintilian Road is 50 km/hour.

In 2017 the City received funding from the Roads to Recovery Program to improve the safety of this section of Quintilian Road, because of resident concerns and City investigations in relation to road safety, non-local traffic use and inappropriate use by motorists.

At the Ordinary Meeting of Council on 18 December 2018, Council resolved to engage with the community on a proposed left out only partial road closure at the intersection of Quintilian Road and Brockway Road. The results of the community consultation for the partial road closure were unfavourable. This was reported back to Council at the Ordinary Meeting of 23 April 2019, who resolved to install speed pillows (see Figure 1) in 3 separate locations along Quintilian Road, and work with the Department of Transport to investigate Quintilian Road to be developed as a Safe Active Street.

Investigations regarding the potential of a Safe Active Street were undertaken. At the Ordinary Meeting of Council on 23 July 2019, Council resolved for Administration to investigate the development of a shared path on the northern verge of Quintilian Road, incorporating parallel parking bays along the northern verge and narrowing of the existing roadway to 6 metres.

Administration developed three concept designs for the Ordinary Council Meeting of 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.

Community consultation was undertaken to seek feedback to identify the community's preferences, particularly those in the vicinity of the proposal traffic calming treatment.

The engagement outcomes will contribute to the final development of the concept plan and priorities going forward.

9.2 Opportunities to Hear and Learn About the Project

Opportunities to hear and learn about the project, to seek information and to provide feedback were provided as follows:

- Your Voice Nedlands (132 visits)
- One community information session (13 attendees)
- Mail out to residents, businesses, property owners and stakeholders (208)
- Advertising in the POST newspaper on 27 March 2021

During the engagement period, the engagement page received 132 visitors. There were 57 downloads of the documents and 23 view of the FAQ page. 72 people visited the engagement tools, with 51 engaging with the tools:

- Proposed Traffic Calming Survey – 30 visitors, 18 contributions
- Proposed Shared Pathway Survey – 19 visitors, 16 contributions
- Proposed Parking on Quintilian Survey – 21 visitors, 15 contributions
- 2 questions were received and answered via the “Ask us a Question” tool.

9.3 Feedback Received

Feedback could be provided by completing the online survey on Your Voice Nedlands. Comments were also received from the onsite Community Information Session.

Feedback was received via the following methods:

- Online survey (49)
- Online questions (2)
- Email or hardcopy (2)
- Information Session (10)

It is also noted that the City did not receive any unsolicited media coverage prior to and during the engagement period.

10. ADMINISTRATION COMMENT

a) Parking Concerns

The loss of parking has been noted as one of the potential impacts of the proposal. Administration will investigate the implementation of a Local Area Parking Scheme.

b) Speeding

The additional LATM measures proposed as part of this project aim to change driver behaviour and reduce the speed of vehicles travelling along Quintilian Road.

c) Noise Concerns

It has been noted by administration that LATM measures may increase traffic noise in the area.

d) Removal of Street Trees

Where trees are proposed to be removed to accommodate the new shared path, new trees are scheduled to be planted, keeping in line with the existing City policies.

e) Out of Service Buses

Administration will raise this with the PTA, however decisions on bus routes are outside the City's authority.

f) GPS

This sits outside of the control of the City to influence.

11. NEXT STEPS

The next steps will be a report be presented for Council consideration at the Committee Meeting on 13 April 2021 and the Ordinary Meeting of Council on 27 April 2021 approving the new concept design.

Following approval by Council, work will proceed with the implementation in accordance with the City's Five-Year Capital Works Program as follows:

Financial Year	Project Description
2020/21	Installation of interim LATM (bolt-down speed humps)
2026/27	Road resurfacing, PSP construction and long-term LATM

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.

TS05.21	Whitfeld Street Footpath – 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. 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.

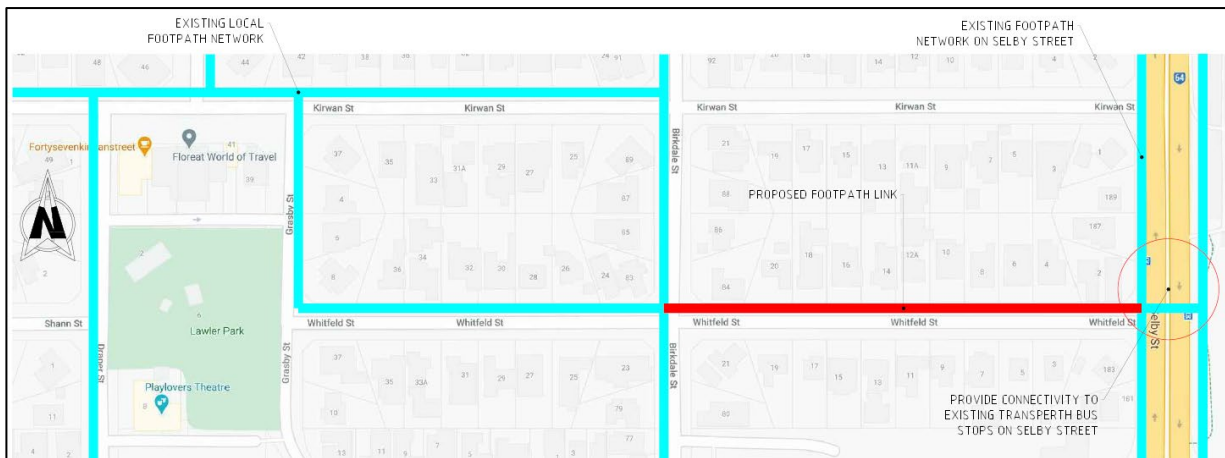


Figure 1: Existing Footpath Network

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 *Your Voice*.

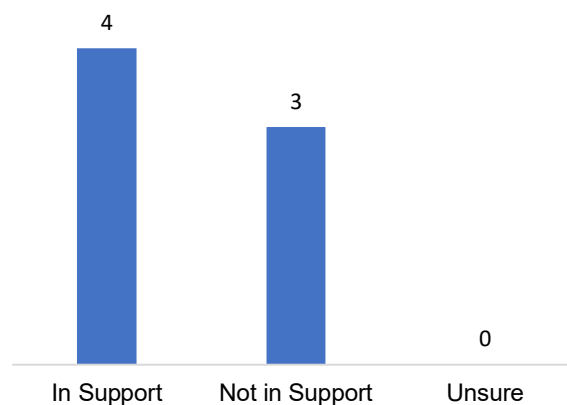


Figure 2: Consultation Area

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
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Can we afford it?

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

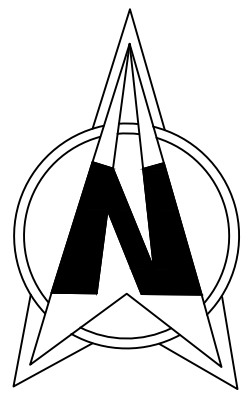
How does the option impact upon rates?

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.



NEW FOOTPATH MATCHES TO
EXISTING FOOTPATH ON WHITFELD
STREET AND BIRKDALE STREET

CONSTRUCT NEW 1.5m WIDE 100mm THICK
CONCRETE FOOTPATH FROM BIRKDALE
STREET TO SELBY STREET

- NOTE:
- TS05.21 - Attachment 1

1.

ALL TREES TO REMAIN.

2.

FOOTPATH TIE INS AT WASHED AGGREGATE CROSSOVERS TO MATCH INTO EXISTING LEVELS.

3.

CROSSOVER ACCOMMODATION WORKS TO BE APPLIED TO ALL BITUMEN AND BRICK CROSSOVERS.



CONCRETE CROSSOVER
APRONS TO BE CONSTRUCTED
AS PART OF FOOTPATH

PROVIDE CONNECTIVITY TO
EXISTING BUS STOP ON
SELBY STREET



NOTICE TO CONTRACTOR

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



CONCEPT ONLY

L:\FWP Forward Works Programmes\2020\29 Whitfeld Street Footpath (SF)\CAD\IR20-29-01-00 Whitfeld Street Footpath-A.dwg 09/2/2021 - 2:08pm

REV. No	NOTES	CHECKED	DATE
REV 0	REV 0	REV 0	REV 0

SCALE: N.T.S	DESIGNED: S. FLETCHER	CHECKED / DATE: N. BROWN
COUNCIL MINUTES:	DRAWN: S. FLETCHER	APPROVED / DATE: D. KENNEDY-STIFF
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TITLE:
WHITFELD STREET
PROPOSED FOOTPATH UPGRADES
FORWARD WORKS PROGRAM 2020/2021

GRAPHIC SCALE A1	DWG NO: R20-29-01-00	SHEET 01 OF 01
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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 *Your 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.	<p>This has been noted as one of the potential impacts of the proposal.</p> <p>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.</p>
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

