



## Technical Services Reports

**Committee Consideration – 14 November 2017**  
**Council Resolution – 28 November 2017**

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| <b>TS10.17</b> | <b>College Park Precinct Parking Review</b> |
|----------------|---|

|                    |   |
|--------------------|---|
| <b>Committee</b>   | 14 November 2017  |
| <b>Council</b>     | 28 November 2017  |
| <b>Applicant</b>   | City of Nedlands  |
| <b>Officer</b>     | David Dwyer - Design Engineer   |
| <b>Director</b>    | Martyn Glover – Director Technical Services   |
| <b>Attachments</b> | <ol style="list-style-type: none"> <li>1. Recommended Parking Prohibition Map</li> <li>2. College Park Precinct Area Map</li> <li>3. Existing Parking Prohibition Map</li> <li>4. College Park Precinct Parking Survey</li> </ol> |

## Executive Summary

To obtain Council's approval to implement parking prohibition within the College Park Precinct bounded by Stirling Highway, Rockton Road, Bay Road, Melvista Avenue, Leopold Street and Taylor Road.

College Park Precinct Parking Review has now been completed. The review consisted of surveying the current contributors to parking, current prohibitions and use of parking bays along with comprehensive community consultation. The purpose of the review was to develop new parking prohibitions that would improve the amenity and safety of the precinct. The plan including the recommended parking prohibition is in Attachment 1.

## Recommendation to Committee

### Council

1. Approves the recommended parking prohibitions presented in the following Table 1:

**Table 1: Recommended Changes to College Park Precinct Parking Prohibition**

| <b>Street</b>          | <b>Section</b>             | <b>Current Restriction</b>                | <b>Proposed Restriction<br/>(presented for community feedback)</b> | <b>Recommended Restriction<br/>(following community feedback)</b>         |
|------------------------|----------------------------|---|--|---|
| <b>Rockton Road</b>    | Stirling Hwy – Jenkins Ave | Two-hour (2P) parking                     | Two-hour (2P) parking  | <b>Two-hour (2P) parking</b>  |
|                        | Jenkins Ave – Barcoo Ave   | Unrestricted                              | Three-hour (3P) parking  | <b>Three-hour (3P) parking</b>  |
|                        | Barcoo Ave - Princess Rd   | Unrestricted                              | Three-hour (3P) parking  | <b>Unrestricted</b>   |
| <b>Waroonga Road</b>   | Stirling Hwy – Jenkins Ave | Three-hour (3P) parking                   | Three-hour (2P) parking  | <b>Two-hour (2P) parking</b>  |
|                        | Jenkins Ave – Princess Rd  | Unrestricted                              | Three-hour (3P) parking  | <b>Three-hour (3P) parking</b>  |
| <b>Bulimba Road</b>    | Stirling Hwy – Jenkins Ave | Three-hour (3P) and two-hour (2P) parking | Three-hour (3P) and two-hour (2P) parking                          | <b>Move on-street time restricted bays to the east side of the street</b> |
|                        | Jenkins Ave – Barcoo Ave   | Three-hour (3P) parking                   | Three-hour (3P) parking  | <b>Three-hour (3P) parking</b>  |
|                        | Barcoo Ave – Princess Rd   | Unrestricted                              | Three-hour (3P) parking  | <b>Unrestricted</b>   |
| <b>Taylor Road</b>     | Stirling Hwy – Jenkins Ave | One-hour (1P) and two-hour (2P) parking   | One-hour (1P) and two-hour (2P) parking                            | <b>One-hour (1P) and two-hour (2P) parking</b>                            |
|                        | Jenkins Ave – Barcoo Ave   | Unrestricted                              | Three-hour (3P) parking  | <b>Three-hour (3P) parking</b>  |
|                        | Barcoo Ave - Princess Rd   | Unrestricted                              | Three-hour (3P) parking  | <b>Unrestricted</b>   |
| <b>Jenkins Avenue</b>  | Bay Rd – Rockton Rd        | Unrestricted                              | Three-hour (3P) parking  | <b>Three-hour (3P) parking</b>  |
|                        | Rockton Rd – Taylor Rd     | Three-hour (3P) parking                   | Three-hour (3P) parking  | <b>Three-hour (3P) parking</b>  |
| <b>Barcoo Avenue</b>   | Bay Rd – Taylor Rd         | Unrestricted                              | Three-hour (3P) parking  | <b>Three-hour (3P) parking</b>  |
| <b>Princess Road</b>   | Bay Rd – Taylor Rd         | No-Parking (cycle lanes)                  | No-Parking (cycle lanes)   | <b>No-Parking (cycle lanes)</b>   |
| <b>Melvista Avenue</b> | Bay Rd – Leopold St        | Unrestricted                              | Unrestricted   | <b>Unrestricted</b>   |
| <b>Bostock Road</b>    | Princess Rd – Melvista Ave | Unrestricted                              | Unrestricted   | <b>Unrestricted</b>   |
| <b>Leopold Street</b>  | Princess Rd – Melvista Ave | Unrestricted                              | Unrestricted   | <b>Unrestricted</b>   |

2. **Note that due to the width of the streets with in the precinct the proposed time parking restrictions will apply to one side of the street along with no parking on the other to allow safe travel path of a vehicle.**
3. **Note that existing “No Parking” or “No Standing” restrictions that are in place for safety reasons such as sight distance limitations will remain unchanged.**
4. **Note that existing “Loading Bays”, “Bus Bays” or other service parking restrictions will remain unchanged.**

## **Discussion/Overview**

The College Park Precinct Parking Review has been carried out around College Park and surrounding streets. The parking area reviewed was bounded by Stirling Highway, Rockton Road, Bay Road, Melvista Avenue, Leopold Street and Taylor Road as shown in Attachment 2. This boundary was defined due to concerns raised by residents regarding parking on Waroonga Road and Melvista Avenue. The aim of this review is to improve the amenity of the area while ensuring the needs of residents, visitors and businesses are met.

Only time restrictions apply, there is no paid parking within the study area. Attachment 3 shows the current parking restrictions in general. It is important to note that “Bus Bays”, “Loading Zones” etc. and parking restrictions required for safety reasons have not been shown as they will not be altered as part of this review of parking prohibitions.

A parking survey was conducted on Wednesday the 31 May 2017. This date was chosen as a random representation of parking demand and compliance during a normal Business, University and School week. The survey was conducted for all streets and informal verge parking on Melvista Avenue adjacent to College Park. The results shown in Attachment 4 provides an indication of parking trends and effectiveness of different time restrictions within the precinct.

Based on the results of the parking survey the City has proposed changes to parking prohibitions. These proposed changes were presented at a Council Briefing in June 2017. Following endorsement by the councillors the proposed parking changes were presented to the community for feedback through the community engagement process.

## **Changes made through the community consultation process**

In line with the City’s objective of improving the amenity and safety within the precinct, the changes in the following Table 2 *“Parking Prohibition Changes from Community Engagement”* have been made based on community feedback.



**Table 2: *Parking Prohibition Changes from Community Engagement***

| <b>Street</b>       | <b>Section</b>           | <b>Proposed Restriction</b> | <b>Community feedback</b>     |
|---------------------|--------------------------|-----------------------------|-------------------------------|
| <b>Rockton Road</b> | Barcoo Ave-Princess Rd   | 3P                          | <b>Unrestricted</b>           |
| <b>Bulimba Road</b> | Stirling Hwy-Jenkins Ave | West side on-street 2P      | <b>East Side on-street 2P</b> |
|                     | Barcoo Ave–Princess Rd   | 3P                          | <b>Unrestricted</b>           |
| <b>Taylor Road</b>  | Barcoo Ave - Princess Rd | 3P                          | <b>Unrestricted</b>           |

### **Next steps**

1. It is proposed that following the installation of the recommended parking prohibitions, a two-week period of high enforcement take place to improve compliance. During this period infringed vehicles would be issued with a caution notice only.
2. Three months after the installation of recommended parking prohibition, a follow up review will be conducted to assess how effective the new restrictions are and whether any further improvements could be made.

### **Consultation**

Engagement activities were undertaken from Friday, 25 August to Monday, 18 September 2017 (25 days) to seek community feedback on the proposed changes to the parking arrangements in the College Park precinct.

Council officers undertook a survey to identify parking trends relating to on-street parking and Council nature strips with the aim of improving its amenity and safety while ensuring the needs of residents, visitors and businesses were met. The outcome of the parking survey formed the basis of the proposed changes to the parking restrictions and seeking community feedback.

Opportunities for residents, stakeholders, precinct users and the general community to engage with the City and to seek information and opportunities for feedback were:

- Mail-out advising of the proposal and inviting feedback to all those property owners, residents, businesses (335 in total).
- Your Voice Nedlands to capture feedback, promote and create awareness and to gain an understanding of the issues. Opportunities included providing feedback and identifying issues and making suggestions in specific locations on an interactive map. People could ask the City a question, read a list of FAQs, and view maps of the current and proposed restrictions.

Regular newsfeeds were placed advising of engagement activities and responding to questions regularly being asked by the community. Advice on the key dates and the Project Team contact details was also provided.

Awareness of the project was provided by:

- Advertising in The Post Newspaper and the Western Suburbs Weekly
- Promotion on Social Media (Facebook and Twitter) (171 people reached)
- Promotion on “News and Upcoming Events” on the City’s website

The Post Newspaper published an article in relation to the engagement project

The responses from the engagement and communication activities resulted in 81 percent of people visiting the site via the City’s website or using the Your Voice Nedlands URL address. The balance came from social media and direct email link.

During the engagement period, the engagement page received 105 total visits to the site, who collectively viewed 396 pages. 65 of these visits viewed at least one page. There were 16 downloads of the documents and 37 visits to the FAQ page. 23 people provided online feedback. 7 telephone calls and customer service enquiries who provided verbal feedback and 5 people asked a question of the City.

Thirty-three (33) people provided feedback either online or via email. Eighteen (18) people supported the parking restrictions proposals with fourteen (14) people against the proposals. One person was neither for or against. It is noted that most respondents either supported the proposal, or parts thereof. These comments mostly related to where the respondent resides.

The comments received can be summarised into the increase in on-street parking, safety and parking issues of streets that connect to the Stirling Highway, speeding in streets, parking safety at other intersections and issues with parking during busy times at College Park and the use of the park for parking by the Taylor College students.

Most residents supported the proposed restrictions between Stirling Highway and Barcoo Avenue and the residents between Barcoo Avenue and Princess Road believe that parking restrictions are not required. Respondents considered that improved pedestrian and road safety would be achieved by placing parking on the east side of Bulimba Road between Stirling Highway and Jenkins Avenue.

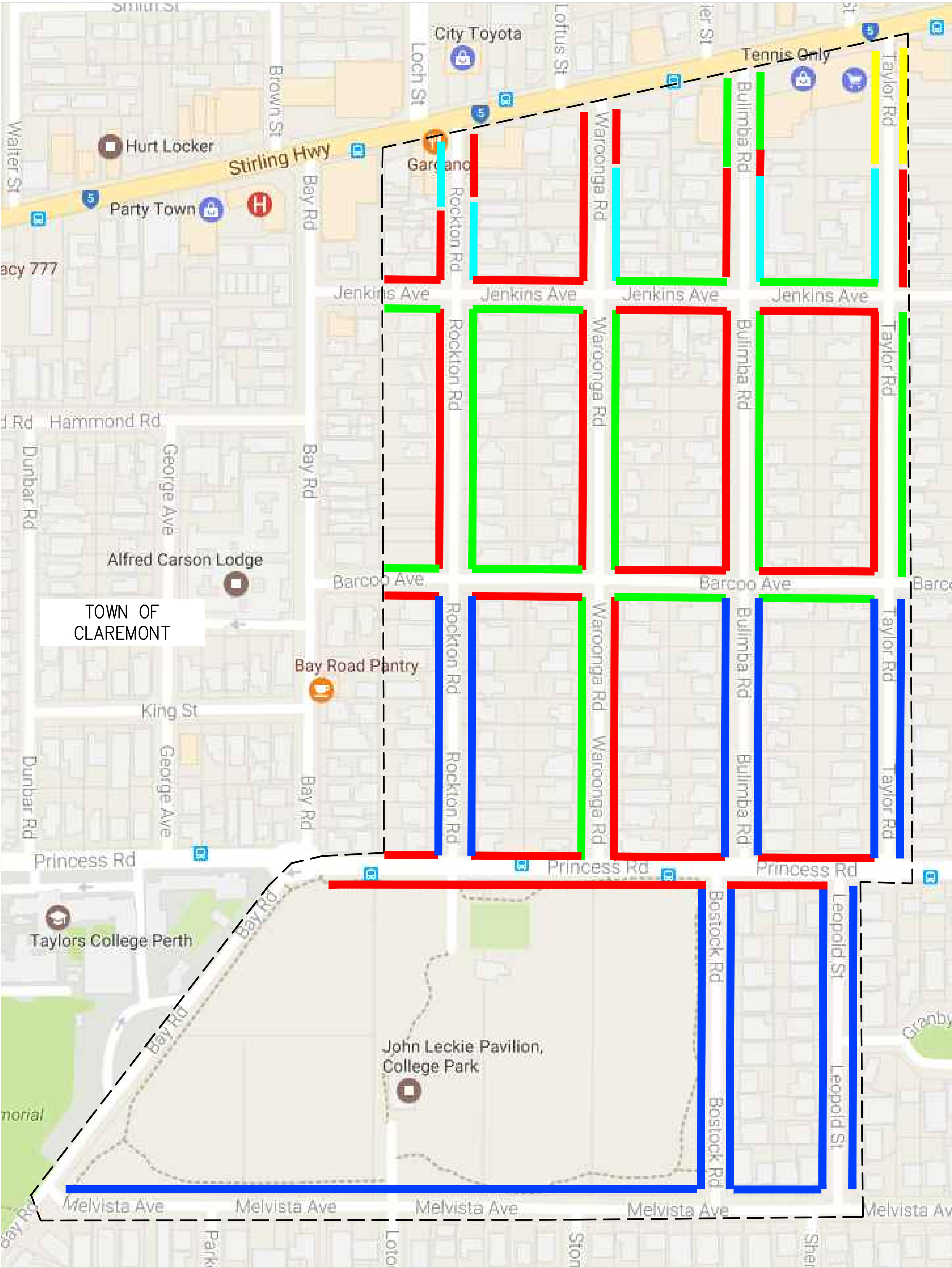
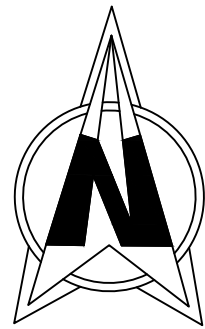
## **Budget/Financial Implications**

The following table provides an estimate, detailed design will need to be completed for exact costing.

|                       | Cost per Item | Number of Items | Total   |
|-----------------------|---------------|-----------------|---------|
| Replace Sign only     | \$30          | 10              | \$300   |
| Install Post and Sign | \$130         | 40              | \$5,200 |
| Total Cost            |               |                 | \$5,500 |

The works will be funded from operational budgets.

