

Advice Note – Supplementary Information

Responsible Officer:	<u>Director Technical Services</u>
Date of Meeting:	<u>17 September 2019</u>
Meeting of the:	<u>Ordinary Meeting of Council</u>
Item:	<u>Petition – Beach Street Footpath</u>

DETAIL

An Advice Note was circulated on 13/9/2019. Unfortunately part of the information was cut off when putting together the transmittal. This is an updated and expanded version of the original Advice Note and includes additional information relevant to the planned works. This Advice Note replaces the previous incomplete Advice Note send on 13/09/2019

The construction of a path on Beach Street between Blackwall Reach Parade and Harris Street in Bicton was approved in the 2019/2020 financial year budget.

Background

There is wide community support for the construction of paths in the City as evidence by the Strategic Community Plan for the City of Melville: People, Places, Participation 2016-2026. This included paths in the community aspirations for Sustainable and Connected Transport and Healthy Lifestyles. The Strategic Community Plan was produced as a result of a wide ranging community consultation process that included Bicton.

Paths are important because they:

- Increase the safety and convenience of pedestrians and other path users and reduce the conflict between users and vehicles
- Improve accessibility, connectivity and amenity in the area.

The City currently allocates around \$690,000 per annum for the construction of new paths in the City. This allows the construction of around 10 paths in various locations across the City. Paths are allocated according to criteria based around safety, accessibility and amenity but under the overall guidance of the Community and Corporate Plans.

Ultimately the City intends to construct paths down almost every road in the City, however it will be many years before this can be achieved.

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History

There have been a number of attempts over the years to construct a path down Beach Street to the foreshore in Bicton. This is because Beach Street provides a natural catchment for people in Bicton who wish to access the foreshore. The path was first listed for construction in the 2001/02 financial year but was not constructed due to local resident feedback. Since then, the need for the path has been regularly reviewed and the current project is a result of the latest review.

Beach Street was listed on the 2018/19 capital works program for road resurfacing. On a review of the program, it was noted that the footpath works were listed in the 2019/20 forward works program. To minimise disruption to residents and make more efficient use of resources, the road resurfacing works were delayed to 2019/20 to enable the planned works to be combined.

Within the Bicton area, none of the streets accessing the foreshore and existing path on Blackwall Reach Parade from Point Walter Road and outlying areas have paths for pedestrians to safely access the foreshore path. The path is expected to be used by pedestrians from the wider Bicton area. Pedestrians currently have to walk along the road or on the verge. Beach Street has a path east of Harris Street. This project will continue the existing path from Harris Street to Blackwall Reach Parade.

The other roads that access Blackwall Reach Road from Point Walter Road (i.e. Kent Street, Crewe Street, Braunton Street) have steeper grades and do not meet accessibility requirements for paths, therefore Beach Street is the only and most viable path connection option.

Path Details

The proposed path will be built in concrete and will be 1.8 metres wide from the back of kerb. The path will be built on the southern side of Beach Street. The path will be built as far as possible to meet Council policy and the City's Guidelines and Specifications. The City's Guidelines and Specifications are in line with Australian Standards and Department of Transport Guidelines as well as best practice guidelines produced by WALGA.

A path along the southern side provides the following advantages:

- Better connectivity to existing and future path construction
- A logical point of access for people heading from/to the river
- More shade from the tree canopy
- Less impact to the verge to meet accessibility guidelines and avoid existing light poles

Consultation

Prior to the official public consultation the City received a number of letters regarding the planned path construction on Beach Street.

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ADVICE NOTE Continued.:

While officers were able to confirm that a budget had been approved for the path, the City was unable to provide details such as what side of the road and how crossovers would be affected as the concept design had not been completed.

As part of the City's standard public consultation process, a letter outlining the project including FAQs and a concept plan was sent out to 49 properties (resident and owner) adjacent to the path on the north and south side of the road on the 19 July 2019. Responses were received from 12 people, with 7 of whom were broadly supportive of the works and 5 against. City officers also met with residents on two occasions to discuss their comments and issues. One of these meetings with community on request was generally against the path and the other supported it.

A multi-signature letter was received in August 2019 in response to correspondence and the concept plan sent out by the City. The petition received on the 31 August 2019 (which was from the same group as the multi-signature letter) was signed by 9 people who represent 6 properties of the 49 letters mailed out.

The purpose of providing a concept plan was to identify any issues that may have been missed by the City and to address these as part of the decision making and detailed design process, particularly in regard to the precise location of the path.