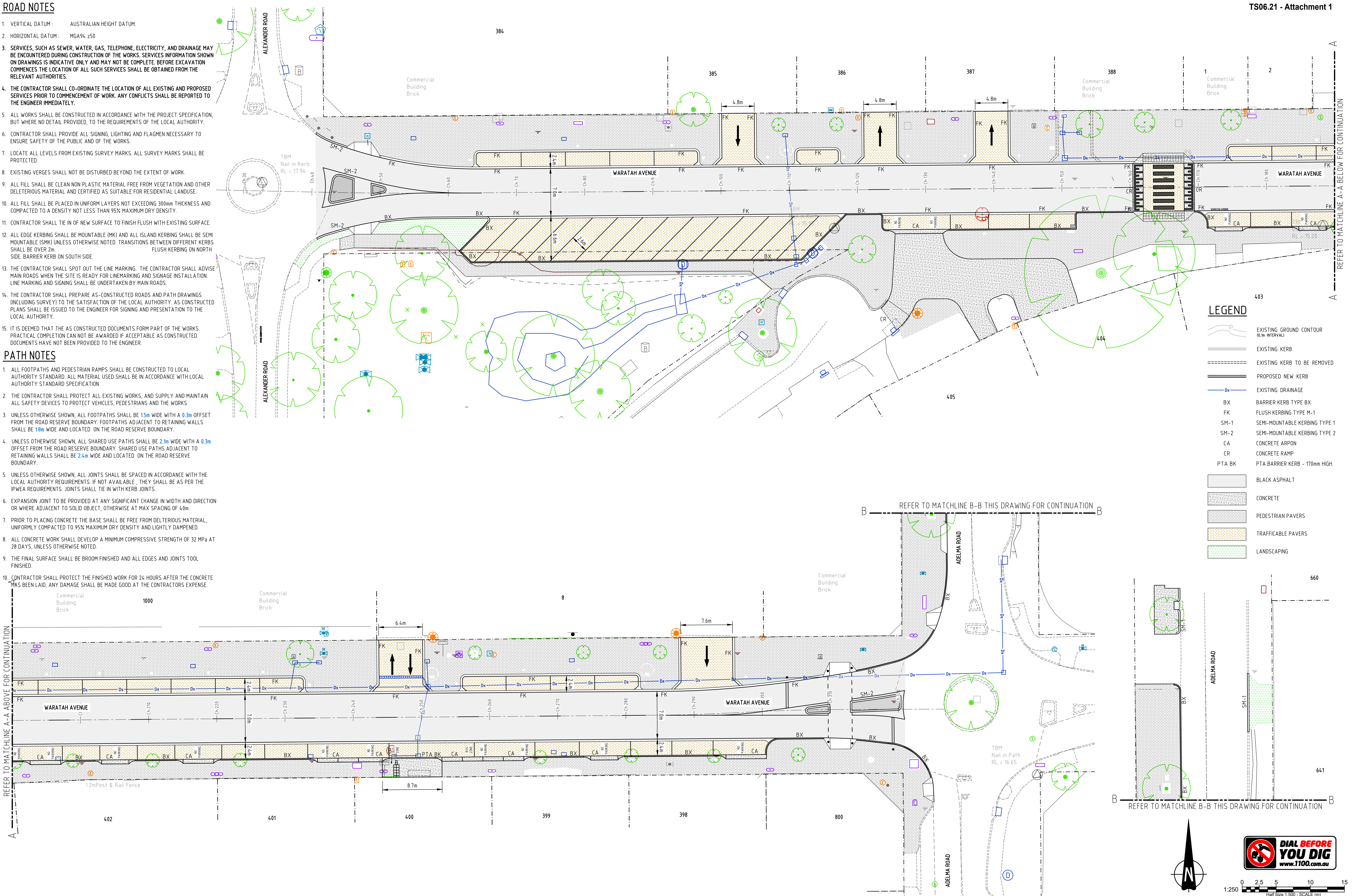
Community Consultation completed as part of the Waratah Place Making Strategy indicate a general acceptance and support for the development proposed. Council is to provide direction on the level of finish desired for the project allowing administration to continue with the development of construction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

ROAD NOTES

1. VERTICAL DATUM : AUSTRALIAN HEIGHT DATUM.
2. HORIZONTAL DATUM : MGA94 250
3. SERVICES, SUCH AS SEWER, WATER, GAS, TELEPHONE, ELECTRICITY, AND DRAINAGE MAY BE ENCOUNTERED DURING CONSTRUCTION OF THE WORKS. SERVICES INFORMATION SHOWN ON DRAWINGS IS INDICATIVE ONLY AND MAY NOT BE COMPLETE. BEFORE EXCAVATION COMMENCES THE LOCATION OF ALL SUCH SERVICES SHALL BE OBTAINED FROM THE RELEVANT AUTHORITIES.
4. THE CONTRACTOR SHALL CO-ORDINATE THE LOCATION OF ALL EXISTING AND PROPOSED SERVICES PRIOR TO COMMENCEMENT OF WORK. ANY CONFLICTS SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
5. ALL WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PROJECT SPECIFICATION, BUT WHERE NO DETAIL PROVIDED, TO THE REQUIREMENTS OF THE LOCAL AUTHORITY.
6. CONTRACTOR SHALL PROVIDE ALL SIGNING, LIGHTING AND FLAGMEN NECESSARY TO ENSURE SAFETY OF THE PUBLIC AND OF THE WORKS.
7. LOCATE ALL LEVELS FROM EXISTING SURVEY MARKS. ALL SURVEY MARKS SHALL BE PROTECTED.
8. EXISTING VERGES SHALL NOT BE DISTURBED BEYOND THE EXTENT OF WORK.
9. ALL FILL SHALL BE CLEAN NON PLASTIC MATERIAL FREE FROM VEGETATION AND OTHER DELETERIOUS MATERIAL AND CERTIFIED AS SUITABLE FOR RESIDENTIAL LANDUSE.
10. ALL FILL SHALL BE PLACED IN UNIFORM LAYERS NOT EXCEEDING 300mm THICKNESS AND COMPACTED TO A DENSITY NOT LESS THAN 95% MAXIMUM DRY DENSITY.
11. CONTRACTOR SHALL TIE IN OF NEW SURFACE TO FINISH FLUSH WITH EXISTING SURFACE.
12. ALL EDGE KERBING SHALL BE MOUNTABLE (MK) AND ALL ISLAND KERBING SHALL BE SEMI MOUNTABLE (SMK) UNLESS OTHERWISE NOTED. TRANSITIONS BETWEEN DIFFERENT KERBS SHALL BE OVER 2m. FLUSH KERBING ON NORTH SIDE. BARRIER KERB ON SOUTH SIDE.
13. THE CONTRACTOR SHALL SPOT OUT THE LINE MARKING. THE CONTRACTOR SHALL ADVISE MAIN ROADS WHEN THE SITE IS READY FOR LINEMARKING AND SIGNAGE INSTALLATION. LINE MARKING AND SIGNING SHALL BE UNDERTAKEN BY MAIN ROADS.
14. THE CONTRACTOR SHALL PREPARE AS-CONSTRUCTED ROADS AND PATH DRAWINGS (INCLUDING SURVEY) TO THE SATISFACTION OF THE LOCAL AUTHORITY. AS CONSTRUCTED PLANS SHALL BE ISSUED TO THE ENGINEER FOR SIGNING AND PRESENTATION TO THE LOCAL AUTHORITY.
15. IT IS DEEMED THAT THE AS CONSTRUCTED DOCUMENTS FORM PART OF THE WORKS. PRACTICAL COMPLETION CAN NOT BE AWARDED IF ACCEPTABLE AS CONSTRUCTED DOCUMENTS HAVE NOT BEEN PROVIDED TO THE ENGINEER.

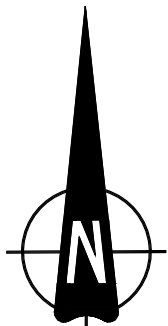
PATH NOTES

1. ALL FOOTPATHS AND PEDESTRIAN RAMPS SHALL BE CONSTRUCTED TO LOCAL AUTHORITY STANDARD. ALL MATERIAL USED SHALL BE IN ACCORDANCE WITH LOCAL AUTHORITY STANDARD SPECIFICATION
2. THE CONTRACTOR SHALL PROTECT ALL EXISTING WORKS, AND SUPPLY AND MAINTAIN ALL SAFETY DEVICES TO PROTECT VEHICLES, PEDESTRIANS AND THE WORKS
3. UNLESS OTHERWISE SHOWN, ALL FOOTPATHS SHALL BE 1.5m WIDE WITH A 0.3m OFFSET FROM THE ROAD RESERVE BOUNDARY. FOOTPATHS ADJACENT TO RETAINING WALLS SHALL BE 1.8m WIDE AND LOCATED ON THE ROAD RESERVE BOUNDARY.
4. UNLESS OTHERWISE SHOWN, ALL SHARED USE PATHS SHALL BE 2.1m WIDE WITH A 0.3m OFFSET FROM THE ROAD RESERVE BOUNDARY. SHARED USE PATHS ADJACENT TO RETAINING WALLS SHALL BE 2.4m WIDE AND LOCATED ON THE ROAD RESERVE BOUNDARY.
5. UNLESS OTHERWISE SHOWN, ALL JOINTS SHALL BE SPACED IN ACCORDANCE WITH THE LOCAL AUTHORITY REQUIREMENTS. IF NOT AVAILABLE, THEY SHALL BE AS PER THE IPWEA REQUIREMENTS. JOINTS SHALL TIE IN WITH KERB JOINTS.
6. EXPANSION JOINT TO BE PROVIDED AT ANY SIGNIFICANT CHANGE IN WIDTH AND DIRECTION OR WHERE ADJACENT TO SOLID OBJECT, OTHERWISE AT MAX SPACING OF 40m.
7. PRIOR TO PLACING CONCRETE THE BASE SHALL BE FREE FROM DELTERIOUS MATERIAL, UNIFORMLY COMPACTED TO 95% MAXIMUM DRY DENSITY AND LIGHTLY DAMPENED.
8. ALL CONCRETE WORK SHALL DEVELOP A MINIMUM COMPRESSIVE STRENGTH OF 32 MPa AT 28 DAYS, UNLESS OTHERWISE NOTED.
9. THE FINAL SURFACE SHALL BE BROOM FINISHED AND ALL EDGES AND JOINTS TOOL FINISHED.
10. CONTRACTOR SHALL PROTECT THE FINISHED WORK FOR 24 HOURS AFTER THE CONCRETE HAS BEEN LAID, ANY DAMAGE SHALL BE MADE GOOD AT THE CONTRACTORS EXPENSE.

