



City of Nedlands

Technical Services Reports

Committee Consideration – 13 November 2018
Council Resolution – 27 November 2018

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TS23.18	Asquith Street Precinct Parking Community Consultation
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Committee	13 November 2018
Council	27 November 2018
Applicant	City of Nedlands
Officer	Irene Chiang – Design Engineer
Director	Martyn Glover – Director Technical Services
Attachments	<ol style="list-style-type: none"> 1. Concept Drawings AS-2017-01-MGA94-0 and AS-2017-02-MGA94-0 2. Artist's Impression of Asquith Park with Option A 3. Community Engagement Report

Executive Summary

Community Engagement has been undertaken with residents, stakeholders and the community generally, on a range of proposals to address the parking needs in the Asquith Street Precinct including Mt Claremont Village shops and Asquith Park. Six areas were identified with 2 to 3 options presented for each area to address parking issues. These areas were:

1. Asquith Park;
2. Cellarbrations Liquor Barn;
3. Asquith Street (Strickland Street to Adderley Street);
4. 25 Strickland Street;
5. Olearia Lane (rear of 25 Strickland Street); and
6. The road reservation (west end of Asquith Street).

The community was invited to complete a survey which served to identify:

- Which of the options were preferred?
- Which areas the community wanted prioritised?
- The level of support for the Administration's preferred options.
- Who visited the shops, how frequently and through what mode of transport?

In consideration of the Administration's preferred options, there is a high level of support for the Administration's preferred 20 bay carpark development at Asquith Park (60%), 5 parking bays at Cellarbrations (68%), no change to Asquith Street (56%), playground at 25 Strickland Street (74%) including Olearia Lane (53%) and the development of the road reserve at the west end of Asquith Street (57%) including a playground on the golf course lease.

Recommendation to Committee

Council:

1. **Approves the Administration's parking and playground options for the Asquith Park Precinct as follows:**

- a) **Area 1: Option A – convert the western side of Asquith Park into a 20-bay car park with the balance being a park.**
 - b) **Area 2: Option A – install 5 new parking bays on the City-owned land in front of Cellarbrations Liquor Barn.**
 - c) **Area 3: Option B – Asquith Street (Strickland to Adderley) to remain as is.**
 - d) **Area 4: Option B – 25 Strickland Street to be converted to a park and playground.**
 - e) **Area 5: Option B – Olearia Lane to be included in the proposed park and playground (Area 4, Option B).**
 - f) **Area 6: Option A – Road reservation (end of Asquith at Mayfair Street) to be improved along with construction of a playground in an area of land within the Cottesloe Golf Club.**
2. **Confirms the area of playground at 25 Strickland Street to be developed at the conclusion of the lease on 30 June 2021 for the existing City owned building, currently Annie’s Pre-Kindy;**
 3. **Approves Asquith Park and the carpark adjacent to Cellarbrations to be completed in 2018/19 Capital Works Program;**
 4. **Supports the construction of the remaining projects subject to approval in future budgets.**

Discussion/Overview

Background:

The Mt Claremont Village Shopping Centre has serviced the residents of Mt Claremont prior to the City’s Town Planning Scheme (TPS) 1 (1967). Under current Town Planning Scheme 2 requirements, 108 bays would be required however only 13 are currently provided by the Shopping Centre, and 40 are provided by the City near the Shopping Centre (see Table 1). There is also 1 ACROD bay and 1 bay reserved for Australia Post. This results in an on-site shortfall of 55 parking bays.

Location	Number of Bays
Asquith Park	8
Angled parking around Mt Claremont shops	21
Parking in front of Cellarbrations Liquor Barn	4
Asquith Street On-Street Parking (Strickland Street to Adderley Street)	7
Total	40

Table 1: Existing Parking Provided by the City around Mt Claremont Shopping Centre

In July 2014, the City received a letter and an informal 440 signature petition requesting that more on-street parking be provided to cater for the Mt Claremont Shopping Centre area. Since 2014, various options have been considered and referred to Council at the 22 September 2015 and 23 February 2016 meetings.

Following the direction provided by Council at the 23 February 2016 meeting, consultation has been undertaken for six areas around the Mt Claremont Shopping Centre to better understand the level of community support for the proposed options for each area.

Options Proposed for Community Consultation:

The area around the Mt Claremont Shopping Centre was split into six areas with 2 to 3 options for each area (refer Attachment 1):

Area 1: Asquith Park

- a) Install 20 parking bays on the west side of park.
- b) Install 28 parking bays with nibs for trees.
- c) No change.

Area 2: Cellarbrations Liquor Barn – City owned car park

- a) Install 5 parking bays.
- b) No change.

Area 3: Asquith Street (Strickland to Adderley Street)

- a) Install 7 parking bays on both sides of the street.
- b) No change.

Area 4: 25 Strickland Street (Subject to expiry of lease in 2021)

- a) Convert entire block into a car park following expiration of lease on 30 June 2021.
- b) Convert entire block into a playground following expiration of lease on 30 June 2021.

Area 5: Olearia Lane (rear of 25 Strickland Street)

- a) Install 7 parking bays.
- b) Include this area in the proposed park and playground (Area 4, Option B).
- c) No change.

Area 6: Road Reservation (Asquith Street from Mayfair Street to Golf Club rear entrance)

- a) Develop 20mx20m area in the Golf Club into a playground and provide parking and access to playground by developing road reserve.
- b) No change.

The Administration also reviewed the six areas in combination with the brief to provide the safest solution for the users that would provide the most bays for the least cost, while maintaining the area of park. The preferred options are as follows:

1. Asquith Park – Option A

The installation of a car park with 20 parking bays on the west side of the Asquith Park was preferred as it provided a balance between parking and park space. Rochdale Road was determined as the preferred access to the proposed car park because:

- It provides direct access from the busier road;
- Access via Asquith Street was not an option as the bus stop on Asquith Street is required by the Public Transport Authority;
- Access via Olearia Lane was not preferred as there is insufficient pavement width (5m) for two-way traffic flow (minimum 6m, and the preference is to reduce traffic in the lane.

The Administration has prepared an Artist's impression of what Asquith Park would look like with this option (refer Attachment 2).

2. Cellarbrations Liquor Barn – Option A

The installation of 5 parking bays was preferred as it allows for 1 additional parking space at low cost, and the vehicles would no longer reverse over the pedestrian thoroughfare. It is noted that the owner at Cellarbrations does not support this option, however from the Administration's perspective, it is safer for pedestrians and vehicles.

3. Asquith Street (Strickland Street and Adderley Street) – Option B

This installation of 7 parking bays would involve significant works to remove and replace the existing drainage and footpath. There is no net gain in parking bays and it was not considered as a cost-effective option, therefore this option was not preferred.

4. 25 Strickland Street – Option B

There is an existing public playground in this area which can be improved and expanded at the conclusion of the building lease (30 June 2021). The area is also located away from busy roads such as Rochdale Road, making it suitable as a play area for children.

If Council chooses to extend the lease beyond 2021, the playground remains a public asset and it would simply not be extended into the area of potential demolition.

5. Olearia Lane (rear of 25 Strickland Street) – Option B

Providing parking at this location may create safety issues because of the narrow (5 m) width of the laneway.

6. Road Reservation (Asquith Street from Mayfair Street to Golf Club rear entrance) – Option A

Rochdale Road is a busy distributor road which currently divides the Mount Claremont area in two. The City has noted that there is a lack of play equipment for the area west of Rochdale Road. Installation of a playground in the Golf Club west of Asquith Street would provide a safely accessible play area for the residents west of Rochdale Road. The road reserve between the Golf Club and west end of Asquith Street would also be developed to provide some parking and access to the playground. The development of a playground would also help offset any loss of park space at Asquith Park.

Should the Administration's preferred options be supported, the Asquith Street Precinct would gain up to an additional 25 parking bays and 257 m² of green space.

Proposed Order of Implementation:

The Administration propose a staged upgrade to the precinct parking and playgrounds as follows:

- 2018/19 Upgrade to Asquith Park (Site 1) and the carpark in front of Cellarbrations.
- 2019/20 Construction of access in Asquith Street (West).
- 2020/21 Community Consultation for site 6 in the Cottesloe Golf Course.
- 2021/22 At the conclusion of No. 25 Strickland Street lease, upgrade of playground.
- 2022/23 Construction of new nature style playground on Cottesloe Golf Club site.

It is noted that the existing parking performance will be reviewed following the implementation of each stage.

Risk Management:

The businesses at the Mt Claremont Shopping Centre form an important part of the amenity in this area. This is evident through the petition received by the community in 2014 in support of increasing parking for the businesses and commentary received during the recent consultation. Continuing the situation as it is may result in the businesses moving elsewhere and potential increases in illegal parking.

Provision of parking at Asquith Park via the loss of part or all of Asquith Park was likely to be unwelcome by residents. To mitigate the risk of community backlash, options to develop a park at 25 Strickland Street, and the creation of a park and playground in the Golf Club at the west end of Asquith Street were presented. These options offered a potential gain in public open space overall depending on community preferences.

Required by Legislation/Council Policy:

Asquith Park along with almost all parks in the City, is currently listed under the Dogs Local Law as a designated dog exercise area. If part or all of Asquith Park is used for parking, then this area may no longer be suitable as a dog exercise area and would require a change to the Dog Local Law. It is noted that dogs are prohibited from the Infant Health Centre Playground at 25 Strickland Street under the same Local Law.

Key Relevant Previous Council Decisions:

Ordinary Council Meeting 22 September 2015, Item TS22.15

Council:

1. *Agrees to investigate the provision of extra parking bays in Asquith Street by:*
 - a) *Relocation of the bus stop at Asquith Park and the provision of angled parking;*
 - b) *The addition of parallel parking bays adjacent to 32 Strickland Street (corner lot);*
 - c) *Review street parking bays availability.*

2. *Agrees to investigate the provision of extra parking bays in the residential block known as Asquith Park by:*
 - a) *Redesign of the park layout to incorporate the existing 8 bays; and*
 - b) *Creation of an improved village centre park with landscaped garden, shelter and upgraded furniture.*

3. *Agrees to investigate the provision of an alternative park at 26a Adderley Street by:*
 - a) *Re-engineer of the council owned drainage sump;*
 - b) *Design of park layout to incorporate a playground and 4 new car bays; and*
 - c) *Allocation of \$5,000 to fund feasibility of work.*

4. *Agrees to investigate the provision of an alternative park at west Asquith Street cul-de-sac by:*
 - a) *Dual purposing of the un-constructed road reserve servicing Golf Club;*
 - b) *Design of a thoroughfare layout to incorporate the mulberry tree and 4 new car bays; and*
 - c) *Maximising the goodwill landscaping of adjacent property stakeholders.*

5. *Writes to the owners of Strata Title 30656 for the Mt Claremont Village requesting measures be taken to:*
 - a) *Maximising the availability of the onsite parking, including the use of a multi-levelled parking structure;*
 - b) *Ideally provide an addition 53 of 73 bays of the onsite shortfall; and*
 - c) *Be within the extent permitted under Town Planning Scheme No. 2 and Strata Titles Act 1985.*

Ordinary Council Meeting 15 December 2015, Item PD56.15

1. *Council considers the provision of at least 16 parking bays in the vicinity of Rochdale Road and Asquith Streets as a matter of urgency. That \$14k be allocated for Administration to investigate this;*

2. *CEO to report back as early as possible but by February 2016 meeting with a view to progressing this as soon as possible.*

Ordinary Council Meeting 23 February 2016, Item TS02.16

Council:

1. *Approves the implementation of 3 hours parking restrictions on the 6 southern bays of the 8 bays backing onto Asquith Park;*
2. *Approves the widening of Asquith Street to 7.2m to accommodate on-street parking and bus-movements from Strickland Street to Adderley Street with funding to be considered in the draft 2016/17 budget;*
3. *Approves negotiation with owners of 30 Asquith Street, to be reported to Council, on the option to reconfigure parking in front of this property to realize public parking available to all with a possible net increase of two bays;*
4. *Approves consultation with the community on the proposal to provide additional parking in Asquith Park and development of the Asquith Street West cul-de-sac park, to be reported to Council;*
5. *Agrees to consider the detailed design and construction costs of the following budgeting requests in the draft 2016/17 budget:*
 - a) *Asquith Park to provide for parking (net 11 bays), a shelter, fencing, landscaping, paths and seating (\$209,000);*
 - b) *Landscaping to Asquith Street West cul-de-sac to provide an alternative public open space (\$165,000); and*
 - c) *Asquith Street widening to 7.2m (\$88,000)*
6. *Approves the investigation of specified area rates to cover the costs of providing off-street parking in Asquith Park in lieu of the on-site parking shortfall at Mt Claremont Village Shopping Centre, to be reported to Council.*

Consultation

Community engagement has been undertaken with residents, stakeholders and the community generally on a range of proposals to address the parking needs in the Mt Claremont village shopping precinct and Asquith Park. Initiatives also include the redesign and landscaping of Asquith Park and the development of the old road reserve area at the western end of Asquith Street.

Several proposals were developed in response to the City receiving numerous requests and a petition from the Mt Claremont community. To progress the priorities, the City have allocated funding in the 2018-19 capital works program.

To assist with identifying preferences, the City invited the community to complete a survey which would be used to inform the final proposal to be presented to the Council. Feedback was also received online, email and via mail.

Community preferences for options proposed by the City are summarized in Table 2.

Area	Community Preference
Asquith Park	Install 20 bay car park on the west side with the balance being a park.
Cellarbrations Liquor Barn	Remark with 5 bays.
Parking between Strickland Street and Adderley Street	No clear preference.
25 Strickland Street	Develop land into park and playground.
Olearia Lane (rear of 25 Strickland Street)	Include area in the proposed park and playground of 25 Strickland Street.
Road reservation (west end of Asquith Street)	Develop road reservation and playground.

Table 2: Community preferences for the options proposed by the City.

Engagement also sought community support for the Administration’s preferences which are summarised in Figure 1 below.

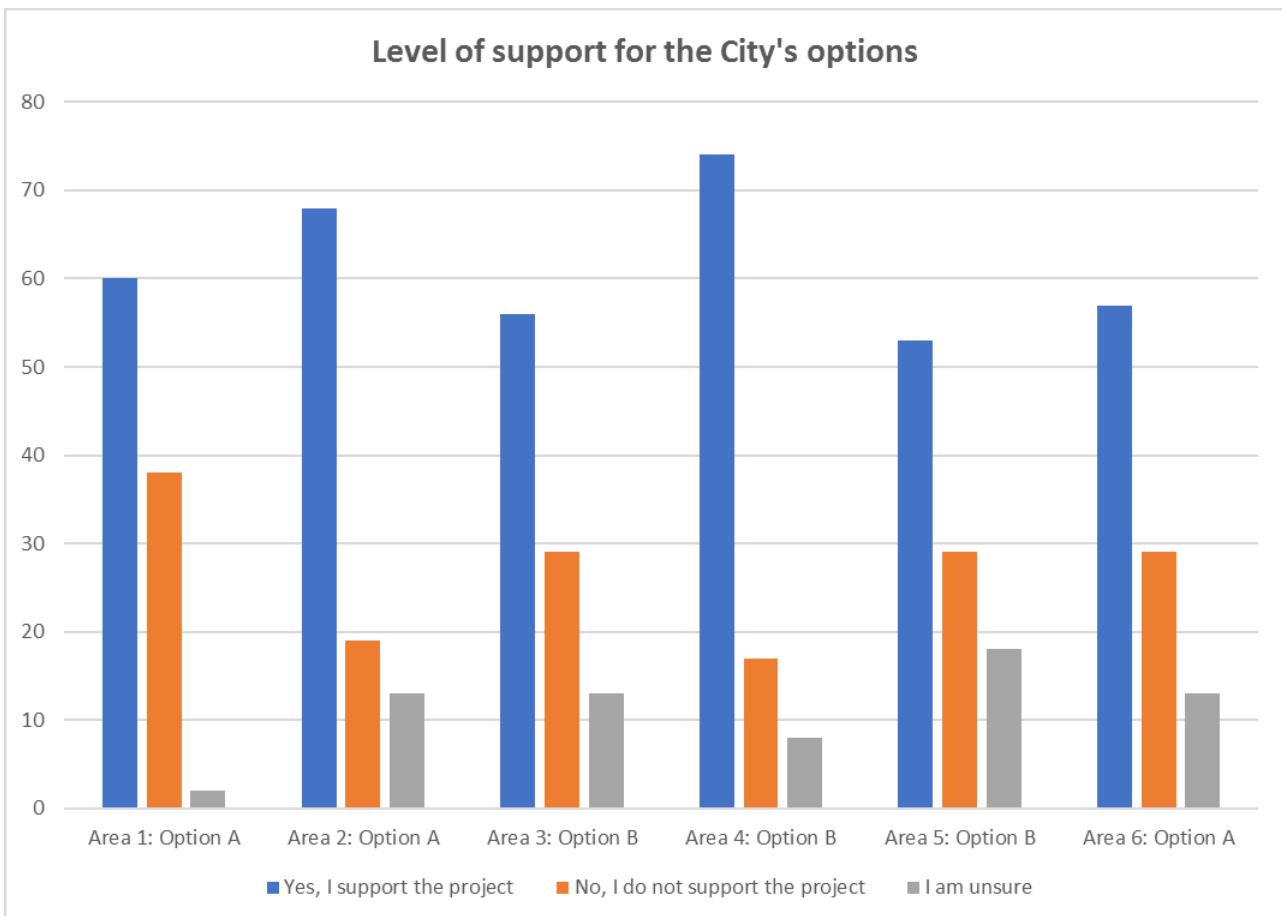
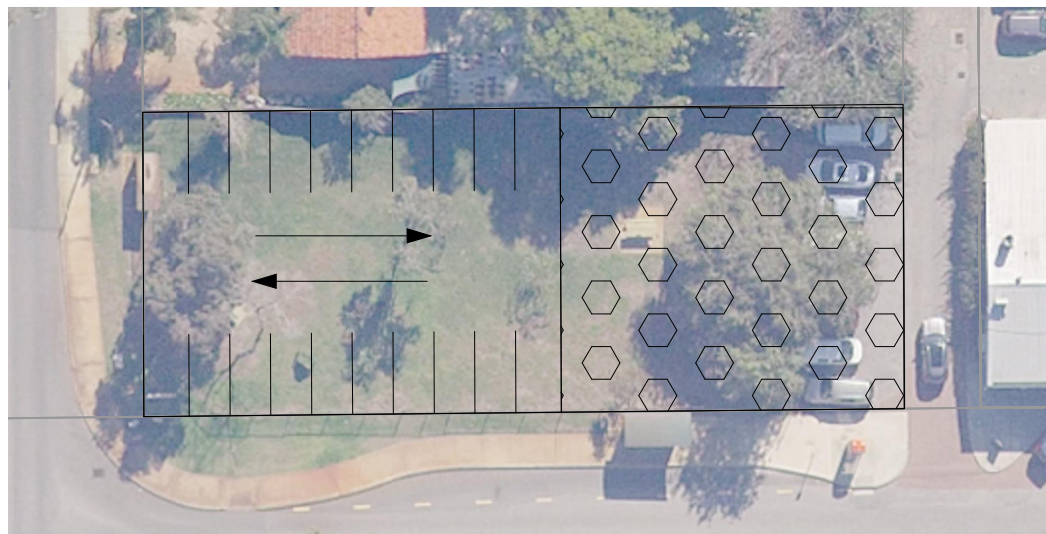


Figure 1: Level of support for the City's preferences

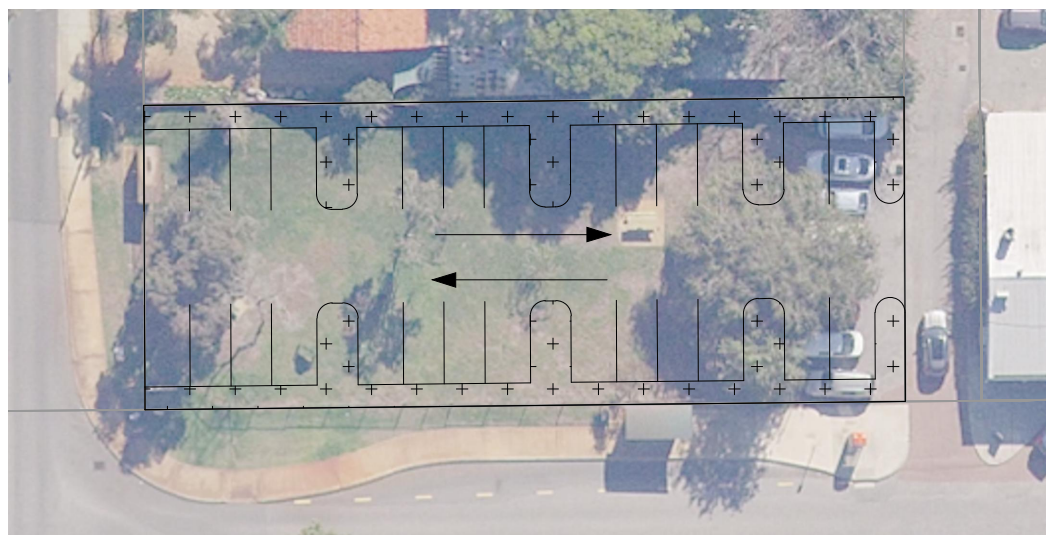
A range of issues and suggestions were provided by the community. Administration comment on these issues and suggestions as well as full details of the community engagement can be found in the community engagement report (refer Attachment 3).

Budget/Financial Implications

The 2018/2019 budget has \$214,000 for the installation of parking within the precinct. Depending on the options that are progressed, there may need to be provision in future budgets for the works to be completed.








- AREA 1: ASQUITH PARK - OPTION A**
- INSTALL 20 BAYS ON WEST SIDE OF PARK
 - REDESIGN PARK
 - UPGRADE ASQUITH STREET BUS STOP
 - REMOVE BUS STOP ON ROCHDALE ROAD
 - REMOVE EXISTING TREES ON WEST SIDE
 - RETAIN EXISTING TREES ON EAST SIDE
 - CAR PARK ACCESS FROM ROCHDALE ROAD FOR VEHICLE/PEDESTRIAN SAFETY



- AREA 1: ASQUITH PARK - OPTION B**
- INSTALL 28 PARKING BAYS
 - INSTALL NIBS EVERY 4 BAYS FOR TREES
 - LANDSCAPE ON NORTHERN AND SOUTHERN BOUNDARIES
 - UPGRADE ASQUITH STREET BUS STOP
 - REMOVE BUS STOP ON ROCHDALE ROAD
 - CAR PARK ACCESS FROM ROCHDALE ROAD AND OLEARIA LANE

LEGEND

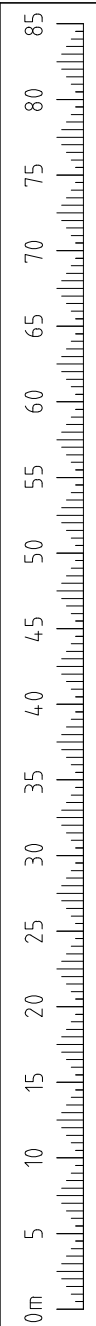
- EXISTING LOT BOUNDARY 
- PROPOSED FOOTPATH 
- PROPOSED ROAD WIDENING 
- PROPOSED LANDSCAPING 
- PROPOSED PARK AREA/PLAYGROUND 

CONCEPT ONLY




NOTICE TO CONTRACTOR

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



SCALE: 1 : 500

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**ASQUITH STREET PRECINCT
PARKLAND AND PARKING UPGRADE CONCEPT**

DWG No: **AS1-2017-02-MGA94-0**

REV No: **0**



View A: to the west



View B: to the east



Concept Plan



Example plant selection



**Asquith Street Precinct
Options for Parking and Amenity Upgrades
Community Engagement Results
Friday, 3 August to Monday, 27 August 2018**

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Dated: 2 October 2018
SharePoint Reference: PROJ-1387857896-24

1. INTRODUCTION

Community engagement has been undertaken with residents, stakeholders and the community generally on a range of proposals to address the parking needs in the Mt Claremont village shopping precinct and Asquith Park. Initiatives also include the redesign and landscaping of Asquith Park and the development of the old road reserve area at the western end of Asquith Street.

These proposals were developed in response to the City receiving numerous requests and a petition from the Mt Claremont community. To progress the priorities, the City have allocated funding in the 2018-19 capital works program.

The following options were developed and the thoughts of the community were sought:

Area 1: Asquith Park (including the existing car park)

Option A: Install 20 parking bays by reconfiguring the existing car park and using the west side of Asquith Park. The trees in the car park would need to be removed and the park redesigned. Asquith Street bus stop would also be upgraded. This will result in the size of Asquith park being reduced however parking availability would be increased. Car park to be accessed from Rochdale Road as it is safer for pedestrians and children using the playground.

Option B: Install 28 parking bays in Asquith Park and the current parking area with landscaping along Asquith Street and the property boundary and the planting of trees within the car park to provide shade. Access would be from Olearia Lane and Rochdale Road. The bus stop in Rochdale Road would need to be removed to allow for access into the car park and the Asquith Street bus stop would be upgraded.

Option C: Retain the park and the existing 8 parking bays.

Area 2: Parking in front of Cellarbrations Liquor Barn

Option A: Remove all (4) existing parking bays and install 5 parking bays at 90 degrees to the original parking.

Option B: Retain the existing 4 parking bays.

Area 3: Asquith Street (Strickland to Adderley Street)

Option A: Install 7 parking bays on both sides of the street and move the existing two-metre wide footpath back to allow for the new bays.

Option B: Retain the existing parking arrangements.

All options will include an upgrade to the existing bus stop and improvements to storm water collection.

Area 4: 25 Strickland Street (Subject to expiry of lease in 2021)

- Option A: At the conclusion of the building lease (30 June 2021), convert the block into a car park with 28 parking bays, including a vehicle turn-around, remove six on-street parking bays in Strickland Street to allow entry into the proposed car park and landscape the area.
- Option B: At the conclusion of the building lease (30 June 2021), convert the block into a park and playground.

Area 5: Olearia Lane (rear of 25 Strickland Street)

- Option A: Install seven parking bays.
- Option B: Include this area in the proposed park and playground for this site
- Option C: Retain current situation

It is noted that Option A will not progress if Option B in Area 4 – park and playground is preferred as this area will form part of the new park.

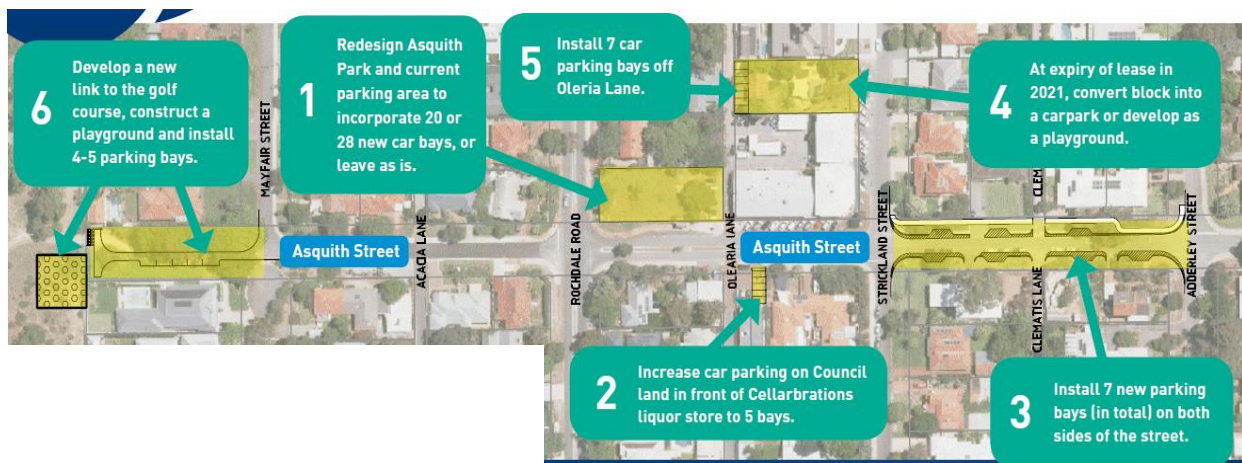
Area 6: Road Reservation (Asquith Street, Mayfair to Golf Club rear entrance)

- Option A: Develop a playground on the golf course site along with four to five parking bays. Install a three-metre-wide access way with a turn-around using asphalt for pedestrian and vehicle access to the Golf Club and the playground. A concrete apron and crushed limestone hardstand will be constructed for property and Golf Club access. The existing trees would be retained.
- Option B: Do nothing.

The City also provided its preferred options for development and the community were asked vote on the preferences.

To assist with identifying preferences the City invited people to complete a survey which will be used to inform the final proposal to be presented to the Council. Feedback was also received online, email and via mail.

MT CLAREMONT VILLAGE SHOPPING PRECINCT OPTIONS FOR PARKING AND AMENITY IMPROVEMENTS



2. PURPOSE OF ENGAGEMENT

Information was provided to assist the community to gain an understanding on the limitations and issues relevant to parking within the shopping precinct and improvements to the amenity of the area.

Opportunities were provided for the community to provide their thoughts on improvement options within six areas to enable the City to confirm the priorities for the future development of the area. The areas identified were:

- Area 1: Asquith Park (including the existing car park)
- Area 2: Parking in front of Cellarbrations Liquor Barn
- Area 3: Asquith Street (Strickland to Adderley Street)
- Area 4: 25 Strickland Street (Subject to expiry of lease in 2021)
- Area 5: Olearia Lane (rear of 25 Strickland Street)
- Area 6: Road Reservation (Asquith Street, Mayfair Street to Golf Club rear entrance)

3. ENGAGEMENT PERIOD

The engagement was advertised for the period from Friday, 3 August to Monday, 27 August. Late feedback was accepted until Monday, 3 September 2018 (**32 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 from within the project area (580)
- Businesses within the Village Shopping Centre
- Users of Asquith Reserve and the Village
- Cottesloe Golf Club
- Proprietor, Annie's Playschool
- Public Transport Authority and utility providers
- City of Nedlands community generally
- Elected members
- Relevant City staff

Property owners and residents within the project area consisted of 580 properties within the streets bounded by (and including) Haldane Street, Beecham Road, Cleland Street, Alfred Road and Mayfair Street.

Residents and property owners were invited to participate in the engagement activities, along with park users, stakeholders and the general community.

6. OPPORTUNITIES FOR ENGAGEMENT

An engagement page was published on 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 contained a survey, and a facility to provide general feedback. People could ask the City a question, read FAQs, view the proposed options, key dates and contact the Project Team. Project updates via newsfeeds were also provided.
- A letter and a copy of the options were forwarded to all residents/property owners within the project area (refer Section 5 above) to provide project information and the options developed, along with an invitation to participate in a community information session and to provide feedback.
- Two Community Information Sessions were held at the Mt Claremont Community Centre. These sessions enabled community members to discuss the proposal with Council staff to gain an understanding of the history of the project and the options developed. Attendees were offered the opportunity to provide their thoughts on the options and any other suggestions.
- People could also contact the City by email (yourvoice@nedlands.wa.gov.au) or telephone to discuss the project with a member of the project team.

Awareness of the project was provided by advertising in the POST newspaper and the Western Suburbs Weekly (engagement period and the community information session). Signage was displayed at Asquith Park and at 25 Strickland Street.

City staff visited businesses to discuss the project and to distribute copies of the map containing the proposed options which were placed on display in their shops. A local real estate agent permitted the City to display the options on a vacant shop window.

