

## 12.9 Archer/Mint Streetscape Improvement Plan

<b>Location</b>	Carlisle East Victoria Park
<b>Reporting officer</b>	Caden McCarthy
<b>Responsible officer</b>	David Doy
<b>Voting requirement</b>	Simple majority
<b>Attachments</b>	<ol style="list-style-type: none"><li>1. Archer Street and Mint Street - Streetscape Improvement Plan and Report [12.9.1 - 60 pages]</li><li>2. Archer Street and Mint Street - Streetscape Improvement Plan: Response to Public Submissions [12.9.2 - 13 pages]</li><li>3. Archer Street and Mint Street - Streetscape improvement Plan: Public Comment Survey Snapshot [12.9.3 - 4 pages]</li><li>4. Archer Street and Mint Street - Streetscape improvement Plan: Preliminary Community Engagement Snapshot [12.9.4 - 5 pages]</li><li>5. CONFIDENTIAL REDACTED - Archer Street and Mint Street - Streetscape improvement Plan: Cost Estimate Summary [12.9.5 - 1 page]</li><li>6. Archer Street and Mint Street - Streetscape Improvement Plan: Final Design in High Resolution [12.9.6 - 8 pages]</li></ol>

### Recommendation

That Council approves the Archer Street and Mint Street - Streetscape Improvement Plan to proceed to Detailed Design

### Purpose

To present the Archer Street and Mint Street – Streetscape Improvement Plan (the Plan), contained in Attachment 1, for Council approval.

### In brief

- A Streetscape Improvement Plan has been developed for Archer Street and Mint Street between Orrong Road and Albany Highway (see Attachment 1 and Attachment 6).
- The Plan was prepared following a robust consultation program. With Council endorsement, the Streetscape Improvement Plan was publicly advertised for 21 days.
- The Plan includes a concept design of the streetscape as well as a staging plan for implementation.
- The Town is seeking Council's final approval of the Plan.
- Should Council approve the Plan, the Town will proceed to the detailed design phase for stage one which is the section of Archer Street between Raleigh Street and Mars Street in Carlisle, known as the Carlisle Town Centre. This is consistent with the Council's resolution from the 16 June 2020 OCM.

### Background

1. Archer Street and Mint Street connects Orrong Road to Albany Highway. Shepperton Road and the Armadale/Thornlie train line also intersect these streets.

2. The street is a key route, connecting people to the Carlisle Town Centre, Carlisle Station, East Victoria Park Primary School and the East Victoria Park Town Centre.
3. The Town appointed a multi-disciplinary team including GTA Consultants, Place Laboratory, Roberts Day and Cossill & Webley Consulting to prepare a concept design and staging plan based on site analysis, community engagement and best practice transport planning and urban design. The design process included;
  - (a) Literature review and site analysis culminating in an outline of opportunities and constraints;
  - (b) Existing street and car parking assessment;
  - (c) Online businesses and residents survey through Your Thoughts;
  - (d) Pop-up morning engagement to survey locals using the street;
4. This work culminated in a draft plan which was endorsed by Council to proceed to public advertising at the 16 June Ordinary Council Meeting. The public advertising period was conducted over a three-week period in June and July 2020.
5. The Town received 75 submissions during the public comment period. 72 submissions either supported the proposal or supported the proposal with some concerns. There were three submissions that opposed the proposal. Details of the public comments are provided in Attachment 2.
6. The final Plan has been developed and is contained in Attachment 1 and Attachment 6. The plan has considered all aspects of the public land on the street including the road, footpath, verge and street trees and the Town is recommending that it be approved.

## Strategic alignment

Civic Leadership	
Strategic outcome	Intended public value outcome or impact
CL02 - A community that is authentically engaged and informed in a timely manner.	This project reflects best practice community engagement with a rigorous engagement process and public comment period.
CL03 - Well thought out and managed projects that are delivered successfully.	This multidisciplinary project was designed and delivered to a high standard reflecting best-practice in project management.

Economic	
Strategic outcome	Intended public value outcome or impact
EC02 - A clean, safe and accessible place to visit.	With a focus on safety and accessibility for people of all ages and abilities, this design will lead to the development of a high quality Town Centre in Carlisle and East Victoria Park.