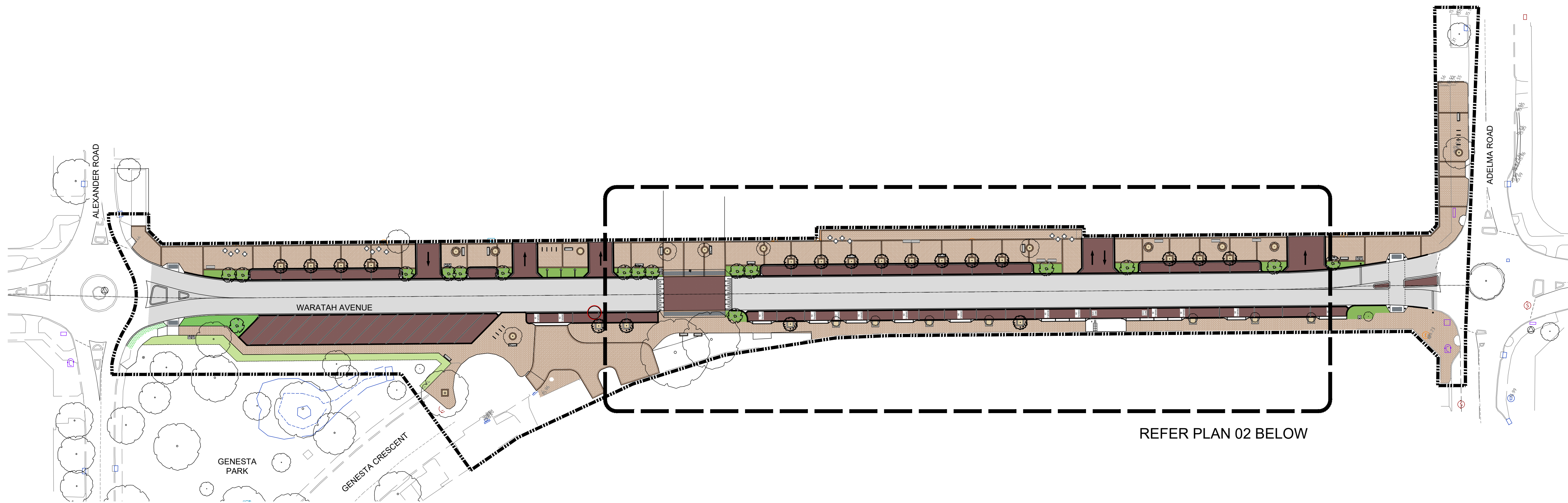


LEGEND

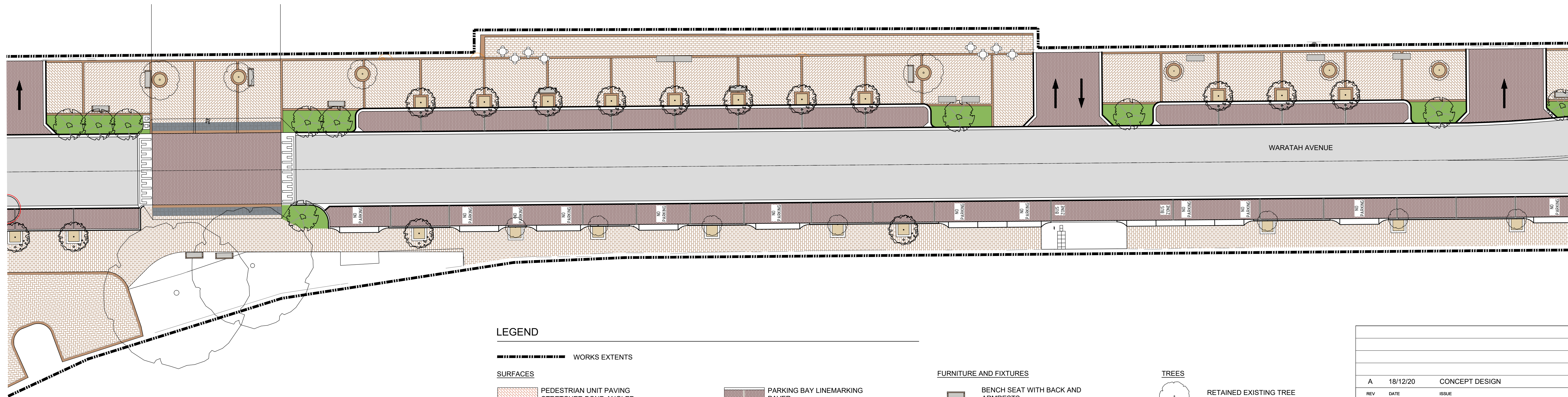
- EXISTING GROUND CONTOUR (0.1m INTERVAL)
- EXISTING KERB
- EXISTING KERB TO BE REMOVED
- PROPOSED NEW KERB
- EXISTING DRAINAGE
- BX BARRIER KERB TYPE BX
- FK FLUSH KERBING TYPE M-1
- SM-1 SEMI-MOUNTABLE KERBING TYPE 1
- SM-2 SEMI-MOUNTABLE KERBING TYPE 2
- CA CONCRETE ARPON
- CR CONCRETE RAMP
- PTA BK PTA BARRIER KERB - 170mm HIGH.
- BLACK ASPHALT
- CONCRETE
- PEDESTRIAN PAVERS
- TRAFFICABLE PAVERS
- LANDSCAPING



PROJECT: WARATAH AVENUE UPGRADE DALKEITH		COPYRIGHT COPYRIGHT IN THIS DRAWING IS THE PROPERTY OF THE CONSULTANT. THE CLIENT HAS LICENSE TO USE THIS DRAWING FOR THE PROJECT ONLY. THE USER SHALL BE RESPONSIBLE FOR "SITE CHECKING" ALL CHECKINGS BEFORE COMMENCEMENT OF WORK. CAD DRAWING DO NOT MANUALLY ALTER. ONLY PLANS WITH NUMERICAL REVISION (REV '1' OR HIGHER) AND SIGNED AS APPROVED SHALL BE USED FOR CONSTRUCTION.		CLIENT: CITY OF NEDLANDS		DRAWING: WARATAH AVENUE ROAD LAYOUT		SCALE: 1:250 DATE: DEC 2020 DESIGN: MC DRAWN: MJC CHECK: APPD		DRAWING No: 20-11-177/400		REV No: B		ORIGINAL DRAWING SITE A1	
B 10-12-2020 A 30-11-2020 No. DATE		PATH REALIGNED ALEXANDER ROAD CORNER ISSUED FOR COMMENT REVISION		M/JV M/JV BY		Level 2 Kishorn Court 58 Kishorn Road M/ Pleasant 653 WA PO Box 1036 Canning Bridge 6153 WA Tel (08) 9315 9955 Email: office@portereng.com.au www.portereng.com.au		STATUS: FOR COMMENT		FILE NAME: S:\ACTIVE PROJECTS\20-11-177\ACAD\201177-400.dwg					



01 SITE PLAN
L1-1 PLAN
1:500 SCALE



02 SITE PLAN
L1-1 PLAN
1:200 SCALE

LEGEND

WORKS EXTENTS

SURFACES

PEDESTRIAN UNIT PAVING
STRETCHER BOND ANGLED

PEDESTRIAN UNIT PAVING
STRETCHER BOND STRAIGHT

PEDESTRIAN UNIT PAVING PANEL
HERRINGBONE PATTERN

PEDESTRIAN UNIT PAVING HEADER

TACTILE GROUND
SURFACE INDICATOR

VEHICLE UNIT PAVING
HERRINGBONE PATTERN INCLUDING SOLIDER
COURSE HEADER USING SAME PAVER TYPE

PARKING BAY LINEMARKING
PAVER

BLACK ASPHALT
ROAD WAY

COMPACTED GRANITIC SAND
SUMMERSTONE FINES

NATIVE SHRUB PLANTING WITH ORGANIC
MULCH AND IRRIGATION

ROLL-TURF LAWN PLANTING IRRIGATED

FURNITURE AND FIXTURES

BENCH SEAT WITH BACK AND
ARMRESTS

BENCH SEAT

BICYCLE RACKS

LITTER BIN ENCLOSURE

SINGLE OUTREACH BANNER POLE
6.5M HEIGHT

ALFRESCO TABLES AND SEATS FROM
TENANCIES (SHOWN INDICATIVELY)