The following areas were raised in community comments and officers reviewed these comments and responded to these issues through an internal project group:

- Accessibility
- Amenity
- Crossover disruption
- Environmental
- Lighting
- Parking
- Safety
- Stormwater runoff

Accessibility – Due to the topography of the area, it is not always possible to construct a path that complies fully with the recommended grades for accessibility. Where this occurs, the City builds a path that meets the needs of as many users as practical. Out of the four roads from Point Walter Road to Black Wall Reach Parade, Beach Street has the shallowest gradient and therefore is the best option.

Amenity – The visual amenity needs to be balanced with the need to create a safe connection to the foreshore for pedestrians.

Crossover disruption – Residents were concerned regarding the disruption to their existing crossovers, particularly if they were constructed of materials other than concrete. The City's Crossover standard drawings, which are available on the website, and are referred to in all crossover approvals note that the City may need to replace a crossover (as part of future works). The current best practice guidelines state that the path will continue through crossovers in order to maintain cross fall and material in preference to the crossover construction.

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ADVICE NOTE Continued.:

Crossovers are defined to be 'Road-Related Areas' under the Road Traffic Code 2000. Pedestrians and cyclists in these areas have priority over vehicles. For this reason, pedestrian infrastructure should be provided in a continuous manner across all residential driveways, maintaining path cross fall and material. Where crossovers need to be adjusted to meet standard cross falls, the City will endeavour to match the existing material; however the path going through the crossover will be constructed in concrete to maintain accessibility requirements. The detailed design process identifies any possible crossover changes needed and these are factored into the construction phase. Recent new path projects undertaken by the City on Gunbower Road in Mount Pleasant and Fraser Road in Applecross have been successfully installed.

Environmental – The City acknowledges that there will be an increase in concrete as a result of the newly constructed sections of path, however this is balanced by the increase in safety and improved accessibility associated construction in accordance with path standards. The City is able to provide verge trees free of charge to residents to increase shade and improve amenity in the streetscape.

Lighting – It was noted that the lighting on the north side was better, however it should be noted that the light levels on the south side are adequate and within accepted standards.

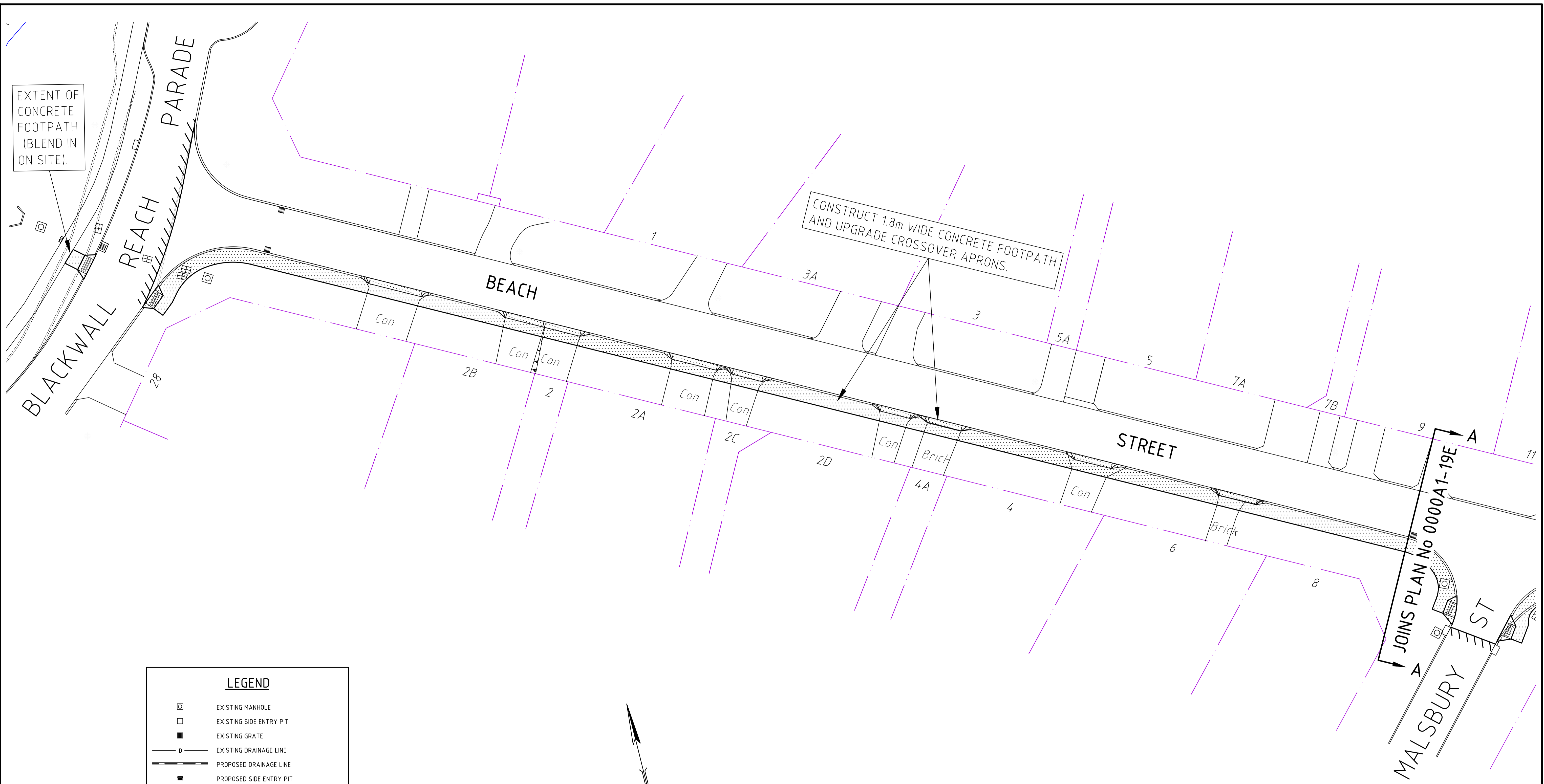
Parking – verge parking will no longer be possible on some parts of the verge due to the path construction, however street parking is still available as is common across the City and street parking helps to reduce traffic speeds. The City will monitor the situation.