RECOMMENDED PARKING RESTRICTIONS



**LEGEND**

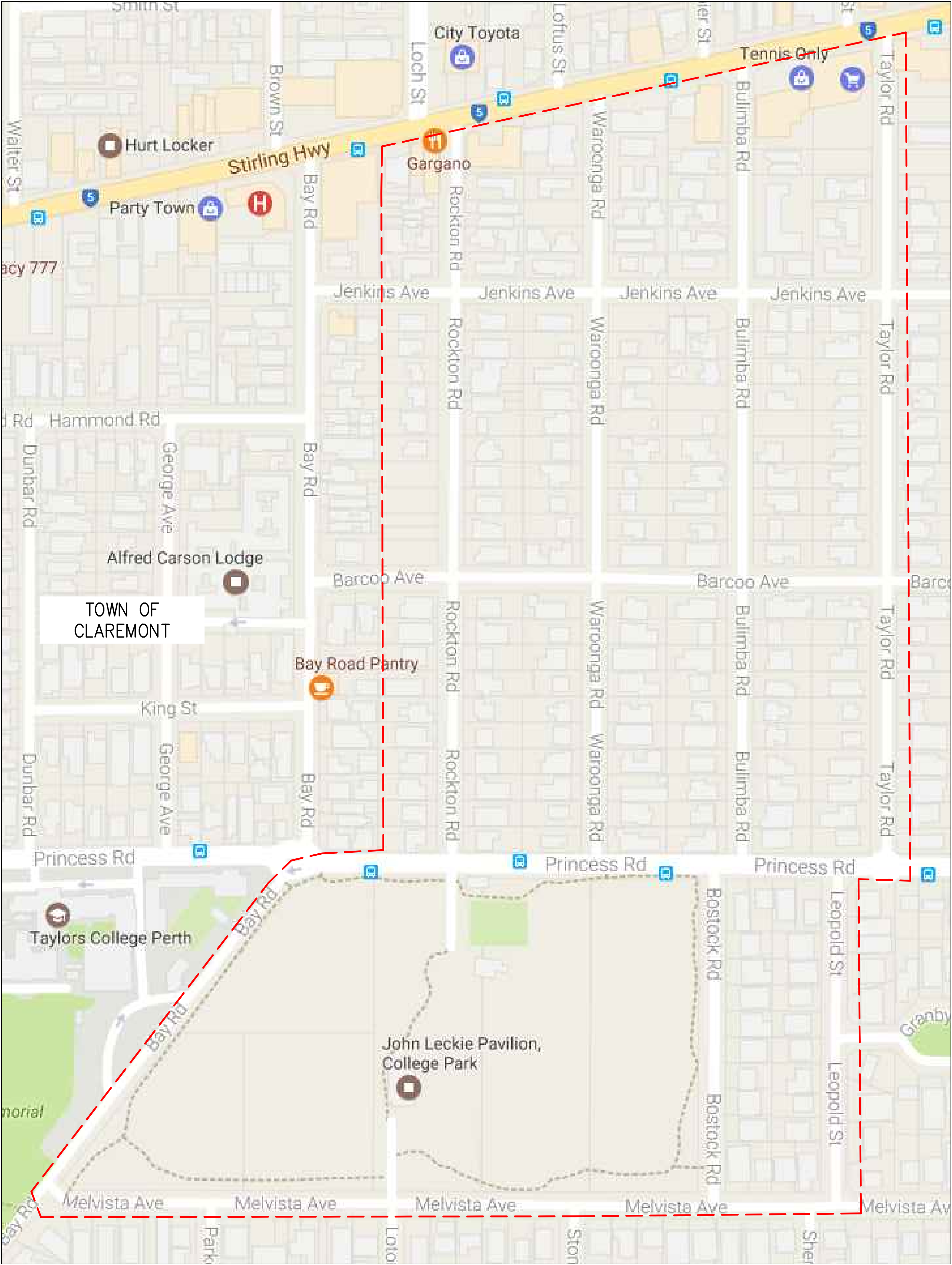
- PROJECT AREA
- NO PARKING
- 1 HOUR PARKING
- 2 HOUR PARKING
- 3 HOUR PARKING
- NO RESTRICTION


PROPOSED PARKING OVERVIEW



LEGEND

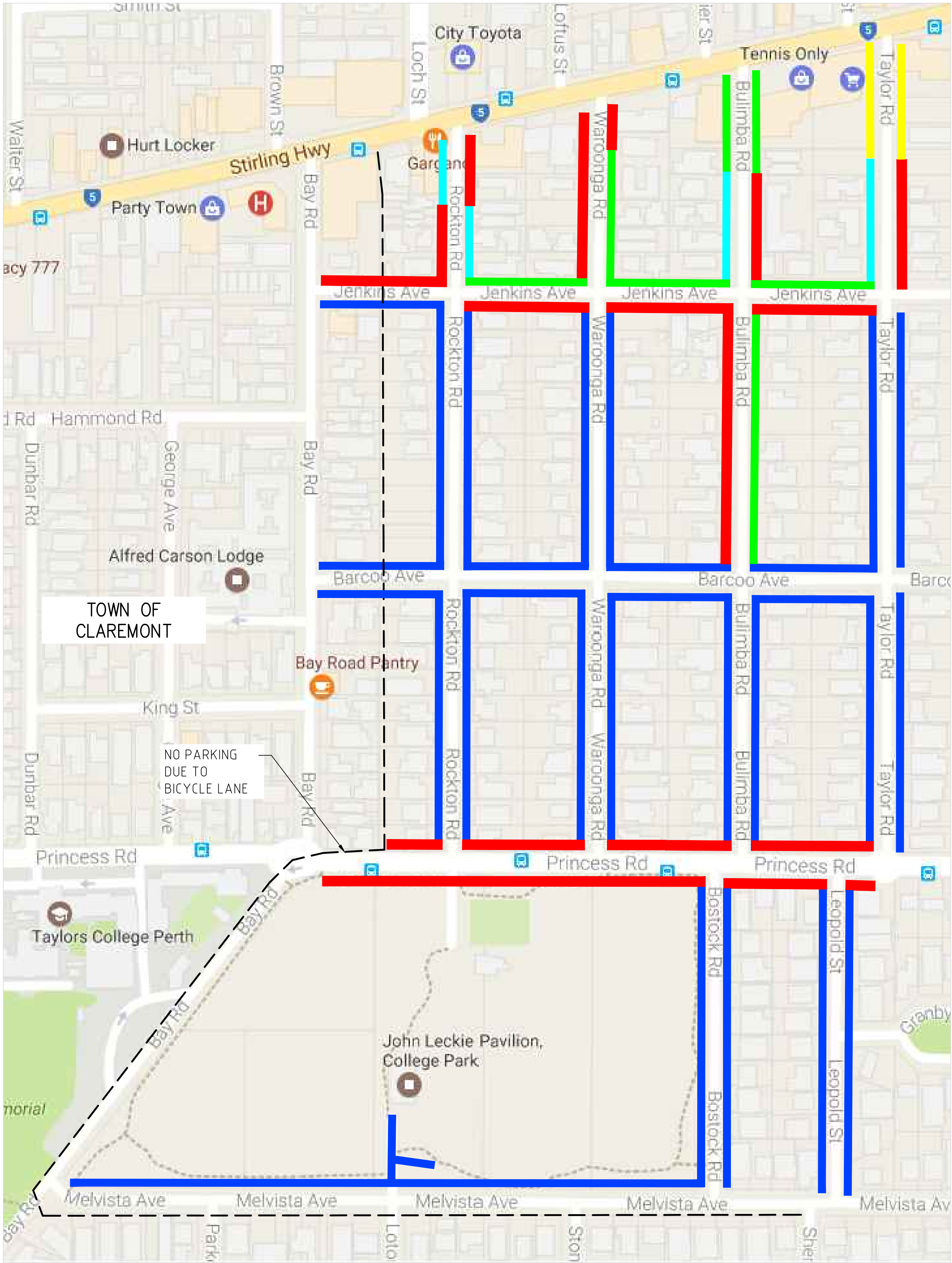
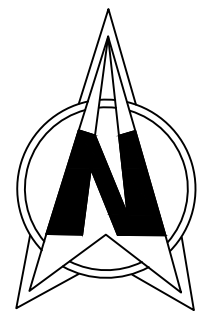
PROJECT AREA



| REV. No. | REVISION NOTES | DRAWN | CHECKED | DATE | SCALE: N.T.S.   | DESIGNED: D.DWYER | CHECKED / DATE: --  | City of Nedlands<br>71 STIRLING HIGHWAY<br>NEDLANDS WA 6009<br>PO BOX 9 NEDLANDS WA 6909<br>PH (08) 9273 3500 FX (08) 9273 3670 TTY (08) 9273 3646<br>Email: council@nedlands.wa.gov.au<br>www.nedlands.wa.gov.au |  | TITLE: COLLAGE PARK PROJECT AREA |              |
|----------|----------------|-------|---------|------|---|-------------------|---------------------|---|--|----------------------------------|--------------|
| 0        |                |       |         |      | COUNCIL MINUTES: ---  | DRAWN: D.DWYER    | APPROVED / DATE: -- |   |  |                                  |              |
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|          |                |       |         |      |   |                   |                     | A1  |  | DWG NO:                          | SHEET 1 OF 1 |



EXISTING PARKING OVERVIEW



LEGEND

NO PARKING

1 HOUR PARKING

2 HOUR PARKING

3 HOUR PARKING

NO RESTRICTION

CITY OF NEDLANDS BOUNDARY

| REV. No. | REVISION NOTES  | DRAWN | CHECKED | DATE | SCALE:           | DESIGNED: | CHECKED / DATE:  |
|----------|---|-------|---------|------|------------------|-----------|------------------|
| 0        |   |       |         |      | N.T.S.           | D.DWYER   | --               |
|          |   |       |         |      | COUNCIL MINUTES: | DRAWN:    | APPROVED / DATE: |
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Email: council@nedlands.wa.gov.au  
www.nedlands.wa.gov.au

TITLE: EXISTING PARKING  
COLLEGE PARK PRECINCT

A1

DWG NO:

College Park Precinct Survey Results

| Barcoo Avenue            | Restriction (Hr) | Number of Bays | Max Occupancy Number | Avg Occupancy Number | Max Occupancy Rate (%) | Avg Occupancy Rate (%) | 2h | 4hr | 6h | Non-Compliance |
|--------------------------|------------------|----------------|----------------------|----------------------|------------------------|------------------------|----|-----|----|----------------|
| Bay Rd - Rockton Rd      | -                | 10             | 2                    | 1.25                 | 20.0                   | 12.5                   | 0  | 1   | 0  | N/A            |
| Rockton Rd - Waroonga Rd | -                | 11             | 0                    | 0                    | 0.0                    | 0.0                    | 0  | 0   | 0  | N/A            |
| Waroonga Rd - Bulimba Rd | -                | 11             | 1                    | 0.75                 | 9.1                    | 6.8                    | 0  | 1   | 0  | N/A            |
| Bulimba Rd - Taylor Rd   | -                | 11             | 0                    | 0                    | 0.0                    | 0.0                    | 0  | 0   | 0  | N/A            |

| Bostock Rd Verge          | Restriction (Hr) | Number of Bays | Max Occupancy Number | Avg Occupancy Number | Max Occupancy Rate (%) | Avg Occupancy Rate (%) | 2h | 4hr | 6h | Non-Compliance |
|---------------------------|------------------|----------------|----------------------|----------------------|------------------------|------------------------|----|-----|----|----------------|
| Princess Rd - Melvista Av | -                | 68             | 6                    | 4                    | 8.8                    | 5.9                    | 1  | 1   | 1  | N/A            |

| Bulimba Road                       | Restriction (Hr) | Number of Bays | Max Occupancy Number | Avg Occupancy Number | Max Occupancy Rate (%) | Avg Occupancy Rate (%) | 2h | 4hr | 6h | Non-Compliance |
|------------------------------------|------------------|----------------|----------------------|----------------------|------------------------|------------------------|----|-----|----|----------------|
| Stirling Hwy - Jenkins Av (Bays)   | 3                | 17             | 13                   | 11.5                 | 76.5                   | 67.6                   | 5  | 1   | 3  | 4              |
| Stirling Hwy - Jenkins Av (Street) | 2                | 8              | 2                    | 1.75                 | 25.0                   | 21.9                   | 0  | 0   | 1  | 1              |
| Jenkins Ave - Barcoo Av            | 3                | 20             | 4                    | 2                    | 20.0                   | 10.0                   | 3  | 0   | 1  | 1              |
| Barcoo Av - Princess Rd            | -                | 18             | 1                    | 0.75                 | 5.6                    | 4.2                    | 1  | 0   | 0  | N/A            |

| Jenkins Avenue           | Restriction (Hr) | Number of Bays | Max Occupancy Number | Avg Occupancy Number | Max Occupancy Rate (%) | Avg Occupancy Rate (%) | 2h | 4hr | 6h | Non-Compliance |
|--------------------------|------------------|----------------|----------------------|----------------------|------------------------|------------------------|----|-----|----|----------------|
| Bay Rd - Rockton Rd      | -                | 8              | 4                    | 3                    | 50.0                   | 37.5                   | 1  | 0   | 2  | N/A            |
| Rockton Rd - Waroonga Rd | 3                | 9              | 0                    | 0                    | 0.0                    | 0.0                    | 0  | 0   | 0  | 0              |
| Waroonga Rd - Bulimba Rd | 3                | 9              | 4                    | 2.75                 | 44.4                   | 30.6                   | 2  | 2   | 0  | 2              |
| Bulimba Rd - Taylor Rd   | 3                | 8              | 0                    | 0                    | 0.0                    | 0.0                    | 0  | 0   | 0  | 0              |

| Leopold Street            | Restriction (Hr) | Number of Bays | Max Occupancy Number | Avg Occupancy Number | Max Occupancy Rate (%) | Avg Occupancy Rate (%) | 2h | 4hr | 6h | Non-Compliance |
|---------------------------|------------------|----------------|----------------------|----------------------|------------------------|------------------------|----|-----|----|----------------|
| Princess Rd - Melvista Av | -                | 26             | 4                    | 2                    | 15.4                   | 7.7                    | 1  | 0   | 0  | N/A            |

| Melvista Avenue                         | Restriction (Hr) | Number of Bays | Max Occupancy Number | Avg Occupancy Number | Max Occupancy Rate (%) | Avg Occupancy Rate (%) | 2h | 4hr | 6h | Non-Compliance |
|---|------------------|----------------|----------------------|----------------------|------------------------|------------------------|----|-----|----|----------------|
| Off-Street Carpark                      | -                | 26             | 2                    | 1.25                 | 7.7                    | 4.8                    | 0  | 0   | 0  | N/A            |
| Bay Rd -Off-Street Carpark (Verge)      | -                | 73             | 38                   | 29.5                 | 52.1                   | 40.4                   | 15 | 18  | 5  | N/A            |
| Off-Street Carpark - Bostock Rd (Verge) | -                | 73             | 2                    | 1                    | 2.7                    | 1.4                    | 0  | 0   | 0  | N/A            |