TREES

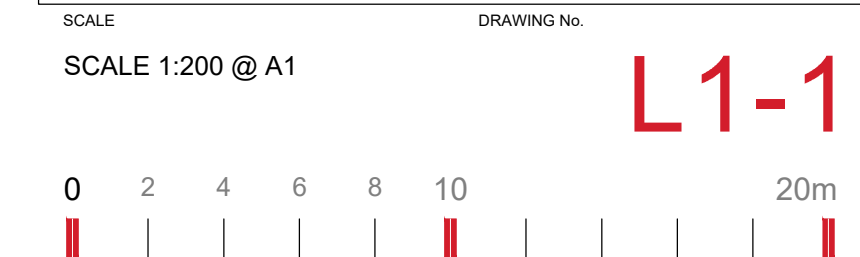
RETAINED EXISTING TREE

EXISTING TREE TO BE REMOVED

PROPOSED TREE 200LTR
PYRUS CALLERYANA 'ARISTOCRAT'
ORNAMENTAL PEAR

PROPOSED TREE 200LTR
PISTACIA CHINENSIS
CHINESE PISTACHIO

A18/12/20CONCEPT DESIGN					
REV	DATE	ISSUE			
<div>ecoscape</div> <div>9 Starling Highway, North Fremantle WA 6159 (08) 9430 8555 www.ecoscape.com.au</div>					<div>NORTH</div> <div></div>
PROJECT WARATAH AVENUE STREETSCAPE DESIGN					
CLIENT PORTER CONSULTING			PROJECT STAGE CONCEPT		
DESIGNED FK	DRAWN AD	CHECKED PJ	PROJECT NO. 4594-20		ORIG. SIZE A1
DRAWING TITLE SITE PLAN					



BENCH SEATS



Commercial Systems Australia (CSA)
DDA Seat (TM4720)
\$1522



CSA
Verge Seat (TM4730)
\$1600



Bellitalia
Demetra Timber Bench
\$3436



CSA
DDA Bench (TM4721)
\$995



CSA
Verge Bench (TM4731)
\$889



Moodie
32 Arrow By Bellitalia
\$3193

BIKE PARKING



CSA
Bike Leaning Rail (BR7011)
\$340



CSA
Circle Bike Leaning Rail (BR7016)
\$340



CSA
Manhattan Bike Leaning Rail (BR7102)
\$545

BIN ENCLOSURES



Draffin
800 Series with Sloped Cover
\$1550



CSA
Perforated Bin Enclosure 240L (LR6164)
\$2129



CSA
Manhattan Bin Enclosure
240L (LR6533)
\$2936

BANNER POLES



Ingal EPS
Banner Pole 6.0m Single Sided
Powdercoat Finish Silver
\$1070



Ingal EPS
Banner Pole 6.5m Double Sided
Powdercoat Finish Silver
\$1170



MultiPole
Banner Pole 6.5m Double
Powdercoat Finish Silver
TBC

PEDESTRIAN PAVING

Paved Surface



Brikmakers Flagpave
Size: 440x220x60mm
Finish: Smooth
Colour: Platinum

Header



Brikmakers Flagpave
Size: 440x220x60mm
Finish: Smooth
Colour: Cappuccino

TGSI Paver



Brikmakers Helenastone
Size: 400x400x60mm
Finish:TGSI Smooth
Colour: Charcoal

Tree Well Surface



Creation Landscapes
Summerstone Fines with
Soil Bond Stabilisation

VEHICLE PAVING

Paved Surface and Header



Brikmakers Ezypave
220x110x80mm
Finish: Smooth
Colour: Mocha



Urbanstone
200x300x70mm
Finish: Shotblast
Colour: Casino Grey

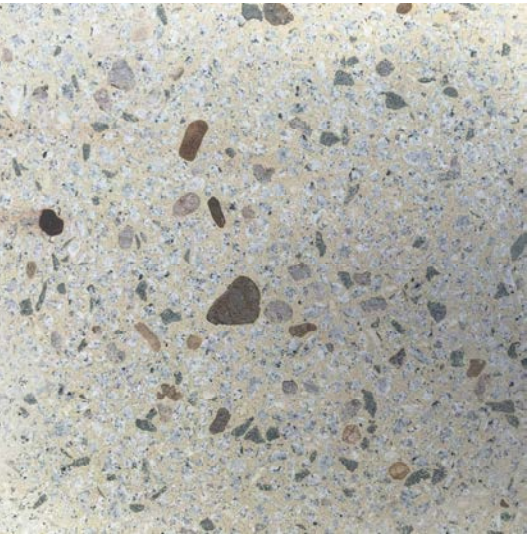
Parking Delineation



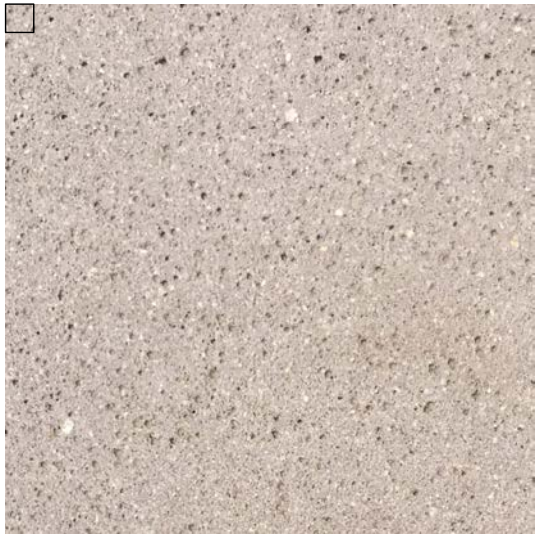
Brikmakers Ezypave
220x110x80mm
Finish: Smooth
Colour: Platinum



Urbanstone
Size: 300x200x60mm
Finish: Shotblast
Colour: Albany Beige



Urbanstone
Size: 300x200x60mm
Finish: Milled
Colour: Albany Beige



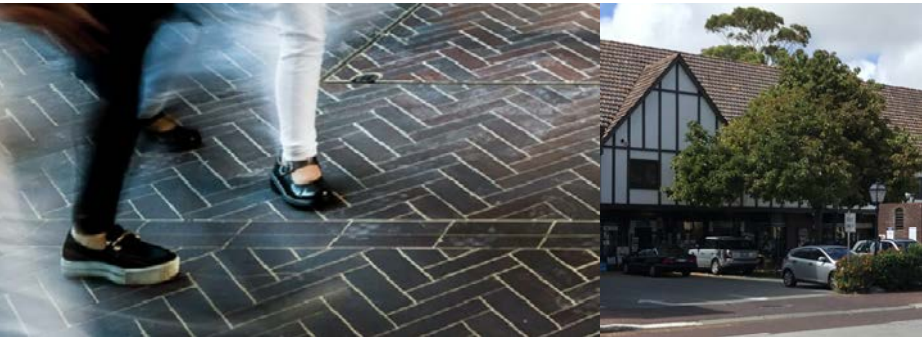
Urbanstone
Size: 200x300x60mm
Finish:Milled
Colour: Golden Tan (2564)



Urbanstone
Size: 300x200x60mm
Finish: Milled
Colour: Desert Sand (2572)



Urbanstone
Size: 400x400x60mm
Finish: TGSI/ Milled
Colour: Gunmetal



- Paving Design Intent
- Warm colours.
 - Tudor and village inspiraton to tie in with existing streetscape and Dalkeith history.
 - Appropriate scale for commercial and residential areas.

Material Key

- Included in Low Cost Option
- Included in Medium Cost Option
- Included in High Cost Option

Note:
Refer to Opinion of Probable Costs (OPC) for more information.
All prices shown are per-item excluding delivery, installation and GST.

			<div><div></div><div>NORTH</div></div>		
A	18/12/20	CONCEPT DESIGN			
REV	DATE	ISSUE			
<div>ecoscape</div> <div>9 Saffling Highway, North Fremantle WA 6159 (08) 9430 8955 www.ecoscape.com.au</div>					
PROJECT WARATAH AVENUE STREETSCAPE DESIGN					
CLIENT PORTER CONSULTING			PROJECT STAGE CONCEPT		
DESIGNED FK	DRAWN AD	CHECKED PJ	PROJECT No. 4594-20	ORIG. SIZE A1	
DRAWING TITLE MATERIALS PALETTE					

SCALE 1:200 @ A1

0 2 4 6 8 10 20m


L2-1

A large, mature tree with vibrant red autumn foliage stands in front of a house with a wooden door and a lawn. The tree's canopy is dense and bright red, contrasting with the clear blue sky. The house behind it has a light-colored exterior and a prominent wooden door. The foreground shows a green lawn with some fallen leaves and a concrete curb.

A photograph of a dense, low-growing shrub with small, green, needle-like leaves, identified as Juniperus communis 'Suecica'. The plant is shown in a close-up, filling most of the frame. The leaves are a vibrant green color and have a fine, needle-like texture. The plant appears to be growing in a natural, outdoor setting with some dry, brownish ground visible at the bottom right corner.



A dense, low-growing shrub with green foliage and numerous small, light-colored flowers, possibly a species of heath or heather. The plant is covered in small, pale pink or white blossoms, with some darker pink flowers visible. The foliage is a vibrant green, and the overall appearance is that of a healthy, flowering plant in a natural setting.

A	18/12/20	CONCEPT DESIGN		
REV	DATE	ISSUE		
				
9 Stirling Highway, North Fremantle WA 6159 (08) 9430 8955 www.ecoscape.com.au				
PROJECT WARATAH AVENUE STREETSCAPE DESIGN		PROJECT STAGE CONCEPT		
CLIENT PORTER CONSULTING				
DESIGNED FK	DRAWN AD	CHECKED PJ	PROJECT No. 4594-20	ORIG. SIZE A1
DRAWING TITLE PLANTING PALETTE				

DRAWING No.