Environment	
Strategic outcome	Intended public value outcome or impact
EN02 - A safe, interconnected and well maintained transport network that makes it easy for everyone to get around.	This project is important to improving the safety, accessibility and interconnectedness of the local transport network.
EN03 - A place with sustainable, safe and convenient transport options for everyone.	Implementation of this design will lead to a more balanced transport network that promotes

	accessibility for all modes of transport and is key to creating a sustainable, balanced and integrated transport network.
EN07 - Increased vegetation and tree canopy.	The design includes an opportunity to substantially increase our urban tree canopy along Archer and Mint Street in line with the Town's Urban Forest Strategy and Public Open Space Strategy.

Social	
Strategic outcome	Intended public value outcome or impact
S01 - A healthy community.	The implementation of the Plan will lead to an increase in active modes of transportation which is key to community health and wellbeing.

## Engagement

### Internal engagement

Street Improvement	Project support. The Street Improvement Team have provided technical advice and support throughout the project to inform the design. Some small sections of the plan are subject to further analysis conducted in the detailed design phase.
Place Planning	Project team lead. Senior Place Leader – Urban Forest reaffirmed that opportunities to increase tree canopy coverage and a better environment for existing ficus trees is encouraged.
Parking	Project input. Supports the design but notes further investigation in the detailed design phase is required to understand if loading zones are impacted.

### External engagement

Stakeholders	Local Community
Period of engagement	Consultation: February 2020 – March 2020 (2 weeks) Public Comment: June 2020 – March 2020 (3 weeks)
Level of engagement	3. Involve
Methods of engagement	<b>Initial Consultation</b> Community Survey (via Your Thoughts) Pop-up engagement at 47 Archer St (Thursday morning pop-up to reach regular users of the street and customers of local businesses – 3 hours). One on one interviews between Town Staff and 10 local businesses on Archer Street.

	<b>Public Comment</b> Public submission form (via Your Thoughts). One on one interviews between Town Staff and local businesses on Archer and Mint Street.
Advertising	Your Thoughts Social Media A3 Posters – Town facilities Post cards delivered to nearby residents and business owners
Submission summary	<p>The Town received 116 completed surveys via Your Thoughts during the consultation period.</p> <p>The Town received 75 submissions during the Public Comment period.  49 – Support the proposal  23 – Support the proposal with some concerns  3 – Oppose the proposal  A detailed outline of the submissions is contained in Attachment 2.</p>
Key findings	<p>The key findings of the consultation period directly influenced the final design as outlined in the final report contained in Attachment 1. Further details of the consultation period are provided in Attachment 4.</p> <p>The public comment period determined a majority of the community members support the proposal. Some of the comments highlight important considerations that will need to be considered carefully in the detailed design phase of the project. Details of the public comment submissions are contained in Attachment 2 and 3.</p>

Other engagement		
Public Authority	Transport	The Public Transport Authority (PTA) required specific lane widths to be upheld to facilitate bus movements along the street. PTA have also provided advice on potential bus stop relocations.
METRONET		The design should be flexible around the rail corridor to facilitate the removal of the level crossing.

## Legal compliance

Not applicable.

## Risk management consideration

Risk category	Impact	Risk description	event	Consequence rating	Likelihood rating	Overall risk level score	Council's risk appetite	Risk option rationale actions	treatment and for
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Financial	Not endorsing the plan will result in delays to the detailed design process and may result in the project being carried forward to the 2021/22 financial year.	Minor	Possible	Medium	Low	ADAPT the project schedule for the detailed design process to consider potential delays.
Environmental	Nil	Nil	Nil	Nil	Medium	N/A
Health and safety	Nil	Nil	Nil	Nil	Low	N/A
Infrastructure/ ICT systems/ utilities	The design may result in a construction process that causes unexpected operational issues to Town assets.	Minor	Unlikely	Low	Medium	ENSURE project planning minimises the impact on businesses and that there is proactive and targeted communications program.
Legislative compliance	Nil	Nil	Nil	Nil	Low	N/A
Reputation	The Town does not implement the plan (for various reasons)	Moderate	Unlikely	Medium	Low	Continue to deliver best practice communication and consultation throughout detailed design and construction.
Service delivery	Nil	Nil	Nil	Nil	Medium	Nil

## Financial implications

<b>Current impact</b>	<b>budget</b>	Sufficient funds exist within the annual budget to address this recommendation.
<b>Future impact</b>	<b>budget</b>	The existing budget has allocated \$80,000 to proceed to the first stage of detailed design. Should Council approve the plan then funds will be sought to progress with the detailed design for the other three stages of the plan in the future.