Safety – There was a request to install traffic calming on the road rather than a path. Even with the installation of traffic calming, a separate path is the safest option for our most vulnerable road user being the pedestrians (including parents with prams, wheelchairs and other forms of mobility support).

Stormwater runoff – There was concern that a concrete path would increase the amount of run off into properties. To counter this, the current standard requires a cross fall towards the road.

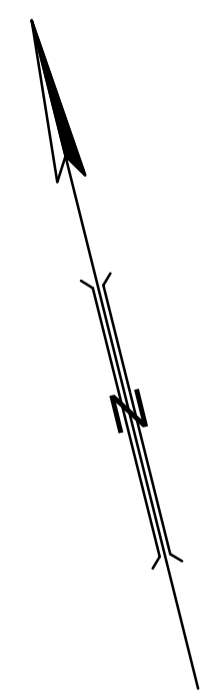
The comments received by residents were reviewed and it was noted that none of the responses justified a major change to the concept design and that the southern side of Beach Street is still the best location for the path. The detailed design stage of the project has now commenced with construction planned this financial year. The detailed design will include an examination of every crossover affected by the path and will show the works required to tie in to the existing crossover.

Many people have put significant effort into their verges and the City will do its best to minimise any disruption or changes. If reticulation is affected then it will be repaired or modified as required by the City. The City will also attempt to relocate significant existing vegetation outside the path area after discussion with the relevant resident where possible.



LEGEND

	EXISTING MANHOLE
	EXISTING SIDE ENTRY PIT
	EXISTING GRATE
	EXISTING DRAINAGE LINE
	PROPOSED DRAINAGE LINE
	PROPOSED SIDE ENTRY PIT
	PROPOSED MANHOLE
	PROPOSED COMBINATION PIT
	HYDRANT
	PROPOSED SEMI MOUNTABLE KERB
	PROPOSED BARRIER KERB
	EXTENT OF WORKS
	PRAM RAMP
	CONCRETE FOOTPATH & CROSSOVER
	ASPHALT BLACK 25mm
	REMOVE EXISTING PAVEMENT