L2-2





Waratah Avenue Place-Making Strategy Proposed works for Waratah Avenue

Community Engagement Results

Friday, 19 February to Monday, 8 March 2021

CONTENTS

1.	INTRODUCTION	4
2.	PURPOSE OF ENGAGEMENT	6
3.	ENGAGEMENT PERIOD.....	6
4.	ENGAGEMENT PRINCIPLES	6
5.	OPPORTUNITIES FOR ENGAGEMENT	7
5.1	Online Engagement – Your Voice Nedlands	8
5.2	Community Information Session.....	8
5.3	Mail out	9
5.4	Advertising and Media	9
5.5	Summary of traffic sources to the engagement page.....	10
6.	ENGAGEMENT PARTICIPATION.....	12
6.1	Online engagement – Your Voice Nedlands	12
6.2	Mail-Out.....	12
6.3	Onsite Community Information Session.....	12
6.4	Customer Enquiries	Error! Bookmark not defined.
7.	ENGAGEMENT RESULTS.....	12
7.1	Your Voice Nedlands – Survey.....	12
7.2	Ask us a Question Tool.....	14
7.3	Submissions and Petitions received	14
7.4	Community Information Session.....	16
8.	CONCLUSION.....	16
8.1	Project overview.....	16
8.2	Opportunities to hear and learn about the project.....	17
8.3	Feedback received	18
9.	ADMINISTRATION COMMENT.....	19
10.	NEXT STEPS	20

Dated: 31 March 2021
SharePoint Reference: TBA

1. INTRODUCTION

Community engagement has been undertaken with residents, property and business owners and stakeholders along with the broader community on a proposal to improve pedestrian accessibility and amenity of the Waratah Avenue Village precinct (between Adelma and Alexander Roads), Dalkeith.

Stemming from the Waratah Place-Making Strategy, developed in partnership with the community in 2015, work had progressed on a concept design for hard surfaces in the area. This body of work identified the need for a wider footpath suitable for alfresco areas, improved accessibility for pedestrians to the village precinct and development of the road infrastructure. The aim of the design was to meet better practice design elements for enhancing village environments and to comply with the relevant Australian Standards and Government Regulations.

In November 2018, Council endorsed roundabout works to occur at the intersection of Alexander Road and Waratah Avenue, as part of the project, however put the civil and landscapes works on hold to form part of a wider strategy incorporating changes through LPS3. The roundabout installation was completed in November 2020.

Part of the original endorsed proposal was to provide a place making strategy 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. To commence the conversations with the community, the City produced a proposed concept design (Stage 2), and the community were invited to comment on the City's proposals.

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

- A wide footpath for pedestrian access and cafe alfresco areas
- Narrowing the road to 6 metres and changing its alignment
- Parking modifications (parallel and angled)
- Improved driveway access
- Modify access to Genesta Crescent
- A raised plateau for pedestrian crossing
- Increased street tree plantings, new planter boxes and bollards to delineate vehicle and pedestrian spaces
- Retention of bus zone and shelter
- Modifying the traffic island and children's crossing at Adelma Road
- Relocation of streetlights

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.

2. PURPOSE OF ENGAGEMENT

Information was provided to assist the community to gain an understanding on the limitations and issues relevant to the precinct along with the history of the project.

The purpose of the engagement was to seek community feedback to:

- explain the changes from the initial approved plan and the reasons for the changes from the initial plans.
- understand the business community and community views on the proposed redesign; and
- gain support for the implementation of the concept design for street, car parking and verge modifications.

3. ENGAGEMENT PERIOD

The consultation was advertised for the period from Friday, 19 February to 5pm Monday, 8 March 2021. **(18 days)**.

4. ENGAGEMENT PRINCIPLES

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

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

5. COMMUNITY AND STAKEHOLDERS

The community and stakeholders included:

- Residents and property owners
- Business owners
- Nedlands Community Care Centre
- Elected members
- Relevant City staff
- Public Transport Authority (PTA)
- Local Schools

Property owners, residents and businesses within the project area consisted of properties within the Dalkeith Ward.

2204 residents and property owners along with 26 local businesses were personally invited to participate in the consultation. A map of the project area follows:



6. OPPORTUNITIES FOR ENGAGEMENT

The City's online engagement hub, **Your Voice Nedlands** which was used as the primary place to promote and create general awareness of the project, to read information and provide feedback. Opportunities to participate included:

- Your Voice Nedlands: survey to provide general feedback. People could ask the City a question, read the FAQs and project updates, view and download documents including the proposed concept design.

- A letter and a brochure: mailed to all residents/property owners within the project area (refer Section 5 above) to provide project information and the proposed concept design plan along with an invitation to participate in a community information session and to provide feedback.
- Community Information Sessions: one session was held by appointment only at the Nedlands Library on Thursday 4 March 2021 from 3pm - 6pm. This session enabled community members to discuss the proposed design with Council staff to gain an understanding of the proposal, to learn about the history of the project and how the City developed the design elements. Attendees were invited to provide feedback.
- Ask us a Question tool: Your voice tool that provides a question-and-answer function for community to engage directly with City officers.
- Direct contact: people could also contact the City by email or telephone to discuss the proposed concept design with a member of the project team.

Awareness of the project was provided by letter mail-out and advertising in the POST newspaper on 20 February 2021. This advertisement referenced the project details, engagement period and community information session. A brochure was produced promoting and explaining the project.

6.1 Online Engagement – Your Voice Nedlands

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

- Technical Drawing – proposed plan
- Frequently asked questions (FAQs)
- Key dates
- Electronic copy of the brochure
- Project team contact details

Two methods were used to provide feedback. A survey was provided online for people to share their thoughts and indicate their level of support for the City to address the issues identified in the concept plan or to provide more general feedback. The Council email was available for people to forward their feedback, or to ask questions of the City.

Prior to, during and following the engagement process, newsfeeds were placed on the engagement page for notifications and how people could participate, along with placing updates on the project and to promote the information session.

6.2 Community Information Session

One Community Information Sessions was held by appointment only at the Nedlands Library, on Thursday, 4 March 2021 from 3pm to 6pm with Council Officers (Communications & Engagement Coordinator and Coordinator City Projects).

6.3 Mail Out

A mail out to 2204 residents & property owners, along with 26 letters to businesses and stakeholders was undertaken advising of the concept plan and inviting them to view the information on **Your Voice Nedlands**, attend one of the community information sessions and to provide feedback on the proposal.

6.4 Advertising and Media

An advertisement was placed in the POST newspaper on Saturday, 20 February 2021. The City's Communications and Engagement Officer arranged three social media posts promoting the consultation. These social media posts were placed on the City's Facebook, Instagram and Twitter accounts.

A brochure was produced and distributed to Dalkeith residents and nearby businesses along Waratah Avenue to create a general awareness with their customers. These brochures were distributed via mail out and available at City facilities (Administration Centre, Nedlands Library and Nedlands Community Care).

Back page and front page of brochure

Frequently asked questions

What are the key elements of the design?
The design's aim is to improve pedestrian access to the shopping strip and village while, at the same time, slowing vehicle speeds to improve pedestrian safety.

The following is proposed for stage one of the project:

- A new wider pedestrian footpath, suitable for alfresco cafe areas
- Narrowing the road to 7m wide (each lane being 3.5m wide)
- A raised plateau with integrated paved pedestrian crossing and bollards
- Paved parallel and 45° angled parking bays along the street with flush kerbing
- Driveways to be defined in alternative paving
- Proposed street trees, planter boxes and bollards
- A new concrete driveway at the Genesta Crescent cul-de-sac
- Crossover aprons for southern residential properties with standard kerbing
- Retaining the existing bus shelter and bus zone
- Relocating existing street lights


The following is proposed for stage two of the project:

- Genesta Park Enviro-scape Master Plan

How will my business be affected once the works begin?
Road closures will be required during the works. The staging of the works will be communicated to the community and businesses once the construction schedule is completed. During this time, Council staff and contractors will be in regular contact to ensure any impacts are minimised and businesses are informed of key dates and activities being undertaken. Notifications may include visits to businesses, mail-outs, flyers, local newspaper advertisements and newsfeeds on Your Voice Nedlands. The road closures will allow for a shorter construction timeframe.

What is the impact on green spaces - and are hard surfaces being softened?
It is proposed that the footpath will be widened. Landscaping will be undertaken by the City's project delivery team. Tree species with a low risk of root damage have been selected. There are currently ornamental pear trees along Waratah Avenue, the trees will be retained on the southern side and the trees on the northern side will be relocated. These will be augmented with Chinese pistachios which will provide an increase of approximately 33 trees for the street.

How will traffic be managed once the works begin?
Once the design is finalised and approved, the City officers will work with project contractors to develop a traffic management plan. This will be communicated to businesses, residents and users of the area.




Waratah Avenue Place-Making Strategy


What do you feel is best for the Waratah Avenue village precinct? Have you heard about the proposal to improve pedestrian accessibility and amenity? Whether you work, visit or live in the area, own a property or run a business, we want to hear from you.

This community consultation relates to the first stage of the project which incorporates the road area of Waratah Avenue from Alexander to Adelma Road.