| Rockton Road              | Restriction (Hr) | Number of Bays | Max Occupancy Number | Avg Occupancy Number | Max Occupancy Rate (%) | Avg Occupancy Rate (%) | 2h | 4hr | 6h | Non-Compliance |
|---------------------------|------------------|----------------|----------------------|----------------------|------------------------|------------------------|----|-----|----|----------------|
| Stirling Hwy - Jenkins Av | 2                | 17             | 10                   | 7.75                 | 58.8                   | 45.6                   | 2  | 1   | 1  | 4              |
| Jenkins Ave - Barcoo Av   | -                | 21             | 7                    | 4.75                 | 33.3                   | 22.6                   | 2  | 2   | 2  | N/A            |
| Barcoo Av - Princess Rd   | -                | 21             | 5                    | 4.25                 | 23.8                   | 20.2                   | 0  | 1   | 2  | N/A            |

| Taylor Road                        | Restriction (Hr) | Number of Bays | Max Occupancy Number | Avg Occupancy Number | Max Occupancy Rate (%) | Avg Occupancy Rate (%) | 2h | 4hr | 6h | Non-Compliance |
|------------------------------------|------------------|----------------|----------------------|----------------------|------------------------|------------------------|----|-----|----|----------------|
| Stirling Hwy - Jenkins Av (Bays)   | 1                | 17             | 4                    | 4                    | 23.5                   | 23.5                   | 0  | 0   | 0  | 0              |
| Stirling Hwy - Jenkins Av (Street) | 2                | 14             | 1                    | 0.25                 | 7.1                    | 1.8                    | 0  | 0   | 0  | 0              |
| Jenkins Ave - Barcoo Av            | -                | 21             | 2                    | 0.75                 | 9.5                    | 3.6                    | 1  | 0   | 0  | N/A            |
| Barcoo Av - Princess Rd            | -                | 21             | 2                    | 1.5                  | 9.5                    | 7.1                    | 0  | 0   | 1  | N/A            |

| Waroonga Road             | Restriction (Hr) | Number of Bays | Max Occupancy Number | Avg Occupancy Number | Max Occupancy Rate (%) | Avg Occupancy Rate (%) | 2h | 4hr | 6h | Non-Compliance |
|---------------------------|------------------|----------------|----------------------|----------------------|------------------------|------------------------|----|-----|----|----------------|
| Stirling Hwy - Jenkins Av | 3                | 7              | 9                    | 6.5                  | 128.6                  | 92.9                   | 4  | 2   | 0  | 2              |
| Jenkins Ave - Barcoo Av   | -                | 19             | 14                   | 12                   | 73.7                   | 63.2                   | 1  | 3   | 8  | N/A            |
| Barcoo Av - Princess Rd   | -                | 19             | 4                    | 2.25                 | 21.1                   | 11.8                   | 0  | 0   | 1  | N/A            |

| <b>TS11.17 Safe Active Street Community Consultation</b> |  |
|--|--|
| <b>Committee</b>   | 14 November 2017   |
| <b>Council</b>   | 28 November 2017   |
| <b>Applicant</b>   | City of Nedlands   |
| <b>Officer</b>   | Community Engagement Coordinator   |
| <b>Director</b>  | Director Technical Services  |
| <b>Attachments</b>                                       | <ol style="list-style-type: none"> <li>1. Safe Active Street Route</li> <li>2. Concept Design</li> <li>3. Community Engagement Plan</li> </ol> |

## **Executive Summary**

The City has been approached by the Department of Transport to support the provision of a Safe Active Street parallel to Stirling Highway. The proposed Safe Active Street would include the full length of Elizabeth Street and Jenkins Avenue, plus the connections in Dalkeith Road and Broadway (refer attachment 1).

The Safe Active Streets, sometimes known as bike boulevards, are family friendly road environments with narrow road pavements and a 30km/h speed zone. The proposal will make both Elizabeth Street and Jenkins Avenue priority roads.

The initiative retains access for all vehicles and maintains the level of parking currently available, but transfers it to parallel parking embayments. The travel time along the route is maintained on average as the slower speed is offset by minimum requirement to stop along the length of the route. The change in priority will also assist in reducing speeding issues on connecting north-south roads.

The project will be fully funded by the Department of Transport.

## **Recommendation to Committee**

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

## **Discussion/Overview**

The City of Nedlands along with the City of Perth and the Town of Claremont has been part of a group formed by the Department of Transport, considering the potential for a Safe Active Street (bike boulevard) through the City on Elizabeth Street and Jenkins Avenue.

Similar projects that have been constructed in the Metropolitan area by the department of Transport include:

- Shakespeare Street, Mt Hawthorn
- Leake Street / May Street, Bayswater
- Surrey Road, Belmont

Safe Active Streets sometimes referred to as bike boulevards, are cycle routes on quiet local streets, where speeds have been reduced to 30km/h to allow people in cars and on bikes to share the street safely. With lower traffic speeds, streets are also much safer for pedestrians and children, and additional tree planting and landscaping make them more attractive places to walk or ride.

As part of the Safe Active Streets program, bike boulevard projects are designed to create safe and comfortable riding environments for bike riders with all levels of experience. People on bikes can ride closer to the middle of the street, with cars passing only if there is enough space to do so safely.

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

At major entry points to bike boulevards, blue-and-white Safe Active Street road patches, 30km/h speed limit signs and raised platforms help to slow traffic and alert people that they are in a bicycle and pedestrian friendly space. Further signage is kept to a minimum to avoid a 'sea of signs'. Streets are designed to be self-explaining, making it difficult to exceed the speed limit and encouraging courteous interaction between street users.

The Department of Transport originally proposed a series of options for traffic management along the length of the route. The City's designers considered these and developed a preferred concept plan (refer attachment 2) which was presented to Councilors at a briefing in July 2017.

The project provides many potential benefits including:

- It provides a safe road environment for all road users.
- The design will have a speed reduction impact on all north-south intersecting roads.
- There is no discernible reduction in travel time.
- The available parking is maintained, possibly increased as the bays are marked which promotes maximum parking availability.
- The works fit within the existing pavement width, so the verge area is maintained.
- Total cost of rehabilitating the road is borne by the Department of Transport circa \$2 million which provides a saving on future municipal costs.

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

The design was generally supported at the briefing and the Administration provided a way forward which included:



- Consultation with Department of Transport; and
- Consultation with affected community.

The consultation with the Department is now complete. The recommendation from this report is to commence the community consultation.

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

Nil.

## **Consultation**

A draft engagement plan has been prepared for consideration by Council. The Department of Transport also provided feedback in relation to their involvement and contributions to the engagement activities. The following is an overview of the engagement planned for this project:

### **Engagement / Project Area**

The project includes all properties bounded by Bay Road, Princess Road, Broadway and Stirling Highway (except for properties fronting the highway). This area includes the intersecting streets with Jenkins and Elizabeth, approximately 1400 properties.

### **Engagement Period**

It is proposed that community engagement will be undertaken during February 2018 to coincide with the return of the new school year.

Following Council approval, preparation for the engagement activities will be undertaken (December/January).

### **Key Messages for the Engagement**

The engagement activities will contain the following key messages.

Safe Active Street projects:

- Improve safety and efficient use for pedestrians and cyclists of all ages by changing intersection priorities and without reducing the amenity for drivers.
- Create a 30km/h low speed environment to improve residential safety and amenity without reducing travel time for drivers.
- Lower vehicle speeds by:
  - narrowing road lanes from 3.05m to 2.25m
  - formalising parallel parking on either one or both sides of the street
  - providing raised speed plateaus at some intersections
  - providing red asphalt surfacing for road lanes

- Encourage recreational exercise.
- Improve vehicle flow (from the Town of Claremont to the City of Perth boundary) and reduces speeds due to changes in stop sign priority.
- Completes or fills a gap in the cycling network by utilising local roads, which are too constrained for separated infrastructure such as shared paths.

### **Who are we engaging with?**

- Residents (property owners – resident and non-resident, rental)
- Businesses
- Community organisations
- University of Western Australia
- Schools (particularly Loretta and Nedlands Primary)
- Churches
- Team FIVE Community Group
- Emergency Service providers (St John's Ambulance and Fire Service)
- Department of Main Roads
- Department of Transport "Your Move Schools" Program officers
- City of Perth
- Town of Claremont
- Broadway Shopping Centre Management
- Community generally

### **Proposed Activities**

Activities will be undertaken to provide information to the community, invite comments and to seek further information, as follows:

- All properties in the project area will receive notification of the project via a mail-out (refer attached example) to invite them to participate in the project, visit Your Voice Nedlands to find out more and attend a Community Information Session.
- An engagement page will be developed on **Your Voice Nedlands** and maintained until construction is completed. This will include:
  - Providing information (documents, plans, project updates, FAQs, Project Team contact details)
  - Invitation to provide comments (online survey/submission, feedback, mapping of issues and suggestions)
  - Seeking information (ask a question of the City, participate in a Community Information Session)
- Holding Community Information Sessions – two sessions at two hours each, one week apart. These sessions will include officers from the Department of Transport.
- One-on-One meetings between the Design Team and any aggrieved residents.

- Information on the front page of the City's website – News and Upcoming Events. This will point people to the engagement page on Your Voice Nedlands.
- Notification and updates on social media throughout the project timeframe.
- Information in the February edition of the Nedlands News Update in The Post newspaper.
- Department of Transport will provide a Project Fact Sheet and How to Use Guide.
- Signage (variable notice boards) placed at key intersections within the project.
- Advertisements in the Western Suburbs Weekly and The Post Newspaper.
- Media release prepared and distributed to The Post Newspaper and the Western Suburbs weekly.
- Advertising on noticeboards near the project area (for example IGA, Captain Stirling Centre, Tresillian Arts Centre, Nedlands Library, Broadway Shopping Centre, schools and churches).
- Static displays near the project area (for example Administration, Nedlands Library, Tresillian Arts Centre).
- E-newsletter to registered participants on Your Voice Nedlands.

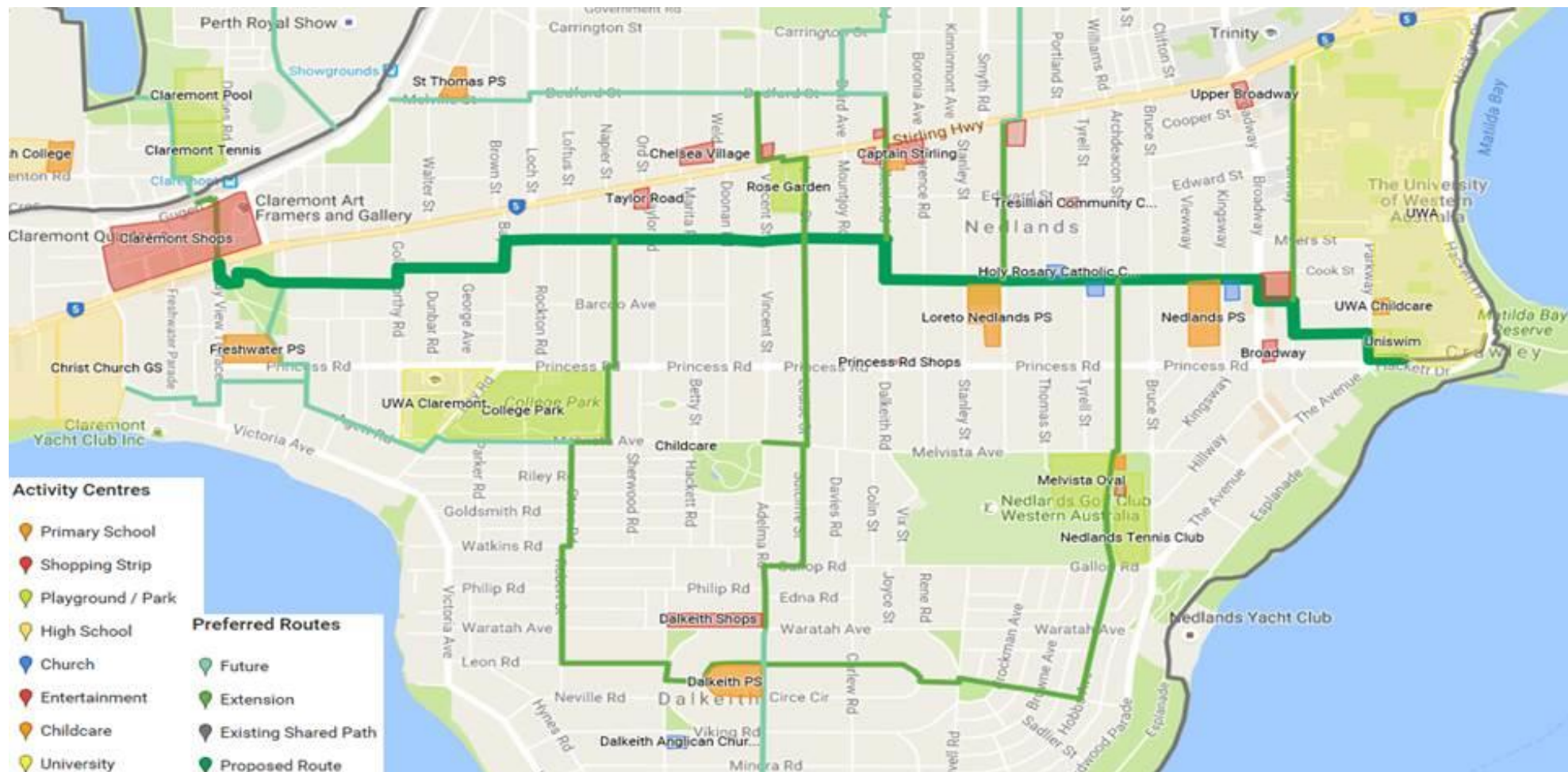
### **Councillor Updates**

Updates to Councillors will occur throughout the engagement period via the CEO Weekly Update with the engagement results to be presented to Council. It is expected that this report will occur March/April 2018.

