

TENDER 022/16 CIVIL WORKS FOR OCEANSIDE PROMENADE, MULLALOO FROM WEST VIEW BOULEVARD TO OCEAN REEF ROAD

SUMMARY OF TENDER SUBMISSIONS

Tenderer & Description of Response	Is it Compliant? Yes or No	Comment Against Criteria				Evaluation Score	Price	Rank
		Capacity	Demonstrated experience in completing similar projects	Demonstrated understanding of the required tasks	Social and economic effects on the local community			
Ertech Pty Ltd All requirements have been met.	Yes	<p>It has been in operation since 1981 in mining, oil and gas, government, utilities infrastructure and land development sectors and has 480 employees. The company organisation chart and management structure for this project was provided and supported by the resumes of its five key personnel. A list of plant and equipment to be used for this contract with back up sources was supplied. After hours contact would be managed by the Project Manager. All additional resources and personnel would be sourced in-house.</p> <p>A copy of its health and safety policy, safety management plan for this project and safety record for last two years were supplied. The company holds accreditation for AS/NZS 4801:2001 (Occupational Health and Safety Management System), AS/NZS ISO 9001:2008 (Quality Management System) and ISO 14001:2004 (Environmental Management System).</p>	<p>Ertech Pty Ltd demonstrated considerable experience completing similar projects. Five examples were provided supporting its experience and these included Catalina Marmion Avenue intersection civil works completed in 2013 for Tamala Park Regional Council, Beeliar Drive improvement works completed in 2013 for Perron Investments, Connolly Drive duplication (2009), Whitfords Avenue carriageway duplication (2016) and Ocean Reef Road carriageway duplication (ongoing) for the City of Joondalup and Mirrabooka Regional Centre improvement works for the City of Stirling (ongoing).</p>	<p>Ertech Pty Ltd demonstrated a thorough understanding of the project requirements. A detailed five staged construction methodology specific to the project was supplied addressing plan overview, plant resourcing, construction sequencing, staging diagrams, site access and traffic management. A pictorial representation highlighting work and traffic areas was provided. A well documented preliminary construction program was also included.</p>	<p>Its head office is located in Wangara.</p> <p>The company will use local material/service providers where possible.</p>	71.7%	\$865,453	1

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		Capacity	Demonstrated experience in completing similar projects	Demonstrated understanding of the required tasks	Social and economic effects on the local community			
TRACC Civil Pty Ltd All requirements have been met.	Yes	<p>TRACC Civil was established in 2010 and has more than 100 staff. The organisational chart of the company was provided and supported by role, qualifications and experience of seven key personnel. A list of specialised equipment was supplied. The company stated that after hours contact will be provided on award of the contract and it has access to additional equipment, if needed.</p> <p>The company operates on ISO AS/NZS 4801:2001 (Occupational Health and Safety Management Systems), AS/NZS ISO 9001:2008 (Quality Management System) and ISO 14001:2008 (Environmental Management Systems). Copies of its occupational health and safety policy and safety records were supplied.</p>	<p>The company demonstrated considerable experience completing similar projects. Thirteen project examples with images were submitted by the company to demonstrate its experience and these included Beeliar Drive duplication for the City of Cockburn, Lord Street redevelopment works for Dockwest Pty Ltd, Mundijong Road extension for the City of Rockingham and Gillmore Avenue dual carriageway construction for the City of Kwinana.</p>	<p>TRACC Civil demonstrated an understanding of the project requirements. Its methodology included planning, procurement, mobilisation and construction phases. A provisional project program was supplied.</p>	<p>The company is based in Bibra Lake.</p> <p>The company will use local material/service suppliers.</p>	60%	\$1,056,817	2

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		Capacity	Demonstrated experience in completing similar projects	Demonstrated understanding of the required tasks	Social and economic effects on the local community			
<p>The Trustee for the Dowsing Family Trust t/as Dowsing Group All requirements have been met.</p>	Yes	<p>Dowsing Group has been in operation since 1985. The company is located in Welshpool with more than 60 staff. The organisational chart of the company was provided and supported by the qualifications and experience of ten key personnel. A list of specialised equipment was supplied. After hours contact and the ability to provide additional resources and personnel were addressed. Copies of its health and safety management plan and safety records were supplied.</p>	<p>Dowsing Group demonstrated experience completing road construction and concrete works projects. Numerous project examples were submitted and these included civil works for Oceanside Promenade for the City of Joondalup (ongoing), Forrest Square car station civil works (2016) for the City of Subiaco, Hillview Terrace intersection upgrade (2015) and Lathlain Place Street revitalisation project (2014) for the Town of Victoria Park.</p>	<p>Dowsing Group demonstrated an understanding of the project requirements. The submitted construction methodology addressed project overview, mobilisation, demolition, earthworks, retaining wall and fence installation, road construction, drainage modification and footpath installation. A provisional project program was supplied.</p>	<p>The company is located in Welshpool.</p> <p>The company will use local material/service suppliers.</p>	58.5%	\$1,066,785	NA