Focusing on the section of Waratah Avenue between Adelma and Alexander Roads, the design incorporates improved pedestrian access and street amenity as follows:

- A wider, pedestrian-friendly footpath to improve access, while providing more space for café alfresco areas
- New areas for picturesque street trees and planter boxes which will also provide a separation between pedestrians and vehicles
- Reduction in the width of Waratah Avenue to 7m wide to slow motorists and improve pedestrian safety
- Construction of a raised plateau pedestrian crossing near 81 Waratah Avenue (Dalkeith Village) to create a safer environment for pedestrians crossing the Avenue
- Modifications to both parallel and angled parking
- Improving driveway access and access to Genesta Crescent
- Modifying the traffic island and children's crossing at the Adelma Road intersection
- Retaining the current bus zone and shelter





Administration Centre
71 Stirling Highway
Nedlands WA 6009

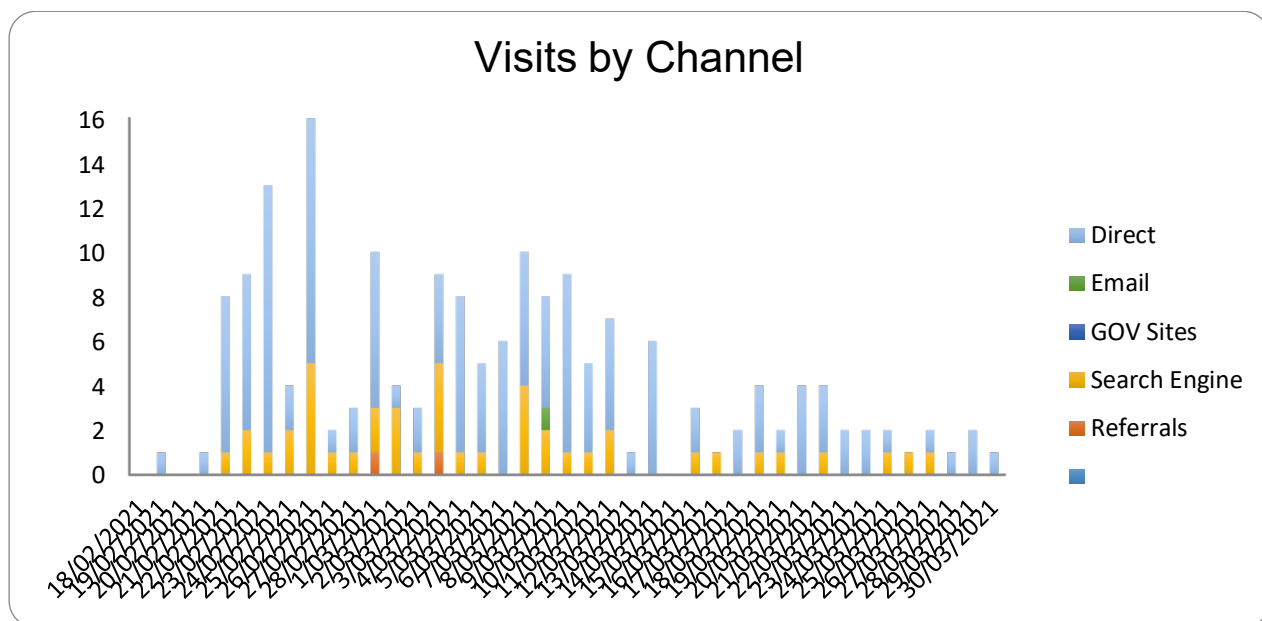


T 9273 3500
E council@nedlands.wa.gov.au
nedlands.wa.gov.au

Community consultation closes at 5pm, 8 March 2021. For more information, visit yourvoice.nedlands.wa.gov.au or call 9273 3500

Inside of brochure

The following graph highlights the traffic sources for this project.



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

- Direct URL – Clicked link from promotional post (i.e social media post) and typing the URL directly into the address bar of a search engine.
- Search Engines – searching using Google, Bing etc.
- Email – direct email campaigns using EHQ email / newsletters.
- Govt – Any site with a .gov or .govt that refers people to the consultation.
- Referrals – traffic from links on any other non-government websites including community groups or individuals with websites promoting the engagement project to others by inserting a link directing traffic to the engagement page.

7. ENGAGEMENT PARTICIPATION

This section provides an overview of the community and stakeholder participation in the community engagement process.

7.1 Online Engagement – Your Voice Nedlands

During the engagement period, the engagement page received 181 visitors. There were 152 downloads of the documents and 15 visits to the FAQ page. 17 people participated in the YourVoice engagement tools: 12 surveys were completed online via YourVoice, and 5 questions received via the “Ask us a Question” tool.

7.2 Mail-Out

The City undertook a mail out to 2204 residents & property owners, along with 26 businesses and stakeholders within the project area. 10 email submissions were received from residents who received the letter and brochure in the post.

7.3 Community Information Session

There were 6 people registered to attend the Community Information Session with a further 9 attending the session without a booking. Their comments were recorded at the session.

8. ENGAGEMENT RESULTS

The results from the engagement activities are provided for each method of community engagement: submissions, community information sessions and customer enquiries. All comments have been assessed to identify the general level of acceptance for the proposal and to identify the key issues.

All feedback is assessed regardless of the tool that is used. However, multiple submissions by an individual is assessed as one submission.

8.1 Your Voice Nedlands – Survey

The survey aimed to determine the level of support for each of the initiatives presented in the development of the concept design to ensure the pedestrian accessibility, parking and amenity would be appropriately developed in a way that meets the needs of all its residents, property and business owners, users and the needs of the community for many years to come.

Survey respondents were asked a series of question to help the City understand the community who participated in the survey.

Questions included:

- Street in which they reside
- Their primary mode of travel when visiting the village
- If travelling by car to the village, where they park

- How often and why they visit the village
- If they visited Genesta Park

In total, 12 people responded to the survey. Of the respondents, 8 travel to the village by car, 3 people walk and 1 cycle. When asked how often respondents visited the village, 8 of the 12 people visit daily, 3 visits weekly and 1 visit fortnightly. All respondents indicated they visit the village to visit local shops and businesses and meet friends/socialise. 4 respondents often visit Genesta Park when accessing the Village.

The survey explored the initiatives proposed which included:

- Footpaths
- Parking
- Road modifications
- Street trees, planter boxes and bollards
- Pedestrian crossings

Each of the initiatives were contextualised including an image to demonstrate how aspects could potentially look within the Waratah Avenue precinct.

Support for the Concept Design Elements

The following identifies the overall level of the support from the 12 survey participants, together with a summary of the comments to support/not support the concept design:

- 4/12 support narrow road to 7 metres wide
- 7/12 support modifying the traffic island at Adelma Road and reconstruct the children's crossing
- 7/12 support driveways defined in alternative paving
- 6/12 support new concrete driveway at Genesta Crescent cul-de-sac
- 7/12 support standard crossover aprons for southern residential properties

Wider Footpaths

From 12 respondents, 8 supported the wider pedestrian footpaths, 2 objected and 2 were unsure.

Street Trees, Planter Boxes and Bollards

Of the 12 responses received, 8 people supported the proposal to increase the number of street trees and introduce planter boxes and bollards. 4 were unsure.

Pedestrian Crossing

Of the 12 responses received, 6 supported the proposed pedestrian crossing, 5 objected and 1 was unsure.

Parking Arrangements

A separate survey was conducted regarding parking. Whilst 7 users accessed this survey, only 4 contributed feedback:

45-degree angled parking

Of the 4 responses received, 3 people supported the proposal to retain the 45-degree parking. Comments included arguments for and against improved safety, better utilisation of space as opposed to the parallel parking.

Parallel parking bays

Of the 4 responses received, 2 supported the proposed paved parallel parking bays separated from the road using flush kerbing.

8.2 Ask us a Question Tool

The City received 4 technical questions in total via the Your Voice, “Ask us a Question” function. The questions were as follows:

- “Why has angle parking not been considered to Waratah Avenue, as with Bay View Tce Claremont? The restricted road width means most attempts to reverse park will result in following traffic being brought to a halt. I am also most disappointed at the reduction in car parking bays. Already there are frequent problems in the morning trying to find even a single empty bay.”
- “Has any consideration been made for bicycle paths? There are a lot of cyclists along Waratah Road, and they will frequent the cafes. I would strongly support the implementation of cycle paths for this development.”
- “As part of the Waratah streetscape upgrade, and more specifically the Adelma Road roundabout changes: has any consideration been given to the roundabouts southern section of Adelma Road - between the roundabout and Primary School to reduce traffic speed? I have to say I cannot believe some of the Hoon driving that happens as cars come through that roundabout. I know there's school 40km restrictions, but many kids use playing field area after school hours and weekends. Sadly, it is a tragedy just waiting to happen. Thanks for your time.”
- “Has any consideration been given to bicycles in this plan? The printed information sent to me omitted any reference to bicycles. This segment of Waratah Ave is heavily used by recreational and commuter cyclists. It seems the narrowing to 7m will result in motorists being unable to safely pass cyclists and this will lead to disaffection directed at vulnerable cyclists. Has this been considered?”

8.3 Submissions and Petitions received

The City received 10 submissions via email, however, there were no petitions received.

8.3.1 Submission summary

The submissions are summarised as follows:

(a) Value for Money

Concern was expressed about how the plans do not show value for money to the ratepayers. It was noted that the works are not critical, and the money could be better spent elsewhere.

(b) Loading Bay & Parking

People commented about the need for a Delivery/Loading Bay outside Dalkeith Hall to service the local shops. Delivery vehicles are currently parking on Alexander Road to complete deliveries to local businesses, as there are not any available car bays on Waratah Avenue during peak periods. Residents have expressed their frustrations that delivery drivers are blocking driveways along Alexander Road, and leaving their vehicle running as they complete deliveries.

Suggestions were received for the City to review the parking prohibitions in Alexander Road, and resident suggested 1P timed parking.