### **Budget/Financial Implications**

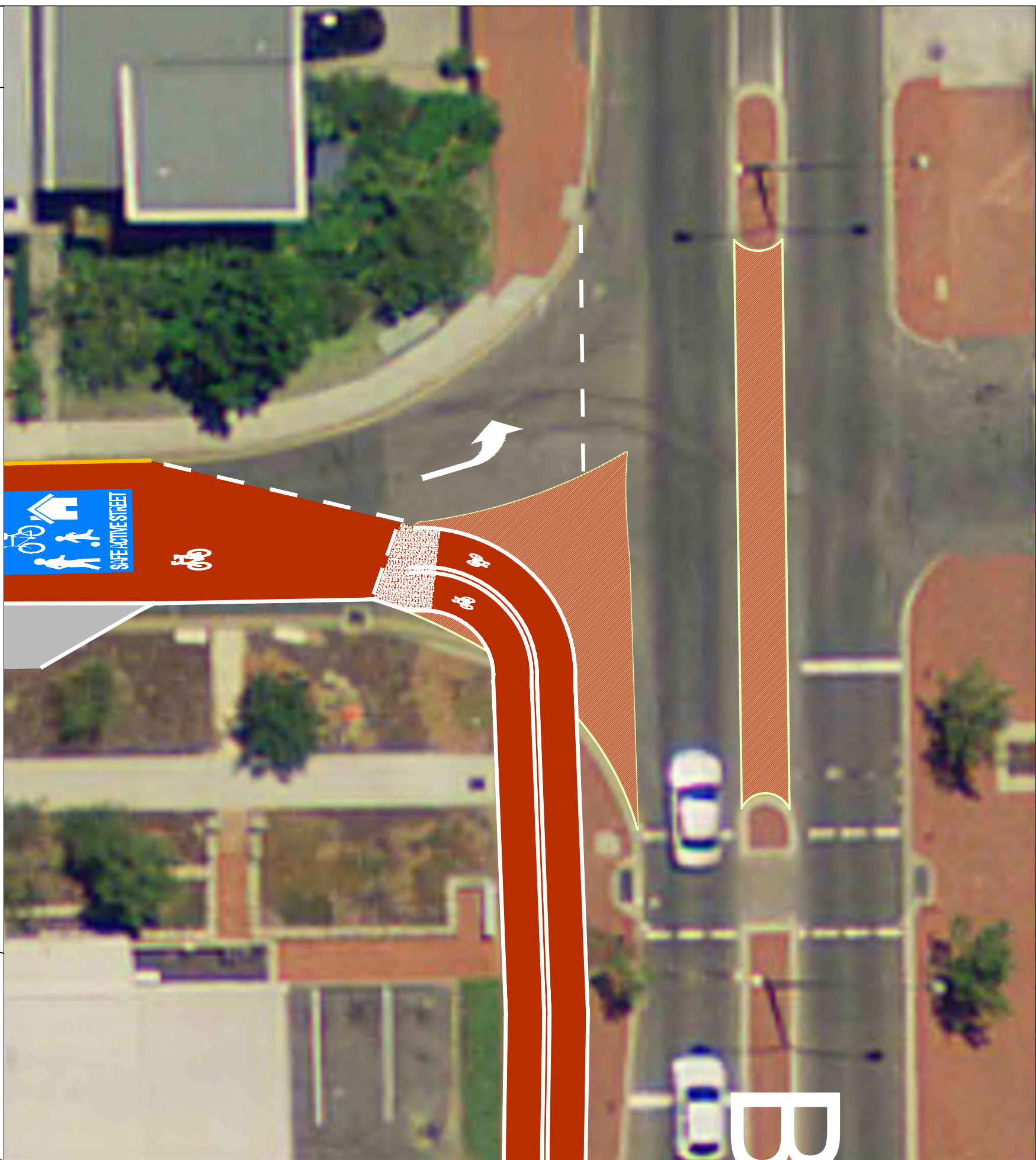
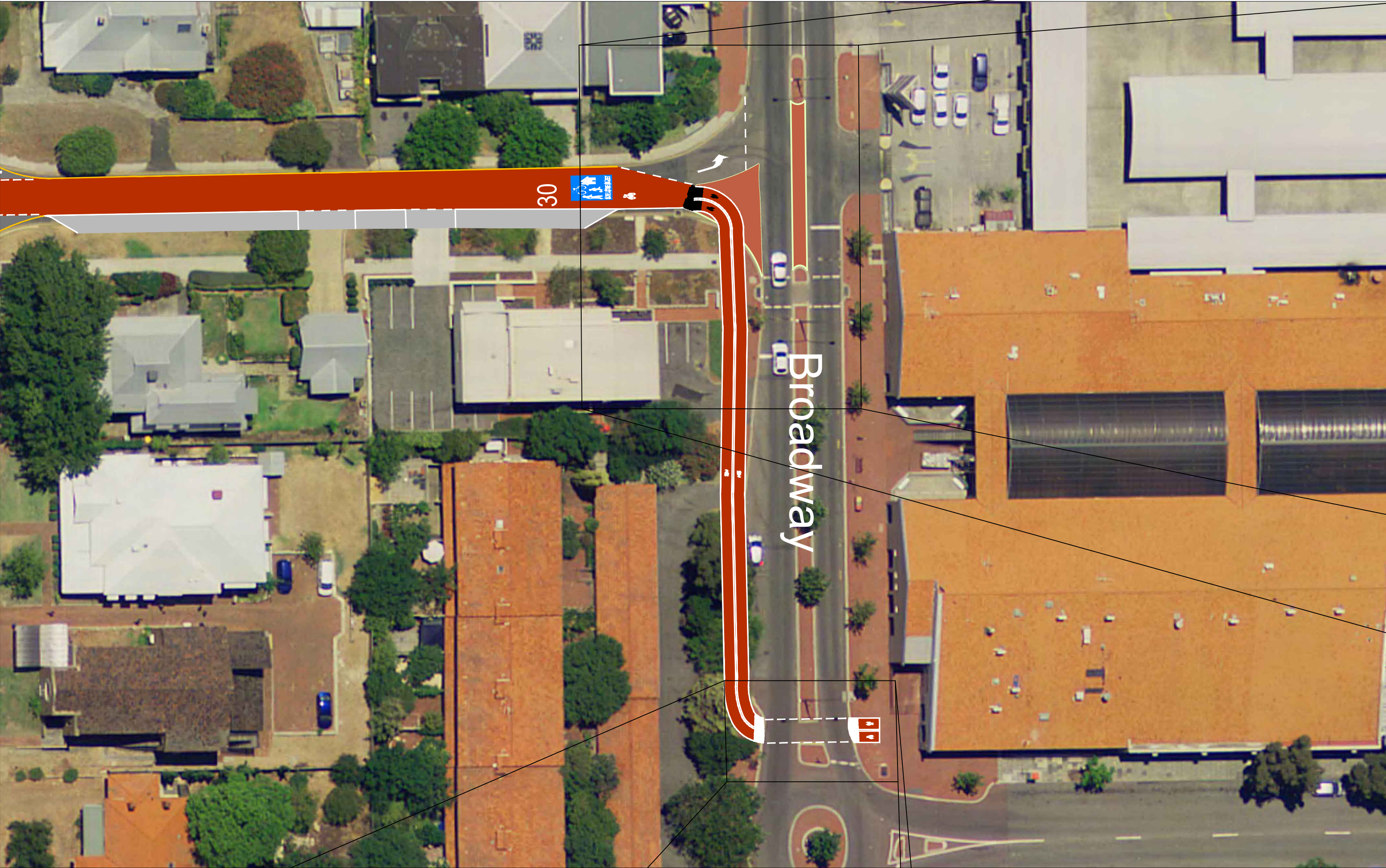
The Council has listed a section of Jenkins Avenue in the 2017/18 Capital Works Program (CWP) to be rehabilitated at a cost of \$215,280. This would present a saving to the City if the project proceeds

The Five-Year Capital Works Program also includes \$767,260 for a further section of Jenkins Avenue in the 2018/19 CWP which would also be saved.

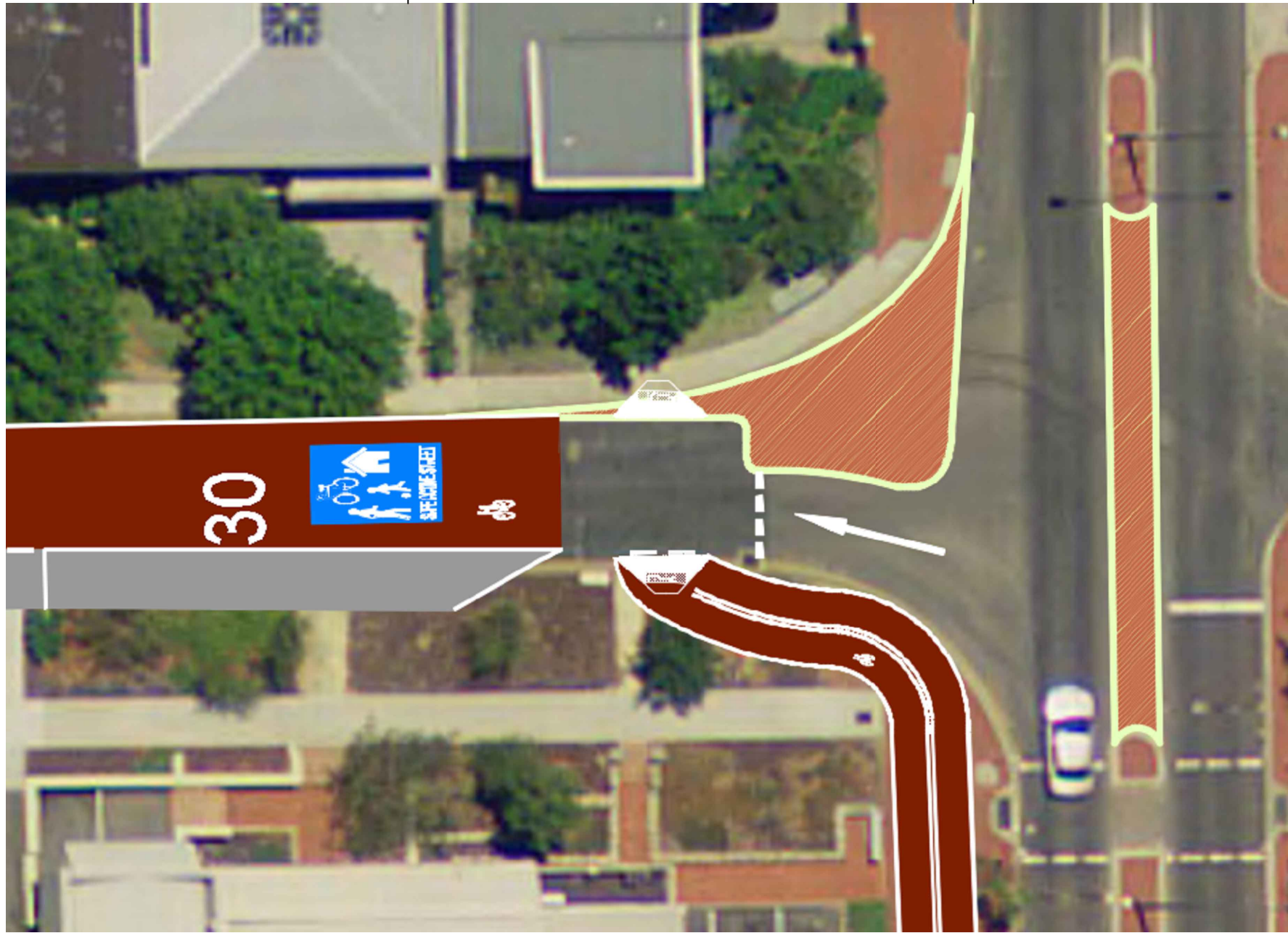
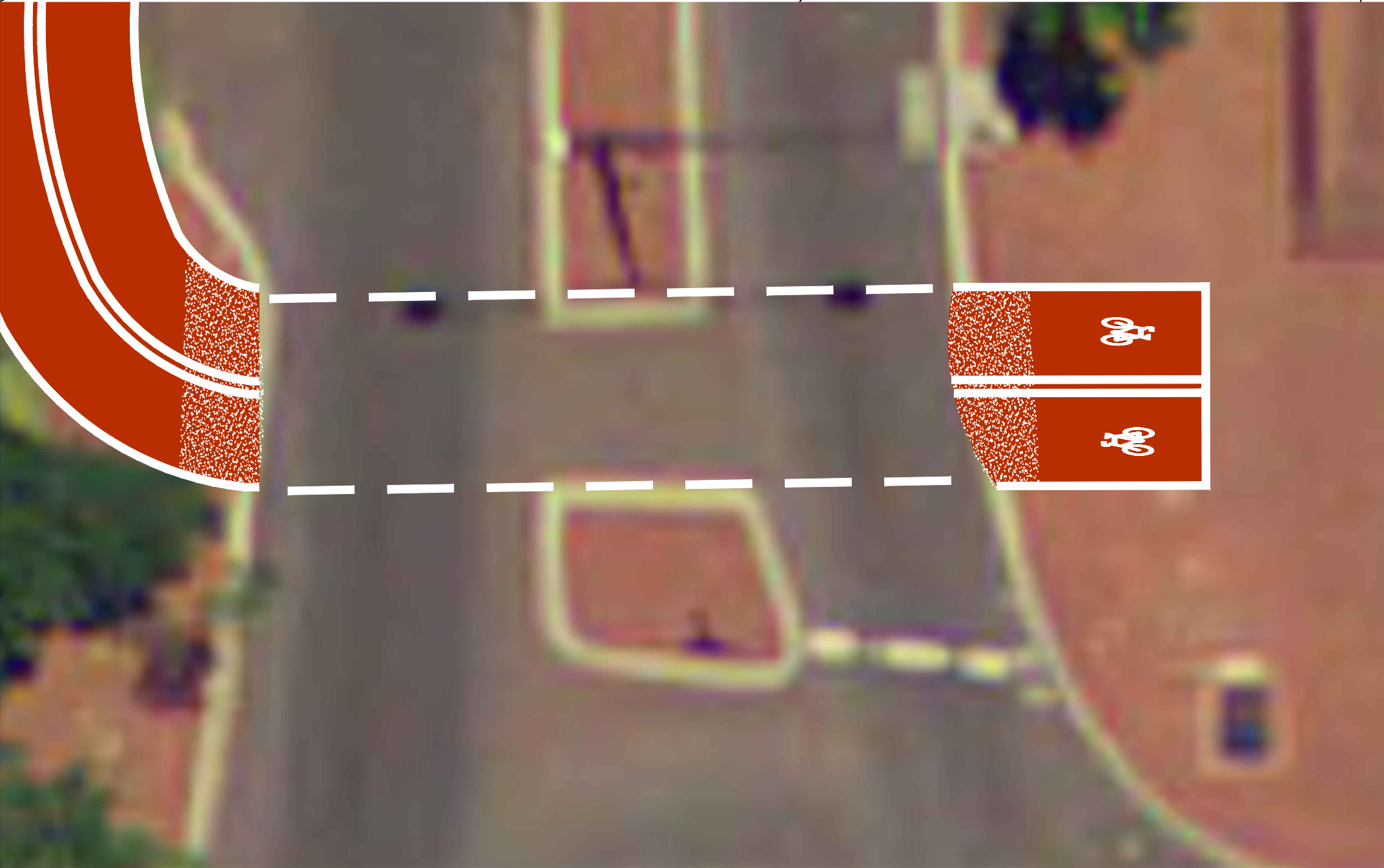




Broadway Overview



Option 1.



Option 2.

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| COUNCIL MINUTES:   |     | DRAWN:    | R. Smith | APPROVED / DATE: |
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**City of Nedlands**  
71 STIRLING HIGHWAY  
NEDLANDS WA 6009  
PO BOX 9 NEDLANDS WA 6909  
PH (08) 9273 3500 FX (08) 9273 3670 TTY (08) 9273 3646  
Email: council@nedlands.wa.gov.au  
www.nedlands.wa.gov.au

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| TITLE: Nedlands Bike Boulevard<br>Bays Road to Broadway<br>FORWARD WORKS PROGRAMME 2017/2018 |  |
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SCALE: 1:400  
0 4 8 12 16 20 24 28 32 36 40 44 48 52 56 60 64 68 72 76 80 m



Elizabeth St Overview



Webster St.  
Priority at intersection to be changed to  
give boulevard priority.

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

Tyrell St.  
Priority at intersection to be changed to  
give boulevard priority.



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

Bruce St.  
To have red asphalt on approach to  
roundabout

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

Kingsway.  
Priority at intersection does not  
require change.