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 options
- Previous Council reports
- Frequently asked questions (FAQs)
- Advice on the key dates
- Project team contact details

Two methods were used to provide feedback: a survey for people to indicate their preferences on the options thoughts or provide more general feedback. The preference was for people to complete the survey to enable the City to identify people's preferences for the options.

Your Voice Nedlands email was available for people to send 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, promotion of the community information session and placing feedback on the outcomes of the community information session.

6.2 Community Information Sessions

Two Community Information Sessions was held at the Mt Claremont Community Centre on Thursday, 16 August 2018 from 4-5pm and 5.30-6.30pm. The sessions included a presentation on the history of the issues, the reasoning and methodology of how the options were developed.

Opportunities were provided for attendees to provide feedback on the options and to provide other suggestions with Council Officers (Director Technical Services, Manager Parks Services, Manager Infrastructure Services, Design Engineer, Community Engagement Coordinator, Personal Assistant to the Director Technical Services and Communications Officer).

Feedback from the sessions were recorded which included people's views (dislikes, likes and suggestions). These were subsequently placed on **Your Voice Nedlands** to provide feedback on the outcomes of the sessions.

6.3 Mail out

A mail out to 580 residents, property owners, stakeholders was undertaken advising of the options and inviting them to view the information on **Your Voice Nedlands**, attend a community information session and to provide feedback by completing a survey.

6.4 Advertising and media

Advertising was placed in the POST newspaper on 4 August 2018 and in the Western Suburbs Weekly on 7 August 2018.

Signage was also placed at the entrances to Asquith Park (2), 25 Strickland Street and a vacant shop in Asquith Street to the site.

The City's Facebook, twitter social media and LinkedIn social media sites were also used to promote the project.

A media release was prepared and was published in the POST newspaper and shared on the City of Nedlands website.



Asquith Street Improvements

The City is addressing parking and amenity issues along Asquith Street Mount Claremont in response to requests from residents and businesses. A number of options have been developed and your thoughts are invited.

- 1** Redesign Asquith Park and current parking area to incorporate 20 or 28 new car bays, or leave as is.
- 2** Increase car parking on Council land in front of Cellarbrations liquor store to 5 bays.
- 3** Install 7 new parking bays (in total) on both sides of Asquith Street between Strickland and Adderley.
- 4** At expiry of lease in 2021, convert Council-owned block on Strickland Street into a carpark or develop as a playground.
- 5** Install 7 car parking bays off Oleria Lane, behind the shops.
- 6** Extend Asquith Street further west from Mayfair Street, develop a new link to the golf course, construct a playground and install 4-5 parking bays.

Community information session

You are invited to attend a community information session at the Mount Claremont Community Centre (Hakea Room) on **Thursday, 16 August 2018**.
Session 1: 4pm to 5pm, Session 2: 5.30pm to 6.30pm.

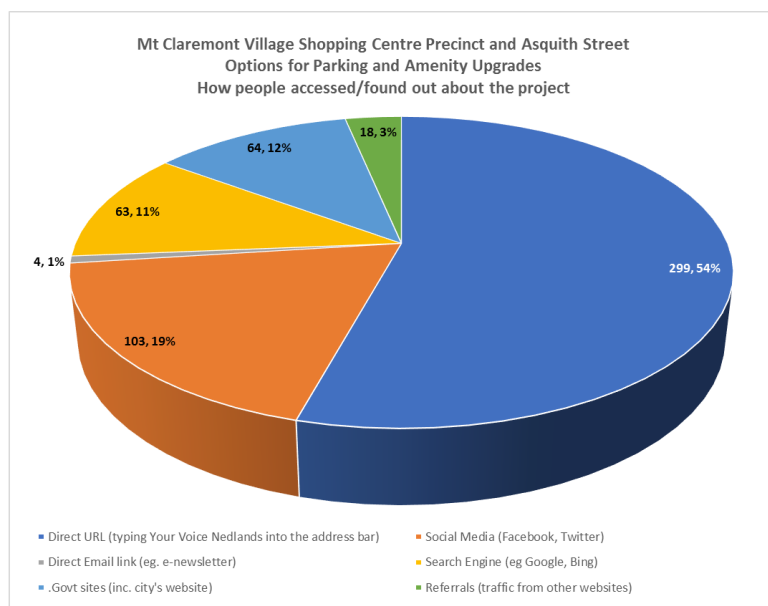
To find out more about this project and view detailed plans, call 9273 3500 or visit Your Voice Nedlands at yourvoice.nedlands.wa.gov.au.

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 communication activities resulted in 551 visits using the methods of: typing **Your Voice Nedlands** into the address bar mainly from the letter (299, 54%), social (103, 19%), search engine (63, 11%), access via .gov sites (64, 12%) and referrals (18, 3%). 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 – 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



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 490 visitors who collectively made 551 site visits and collectively viewed 1847 pages. 399 of these viewed at least one page. There were 51 downloads of the documents and 17 visits to the FAQ page. 104 people participated in the engagement tools: 100 surveys were completed, 29 people posted feedback and 4 people asked a question of the City.

7.2 Mail-Out

The City undertook a mail out to 580 residents, property owners and stakeholders within the project area. 16 submissions were received via email and mail including the proprietors of Annie's Playschool and their staff in regard to the options for 25 Strickland Street option, the immediate neighbours and the Cottesloe Golf Club in regard to the redevelopment of Asquith from Mayfair to the Golf Club entrance.

7.3 Onsite Community Information Session

Approximately 50 people attended the two Community Information Sessions.

7.4 Customer Enquiries

Eleven telephone calls were received to discuss the proposal further and any impacts in relation to their residence. Comments provided also supported or not supported the project.

8. ENGAGEMENT RESULTS

The results from the engagement activities are provided for each method of community engagement: survey, feedback, submissions, community information session and customer enquiries. All comments have been assessed to identify the general level of acceptance for the options. 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

One hundred surveys were completed by the community. The survey looked at the options proposed by the City to address parking needs and amenity of the Mt Claremont village shopping precinct and Asquith Park. The survey also asked people to provide information on where they live, why, how and how often they visited the village. The following sections provide an overview of the survey questions and the results.

8.1.1 Part A – Options proposed by the City

The options developed were in response to numerous requests and a petition from residents to address the parking issues in the area. People were asked to complete the survey to enable the City to identify the community's preferences and to enable schedule of the work in accordance with the priorities identified. The following options were developed:

Area 1: Asquith Park (including the existing car park)

Option A: Install 20 parking bays by reconfiguring the existing car park and using the west side of Asquith Park. The trees in the car park would need to be removed and the park redesigned. Asquith Street bus stop would also be upgraded. This will result in the size of Asquith park being reduced however parking availability would be increased. Car park to be accessed from Rochdale Road as it is safer for pedestrians and children using the playground.

Option B: Install 28 parking bays in Asquith Park and the current parking area with landscaping along Asquith Street and the property boundary and the planting of trees within the car park to provide shade. Access would be from Olearia Lane and Rochdale Road. The bus stop in Rochdale Road would need to be removed to allow for access into the car park and the Asquith Street bus stop would be upgraded.

Option C: Retain the park and the existing 8 parking bays.

Area 2: Parking in front of Cellarbrations Liquor Barn

Option A: Remove all (4) existing parking bays and install 5 parking bays at 90 degrees to the original parking.

Option B: Retain the existing 4 parking bays.

Area 3: Asquith Street (Strickland to Adderley Street)

Option A: Install 7 parking bays on both sides of the street and move the existing two-metre wide footpath back to allow for the new bays

Option B: Retain the existing parking arrangements

All options will include an upgrade to the existing bus stop and improvements to storm water collection.

Area 4: 25 Strickland Street (Subject to expiry of lease in 2021)

Option A: At the conclusion of the building lease (30 June 2021), convert the block into a car park with 28 parking bays, including a vehicle turn-around, remove six on-street parking bays in Strickland Street to allow entry into the proposed car park and landscape the area

Option B: At the conclusion of the building lease (30 June 2021), convert the block into a park and playground.

Area 5: Olearia Lane (rear of 25 Strickland Street)

Option A: Install seven parking bays.

Option B: Include this area in the proposed park and playground for this site

Option C: Retain current situation

It is noted that Option A will not progress if Option B in Area 4 – park and playground is preferred as this area will form part of the new park.

Area 6: Road Reservation (Asquith Street from Mayfair Street to Golf Club rear entrance)

Option A: Develop a playground on the golf course site along with four to five parking bays. Install a three-metre-wide access way with a turn-around using asphalt for pedestrian and vehicle access to the Golf Club and the playground. A concrete apron and crushed limestone hardstand will be constructed for property and Golf Club access. The existing trees would be retained

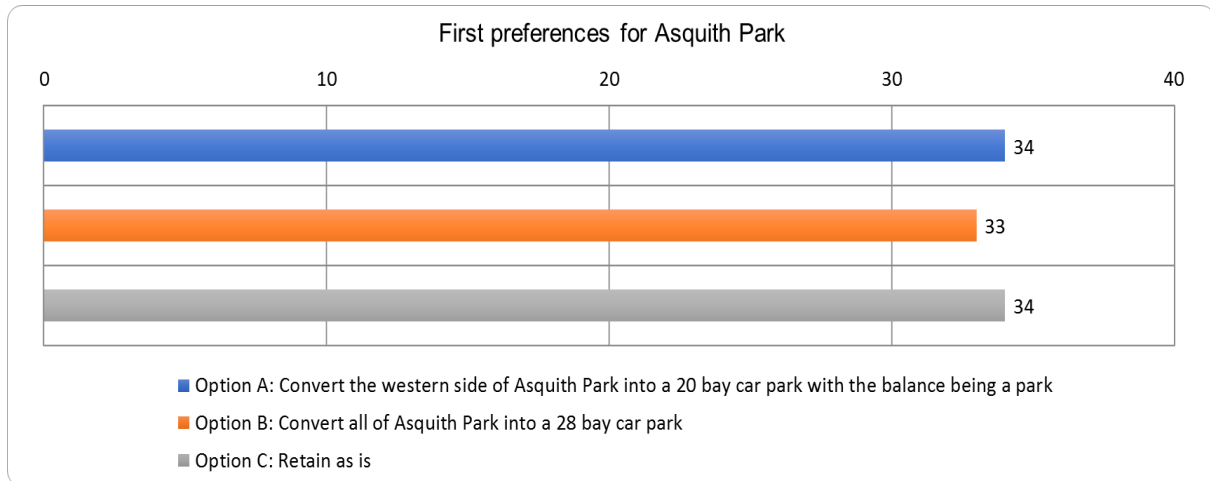
Option B: Do nothing.

8.1.2 Part A – Options proposed by the City – Community Preferences

Section one looked at the individual preferences for the options proposed above. People were asked to vote for each of the options presented. However, it was not compulsory for every question to be voted on allowing people to only vote for their preference.

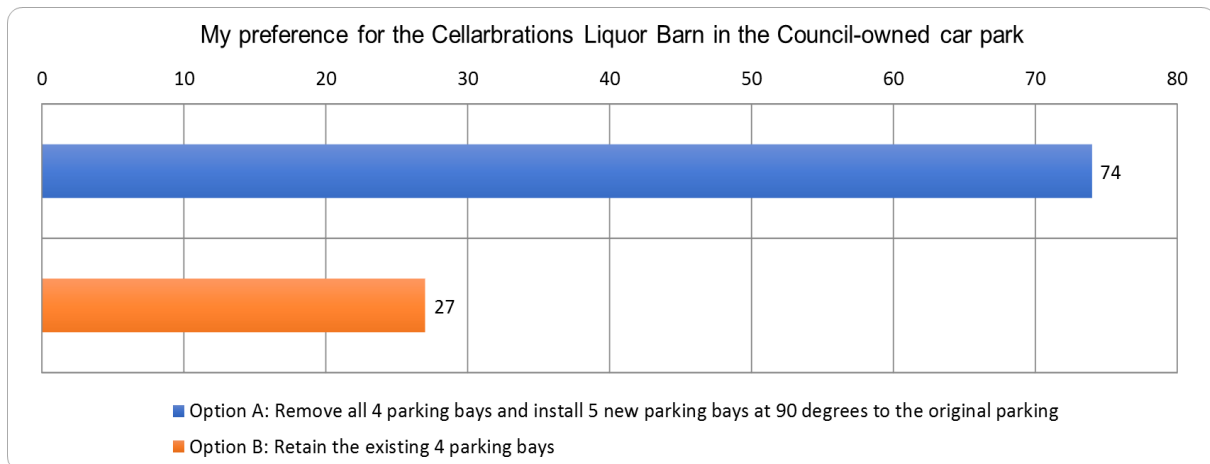
Area 1: Asquith Park (including car park)

When considering only first preferences, there is no clear support for any of the options. If the car park options (A plus B) versus the non-car park option (C) are considered, then a car park is the clear preference and Option A has a slight preference over Option B.



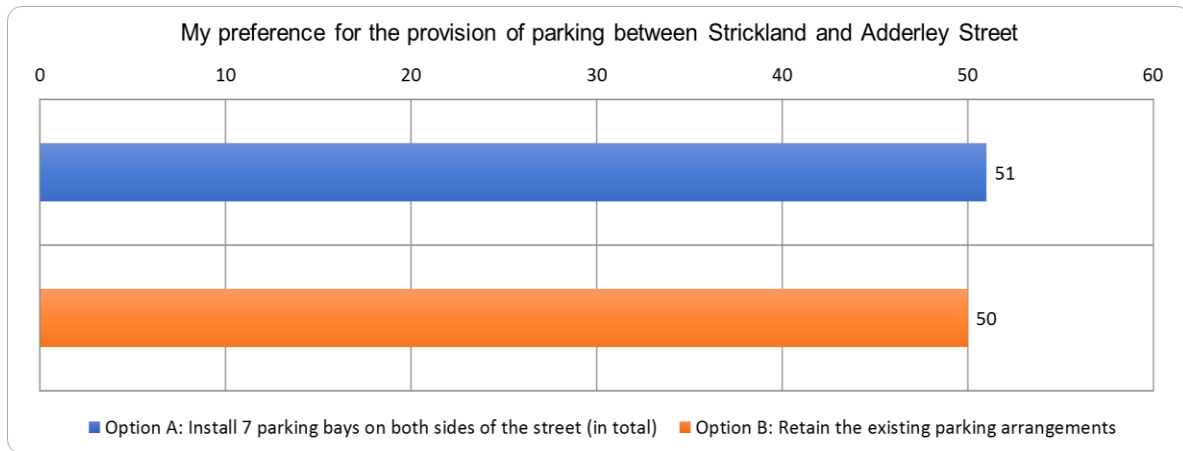
Area 2: Cellarbrations Liquor Barn – Council owned car park

Of the two options presented, the most preferred option is to remove the existing four parking bays and install five new parking bays at 90 degrees to the original bays.



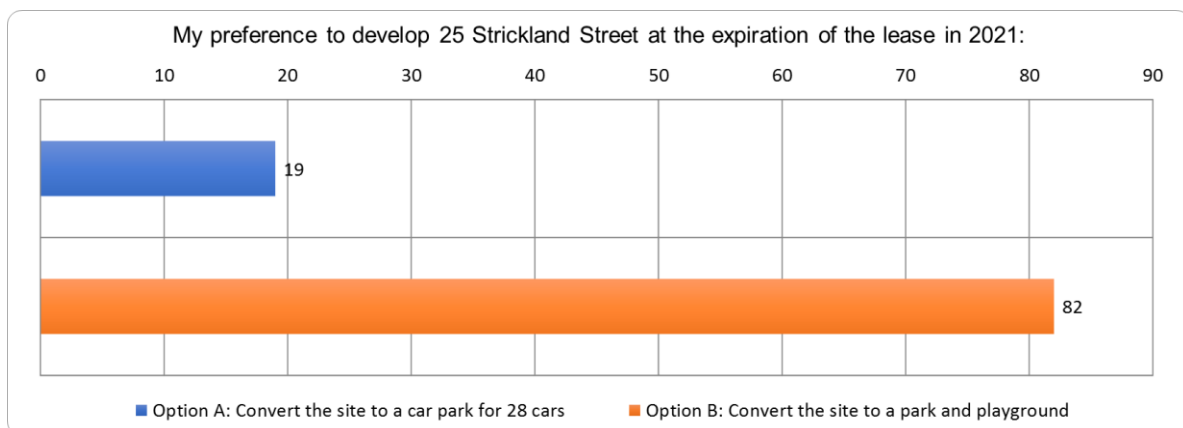
Area 3: Parking between Strickland and Adderley Street

Of the options presented, there is no clear support for either option.



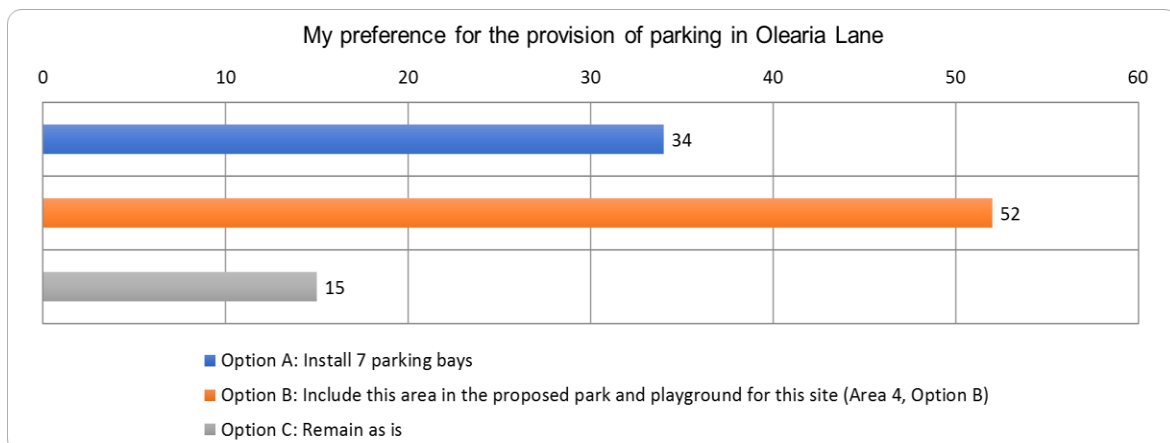
Area 4: Develop 25 Strickland Street at the expiration of the lease

The preference is for this parcel of land to be developed into a park and playground.



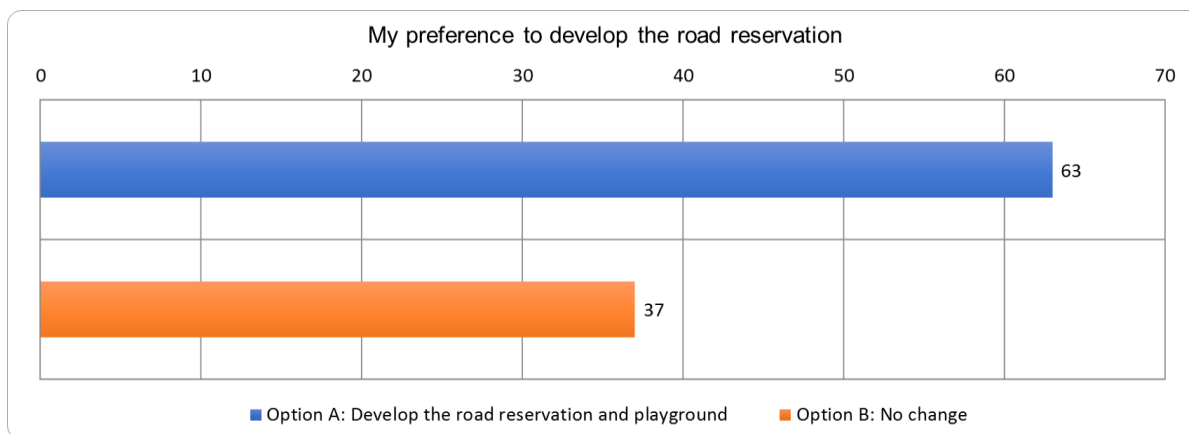
Area 5: Provision of parking on Olearia Lane

Of the options presented, the preference is for the land to be included in the proposed park and playground for 25 Strickland Street.



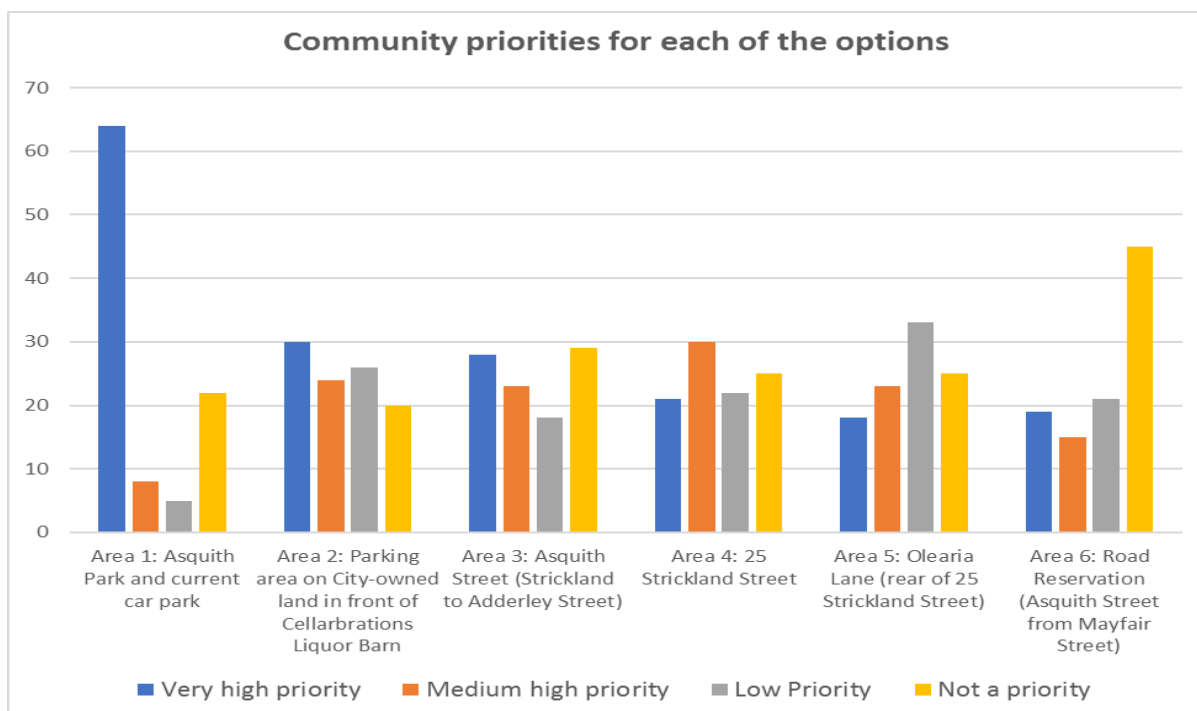
Area 6: Develop road reservation at the west-end of Asquith Street

Of the options presented, the preference is for the road reservation and playground to be developed at the end of Asquith Street with a playground being developed in the Cottesloe Golf area. It is noted that of the 101 respondents to the survey, one respondent did not select any of the preferences for this area.



8.1.3 Part A – Proposals the community prioritised

Of the options presented, the community have indicated that the City's priority is to focus on Asquith Park and the current car park (Area 1) followed by areas two, three, four and five followed by six.



8.1.4 Part A – Level of Support for the City's Preferred Options

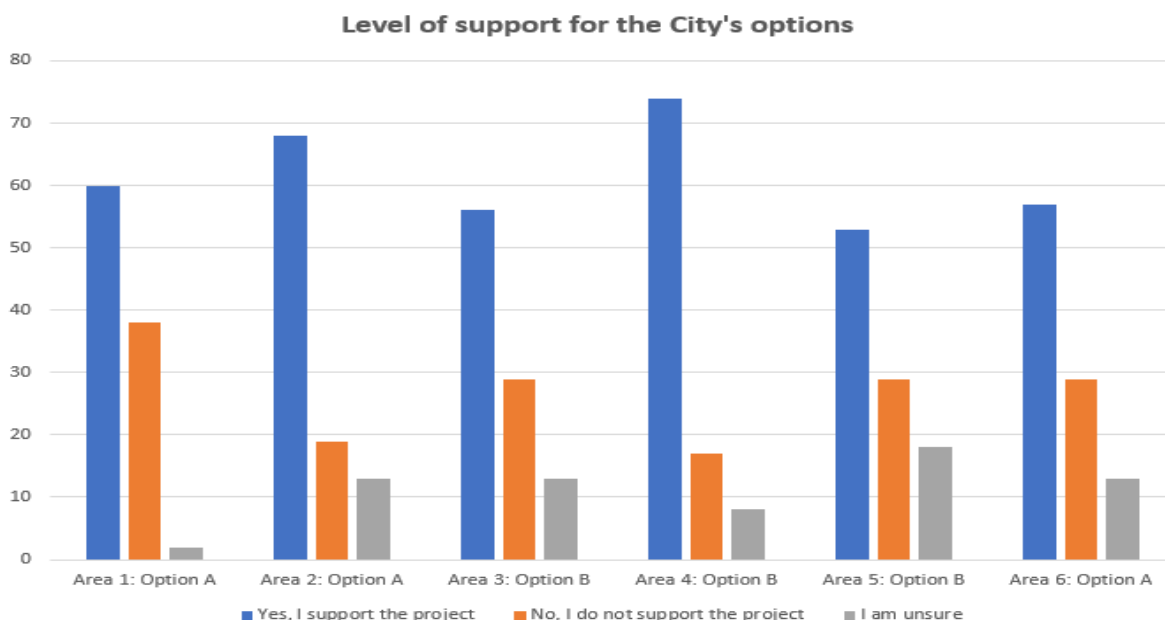
The City canvassed the thoughts of the community in terms of the City's preferences by asking people to either support or not support the project. They could also answer with unsure if not certain about the proposals.

The City's combined preferences were:

- **Area 1: Option A** – convert the western side of Asquith Park into a 20-bay car park with the balance being a park.
- **Area 2: Option A** – install 5 new parking bays on the City-owned land in front of Cellarbrations Liquor Barn.
- **Area 3: Option B** – Asquith Street (Strickland to Adderley) to remain as is.
- **Area 4: Option B** – 25 Strickland Street to be converted to a park and playground.
- **Area 5: Option B** – Olearia Lane to be included in the proposed park and playground (Area 4, Option B).
- **Area 6: Option A** – Road Reservation (end of Asquith at Mayfair Street) to be improved along with the construction of a playground in an area of land within the Cottesloe Golf Club.

The community provided their preferences as follows. There is a very high level of support (74) for Area 4, Option B which is to convert 25 Strickland Street into a park and playground at the end of the building lease, followed by creating five car parks in front of the Cellarbrations Liquor Barn (68) and converting the western side of Asquith Park into a 20-bay car park with the balance being park (60).

57 of respondents supported developing the road reservation (Area 6) closely following by retaining Asquith Street between Strickland and Adderley (56) and 53 supporting Olearia Lane being included in the proposed park and playground at 25 Strickland Street.



8.1.5 Part B – About You

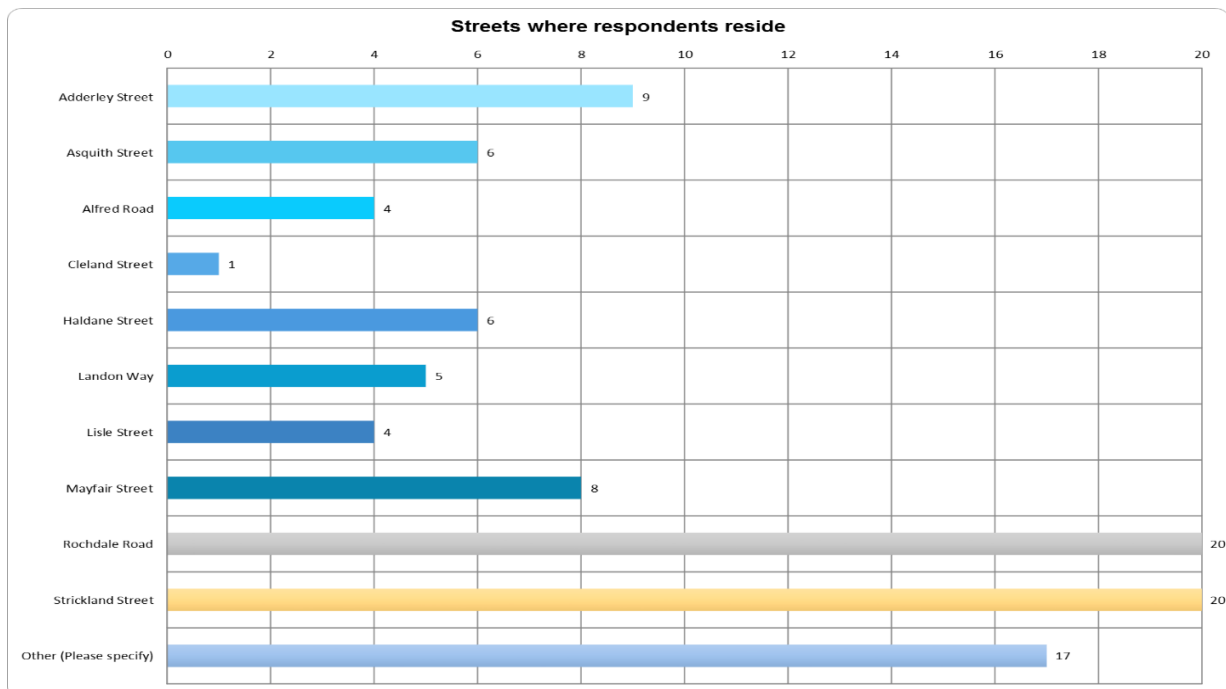
The City asked some questions on how people travelled to the village and the reasons why as it is important that the City heard from those who live in or near Asquith Street and visit the village regularly. In understanding the views of the community who participated in the survey information was sought on the following:

- Street in which they reside
- Primary mode of travel to the village
- Frequency of visiting the village
- Main reason for visiting the village

Where people reside

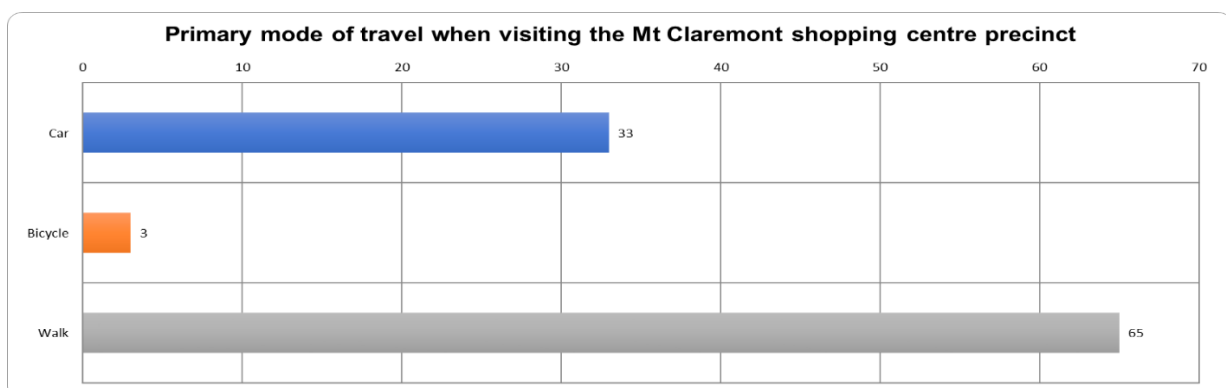
The majority people who responded to the survey, reside in Rochdale (20), Strickland (20), Adderley (9) Streets with 8 from Mayfair and 6 from Asquith Streets.