(c) Speeding

Concern was raised regarding speeding along Waratah Avenue and the installation of a 40km/h zone between Alexander Road and Adelma Road. During Stage 1 of this strategy, it was advised by the City that a 40km/h speed limit would be introduced once the roundabout had been installed on Alexander Road. However, the speed limit still stands at 50km/h.

(d) Lack of Shade Trees and Native Trees

Comments were received regarding the installation of ornamental trees, and the idea that the City should be enhancing the native urban tree canopy. It was also noted that the ornamental trees will not provide as much shade as some native options might.

(e) Pedestrian Crossing

One submission questioned the need for a pedestrian crossing, advising that minimal road users cross Waratah Avenue. The question was asked if the City has conducted a study on the number of users that utilise Waratah Avenue and cross the road prior to the installation of a pedestrian crossing, and whether Waratah Avenue warrants a crossing or not.

(f) Noise Concerns

Concerns were raised by residents about the installation of the raised plateau out the front of 87 Waratah Avenue. It was expressed that this would cause an increase in noise, as cars travel over the plateau.

Suggestions were received to relocate the plateau to out the front of Dalkeith Hall.

It was also noted that allowing large banners to be attached to the light poles will also cause increased noise, as the banners may move erratically in the wind.

8.3.2 Petitions received

The City received no petitions.

8.4 Community Information Session

Approximately 15 people attended the onsite community information session. The comments and suggestions were as follows:

- Increasing the alfresco areas along the footpaths was generally seen as an added benefit of the proposal.
- Noise generation from the cars/buses/trucks going over the raised plateau and speed bumps would be excessive and would dramatically affect the amenity for the residents within upper stories of residential developments.
- Parking was not being increased and should be included within the projects design.
- Incorrect placement of the raised plateau noting that it should be located away from the proposed and existing high-rise development.
- The noise generated from people seated on benches would be excessive and affect the amenity of residents living in upper stories.
- The paving used should reflect the history of Dalkeith, further showing a history of how the streets have changed.
- Additional material choices within the road reserve such as cobble stones or pavers to visually indicate that it is a pedestrian area.
- Trees were ornamental and not shade generating trees.
- Street parking was being modified that would not allow for adequate parking during peak periods.
- Additional disabled bays should be included with ready access to cafes.
- A higher definition of thoroughfare between shop fronts and alfresco areas should be included.
- Delivery vehicles should be restricted as they attend to shops at various hours of the early morning and night. Further, these vehicles going over the traffic calming measures would create additional noise resulting in reduced amenity.
- Removal of large bins, opting for smaller bins to emptied more often.

9. CONCLUSION

9.1 Project overview

Stemming from the Waratah Place-Making Strategy, developed in partnership with the community in 2015, work had progressed on a concept design for hard surfaces in the area. This body of work identified the need for a wider footpath suitable for alfresco areas, improved accessibility for pedestrians to the village precinct and development of the road infrastructure. The aim of the design was to meet better practice design

elements for enhancing village environments and to comply with the relevant Australian Standards and Government Regulations.

In November 2018, Council endorsed roundabout works to occur at the intersection of Alexander Road and Waratah Avenue, as part of the project, however put the civil and landscapes works on hold to form part of a wider strategy incorporating changes through LPS3. The roundabout installation was completed in November 2020.

Part of the original endorsed proposal was to provide a place making strategy 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. To commence the conversations with the community, the City produced a proposed concept design (Stage 2), and the community were invited to comment on the City's proposals.

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

- A wide footpath for pedestrian access and cafe alfresco areas
- Narrowing the road to 6 metres and changing its alignment
- Parking modifications (parallel and angled)
- Improved driveway access
- Modify access to Genesta Crescent
- A raised plateau for pedestrian crossing
- Increased street tree plantings, new planter boxes and bollards to delineate vehicle and pedestrian spaces
- Retention of bus zone and shelter
- Modifying the traffic island and children's crossing at Adelma Road
- Relocation of streetlights

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.

The engagement outcomes will contribute to the final development of the concept plan and priorities going forward. The outcomes will also form a part of the Council's deliberations progressing with the project/project elements.

9.2 Opportunities to Hear and Learn About the Project

Opportunities to hear and learn about the project, to seek information and to provide feedback were provided as follows:

- Your Voice Nedlands (181 visits)
- One community information session (15 attendees)
- Mail out to residents, businesses, property owners and stakeholders (2230)
- Advertising in the POST newspaper on 20 February 2021
- Posts on Facebook, Instagram and Twitter (3)

During the engagement period, the engagement page received 181 visitors. There were 152 downloads of the documents and 15 visits to the FAQ page. 17 people participated in the engagement tools: 12 surveys were completed, and 5 questions received via the “Ask us a Question” tool.

9.3 Feedback Received

Feedback could be provided by completing the online survey or sending through a submission to the Council email address. Customer enquiries were also received along with comments from the onsite Community Information Session. 27 people participated in the engagement tools.

Feedback was received via the following methods:

- Online survey (12)
- Online comments/questions (5)
- Email or hardcopy (10)

The main issues and arguments raised were:

- Existing footpaths are adequate and narrowing of road would cause traffic congestion.
- Area is too road-focused and needs to be cyclist/pedestrian focused.
- Loss of parking – access to village predominately by vehicles and that businesses would not be viable if parking were reduced. Already feel like there is limited choice.
- Parking prohibitions to reflect the business activity in the area – length of stay, loading zones, short term timed restrictions.
- Address cycling issues.
- Width of footpath verses alfresco dining and pedestrian accessibility.
- Speed limit and traffic calming.
- Variety and size of trees being planted.
- No real value in bollards, preference for street trees.
- Support for alfresco dining.
- No real need for Crossovers along the street due to speed and roundabout.
- Retain and put more focus into Genesta Park – “an important focal point for the community”.

It appears that the number of responses received to the engagement activities are insufficient to form a representative view of the whole community. However, the whole Dalkeith community and nearby were provided multiple opportunities to engage and feedback is consistent.

10. ADMINISTRATION COMMENT

Administration have considered the responses from the community and will develop a revised concept plan and options to progress for Council's determination.

(a) Value for Money

The overall place making strategy was approved by Council 2015, and implementation of the works will require endorsement by Council, prior to proceeding with the intension that a medium level finish be provided throughout.

(b) Loading Bay & Parking

A parking survey has been undertaken and a proposal for the implementation of a precinct parking plan for Waratah Avenue and surrounds will be presented to Council for consideration at the Committee meeting on 13 April 2021 and the Ordinary meeting of Council on 27 April 2021.

(c) Speeding

As part of the project the City will make an application to Main Roads for review of the speed zoning. The ultimate decision for the reduction of speed rests with Main Roads WA.

(d) Lack of Shade Trees and Native Trees

Ornamental trees that were originally in the design, will be substituted where possible for shade 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.

(e) Pedestrian Crossing

The design aims to improve the pedestrian amenity of the precinct, and a pedestrian crossing assists in facilitating pedestrian movement within the precinct.

(f) Noise Concerns

This has been noted as one of the potential impacts of the proposal with Administration noting that there is a relationship between the reduction of vehicle speeds and increase in noise. Whilst other options are available such as the removal of raised sections which will addressing noise concerns, the result will not be as effective in management of vehicle speeds and improving the safety of pedestrians.

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.

11. NEXT STEPS

The next steps will be a report be presented for Council consideration at the Committee Meeting on 13 April 2021 and the Ordinary meeting of Council on 27 April 2021 on the quality of finish option to be adopted.

Following approval by Council, work will proceed with the implementation in accordance with the City's Five-Year Capital Works Program as follows:

Financial Year	Project Description
2019/20	Alexander Road Roundabout (Completed)
2020/21	Road Modifications & Streetscape
TBA	Genesta Park Enviro-scape Master Plan: Implementation

Stage 1 was completed in 2019/20, which included the installation of the roundabout at the Alexander Road and Waratah Avenue intersection.

TS07.21	Waratah Avenue Precinct Parking Prohibitions
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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 *Your 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

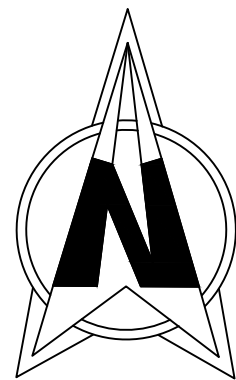
Increased demand for parking is anticipated in the Waratah Avenue Precinct due to increased building construction activity resulting from the adoption of Local Planning Scheme 3. Proposed parking changes have been consulted with the community as part of the Waratah Place Making Strategy. The consultation 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.