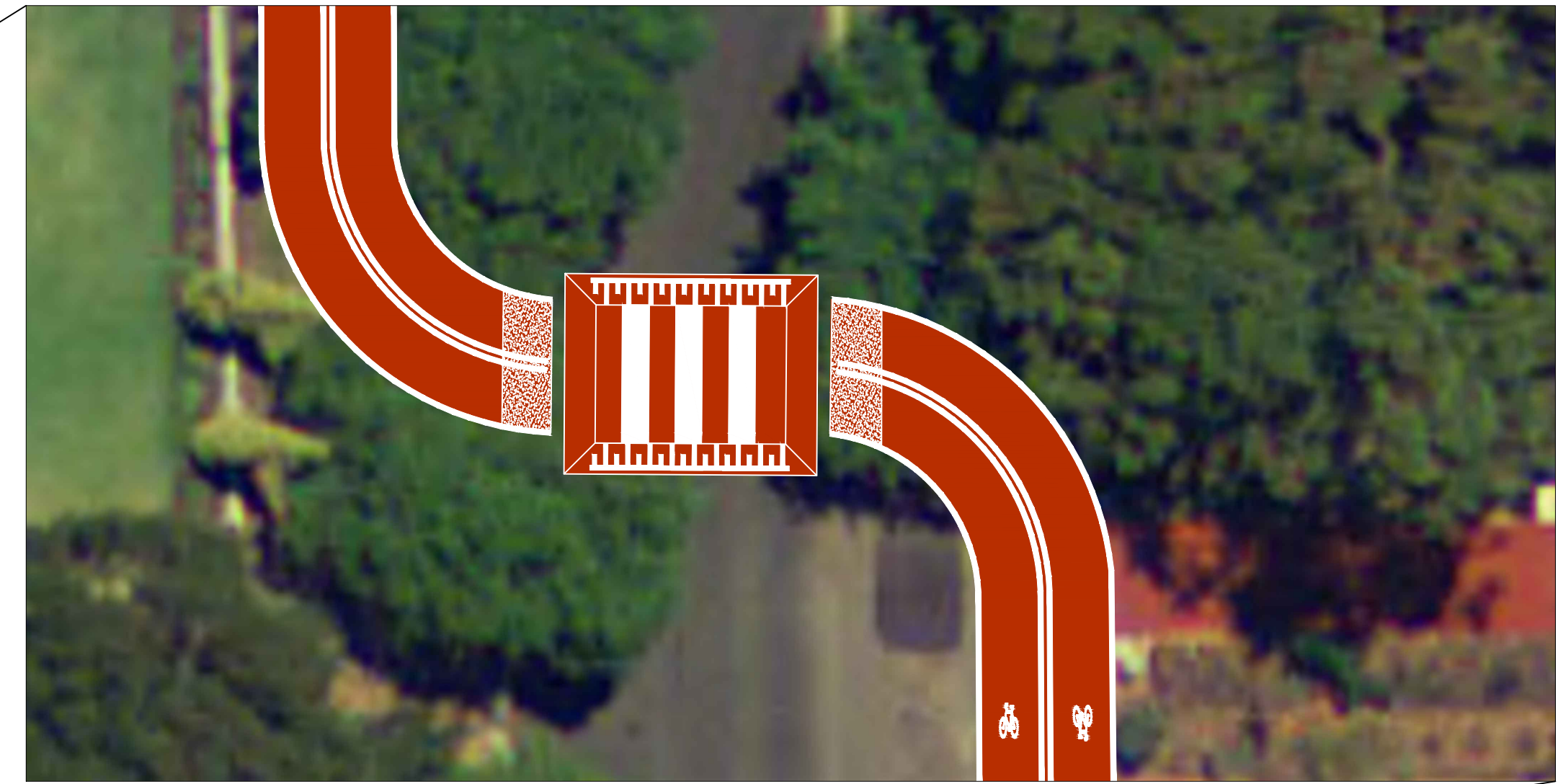
| REV. No. | REVISION       | NOTES | DRAWN | CHECKED | DATE | SCALE:   | DESIGNED: | CHECKED / DATE:  | <div>City of Nedlands</div> <div>71 STIRLING HIGHWAY<br/>NEDLANDS WA 6909<br/>PO BOX 9 NEDLANDS WA 6909<br/>PH (08) 9273 3500 FX (08) 9273 3670 TTY (08) 9273 3646<br/>Email: council@nedlands.wa.gov.au<br/>www.nedlands.wa.gov.au</div> | TITLE:   | <div><div>CHECKED<br/>DATE</div><div>A1</div><div>DWG NO:</div><div>Concept 2 - Elizabeth St</div><div>SHEET 4 OF 5</div></div> |  |
|----------|----------------|-------|-------|---------|------|--|-----------|------------------|---|--|---|--|
| 0        | Concept Design |       |       |         |      | NTS  | R. Smith  |                  |   | Bays Road to Broadway<br>FORWARD WORKS PROGRAMME 2017/2018 |   |  |
|          |                |       |       |         |      | COUNCIL MINUTES:   | R. Smith  | APPROVED / DATE: |   |  |   |  |
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SCALE: 1:400



# Dalkeith / Elizabeth St Overview

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



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

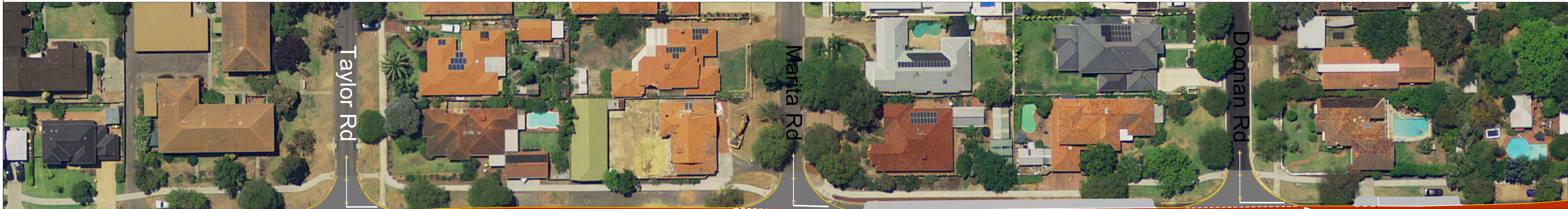
Florence Rd.  
Priority at intersection  
will change to give boulevard priority.

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

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| 0        |  |  |  |  | Concept Design |  |       |       |         |      | NTS  |  | R. Smith  |  |                  |  |  |
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Jenkins Avenue Overview 2



Taylor Rd.  
Priority at intersection to be changed to give boulevard priority.

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

Doonan Rd.  
Priority at intersection to be changed to give boulevard priority.



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

Louise St.  
Priority at intersection to be changed to give boulevard priority.

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

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

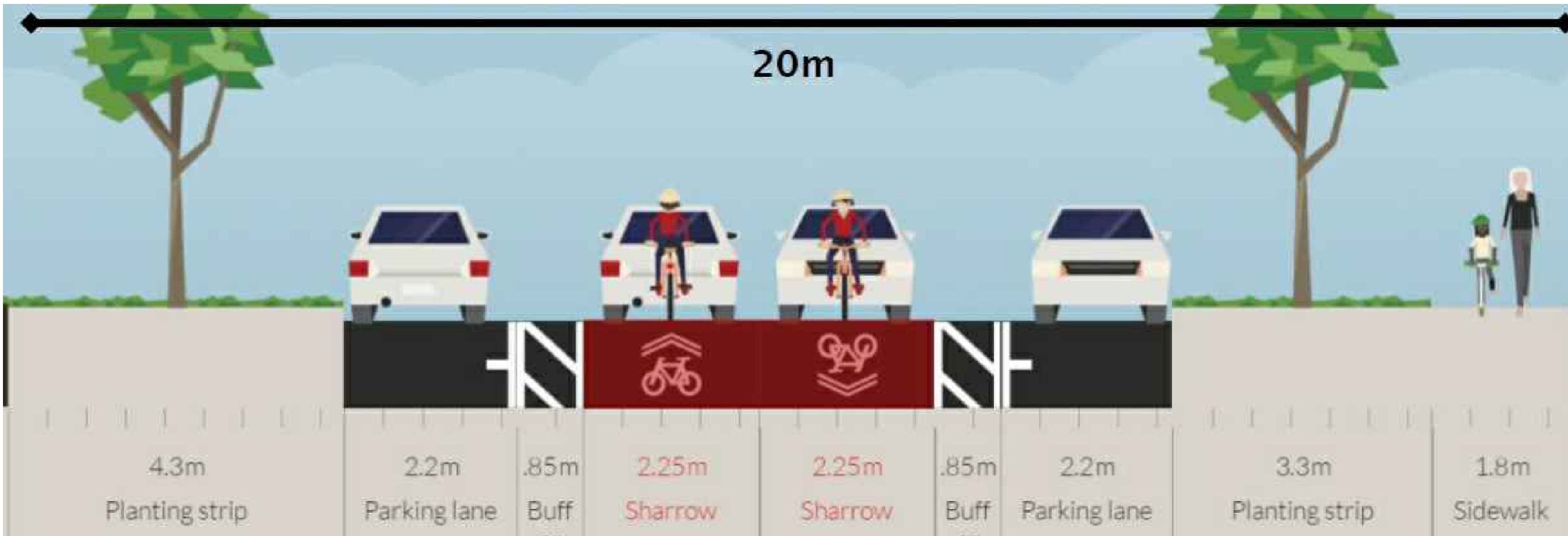


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| 0        | Concept Design |  |       |       |         |      | NTS  | R. Smith  |                  |   | Bays Road to Broadway             |  |  |
|          |                |  |       |       |         |      | COUNCIL MINUTES:   | R. Smith  | APPROVED / DATE: |   | FORWARD WORKS PROGRAMME 2017/2018 |  |  |
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|          |                |  |       |       |         |      |  |           |                  |   |                                   |  |  |

SCALE: 1:400



# Nedlands Bike Boulevard



## Jenkins Avenue Overview 1



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

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

Waroonga Rd.  
Priority at intersection does not require change.

Bulimba Rd.  
Priority at intersection to be changed to give boulevard priority. Raised Plateau.

| REV. No. | REVISION NOTES | DRAWN | CHECKED | DATE | SCALE:   | DESIGNED: | CHECKED / DATE: | <div>City of Nedlands</div> <div>71 STIRLING HIGHWAY<br/>NEDLANDS WA 6009<br/>PO BOX 9 NEDLANDS WA 6909<br/>PH (08) 9273 3500 FX (08) 9273 3670 TTY (08) 9273 3646<br/>Email: council@nedlands.wa.gov.au<br/>www.nedlands.wa.gov.au</div> | TITLE:                            | <div>A1</div> <div>DWG NO: Concept 2 - Jenkins Ave 1</div> <div>SHEET 1 OF 5</div> |
|----------|----------------|-------|---------|------|--|-----------|-----------------|---|-----------------------------------|--|
| 0        | Concept Design |       |         |      | NTS  | R. Smith  |                 |   | Nedlands Bike Boulevard           |  |
|          |                |       |         |      |  | R. Smith  |                 |   | Bays Road to Broadway             |  |
|          |                |       |         |      |  |           |                 |   | FORWARD WORKS PROGRAMME 2017/2018 |  |
|          |                |       |         |      | C O P Y R I G H T<br>THE CONCEPTS AND INFORMATION CONTAINED ON THIS DOCUMENT ARE THE PROPERTY OF THE CITY OF NEDLANDS AND SHALL NOT BE REPRODUCED IN WHOLE OR PART WITHOUT THE WRITTEN PERMISSION FROM THE CITY OF NEDLANDS. ANY UNAUTHORISED REPRODUCTION CONSTITUTES INFRINGEMENT OF COPYRIGHT |           |                 |   |                                   |  |





## COMMUNITY ENGAGEMENT PLAN SAFE ACTIVE STREETS PROGRAM

This template is designed for projects that have been identified as **a minor consultation or inform project**. Minor projects are those considered to be a small specific area which involves adjoining and nearby properties, or very specific groups of interests. They can be assessed as follows:

- Degree of complexity – There is 1 clear issue or problem to be addressed
- Degree of potential community impact or outrage – The project will have minimal effect on communities and they will hardly notice any changes
- Degree of political sensitivity – The project has acceptance throughout communities.

The Community Engagement Policy identifies inform and consultation as follows:

|                | ENGAGEMENT GOAL  | PROMISE TO THE PUBLIC  | THIS MEANS  | EXAMPLES   |
|----------------|--|--|---|--|
| <b>INFORM</b>  | To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions. | We will keep you informed  | We will give you balanced and objective information of a decision already been made by Council.     | Road, parks, reserves, gardens, council facility, scheduled works  |
| <b>CONSULT</b> | To obtain public feedback on analysis, alternatives and/or decisions.  | We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. | We will seek an opinion from you, ask advice, or turn to you for information when making decisions. | Parking and parking restrictions, minor road works, greenway projects, library events, local laws, customer satisfaction surveys |

Please discuss the project with the [Community Engagement Coordinator](#) to finalise this template. At least five working days are required to ensure that the planning and setting up of the engagement project can be completed ready for the engagement period.