Other respondents reside at Haldane Street (6), Landon Way (5), Lisle Street (4), Alfred Road (4) and Cleland Street (1). In addition, there were 17 responses from people living outside of the area which included eight respondents from other streets within Mt Claremont but outside the project area, two respondents from Swanbourne, three from areas within Perth, two from Churchlands and one each from Claremont and Nedlands. The following chart provides an overview of where residents reside.



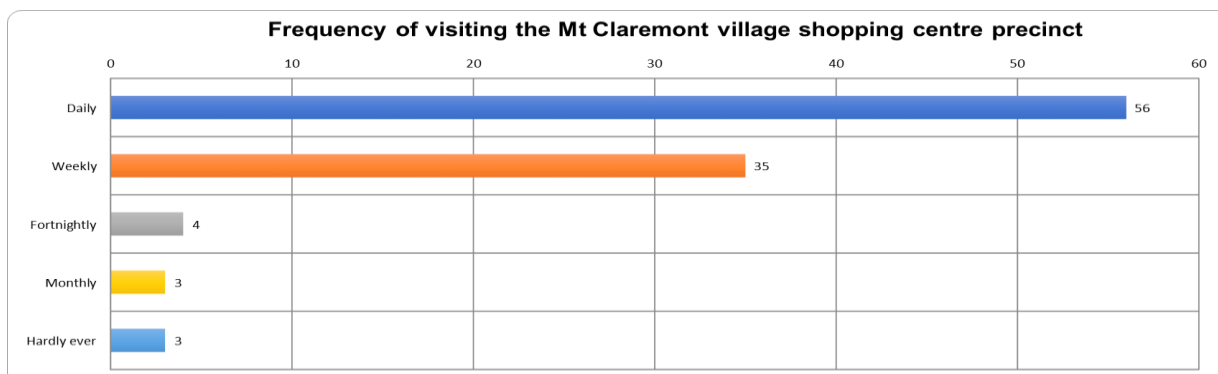
People's primary mode of travel

Most people walked to the village (65%), followed by 33% by car and 3% by bicycle.



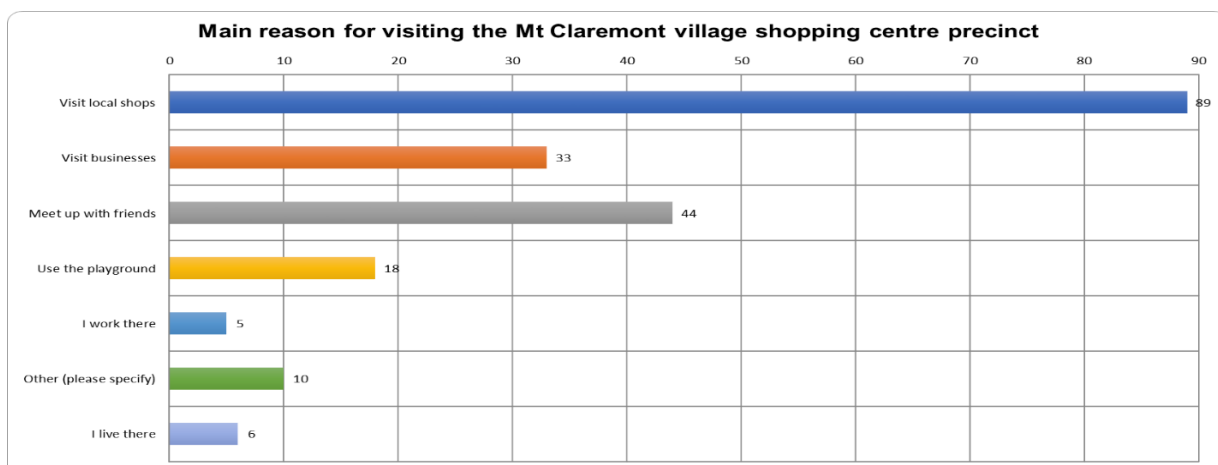
Frequency of visiting the village

Most people visited the village at least daily (56%), followed by weekly (35%). Very few people visited the village fortnightly or monthly or hardly ever.



Main reason for visiting the village

89% of people visited the local shops with 44% meeting friends and 33% visiting businesses. 18% used the playground and 11% lived and worked at the village. The remaining 10% related to a patron at Annie's Playschool, with the remainder also using Asquith Park to exercise their dog, watch children play while they have a coffee.



8.2 Your Voice Nedlands – Online Feedback

Feedback was posted on Your Voice Nedlands and a summary of the results follows for each of the options and key themes arising from the engagement.

8.2.1 Area 1: Asquith Park (including existing car park)

Issues raised in relation to the options proposed for Asquith Park included:

- Removing public open space including the fenced area where dogs can be exercised and children can safely play along with the benefit of its closeness to shops where adults can socialise while watching the children and dogs.
- A car park will have a negative impact on neighbouring residents and the area more generally due to the removal of green spaces.

- If converted to a car park, the space will require softening with the planting of trees and landscaping and to provide amenity for the neighbours.
- Removal of the bus stop in Asquith Street to enable an exit from the proposed car park to Asquith Street.
- Access to the car park from Rochdale Road will cause safety issues for both motorists and pedestrians (especially children).
- Retaining and upgrading the park.
- A park for car parking which will have a positive impact on on-street parking.
- The design should consider bike racks for use by visitors to the village.

8.2.2 Area 2: Cellarbrations Liquor Barn City-owned car park

Comments received related to the community not realising that this space is a public car park and that it should be signposted to reflect same.

There were mixed responses from people supporting/not supporting the proposal and questioned the value of this option to gain one extra park in this space. Comments also indicated that currently this space is used for the liquor store patrons only.

8.2.3 Asquith Street (Adderley to Strickland)

Comments did not support this option. People raised the following issues:

- This is a bus route with buses often driving fast down the hill and this could be a safety problem to pedestrians and motorists.
- There is a medical practice that provides private parking for patients. Many patients attending the Practice are elderly and, as such, are hearing, visually or mobility impaired requiring 4-wheel walkers or walking sticks. This would be a hazard for these patients.
- The narrowing and (and removing eight parking) of Asquith between Strickland and Adderley St and then later adding seven parking bays onto the narrow street has made this section unsafe and congested. The proposal to change parking to both sides of the street will add to the problem.
- Should the development of additional bays proceed at Asquith Park, Strickland Street should become a resident parking street only. Almost weekly, residents are unable to access their driveway or have significant restrictions accessing their places due to cars parking in street (often across people's driveways). With the additional parking, there should not be a need for people to park on this street, which is filled with many young children.

8.2.4 Area 4: 25 Strickland Street

The following is a summary of the comments received in relation to 25 Strickland Street. It is noted that this project cannot proceed until the expiration of the lease on the building in 2021.

Comments (and formal submissions from the lessees) were received in relation to the retention of the building for its current use and these will be referred to the appropriate City department who is responsible for the lease agreement. The building and lease arrangements are not subject to this engagement process. Comments related to:

- 25 Strickland is a park/kindy. Either it should remain as a kindy/park or be converted to a park, as all residents have purchased their properties knowing this. The loss of community facility to add only 17 parking bays is considered not justifiable.
- Create a new playground with landscaping not a car park.
- The playground is an important asset to the community and is very popular and highly utilised by visitors and locals and should not be turned into a carpark.
- Improve the playground. This is a quieter street and a better, safer location for a community playground than Asquith Park.
- Parking in the Asquith Park area should be a priority for the City as it will improve access to the community hub (Mt Claremont Shopping Village).
- The 28-parking bay design does not meet design standards in respect manoeuvring access to the two bays at each end of the parking area. If standards are met the capacity becomes only 24 bays. Seven existing bays are deleted to accommodate this option.
- This enclosed area is used extensively as a small-children's playground. At least 70% of the area with frontage to Strickland Street should be kept for its existing land use.

8.2.5 Area 5: Olearia Lane

Comments were concerned with access being too close to the village area and the lane is frequently used by transport vehicles delivering to adjacent businesses as a loading zone. There is no other provision for this activity.

8.2.6 Area 6: Asquith Street (Mayfair to Cottesloe Golf Club)

The main commentary provided was from the nearby neighbours (also provided a detailed submission) who indicated that the proposed 400m² play area on golf course land is an unsuitable location for a children's playground being at the end of a cul-de-sac with no oversight by passing traffic (vehicular or pedestrian), no oversight from adjacent dwellings and no contiguous parking. It is neither a convenient nor a secure location for a playground. The 400m² does not compensate for approximately 700m² lost if Area 4 is used for parking.

8.2.7 Traffic and Parking (general comments)

The following comments and suggestions are in relation to traffic and parking at the shopping centre and adjoining areas.

- Patrons stay for an extended time leading to parking issues.
- A roundabout at the Rochdale/Asquith intersection would encourage motorists to use that entry rather than minor roads. A roundabout was recommended by WA Main Roads many years ago.
- Car parking should not be available for entering onto Rochdale Road as this would be a safety issue for children riding/walking to school.
- Parking along Strickland and Asquith Streets needs addressing. Right now, the yellow lines are faded and people park on those, especially on weekends when the City doesn't have Rangers present.
- Improve the environment by installing a charging parking bay for electric cars.

- Parking at the shopping centre is very difficult on weekends, mornings and after school. Other than these times there is parking availability.
- What commitments have the owner/s of the shopping centre made to increase the number of bays on their own property.
- Have shorter parking periods around the shops, convert the Australia Post only bay to a two-minute parking bay to allow for people to empty mail box and buy a newspaper and provide more ACROD parking at key points around the shops, e.g. in front of the Post Office and Pharmacy, not in any newly built car park.
- The greatest need is more short-term parking and perhaps more vigorous enforcement of the 15-minute limit on the existing six short term bays.
- When the Early Childhood Centre closes the parking problem will be reduced.
- Vehicles drive on verges because people drive down Strickland Street on the wrong side of the road and refuse to give way to vehicles on the correct side/ Occasionally vehicles even park on the verge.
- Car park access should be restricted to the eastern side of Rochdale Road so that traffic does not turn into or out of the car park across this busy road.
- Bring foot traffic to the shops and promote healthy living, bike riding and walking to the shops. Get people out of cars, walk through the neighbourhood, visit the parks and businesses should be the goal.
- With careful design the section of Haldane Street west of Mayfair Street and the area proposed for a children's playground combined, could accommodate about 20 angle parking bays on the south side of the new road. These would be suitable for two-hour parking and in reasonable proximity to the shops.

8.2.8 Village Amenity

Comments were received on the importance of the Mt Claremont village and shopping centre as being a village for locals and should be retained as such. The Village environment and Asquith Park are used by the local community, families use the park, enjoy a coffee and eat in the park, and exercise their dog.

People also commented on:

- It would be great, in time, if one of the cafes was located adjacent to this park so kids can play and parents can overlook from café.
- The more customers that support the shops the more vibrant it becomes and the better it will be for the community.
- Encourage businesses where people are not sitting for hours.
- Priority should be given to people before the convenience of vehicle parking.

8.2.9 Dog Friendliness

Concern was expressed with the community losing a fenced dog exercise area at Asquith Park. People enjoy placing their dogs in the area to run around and socialise with other dogs in a safe environment. However, it was also acknowledged that Mt Claremont provides vast open spaces and parks to walk dogs. People commented on:

- The difficulty for those who rely on walking their dogs to have somewhere secure and enjoyable for the welfare and enjoyment of the animals. Many people will not go to the Mt Claremont village if this is taken away.

- The park is too small to exercise a dog.
- Other suburbs have much better dog friendly facilities. They have fully fenced dog parks with double-entry gates, have obstacles for the dogs and places for the owners to meet like-minded dog owners. Barbecues are also included. There are no facilities in this area other than Asquith Park that are fully fenced that allow dog owners to exercise their dogs while grabbing a coffee or to chat.
- There is no provision in the project for a replacement of the current very significant use of the area for dog exercise. There is no other public fenced dog exercise area within a reasonable distance of this location.

8.3 Submissions Received

The following comments are a summary of the written feedback received. The analysis is provided for each Option and key themes arising from the feedback.

8.3.1 Area 1: Asquith Park (including existing car park)

Issues raised and suggestions in relation to the options proposed for Asquith Park include:

- Take half of the dog park on Asquith Street and convert to parking by removing the 8 bays in Olearia Lane near the bakery. Have the entrance/exit off Rochdale Road and discourage people using Olearia Lane for access.
- Prefer for Asquith Park to stay but acknowledge the parking needs to come from somewhere.
- Install 28 parking bays with nibs for trees will result in a maximum amount of bays.
- Asquith Park has good access to Rochdale Road.
- Asquith Park as it is poorly maintained and ugly.
- Support the extension of Asquith Park with car parks.
- Oppose any loss of the open space to parking in the Park on Asquith Street. This park is used by locals and to exercise dogs. It does require landscaping, and if there were more trees and seating it would be used more. A children's playground could be provided here which would allow the use of 25 Strickland Street to be used for parking.
- Convert the whole of Asquith Park into a dedicated car park with a 2 to 4 hour limit
- The City should lease the car park to the shop owners.

8.3.2 Area 2: Cellarbrations Liquor Barn City-owned car park

Comments received included feedback from the owners of the Cellarbrations Liquor Store (also provided a detailed submission) requesting the City to reconsider the proposal and include a safe pedestrian access from the street to the front of 30 Asquith Street. There was a mixed response from people in support/not supporting the option.

8.3.3 Asquith Street (Adderley to Strickland)

There was a mixed response from people in support/not supporting the proposal. There were some suggestions to return the parking to its original layout. However, the overriding preference relates to safety, simplicity of design, and ease of use for drivers, and pedestrians.

8.3.4 Area 4: 25 Strickland Street

The following is a summary of the comments received in relation to 25 Strickland Street. It is noted that this project cannot proceed until the expiration of the lease on the building in 2021.

Comments received supported the City's preferred option to develop this site as a park and playground at the expiration of the building lease.

8.3.5 Area 5: Olearia Lane

Comments suggested that parking in Olearia Lane should be developed.

8.3.6 Area 6: Asquith Street (Mayfair to Cottesloe Golf Club)

A detailed submission was received from the neighbours in Mayfair Street which will/may be impacted by Option 6. Several issues were raised and these will be taken into consideration if the project progressed to detailed concept design resulting from identification of the community preferences. The main commentary provided from the nearby neighbours is that the proposal is a serious encroachment of the privacy of residents. In summary:

- It does not solve the parking issue
- It involves significant investment into a playground which is too far from the community precinct and will ultimately be under-utilised.
- The playground will not add value to the shopping precinct and its visitors
- A playground closer to the shops to attract the community to socialise in a central community hub should be the preferred option.
- This design does not maximise the goodwill of the existing landscaping.
- Power pole and a power box is in the location of the proposed playground which is extremely dangerous with construction issues.
- The mulberry tree is located in the replacement road. The plans are not correct in stating no trees will be removed.
- The belief that a playground is needed on the western side of Rochdale road is unfounded.
- The safety of residents on the western side of Rochdale Road will not be compromised when crossing Rochdale Road to the playground.

The Cottesloe Golf Club also provided their in-principle support for this option. Other comments included a dog exercise space in this area, providing parking in the area which is landscaped and the loss of shrubs and trees. Comments included the option is too far away from the village and would not be used by visitors to the village.

8.3.7 Traffic and Parking (general comments)

There were several comments and suggestions in relation to traffic and parking in the Mt Claremont area and shopping centre. A summary of the comments follows:

- Open the Mayfair Street cul-de-sac split as this was put in for previous traffic conditions which are no longer current.

- Lack of space for parking is for short periods of time.
- Develop the sump in Adderley Street and use as a car park.
- Businesses should not expect the City to be responsible for their parking issues.
- One person did not support any of the options and the City should develop more innovative approaches, putting people first not cars and car parks. Encourage people to walk to the shops, or park further out, provide an electric transit vehicle and let people sort out their own arrangements. The City should develop better decisions by working with the community to develop a shared community vision for this space.

8.4 Community Information Sessions

Approximately 47 people attended the onsite community information session. The comments and suggestions follow:

8.4.1 Area 1: Asquith Park

- Move one car bay to allow exit only to Asquith Street.
- Trees along Asquith, trees in car park, formalise and provide canopy cover.
- One-way access from Rochdale Road or from Asquith.
- For the park – swap – the grass grows better on the western side.
- Maximise parking.
- Change the entry /exit from Rochdale Road to reduce the traffic in Rochdale Road as a result of people parking here.
- Is there potential to install bays along Rochdale Road?
- If current parking in Olearia Lane/Asquith Park remains line-mark the bays.
- Retain the existing tree.
- Access off Olearia Lane to car park instead of Rochdale Road.
- Potential entry of Asquith instead of Rochdale Road.
- Left out on Rochdale Road would be ideal.

8.4.2 Area 2: Asquith Village Shopping Centre (including Cellarbrations)

- Realign parking to 90 degrees to create additional spaces in front of the village.
- The whole concept needs to be re-thought. The Village and cafes are not fit-for-purpose. Need to rebuild the shopping centre and buy-back surrounding properties for car parking. This includes the units across Asquith Road from the village shopping centre, buy-back Celebrations and the Doctors Surgery. Place an underground car park, IGA and units. Stage one would be the units bounded by the Doctors surgery in Strickland Street, along Asquith to Olearia Lane, Stage two would be the demolition of the village and rebuild.
- Community needs to support the small shops otherwise they will leave.

8.4.3 Area 3: Asquith Street (Strickland to Adderley Street)

- No parking on the northern side.
- Reinstate eight indented parking on the southern side.
- Used to be eight bays on Asquith east of Strickland Street but fewer bays can now be accommodated as the curve radius near the doctor's place has changed.

8.4.4 Area 4: 25 Strickland Street

- Can the building be retained, however the building condition is not good.
- Playground also to cater for older children (8-14 years).
- Careful design is required, use rubber and sand.
- Dogs to be kept out.
- Keep playground.
- Put in a temporary dog park until the lease expires.

8.4.5 Area 5: Olearia Lane

- The crest poses a hazard.
- What is the parking for the future playground.
- Cars speed in this lane and it is too narrow for two-way traffic and is a hazard.
- Install the bays for the future playground.

8.4.6 Area 6: Asquith (Mayfair to Cottesloe Golf Club)

- Need to reconsider the need for the parking spaces.
- Consider also a fenced dog exercise area.
- Consider also having the parking within the golf club area near the playground.
- Will the parking proposed increase the issues of near misses around the Rochdale Road/Asquith Street intersection?
- Potential for anti-social behaviour.
- Not an alternative for a playground as it is a dumping ground.

8.4.7 Other – Strickland Street (above 25 Strickland Street)

- No stopping yellow line is faded and people are ignoring it.
- Signs need reviewing to ensure they are in the correct places.
- People park in the no parking/stopping areas and don't obey the rules especially at weekends when the Rangers will not be patrolling the area.
- People park on the crest of the hill on the yellow lines making it dangerous for other motorists and pedestrians.
- Residents are unable to reverse out of their driveways due to illegally parked cars.
- When the lease expires on the building in 25 Strickland Street, parking issues should reduce.

8.4.8 Other – Rochdale Road

- Increased density: possible embayed parking to accommodate additional parking requirements due to lack of parking lots.
- Motorists are maintaining high speed Coming into Rochdale Road off Underwood Avenue and the 50kmh sign has been removed.
- Investigate a roundabout at the intersection with Asquith.
- Parking on the west side is a good idea to prevent children crossing a busy road.

8.4.9 Other – Parking Compliance

- Speeding cars in Asquith Street between Adderley and Strickland – dodging around buses and vehicles – what can be done to reduce this. Change of priority at intersections?

- Rat running in Strickland and Adderley Street – what measures will be undertaken to reduce this?
- People park all day and catch a bus to the City.
- Can the City increase patrols in the area to address the current issues of people parking over drive ways, on yellow lines and not obeying the signage?
- Look at the parking signage to ensure compliance and change signs to ensure when infringements are issued that they are valid.
- Consider different parking timed restrictions.
- Lack of Ranger presence for tradesmen parking in median.

8.4.10 Other – General

- Install bike racks near the bakery.
- 40kmh around the shops and along Strickland Street.
- Install underground electricity.
- Elderly want to be within walking distance. Shuttle service to shops?
- Install angled parking in front of Doctors on Strickland Street.
- 9.30am to 12 noon parking is full in the area, otherwise there is available parking.
- Doctors surgery: Can the City negotiate to have parking in this space, particularly in non-surgery/doctor hours
- Keeping parking and playground separate.
- Provide a dog park elsewhere in the area if the City took away Asquith Park.

8.5 Customer enquiries

Twelve customer enquiries were received to discuss the proposal further, who were also directed to the engagement page to provide comment. Conversations also included calls from the neighbours in regard to Area 6 – West end of Asquith Street, one call was in relation to Asquith Park and the balance of calls were for assistance with providing comment. These calls were all actioned.

9. CONCLUSION

9.1 Project overview

The City undertook community engagement during August 2018 with residents, stakeholders and the community on a range of proposals to address the parking needs in the Mt Claremont village shopping precinct and Asquith Park. Initiatives also include the redesign and landscaping of Asquith Park and the development of the old road reserve area at the western end of Asquith Street.

These proposals were developed in response to the City receiving numerous requests and a petition from the Mt Claremont community. To progress the priorities, the City have allocated funding in the 2018-19 capital works program.

The following options were developed and the thoughts of the community were sought:

- Area 1: Asquith Park (including the existing car park)
- Area 2: Parking in front of Cellarbrations Liquor Barn
- Area 3: Asquith Street (Strickland to Adderley Street)
- Area 4: 25 Strickland Street (Subject to expiry of lease in 2021)
- Area 5: Olearia Lane (rear of 25 Strickland Street)
- Area 6: Road Reservation (Asquith Street: Mayfair Street to Golf Club rear entrance)

The purpose of the engagement was to provide information to assist the community to gain an understanding on the limitations and issues relevant to parking within the shopping precinct and improvements to the amenity of the area along with opportunities to provide feedback on the options within the six areas (as above) to enable the City to confirm the priorities for the future development of the area.

To assist with identifying preferences the City invited people to complete a survey which will be used to inform the final proposal to be presented to the Council. Feedback was also received online, email and via mail.

Opportunities to learn about the issues, to seek information and to provide feedback were provided through **Your Voice Nedlands** (490 visits), two community information sessions (approx. 50 attendees), a mail out to residents, property owners and stakeholders (580), and signage to capture park users of the park and village. This was supported by advertising in the POST newspaper and Western Suburbs Weekly.

Feedback was online, email or hardcopy, customer enquiries and the outcomes from the onsite Community Information Session.

During the engagement period, the engagement page received 490 visitors who collectively made 551 site visits and viewed 1847 pages. 399 of these viewed at least one page. There were 51 downloads of the proposed master plan and 17 visits to the FAQ page. 104 people participated in the engagement tools: 100 surveys were completed, 29 feedback posts and four questions were asked of the City. Eleven telephone conversations were had.

9.2 Project outcomes

People who responded to the community engagement activities, mainly lived within the area (Rochdale, Strickland, Adderley, Mayfair and Asquith) and walked (65) to the Village daily (56) or weekly (35) with 33 using a vehicle and 3 cycled to visit the local shops and businesses and to meet friends.

9.2.1 Options presented

The following provides the conclusions drawn from the engagement activities for each of the options within the six areas proposed for development.

(a) Area 1: Asquith Park (including existing car park)

Option A to convert the western side of the park into a 20-bay car park with the balance being park (Option A) was supported by the community. 33 people voted to convert the current park into a car park (Option B) and 34 voted to retain the park as is. Therefore, the support was for a car park in Asquith Park in some form. The combination of the two car park options realises the total of 67 people compared to 34 who would like the park to remain as is.

The written feedback provided mixed responses for the options presented. But overall as long as a playground and park are provided, most comments supported the conversion of the park into some form of car park. Issues raised included:

- Removing public open space is not appropriate as many people purchased their properties knowing that there was green space in this area. Some people thought converting the park to a car park would have a negative impact on the area. Although if it became a car park, softening of the area would be needed by planting of trees and landscaping including along boundaries to provide amenity for the neighbours. In addition, if this space was part or all car park, on-street parking issues should be reduced.
- If the park is retained in some format, it will require landscaping, and if there were more trees and seating it would be used more. A children's playground could be provided here which would allow the use of 25 Strickland Street to be used for parking. There were requests for the large tree to be retained.
- People like the park as it is fenced where dogs can be exercised and children can safely play. People also have the benefit of the parks closeness to shops where adults can socialise while watching the children and dogs play.
- Numerous comments were provided to remove the bus stop in Asquith Street so this space can become an exit from the proposed car park to Asquith Street, along with perceived access and safety issues to the car park from Rochdale Road. It is noted that Department of Transport do not support the removal of the bus stop.
- Regarding Rochdale Road and the entrance to the car park, people were concerned with increasing density in the area further parking along Rochdale Road should be considered to accommodate additional parking requirements. Other issues and suggestions included the loss of the 50kmh speed sign, installing a roundabout at Asquith and installing parking on the west side of Rochdale Road.
- The design should consider bike racks for use by visitors to the village.
- The City should lease the car park to the shop owners.

(b) Area 2: Cellarbrations Liquor Barn City-owned car park

There were 74 responses to the survey question with people voting to support the option to remove all four parking bays and install five new parking bays at 90 degrees to the original parking. 27 people wanted to retain the existing configuration.

There were mixed responses from people supporting/not supporting the proposal and questioned the value of this option to gain one extra park in this space. Comments also indicated that currently this space is used for the liquor store patrons only and that the car park is for public use and should be sign-posted to reflect same. It was suggested that a safe pedestrian access from the street to the front of 30 Asquith Street. The owners of the Cellarbrations Liquor Store did not support the proposal however the reconfiguring of the car park makes it safer for both pedestrians and vehicles reversing from the car park.

(c) Asquith Street (Adderley to Strickland)

The survey responses did not provide any clear support for either option, with 51 people voting for the installation of seven parking bays on both sides of the street and 50 votes for retaining the existing arrangements.

However, the comments generally did not support this option. People raised the issues in relation to the street being a bus route which currently creates a safety problem to pedestrians and motorists. In addition, the medical practice provides private parking for patients which, if negotiated with the Practice, could be used for parking at non-practice times. People visiting the Practice are elderly which also poses safety issues.

It was also suggested that if additional bays proceed at Asquith Park, Strickland Street should become a resident parking street only to enable residents to safely access their driveway and enforce restrictions of cars parking across people's driveways.

(d) Area 4: 25 Strickland Street

The survey responses indicated that there was a clear preference for this parcel of land to be developed into a park and playground with 82 people supporting this proposal and 19 people voting against it. The proposal included the demolition of the existing building at the end of the current lease. The City has also received submissions lobbying for the retention of the building for the preschool. The lease issue does not form part of this engagement process and will be subject to a separate process between the City and the Lessee. It is not anticipated that a final decision on the form of the park and playground will be determined until the lease is resolved.

People noted that residents had purchased their properties knowing that this land was a playground which is an important asset to the community and that the land included a pre-school, as such it should remain as a park. The loss of community facility to add only 17 parking bays is considered not justifiable.

Comments supporting the conversion of the land into a park and playground, identified that improvements are required and that this space is a quieter street and a better, safer location for a community playground than Asquith Park. The playground should cater for children aged 8-14 years with dogs kept out.

(e) Area 5: Olearia Lane

The survey responses (52) indicated support for this land to be included in the proposed park and playground for 25 Strickland Street. 34 people supported the installation of seven parking bays with seven people preferring to see it remain as is.

Comments received identified concern with Olearia Lane access being too close to the village area and being frequently used by transport vehicles delivering to adjacent businesses as a loading zone. There is currently no other provision for this activity. Parking was not generally supported for Olearia Lane in that it has a crest which poses as a hazard, cars speeding and it is too narrow for two-way traffic.

(f) Area 6: Asquith Street (Mayfair to Cottesloe Golf Club)

The survey responses indicated a preference for the road reservation to be developed with a road pavement and a playground to be provided within the Cottesloe Golf Course. 63 people supported the option to develop this area with 37 people not supporting the option.

In terms of comments received, the main commentary provided came from the nearby neighbours who also provided a detailed submission and indicated that the proposed play area on golf course land is an unsuitable location for a children's playground being at the end of a cul-de-sac with no oversight by passing traffic (vehicular or pedestrian) or adjacent dwellings. It is neither a convenient nor a secure location for a playground. The area does not compensate for approximately area lost if Area 4 is used for parking.

The Cottesloe Golf Club also provided their in-principle support for this option. Other comments included a dog exercise space in this area, providing parking in the area which is landscaped and the loss of shrubs and trees. Comments included the option is too far away from the village and would not be used by visitors to the village.

(g) Other

In addition to the options presented and comments provided on these options, the community provided a range of other commentary including traffic and parking, dog friendliness, village amenity and compliance, as follows:

Traffic and parking generally

- Patrons stay for an extended time leading to parking issues however parking at the shopping centre is very difficult on weekends, mornings and after school. Other than these times there is parking availability. To assist with parking consider shorter parking periods around the shops, convert the Australia Post only bay to a two-minute parking bay to allow for people to empty mail box and buy a newspaper and provide more ACROD parking at key points around the shops, e.g. in front of the Post Office and Pharmacy, not in any newly built car park.
- A roundabout at the Rochdale/Asquith intersection would encourage motorists to use that entry rather than minor roads. A roundabout was included in a local area traffic management plan considered by Council many years ago.

- Parking along Strickland and Asquith Streets needs addressing. Right now, the yellow lines are faded and people park on those, especially on weekends when the City doesn't have Rangers present.
- Improve the environment by installing a charging parking bay for electric cars.
- What commitments have the owner/s of the shopping centre made to increase the number of bays on their own property.
- When the Early Childhood Centre closes the parking problem will be reduced.
- Vehicles drive on verges because people drive down Strickland Street on the wrong side of the road and refuse to give way to vehicles on the correct side/ Occasionally vehicles even park on the verge.
- Bring foot traffic to the shops and promote healthy living, bike riding and walking to the shops. Get people out of cars, walk through the neighbourhood, visit the parks and businesses should be the goal.
- With careful design the section of Haldane Street west of Mayfair Street and the area proposed for a children's playground combined, could accommodate about 20 angle parking bays on the south side of the new road. These would be suitable for two-hour parking and in reasonable proximity to the shops.
- Open the Mayfair Street cul-de-sac split as this was put in for previous traffic conditions which are no longer current.
- Develop the sump in Adderley Street and use as a car park.
- Local businesses should not expect the City to be responsible for the shopping centre's parking problems.
- The City should develop more innovative approaches, putting people first not cars and car parks. Encourage people to walk to the shops, or park further out, provide an electric transit vehicle and let people sort out their own arrangements. The City should develop better decisions by working with the community to develop a shared community vision for this space.

Village amenity

Comments were received on the importance of the Mt Claremont village and shopping centre as being a village for locals and should be retained as such. The Village environment and Asquith Park are used by the local community, families use the park, enjoy a coffee and eat in the park, and exercise their dog. People also commented on:

- If one of the cafes were located adjacent to this park so children can play and parents can overlook from café.
- The more customers that support the shops the more vibrant it becomes and the better it will be for the community.
- Priority should be given to people before the convenience of vehicle parking.
- Parking at the village be realigned to 90 degrees to create additional spaces.
- Community needs to support the small shops otherwise they will leave.