Waratah Avenue Precinct Parking Occupancy Survey - July 2020

GENESTA PARK (UNRESTRICTED)		AVAILABLE BAYS	OCCUPIED BAYS	%
22/07/2020	9:15	29	13	45
22/07/2020	12:00	29	22	76
22/07/2020	15:00	29	15	52
23/07/2020	9:00	29	13	45
23/07/2020	12:00	29	14	48
23/07/2020	15:00	29	15	52
Average occupancy (%)				53
Maximum occupancy (%)				76
NCC CARPARK 3P (WEST SIDE)		AVAILABLE BAYS	OCCUPIED BAYS	%
22/07/2020	9:15	37	16	43
22/07/2020	12:00	37	10	27
22/07/2020	15:00	37	6	16
23/07/2020	9:00	37	15	41
23/07/2020	12:00	37	11	30
23/07/2020	15:00	37	6	16
Average occupancy (%)				29
Maximum occupancy (%)				43
NCC BAYS (EAST SIDE)		AVAILABLE BAYS	OCCUPIED BAYS	%
22/07/2020	9:15	9	5	56
22/07/2020	12:00	9	8	89
22/07/2020	15:00	9	5	56
23/07/2020	9:00	9	6	67
23/07/2020	12:00	9	7	78
23/07/2020	15:00	9	5	56
Average occupancy (%)				67
Maximum occupancy (%)				89
Waratah Avenue 1P, 8am -6pm M-F, 8am - 1pm SAT		AVAILABLE BAYS	OCCUPIED BAYS	%
22/07/2020	9:15	20	15	75
22/07/2020	12:00	20	20	100
22/07/2020	15:00	20	19	95
23/07/2020	9:00	20	19	95
23/07/2020	12:00	20	16	80
23/07/2020	15:00	20	15	75
Average occupancy (%)				87
Maximum occupancy (%)				100
Waratah Avenue 1/2P 8am - 6pm M-F, 8am - 1pm SAT		AVAILABLE BAYS	OCCUPIED BAYS	%
22/07/2020	9:15	26	21	81
22/07/2020	12:00	26	16	62
22/07/2020	15:00	26	18	69
23/07/2020	9:00	26	14	54
23/07/2020	12:00	26	15	58
23/07/2020	15:00	26	19	73
Average occupancy (%)				66
Maximum occupancy (%)				81
Waratah Avenue 1/4P 8am - 5pm, M-F, 8am -1pm SAT		AVAILABLE BAYS	OCCUPIED BAYS	%
22/07/2020	9:15	2	0	0
22/07/2020	12:00	2	1	50
22/07/2020	15:00	2	1	50
23/07/2020	9:00	2	0	0

23/07/2020	12:00	2	0	0
23/07/2020	15:00	2	1	50
Average occupancy (%)				25
Maximum occupancy (%)				50
Alexander Road 1/4P (Corner Waratah)				
		AVAILABLE BAYS	OCCUPIED BAYS	%
22/07/2020	9:15	3	3	100
22/07/2020	12:00	3	2	67
22/07/2020	15:00	3	1	33
23/07/2020	9:00	3	1	33
23/07/2020	12:00	3	2	67
23/07/2020	15:00	3	2	67
Average occupancy (%)				61
Maximum occupancy (%)				100
TOTAL				
		AVAILABLE BAYS	OCCUPIED BAYS	%
22/07/2020	9:15	126	73	58
22/07/2020	12:00	126	79	63
22/07/2020	15:00	126	65	52
23/07/2020	9:00	126	68	54
23/07/2020	12:00	126	65	52
23/07/2020	15:00	126	63	50
Average occupancy (%)				55
Maximum occupancy (%)				63



LEGEND

NO STOPPING

NO STOPPING 8am-9am, 2:45pm -4pm Mon-Fri

NO PARKING 8am - 5pm Mon - Fri

NO PARKING

NO PARKING 7:30am - 9am, 2:30pm - 4pm, SCHOOL DAYS ONLY

BUS ZONE

30 MINUTE PARKING 8am-6pm Mon-Fri, 8am - 1pm SAT

15 MINUTE PARKING 8am-5pm Mon-Fri, 8am - 1pm SAT

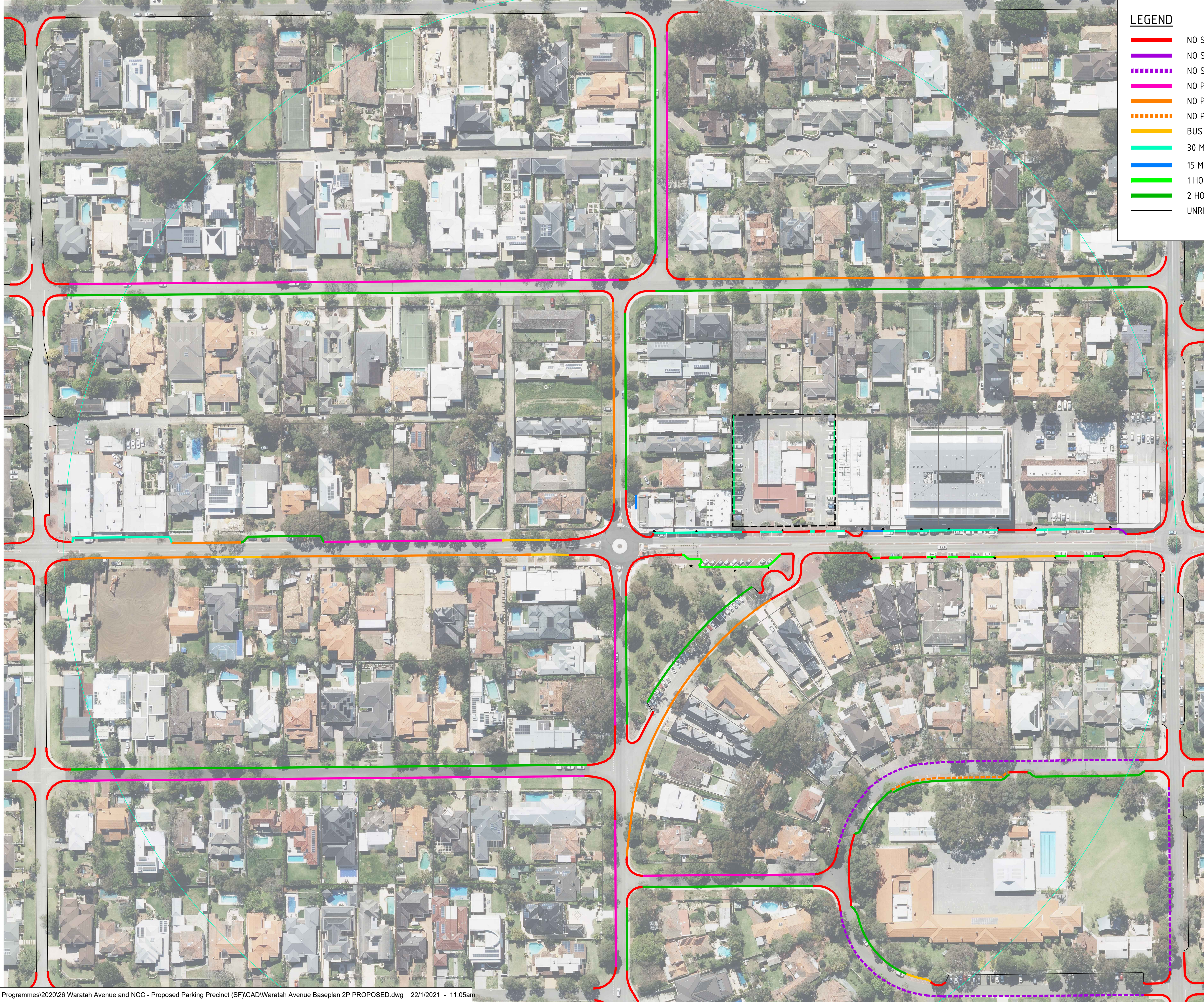
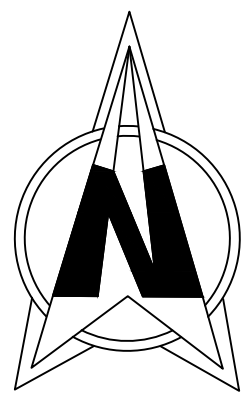
1 HOUR PARKING 8am - 6pm Mon-Fri, 8am - 1pm SAT

2 HOUR PARKING 8am - 5pm Mon - Fri

UNRESTRICTED PARKING

TS07.21 - Attachment 2

EXISTING



- LEGEND**
- NO STOPPING
 - NO STOPPING 8am-9am, 2:45pm -4pm Mon-Fri
 - NO STOPPING 8am - 5pm Mon - Fri
 - NO PARKING 8am - 5pm Mon - Fri
 - NO PARKING
 - NO PARKING 7:30am - 9am, 2:30pm - 4pm, SCHOOL DAYS ONLY
 - BUS ZONE
 - 30 MINUTE PARKING 8am-6pm Mon-Fri, 8am - 1pm SAT
 - 15 MINUTE PARKING 8am-5pm Mon-Fri, 8am - 1pm SAT
 - 1 HOUR PARKING 8am - 6pm Mon-Fri, 8am - 1pm SAT
 - 2 HOUR PARKING 8am - 5pm Mon - Fri
 - UNRESTRICTED PARKING

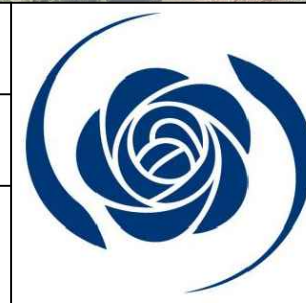
TS07.21 - Attachment 3

PROPOSED

L:\FWP Forward Works Programmes\2020\26 Waratah Avenue and NCC - Proposed Parking Precinct (SF)\CADI\Waratah Avenue Baseplan 2P PROPOSED.dwg 22/1/2021 - 11:05am

REV. No	NOTES	CHECKED	DATE
REV 0	REV 0	REV 0	REV 0

SCALE: N.T.S	DESIGNED: J. FLETCHER	CHECKED / DATE: J. CRESSWELL
COUNCIL MINUTES:	DRAWN: S. FLETCHER	APPROVED / DATE: APPROVED_BY
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TITLE: WARATAH AVENUE PLAN VIEW PARKING RESTRICTIONS		DWG NO: R21-00-02-00	SHEET 02 OF 2
SIZE A1			

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 its 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.