### 1. The Project

| ABOUT THE PROJECT           |   |
|-----------------------------|---|
| <b>Project Name:</b>        | Safe Active Streets Program (Elizabeth Street and Jenkins Avenue)   |
| <b>Project Description:</b> | This project proposes to construct a safe active street from the boundary with the Town of Claremont (Bay Road) and the boundary with the City of Perth (Broadway at Capon Street). |

## ABOUT THE PROJECT

|  |   |
|--|---|
|  | <p>The streets chosen for this project includes Jenkins Avenue to Dalkeith Road to Elizabeth Street to Broadway intersecting with Capon Street.</p> <p>This section is part of a larger project for the western suburbs where the Town of Claremont and the City of Perth will continue the safe active streets project within their council areas.</p> |
| <b>Project Officer:</b>                            | Rory e. Smith   |
| <b>Project Manager:</b>                            | James Creswell  |
| <b>Contact Person:</b>                             | Rory e. Smith   |
| <b>Request Date:</b>                               | 31 August 2017  |
| <b>Sharepoint Project Name and Reference Link:</b> | Community Engagement <a href="#">Document Set</a> . Major Projects site.  |
| <b>Proposed Engagement Period:</b>                 | February 2018 (school holidays from Thursday, 14 December to Tuesday, 30 January 2018)  |
| <b>Budget allocation:</b>                          | General Ledger code:  |

## 2. Stakeholders

Please list the stakeholders you have identified along with how you will inform them of the project and their level of involvement. Please consider accessibility issues, list any sub-contractors/third party people who are assisting/undertaking the project with the City and those areas of Council who receive enquiries (e.g. Customer Services, administrative support).

| Internal Stakeholders | How will they be informed?   | What are we asking from them?   | How will feedback be sought?            |
|-----------------------|--|---|---|
| Council               | Briefing to Council on the proposal  | To support the community engagement plan. Also showing the concept plans                            | Council briefing notes                  |
|                       | Report to Council on detailed project proposal including the engagement plan | To support the detailed project objectives and endorse the community engagement plan                | Discussions. Minutes of Council meeting |
| EMT                   | Briefing by the Director Technical Services                                  | Support and identification of any issues or potential issues that may have an impact on the project | Discussions. Minutes of meeting.        |

| Internal Stakeholders                              | How will they be informed?  | What are we asking from them?  | How will feedback be sought?                              |
|--|---|--|---|
| Engineering Team<br>(Maria Hulls, Tim Hollow)      | Meeting during the development of the engagement plan to ensure all issues have been identified | Understanding any construction issues and design issues, impacts on residents particularly property access   | Meeting, meeting notes, any amendments to engagement plan |
| Customer Services                                  | Email Briefing  | To provide assistance and correct dealing with customer service enquiries, send people to Your Voice Nedlands for further information, provide contact details.<br>Organise the mailing of letters to residents etc. | Briefings<br>Recording in the customer                    |
| Christie Downie, Senior Strategic Planning Officer | Information – previous project coordinator – has history on the project                         | Share information, project background – if needed  | Discussions   |

| External Stakeholders | How will they be informed?  | What are we asking from them?   | How will feedback be sought?                    |
|-----------------------|---|---|---|
| Residents             | Letter to affected residents intersecting or along the proposed route       | To read the information available and understand what a safe active streets program is and how it has or will potentially affect them | To provide feedback through Your Voice Nedlands |
| Property Owners       | Letter to affected property owners intersecting or along the proposed route |   |   |
| Businesses            | Letter to businesses along or intersecting with the proposed route          |   |   |



| External Stakeholders   | How will they be informed?  | What are we asking from them?  | How will feedback be sought?  |
|---|---|--|---|
| University of WA<br>Jess Reid, Media and Public Relations Adviser (Communications)<br>Annette Black<br>Executive Officer – Community Engagement<br><a href="mailto:Annette.black@uwa.edu.au">Annette.black@uwa.edu.au</a> | Through existing Council contacts<br>Provision of information   |  |   |
| City of Perth<br>Contact – Chris Watt   | One-on-one meetings<br>Closure of median island Elizabeth and shops   | To provide feedback on how the project will connect at their boundary.<br>To assist with engagement with the Broadway Shops especially at the intersection   | Correspondence, meeting notes   |
| Churches (Dalkeith Road Church of Christ, Holy Rosary Catholic Church, Anglican Parish of Nedlands, Nedlands Uniting Church)  | Letter  | To read the information available and understand what a safe active streets program is and how it has or will potentially affect them.<br>To let their congregations know of the proposals and opportunity to provide feedback.<br>To assist with positive participation by the community following construction | To provide feedback through Your Voice Nedlands                       |
| Team Five<br>Miriam Stanborough, Executive<br>Mobile 0401 825 475<br>Contact Five at <a href="mailto:fivewalkruncycle@gmail.com">fivewalkruncycle@gmail.com</a>   | Following contact and confirmation that the group is still active and representative of the community. Then meet to discuss the project | To assist with positive participation by the community, in particular the schools in the area<br>To participate in the project by providing feedback.  | Participation using any of the tools available on Your Voice Nedlands |



| External Stakeholders   | How will they be informed?  | What are we asking from them?  | How will feedback be sought?                    |
|---|---|--|---|
|   |   | To support the schools to use the program once completed as part of the Schools Program (Your Move Schools)  |   |
| Your Move Schools contact:<br>Katy.Suan@transport.wa.gov.au   | Contact by Michelle (DoT) or Sophie Wallis to contact them – discussions  | To work with the schools about opportunities for participating in the program  | Discussions                                     |
| Schools – in particular Nedlands Primary and Loretta Primary  | Annual meeting between the Principals and the Mayor (only meet in June each year)<br>One-on-one meetings between the Principals and the Design Team | To provide input into the engagement process<br>To adopt the use of the program as part of the daily school activities and way of children and parents commute to school.<br>Schools may adopt as a project for 2018 if fits with their curriculum             | Correspondence, meeting notes                   |
| Community generally   | Public advertising and promotion  | To provide feedback on their thoughts of a safe active streets program traversing Nedlands to connect to the Town of Claremont and the City of Perth   | To provide feedback through Your Voice Nedlands |
| Shopping Centre on Broadway<br>Paul Avon-Smith<br>General Manager<br><a href="mailto:paul@broadwayfair.com.au">paul@broadwayfair.com.au</a> | Correspondence, possible meeting  | Invite them to participate in the engagement activities<br>To provide support and promote the project in the longer-term (post construction)<br>To assist with positive participation by the community<br>To participate in the project by providing feedback. | Correspondence, meeting notes                   |



| External Stakeholders  | How will they be informed?                                  | What are we asking from them?   | How will feedback be sought?                  |
|--|---|---|---|
| <p>Town of Claremont,<br/>Saba Kirupananther,<br/>Executive Manager<br/>Infrastructure, Town of<br/>Claremont, 327 Stirling<br/>Highway,<br/>CLAREMONT WA<br/>6010</p>   | <p>Correspondence,<br/>possible meeting</p>                 | <p>Inform of the project<br/>and how it will connect<br/>to their boundary.<br/>Invite feedback</p>   | <p>Correspondence,<br/>meeting notes</p>      |
| <p>Department of<br/>Transport (Project<br/>Partner)<br/>Ash – Team Manager<br/>– DoT<br/>Andrew McClurg,<br/>Planning Officer–Bike<br/>Boulevards<br/>Sophie Wallis,<br/>Consultant to DoT,<br/>community<br/>engagement<br/>Michelle Prior, Director</p> <p>140 William Street,<br/>Perth WA 6000<br/>Tel: (08) 65516033<br/>Email:<br/>Andrew.McClurg@transport.wa.gov.au  </p> | <p>Correspondence,<br/>meetings, exchange of<br/>emails</p> | <p>To work in partnership<br/>with the proposal from<br/>engagement to<br/>construction. Funding<br/>body and funding<br/>requirements.<br/>To prepare/provide<br/>the:</p> <ul style="list-style-type: none"> <li>• Background information in relation to the DoT Safe Active Streets Program</li> <li>• Information guide for this project</li> <li>• Branding requirements</li> <li>• DoT logo</li> <li>• List of DoT FAQs</li> <li>• How to use guide</li> <li>• The indesign files once the work has been completed</li> <li>• Participate in the Community Information Sessions</li> <li>• Assist with behavior change expertise in engaging with the groups who are most likely to activate the boulevard when completed.</li> </ul> | <p>Correspondence,<br/>meeting notes etc.</p> |

| External Stakeholders                                 | How will they be informed?                                    | What are we asking from them?  | How will feedback be sought?  |
|---|---|--|-------------------------------|
| Main Roads WA   | By providing advice and awareness of the project, signage etc | Provides approvals   | Meetings, correspondence      |
| Emergency Services – St Johns Ambulance, Fire Service | Correspondence  | To identify if there are any or potential impacts on their infrastructure that exists in the streets | Correspondence, meeting notes |

### 3. Methods Used (add other methods from above if different from below).

Projects will be placed on Your Voice Nedlands by the Community Engagement Coordinator, [cwalker@nedlands.wa.gov.au](mailto:cwalker@nedlands.wa.gov.au). All other communications will be undertaken in liaison with the Communications Team. Advice to the Executive and Councillors will be undertaken in liaison with the Executive Assistant to the CEO following approval by the respective Manager/Director.

Please consider accessibility issues when considering your engagement activities (refer to the [help sheet](#) in the Reference Documents folder under 'Forms and template>Community Engagement').

Not all the methods listed below will apply to all projects. If considered not applicable please enter N/A in the publish Dates/Comments column for example customer satisfaction surveys. Technical Services staff should also reference the activities to the Technical Services community engagement matrix.

| Method   | Responsibility      | Publish Dates/Comments  |
|--|---------------------|---|
| Consultation letters sent to residents, property owners, stakeholders<br><i>Design a postcard style mail-out</i> | Project Manager     | From Council boundary at Bay Road, to Jenkins, Dalkeith, Elizabeth to Broadway intersecting with Capon Street at Council boundary) and intersecting streets where there are impacts from the proposals (if from Stirling Hwy to Princess Road – 1417 properties)<br>Proposing to use a postcard, to include graphic of the entire project, major changes proposed, benefits, birds eye view of the street, using the design maps as the basis for design, meet the Project Team |
| Meet the Project Design Team   | Project Manager     | One-on-one appointments with any 'outraged' people  |
| Information on front page of the City's website – News and Upcoming Events                                       | CEC/ Communications | Project advisory with a link to Your Voice Nedlands<br>Thursday, 1 February 2018  |
| Updates on Social Media (Facebook, Twitter)  | Communications/ CEC | Project advisory with a link to Your Voice Nedlands   |



| Method  | Responsibility                                 | Publish Dates/Comments  |
|---|--|---|
|   |  | Thursday, 1 February 2018   |
| Information in Nedlands News (Post Newspaper)                         | Communications/CEC                             | Project advisory with link to Your Voice Nedlands<br>Saturday 3 February, content by 22 January 2018  |
| DoT Fact Sheet  | DoT/<br>Communications/<br>CEC                 | Need by end of September. Include in the briefing to Council.<br>Obtain draft from DoT and update for Nedlands<br>Can we get the files?   |
| DoT guide on "How to use Guide"                                       | DoT  | To be forwarded from DoT. Will need by December   |
| Site signage – variable notice boards                                 | CEC, Project Manager                           | One block either end<br>Installed by 1 February. Need to have design completed by mid-December  |
| Information by advertising in The Post and the Western Suburbs weekly | Communications/CEC                             | Advertisement design to include information on safe, active streets for awareness and how to use.<br>Advertisement in The Western Suburbs – publication – 6 February, content 30 January. Use project branding for the advertisements |
| Information in CEO update to Councillors                              | CEO EA/ DTS<br>PA/ CEC                         | Update of the project at key stages. Provide them with an Information Sheet and a bunch of postcards<br>Friday 2 February – start of engagement   |
| Media Release   | CEC/Senior Communications Officer              | Prepare following Council's endorsement of the engagement plan<br>For release by 1 February, content to be finalised (including approvals, 12 January)  |
| Material placed at City's Community Centres and noticeboards          |  | Have placed by 1 February. Draft text by mid-January.<br>(IGA, Captain Stirling Centre, Tresillian (Edward Street), Nedlands Library, Broadway, send to schools and churches)   |
| Outcomes included in a report to Council                              | Project Manager/Director<br>Technical Services | Engagement results to be reported to the Council - March  |
| Community Information Session   | Project Manager/CEC                            | Information session on the project to be held in a facility (Tresillian in Edward Street) on the project  |

| Method  | Responsibility                      | Publish Dates/Comments  |
|---|-------------------------------------|---|
|   | Dept of Transport Reps              | Need to develop up material – based on the information flyer, postcard and design drawings<br>Need to find room for about 60 people<br>2 sessions on separate days, each end of the project (David Cruickshank, JC Smith), one week apart second and third week February 2017 |
| Static Community displays   | Project Manager/CEC                 | Static display to be available in the Nedlands Library, Administration and Tresillian Arts Centre<br>Same material as for Community Information Session   |
| E-Newsletter  | CEC                                 | Distribute end of January/beginning of February – raise awareness   |
| Placement of postcards (whatever used for the mail out) in key foot traffic areas, eg Captain Stirling Centre, IGA, Broadway. | Project Manager/CEC/ Communications | Distribute around 1 February 2017   |

#### 4. Supporting information required for Your Voice Nedlands

Standard inform projects will include a newsfeed, question and answer, and feedback tools along with any of the following information. Please consider accessibility issues when considering the information requirements (refer to the [help sheet](#) in the Reference Documents folder under 'Forms and template>Community Engagement'). The following are minimum requirements for any project.

| Information Requirements  |          | SharePoint References/Comments   |
|---|----------|--|
| 2 or 3 photos/images (JPG)  |          | Of the streets with the proposed safe active streets program.                    |
| Site plans and maps (PDF)   |          | Proposed design drawings   |
| Logos of any project partners (PDF)   |          | Department of Transport  |
| Frequently Asked Questions (FAQ) (attach)   |          | Under development (See <a href="#">sharepoint</a> )                              |
| Reference documents   |          | Dept of Transport promotional and educational brochures                          |
| Advertisements, particularly those with statutory requirements (e.g. road closures) |          | There are no road closures planned – therefore no statutory advertising required |
| Images of similar projects to illustrate what the completed project would look like |          | Take from the DoT site<br>Images of proposed designs and description             |
| Timeframe:  | Stage 1: | Project Proposal Briefing to Council - completed                                 |
|   | Stage 2: | Briefing on the proposed designs and engagement proposal (7 November)            |

| Information Requirements |  | SharePoint References/Comments   |
|--------------------------|--|--|
|                          | Stage 3:   | Community Engagement Period (Thursday, 1 February to Monday, 26 February 2018)   |
|                          | Stage 4:   | Analysis and reporting on the engagement outcomes (March/April 2018)   |
|                          | Stage 5:   | Implementation and construction plan (late 2017-18 financial year). Subject to response design, tender and construction follows, stage 1 to be completed by June 2018. |
| Tools:                   | <ul style="list-style-type: none"> <li>• On-line Forum or survey: Each section with the key initiatives and features (partly from Martyn's Councillor Briefing presentation), graphics from signage. Could be a submission form</li> <li>• Ask the City a Question</li> <li>• Feedback: to provide quick feedback</li> <li>• Mapping too: People to identify their issues and suggestions directly onto a map in specific locations</li> <li>• Newsfeed: For promotions and updates</li> <li>• Document library: all proposed concepts, information about the City's project and the broader regional project</li> <li>• FAQs</li> <li>• Project Team contact details</li> </ul> |  |

## 5. Project Description

Please describe the project, and include project timeframes and how feedback to the community will be provided on the outcomes of the engagement. Include contact details for enquiries (please use standard email [council@nedlands.wa.gov.au](mailto:council@nedlands.wa.gov.au) and telephone number (08) 9273 3500) unless otherwise specified. **This text should be used as the basis for all communications.**

The City of Nedlands is commencing its section of the Department of Transport's Safe Active Street project to deliver safer and more people-friendly active streets. The City's project commences from the Town of Claremont boundary at Bay Road, along Jenkins Avenue to Dalkeith Road to connect with Elizabeth Street stopping at the Broadway intersection with Capon Street.

The Safe Active Street project is a progression from projects recently constructed by the Department of Transport in Shakespeare Street, Mount Hawthorn, Leake Street and May Street in Bayswater and Surrey Road in Belmont. Information from the outcomes of these projects have been used to determine the best solution for the City of Nedland's project.

The primary objectives of the Safe Active Street project is to improve safe and efficient use for pedestrians and cyclists by changing intersection priorities and creating a 30km/h low speed environment. Lower speeds are achieved by features such as:

- narrowing road lanes from 3.05m to 2.25m
- formalising parallel parking on either one or both sides of the street
- providing raised speed plateaus at some intersections, and
- providing red asphalt surfacing for road lanes.

Narrowing road lanes and formalising parallel parking creates a tunnel effect for car drivers which encourages lower speeds.