Dog Friendliness

Concern was expressed with the community losing a fenced dog exercise area at Asquith Park. People enjoy placing their dogs in the area to run around and socialise with other dogs in a safe environment. However, it was also acknowledged that Mt Claremont provides vast open spaces and parks to walk dogs and very few dogs exercise in Asquith Park.

People commented on:

- The difficulty for those who rely on walking their dogs to have somewhere secure and enjoyable for the welfare and enjoyment of the animals. Many people will not go to the Mt Claremont village if this is taken away.
- The park being too small to exercise a dog.
- Other suburbs having better and purpose-built dog friendly facilities.
- There being no provision for a replacement of the area for dog exercise in that there is no other public fenced dog exercise area within a reasonable distance of this location.

Miscellaneous

People living above 25 Strickland Street provided the following comments:

- No stopping yellow line is faded and people are ignoring it.
- Signs need reviewing to ensure they are in the correct places.
- People park in the no parking/stopping areas and don't obey the rules especially at weekends when the Rangers will not be patrolling the area.
- People park on the crest of the hill on the yellow lines making it dangerous for other motorists and pedestrians.
- Residents are unable to reverse out of their driveways due to illegally parked cars.

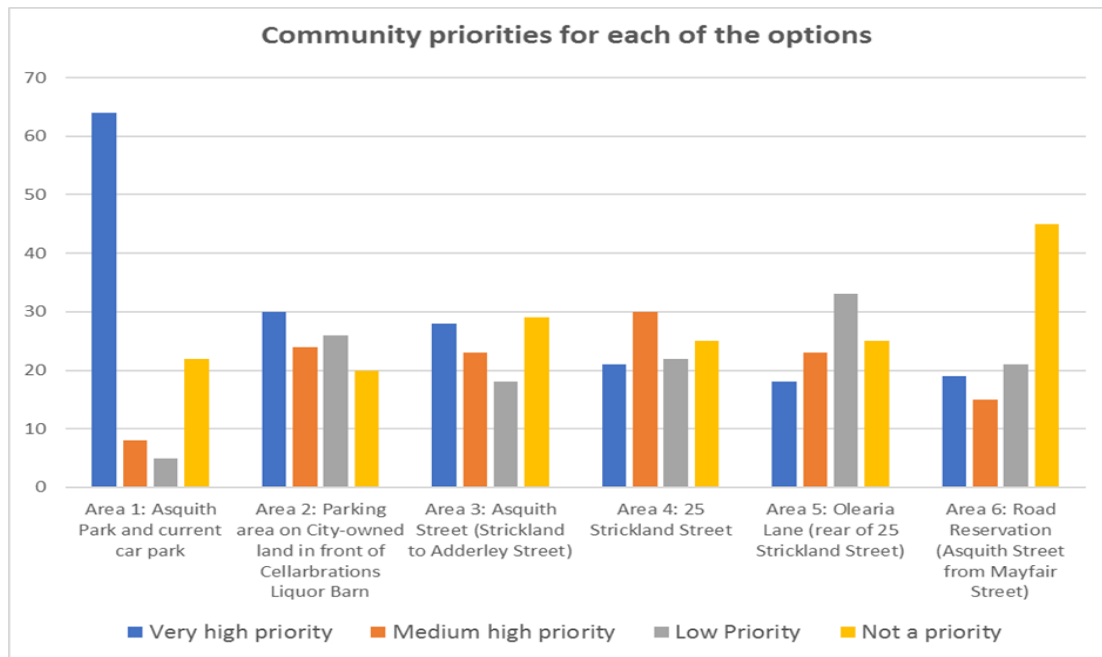
Other comments included:

- Addressing speeding cars in Asquith Street between Adderley and Strickland who currently dodge around buses and vehicles and what can be done to reduce this. Change of priority at intersections?
- Consider 40kmh around the shops and along Strickland Street.
- Install underground electricity.
- Elderly want to be within walking distance. Shuttle service to shops?
- Install angled parking in front of Doctors Surgery on Strickland Street.
- Doctors surgery: Can the City negotiate to have parking in this space, particularly in non-surgery/doctor hours.

9.2.2 Community's overall priorities

The community were also asked to identify their priorities for development for each Options. The results were as follows and as depicted in the following graph.

- Very High Priority: Area 1 – Asquith Park and current playground and Area 2 – Parking at Cellarbrations Liquor Barn.
- Medium High Priority: Area 4 – 25 Strickland Street.
- Low Priority: Area 5 – Olearia Lane parking.
- Not a priority: Area 6 – Road Reservation and Area 3 – section of Asquith between Strickland and Adderley Streets.

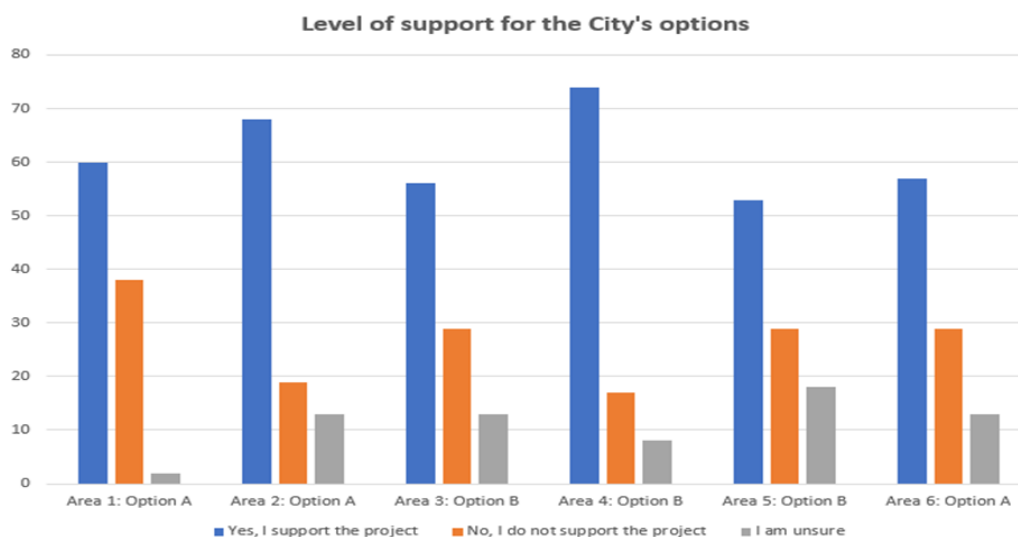


9.2.3 City's priorities

The City had also prioritised the options for development and asked the community to identify their support for these. The priorities and level of support is provided below:

- Area 1: Option A to convert the western side of Asquith Park into a 20-bay car park with the balance being a park.
- Area 2: Option A to install 5 new parking bays on the City-owned land in front of Cellarbrations Liquor Barn.
- Area 3: Option B to retain Asquith Street (Strickland to Adderley) as is.
- Area 4: Option B to convert 25 Strickland Street to a park and playground.
- Area 5: Option B to include Olearia Lane in the proposed park and playground for 25 Strickland Street.
- Area 6: Option A to improve the road reservation (end of Asquith at Mayfair Street) and playground in an area of land within the Cottesloe Golf Club.

The level of community support for the proposal is indicated in the following graph.



10. ADMINISTRATION COMMENT

Administration have considered the survey responses and feedback. The detailed responses on the feedback received for each of the engagement activities have been placed on the community engagement hub, Your Voice Nedlands. Administration provide the following comments in relation to the feedback received:

(a) Area 1: Asquith Park (including existing car park)

The City's preferred option is to develop this area into a 20-bay car park on the west side of Asquith Street and then developing the current parking bay and remainder of the park (including the retention of the tree) into a new park.

Prior to the designs being finalised for this area, the City will work with the neighbours to ensure their amenity is retained which will include tree planting and landscaping.

The City acknowledges the importance of people exercising their dogs, however the park is unsuitable due to its small size and alternative areas need to be investigated. The Park in its current size and state is difficult to maintain for the use of everyone and there are currently alternatives in the Mt Claremont area for exercising dogs.

Suggestions for installing an exit from the new car park onto Asquith Street cannot be implemented as the bus route and the bus stop is a requirement of the Department of Transport. There are also issues exiting onto Olearia Lane which is not designed for high levels of traffic.

The City's preferred access to a car park in Asquith Park is a left in, left out driveway onto Rochdale Road. The City has previously considered a roundabout at the intersection of Rochdale Road and Asquith Street and this may yet happen in the future however it will have no detrimental impact on the proposed access.

Regarding safety issues, the City's preferred option is to ensure the village remains safe for everyone. The conversion of the park in conjunction with the playground option at 25 Strickland Street will increase safety for children as the nominated playground faces the quieter Strickland Street as opposed to the current Asquith Street and Rochdale Road.

Comments on the closeness of the park to the shopping village and its benefits will not change as the proposed option to develop 25 Strickland Street will provide the same amenity. This property is fenced and immediately behind the Village Shopping Centre which could also provide opportunities for the Mt Claremont Village owners to connect to this new space. In finalising the concept, the City will consider the installation of bike parking and look for opportunities to partner with the community to promote the use of bicycles in this area.

(b) Area 2: Cellarbrations Liquor Barn City-owned car park

The current configuration forces cars to reverse into the nearby pedestrian area which causes safety issues. The City will organise for the placement of signage and the possibility of placing a dedicated pathway from the street to the store if the option for five bays is progressed.

(c) Area 3: Asquith Street (Adderley to Strickland)

Changing the parking in this area is not a preferred option of the City. Other suggestions for improving this area will be considered as part of the overall project, for example the City negotiating with the medical practice to allow parking in non-practice times.

(d) Area 4: 25 Strickland Street

The City's preferred option is to convert this land into a park and playground at the expiration of the building lease in 2021. The comments regarding the building are outside the scope of this engagement process as the building is under a legal agreement between the Lessee and the City.

Comments in relation to the playground will be included in the next round of engagement for a new park and playground if it is the preferred option.

As part of this development, dogs will continue to be prohibited from fenced playgrounds and due to the land size, the area will be too small for an effective dog exercise area. In addition, the City's Local Laws prohibits dogs from this area.

(e) Area 5: Olearia Lane

The City will assess the loading zone request as part of the final concept design. No parking is also supported in this Lane as the preferred option is to amalgamate this section with the proposal for 25 Strickland Street and parking cannot be further developed due to the width of the lane.

The City's preferred options presented aim to minimise the traffic through Olearia Lane. The City acknowledges the speeding vehicles and with the options proposed will go some way to minimising this issue.

(f) Area 6: Asquith Street (Mayfair to Cottesloe Golf Club)

If this option is identified as a preferred option by the Community, the City will meet and work with the neighbours and the Cottesloe Golf Club to resolve the issues raised in the detailed submissions presented. This includes addressing the specific location for the playground, power pole and parking along with the retention of large trees as part of its detailed design phase. The City will be sympathetic to maintaining the privacy of the neighbours.

The City will undertake a review of the location of an appropriate dog exercise area to replace Asquith Park if this area is converted to a car park and small park. The City agrees that people visiting the village may not use these bays, however these bays are for people visiting this area without having the need to park on verges.

Rochdale Road is a distributor road which has essentially split this area and the village into two separate areas. This option provides for families in the area west of Rochdale Road. The option to develop a park and playground at 25 Strickland Street will retain a park near the village.

(g) Other

Traffic and Parking (general comments)

It is acknowledged that some issues relate to the time restrictions and the length of stay by people visiting the village. The design and provision of parking is generally designed for peak use. Consequently, there are times when they are not fully utilised. The City will also:

- Organise for the yellow lines to be repainted.
- Refer parking issues to the City's Rangers.
- Investigate the viability of installing a charging parking bay for electric cars.
- Investigate providing a car space near Australia Post for two-minute parking to allow for mail collection and other pick-ups.
- Investigate car spaces for shorter parking periods.
- Investigate the provision of ACROD parking bays.
- Consider opportunities to promote walking and bike riding.
- Consider parking prohibitions, however a parking survey will need to be completed to establish current practices.
- Investigate the change in angle parking at the shopping centre, however current indications are that there is limited space and issues with compliance with the Australian Standards.

Regarding commitments from owners of the shopping centre, this is an historical issue which has stifled a solution for many years. Previous Council resolutions required the City to investigate opportunities to resolve the parking issue and this community engagement addresses these. It is noted that Council no longer supports the solution to be fully funded by the shopping centre owners. However, the City will continue to encourage the non-resident property owners and the non-business owners to progress improvements to the village parking.

The sump idea was never progressed by the City as it was prohibitively expensive and the City did not progress a contribution from the businesses as it is an historical issue over many years and the Council endorsed the proposal which will benefit the Mt Claremont community more generally.

The issues in relation to developing a shared community vision for this space and developing innovative approaches, while a great idea, it is unable to be resourced by the city at this time. This engagement project was to address historical issues in relation to parking in this area.

Village amenity

The design options proposed were considered on the current village atmosphere. The development of 25 Strickland Street into a park and playground will provide improved amenity for residents and people visiting the Village. The City will pursue the comments in relation to businesses if the opportunity arises with the property owners. The City continues to encourage this relationship to develop.

Dog friendliness

The City is unable to provide a park in this area (Asquith Park or 25 Strickland Street) that meets the requirements of a fenced dog exercise area or the provisions of the local laws. However, investigations are being pursued in the Mt Claremont area. It is also noted that there are other dog exercise areas available in the Mt Claremont area.

Miscellaneous

The perceived speeding problem is unlikely to be supported by traffic count data. Traffic flow would be improved if the embayed parking was introduced with nibs as per the design for the south side of Asquith. The suggestions that people park all day and catch the bus to work requires confirmation and would be subject to a parking survey prior to developing actions.

All compliance issues will be referred to the City's Rangers and the signage will be reviewed as the priorities are implemented. The City will consider a variety of timed parking restrictions once the preferred options are known and detailed design commences.

Suggestions to introduce a 40kmh speed limit for this area cannot be supported as the proposal will not be supported by Main Roads WA.

The City will also:

- Consider the installation of bike racks as part of finalising the concept design.
- Refer the suggestion for a shuttle bus for the elderly to the Community Services Department at the City.
- Be reviewing its dog exercise areas when the review of the Dogs Local Law is undertaken.
- Refer comments in relation to planning to the City's Strategic Planning Department.

The City notes the issues with the provision of underground power for the remainder of the City, however this is subject to funding availability which is included in the 10-year Financial Management Plan.

11. RECOMMENDATIONS AND NEXT STEPS

The next steps will be the development of the options and recommendations for Council consideration for a briefing of Council on 13 November 2018. Council will formally consider the results at its meeting in 27 November 2018.

The City recommends to the Council, that following the outcomes of the community engagement activities, the following will be progressed:

- (a) Area 1: Option A – convert the western side of Asquith Park into a 20-bay car park with the balance being a park.
- (b) Area 2: Option A – install 5 new parking bays on the City-owned land in front of Cellarbrations Liquor Barn.
- (c) Area 3: Option B – Asquith Street (Strickland to Adderley) to remain as is.
- (d) Area 4: Option B – 25 Strickland Street to be converted to a park and playground.
- (e) Area 5: Option B – Olearia Lane to be included in the proposed park and playground (Area 4, Option B).
- (f) Area 6: Option A – Road reservation (end of Asquith at Mayfair Street) to be improved along with construction of a playground in an area of land within the Cottesloe Golf Club.

Option Area 1 and Area 2, as above will be progressed in the 2018/19 financial year and other projects are scheduled as follows and subject to future budget allocations in the City's Five-Year Capital Works Program:

Financial Year	Project Description	Cost	Municipal
2018/19	Reconstruction of Asquith Park and amended parking bays adjacent to Cellarbrations Liquor Barn	\$214,000	\$214,000
2019/20	Construction of access in Asquith Street west	\$30,000	\$30,000
2021/22	Development of 25 Strickland Street	\$36,000	\$36,000
2022/23	Construction of golf course nature play	\$80,000	\$80,000
	TOTAL	\$360,000	\$360,000

It is noted that the area at 25 Strickland Street is subject to lease negotiations for the existing City owned building, currently Annie's Pre-Kindy.

As projects progress, further communications and community engagement activities will be undertaken with the community as projects are planned and scheduled.

TS24.18	Boundary Roads Agreement – Town of Cambridge
Committee	13 November 2018
Council	27 November 2018
Applicant	City of Nedlands
Officer	Maria Hulls - Manager Engineering Services
Director	Martyn Glover - Director Technical Services
Attachments	1. Boundary Roads Agreement – City of Nedlands and Town of Cambridge

Executive Summary

The City of Nedlands has boundaries with five other Local Governments. Most of these boundaries follow road reserves which potentially provides conflict in terms of funding for capital works and service levels for maintenance. In 2017 the City commenced a process of developing agreements with the neighbouring Local Governments for these boundary roads.

In August 2017, the City conducted several meetings with the Town of Cambridge staff to work through an agreed arrangement for the way works are conducted and financed on roads that are shared by both Councils.

In August 2018, a final draft document was sent to the Town of Cambridge for comment and following an evaluation period, a final draft was supported by officers of both the City of Nedlands and the Town of Cambridge in September 2018.

This document (refer Attachment 1) is being presented to the City of Nedlands with recommendation to approve. The document will then be presented to the Town of Cambridge to be endorsed via delegated authority by the Chief Executive Officer.

Recommendation to Committee

That Council authorise the Mayor and Chief Executive Officer to sign the Memorandum of Understanding for the Boundary Road Agreement between the City of Nedlands and the Town of Cambridge as detailed in Attachment 1 of this report.

Discussion/Overview

Background

In late 2016 the Administration recognized that there were issues with the boundary roads with respect to funding and service levels, which were not being addressed appropriately. This then caused problems for the City and the ratepayers who resided on these roads. The solution was to develop agreements with the neighbouring Local Governments; Town of Cottesloe, Town of Claremont, Town of Cambridge, City of Perth and City of Subiaco.

In August 2017, the City of Nedlands presented the Town of Cambridge with a draft document “Boundary Roads Agreement” with a Memorandum of Understanding (MOU). The MOU details the roads shared with the Town of Cambridge and the proposed understandings attributed to these roads.

There are seven roads in the City of Nedlands that come under the effect of this agreement (Refer to Schedule in Attachment 1).

History shows that past works conducted on these boundary roads were sometimes done in isolation with each Council having their own set of service levels, forward works programming, style guides, tree selection, verge treatments etcetera.

The MOU presents an opportunity to not only provide consistency but to open channels of communication between the LGA’s to allow for better forward planning for both maintenance and capital works projects.

Key Relevant Previous Council Decisions:

There are no previous key relevant decisions.

Consultation

Nil.

Budget/Financial Implications

The City of Nedlands have one project scheduled over the next five years that will affect this agreement (see Table 1).

Road	Project	Year	Grant Funded Type	Nedlands Funding	Proposed Budget
Underwood Avenue	Brockway Road to Meagher	2018/2019	MRRG \$108,867 Town of Cambridge \$27,217	\$27,216	\$163,300

Table 1: Scheduled Projects



City of Nedlands



Town of
Cambridge

BOUNDARY ROADS

BETWEEN THE CITY OF NEDLANDS AND TOWN OF CAMBRIDGE

1. The City of Nedlands and the Town of Cambridge agree to the division of works responsibilities for boundary roads shared by the two Local Governments as detailed in the attached explanatory notes and schedule.
2. The Memorandum of Understanding shall remain in place indefinitely until amended by resolution of Council/CEO or terminated by resolution of Council/CEO.

Signed:

City of Nedlands (Approved by Council on __)

Mayor

Date

CEO

Date

Town of Cambridge

CEO

Date

BOUNDARY ROADS
MEMORANDUM OF UNDERSTANDING
BETWEEN CITY OF NEDLANDS AND TOWN OF CAMBRIDGE

EXPLANATORY NOTES

1. BACKGROUND

The City of Nedlands and Town of Cambridge share local government boundaries across seven different road reserves. The boundaries generally follow one side of a local or district road reserve.

The allocation of responsibility for the care and control of boundary roads is governed by the Local Government Act (1995), section 3.53, which states that the control and management of a reserve partially within 2 or more Local Governments shall be as agreed by the Local Government. If agreement is not achieved, the issue is to be referred to the Minister for resolution.

In the past, the understanding between Local Governments on the division of operational and capital responsibilities for works on these roads has been largely verbal with limited documentation.

The allocation of boundary roads responsibility for asset management and grant funding purpose has been clearly defined through the road inventory on MRWA (see Appendix 2), however this division is not necessarily the most practical arrangement for operational activities.

2. PURPOSE

The purpose of this Memorandum of Understanding between the two Local Governments on the division of works responsibilities for boundary roads to:

- Ensure that all categories of works for all sections of the boundary roads receive the same standard of attention as non-boundary roads.
- Clearly define the division of works responsibilities on these roads between the two Local Governments.
- Clearly articulates the processes for dealing with ratepayer requests that have implications across LGA boundaries, in particular land development related matters.

3. PRINCIPLES

The division of responsibilities as described in the document are based on the following principles:

- 3.1 That the long-term interests of residents and road users shall be paramount.
- 3.2 That operational tasks and costs e.g. road maintenance, media maintenance, are shared in an equal and practical manner.
- 3.3 That capital works are arranged in a cost-effective manner.
- 3.4 That the MRWA road inventory shall be the basis for allocation of capital works responsibilities (initiating, investigation, preparation of funding applications, design and construction) on boundary roads between Local Governments.
- 3.5 That the “own resources” funding component of all capital road works on all sections of the boundary roads shall be shared equally between the two Local Governments, unless agreed otherwise.
- 3.6 That each capital road works project shall be subject to negotiations by the Local Governments on a specific cost sharing agreement.
- 3.7 That both Local Governments will assist in expediting the implementation of capital works as proposed by the other Local Government.
- 3.8 That both Local Governments will advise of future boundary road projects at the earliest opportunity.

4. IMPLEMENTATION OF THE MEMORANDUM OF UNDERSTANDING

Successful implementation of this agreement will require preparedness on the part of both Local Governments to act in good faith to achieve the objectives. Communication regarding specific projects will be required as follows:

- 4.1 Where maintenance requirements discovered by one Local Government extend into the other Local Government area, the other Local Government shall be informed and requested to take appropriate action.
- 4.2 For capital works involving only one Local Government (e.g. verge street lighting, verge path construction), the other Local Government shall be notified of the intentions in order to be made aware of the works.
- 4.3 For capital works involving the expectation of funding contributions from other Local Government, the initiating Local Government shall liaise, negotiate and reach agreement with the other Local Government on the scope of works, grant application, timing and funding contribution for the

project within a timeframe suitable to both Local Government's budget preparation process.

4.4 Where a specific project agreement cannot be reached, the initiating Local Government can:

- Opt to proceed with the project at its own expense and refer the issue to Minister for resolution; or
- Defer the project pending a determination from the Minister.

4.5 The specific project agreements shall be kept separate and independent from other road works projects or other boundary issues.

4.6 Where there are works related to adjacent land development, the Local Government responsible for the land development shall lead the approval process within the road reserve, including but not limited to crossover approval, street tree removal etc. The lead Local Government will consult with the other Local Government with respect to their assets or policies.

5. SCHEDULE

The attached schedule (Appendix 1) outlines the division of responsibilities for the various categories of works.

6. DEFINITIONS

Definitions of terms used in the schedule are as follows:

- Council Boundary – Municipal boundary as defined by Landgate.
- Maintenance Boundary – the centreline of each road reserve, unless otherwise agreed (see Appendix 3).
- Own Resources Costs – the financial contributions made by the Local Governments from their own funds towards the task / project, as distinct from the grant funding.
- Capital Costs – the capital costs for a specific project, which shall include all investigation, surveying, design and construction costs.
- Road Maintenance – pothole repairs, minor kerbing replacement, sweeping, crack patching, repair / cleaning of drainage facilities, etc.
- Verge Maintenance – mowing, tree pruning, root management, tree removal and replacement, rubbish removal, levelling.
- Verge Control – enforcement of verge and parking local laws.

- Median and island maintenance - mowing, rubbish removal, tree pruning and root management, tree removal and replacement, landscaping repairs, brick paving / concrete slab repairs, sweeping, drainage cleaning, reticulation operations, minor kerbing replacement.
- Capital Road works – asset creation Works on the road carriageways and medians. Not including street lighting or paths on verges.
- Emergency Works – works carried out within the road reserve that require immediate action.

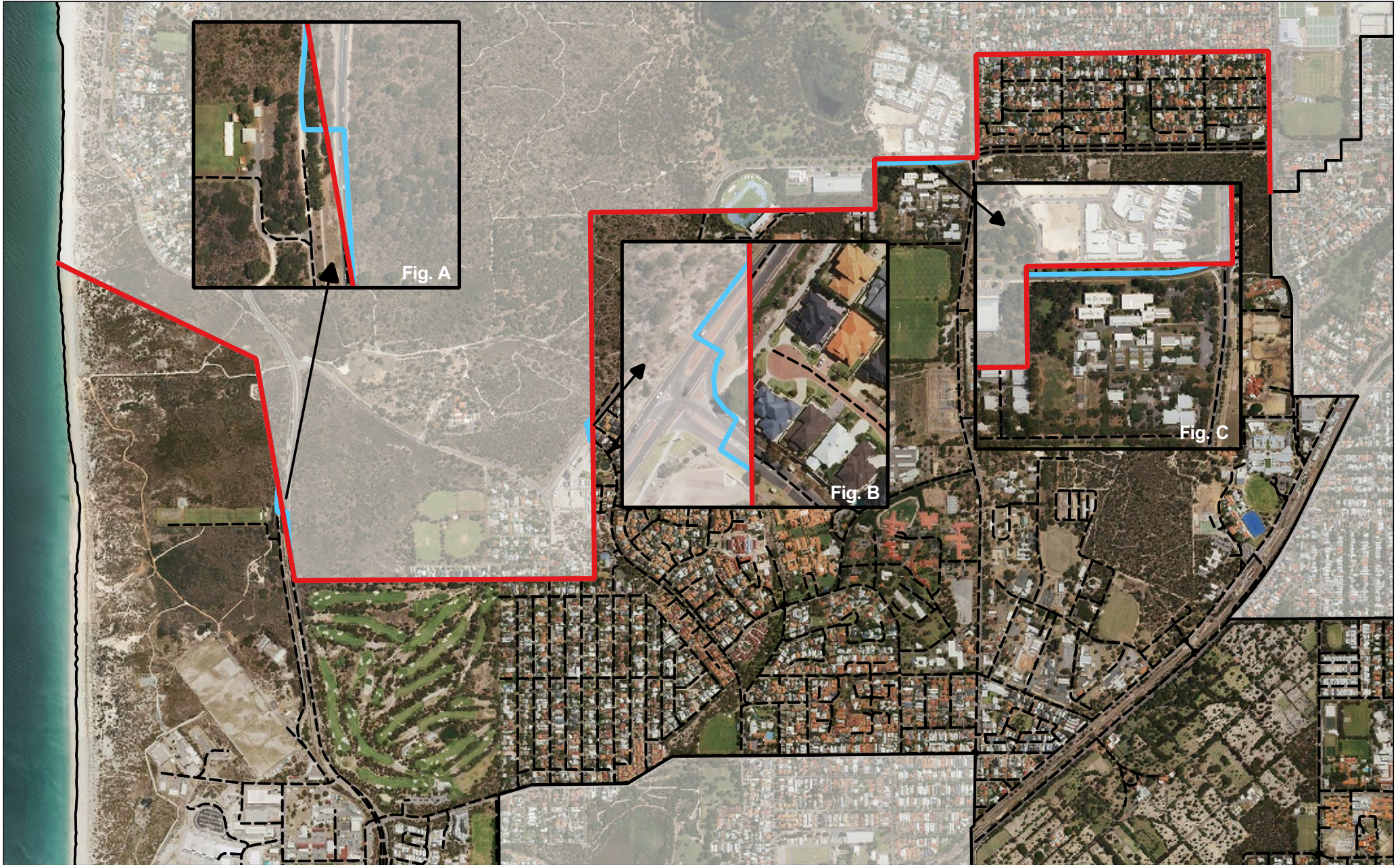
BOUNDARY ROADS WORKS MEMORANDUM OF UNDERSTANDING**CITY OF NEDLANDS & TOWN OF CAMBRIDGE**

Updated: 22 October 2018

Item		ROAD	Section	Location
1	Council Boundary	West Coast Highway	(Cottesloe Golf Club to North Boundary)	Swanbourne
2	Council Boundary	Underwood Avenue Left	(Meagher-Brockway)	Floreat
3	Council Boundary	Underwood Avenue Right	(Meagher-Brockway)	Floreat
4	Council Boundary	Brookdale Street	(Underwood-Alderbury)	Floreat
5	Council Boundary	Alderbury Street	(Bookdale-Selby)	Floreat
6	Council Boundary	Selby Street	(Alderbury-Underwood)	Floreat
7	Council Boundary	Montgomery Avenue	(Stephenson-Boundary)	Mt Claremont
Item No.	WORKS ITEM	ROAD	AGREED WORKS RESPONSIBILITIES	
			CITY OF NEDLANDS	TOWN OF CAMBRIDGE
1	Road Reserve Capital Works	2,3,4,5,6,7	Initiate works on all roads sections as listed in Councils MRWA inventory. Contribute 50% of own resources to capital works.	
2	Road Reserve Maintenance Works	2,3,4,5,6,7	100% responsibility for maintenance works on all road sections as delineated by Maintenance Boundary.	
3	Verge Maintenance and Regulation	2,3,4,7	All verge maintenance and regulatory functions: 100% responsibility as delineated by Maintenance Boundary, except for 5 & 6 where CoN to be responsible for permitting of private works.	
4	Path Maintenance	1,2,3,4,5,6,7	All footpath maintenance as delineated by Maintenance Boundary.	
5	Traffic Studies, Road, Design & Safety Audits	2,3,4,5,6,7	Initiate design works on all roads sections as listed in Councils MRWA inventory. Contribute 50% of own resources costs - Refer to item 4.3 of the explanatory notes for notification requirements.	
6	Roundabouts, Entry Statements, Median and Island Maintenance	2,3,4,5,6,7	100% contribution as delineated by Maintenance Boundary, except for 6 where CoN to be responsible for maintaining grass/vegetation in centre median island .	
7	Street Trees	2,3,4,5,6,7	100% contribution as delineated by Maintenance Boundary, except for 6 where CoN to be responsible for maintaining trees in centre median island.	
8	Irrigation Infrastructure	2,3,4,5,6,7	100% contribution as delineated by Maintenance Boundary or as otherwise agreed.	
9	U/G Power	2,3,4,5,6,7	100% contribution as delineated by Maintenance Boundary or as otherwise agreed.	
10	Side Street Intersection Upgrades	2,3,4,5,6,7	100% contribution as delineated by Maintenance Boundary or as otherwise agreed.	
11	Parking Control Signs	2,3,4,5,6,7	100% contribution as delineated by Maintenance Boundary.	
12	Street Signs	2,3,4,5,6,7	100% contribution as delineated by Maintenance Boundary.	
12	Direction Signs	2,3,4,5,6,7	100% contribution as delineated by Maintenance Boundary.	

13	Street Lighting Operations	2,3,4,5,6,7	100% contribution as delineated by Maintenance Boundary.
14	Emergency Works	1,2,3,4,5,6,7	Where emergency works are carried out by either party, the cost associated with those works are to be 100% as delineated by Maintenance Boundary.