SCALE
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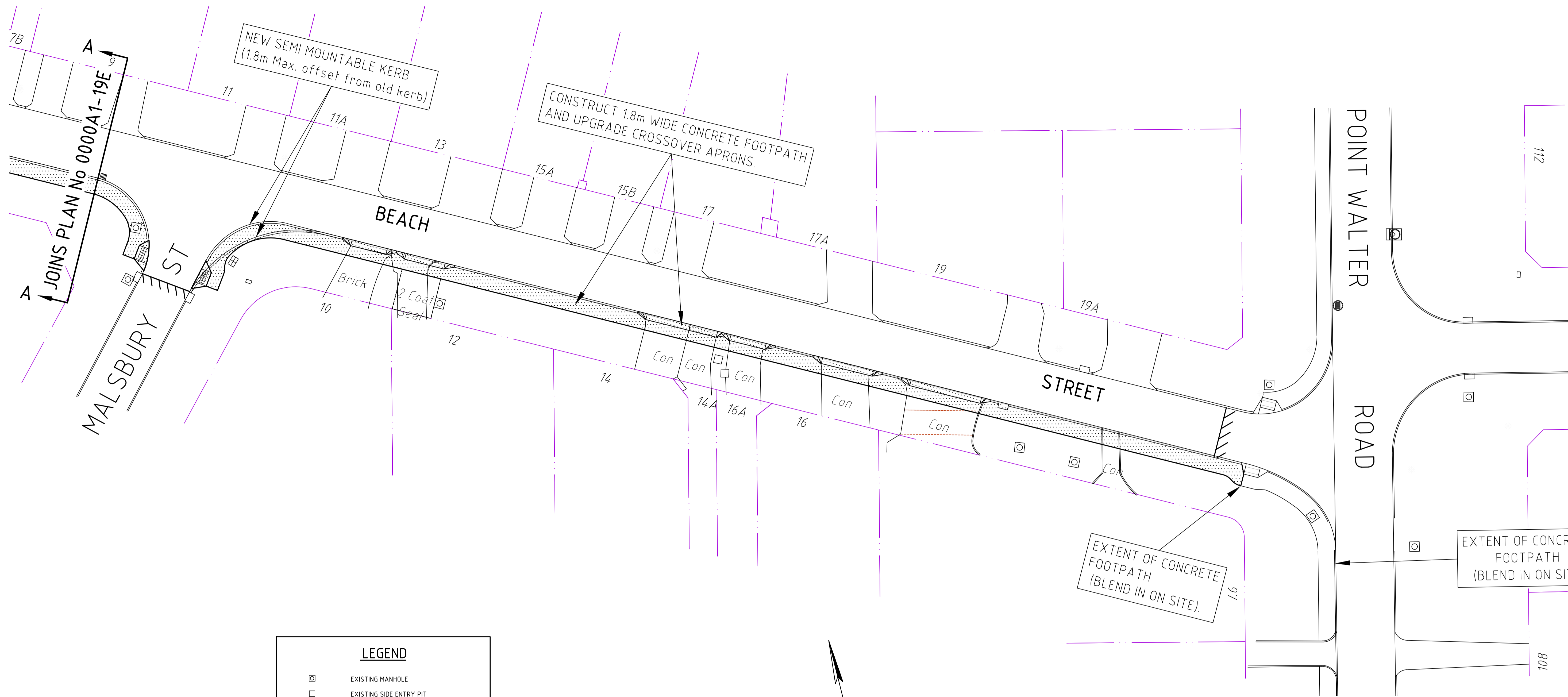
METRES