Benefits of the Safe Active Street implementation are:

- establishes a higher safety priority for pedestrians and cyclists of all ages, without reducing the amenity for the drivers,
- encourages recreational exercise,
- Reduction in speed limit will not impose an increase in travel time between Claremont and Nedlands due to change in stop sign priority,
- reduced speeds on the crossing roads due to the change in stop sign priority and
- slower speeds will reduce vehicle noise and pollution
- Completes or fills a gap in the cycling network by utilizing local roads, which are too constrained for separated infrastructure such as shared paths

The project implementation will be staged, commencing at Broadway and heading west as funding becomes available.

The City invites you to visit the engagement page, or attend an information session, and provide feedback on Your Voice Nedlands.

## 6. Decision-Making Process (at 10 October 2017)

Please describe the decision-making that will occur. Include project timeframes and providing feedback to the community. Decision-making includes reports to Directors/CEO/Executive, Committee and Council, presentations to Council briefings etc. **These details will be used as part of communications.**

1. Final review/peer review between DoT/Consultants/Engineering Team (By late October) on the concept. DoT, City and Consultant meet for review.
2. Feedback on engagement proposal with Sophie (DoT Consultant) and Michelle
3. Finalisation of community engagement plan (inc. report) for presentation to Council briefing 7 November
4. Engagement Outcomes and Council Report (March)

## 7. Approval of the Community Engagement Plan

Although the plan developed has been a collaborative process, the relevant Manager and/or Director needs to be aware/approve of the proposed plan and approval received from the Community Engagement Coordinator.

### Approvals

Director/Manager

Dated: \_\_\_\_\_

Community Engagement Coordinator

Dated: \_\_\_\_\_

| <b>TS12.17 Riverview Court Rehabilitation</b> |   |
|---|---|
| <b>Committee</b>                              | 14 November 2017  |
| <b>Council</b>                                | 28 November 2017  |
| <b>Applicant</b>                              | City of Nedlands  |
| <b>Officer</b>                                | Director Technical Services   |
| <b>Director</b>                               | Director Technical Services   |
| <b>Attachments</b>                            | 1. Road condition photographs<br>2. Riverview Court 4.5m Concept Design |

## Executive Summary

Since October 2003 the City has been in dialogue with the affected landowners regarding initially the dedication of the road which was originally a private right of way and more recently with respect to the rehabilitation of the existing pavement which is in poor condition (refer attachment 1).

Following the briefing to Councilors in May 2017, the Administration has been in constant negotiation with the affected landowners, specifically the owners of No 8 and 9 Riverview Court. The final outcome of the discussions was a preference for the 4.5m option including kerb, drainage and street lighting fully funded by the City at an estimated cost \$145,000 (refer attachment 2).

There is provision in the 2017/18 Capital Works Program budget for the rehabilitation of Riverview Court at \$350,000 however it is listed as funded by the adjacent landowners utilizing Specified Area Rates. The proposal therefore requires a budget amendment and considering existing commitments it is proposed that this be staged over two budgets:

- 2017/18 at \$45,000 for the drainage installation (funded from savings on other drainage projects).
- 2018/19 at \$100,000 for the new road pavement, kerbing and street lighting.

## Recommendation to Committee

### Council

1. **Agrees fund the rehabilitation of Riverview Court at 4.5m wide and in accordance with the concept plan attached to this report.**
2. **Amends the Capital Works Program budget as follows:**
  - a. **Job No 4.2226 Waratah Place reduced to \$33,400.**
  - b. **Job No 4.2050 Strickland Street reduced to \$139,000.**
  - c. **Job No 4.2190 Riverview Court amended to \$45,000.**



3. **Riverview Court Rehabilitation be included in the 2018/19 Capital Works Program at \$100,000 funded from municipal sources.**

### **ABSOLUTE MAJORITY OF COUNCIL REQUIRED**

#### **Discussion/Overview**

Riverview Court is currently an unconstructed dedicated road 90m in length commencing at Victoria Avenue and terminating at a cul-de-sac fronting No 8 Riverview Court.

There are seven properties associated with Riverview Court. Nos 3, 5, 6, 8 and 9 have direct access and Nos 100 and 102 have side boundary and truncation access respectively (see below).



In October 2003, the City received a subdivision application for No 7 Riverview Court which commenced a protracted process to secure dedication of the private right of way which the Council resisted due to potential costs for the ratepayers servicing a private subdivision.

Unfortunately, despite the efforts of the Council, the WAPC did not support the rehabilitation of the private right of way as a condition of subdivision and in February 2015 Riverview Court was finally dedicated as a public road.

The City is responsible for the care and maintenance of its assets however legal opinion received advised that the prioritisation of the works was solely a decision of Council and the cost could be mitigated by applying a specified area rate.

In response to this advice the project was originally listed on the 2016/17 Capital Works Program (CWP) at an anticipated cost of \$450,000. The high cost was due to

the then proposed piped drainage to the river and the extensive relocation of services within the narrow road reserve.

The drainage proposal was originally anticipated to be included within the Water Corporation's easement for sewerage however the Corporation declined to accommodate co-location. The City then commissioned a study to explore an infiltration alternative that would meet the City's obligation of containing up to a 1 in 100 storm event within the catchment. The Study by David Wills and Associates confirmed that this could be achieved utilising between six and eight large soak wells under the road subject to the width of the constructed road and ensuring there was no stormwater flow into Riverview Court from Victoria Avenue. It is noted that once the 1 in 100 storm event is exceeded, the relief flood path appears to be down the side of No 8 Riverview Court through to the river. It is also noted that the City has already installed one of the soak wells as a precautionary measure.

When this new design was applied, the maximum cost was reduced to \$350,000 and this was listed as a carry forward project in the 2017/18 CWP with the total cost to be funded by the landowners.

The City at the direction of Councilors then commenced a dialogue with the affected owners specifically considering two options for the rehabilitation (4.5m wide at \$145,000 and 5.5m wide at \$301,000). With respect to funding the project, the landowners were adamant that the City should meet the cost because it was a constructed public road and they already contributed significant rates. The City responded that if the 5.5m wide option was preferred then the landowners would have to pay for the service relocations which were the significant component of the cost because they had been responsible for their current location.

The final consensus was support for the 4.5m road pavement because with the addition of mountable kerbing, it could accommodate parallel parking and it ensured that there was still some verge within the narrow road reserve for street trees etc. The street lighting will be standard 6m high standards with LED luminaires and Smart Control so that the lighting levels can be customized to the residents requirements.

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

Inclusion in the 2016/17 Budget

Ordinary Meeting of Council 28 June 2005, Item D16.05:

*That:*

a) *Council subject to:*

- i. *Approval of the Western Australian Planning Commission for Riverview Court to be created as an underwidth road; and*
- ii. *The applicant/owner providing a one third contribution (\$11,666.66) to the upgrading of Riverview Court;*

*requests the Department for Planning and Infrastructure to dedicate the Right of Way, known as Riverview Court (west of Victoria Avenue) as a public street pursuant to Section 56 of the Land Administration Act 1997;*

- b) Council agrees to indemnify the Department for Planning and Infrastructure against any claims arising from the dedication actions; and*
- c) The upgrading of Riverview Court be listed on the Forward Works Programme for consideration in the 2006/07 budget.*

The applicants (not the current landowners) refused to accept clause a) ii) which was supported by the WAPC and the protracted dispute continued until 2015.

## **Consultation**

The City has consulted with the affected owners in Riverview Court including site meetings with the owners of Nos 5, 6, 8 and 9 Riverview Court and No 102 Victoria Avenue. The final consultative meeting was held at the City offices with the Chief Executive Officer and attended by the owners of No 8 and 9 Riverview Court.

## **Budget/Financial Implications**

There is provision in the 2017/18 Capital Works Program budget for the rehabilitation of Riverview Court at \$350,000 however it is listed as funded by the adjacent landowners utilizing Specified Area Rates. The proposal therefore requires a budget amendment and considering existing commitments it is proposed that this be staged over two budgets:

- 2017/18 at \$45,000 for the drainage installation (funded from savings on other drainage projects: 4.2050 Strickland Street and 4.2226 Waratah Place).
- 2018/19 at \$100,000 for the new road pavement, kerbing and street lighting.









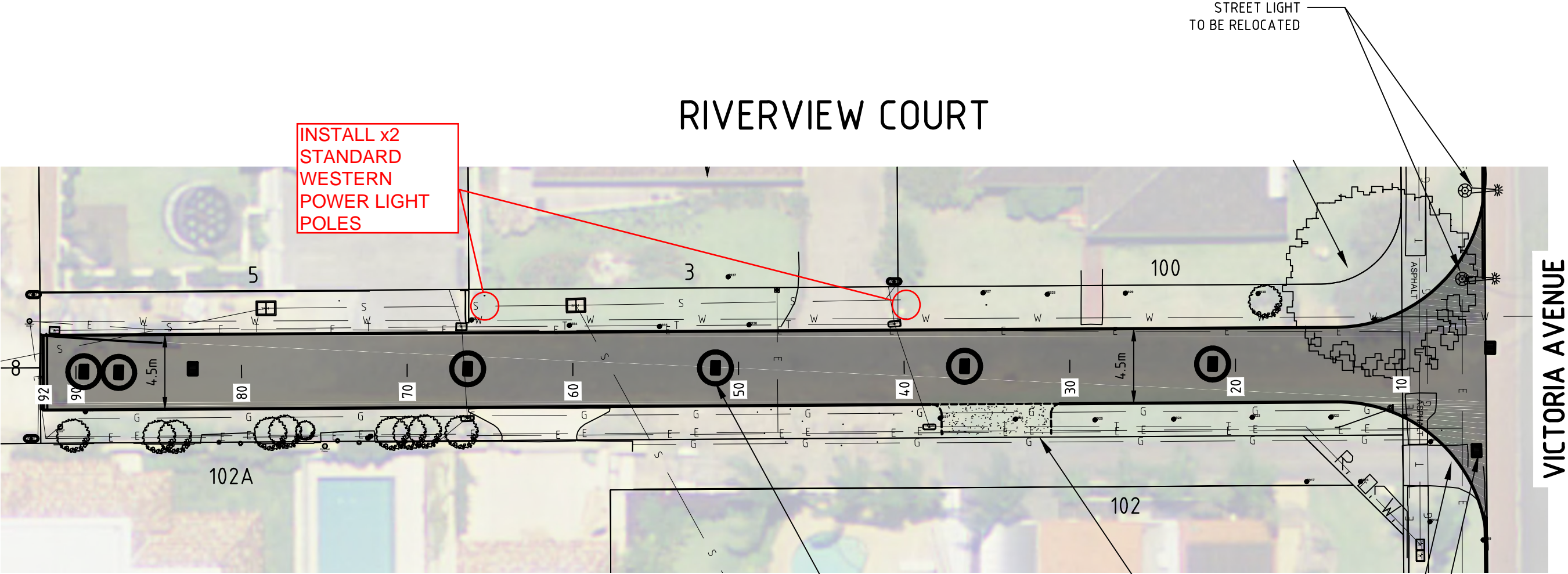








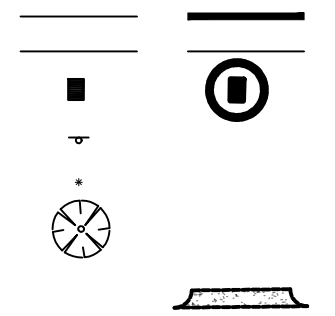
RIVERVIEW COURT



LEGEND:

- KERB SM-2
- FOOTPATH
- DRAINAGE PIT
- SIGN POLE
- RETICULATION
- TREE
- X-OVER APRON

EXISTING PROPOSED



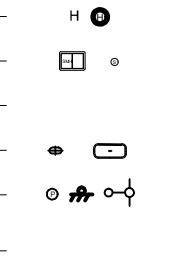
SERVICES:

- WATER
- SEWER
- GAS
- TELSTRA
- POWER
- DRAINAGE

LINETYPE

- W
- S
- G
- T
- E
- D

SYMBOLS



4.5m CONCEPT DESIGN

| REV. No. | DESCRIPTION | DRAWN | CHECKED | DATE | DRAWN:<br>DRAWN_BY  | DESIGNED:<br>DESIGNED_BY |  | <b>City of Nedlands</b><br>71 STIRLING HIGHWAY<br>NEDLANDS WA 6009<br>PO BOX 9 NEDLANDS WA 6909<br>PH (08) 9273 3500 FX (08) 9273 3670<br>TTY (08) 9273 3646<br>Email: council@nedlands.wa.gov.au<br>Website: www.nedlands.wa.gov.au | <b>RIVERVIEW_COURT</b> |     |
|----------|-------------|-------|---------|------|---|--------------------------|---|--|------------------------|-----|
|          |             |       |         |      | CHECKED:<br>DRAWN_BY  | APPROVED:<br>DESIGNED_BY |   |  |                        |     |
|          |             |       |         |      |   |                          |   |  | DWG NO:                | DN  |
|          |             |       |         |      |   |                          |   |  |                        |     |
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|                |   |
|----------------|---|
| <b>TS13.17</b> | <b>RFT 2017-18.06 Supply and Installation of Bollards</b> |
|----------------|---|

|                    |  |
|--------------------|--|
| <b>Committee</b>   | 14 November 2017                                   |
| <b>Council</b>     | 28 November 2017                                   |
| <b>Applicant</b>   | City of Nedlands                                   |
| <b>Officer</b>     | Nathan Brewer – Purchasing and Tenders Coordinator |
| <b>Director</b>    | Martyn Glover – Director Technical Services        |
| <b>Attachments</b> | Evaluation score sheet (confidential)              |

## Executive Summary

To award the term contract for the Supply and Installation of Bollards services to the City.

## Recommendation to Committee

### Council

1. **Agrees to award tender no. 2017-18.06 to Protek Carpentry and Fencing Services Pty Ltd for the Supply and Installation of Bollards as per the schedule of rates submitted; and**
2. **Authorises the Chief Executive Officer to sign an acceptance of offer for this tender.**

## Discussion/Overview

### Background

The City has a program in place to upgrade ageing bollards in its parks, reserves and building surrounds. In particular, the CCA treated pine bollards and posts and rails. Historically the City has used Flexipole bollards, a composite bollard of plantation timber and polymer coating. Due to the extent of bollards being upgraded in the 2017/18 calendar year, the City took the opportunity to test the market for both value for money and sustainability improvements.

### Tender Information

To comply with legislative requirements outlined in the *Local Government Act 1995* and to ensure the best value for money for the City, this procurement went out to tender.

Tender 2017-18.06 was advertised on 28 August 2017 in the West Australian Newspaper and on [www.tenderlink.com/nedlands](http://www.tenderlink.com/nedlands). The tender period ended on 12 September 2017 and submitted tenders were opened by officers of the City at 2:00 pm. Seven (7) submissions were received by the City. Compliant tenders were received from the following companies;



1. Arden Building Maintenance Pty Ltd
2. BOS Civil Pty Ltd
3. Milner's Fencing Pty Ltd
4. Protek Carpentry and Fencing Services Pty Ltd
5. Quality Assured Contracting Pty Ltd
6. Scavenger Supplies Pty Ltd
7. West Coast Construction and Demolition

No non-compliant tenders were received.