APPENDIX 2 - MRWA INVENTORY		DRAFT No 1
BOUNDARY ROADS WORKS MEMORANDUM OF UNDERSTANDING		
CITY OF NEDLANDS & TOWN OF CAMBRIDGE		Updated: 17 September 2018
This division of roads was created by Main Roads WA to ensure that all roads were listed on an asset inventory.		
ROAD	SECTION	
	City of Nedlands	Town of Cambridge
Alderbury Street	Lissadell Street - Selby Street	Brookdale Street - Lissadell Street
Selby Street	Stubbs Terrace - Nash Street	Underwood Avenue - Alderbury Street
Underwood Avenue	Meagher Drive - Brookdale Street	Perry Lakes Drive - Meagher Drive
Montgomery Avenue	Stephenson Avenue - Alfred Road	None
Brookdale Street	Gunn Road - Underwood Avenue	Alderbury Street - Gunn Road
Stephenson Avenue	Montgomery Avenue - Boundary	Boundary - Perry Lakes Drive



Map Key

- Town of Cambridge/City of Nedlands Boundary
- Boundary Maintenance Anomalies
- - - Road Centrelines
- Other LGA Boundaries

Map Notes

- Maintenance boundaries adhere to road centrelines except where otherwise shown (Fig. A West Coast Highway, Fig. B Stephenson Avenue and Fig. C Underwood Avenue)

0 200 400 600 800 m



Scale 1:20,000 @ A4
 Created by A. Trant, City of Nedlands
 Date Created: 13.09.2018

TS25.18	Adoption of the Urban Forest Strategic Plan 2018-2023
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Committee	13 November 2018
Council	27 November 2018
Applicant	City of Nedlands
Officer	Andrew Dickson – Manager Parks Services
Director	Martyn Glover – Director Technical Services
Attachments	<ol style="list-style-type: none"> 1. Draft Urban Forest Strategic Plan 2018-2023 2. Draft Urban Forest Strategic Plan 2018-2023 Executive Summary 3. Community Engagement Report

Executive Summary

Community engagement has been undertaken with residents, stakeholders and the community generally, on a draft Urban Forest Strategy for the years 2018-2023. The proposed Urban Forest Strategic Plan 2018-2023 (UFSP) will provide a strategic vision for management of the City's urban forest. The purpose of the engagement was to seek feedback on the proposed UFSP through an online forum or written submissions to the City.

Administration considered the responses from the community on completion of the engagement and have finalised the draft UFSP which is being presented to Council for adoption.

Recommendation to Committee

Council:

1. **Adopts the Urban Forest Strategic Plan 2018-2023 as presented in Attachment 1;**
2. **Acknowledges the community feedback captured in the Community Engagement Report as presented in Attachment 3; and**
3. **Requests the Administration investigate future options for improved management of the urban canopy on private land to be considered in future reviews of the Urban Forest Strategic Plan.**

Discussion/Overview

Background:

Council resolved in 2011 that it “measures the percentage of the City that is treed with a view to increasing that percentage over time”. Council and the community have identified improved management of the City’s tree assets as a key focus in the Strategic Community Plan. The Strategic Community Plan states one of the visions as “Our gardens, streets, parks and bushlands will be clean, green and tree-lined”.

Though the City has operational plans that support Council's and the Community's vision for improved tree and tree canopy management, there has been no adopted strategy to underpin and connect the various plans within a single document and which contains clearly conveyed objectives for preserving and increasing tree canopy and vegetation cover generally.

In 2012, the City undertook an audit of all public trees in road reserves and developed parklands. The data collected provided a baseline 'snapshot' for these components of the City's public tree assets. The key results from the audit are listed below:

- 21,616 public tree assets (road reserves + parklands).
- Trees in road reserves (street trees) = 17,006.
- Trees in developed parkland = 4,610.
- 348 tree species.
- 4,878 Queensland Box trees representing 23 percent of overall trees audited and 29 percent of street trees.
- The 20 most common species comprise 69 percent of the overall population.
- Trees with a canopy rated large or very large comprise 11 percent of the overall population.
- Trees with a canopy rated small or very small comprise 45 percent of the overall population.
- Total value of the City's tree assets calculated at \$29,898,000 (2012).
- The average public tree value calculated to be \$1,380 (2012).
- Total canopy cover area provided by the City's public trees calculated at 862,421 m² which equates to approximately 4.3 percent of the total area of the City of Nedlands district.
- Average tree canopy area was calculated at 39.9 m².

State and Federal agencies have recognised the importance of urban forests and have commenced tracking canopy cover percentage changes in most major metropolitan regions throughout Australia. In July 2014, the Western Australian Planning Commission with the assistance of the CSIRO, released a report intended to identify and establish the risks to urban forest canopy cover in metropolitan Perth and the Peel Region. The document indicated various risk profiles for canopy cover loss by land use type within Perth and Peel region suburban districts. The document reported:

- Parkland – being at low risk of canopy loss.
- Road reserves (i.e. streetscapes) – being at medium risk of canopy loss.
- Commercial, residential and industrial street blocks – being at high risk of canopy loss.
- A typical street block in Dalkeith comprised between 10 percent and 15 percent tree canopy cover inclusive of public and private trees.

The City does not currently have any confirmed data associated with trees on private property and is not proposing to address this component of the urban forest in the UFSP at this time.

Existing Operational Plans:

The various operational plans that currently exist include a Street Tree Management Plan, individual Enviro-scape Master Plans for developed parks, a Natural Areas Management

Plan and individual Bushland Management Plans for bushland reserves. Each of these plans has the objective of delivering the Council's and Community's vision for improving preservation and management of the City's public tree and vegetation assets.

Risk Management:

There are numerous risks associated with the public realm component of the City's urban forest, and the environment generally, that have been identified in the draft UFSP and which it responds to at a strategic level. The strategy seeks to implement objectives that link across and mitigate numerous identified risk areas generally associated with the environmental, social, psychological and recreational benefits that trees and their canopies provide.

Required by Legislation/Council Policy:

Several Council policies have informed development of the proposed UFSP including Community Engagement, Street Trees, Nature Strip Development and Greenways. The City of Nedlands Thoroughfares Local Law, Local Law Relating to Reserves, Foreshores and Beaches, along with the *Local Government (Uniform Local Provisions) Regulations 1996*, are also relevant to the UFSP.

Key Relevant Previous Council Decisions:

Ordinary Council Meeting 27 April 2011, Item 14.6

That Council:

- 1. Implements a "Water smart parks" strategy similar to that being undertaken by the City of Stirling, and*
- 2. Measures the percentage of the City that is treed with a view to increasing that percentage over time.*

Consultation

Community engagement was advertised for the period 31 May 2018 to 9 July 2018, with late feedback being accepted to 16 July 2018 (47 days in total). Opportunities were provided for the community to provide their thoughts on the draft UFSP to enable the City to confirm the priorities for the future. Engagement opportunities encompassed online consultation (Your Voice Nedlands), a mail out to key stakeholders, advertisements inviting submissions in the POST and Western Suburbs Weekly, a media release and posts on Facebook and Twitter.

A range of issues and suggestions were provided by the community. Administration comment on these issues and suggestions, as well as full details of the community engagement, can be found in the Community Engagement Report (refer Attachment 3).

Some of the key issues, suggestions and comments raised during the engagement are provided below:

Vision

Comments:

- Trees in residents' gardens are very important – the major part of the suburbs' tree canopy.
- While accepting that, at this stage, it is OK not to mandate things about trees in individual gardens, I think it should be part of the "tree policy" to urge for the retention of gardens, and restraints on infill, in areas appropriate to not having garden-destroying infill.
- Appropriate areas would include those close to primary schools and more than 300 m from major public transport routes which, in Nedlands is Stirling Hwy.
- Maintaining trees in private gardens is good for the whole of Perth in that it reduces urban heat island effects.
- I agree, when looking at the 2009 onwards map - the whole of Nedlands is peppered with red dots where trees have been lost, and most have been on private property. It's a positive move for the city to look at a strategy to maintain and increase the forest canopy in the public domain, but infill pressures are enormous and small bushland remnants are far more vulnerable to those pressures - not just Nedlands but Perth as a whole. Shrubs are as important as trees - they provide shelter and food for wildlife - so many shrubs such as bottlebrushes have been cleared from verges and gardens when houses are developed. A tree may be put back but shrubs less likely.
- The Strategy is not supported because:
 - To prepare a Policy for the Management of the TOTAL Urban Forest for the City of Nedlands.
 - The City of Nedlands should commission a report that assesses the percentage of Urban Forest on private land (identified as residential, commercial, other etc) and public land, over individual areas of the City.
 - There should be an individual assessment of the Urban Forest for each of the areas proposed for high density re-zoning: current Urban forest (private vs public). In particular, for the area of the Hollywood Ward proposed for higher density living between Stirling Highway and Bedford streets, an assessment of the percentage of Urban Forest on private land to public land should be prepared. The potential impact of the proposed re-zoning on the urban forest within these local areas should be modelled and published as a matter of urgent priority.
 - The Urban Forest Strategy document should be redrafted to include strategies for the management of the Urban Forest on private AND public land, and to ensure the distribution of the Urban Forest across the City of Nedlands.
- Protection of trees and shrubs on private properties should be progressed by the Council as this is contributing to tree loss.

Response:

- At this current time the City is focusing on the public realm on the understanding that, as urban infill policies develop, a clearer position on vegetation on private property is likely to be included in future reviews of this strategy.
- Policy development associated with the development of, and final adoption of, a new Scheme may consider vegetation on private property and requirements for tree planting and deep root planting zones as part of infill redevelopment. The comments from this engagement will be referred to the City's Planning for consideration.
- Design WA which is a State Planning Policy is set to be launched in the coming months which is likely to mandate deep root planting zones and requirements for new trees to be planted where apartments are being built.
- The City maintains an active bushcare program which includes preservation and planting of endemic species within each of the bushland conservation areas. These programs include a high-level of community volunteer support

Urban Canopy

Comments:

- While I agree with the idea of planting new trees, I would caution against the plan to remove 'all deceased public trees' since these provide an important habitat for insect and bird life. It's not just about how trees look, it's about having a diverse, varied habitat for fauna which includes allowing trees to rot in their natural cycle so that animal life can benefit from this process. The aim is to support the entire ecosystem!
- Regarding street trees. Streets look more beautiful when trees are planted in "avenues" (same tree all along the road).
- There are some areas where there are many different species which makes the street scape unattractive.
- Is there some way of getting more continuity with street trees in streets that already have trees? e.g. choosing a species, removing others & replanting to make same?
- I agree with the comments below suggesting it is not always the best option to replace deceased public trees as they may provide important habitat. It is also important to consider how trees will be replaced when they are deceased. For example, the retention of stumps and roots may provide a source of inoculum of serious tree pathogens and exacerbate the issue that has caused the death of the specimen.
- Does the City have a good understanding of the annual change in the numbers of these trees over the past 5 years and if so what are the statistics? Is it realistic to expect the numbers to increase given the current trend? I don't necessarily agree that increasing the number of trees will enable an increase in canopy cover. For example, the replacement of one large Tuart 30 m in crown diameter with 3 smaller advanced nursery

Tuart 1 m in crown diameter may never reach the same canopy area for many reasons. How will the City overcome such issues?

- Agree with the idea of increasing the number of trees in the area, disagree with the idea of removing dead trees since these provide an important habitat for insect and bird life. An integrated approach to tree growth and the role of trees in the wider ecosystem is needed. Will the strategy include stopping residents from removing large trees on their property? Often seems to happen in our area that when an old house is knocked down the block is blitzed, and old tree growth allowed to be removed to make way for a huge house and concreted block. Having 'corridors' of native flora for native fauna is important. Melbourne is pioneering this concept in an urban setting. Check it out.

Response:

- The City generally only removes dead trees from reserve areas where they pose a safety risk and dead street trees from people's verges for the same reason as well as for aesthetic reasons. Generally, dead trees in bushland reserves are left in place to provide habitat.
- The City has endeavoured over the years to plant single species avenues and has found the varied views of residents and the variety of tree species make it difficult to secure an agreed species of tree to plant. This has resulted in an impediment to the planting of street trees. The current position is that any suitable species of street tree that is acceptable to the adjacent resident, and results in the planting of a street tree, is the City's preference where agreement on a species cannot be obtained.
- The replacement of deceased trees is first priority for planting new trees. The City, however assesses the individual dead trees in terms of its value and in some cases, they are retained, and the new tree is planted nearby.
- The City has broad actions regarding managing tree pathogens and tree planting but cannot provide comprehensive management of tree associated pathogenicity within current resources.
- The City commenced a detailed report on the net increase in the number of trees in 2017-2018. The City will continue to report on this both monthly and annually.

Environmental Science

Comments:

- Yes, I think it is important to work cooperatively with scientists and experts to get up-to-date information to monitor and guide treating ailing trees in parks and bushland areas.
- Campaigns to reduce dumping in bushland areas may assist in the control of the transfer of pathogens.
- Supporting operational activities with science-based decisions is definitely the correct approach.

Response:

- The City will continue to work cooperatively with the industry to ensure decisions are science-based.
- The City's Environmental Conservation, Public Health and Waste Minimisation Officers continue to work to reduce incidents of illegal dumping.

Management

Comments:

- The value of extensive planning and design is lost if residents and City staff ignore it. Management should include proactively enforcing expected practices, especially where safety hazards are introduced by breaches. In Nedlands residents have planted trees and undertaken landscaping on their verges that is not consistent with the basic principle that members of the public should be able to use the streets and verges safely.
- Verges along Florence Rd between the shops and Edward St have been landscaped to force pedestrians onto the road. Trees and landscaping on Thomas St near Stirling Highway similarly force pedestrians onto the road.
- The Management plan should not depend on community members complaining about breaches before City will enforce expectations.
- Arboriculture is focused on the management of individual trees. I suggest this objective should also be expanded out to include urban forestry and this broader view and focus is essential when considering the best approach to the management of the City's urban forest.

Response:

- As this is a strategy, it is not the intention of this document to get down into this level of detail. This detail is contained within policy, management and operational planning.

Planning and Reporting

Comments:

- This annual plan and report should be expanded to not only include the increase in numbers of public trees but should be more detailed and informative to include where in the City's land use categories, land tenure zones, suburbs etc. the number of trees are increasing and decreasing. It should also focus on changes in canopy cover and condition, height classes, species composition. This will assist with the allocation of resources to areas of need, and the implementation of actions to mitigate risks to the City's vision for its urban forest.

Response:

- The City will provide reports on the tree canopy and numbers both in tables and spatially as required to confirm progress with the strategy.

Customers

Comments:

- It is necessary to proactively communicate expectations about verges to residents. It is not sufficient to make information available to those who seek it. Residents who are not aware do not seek the City guidelines. In Nedlands we have people who:
 - kill their verge trees
 - plant trees that are not within the plans and are unsuitable because they are too low-hanging and force pedestrians onto the road and/or reduce road safety by limiting visibility, and
 - landscape their verges in ways that forces pedestrians onto the road (e.g. with sleepers, curbs, and spiky plants between the road and their fence-line).
- Engagement with customers is very important but it is also essential that the City empowers its ratepayers with the tools to assist with managing a healthy, thriving, resilient urban forest. It is not enough just to update the website and provide a site visit service. The City of Melbourne is a great example of a council that works very hard to engage and empower its residents in the benefits of having a healthy Urban Forestry. They have developed several novel tools such as their Urban Forest Visual, and even had a program whereby residents could email a tree.

The City of Nedlands could hold a series of events/workshops whereby ratepayers could attend to learn about the benefits and develop an understanding and knowledge around how to select healthy trees and plant and care for them correctly to improve their chances of survival and growth. Workshops on how to select qualified contractors for tree pruning. How to manage dieback or identify pathogens etc. Such workshops must be engaging and entertaining. There are many examples, and these go far beyond updates to the website and training of staff to answer questions.

Response:

- The City has a range of policies, guidelines and compliance activities which regulate verge / nature strip development.
- The City continues to engage with its community in accord with the Strategic Community Plan and available resources.

Budget/Financial Implications

The annual parks maintenance and natural areas maintenance budgets have a component of funding set aside for tree maintenance and planting operations which at present is sufficient to cover annual costs for these activities. It is likely, and reasonable to assume, that there will be an increase in maintenance costs in future years correlated with the increase in the number of trees in the public domain associated with the current increase in tree planting activities.

There is provision within the 5 Year Capital Works Program and the annual capital budget process for the funding of tree planting activities associated with Enviro-scape Master Plan implementation across the City's developed parklands.



City of Nedlands Urban Forest Strategy 2018-2023

Contents

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1. City of Nedlands Urban Forest Strategy

An urban forest is broadly defined as the collection of green spaces, trees and other vegetation that grows within an urban area, on both public and private land. It provides a range of social, environmental and economic benefits that enrich the quality of urban life. Most importantly it provides shade which reduces the surface temperature.

One of the ways that urban forest is measured is the size of the tree canopy cover. Tree canopy consists of the branches and leaves of a tree, not the number of trees, that is, the amount of canopy cover that has the greatest impact on shade and resultant cooling. This means it's important to not only plant new trees, but to protect established trees with large canopies because they provide the greater benefit. The individual tree canopy is not included in the statistics until it exceeds three metres in diameter.

The City of Nedlands Urban Forest Strategy only deals with the forest in the public domain. The City will continue to monitor the condition of the trees on private land but does not prescribe to control them within this strategy.

Nedlands original bushland forest

Pre-European settlement, the City of Nedlands landscape was characterised by a mosaic of Tuart, Jarrah, Marri and Banksia open forest and woodlands. Tuart was dominant towards the coast, with Jarrah becoming more dominant on deeper inland sands and Marri occurring on moister sites. Fringing coastal areas were characterised by coastal shrublands and grasslands and fringing river foreshore areas consisted of native sedge lands. The pre-European canopy cover within the City would have been relatively open and irregular.





2. Nedlands 2018-2028 Strategic Community Plan

The Nedlands 2018-2028 Strategic Community Plan includes a series of statements and priorities from the community related to the Urban Forest:

The development of the previous Strategic Community Plan, Nedlands 2023, identified evidence of a decline in the condition of the community's assets was starting to show. This was because they were at a natural point in their lifecycle where reinvestment was needed. Strategic Issues facing the community include:

- Variations in weather patterns
- Water shortages and groundwater availability
- Reduced tree canopy

Nedlands 2028 Community Vision

Our gardens, streets, parks and bushlands will be clean, green and tree-lined and we will live sustainably within the natural environment.

Nedlands 2028 Community Values

We protect our enhanced, engaging community spaces, heritage, the natural environment and our biodiversity through well planned and managed development.

Nedlands 2028 Priorities

Strategic Priority: Urban form - Protecting our quality living environment:

- Provide, retain and maintain public trees in streets and on reserves to at least maintain the urban forest canopy

Strategic Priority: Renewal of Community Infrastructure:

- Invest in drainage upgrades focusing on minimising flooding, maximising stormwater infiltration at source and minimising pollutant discharge to the Swan River
- Invest in parks infrastructure in accordance with enviro-scape master plans

Strategic Priority: Retain remnant bushland and cultural heritage:

- Revegetate remnant bushland areas
- Develop greenway corridors
- Undertake tree planting in public areas
- Restore coastal and estuarine areas
- Maintain parks and other green spaces

3. City of Nedlands Urban Forest Statistics

- The City currently has 22,188 public trees (Asset Finda: 1/03/18). These consist of 17,277 street trees and 4,911 within parks and reserves excluding bushland.
- The City has planted an average of approximately 760 trees per annum for the past three years in the public domain and an average of 570 trees per annum in road reserves and parks (refer table below).
- If this trend continues, it is anticipated that the 20% increase in potential canopy could be achieved in ten years if the current planting regime is maintained (960 per annum) and there is no spike in tree mortality during this period. Potential canopy recognises that the new plantings are not mature trees.

Enviro-scape Master Planning (EMP)

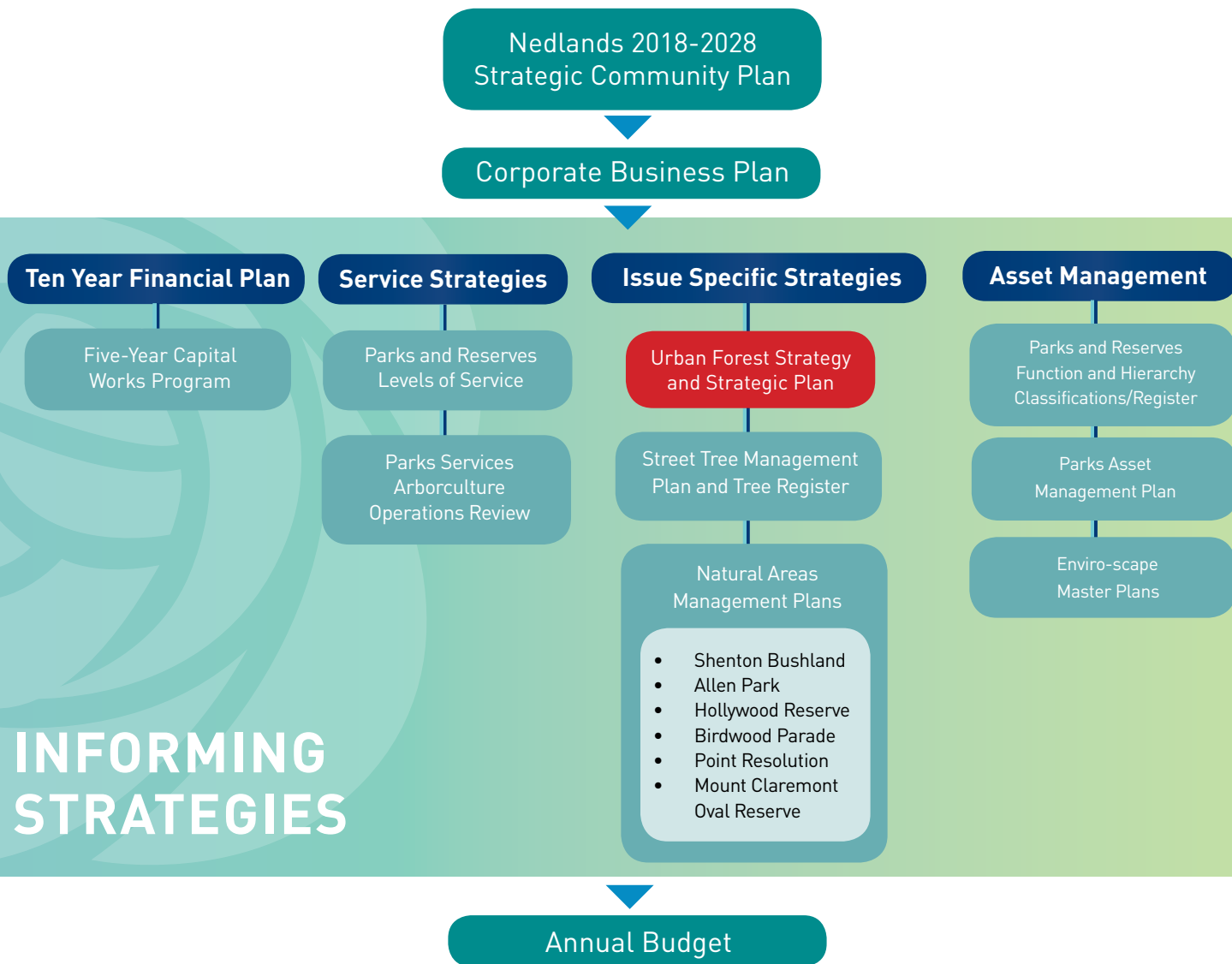
- The City has now commenced eight EMP processes and plans to commence eleven more over the next five years. Generally, the EMP process is commenced prior to the year that the park is planned for irrigation up-grades. The eco-zoning includes provision for new trees to achieve a 20% increase in canopy. The stage of each is included in the following table:

Park/Reserve	Stage of EMP	Capital Works Program
David Cruickshank Reserve	Completed	2016/17
Point Resolution Reserve	Consultation complete	2017/18
Carrington Park	Approved for construction	2017/18
St Johns Wood Boulevard POS	Consultation commencing	2017/18
Jones Park	Consultation commencing	2017/18
College Park	Planning commenced	2018/19
Asquith Park	Planning commenced	2018/19
Bishop Road Reserve	Planning commenced	2018/19
Hamilton Park	Not commenced	2018/19
Charles Court Reserve	Not commenced	2019/20
Hollywood Tennis Court Reserve	Not commenced	2019/20
Allen Park	Not commenced	2020/21
Genesta Park	Not commenced	2020/21
College Green Walkway	Not commenced	2021/22
Paul Hasluck Reserve	Not commenced	2021/22
Daran Park	Not commenced	2022/23
Directors Gardens	Not commenced	2022/23
Mooro Park	Not commenced	2022/23
Terrace Gardens	Not commenced	2022/23



4. Urban Forest Strategic Plan 2018-2023 (UFSP)

The UFSP, similar to the Five-Year Capital Works Program, is a five-year planning process which can be reviewed annually. The UFSP and EMPs are an integral element of the management documentation for parks and reserves. The structure with respect to the integrated planning framework including other key documents impacting on the urban forest in the public domain is as follows:



Smaller bushlands such as Swanbourne Estate Bush Blocks, Bishop Road Reserve and Mt Claremont Community Centre do not have individual management plans however they come under the umbrella of the broad recommendations contained within the Natural Areas Management Plan 2013 – 2018. It is noted that all of these plans are due for renewal in 2018.

The UFSP provides the goals, objectives and actions required to achieve the potential canopy growth of ten percent during the life of the five-year plan. It is presented in a matrix form overleaf and will be reported on and updated each year.



4.1. The Vision

By the year 2023 the City of Nedlands will have:

- Increased its potential urban canopy by 10% towards the eventual target of 20% by 2028;
- Replaced all deceased public trees (road reserves and public open space);
- Provided street trees to all residents and ratepayers that have requested them;
- Provided infill street trees to all road rehabilitation projects;
- Been recognised for our quality customer service with respect to trees in the public domain;
- Reported regularly to Council and the community on the progress of the urban forest strategy;
- Delivered on greenway and bushland management plans; and
- Progressed with the development of Enviro-scape Master Plans (EMP) for all public parks and reserves.





4.2. Goals, objectives and actions

1. Urban Canopy

1.1 Objective: Continue to increase the cover of the Urban Canopy to 20% greater than the 2017 audit.

- Replace all deceased public trees in road reserves and public open space (public domain) as first priority
- Provide new street trees on demand as second priority
- Provide infill winter street tree planting to all road rehabilitation projects and EMP projects as third priority
- Ensure there is a nett increase in the number of public trees each year
- Maintain planting targets in greenway and bushland management plans

2. Environmental Science

2.1 Objective: Continue to support the operational activities with science-based decisions.

- Work with UWA developing strategies for improving the condition of the City's tree stock and the aquifer
- Source updates of the CSIRO infra-red aerial photography demonstrating canopy growth when available
- Develop a plant pathogen management plan
- Expand and formalise the tree health management program
- Work with Arbor Carbon with respect to native tree health

3. Management

3.1 Objective: Continue to progress with quality management practices in area of arboriculture and environmental conservation.

- Ensure there is provision of sufficient and appropriately qualified staff to deliver on the strategy
- Review arboriculture and environmental practices on a regular basis
- Provide an annual training program to maintain the required skills and practices
- Maintain the trees database in Asset Finda and retain accessibility on both the City's intranet and internet sites through IntraMaps



4.2. Goals, objectives and actions

4. Planning and Reporting

4.1 Continue to develop and maintain documented plans for the maintenance of trees in all public open space.

- Maintain and update all policies, procedures and plans relative to public trees
- Provide an annual plan and report demonstrating the increase in numbers of public trees
- Provide a monthly report in the CEO's Update on the progress of street tree removal and replacement
- Identify the trees in the private and the public domain on the CSIRO infra-red aerial photography to provide for separate reporting

5. Customers

5.1 Objective: Continue to improve engagement with our customers

- Work closely with Friends of Groups (FoG) in the bushland projects including development of FoG Agreements
- Update City website and Your Voice Nedlands (Community engagement hub) to facilitate communication and engagement
- Ensure customer service officers are trained to respond to public tree questions
- Provide a site visit service for any queries regarding public trees





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Urban Forest Strategic Plan 2018–2023



The Vision

By the year 2023 the City of Nedlands will have:

- Increased its potential urban canopy by 10% towards the eventual target of 20% by 2028;
- Replaced all deceased public trees (road reserves and public open space);
- Provided street trees to all residents and ratepayers that have requested them;
- Provided infill street trees to all road rehabilitation projects;
- Been recognised for our quality customer service with respect to trees in the public domain;
- Reported regularly to Council and the community on the progress of the urban forest strategy;
- Delivered on greenway and bushland management plans; and
- Progressed with the development of Enviro-scape Master Plans (EMP) for all public parks and reserves.



1. Urban Canopy	2. Environmental Science	3. Management	4. Planning & Reporting	5. Customers
<p>1.1. Objective: Continue to increase the cover of the Urban Canopy to 20% greater than the 2017 audit</p>	<p>2.1. Objective: Continue to support the operational activities with science-based decisions</p>	<p>3.1. Objective: Continue to progress with quality management practices in area of arboriculture and environmental conservation</p>	<p>4.1. Objective: Continue to develop and maintain documented plans for the maintenance of trees in all public open space</p>	<p>5.1. Objective: Continue to improve engagement with our customers</p>
<ul style="list-style-type: none"> • Replace all deceased public trees in road reserves and public open space (public domain) as first priority • Provide new street trees on demand as second priority • Provide infill winter street tree planting to all road rehabilitation projects and EMP projects as third priority • Ensure there is a nett increase in the number of public trees each year • Maintain planting targets in greenway and bushland management plans 	<ul style="list-style-type: none"> • Work with UWA developing strategies for improving the condition of the City's tree stock and the aquifer • Source updates of the CSIRO infra-red aerial photography demonstrating canopy growth when available • Develop a plant pathogen management plan • Expand and formalise the tree health management program • Work with Arbor Carbon with respect to native tree health 	<ul style="list-style-type: none"> • Ensure there is provision of sufficient and appropriately qualified staff to deliver on the strategy • Review arboriculture and environmental practices on a regular basis • Provide an annual training program to maintain the required skills and practices • Maintain the trees database in Asset Finda and retain accessibility on both the City's intranet and internet sites through IntraMaps 	<ul style="list-style-type: none"> • Maintain and update all policies, procedures and plans relative to public trees • Provide an annual plan and report demonstrating the increase in numbers of public trees • Provide a monthly report in the CEO's Update on the progress of street tree removal and replacement • Identify the trees in the private and the public domain on the CSIRO infra-red aerial photography to provide for separate reporting 	<ul style="list-style-type: none"> • Work closely with Friends of Groups (FoG) in the bushland projects including development of FoG Agreements • Update City website and Your Voice Nedlands (Community engagement hub) to facilitate communication and engagement • Ensure customer service officers are trained to respond to public tree questions • Provide a site visit service for any queries regarding public trees



Urban Forest Strategy
Community Engagement Results
Thursday, 31 May to 16 July 2018

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Dated: 13 September 2018
SharePoint Ref: TECH-991031485-2268

1. INTRODUCTION

Community engagement has been undertaken with residents, stakeholders and the community generally on a draft Urban Forest Strategy for the years 2018-2023 which will provide a strategic vision for the City's urban forest.

