



20.3 Infrastructure Services Information Only Report

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REPORT

The following report aims to update Council on progress thus far on the Waikerie CBD Revitalisation Project.

Francis Street Plaza

The finalisation of detailed designs for the Francis Street Plaza is quite a challenge however this is due to trying to achieve the best outcome for all adjacent businesses and the community so whilst the process is taking some time it is important to work towards achieving an optimal outcome for all.

As Elected Members will be aware the issue of retaining car parking in this precinct was raised during the community consultation process last year and was recognised by the Waikerie CBD Revitalisation Working Group at its meeting held in November 2016 when it recommended that an extra note be included in the concept plans to indicate that one way movement of traffic is proposed for the plaza and that car parking will remain, albeit re-organised in this locality. Council at its November meeting endorsed the recommendation.

As a result several options with regard to car parking have been considered by Council staff. However feedback from businesses, in particular Foodland, has informed us that the preference is for car parking to remain in the current location adjacent the Foodland store given the proximity to their front door and that they are generally used by our elder and less mobile residents. As a result we are looking to essentially maintain the car parks adjacent Foodland in their current location however the total number may reduce.

Council staff are still investigating appropriate locations in the CBD precinct to locate additional disabled car parks. The main issue being encountered is meeting standards for disabled car parks with the slope of McCoy Street being a major issue. The disabled car park in the Francis Street Plaza will remain and feedback from Foodland indicates they do not see a need for a second disabled car park in the Francis Street Plaza.

Discussions with Foodland have also raised a couple of other opportunities that are currently being explored. The first is facilitating access to the Foodland store from Francis Street. Councils engineering and urban design consultants are looking at how this could be achieved however it



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does raise some design challenges as the finished floor level of the store is lower than the footpath height. The slope of the site already creates design issues and reducing the footpath level creates a bigger challenge. Be that as it may we are exploring this option for Foodland to see if a feasible design solution can be found.

Another major issue for Foodland is their loading bay. The Foodland site is land locked so it has to unload deliveries in Francis Street and use a forklift to bring pallets into their store. This situation is not ideal and does have some risk associated with it due to traffic movement in Francis Street. At present trucks either enter Francis Street from McCoy Street, park on the left hand side of Francis Street and goods are unloaded across the street or a truck will enter Francis Street from Pflaum Terrace and unload goods but the truck then needs to back out of Francis Street. Neither of these situations is ideal however risks are managed as best as possible.

To try to address this issue we are currently investigating the feasibility to make Francis Street one way for its entire length. By extending the one way section we may be able to create a dedicated loading bay for Foodland on the right hand side of the road adjacent the Hotel car park. This would be much safer for unloading pallets but would require the removal of at least two car parks adjacent the Hotel car park. By extending the one way section this does create several other issues that would need to be addressed, they include:

- Truck access into Francis Street from McCoy Street
Some trucks that service Foodland are able to negotiate the McCoy Street/Francis Street intersection however the larger trucks need to do more maneuvering to get through. If Francis Street was one way for its entire length the intersection will need to be widened to enable the larger trucks to negotiate the intersection in one movement. In addition any works at the intersection of McCoy Street with the roundabout will also need to cater for the larger truck movement. It is not feasible to have trucks entering Francis Street from the south as the turning circle would eliminate the car parking area adjacent Foodland.
- Access and Egress from Hotel Car Park
The creation of a loading bay will restrict access to one of the driveways into and out of the Hotel car park however there are two other driveway entrances to the car park from Francis Street. The Hotel have raised no objection to a potential loading zone that will restrict access to the car park from the driveway immediately adjacent to the rear of Foodland. The Hotel are also prepared to consider the entire car parking configuration to see if this can be improved. The ownership of the entire car parking area bounded by Francis Street and Pflaum Terrace is split between Council and the Hotel. Whilst there is no need to amend the ownership there may be benefit in looking at the car park as a single entity and determining if it can be rearranged to create improved vehicular access and egress and to increase the number of car parks available. It should also be noted that the Hotel have not raised any objection to making Francis Street one way for its entire length.
- Access and Egress for McKays Auto
The other business that will be affected by a change in traffic movement is McKays Auto. Discussions with McKays indicate that having Francis Street one way for the entire length



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will adversely affect their business with regard to access and egress to their business. However, McKays have suggested that if they were able to obtain secure tenure of the car park behind their business this issue could be ameliorated as this will provide them with an alternative access and egress location away from Francis Street.

As evidenced above, there are still several matters that need to be resolved with regard to the final design for Francis Street. By investigating some of these matters the scope of the project may potentially change as we seek solutions. The revitalisation of this section of the CBD may require some changes to the original scope as detailed above which will require further Council resolutions however if some of the above cant be resolved then an alternative may be to reduce the scope of this particular element of the project. However at this stage that is not preferred as the Francis Street Plaza is the centre piece of the overall CBD revitalisation project.

Peake Terrace

One of the main considerations prior to finalising detailed designs for Peake Terrace is to determine the requirements for undergrounding powerlines in the event that Council is successful, and commits to, obtaining PLEC funding. Council staff are continuing to liaise with representative from ESCOSA who is responsible for technical management of PLEC applications to ensure requirements can be met. It is expected that a report will be presented to the November Council meeting seeking a commitment from Council to proceed with a PLEC application for Peake Terrace.

Ian Oliver Drive

Consultation with adjoining businesses will commence as soon as possible. It is also noted that consultation is required with regard to the complimentary project to improve the footpath adjacent to Nippy's which will occur at the same time.

As previously reported to Council in July 2017 the Waikerie CBD Revitalisation Project has many elements and covers several streets and requires detailed planning and design prior to commencing works. This project will take up significant Council staff resources over the next 18 months. Unfortunately we have not progressed the project as quickly as we would have preferred at this stage however it is imperative we ensure our plans and designs are correct to reduce the time taken to implement/construct the plans.