

## Advice Note

Responsible Officer: Director, Technical Services  
Date of Meeting: 21 July 2020  
Meeting of the: Ordinary Meeting of Council  
Item: **T20/3859 – Beach Street Crossover Review Results**

### DETAIL

This Advice Note has been prepared in response to the reject and replace motion regarding T20/3859 Beach Street Crossover Review Results.

#### **Reject the Officer's Recommendation and Replace it with the following:**

##### **That this Officer's Recommendation**

- 1. be referred back to the Elected Members Information Session for further discussion**
- 2. be discussed at an onsite meeting prior to that EMIS with Officers, the Mayor, Deputy Mayor, Ward Councillors and other available Councillors to discuss the crossovers for retention and adjustment as well as the best footpath alignment.**
- 3. resident's be notified of the outcome of the discussions with Elected Members and invited to respond**
- 4. be brought back to the next Ordinary Council Meeting in August.**

In reference to point 1 of the reject and replace motion that seeks to refer the item back to an EMIS, which is contrary to the resolution of 19 November 2019 which was:

##### *That the Council:*

- 1 Notes the two petitions received.*
- 2 Instructs the Chief Executive Officer to proceed with construction of the path along the southern side of Beach Street ensuring that all crossovers are maintained and that the footpath is constructed either side of crossovers, so as to, where possible, not require the removal of crossovers. In the event of a substandard or unapproved crossover, the City is to discuss removal of the crossover with the property owner, **with the issue to come back to Council for a decision if the issue cannot be resolved.***
- 3 Notify the petitioners of the outcome of the Council decision.*

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**ADVICE NOTE Continued:**

The City has been able to come to an agreement with most of the residents regarding the treatment of the crossovers on Beach Street which allows the City to construct a path through their existing crossovers or in some cases, build a crossover where one does not already exist. Therefore these crossovers will not be left in situ as bitumen, sand tracks and brick paving but upgraded to the City's specification allowing a high quality path to be installed.

As per the resolution, only the crossovers where the issue could not be resolved in consultation with adjacent property owners were brought back to Council for a decision.

The alignment of the footpath is kerbside due to the following reasons:

- Best alignment to avoid sightline issues,
- Avoids trees and other landscaping features.
- Minimises impact on services
- Allows verge parking between path and property line
- Verge contours in some sections and major disruptions would make it extremely difficult to construct the path in another alignment.

Bringing the footpath back one metre from the kerb would have the following disadvantages:

- Crossovers may still need adjustment to achieve required crossfalls.
- The landscaping in a one metre section of verge is difficult to maintain and leaves a low value area of verge that may impact on future amenity.
- The location of the path would make it difficult for residents to park on their verge.
- Verge Trees and landscaping would need to be moved/removed.
- This path alignment would be over the City's Stormwater pipe alignment between Harris Street and Point Walter Road. Creating major challenges for future access/repairs.

Constructing the footpath near the property line would have the following disadvantages:

- Possible sight distance issues for vehicles exiting to see pedestrians on the path
- Crossovers would still need adjustment to achieve the required crossfalls required. It would be impossible to construct the path at some locations without moving closer to the kerb.
- Verge trees and landscaping would need to be moved/removed.
- This path alignment would be over the City's Stormwater pipe alignment and the Water Corporation sewer line between Point Walter Road and Blackwall Reach Parade, which would make access more difficult in the future.

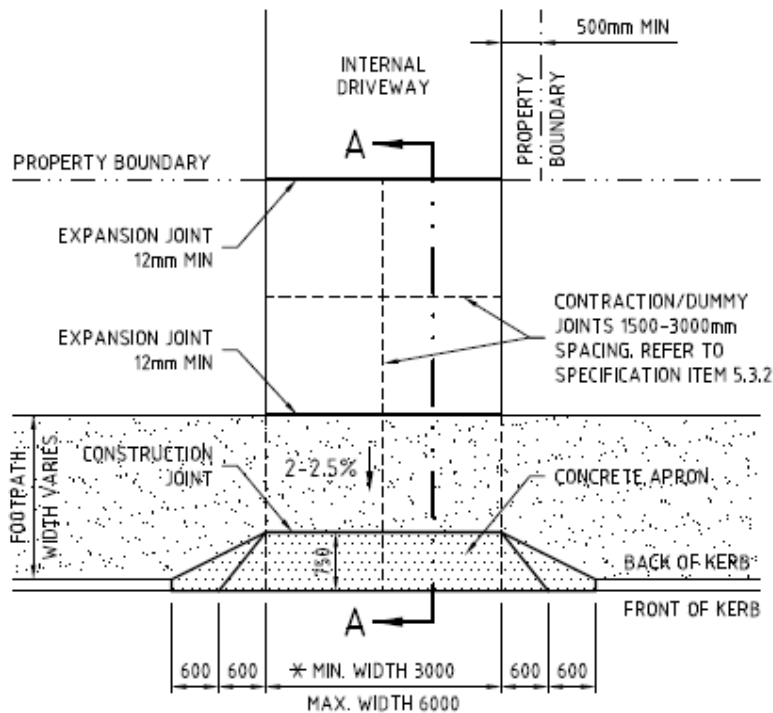
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**ADVICE NOTE Continued:**



**Photo 1 - Example showing landscaping and tree issues if alignment was not on kerb.**

The City's current specification and guidelines for crossovers is designed to maximise the flat area of the path through the crossover, thereby minimising the apron width. The angle of the apron extends 750mm, leaving a 1.2 metre wide flat section of the path which is consistent with the City's guidelines and provides sufficient width to enable safe and accessible use of the path.



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## **ADVICE NOTE Continued**

The Beach Street path has involved the preparation of detailed designs for each individual crossover. This is the first time that the City has been required to undertake this level of investigation for a path in order to comply with Council's resolution of 19 November 2019 and has added considerable additional cost and officer time during the path planning phase (9 months to date whereas usually it would take 1 month for consultation and 1 month for construction)

The Officers recommendation is based on the highly technical and detailed design information gathered during the extended path planning phase, including a risk assessment identifying potential future liabilities associated with alternate options

The EMB dated 17 July 2020 provided further information regarding the implications of alternate options and requirement for further modifications should a number of crossovers recommended for cutting through be retained.

The residents in Beach Street have been provided with many opportunities to provide input into the path planning process and most have met with officers to discuss the recommended solution (Officers recommendation) and alternate options (retaining crossovers and adjusting path and wings of crossover) to achieve a safe and accessible path.

The majority of residents have accepted the current design and any further changes would require a restart to the consultation process and renegotiation of agreed outcomes. This would add significant cost to the project, particularly given that about \$30,000 has been already been spent on design and consultation.

The verge is public property and should be available for community use and enjoyment. Any structures constructed on the verge by residents is done so on the understanding that the City will require access and may undertake modifications to install community infrastructure (paths, road resurfacing, drainage upgrades) as well as access and disturbance associated with utilities (power, water, sewerage, telecommunications etc.)

Further delays in the Beach Street path project implementation and opposition from a relatively small number of residents may put the project at risk of not being implemented and therefore the wider community in the Bicton area will be denied a safe, off-road access to the foreshore area.