The draft Urban Forest Strategy is in response to the priorities set in the Strategic Community Plan, Nedlands 2028 which identifies issues facing these areas in the future. The purpose of the strategy is to respond to changing weather patterns, water shortages, ground water availability, reducing tree canopy and the quality of infrastructure to support this environment.

The strategy primarily addresses public land and only monitors the condition of trees on private land. It provides guidance on ensuring that the City can achieve the tree canopy cover target which will result in increased shade to reduce the surface temperature and achieve increased social, environmental and economic benefits that enrich the quality of our City.

The purpose of the engagement was to seek feedback on the draft strategy by contributing to an online forum or to provide feedback either online or written to the City.

The strategy will be finalised following the assessment of the feedback from the community engagement and will be presented as a final draft for Council approval.

2. PURPOSE OF ENGAGEMENT

Information was provided to assist the community to gain an understanding on the limitations and issues relevant to the City's urban forest canopy, learn about the importance of urban forests.

Opportunities were provided for the community to provide their thoughts on the draft urban forest strategy to enable the City to confirm the priorities for the future.

The engagement outcomes will contribute to the development of the final strategy in alignment with the Strategic Community Plan 2018-2028.

3. ENGAGEMENT PERIOD

The engagement was advertised for the period from Thursday, 31 May to Monday, 9 July 2018. Late feedback was accepted until Monday, 16 July 2018 (**47 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 across the City.
- All bushland groups: Friends of Shenton Park Bushland, Friends of Point Resolution, Friends of Allen Park, Friends of Hollywood Reserve, Swanbourne Coastal Alliance Incorporated.
- Department Biodiversity, Conservation and Attractions (DBCA).
- Urban Bushland Council.
- Department of Defence (own bushland at Allen Park).
- Department of Health (own bushland at Shenton Park).
- Relevant City staff.

6. OPPORTUNITIES FOR ENGAGEMENT

An engagement page was published on 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 contained an online forum and a facility to provide general feedback. People could ask the City a question, read FAQs, view the proposed strategy and key dates. Project updates via newsfeeds were also provided.
- A letter and a copy of the draft strategy was forwarded to all stakeholders (refer Section 5 above) to provide project information and the draft strategy along with an invitation to provide feedback.
- People could also contact the City by email (yourvoice@nedlands.wa.gov.au) or telephone to discuss the draft strategy with a member of the project team.

Awareness of the project was provided by advertising in the POST newspaper, the Western Suburbs Weekly, Facebook and Twitter.

6.1 Online Engagement – Your Voice Nedlands

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

- Proposed strategy – detailed and a summary page (goals, objectives and actions)
- Frequently asked questions (FAQs)
- Advice on the key dates
- Project team contact details

Two methods were used to provide feedback: an online forum for people to share their thoughts on the strategy vision and each of the goals (urban canopy, environmental science, management, planning and reporting and customers) or provide more general feedback.

Your Voice Nedlands email was available for people to send 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 onsite information session.

6.2 Mail out

A mail out to the stakeholders was undertaken advising of the draft strategy and inviting them to view the information on **Your Voice Nedlands** and to provide feedback on the proposal.

6.3 Advertising and media


Advertising was placed in the POST newspaper on 9 June 2018 and in the Western Suburbs Weekly on 5 June 2018.

An electronic newsletter was also distributed to registered participants on Your Voice Nedlands (1,466 recipients).

Facebook and Twitter posts (2 June) were also undertaken to promote the project. The Facebook page reached 1,331 people with 36 likes, 20 shares and 23 comments.

A media release was issued “City of Nedlands wants to branch out with Urban Forest Strategy”, but not published by either newspaper. The media was available on the City’s website.

The project did not receive any media attention or letters to the editor in the local newspaper.



City of Nedlands
nedlands.wa.gov.au

Draft Urban Forest Strategy 2018-2023

Do you have an interest in the green spaces, trees and other vegetation in the City of Nedlands? If so, the City would like to hear from you!

The City has developed a draft Urban Forest Strategy for the years 2018-2023 in response to the priorities set in the Strategic Community Plan, Nedlands 2028 identifying the issues facing these areas in the future. The purpose of the strategy is to respond to changing weather patterns, water shortages, ground water availability, reducing tree canopy and the quality of infrastructure to support this environment.

To find out more and to provide feedback, visit yourvoice.nedlands.wa.gov.au

The community engagement period closes on Monday 9 July 2018.

Performance for Your Post

1,331 People Reached

66 Reactions, Comments & Shares

36 Like	16 On Post	20 On Shares
2 Love	2 On Post	0 On Shares
23 Comments	20 On Post	3 On Shares
5 Shares	5 On Post	0 On Shares

324 Post Clicks

23 Photo Views	37 Link Clicks	264 Other Clicks
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NEGATIVE FEEDBACK

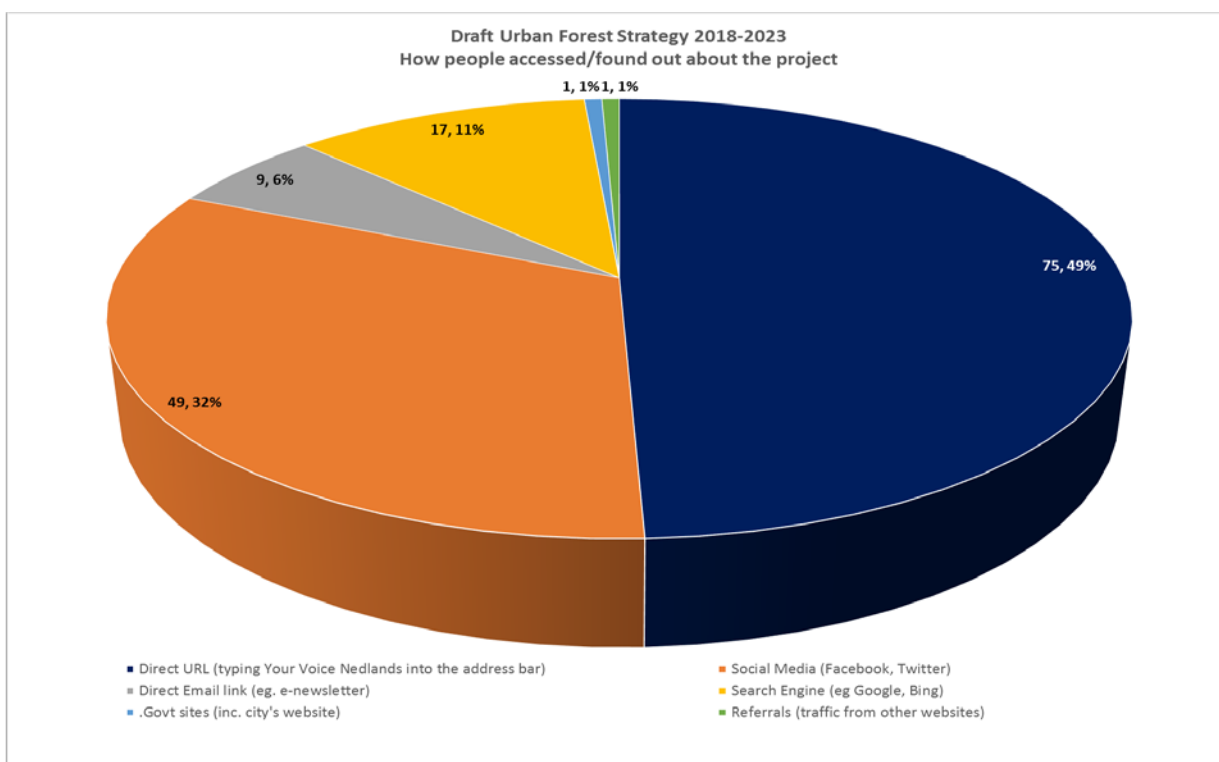
0 Hide Post	1 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

Facebook and Twitter posts

6.4 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 communication activities resulted in 152 visits using the methods of: typing **Your Voice Nedlands** into the address bar mainly from the letter (75, 49%), social media (49, 32%), direct email link (9, 6%), search engine (17, 11%), access via .govt sites (1, 1%). The following graph highlights the traffic sources for this project.



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 131 visitors who collectively made 152 site visits and viewed 463 pages. 111 of these viewed at least one page. There were 31 downloads of the proposed strategy and 14 visits to the FAQ page. Seven people participated in the engagement tools with six contributions to the online forum and two posted feedback.

7.2 Mail-Out

The City undertook a mail out to the stakeholders within the project area. Submissions were received from the Friends of Allen Park and the Department of Biodiversity, Conservation and Attractions (DBCA).

Two residents provided a combined submission.

7.3 Facebook

The Facebook post attracted a conversation between 8 people.

7.4 Customer Enquiries

The City did not receive any telephone calls to discuss the strategy further to support/not support the project.

8. ENGAGEMENT RESULTS

The results from the engagement activities are provided for each method of community engagement: online forum, feedback and submissions. In addition, several comments were placed on the City's Facebook page which are also summarised below. All comments have been assessed to identify the general level of acceptance for the strategy. All feedback is assessed regardless of the tool that is used. However, multiple submissions by an individual is assessed as one submission.

The following is an overview of the comments received. All detailed comments were reviewed by the Project Team and a response has been provided. The detailed comments have also been considered in finalising the Urban Forest Strategy.

8.1 Feedback (Your Voice Nedlands – Online forum and feedback, written feedback)

8.1.1 The Vision for the Urban Forest Strategy

The following is a summary of the comments provided in relation to the Vision for the Urban Forest Strategy. Many of the comments related to what the Council is planning to do to address the loss of urban forest on private land and this response should be included in the Urban Forest Strategy. In addition, the Urban Forest Strategy although addressing public land needs to include private land particularly the impacts from urban infill and increased density from the proposed Local Planning Scheme No. 3 (LPS3) and the loss of trees from development.

The increased tree canopy targets set by the City were also questioned in that would they be achievable given that the strategy only relates to trees in the public realm. In addition, comments were raised regarding how the City will program and select the replacement of deceased trees including the importance of maintaining deceased trees for wildlife and bird habitats.

Finally, the reporting requirements was questioned in terms of what is considered 'regular reporting'.

City's Response

At this current time the City is focussing on the public realm on the understanding that as urban infill policies develop, a clearer position on vegetation on private property is likely to be included in future reviews of this strategy. In addition, the policy development of and final adoption of a new scheme may also consider vegetation on private property and requirements for tree planting and deep root planting zones as part of infill redevelopment. The comments from this engagement was referred to the City's Planning Department for consideration.

Regarding the targets put forward: these are aspirational in the context of the public realm. A current base-line was established in 2012 specifically for the public realm. The City does have accurate data for total canopy cover, however it has not yet divided out the individual data sets for private properties and bushland conservation areas.

The City will be reporting against the planting activities annually and progress in achieving the Strategy every five years.

The City will be conducting its own assessment of the CSIRO data sets establishing differentiation between private canopy, the public canopy and the bushland canopy and comparing this to historical photography as early as 1953. The City will report on these datasets as they become available.

In addition, the City has a Street Tree Management Plan and will be preparing Enviro-scape Master Plans for each of the City's parks which sit under this proposed strategy. These plans have been developed to deliver the strategy and cover off on operational issues such as tree deaths, species planting, replacement trees, purchase of certified stock etc. Enviro-scape Master Plans are prepared in consultation with the community.

8.1.2 Goal 1: Urban Canopy

Issues raised in relation to the urban canopy related to removing of all deceased public trees as these are important habitat for birds, insects and fauna and ensure there is a diverse range of habitat for animal life.

There was a mixed response of having avenue plantings of the same trees or using different species.

Having the replacement of deceased trees should not be a first priority as this should be about determining the cause(s) of death wherever possible and implement measures to prevent repeated deaths. All street trees provided should be of the highest quality and how does the City plan to substantiate the increased canopy by planting more trees, particularly where varieties and tree sizes are not the same.

How is the City planning to address the loss of trees on private property, particularly where old houses along with the developed trees are knocked down for increased sized houses taking up most of the blocks.

City's Response

The City generally only removes dead trees from reserve areas where they pose a safety risk and dead street trees from people's verges for the same reason as well as for aesthetic reasons. Generally, dead trees in bushland conservation reserves are left in place to provide habitat.

The City has endeavoured over the years to plant single species avenues and has found the varied views of residents and the variety of tree species make it difficult to secure an agreed species of tree to plant. This has resulted in an impediment to the planting of street trees. The current position is that any suitable species of street tree that is acceptable to the adjacent resident, and results in the planting of a street tree, is the City's preference where agreement on a species cannot be obtained.

The depth of street tree management is bound by the level of service it can provide with the amount of resources allocated. As such, comprehensive management of trees in terms of tree pathogens cannot be maintained within the current resources. However, the City has a number of management actions within its Street Tree

Management Plan and its Enviro-scape Master Plans to put in place controls for tree planting activities, quality of trees being planted, recording of public trees on its Intramaps database. During the 2017-18 financial year the City planted 643 trees, lost 23 trees and removed 109, resulting in a net increase of 511 trees.

8.1.3 Goal 2: Environmental Science

The community provided feedback supporting the City's view of working cooperatively with scientists and experts. There was a suggestion that the City should be working with other Universities (other than UWA) and private enterprise in research and analysis of the City's urban canopy. Campaigns to reduce dumping in bushland areas were also supported along with suggestions to further develop its plant pathogen management and the tree health management activities.

City's Response

The City will continue to work cooperatively with the industry to ensure decisions are science-based. The City agrees that there are other providers in terms of scientific partnerships, however the City has a forged a successful relationship with UWA and intends to retain it. UWA are our neighbours and the City has strong links with the organisation and its faculties.

The City's Environmental Conservation, Public Health and Waste Management Officers continue to work to reduce incidents of illegal dumping and a focus is being placed on improving the condition of the aquifer in terms of the quality (salinity level) and quantity (static water level) of ground water with monitored infiltration at source strategies.

8.1.4 Goal 3: Management

There were varying views in relation to management of the urban forest. Commentary included that the value of extensive planning and design is lost if residents and City staff ignore it. Management should include proactively enforcing expected practices, especially where safety hazards are introduced by breaches. In Nedlands residents have planted trees and undertaken landscaping on their verges resulting in safety issues as pedestrians are forced to walk on the road and over hanging vegetation also creates driver danger.

The management of trees should not depend on community members complaining about breaches before City will enforce expectations.

Arboriculture is focused on the management of individual trees and this objective should also be expanded out to include urban forestry as this broader view and focus is essential when considering the best approach to the management of the City's urban forest.

The Strategy identifies that there is provision of sufficient and appropriately qualified staff to deliver on the strategy. This was questioned in terms of what is meant by 'sufficient' staff, i.e. number of staff, range of staff with particular expertise and formal qualifications in arboriculture, urban forestry, or environmental science.

Comments received in regard to the objectives related to review arboriculture and environmental practices on a regular basis and staff training included suggestions that these objectives should be more specific to include better practice, setting review dates, process for implementing the review outcomes and how will the City staff learn from experts in the field to building organisational capacity and knowledge in the specific skills required for this field of work.

The objective for maintaining the trees database in Asset Finda and retain accessibility on both the City's intranet and internet sites through IntraMaps drew comments in regard to what is meant by using the term 'maintain' and that this term should be more specific.

City's Response

Many comments received related to operational issues which would be found in the next level of detail within the management plans underpinning the strategy. Regarding staffing, the document has been developed to reflect the current staffing, resourcing levels and ability to contract for specialist skills and knowledge.

Continual improvement of managing the urban forest is reflected in improving the City's own practices within the current standards, innovations and better practice environment.

Regarding the City's database: the database is updated monthly through the City's IntraMaps GIS system and is reconciled annually to document the total net gain of trees planted and eventually canopy increase. The City now utilises high resolution aerial photography which is updated every three months.

8.1.5 Goal 4: Planning and Reporting

The comments received in regarding planning and reporting related to the City providing an annual plan and report demonstrating the increase in numbers of public trees. Suggestions included expanding the report to a more detailed and informative information for example the City's land use categories, land tenure zones, suburbs, change in the number of trees along with changes in canopy cover and condition, height classes, species composition. It is believed that this information will assist with the allocation of resources to areas of need, and the implementation of actions to mitigate risks to the City's vision for its urban forest.

Identify the trees in the private and the public domain on the CSIRO infra-red aerial photography to provide for separate reporting should include detailed analysis using more precise and regular datasets for example the WESROC project.

This action should be further refined than simply stating 'identify the trees' but should also include identification of trees that are improving and declining in health and condition on an annual basis, and identify areas of loss and gain in canopy, and changes in height-class (e.g. vertical structure) as such variables have very important implications for management of biodiversity and fauna habitat.

City's Response

The City will provide reports on the tree canopy and numbers both in tables and spatially as required to confirm progress with the strategy. The City has its own GIS resources and can analyse the available data as required.

8.1.6 Goal 5: Customers

Regarding customers, comments suggested that the City be proactively communicating expectations about verges to residents and that it is not sufficient to make information available to those who seek it. Residents who are not aware do not seek the City guidelines. In Nedlands we have people who kill their verge trees, plant trees that are not within the plans and are unsuitable because they are too low-hanging and force pedestrians onto the road and/or reduce road safety by limiting visibility, and landscape their verges in ways that forces pedestrians onto the road (e.g. with sleepers, curbs, and spiky plants between the road and their fence-line).

Engagement with customers is very important but it is also essential that the City empowers its ratepayers with the tools to assist with managing a healthy, thriving, resilient urban forest. It is not enough just to update the website and provide a site visit service. The City of Nedlands could hold a series of events/workshops whereby ratepayers could attend to learn about the benefits and develop an understanding and knowledge around how to select healthy trees and plant and care for them correctly to improve their chances of survival and growth.

City's Response

As the City undertakes Enviro-scape Master Planning for each of its parks, it engages with the surrounding community which is an opportunity for people to connect with the staff who look after their local park and learn about water conservation, tree planting and health, impacts of climate change, accessibility for everyone, developing the park fit-for-purpose (paths, playgrounds, sports facilities, barbecues etc). They also have opportunities in providing suggestions on the outcomes of the enviro-scape master plan prior to be approved by the Council.

The City is also investigating a range of other initiatives to engage with issues in relation to urban canopy cover and trees in general.

The City has an annual street tree planting program which involves engagement directly with the residents where the street trees are being planted.

8.1.7 Other comments – planting and tree species

It's good to have an urban forest strategy, but can we please have a Swan River plain urban forest rather than an English village urban forest? I see a street full of English deciduous trees, and at the pocket park up the road littered with poplars and one loan peppermint tree.

The strategy is silent on what kinds of trees will be planted and a tree planting list which are appropriate for the Western Australian climate, urban setting and can support the bird life, insects and wildlife.

Trees such as the Queensland Box and the London Plane tree is totally inappropriate for the City and these should be removed. People need to develop an understanding that the traditional European trees are unsustainable for the sandy soils and the climate.

Trees should be planted to support our natural wildlife and underplanting natives to create a native garden environment including the creation of corridors for wildlife. Council needs to learn from the Beecham Road where the mature trees were removed due to poor planning in the past. Helping to have large mature trees which a visually pleasing is assisted with the removal of the overhead power lines and placing underground.

The City should enforce the illegal removal of trees.

Living amongst mature trees is a main reason why people live in the City but all-around private building/developers have resulted in numerous mature trees being removed.

City's Response

The City has identified and chosen a range of tree species that are suitable for use as street trees which provides opportunity for residents to choose their preference. Tree species that are endemic to the Perth coastal plain are generally planted within reserves and where possible local provenance species are planted in bushland conservation areas.

The tree options and selection of street trees is included in the Street Tree Management Plan and Council Policy. The tree selection for public reserves are selected in accordance with the endemic or existing vegetation subject to the design of the park.

The City still retains a strategy to remove trees in decline (including the Queensland Box tree) and replace them with a selection of alternative trees that have been assessed as being suitable for planting on the coastal plain.

8.1.8 Other comments – Impact from developers

A strategy worth considering is seeking offsets from developers. The infill near Montgomery Avenue and Stephenson Avenue resulted in all the natives being removed. An infill program where the developers offset their destruction with planting in some of our less than useful pocket parks, at a minimum would assist in offsetting this destruction.

City's Response

The City works with all developers to preserve as much of the existing tree stock as possible. Where trees are removed, the City endeavours to have them replaced with an increased number elsewhere.

Any further improvements in managing trees on private land or infill developments are considerations for future town planning policies and the local planning scheme. All comments have been passed onto the City's Strategic Planning Team.

8.1.9 Other comments – pocket parks

The strategy mentions pocket parks in passing. They are a left over from a somewhat discredited design guideline and are generally under-utilised spaces which could, in some instances, be used as community gardens, especially in subdivisions where land area is around 330sqm and there is no room for a vegetable garden. While a community garden might not immediately align with an Urban Forest Strategy, they are part and parcel of parks management.

City's Response

The City already has one community garden at Swanbourne and will consider additional community gardens as part of the current enviro-scape master planning process associated with parks facility upgrades and proposals received from community groups.

9. CONCLUSION

9.1 Project overview

The City undertook community engagement during June and July 2018 with residents, stakeholders and the community on a draft Urban Forest Strategy for the years 2018-2023 which will provide a strategic vision for the City's urban forest.

The draft Urban Forest Strategy is in response to the priorities set in the Strategic Community Plan, Nedlands 2028 which identifies issues facing these areas in the future. The purpose of the strategy is to respond to changing weather patterns, water shortages, ground water availability, reducing tree canopy and the quality of infrastructure to support this environment.

The strategy primarily addresses public land and only monitors the condition of trees on private land. It provides guidance on ensuring that the City can achieve the tree canopy cover target which will result in increased shade to reduce the surface temperature and achieve increased social, environmental and economic benefits that enrich the quality of our City.

The purpose of the engagement was to seek feedback on the draft strategy by contributing to an online forum or to provide feedback either online or written to the City.

The strategy will be finalised following the assessment of the feedback from the community engagement and will be presented as a final draft for Council approval.

Opportunities to learn about the draft Urban Forest Strategy, to seek information and to provide feedback were provided through **Your Voice Nedlands**. Letters were sent to the City's stakeholders (Bushland Groups, Department of Biodiversity, Conservation and Attractions, Urban Forest Council, Department of Defence and Department of Health).

The engagement activities were aimed at all City of Nedlands residents and as such advertising was placed in the POST and Western Suburbs Weekly newspapers, the City's Facebook and Twitter pages.

During the engagement period, the engagement page received 131 visitors who collectively made 152 site visits and viewed 463 pages. 111 of these viewed at least one page. There were 31 downloads of the proposed strategy and 14 visits to the FAQ page. Seven people participated in the engagement tools, one of these was a significant contribution who works within the industry, six people posted on the online forum with two posting in the feedback section. Eight people had an online conversation on Facebook.

From the responses received there are varying degrees of support/not support as identified below and summarised from the comments received.

9.2 Project outcomes

The main issues relating to the urban forest strategy include:

- Broaden the Strategy to include the provisions for trees on private land.
- Planning policies to be developed to manage trees on private land which is currently not addressed in this strategy, including developing incentives or offsets to ensure mature trees are retained on private developments and penalties for non-compliance.
- The City applies a range of enforcement measures to those who do not currently comply to the City's street tree policy.
- The management of street trees including the varieties to plant which are suitable for the Western Australian climate, support the wildlife and bird life as a food source and home, and connecting areas with wildlife corridors.
- The Strategy to be more specific in its reporting regime and what is being reported to clearly identify the impacts (positive and negative) on the City's urban forest, tree health, canopy cover and progress greater participation from the various sectors of the community.
- The City proactively engaging with its community on the importance of having an urban forest and how they can support the development of trees and shrubs within their property and along their street.

10. ADMINISTRATION COMMENT

Administration have considered the responses from the community and will finalise the Urban Forest Strategy by:

- Reporting to Council that the Urban Forest Strategy and Strategic Plan for the years 2018-2023 be adopted.
- Explore future options for improvement management of the urban canopy on private land.
- Design WA which is a State Planning Policy is set to be launched in the coming months which is likely to mandate deep root planting zones and requirements for new trees to be planted where apartments are being built.

11. NEXT STEPS

The next steps will be the finalisation of the Strategy and Strategic Plan with a report to a briefing of Councillors on 6 November 2018. Following the briefing the Council will formally consider the results at its November 2018 meeting.

Advice of the Council decision, together with the final Strategy, Strategic Plan and the Community Engagement report will be made available, as feedback, to the community and stakeholders.

TS26.18	Waratah Avenue Community Consultation
Committee	13 November 2018
Council	27 November 2018
Applicant	City of Nedlands
Officer	Director Technical Services
Director	Director Technical Services
Attachments	<ol style="list-style-type: none"> 1. Final Concept Design (includes roundabout) 2. Final Concept Design (excludes roundabout) 3. Community Engagement Report 4. Road Safety Audit – Waratah/Alexander Intersection

Executive Summary

The Administration have completed the community consultation for the proposed design of Waratah Avenue between Adelma Road and Alexander Road. The response has predominantly raised concerns regarding the potential reduction in parking, the provision of a roundabout at the Alexander Road intersection and the narrow width of the new road.

The City has consulted with Main Roads and the Public Transport Authority (PTA) and has subsequently secured Black Spot funding for the roundabout and widened the road to 7.0m. The City recognizes issues raised in the recent road safety audit which recommends a physical impediment to be installed to restrict potential speed of traffic travelling eastbound and to provide a visual cue as to the changing environment.

Consequently, in consideration of road safety as the primary criteria, the Administration prefer the provision of a roundabout at the Alexander Road intersection with parking bays relocated nearby within very easy walking distance.

Recommendation to Committee

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.

Discussion/Overview

Background

Council supported a Notice of Motion in March 2012 to prepare a placemaking strategy for Waratah Avenue between Adelma Road and Alexander Road including creation of a Steering Committee with representation by the Mayor, Councillors, CEO and members of the public.

In March 2013 the Steering Committee adopted a Project Plan including a scope of work to develop the strategy and a notional budget of \$40k. The project leader was the Manager Strategic Planning and the team was predominantly Planning and Development staff with other Department staff resources as required.

The scope of the project was the preparation of a Placemaking Strategy for the portion of Waratah Avenue between Adelma Road and Alexander Road including but not limited to the following components:

- Genesta Park; and
- Waratah Avenue Road Reserve including the footpath.

A concept plan (refer figure 1 below) was developed for the purposes of a community consultation.



Figure 1: Waratah Avenue Place Making Strategy Concept Plan 2015

Community consultation on the Concept Plan took place in September 2015 and five (5) submissions, mostly supporting the project, were received. Council adopted the strategy and concept plan in November 2015 and transferred the project to Technical Services in December 2015 to prepare detail design and prepare for delivery of the project.

Revised Concept Plan

Consultants were engaged to develop the detail design in 2016 providing 85% design review drawings in October of that year.

The City's design team reviewed the design and in recognition that the Strategy was converting the area to a more pedestrian dominant precinct with a high proportion of aged clientele, expressed concerns with safety issues for pedestrians crossing Waratah plus intersection configurations with Genesta Crescent that did not meet the required Australian Standards.

City Design Team identified five specific issues that would need review:

- Consideration of aged persons attending NCC because two lane crossings are a risk.
- The potential for traffic to turn into Genesta Crescent should be discouraged.
- The retention of the intersection geometry at Genesta and Alexander is non-compliant with contemporary standards.
- Loss of angle parking adjacent to Genesta Park in Waratah Avenue and realigning non-standard parking in Genesta Crescent.
- The Genesta Park design needed to be reconsidered using the Enviro-scape Master Planning (EMP) principles.

In response the City Design Team developed a new plan which included the following:

- Provision of a mid-block pedestrian priority plateau.
- Conversion of the Waratah/Genesta intersection into a combination crossover.
- Providing a perpendicular intersection at Genesta and Alexander (staggered intersection with Leon).
- Extend angle parking adjacent to Genesta Park in Waratah and maintain right-angle parking in Genesta Crescent.
- Realigned Waratah Avenue to the south to provide for a wider pedestrian space adjacent to the commercial area.
- Genesta Park was set aside as a separate project to be consulted on at a later date closer to the planned irrigation replacement in 2020/21.

The new concept plan (refer Figure 2 below) was presented to Councillors at a briefing on 19 June 2018 where it was proposed that a second community consultation take place due to the changes in the plan, as well as the changes in the demographic and ownership in the affected area since 2015.

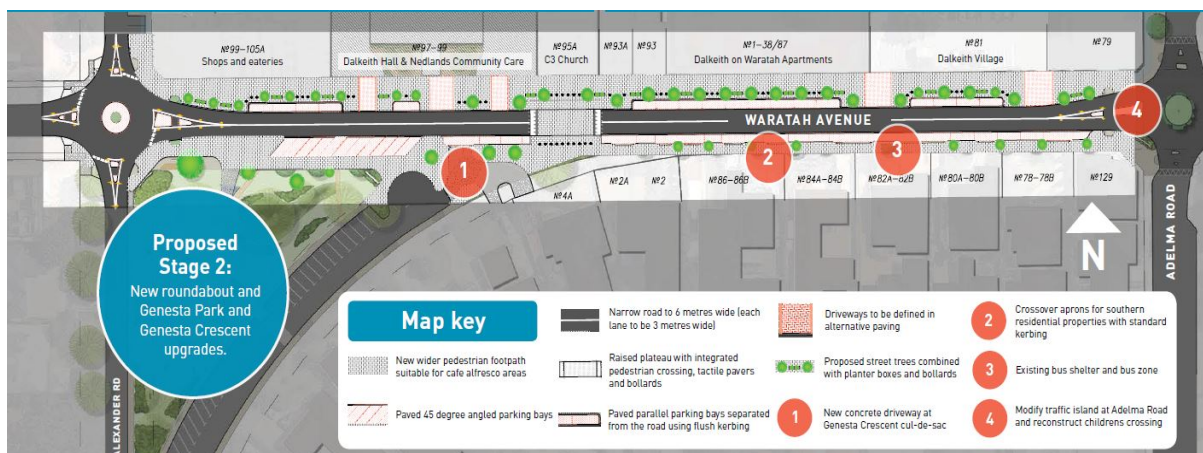


Figure 2: Waratah Avenue Place Concept Plan 2018

Construction Program

Subject to the decision of Council, the proposed construction program is as follows:

- Commence construction in April 2018 of stage 1 including the path works.
- Commence construction of roundabout, stage 2 in July 2019 subject to grant success.
- Commence EMP process for Genesta Park in 2019 with construction of stage 3 in July 2020.

Key Relevant Previous Council Decisions:

Ordinary Meeting of Council 24 July 2018, Item 13.7

“That the Recommendation to Council be adopted subject to the words “Place Making Strategy” being removed and amends the Community Engagement Plan to remove all references to Enviro-scape Master Plan for Genesta Park.”

Recommendation to Council

“Council endorses the amended Waratah Avenue Place Making Strategy Concept Plan for the purposes of community engagement in accordance with the attached Community Engagement Plan.”

Ordinary Meeting of Council 22 May 2018, Item 13.8

Regulation 11(da) – Council decided not to proceed with consultation to enable further consideration and discussion on design issues.

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

Council:

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

Consultation

The community consultation on the original Concept Plan took place in September 2015 with 338 letters to households, plus newsletters to over 900 people who subscribed and the concept was displayed at sites throughout the City. There were only five (5) submissions mostly supporting the project.