Funding will also be planned for future years to enable construction in a staged approach over several financial years consistent with the limitations and considerations in the Long-Term Financial Plan. Funding for this project is likely to be a mix of external funding and from the Town's finances.

The estimated cost for full construction of the project (all stages) is approximately \$5 million. A detailed cost estimate is provided in Attachment 5.

## Analysis

7. The Plan relates to the full length of Mint and Archer Street between Orrong Road and Albany Highway. The plan has considered all public aspects of the street including the road, footpath, verge, side streets and street trees.
8. The design process has included rigorous site analysis and community engagement. The amount and method of community engagement undertaken is outlined in the engagement section of this report and in Attachment 2. The engagement included a community survey with 116 responses, a pop-up engagement on Archer Street and one on one interviews with Town Officers and several businesses on Archer Street.
9. The community engagement refined the vision and objectives for the project, building on the strategic outcomes outlined in the Town's Strategic Community Plan. A snapshot of the results of this engagement have been provided in Attachment 2.
10. GTA Consultants were appointed by the Town to lead the design process with support from Roberts Day, Place Laboratory and Cossill & Webley Consulting.
11. After a rigorous design process, the Town advertised the Draft concept design to the community for public comment with permission granted by Council at the 16 June Ordinary Council Meeting. The design was advertised for a period of three weeks and the Town received 75 submissions.
12. Advertising of the Draft design was undertaken through the following methods:
  - (a) Your Thoughts web page location with an online submission form.
  - (b) The Town's social media channels.
  - (c) Letter box drop to residents and businesses.
  - (d) One on one interviews with businesses on Archer Street.
13. Of the 75 submissions received during the public comment period, the majority of submissions were supportive of the design. A summary of the public comment submissions received is provided below.

Position in relation to the proposal	Submissions received
Support the proposal	49
Support the proposal but have some concerns	23
Oppose the proposal	3

14. The public comment period revealed several suggestions for alterations to various aspects of the plan that would be most appropriately investigated in the detailed design phase. These suggestions included, alterations to the bike lane configuration around bus stops and mature trees as well as street furniture and lighting specifications.
15. While the Plan has not been changed following the public comment period, several submissions raised questions, opportunities or constraints that will be a focus during the detailed design phase of the project. A table of the public submissions is provided in Attachment 2.
16. The final Plan and supporting report is contained in Attachment 1.
17. In order to further optimise the project outcome, Place Planning and Street Improvement worked with Western Power to finalise the street lighting improvement design for a section of Archer St. This culminated in the agreement by Western Power to supply and install new street lights selected from their decorative range at a significantly reduced price, and the installation of this lighting will be timed to align with the State Underground Power Project 6 (SUPP6) for Carlisle North.
18. It is recommended that Council approve the Streetscape Improvement Plan. Should Council approve the plan, Town staff will proceed to the detailed design phase for stage one (Archer Street between Raleigh and Mars) in accordance with the June 2020 OCM resolution.

## **Relevant documents**

Not applicable.

## **Further considerations**

*Following the Agenda Briefing Forum held on 1 September 2020 the following additional information is provided.*

1. Attachment 6 to the report for the Agenda Briefing Forum titled "Archer Street and Mint Street - Streetscape Improvement Plan: Final Design in High Resolution" was an outdated version of the design that unintentionally indicated the entrances to Edmiston Lane and Rouse Lane from Mint Street were blocked. This was rectified in the final concept design in the report. The appropriate high resolution design has now been attached which demonstrates the entrance to the laneways will be open and accessible to vehicles.