SURVEYED
TOPOGRAPHICAL
DESIGNED
G HEGDE MAY 2019
DRAWN
D RYAN MAY 2019
CHECKED

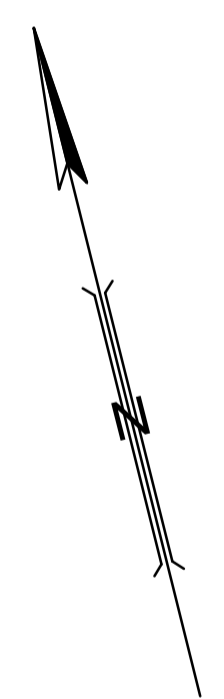
ADOPTED BY COUNCIL
C19/
APPROVED

BEACH STREET
BLACKWALL REACH PDE TO PT WALTER RD
BICTON
ROAD RESURFACING 2018/2019

CAD FILE
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DRAWING STATUS
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SHEET
1 of 3
PLAN No.
0000A1-19E
AMENDMENT
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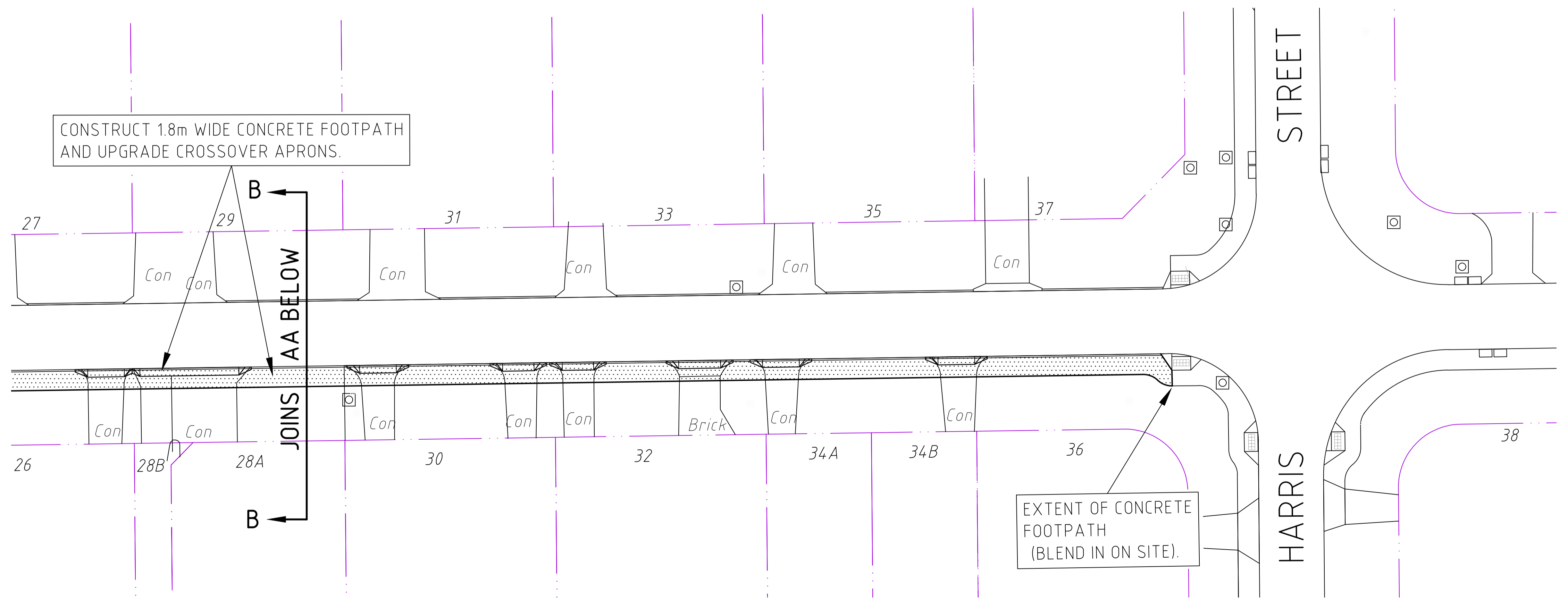
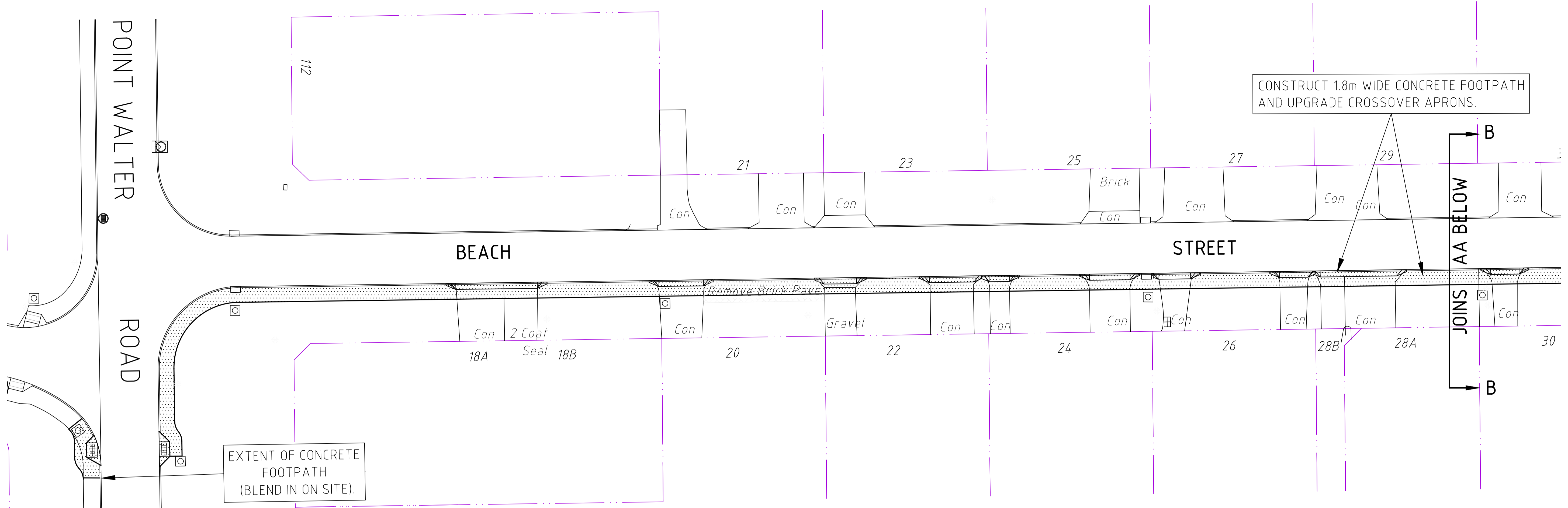
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PLAN No.
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AMENDMENT
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