The subsequent community consultation in accordance with the adopted Community Engagement Plan as amended, was conducted between Friday 31 August 2018 and Monday 1 October 2018. Letters were sent to 339 residents and property owners as well as 26 local businesses. Newsletters were sent to 1,583 Your Voice subscribers and general invitations were made through local media. The City provided two community information sessions at the Nedlands Community Care Centre in Waratah Avenue.

The project site received 282 visits, there were 11 responses to the project survey and the City received:

- 14 written submissions;
- two petitions (one supporting the design with 196 legitimate signatures and the other seeking to retain existing parking so not to damage Café Archie & Max’s business with 588 legitimate signatures); and
- approximately 20 people attended the information sessions.

There was no clear direction provided to the City regarding the overall design however there were two key issues raised during the consultation and subject to petition as follows:

1. There would be reduced parking bays adjacent to properties removed/relocated due to the installation of the Alexander Road roundabout.
2. The road pavement at 6.0m was too narrow for buses to pass safely.

Further information is provided in the Community Engagement Report (refer Attachment 3).

Proposal/s

The provision of the roundabout at Alexander Road is supported by a Road Safety Audit (refer Attachment 4). Specifically, it recommends a physical impediment to be installed to restrict potential speed of traffic travelling eastbound and to provide a visual cue as to the changing environment. The City used this as part of a Black Spot submission to Main Roads WA due to there being insufficient reported crashes at the intersection (four instead of five in past five years are required to qualify on crashes only).

Main Roads initially rejected the proposal; however, the City appealed the decision because it believed the auditor had failed to acknowledge the success of similar small size roundabouts. Main Roads upheld the appeal and have approved grant funding. In terms of road safety, a roundabout is recognised a safer treatment compared to a channelised four-way intersection because the crashes are almost always less severe.

There has been significant concern raised during the consultation regarding available parking in the near vicinity of the intersection and provision of a roundabout compounds this issue with the loss of the bays closest to the intersection. In the design, this has been offset with additional angle parking bays on the opposite side of Waratah Avenue and potential for embayments in Alexander Road. The Administration believe that subject to the grant funding confirmation, the provision of the roundabout at this intersection is a safer option and should be supported provided the number of parking embayments is retained within the immediate area.

The City has met with PTA to ascertain what is the minimum acceptable width of pavement required. The City demonstrated that the provision of flush kerbing and removal of drainage gully grates meant the buses had effectively 6.6m to pass which was wider than a standard road cross-section with raised kerb and drainage infrastructure. PTA advised that although the argument had merit, they were not prepared to support a road width less than 7.0m. The City has amended the design to achieve this increased width.

Budget/Financial Implications

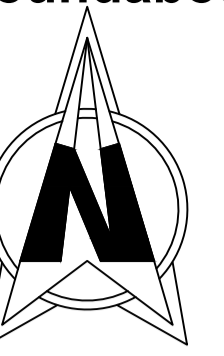
The project is planned to be delivered in stages as follows:

1. Waratah Avenue paving and footpath upgrade in 2017/18 and 2018/19 at total \$453k with \$137k MRRG grant.
2. Waratah and Alexander roundabout in 2019/20 including parking at west end Waratah Avenue at \$270k with \$180k RSA Black spot grant
3. Genesta Park and Genesta/Alexander intersection upgrade at \$248k.

Alternative Recommendation

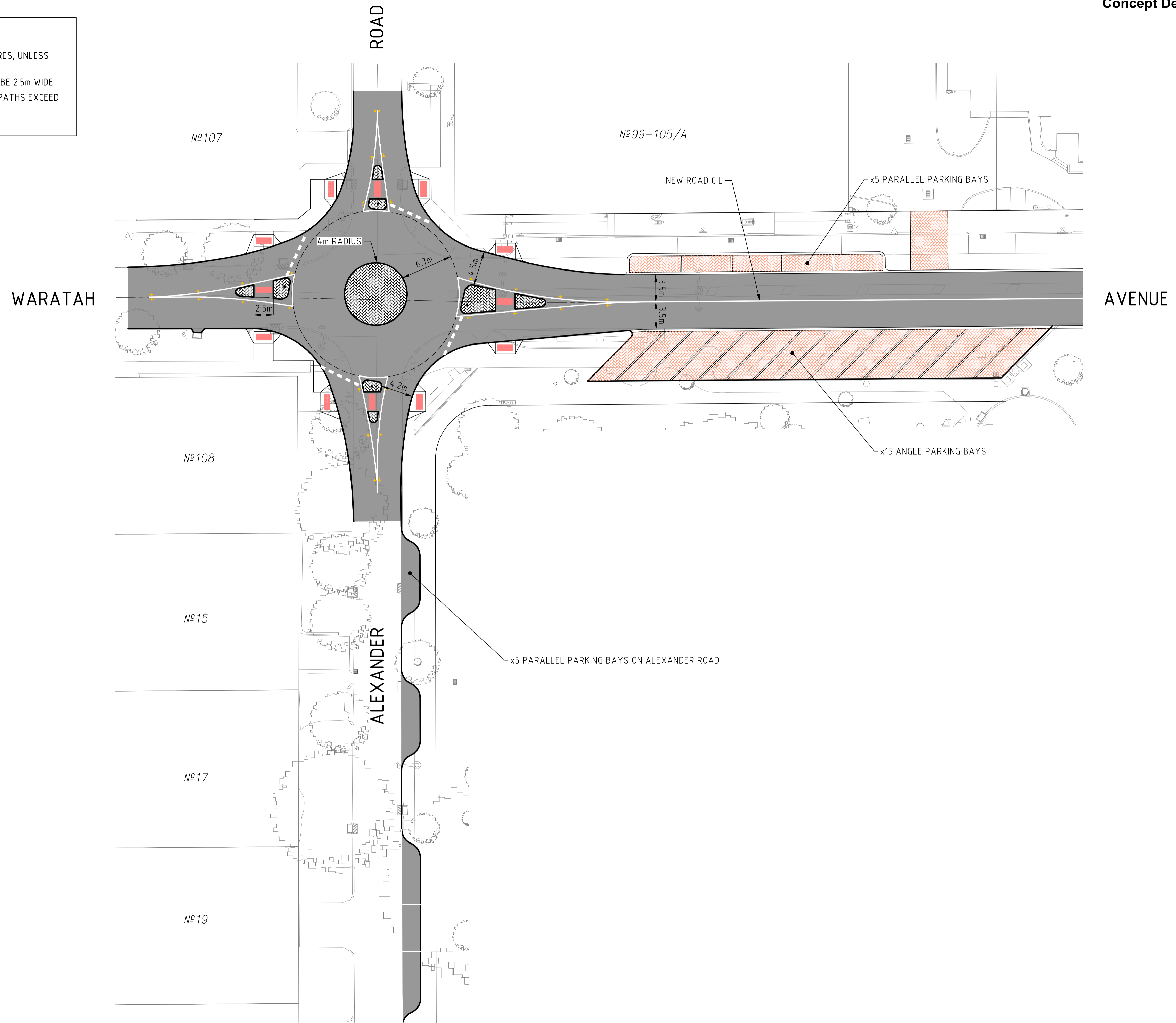
If Council does not support the roundabout at the Alexander Road intersection, then it is recommended that the following alternative recommendation be considered:

Council endorses the amended Waratah Avenue Design excluding the provision of a roundabout at the intersection of Alexander Road (refer Attachment 2), subject to the number of available car bays being retained.



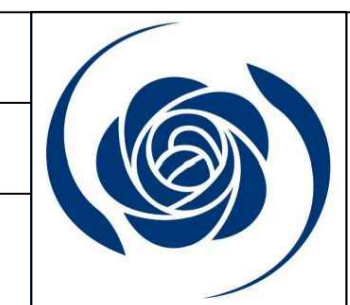
NOTES

1. ALL DIMENSIONS ARE SHOWN IN METRES, UNLESS NOTED OTHERWISE.
2. ALL PEDESTRIAN CUT THROUGHS TO BE 2.5m WIDE
3. ALL ROUNDABOUT ENTRY AND EXIT PATHS EXCEED 4m (MRWA MINIMUM REQUIREMENT)



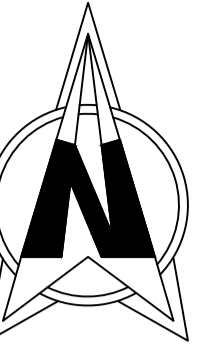
REV. No.	REVISION NOTES	DRAWN	CHECKED	DATE
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SCALE: 1:250	DESIGNED: S. FLETCHER	CHECKED / DATE: J.CRESSWELL 29.10.18
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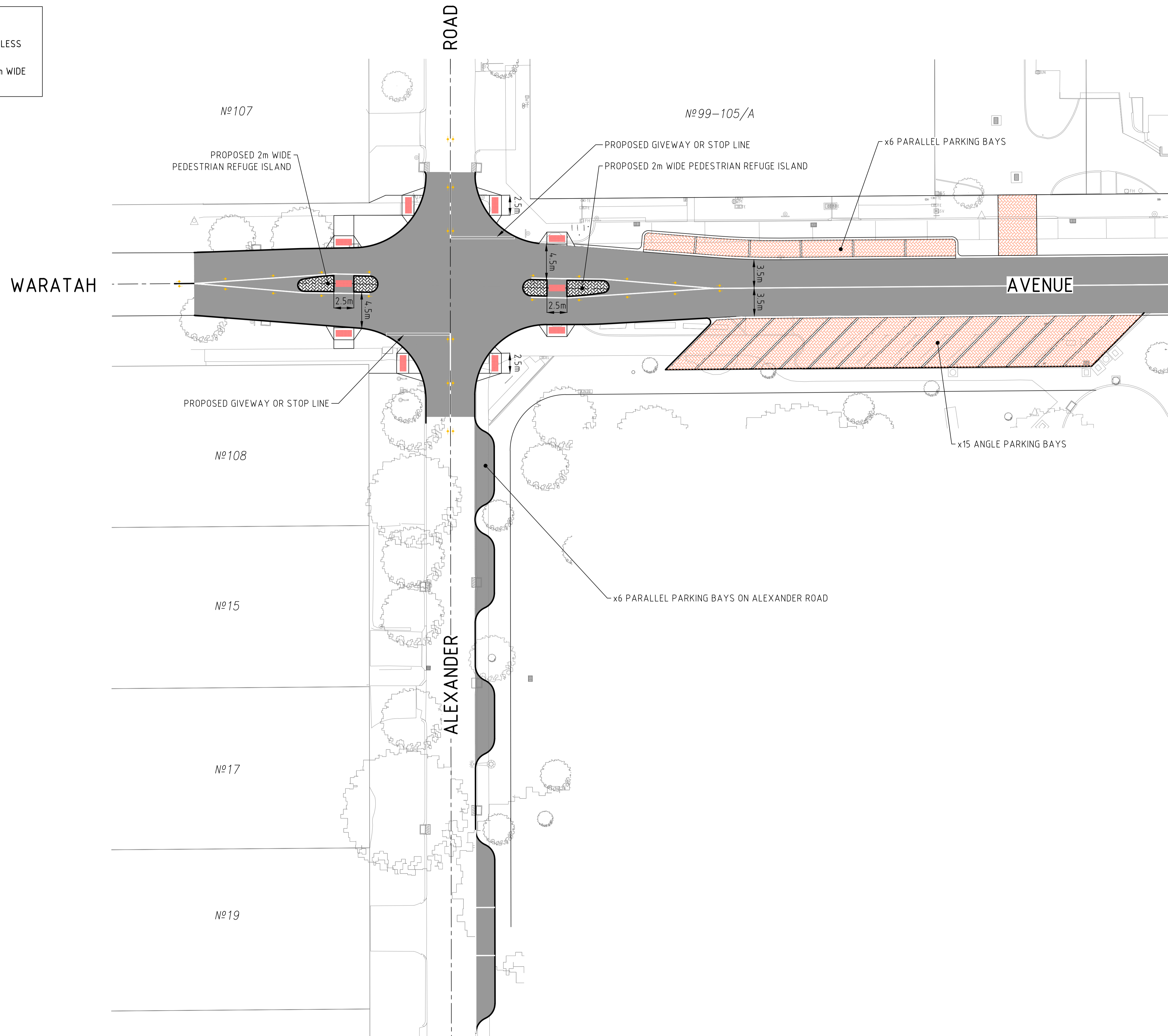
City of Nedlands
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 www.nedlands.wa.gov.au

TITLE: WARATAH AVENUE ALEXANDER ROAD - ADELMA ROAD PROPOSED ROUNDABOUT	
A1	DWG NO: R18-31-01-00 SHEET 1 OF 1



NOTES

1. ALL DIMENSIONS ARE SHOWN IN METRES, UNLESS NOTED OTHERWISE.
2. ALL PEDESTRIAN CUT THROUGHS TO BE 2.5m WIDE



REV. No.	REVISION NOTES	DRAWN	CHECKED	DATE
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TITLE:	WARATAH AVENUE ALEXANDER ROAD - ADELMA ROAD PROPOSED MEDIAN ISLAND TREATMENT		
A1	DWG NO:	WA3-2018-01-MGA50-1	SHEET 1 OF 1

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**Waratah Avenue Place-Making Strategy
Proposed works for Waratah Avenue**

Community Engagement Results

Friday, 31 August to Monday, 1 October 2018

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Dated: 23 October 2018
SharePoint Reference: PROJ-1731777261-4

1. INTRODUCTION

Community engagement has been undertaken with residents, property and business owners, workers, visitors, other 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.

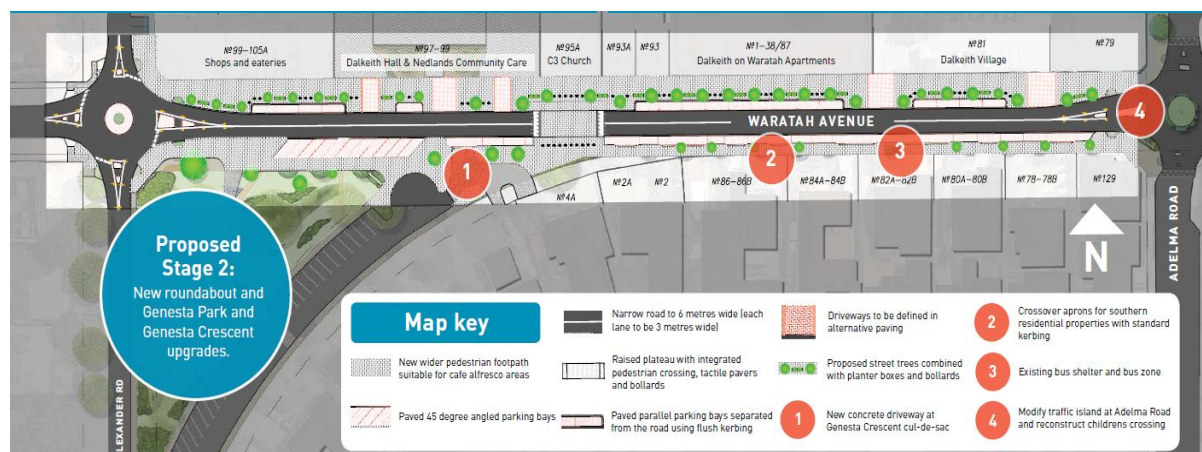
Stemming from the Waratah Place-Making Strategy, developed in partnership with the community in 2015, work has since progressed on a concept design for hard surfaces in the area. This body of work identified the need for a wider footpath suitable for alfresco areas, improved accessibility for pedestrians 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.

To commence the conversations with the community, the City produced a proposed concept design (Stage 1) and the community were invited to comment on the City's proposals. Stage two will follow in 12-18 months which will include the enviro-scape master plan for Genesta Park, construction of the roundabout at the Alexander Road intersection (if approved by Council) and a further review of the parking requirements.

Stage one aims to improve pedestrian access to the shopping strip and village while, at the same time, slowing vehicle speeds to improve pedestrian safety. The design incorporates improved pedestrian access and street amenity as follows:

- A wide footpath for pedestrian access and alfresco areas.
- Narrowing the road to six 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.
- New roundabout at Alexander Road.
- Relocation of street lights.

WARATAH AVENUE (ADELMA AND ALEXANDER ROADS) – PROPOSED CONCEPT DESIGNS



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 engagement was advertised for the period from Friday, 31 August to Monday, 1 October 2018. Late feedback was accepted until Monday, 8 October 2018 (**39 days**).

4. ENGAGEMENT PRINIPLES

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
- Genesta Park users
- Business owners
- Nedlands Community Care Centre
- Utility providers: Telstra, Water Corporation, Western Power, Public Transport Authority, Department of Fire and Emergency Services, Main Roads WA, St John Ambulance
- Users of Dalkeith Hall
- Elected members
- Relevant City staff

Property owners, residents and businesses within the project area consisted of properties from within the area bounded by Philip, Edna, Curlew Roads, Circe Cir North, School, Alexander and Leon Roads and Roberts Street (365 including stakeholders).

339 residents and property owners along with 26 local businesses were personally invited to participate in the engagement activities, along with park users, stakeholders and the general community. A map of the project area follows:

ENGAGEMENT PROJECT AREA



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 and a facility 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: two sessions were held at the Nedlands Community Care Centre in Waratah Avenue. These sessions 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.
- 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 advertising in the POST newspaper (engagement period and the community information session). Signage was displayed onsite and 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)
- Advice on the key dates
- Electronic copy of the brochure
- Waratah Avenue Place-Making Strategy
- Project team contact details

Two methods were used to provide feedback: a survey 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. **Your Voice Nedlands** 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 onsite information session.

6.2 Community Information Session

Two Community Information Sessions were held at the Nedlands Community Care Centre, Waratah Avenue on Wednesday, 12 September 2018 from 4pm to 5pm and 5.30 to 6.30pm with Council Officers (Director Technical Services, Manager Parks Services, Manager Infrastructure Services, Design Engineer and the Community Engagement Coordinator, Person Assistant to the Director Technical Services, Communications Officer). Feedback from the session was recorded which included people's views on the park (dislikes, likes and suggestions).

6.3 Mail out

A mail out to 365 residents, property owners, businesses and stakeholders were 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

A media release was distributed and advertising was placed in the POST newspaper on 1 and 8 September 2018. Two articles were published, one each in the POST and Western Suburbs Weekly. A letter to the editor was also published in the POST. Three posts were placed on Facebook and two on Twitter along with a e-newsletter sent to registered participants (1,583) on Your Voice Nedlands.

Signage was placed at the Dalkeith Hall which is in the mid-section of the project area and a brochure was produced and distributed with the mail-out and available at the Community Information Sessions. Brochures were also distributed to businesses along Waratah Avenue to create a general awareness with their customers.

City of Nedlands

Waratah Avenue Placemaking Strategy

Community consultation has begun on a redevelopment to Waratah Avenue, with an upgraded streetscape and the addition of a pedestrian-friendly crossing. To find out more, attend our information session from 4-5pm and 5.30-6.30pm on Wednesday 12 September at Nedlands Community Care, 97 Waratah Avenue.

Proposed Stage 2:
New roundabout and Genesta Park and Genesta Crescent upgrades.

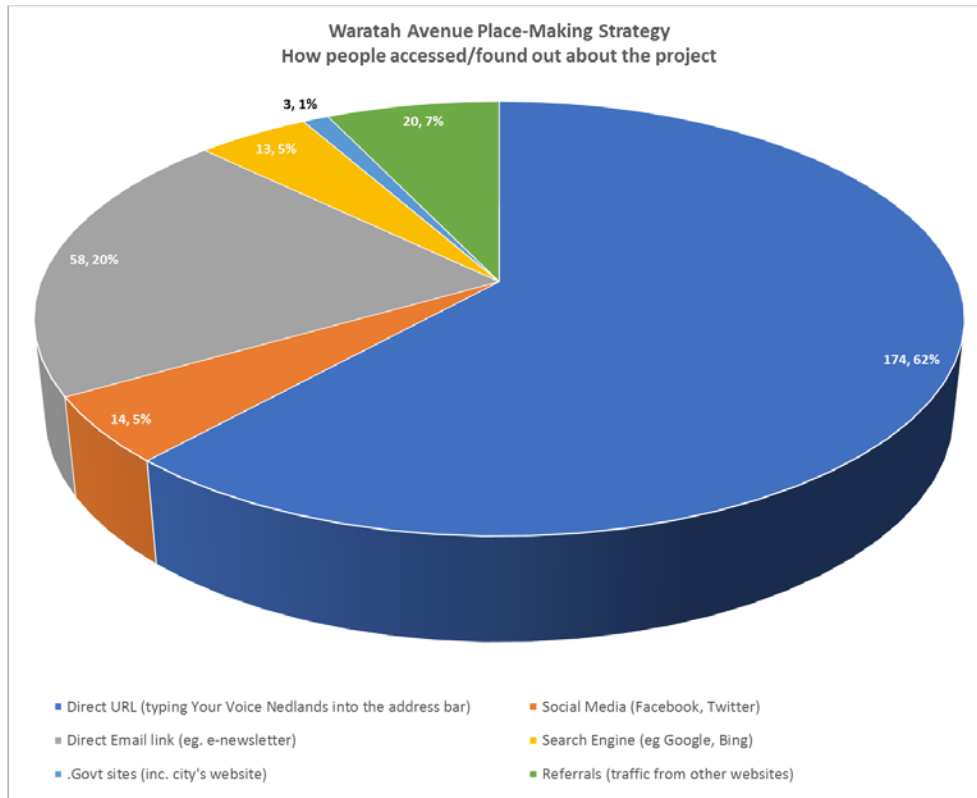
Map key

New wider pedestrian footpath suitable for cafe alfresco areas.	Narrow road to 6 metres wide (each lane to be 3 metres wide).	Driveways to be defined in alternative paving.	Crossover aprons for southern residential properties with standard kerbing.
Paved 45 degree angled parking bays.	Raised plateau with integrated pedestrian crossing, tactile pavers and bollards.	Proposed street trees combined with planter boxes and bollards.	Existing bus shelter and bus zone to be retained.
Paved parallel parking bays separated from the road using flush kerbing.	New concrete driveway at Genesta Crescent cul-de-sac.	Modify traffic island at Adelma Road and reconstruct childrens crossing.	

For more information and to view concept drawings in detail, visit Your Voice Nedlands at yourvoice.nedlands.wa.gov.au or call 9273 3500

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 communication activities resulted in 282 visits mostly using the methods of: typing **Your Voice Nedlands** into the address bar mainly from the letter (174, 62 per cent) and direct email link (58, 21 per cent). 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 – 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.
- Social - Traffic generated by social media including; Facebook, Twitter, LinkedIn, Google+, Instagram with links to engagement projects

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 267 visitors who collectively made 282 site visits and viewed 608 pages. 229 of these viewed at least one page. There were 25 downloads of the documents and 21 visits to the FAQ page. 17 people participated in the engagement tools: 11 surveys were completed and there were seven feedback posts, two of these also provided feedback.

7.2 Mail-Out

The City undertook a mail out to 365 residents, property owners, businesses and stakeholders within the project area. 14 submissions were received, however three people also provided online feedback and/or completed the survey.

7.3 Onsite Community Information Session

Approximately 20 people attended one of the Community Information Sessions. Six attendees went onto completing an online survey (1), online feedback (2) written feedback (3) in addition to having their comments recorded at the session.

7.4 Customer Enquiries

Six telephone calls were received to discuss the proposal further and any impacts in relation to their residence and/or business. Support for or against the project was not offered. One enquiry resulted in a written submission being provided.

8. ENGAGEMENT RESULTS

The results from the engagement activities are provided for each method of community engagement: survey, feedback, 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.

11 people responded to the survey. Of the respondents, 8 travelled to the village by car, two people walked and a third rode their bike. Nine of the 11 people visited the village daily (four) or weekly (5) to visit the shops and businesses, meet friends and socialise. One respondent visited Genesta Park.

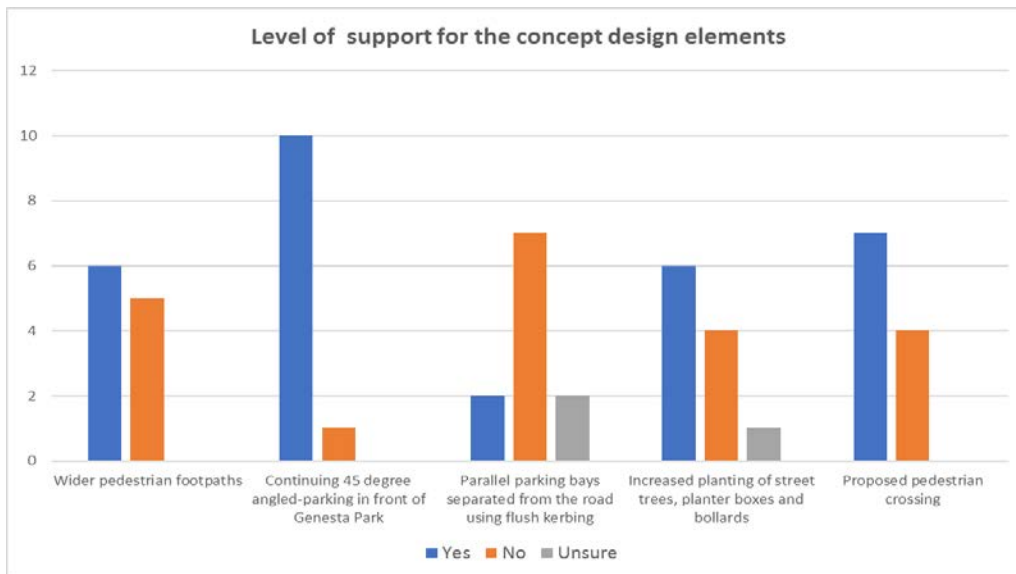
The survey explored the initiatives proposed which included:

- 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.

(a) Support for the concept design elements

The following graph identifies the overall level of the support from the 11 participants, together with a summary of the comments to support/not support the concept design.



Wider footpaths

The responses for supporting wider footpaths was not supported as most people (four) did not support alfresco dining, one person not wanting the parking spaces to be retained, and two wanting Genesta Park upgraded. Generally, of the 11 response, two people supported the proposal.

45-degree angled parking

Of the 11 responses received, 10 people supported this 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 11 responses received, eight people provided comments which related to questioning the cost, that it would not be supported if parking was reduced as a result and if the angled parking would be replaced. One person did not like the use of pavers and there was a suggestion to introduce mountable kerbing to slow vehicle speeds.

Street trees, planter boxes and bollards

Of the 11 responses received, eight people provided comments which did not support the concept if parking is reduced. People thought that the City is destroying their business by this initiative, however some thought the initiative would greatly improve the overall appearance of the village and attract more people to the area. Comments also included that the extra width should be for pedestrians not businesses and the street trees will impede the bus route and sight lines.

Pedestrian crossing

Of the 11 responses received, seven people provided comments which related to the noise that will emanate from vehicles transiting the platform, cost of installation and the loss of five car parking bays. However, there was a comment of the proposal being

a safe place to cross the road and vehicle speeds would be reduced. It was also suggested that there is insufficient pedestrian traffic to warrant a crossing and it would be a nuisance to vehicles.

(b) Support for the Avenue improvements

There were six initiatives proposed to improve Waratah Avenue. 11 people responded to the question and there was no clear support/no support for the initiatives as per the graph below.



Of the 11 responses received, seven respondents provided comments in relation to the above preferences, as follows:

Concern was raised with the proposal for Waratah Avenue as it is major road running east/west and is a bus, truck and cyclist route. Any narrowing of the road would have a detrimental impact on these users and residents using this road for access. Some respondents thought the roundabout proposal was unnecessary, however one respondent did support a roundabout at Alexander Road and another at Adelma Road.

One respondent did not support the pedestrian crossing as it would rarely be used.

Suggestions included considering cyclists when finalising the design and installing traffic calming either side of the roundabouts to allow cyclists to ride safely through this section.

8.2 Your Voice Nedlands – Online Feedback

There were seven feedback posts from four residents in the Dalkeith and the remainder from Melvista Ward, Hollywood Ward and Coastal Wards. Four of the online feedback posts also provided other forms of feedback. Responses received will be analysed and used to inform the final design and recommendation to Council. Comments are summarised as follows:

- Consideration for cyclists transiting through Waratah Avenue.

- Never found a problem with parking and pedestrian access.
- Concern was expressed with the narrowing of the road to six metres as current width allows easy passage of traffic and adds to the visual aesthetics of the area. It is a primary access for all residents, heavy vehicles and buses.
- The pedestrian crossing will assist to slow traffic. However, the pedestrian crossing will also have an impact on large vehicles passing over and may damage the crossing pavement.
- With parking along the street, a reduced road width would cause traffic jams when wider vehicles are passing.
- The design does not comply with the relevant road rules, government regulations and standards.
- Agree that the driveway access from the lower end of the shopping area exit requires revision. When you exit the Dalkeith shopping at the exit nearest to the newsagent the line of vision looking down Waratah in the direction of Victoria Ave is very poor. Possibly an easy fix would be to take out a parking bay close to the exit so that a clearer line of vision could be achieved.
- Support was received for more tree planting, but not necessarily support for the planting of natives. It was mentioned that the variety and scale of the trees in the City of Nedlands is remarkable and environmentally pleasing, they create a sense of place and peace and can't easily be replaced. However, there was also the alternative view that more trees will impact on garbage collection (damage to trees) and visibility for cars coming out of driveways.
- The feel of Waratah Village should be retained.
- If a larger pavement is required outside coffee shops with tables outside, parallel parking should be removed from the front of those shops. A further suggestion was to have a minor increase in the footpath width where the current alfresco areas are occupied by using the removal of the shrubs in the centre of the road.
- Install the roundabout at Alexander Road Intersection and pedestrian crossings and get a 40kph speed limit.
- As several properties will be redeveloped along this section of Waratah Avenue over the next few years further parking can be addressed then, preferably onsite parking.
- If the roundabout progresses, it should be built to coincide with other works to minimise cost and impact to traders and ratepayers.
- Could increase parking bays at Genesta Park.
- Removing car parking will destroy local businesses and Nedlands is supposed to be the council that is all for local business.

8.3 Submissions and petitions received

The City received 14 submissions and five submitters also provided other forms of feedback. In addition to the submissions received, the City also received two petitions to Council as follows:

- Petition 1: support of the overall project (200 signatories, 198 valid signatories)
- Petition 2: presented in two parts (599 signatories in total, 588 valid signatories) and were in opposition – Council to keep the existing parking on Waratah

Avenue and Alexander Road to stop congestion in residential streets and not damage the Café, Archie and Max business.

The petitions were received by the Council and referred to Administration to be included in this engagement report.

An assessment of the signatories on the petitions identified that a total of 12 people have signed both petitions.

8.3.1 Submission summary

The submissions are summarised as follows:

(a) Staging of works

If the works progress and include the roundabout at Alexander Road and Waratah Avenue, all works should be undertaken consecutively.

(b) Parking

Concern was expressed in relation to the loss of the parking bays. It is noted that the City's concept design shows two less parking bays immediately fronting the cafes due to the roundabout requirements and an additional five bays on the opposite side of the road which provides a net increase of three bays.

The City received advice that the car bays are used by business owners and staff along with people parking and taking public transport into the City.

There is a belief that the reduction in parking would reduce the number of people who can conveniently access the Village and that businesses will not survive without people and customers access them by car, therefore businesses will be unviable and the precinct will not be a vibrant place.

Suggestions were received for the City to review the parking prohibitions to include varied time limits for those people seeking services, socialising and collecting goods. Suggestions included three to four-hour parking, loading and drop off zone for heavy, large or dangerous goods.

