



4 November 2020

Enquiries: Bevan Hitchcock – 9364 0315
Our Reference: 5933096

«Owner»
«MAILING_ADDRESS1»
«MAILING_ADDRESS2»

Dear «Salutation»

Construction of a Path along Kennedy Street, Alfred Cove

The City is proposing to construct a path along Kennedy Street, from Rome Road to North Lake Road, Alfred Cove, connecting with existing path networks on North Lake Road (see the enclosed preliminary design and FAQ sheet).

Recent community consultation shows that residents highly value footpaths and cycle-ways within the City. In response to this feedback, we are renewing our efforts to construct paths that are connected, safe, accessible and compliant while meeting State and Local Government Guidelines and Australian Standards.

The construction of this path will improve safety and access in the area and meet community aspirations for *Sustainable and Connected Transport* and *Healthy Lifestyles*, as identified in the Community Strategic Plan.

The City's path network is important for a number of reasons including:

- Pedestrians form the largest single road user group in Western Australia.
- Safety for pedestrians is a priority for the City, noting that historically around 13% of fatalities in the Perth metropolitan area relate to pedestrians on roads.
- The establishment of paths increase the safety and convenience of pedestrians and other path users and will help reduce the conflict between users and vehicles.
- Paths improve the accessibility, connectivity and amenity of the area.
- Paths foster more sustainable and healthier communities by encouraging active forms of transport and recreational pursuits.

The proposed concrete path along Kennedy Street will be constructed on the southern side of the road and will be 1.8m wide from the back of the kerb.

Constructing a path along the southern side of the road is preferred due to the following advantages:

- Better connectivity to existing and future path network
- Less impact to the verge to meet accessibility guidelines and relevant standards
- A logical point of access for people moving between the nearby park and residential properties
- Greater provision of shade and amenity from the tree canopy

The path has been approved by Council as part of the 2020-21 financial year budget and is expected to be completed before June 2021. The exact timing for construction will depend on other works in progress across the City and weather conditions.

All residents affected by the actual construction will have a letter delivered, outlining the exact schedule, two weeks before construction commences.

This path has been designed to be consistent with the City's Path Policy and Guidelines, which can be found on the City's website www.melvillecity.com.au.

Prior to progressing further with the path construction process, the City is keen to gain feedback from the local residents and the wider community so that any issues raised can be considered during the detailed design and construction phase.

If you would like to provide comment, suggest changes or require any further information regarding this matter, please phone Bevan Hitchcock, the City's Asset Maintenance Officer via Customer Service on 9364 0666 or email melinfo@melville.wa.gov.au by **Friday, 27 November 2020** including your name, address and contact number.

The City looks forward to working together with the community to achieve positive outcomes for our residents in the provision of services, facilities and assets.

Yours sincerely



Paul Handcock
Asset Management Coordinator

Cc: Cr Glynis Barber
Cr June Barton

Frequently Asked Questions

Why construct paths? (Community Plan)

Paths are identified by residents as an aspiration in the current Strategic Community Plan under the headings of:

- Sustainable and Connected Transport, and
- Healthy Lifestyles

The provision of a path network suitable for everyone including families, people with disabilities and older people, provides safety, security, amenity and health benefits. Over time everyone will have a path on their street connecting them to the rest of the City.

What will the path look like? (Standard Path Design)

All paths must meet all relevant construction and safety standards.

As well, in general, paths will be:

- Constructed in concrete. This provides good grip, is strong, has a long life and is an aid to people with vision issues.
- Constructed to a width of 1.8m. This width makes it easier for people to pass each other in wheelchairs and mobility scooters. Where required this width might be reduced to avoid obstructions.
- Constructed with a maximum fall across the path of 2.5%. This makes it easier for people in wheelchairs to use the path. Where at all possible, we will construct the path so that the fall is towards the road.
- Constructed along the kerb line to avoid potential conflict at the property line between pedestrians and vehicles.

What about my verge? (Verge Treatments)

Many people have put significant effort into their verges and we will do our best to minimise any disruption or changes.

If reticulation or artificial turf is affected then we will repair or modify as required. We will attempt to relocate significant existing vegetation outside the path area after discussion with the resident. Irrigated turf will be relocated but not maintained. We will not provide compensation for the removal of verge treatments.

What about my crossover (driveway)? (Standard Crossover Designs)

The new accessibility standards and the priority of pedestrians over vehicles means that changes to the section of the crossover adjacent to the road will be required. This is to allow for a continuous path across all residential driveways, maintaining path cross fall and material in preference to the crossover construction. The path will be constructed using our standard designs and in concrete. The City will pay for any additional works required to adjust the crossover levels up to a value of what it would cost us to do the works to a similar standard.

Construction Priorities

Current Council Policy outlines the following priorities for construction:

- Path usage (predicted).
- Vehicle numbers.
- Assessment of conflict between path users and vehicles.
- Function of path.
- Road visibility, width and condition of verges.
- Disability access and inclusion.
- Cycle route planning.
- Residential densities.
- Requirements arising from other City strategies, e.g. Public Spaces.