### **Evaluation**

The tender was independently evaluated by three (3) City officers in accordance with the qualitative criteria specified in the tender documentation, qualitative criteria was afforded a total of 60% of the total score

Price criteria was evaluated based on the completed itemised price schedules included within the tender submissions. The priced items were compiled into a spreadsheet for close analysis of value comparison. A price criteria score was allocated based on the best value being scored at 100% and other values scored proportionally against this price.

A total of 40% weighting was allocated to the price criteria.

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

The final evaluation, including pricing and scoring, can be viewed in the confidential attachment – RFT 2017 1806 Supply and Installation of Bollards Final Evaluation.

### **Conclusion**

After an assessment of the submitted tenders it is proposed that the tender submission received from the contractor Protek Carpentry and Fencing Services Pty Ltd be accepted.

Protek scored highest in the evaluation process, providing the lowest cost option while also ranking first in the qualitative criteria scoring. Protek provided details of personnel with relevant qualifications and experience. They also provided recent history of similar projects completed to a high standard with local government organisations including projects at Reserves. A comprehensive understanding of the requirements of the contract was demonstrated within a very detailed methodology for pre, during and post installation phases. The specification of the bollards to be supplied satisfy the recyclable materials requirements and lead times and timeframes for project delivery are adequate.

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

Nil.



## Consultation

Not required.

## Budget/Financial Implications

2017/18 Annual Budget included the following items:

|                                  |                |                  |
|----------------------------------|----------------|------------------|
| • Charles Court Reserve Bollards | (750m)         | \$40,900         |
| • Daran Park Bollards            | (250m)         | \$13,700         |
| • Hamilton Park Bollards         | (155m)         | \$8,900          |
| • Melvista Park Bollards         | (565m)         | \$27,500         |
| • Peace Memorial Garden Bollards | (230m)         | \$12,300         |
|                                  | <b>(1950m)</b> | <b>\$103,300</b> |

Awarding of this Tender would also provide a contract for replacement bollards required for operational reasons, such as vehicle damage and vandalism. Due to the reactive nature of these requests, estimates for operational budget requirements are difficult to provide.

|                |   |
|----------------|---|
| <b>TS14.17</b> | <b>RFT 2017-18.03 Waste Removal from John XXIII Depot</b> |
|----------------|---|

|                    |   |
|--------------------|---|
| <b>Committee</b>   | 14 November 2017  |
| <b>Council</b>     | 28 November 2017  |
| <b>Applicant</b>   | City of Nedlands  |
| <b>Officer</b>     | Nathan Brewer – Purchasing and Tenders Coordinator                  |
| <b>Director</b>    | Martyn Glover – Director Technical Services                         |
| <b>Attachments</b> | RFT 2017-18.03 Waste Removal from John XXIII Depot final evaluation |

## Executive Summary

To award the tender for Waste Removal services from John XXIII depot, Mt. Claremont.

## Recommendation to Committee

### Council

- 1. Agrees to award tender no. 2017-18.03 to Fairfield Holdings Pty Ltd ATFT R Gulloto Family Trust t/a Capital Recycling for the Provision of Waste Removal services from John XXIII depot as per the schedule of rates submitted; and**
- 2. Authorises the Chief Executive Officer to sign an acceptance of offer for this tender.**

## Discussion/Overview

The City of Nedlands includes a provision for the removal of waste from John XXIII depot to maintain the City's infrastructure as part of the engineering services operational works. Expenditure on this contract will exceed \$150,000. Therefore, to comply with legislative requirements outlined in the *Local Government Act 1995* and ensure the best value for money for the City, this service must be tendered.

Tender 2017-18.03 was advertised on 27 September 2017 in the West Australian Newspaper and on [www.tenderlink.com/nedlands](http://www.tenderlink.com/nedlands). The tender period ended on 11<sup>th</sup> October 2017 and submitted tenders were opened by officers of the City at 2:00 pm. Five (5) submissions were received by the City. Compliant tenders were received from the following companies;

- Brajkovich Landfill and Recycling Pty Ltd
- Cleanaway Pty Ltd
- Fairfield Holdings Pty Ltd ATFT R Gullotto Family Trust T/A Capital Recycling
- West Tip Waste Control Pty Ltd
- Resource Recovery Solutions Pty Ltd

## **Evaluation**

The tender was independently evaluated by three (3) City officers in accordance with the qualitative criteria specified in the tender documentation, qualitative criteria was afforded a total of 70% of the total score.

Price criteria was evaluated based on the completed itemised price schedules included within the tender submissions. The priced items were compiled into a spreadsheet for close analysis of value comparison. A price criteria score was allocated based on the best value being scored at 100% and other values scored proportionally against this price.

A total of 30% weighting was allocated to the price criteria.

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

The final evaluation, including pricing and scoring, can be viewed in the confidential attachment – Waste Removal from John XXIII Depot Final Evaluation.

## **Conclusion**

After an assessment of the submitted tenders it is proposed that the tender submission received from the contractor Fairfield Holdings Pty Ltd ATFT R Gullotto Family Trust T/A Capital Recycling be accepted.

Capital Recycling scored highest in the evaluation providing the cheapest price. Capital provided a list of key personnel with relevant experience. Evidence of experience with other similar contracts was provided, also as a previous holder of this contract and having performed these services on a quoted basis for the City in recent times, Capital have proved themselves capable of providing the services required. Capital provided detail of sufficient of plant and equipment and as the biggest producer of remanufactured materials in WA are capable of recycling and reusing recycled materials to the benefit of the City.

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

None.

## **Consultation**

Not required.



## **Budget/Financial Implications**

The City of Nedlands includes a provision for the removal of waste from John XXIII depot to maintain the City's infrastructure as part of the engineering services operational works budget.

|                |   |
|----------------|---|
| <b>TS15.17</b> | <b>RFT 2017-18.08 Nedlands River Wall Foreshore Restoration Stage 2</b> |
|----------------|---|

|                   |  |
|-------------------|--|
| <b>Committee</b>  | 14 November 2017   |
| <b>Council</b>    | 28 November 2017   |
| <b>Applicant</b>  | City of Nedlands   |
| <b>Officer</b>    | Nathan Brewer – Purchasing and Tenders Coordinator                                 |
| <b>Director</b>   | Martyn Glover – Director Technical Services  |
| <b>Attachment</b> | Nedlands River Wall Foreshore Restoration Stage 2 final evaluation (confidential). |

## Executive Summary

To award the contract for the Nedlands River Wall Foreshore Restoration works Stage 2.

## Recommendation to Committee

### Council:

1. **agrees to award Tender No. RFT 2017-18.08 to Italia Stone Group Pty Ltd for the Nedlands river wall foreshore restoration works Stage 2 as per the lump sum price (confidential Attachment 1) submitted; and**
2. **authorises the Chief Executive Officer to sign an acceptance of offer for this tender.**

## Discussion/Overview

### Nedlands River Walls

The City of Nedlands manages approximately 2km of Swan River foreshore between Broadway and Iris Avenue which is largely protected by vertical river walls. Mainly due to its age, the river wall is in very poor condition, is failing in some places and coming to the end of its useful life.

The recently completed Stage 1 works behind Tawarri Reception Centre was completed in February 2017 this year.

Stage 2 is a continuation from the end of Stage 1 at Cha. 1085 and extends to the Perth Flying Squadron Yacht Club groyne – approximately Cha. 730 – A total of 355m

The design includes the construction of rock revetment which:

- has a lesser environmental impact than vertical walls;
- eliminates the need to deal with Potential Acid Sulfide Soils;
- is easier to construct;
- is cost effective;
- is easier to maintain;

- provides an opportunity for landscape softening;
- has the ability to dissipate wave energy which reduces wave spray and damage on the foreshore; and
- prolongs the life of the wall and therefore offers a longer-term solution.

The design has been successfully used around various locations around South Perth and the Old Swan Brewery as well as stage 1.

As part of stage 2, works include construction of an accessible beach to compliment the All Abilities Play Space which is currently under construction

After completion of the major works, landscaping and path works will finalise the project.

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

In response to TS03.15 River Wall Funding, it was resolved at the Ordinary meeting of Council on 24 February 2015 that;

Council:

1. Approves Stage 1 detailed design of the rock revetment solution for the river wall;
2. Approves funding in the 2014/15 budget to the value of \$76,560. This funding to be made up of a re-allocation of \$44,050 of City funds from the Tawarri Jetty project (non-reserve) and grant funding of \$32,510 from the Swan River Trust;
3. Authorises the Chief Executive Officer to sign a collaborative agreement between the City of Nedlands and Swan River Trust for the Nedlands River Wall Foreshore Restoration P15NL01; and
4. Approves consideration of funding in the 2015/16 budget as follows:
  - a. \$11,880, being \$5,940 from City funds and \$5,940 from Swan River Trust grant funds as part of the collaborative agreement between the parties; and
  - b. \$465,500, being \$299,250 from City funds and \$166,250 from Swan River Trust funds, for construction of the river wall and subject to a successful grant application.

In response to TS30.15 Funding for River Wall Maintenance it was resolved at the Ordinary meeting of Council on 24 November 2015 that;

Council:

1. To include \$400,000 plus overheads in the 2016/17 draft budget, being \$150,000 of City funds and \$250,000 from Department of Parks and Wildlife funds, for repair of the river wall, and subject to a successful grant application;



2. To include \$800,000 plus overheads in the 2017/18 draft budget, being \$250,000 of City funds and \$550,000 from Department of Parks and Wildlife funds, for repair of the river wall, and subject to a successful grant application;
3. Authorises the Chief Executive Officer to sign a collaborative agreement between the City of Nedlands and The Department of Parks and Wildlife for the Nedlands River Wall Foreshore Restoration P15NL01; and
4. Administration to note that no fencing of the river beyond that essential for public safety on a temporary basis is to be undertaken.

## **Risk Management**

Failing to appoint the Contract for the Stage 2 restoration works will impact on the City's ability to repair wall and protect the foreshore and amenity of the area for the public. A risk assessment on the wall has identified the loss of the wall itself as the most adverse outcome, with subsequent loss of park land. This would be a highly undesirable outcome for the City.

Key risk areas, including financial and regulatory risks, have been addressed through the control measures applied through the tender documentation and evaluation process.

The Administration has been working with the Department of Biodiversity, Conservation and Attractions to ensure that their requirements have been met throughout all of the design and planning works. This includes the appointment of a supervising engineer to provide specialist assistance in supervising the quality control of the works.

The City has recommended the second highest score in the assessment process however any risk associated with this recommendation with respect to qualitative issues is mitigated with the provision of increased supervision.

## **Tender**

The expenditure for the Stage 2 restoration works will exceed \$150,000. Therefore, to comply with legislative requirements outlined in the *Local Government Act 1995* and ensure the best value for money for the City, this service must be tendered.

The tender was advertised on Monday 2 October 2017 in the West Australian Newspaper and the tender submission period closed at 2:00 pm Monday 16 October 2017.

Six conforming tender submissions were received:

1. JBC Barrett Constructions Pty Ltd
2. Centrefield Holdings Pty Ltd t/a In-Situ Construction and Maintenance
3. Italia Stone Group Pty Ltd
4. Natural Area Holdings Pty Ltd t/a Natural Area Consulting Management Services
5. Neo Infrastructure Pty Ltd
6. SMC Marine Pty Ltd

## **Evaluation**

The tender was independently evaluated by three (3) City officers in accordance with the qualitative criteria specified in the tender documentation, qualitative criteria was afforded a total of 75% of the total score.

Price criteria was evaluated based on the completed itemised price schedules included within the tender submissions. The priced items were compiled into a spreadsheet for close analysis of value comparison. A price criteria score was allocated based on the best value being scored at 100% and other values scored proportionally against this price.

A total of 25% weighting was allocated to the price criteria.

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

The final evaluation, including pricing and scoring, can be viewed in the confidential attachment – Nedlands River Wall Foreshore Restoration Stage 2 final evaluation.

## **Conclusion**

The evaluation panel scored Natural Area Holdings Pty Ltd t/a Natural Area Consulting Management Services highest in the evaluation process. Natural Area completed Stage 1 of the River Wall Restoration to a high standard and demonstrated again with their submission to this tender that they have an excellent understanding of the requirements of this request and the ability to provide an excellent level of service.

Italia Stone Group Pty Ltd finished second in the evaluation process and have also demonstrated an excellent understanding of the requirements. Having completed similar projects to that of this request to a high standard, they also have demonstrated their capability to provide the services requested. It is intended, should Italia Stone Group be awarded this contract, that a supervising engineer be engaged to ensure quality control.

References sought for both contractors backed up these findings.

It is to be noted that Italia Stone Group Pty Ltd's price was significantly lower than that of Natural Area, representing a potential saving of approximately \$200,000 and represents the best value for money option to the City. This figure includes the cost of a supervising engineer.

It is the City's recommendation that Italia Stone Group Pty Ltd is awarded the tender.

## Consultation

A community consultation plan was developed and implemented for the 'long term planning for the river wall', presenting the overall concept plan for the river wall upgrades. The community were invited to provide feedback during December 2014 on the proposals to construct a combination of limestone wall, rock revetment and pocket beaches along the foreshore.

The community were notified of the invitation to provide feedback through a letter drop, the City's website, community engagement newsletters and the POST newspaper. A stand advertising the proposal was also set up at the City's annual 'Blessing of the River' event, generating substantially positive feedback. A total of 16 people responded.

Of the respondents that clearly indicated whether they were in support or against the overall proposal, support for the entire concept was high with 86% in favour.

Two respondents did not specifically confirm if they were in support of the proposal or not, however their comments did indicate they were in support of the rock revetment protection, but against the proposal to upgrade specific sections in limestone. This brought support for the addition of rock revetment to the foreshore to 94% in favour.

## Budget/Financial Implications

A successful funding agreement was approved by the Department of Biodiversity Conservation and Attractions (DBCA) in December 2015. Riverside Councils such as Nedlands generally share a dollar for dollar funding model, 50% funded from by DBCA, and 50% funded by the City for river wall restoration works however in this circumstance, recognising the importance of these works to both parties, DBCA offered to increase their contribution to the works and proposed a funding model of 2/3 funded by DBCA, and 1/3 funded by the City. A Collaborative Agreement (P16NL01) was drawn up and signed by both parties to guarantee the funds from DBCA. Subsequently DBCA have contributed \$800,000 to the City as their 2/3 share towards the cost of the two stages.

Funding details for Stages 1 and 2 can be found in the table below;

|   |                                  | <b>16/17</b> | <b>17/18</b>       |
|---|----------------------------------|--------------|--------------------|
| <b>River Walls Stages 1 &amp; 2 (Iris Avenue to Royal Perth Flying Squadron Yacht Club)</b> | City of Nedlands                 | \$133,333    | \$266,667          |
|   | Department of Parks and Wildlife | \$266,667    | \$533,333          |
| <b>Totals</b>   |                                  | \$400,000    | \$800,00           |
|   |                                  | <b>Total</b> | <b>\$1,200,000</b> |

The City currently has \$867,858 allocated in the 2017/18 financial year budget. With the approval of DBCA, the balance of this budget will be carried forward to fund designs of future stage 3 – Pocket Beaches at Paul Hasluck Reserve and stage 4 - Nedlands Yacht Club.