The loss of parking bays at the north side of Waratah Avenue near Alexander Road for the proposed narrowing of the road and installation of a roundabout at this intersection will adversely affect patrons of the two nearby cafe/restaurant businesses, especially those patrons/customers who are elderly, have limited mobility and/or people with young children. People park briefly to purchase takeaway drinks and food, and the loss of parking will be detrimental to those businesses.

(c) Roundabout

Concern was raised regarding the Alexander Road and Waratah Avenue roundabout placement and the impact on the area, particularly speeding vehicles, pedestrian safety, it being an access road for heavy vehicles, is a bus route, and its closeness to the businesses. Some people questioned the need for a roundabout.

(d) Road improvements

People commented that the proposed road width of 6 metres is insufficient width for large vehicles and the loss of the median zone will make it unsafe for pedestrians to cross.

The current users in this precinct do not warrant narrowing the road to six metres to provide a wider pedestrian footpath suitable for alfresco café areas. The wide paved area in front of the new multi-storey development is not utilised as an alfresco area or for other public use, and the footpath by the road is cluttered with sandwich signs placed by the businesses.

The City should explore options for minor enhancements such as marking the parking bays, upgrade and relocate the bus shelter to the centre of the village, reduce the speed limit to 40kmh and install bicycle lanes to encourage less car-based access and reduce parking demand.

Support was also received for the removal of the crossover near 95A Waratah Avenue and including a pedestrian crossing.

(e) Trees, Planter Boxes and Bollards

Comments were both positive and negative for the installation of the bollards including the reasons why they should be installed for the length of the street and they are unwarranted on the north side of Waratah Avenue. Comments included the design not being attractive and they are hazardous to pedestrians.

Some people thought that the street planting boxes and bollards while desirable will reduce the pavement width and the viability of alfresco areas. There was also a mixed response to the planting of native trees to exotic species.

(f) Pedestrian accessibility, footpaths and alfresco areas

Some people thought that that there was no need to alter the pedestrian access to the village as the footpaths are already wide enough and of good quality. It is believed that there is currently sufficient room for alfresco dining and pedestrians to co-exist.

Comments included that pedestrian traffic to the cafes is small, even on weekends and outdoor tables are rarely full and in nice weather, patrons especially those with children enjoy taking their takeaways across to the park. In addition, concern for the demand for outdoor dining would only become come less if car bays (and thereby patrons) were reduced.

People commented that customers arrive by car to have a quick coffee (dine in or takeaway) on their way to work, school, beach or nearby sporting fixtures. Regularly they order large trays of drinks and food for a group which they can only carry a very short distance to a nearby parked car.

It was commented that there is marginal advantage for alfresco dining for the shopfronts for Nos 99-105A in widening the footpath. This advantage does not seem to exist for the remainder of the north side of Waratah Ave between Alexander Road and Adelma Road.

(g) Genesta Park

It was suggested that the City should continue with the beautification and upgrading of Genesta Park as part of this project to ensure that it is reflected in the overall street scape of the village. Issues and suggestions included:

- Provide space and/or facilities to allow for food and beverage consumption
- The sunken area and exposed hydrant make the park dangerous
- Play equipment for children.
- A pedestrian crossing nearer the Alexander Road intersection

8.3.2 Petitions received

The City received two petitions separate to the community engagement activities undertaken; one petition of 198 valid signatures supporting the concept and another with 588 valid signatures supporting the retention of the car bays to the western end of the project.

The second petition (received in two-parts) not supporting the removal of the car bays to the western end of the project are required to allow for the construction of the proposed roundabout.

On assessment of the petitions received there were signatures from people on both petitions.

8.4 Community Information Session

Approximately 20 people attended the onsite community information session. The comments and suggestions follow:

- Disruption to businesses if the roundabout construction (if approved) and the road improvements are not undertaken consecutively and that the City needs to adhere to the timeframes. In addition, the businesses want the City to assist wherever possible during construction to ensure access is maintained.
- One-way street into Genesta to achieve additional parking in the turnaround.
- 6-metre-wide road is too narrow and the speed limit should be reduced to 40kmh.
- The City to plant a tree in the new roundabout if approved.
- Concern over the loss of parking.

9. CONCLUSION

9.1 Project overview

The City undertook community engagement activities during September 2018 with residents, property and business owners, workers, visitors, other stakeholders and the broader community on a proposal to improve pedestrian accessibility and amenity by redesigning the Waratah Avenue (between Adelma and Alexander Roads) village precinct in Dalkeith.

Stemming from the Waratah Place-Making Strategy, developed in partnership with the community in 2015, work has since progressed on a concept design for hard surfaces in the area. This body of work identified the need for a wider footpath suitable for cafe alfresco areas and improved accessibility for pedestrians in the street and in crossing Waratah Avenue. It also meets the design elements are compliance with the relevant Australian Standards and addresses better practice designs for enhancing village environments.

To commence the conversations, the City produced a proposed concept design (Stage 1) and the community were invited to comment on the City's proposals. Stage two will follow in 12-18 months which will include the enviro-scape master plan for Genesta Park and further consideration of the parking issues.

Stage one aims to improve pedestrian access to the shopping strip and village while, at the same time, slowing vehicle speeds to improve pedestrian safety. The design incorporated improved pedestrian access and street amenity as follows:

- A wide footpath for pedestrian access and cafe alfresco areas.
- Narrowing the road to six 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.
- New roundabout at Alexander Road.
- Relocation of street lights.

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 (267 visits)
- Two community information sessions (approx. 20 attendees)
- Mail out to residents, businesses, property owners and stakeholders (365)
- E-newsletter to Your Voice Nedlands registered participants (1,583)
- Advertising in the POST newspaper and the Western Suburbs Weekly (2)
- Posts on Facebook and Twitter (5)
- Publishing of articles (including letters to the editor) by the POST and Western Suburbs Weekly (3)
- Signage to capture park users and visitors to the village

During the engagement period, the engagement page received 267 visitors who collectively made 282 site visits and viewed 608 pages. 229 of these viewed at least one page. There were 25 downloads of the documents and 21 visits to the FAQ page. 17 people participated in the engagement tools: 11 surveys were completed and there were seven feedback posts, two of these also provided email feedback.

9.3 Feedback received

Feedback could be provided by completing the online survey, posting feedback on line, or sending emails or hardcopy submissions to the City. Customer enquiries was also received along with comments from the onsite Community Information Session. Eleven people participated in the engagement tools: eleven surveys were completed, seven posted feedback, four of these responses also provided other forms of feedback.

Feedback was received via the following methods:

- Online survey (11)
- Online comments (7)
- Email or hardcopy (14)

There were several multiple submissions received via the various methods provided. Of the 14 submissions received, three people provided online feedback and/or completed the survey. Of the 11 surveys completed, seven of these people also provided online feedback and/or feedback via email.

Six telephone calls were received to discuss the proposal further and any impacts in relation to their residence and/or business. Support for or against the project was not offered. One enquiry resulted in a written submission being provided.

The City received two petitions separate to the community engagement activities undertaken. One petition of 198 valid signatures supported the concept. The second petition with 588 valid signatures supported the retention of the car bays to the western end of the project. It is noted that the removal of the car bays to the western end of the

project is required to allow for the construction of the proposed roundabout. On assessment of the petitions received there were 12 people who signed both petitions.

The main issues raised was related largely to maintaining the village feel and the following:

- Road width of six metres is too narrow.
- Roundabout installation of Waratah Avenue and Alexander Road – the value of installing a roundabout here.
- Loss of parking – access to village predominately by vehicles and that businesses would not be viable if parking was reduced.
- Parking prohibitions to reflect the business activity in the area – length of stay, loading zones, short term timed restrictions.
- Improved bus stops and shelters.
- All work to be completed consecutively.
- Address cycling issues.
- Width of footpath verses alfresco dining and pedestrian accessibility.
- Speed limit and traffic calming.
- Variety of trees being planted.
- Value of the bollards.
- Crossovers along the street being improved and implemented.
- Improve Genesta Park.

It appears that the number of responses received to the engagement activities are insufficient to form a representative view of the community, particularly as are several people who provided multiple submissions.

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 along with the petitions received. It is noted that one petition received containing 198 valid signatures, supported the proposal as presented by the City.

Comments in relation to the second petition containing 588 valid signatures regarding the roundabout and nearby parking is contained in (c) below. Signatories to both petitions also provided feedback on the proposals. Administration have provided the following comments in response to the feedback received:

(a) Road improvements

The road width will be increased to seven metres which will increase the safety of passing buses and has also been agreed with the Department of Transport.

The design will also provide for a crossover at 93 Waratah Avenue.

Regarding dedicated bicycle lanes: these cannot be accommodated in this section of road. However, the reduced speeds will enable this section to be shared with all users.

Main Roads WA require the City to demonstrate that vehicle speeds can be reduced to 40kmh through traffic calming and appropriate design. Once the reduction in speed can be demonstrated Main Road WA will consider the approval of reducing the speed limit.

The bus shelters will be upgraded as part of the project.

(b) Footpaths, Pedestrian Access and Alfresco Areas

The southern footpath width must be retained to meet the minimum accessibility requirements. The City has a commitment to provide access to all and the accessibility proposals meets the requirements of the City's Disability, Access and Inclusion Plan which has been approved by the State Government's Department of Communities – Disability Services.

The wide paved areas have been designed to ensure there is sufficient room/width for pedestrians to move safely through/around the alfresco areas and the shop front advertising to co-exist.

The additional width for alfresco areas were proposed as the current outdoor tables are not inviting to the public due to their proximity to vehicles (and vehicle fumes) and the narrow available footpath width.

(c) Roundabout at Alexander Road and Waratah Avenue

Should the Council retain the proposed roundabout, the design will address all potential risks. In addition, with the proposed loss of parking resulting from the roundabout, the City has committed to provide alternative parking on the opposite side of the road (as per the current concept plan). It is noted that there are two less parking

bays immediately fronting the cafes and five additional bays on the opposite side of the road providing a net increase of three bays.

One of the two petitions of 588 valid signatures received is requesting Council to keep the existing car bays to the western end of the project. If the roundabout is retained, then these car bays cannot co-exist.

If a four-way intersection is retained then the car bays can be retained but the adjacent footpath will be only slightly wider than the existing footpath.

The key decision is to include the Alexander Road roundabout or not in the proposal.

(d) Parking and Parking Prohibitions

The design reflects a reduction in parking bays in Waratah Avenue. The reduction is will allow for the pedestrian crossing (five bays), and four bays will need to be removed to allow for the construction of the roundabout along with the removal of one bay to improve sight lines. As advised above, the roundabout construction will require the removal of the two bays in front of the cafes, however additional bays have been provided on the opposite side of the road. It is further noted that there are currently 294 parking bays in the village precinct.

A review of the parking prohibitions will be undertaken as part of this proposal. This review will investigate the restrictions for length of stay and loading zones to cater for the customers of businesses within the precinct. The bays will continue to be marked to ensure maximum usage of the space for parking.

(e) Trees, Planter Boxes and Bollards

The City does not consider that the bollards are dangerous, particularly to pedestrians as they provide (along with the planter boxes and trees) a physical barrier between the pedestrian and vehicle thoroughfare.

The species of street trees selected does not intrude in the pavements as well as contributing to a passive solar environment by providing shade in summer and allows for sunshine in winter.

(f) Genesta Park

All comments received during this consultation process will be included in the next stage of consultation for the upgrade of and development of an Enviro-scape Master Plan for Genesta Park.

(g) Construction

If the works proceed (all or part of), including the proposed roundabout at Alexander Road and Waratah Avenue, the City will undertake this consecutively to minimise disruption to businesses. The City will also continue to liaise and communicate with businesses throughout the project construction.

11. NEXT STEPS

The next steps will a report for Council consideration at a briefing of Council on 6 November 2018 followed by formal consideration at its Committee meeting on 13 November and the ordinary meeting of Council on 27 November 2018.

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	Cost (Inc. on-costs)	Grant	Municipal
2018/19	Stage 1 – Road improvements	\$205,000	\$136,667	\$68,333
	Stage 2 – Footpath	\$414,900	\$0	\$414,900
2019/20	Alexander Road Roundabout	\$270,000	\$180,000	\$90,000
	Genesta Park: Development of Enviro-scape Master Plan	\$0	\$0	\$0
2020/21	Genesta Park Enviro-scape Master Plan: Implementation	\$230,580	\$0	\$230,580
	TOTAL:	\$1,120,480	\$316,667	\$803,813



Road Safety Audit – Existing Road

Location:	Intersection of Waratah Avenue and Alexander Road, Nedlands
Client:	City of Nedlands
Author:	Tony Shaw
Date:	07/06/18
Document #	1805011-002

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1. Introduction

1.1. Scope of Audit

This Road Safety Audit has been undertaken in accordance with the requirements contained in the Main Roads Western Australia Policy and Guidelines for Road Safety Audit.

This report results from a Road Safety Audit carried out on the existing road alignment at the intersection of Waratah Avenue and Alexander Road in Nedlands.

The background and objective of the proposed project is to identify any impediments to road safety and where these are identified to recommend initiatives to improve these intersections to allow for safe passage for all road users.

The Audit was undertaken by Tony Shaw and Richard Jois of Shawmac Pty Ltd with reference to the details provided in the Audit Brief.

The audit comprised an examination of the site and other information listed in Appendix C.

All the findings described in Section 4 of this report are considered by the audit team to require action in order to improve the safety of the proposed site and to minimise the risk of crash occurrence and reduce potential crash severity.

The audit team has examined and reported only on the road safety implications of the project as presented and has not examined or verified the compliance of the design to any other criteria.

1.2. The Audit Team

Auditor No.	Name	Role	Organisation
00023	Tony Shaw	Audit Team Leader	Shawmac Pty Ltd.
00143	Richard Jois	Team Member	Shawmac Pty Ltd.
	Irene Chiang	Team Member	City of Nedlands

The audit team visited the site on the 23rd May 2018 at 2 PM. At the time of the site visit the weather was inclement and the existing road surface was wet.

A night-time site visit was not undertaken on the 30th May 2018.

Specialist Advisors

There were no specialist advisors.



1.3. Safe System Findings

The aim of Safe System Findings is to focus the Road Safety Audit process on considering safe speeds and by providing forgiving roads and roadsides. This is to be delivered through the Road Safety Audit process by accepting that people will always make mistakes and by considering the known limits to crash forces the human body can tolerate. This is to be achieved by focusing the Road Safety Audit on particular crash types that are known to result in higher severity outcomes at relatively lower speed environments to reduce the risk of fatal and serious injury crashes.

The additional annotation "IMPORTANT" is used to provide emphasis to any road safety audit finding that has the potential to result in fatal or serious injury or findings that are likely to result in the following crash types above the related speed environment: head-on (>70 km/h), right angle (>50 km/h), run off road impact object (>40 km/h), and crashes involving vulnerable road users (>30 km/h), as these crash types are known to result in higher severity outcomes at relatively lower speed environments.

The exposure and likelihood of crash occurrence has been considered for all findings deemed "IMPORTANT" and evaluated based on the auditors professional judgement considering factors such as traffic volumes and movements, speed environment, crash history and the road environment. The likelihood of crash occurrence has been designated either "VERY HIGH", "HIGH", "MODERATE" or "LOW" and this additional annotation has been displayed following the "IMPORTANT" annotation on applicable findings.

1.4. Previous Safety Audits

There are no previous audits for the site.

2. Background Data

2.1. Crash History

A study of the recent crash history has been conducted in the vicinity of the audit site for the five-year period to the end of December 2017. This showed that there were 4 crashes within the extracted data. Of those crashes 3 were right angle crashes, 1 involved a vehicle reversing into traffic, all occurred in daylight hours and all resulted in property damage only. Details of the crashes are shown on **Figure 1**.

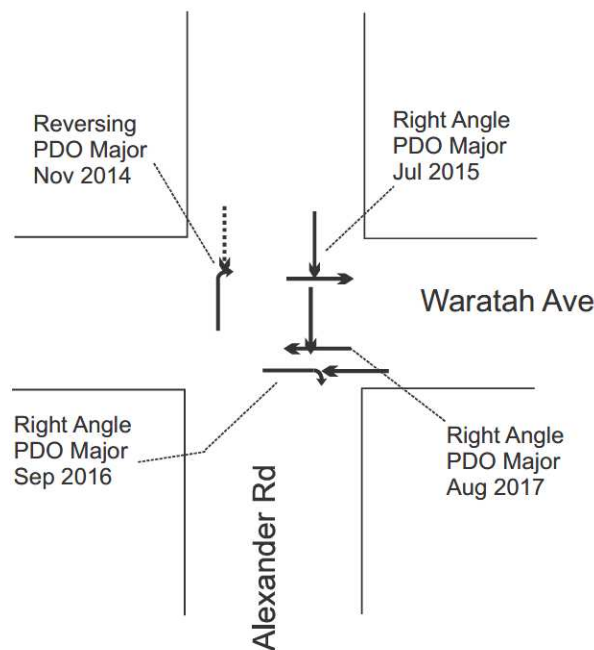


Figure 1 - Crash Diagram

2.2. Traffic and Speed Data

A summary of recent traffic data is provided below:

Location	Vehicles per day	(% heavy vehicles)	Date	Source
Waratah Avenue (EB)	1,594	5.2 %	2014/15	MRWA Trafficmap
Waratah Avenue (WB)	1,663	5.2 %	2014/15	MRWA Trafficmap
Alexander Road Waratah to Leon	1,015	1.4%	2008	City of Nedlands



A summary of recent speed data is provided below:

Location	Median Speed (km/h)	85th Percentile Speed (km/h)	Date	Source
Waratah Avenue	51 km/h	59 km/h	2014/15	MRWA
Alexander Road	-	44 km/h	2008	Nedlands

2.3. Road Network

The MRWA Functional Hierarchy classifies the subject roads as follows:

Alexander Road is classified as a local access road under the MRWA Functional Road Hierarchy. Adjacent to the audit site it is described as a single lane two way road with a width of about 6.0 metres between kerbs.

Waratah Avenue is classified as a Local Distributor under the MRWA Functional Road Hierarchy and west of Alexander Road consists of a two way single carriageway approximately 8.0 meters wide between kerbs. East of Alexander Road it comprises a two way dual carriageway with carriageway widths of between 3.5 meters and 4.0 metres separated by a 1.2 metre wide median. East of Alexander Road parallel parking is provided on the north side of Waratah Avenue with 60 degree angle parking provided on the south side of the road.

The intersection of Alexander Road and Waratah Avenue forms an un-channelised four way junction controlled by Stop signs on the Alexander Road legs. All roads are subject to a 50 km/h speed zone.



3. Appendices

Appendix A – Audit Findings Location Plan

Appendix B – Audit Photographs

Appendix C – Corrective Action Report (CAR)

4. Items Raised in this Audit

4.1. Finding – Sight Distance Obstruction

Street trees on the northwest corner of Waratah Avenue and Alexander Road obscure sight distance.

Justification of the finding

The line of street trees on the north side of Waratah Avenue west of Alexander Road obstructs sight distance for drivers heading south on Alexander Road or turning west onto Waratah Avenue. Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections indicates that Safe Intersection Sight Distance is the minimum distance which should be provided on the major road at any intersection. Using an operating speed of 60 km/h and reaction time of 2.5 seconds the required Safe Intersection Sight Distance is 127 m measured 5 m back from the holding line on the side road.

Recommendation

Improve sight distance by removal of trees. Alternatively if the removal of trees is not feasible, modify the intersection so that the approach speed is reduced to match the available sight distance.

[IMPORTANT | HIGH]

4.2. Finding – Potential Conflict

The land use in Waratah Avenue east of Alexander Road is incompatible with high speed through traffic.

Justification of the finding

Austroads Guide to Traffic Management Part 7: Traffic Management in Activity Centres defines a Neighbourhood activity centre as having a limited mix of uses meeting local needs and are dominated by small businesses and shops. In such environments, a low-speed environment is essential, particularly for a pedestrian dominated street.

West of Alexander Road, Waratah Avenue presents a long straight downhill grade which may promote higher vehicles speeds. The section of Waratah Avenue east of Alexander Road abuts a local shopping precinct and experiences a high level of pedestrian activity and parking manoeuvres. Both of these activities are incompatible with high speed through traffic movements and this increases the risk of collision and injury.

Recommendation

Modify the intersection of Waratah Avenue and Alexander Road to provide a physical impediment to restrict the potential speed of traffic travelling eastbound on Waratah Avenue and to provide a visual cue as to the

changing road environment.

[IMPORTANT | HIGH]

4.3. Finding – Footpath Obstruction

The footpath on the east side of Alexander Road north of Waratah Avenue is obstructed by parked vehicles.

Justification of the finding

Austrroads Guide to Road Design Part 6A: Paths for Walking and Cycling indicates that paths should be free of tripping hazards, smooth, clear of obstructions and well maintained.

The pavement level of the ninety degree parking bays on the east side of Alexander Road north of Waratah Avenue is constructed flush with the adjacent footpath. Vehicles parking in these bays are not restricted by a kerb or wheel stop and a large number of vehicles park too far forward thereby obstructing the footpath. This creates a potential hazard for path users particularly those with a disability and may increase the risk of injury.

Recommendation

Install wheel stops to prevent parked vehicles encroaching onto the adjacent pedestrian path.

4.4. Finding – Footpath Condition

The footpath on the north side of Waratah Avenue west of Alexander Road is in a poor condition.

Justification of the finding

Austrroads Guide to Road Design Part 6A: Paths for Walking and Cycling indicates that paths should be free of tripping hazards, smooth, clear of obstructions and well maintained.

The path comprises a 1.5 metre wide concrete slab footpath with numerous slabs displaced and grass encroachment along both sides. Also, water ponds on the east end of the path adjacent to Alexander Road. The condition of the path may pose a trip hazard resulting in personal injury to all path user groups.

Recommendation

Undertake maintenance on the pedestrian path.

4.5. Finding – Drainage Deficiency

Inadequate drainage results in water ponding on the northwest corner of the intersection.

Justification of the finding

Water ponding on the northwest corner of the intersection may result in aquaplaning occurring and increase the risk of conflict between road users. Austroads Guide to Road Design Part 5: Drainage indicates that ponding of water can force cyclists/pedestrians into hazardous positions on the road.

Recommendation

Modify the intersection so as to provide a positive drainage path and remove ponding.

4.6. Finding – Street Lighting

The audit identified lighting deficiencies at the intersection.

Justification of the finding

Lighting on Alexander Road to the north of the intersection and on Waratah Avenue to the west of the intersection appears substandard and does not meet the requirements of AS 1158. Inadequate lighting can adversely impact on the ability of road users to correctly judge potentially hazardous situations and react in time to avoid crashes.

Recommendation

Review the standard of lighting at the intersection and upgrade as necessary to comply with the requirements of AS 1158 and recognises the change in land use intensity east and west of Alexander Road.

[IMPORTANT | LOW]

4.7. Finding – Pedestrian Refuge

The width of the pedestrian refuge islands in Waratah Avenue east of Alexander Road is narrow.

Justification of the finding

The narrow width of the pedestrian refuge island may not provide adequate protection to pedestrians, particularly those with prams or in wheel chairs and / or cyclists crossing the road. Austroads Guide to Road Design Part 4: Intersections and Crossings – General indicates that the minimum width for a median island that is used as a pedestrian refuge is 2 m.

Recommendation



Modify the islands to the east of Alexander Road to provide standard width pedestrian refuge.



5. Audit Statement

I hereby certify that the audit team have examined the documents listed in Appendix C in undertaking this Road Safety Audit and confirm that this audit has been carried out independently and in accordance with Main Roads Policy and Guidelines for Road Safety Audit.

Audit Team Leader

Tony Shaw

Signature

A handwritten signature in black ink, consisting of a large, stylized 'S' followed by a horizontal line and a trailing flourish.

Shawmac

07/06/18

6. Appendix A – Audit Site Location / Details

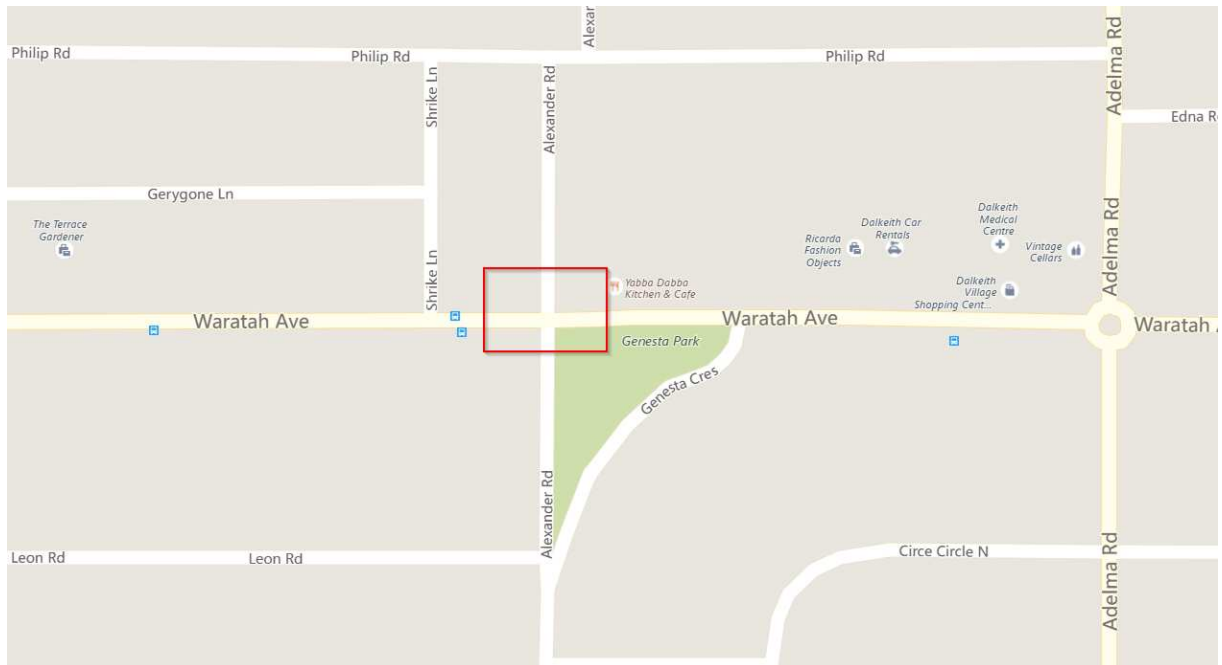


Figure 2 - Audit Location

7. Appendix B – Audit Photographs



Figure 3 - Finding 4.1 – Sight Distance Obstruction



Figure 4 - Finding 4.2 – Changing Road Environment



Figure 5 - Finding 4.3 – Obstructed Footpath



Figure 6 - Finding 4.4 – Footpath Condition



Figure 7 - Finding 4.5 – Drainage Deficiency



Figure 8 - Finding 4.6 – Lighting



8. Appendix C – Corrective Action Report

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p>4.1 Finding – Sight Distance Obstruction</p> <p>Street trees on the northwest corner of Waratah Avenue and Alexander Road obscure sight distance.</p> <p>Justification of the finding</p> <p>The line of street trees on the north side of Waratah Avenue west of Alexander Road obstructs sight distance for drivers heading south on Alexander Road. Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections indicates that Safe Intersection Sight Distance is the minimum distance which should be provided on the major road at any intersection. Using an operating speed of 60 km/h and reaction time of 2.5 seconds the required Safe Intersection Sight Distance is 127 m measured 5 m back from the holding line on the side road.</p> <p>Recommendation</p> <p>Improve sight distance by removal of trees. Alternatively if the removal of trees is not feasible, modify the intersection so that the approach speed is reduced to match the available sight distance.</p> <p>[IMPORTANT HIGH]</p>			



Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p>4.2 Finding – Potential Conflict</p> <p>The land use in Waratah Avenue east of Alexander Road is incompatible with high speed through traffic.</p> <p>Justification of the finding</p> <p>West of Alexander Road, Waratah Avenue presents a long straight downhill grade which may promote higher vehicles speeds. The section of Waratah Avenue east of Alexander Road abuts a local shopping precinct and experiences a high level of pedestrian activity and parking manoeuvres. Both of these activities are incompatible with high speed through traffic movements and this increases the risk of collision and injury.</p> <p>Recommendation</p> <p>Modify the intersection of Waratah Avenue and Alexander Road to provide a physical impediment to restrict the potential speed of traffic travelling eastbound on Waratah Avenue and to provide a visual cue as to the changing road environment.</p> <p>[IMPORTANT HIGH]</p>			



Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p>4.3 Finding – Footpath Obstruction</p> <p>The footpath on the east side of Alexander Road north of Waratah Avenue is obstructed by parked vehicles.</p> <p>Justification of the finding</p> <p>The pavement level of the ninety degree parking bays on the east side of Alexander Road north of Waratah Avenue is constructed flush with the adjacent footpath. Vehicles parking in these bays are not restricted by a kerb or wheel stop and a large number of vehicles park too far forward thereby obstructing the footpath. This creates a potential hazard for path users particularly those with a disability and may increase the risk of injury.</p> <p>Recommendation</p> <p>Install wheel stops to prevent parked vehicles encroaching onto the adjacent pedestrian path.</p>			
<p>4.4 Finding – Footpath Condition</p> <p>The footpath on the north side of Waratah Avenue west of Alexander Road is in a poor condition.</p> <p>Justification of the finding</p> <p>The path comprises a 1.5 metre wide concrete slab footpath with numerous slabs displaced and grass encroachment along both sides. Also, water ponds on the east end of the path adjacent to Alexander Road. The condition of the path may pose a trip hazard resulting in personal injury to all path user groups.</p> <p>Recommendation</p> <p>Undertake maintenance on the pedestrian path.</p>			



Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p>4.5 Finding – Drainage Deficiency</p> <p>Inadequate drainage results in water ponding on the northwest corner of the intersection.</p> <p>Justification of the finding</p> <p>Water ponding on the northwest corner of the intersection may result in aquaplaning occurring and increase the risk of conflict between road users. Austroads Guide to Road Design Part 5: Drainage indicates that ponding of water can force cyclists/pedestrians into hazardous positions on the road.</p> <p>Recommendation</p> <p>Modify the intersection so as to provide a positive drainage path and remove ponding.</p>			
<p>4.6 Finding – Street Lighting</p> <p>The audit identified lighting deficiencies at the intersection.</p> <p>Justification of the finding</p> <p>Lighting on Alexander Road to the north of the intersection and on Waratah Avenue to the west of the intersection appears substandard and does not meet the requirements of AS 1158. Inadequate lighting can adversely impact on the ability of road users to correctly judge potentially hazardous situations and react in time to avoid crashes.</p> <p>Recommendation</p> <p>Review the standard of lighting at the intersection and upgrade as necessary to comply with the requirements of AS 1158 and recognises the change in land use intensity east and west of Alexander Road.</p>			



Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p>4.7 Finding – Pedestrian Refuge</p> <p>The width of the pedestrian refuge islands in Waratah Avenue east of Alexander Road is narrow.</p> <p>Justification of the finding</p> <p>The narrow width of the pedestrian refuge island may not provide adequate protection to pedestrians, particularly those with prams or in wheel chairs and / or cyclists crossing the road. Austroads Guide to Road Design Part 4: Intersections and Crossings – General indicates that the minimum width for a median island that is used as a pedestrian refuge is 2 m.</p> <p>Recommendation</p> <p>Modify the islands to the east of Alexander Road to provide standard width pedestrian refuge.</p>			