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Tenderer & Description of Response	Is it Compliant? Yes or No	Comment Against Criteria				Evaluation Score	Price	Rank
		Capacity	Demonstrated experience in completing similar projects	Demonstrated understanding of the required tasks	Social and economic effects on the local community			
Jaxon Civil Pty Ltd All requirements have been met.	Yes	<p>Jaxon Civil is a part of Jaxon Group and has been in operation for more than 50 years and has over 100 staff. The Group structure and the management structure for this project were provided with the qualifications and employment history of four key personnel. The company has the ability to provide additional personnel and resources and the Project Manager and Site Supervisor are designated as after hours contacts.</p> <p>The company operates on ISO AS/NZS 4801:2001 (Occupational Health and Safety Management Systems), AS/NZS ISO 9001:2008 (Quality Management System) and ISO 14001:2008 (Environmental Management Systems). Copies of safety and environmental management plan and safety records of past three years were supplied.</p>	<p>The company demonstrated experience completing similar projects. Numerous project examples were supplied supporting its experience and these included Cockburn Road widening and intersection modifications, Beeliar Drive carriageway duplication from Hammond Road to Durnin Avenue, intersection modifications at North Lake Road and Bibra Lake Drive, North Lake Road duplication from Midgegooroo Avenue to Hammond road and intersection modifications at North Beach Road.</p>	<p>Jaxon Civil demonstrated an understanding of the project requirements. A brief methodology addressing the civil works was supplied with a brief provisional project program. This did not clearly demonstrate how it would deliver this project taking into consideration the site constraints.</p>	<p>The company is based in South Perth.</p> <p>It will endeavour to use local material/service suppliers where possible</p>	58.3%	\$789,316	NA

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Tenderer & Description of Response	Is it Compliant? Yes or No	Comment Against Criteria				Evaluation Score	Price	Rank
		Capacity	Demonstrated experience in completing similar projects	Demonstrated understanding of the required tasks	Social and economic effects on the local community			
All Civils WA Pty Ltd All requirements have been met.	Yes	<p>All Civils has been in operation since 2014. The company is based in Northbridge with an unknown number of staff. The qualifications, experience and role of eight key personnel were briefly provided but the organisational chart of the company was not supplied. A list of specialised equipment was supplied. The company has the ability to provide additional plant resources from sub-contractors as a contingency. After hours contacts for emergency requirements was supplied.</p> <p>The company operates its own quality management system. Copies of its safety policy, safety statistics and safety management plan were provided.</p>	<p>The company demonstrated experience completing similar projects. Nine project examples were supplied supporting its experience and these included Marmion Avenue-Shenton Avenue round about construction for the City of Joondalup (as a sub-contractor only) and Hordern Street intersection works for the Town of Victoria Park.</p>	<p>All Civils demonstrated an understanding of the project requirements. The construction methodology addressed earthworks, retaining walls, drainage structures, concrete works, profiling and asphalt, fencing and line marking to complete the work in ten phases. A provisional program was supplied.</p>	<p>It is located in Northbridge.</p> <p>The company will use local material/service suppliers and will endeavour to use local sub-contractors.</p>	56.4%	\$739,958	NA

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Tenderer & Description of Response	Is it Compliant? Yes or No	Comment Against Criteria				Evaluation Score	Price	Rank
		Capacity	Demonstrated experience in completing similar projects	Demonstrated understanding of the required tasks	Social and economic effects on the local community			
D.B Cunningham Pty Ltd t/as Advantearing – Civil Engineers	Yes	Advantearing – Civil Engineers has been in operation since 1980 and has eight full time engineer and 5–20 labour work force depending on projects. The organisational structure of the company, a brief list of equipment and resumes of its 12 personnel were provided. The company has the ability to provide additional resources, if required. After hours contacts for emergency requirements were not supplied. The company operates on ISO AS/NZS 4801:2001 (Occupational Health and Safety Management Systems), AS/NZS ISO 9001:2008 (Quality Management System) and ISO 14001:2008 (Environmental Management Systems). Copies of its health and safety policy and safety records were supplied.	The company demonstrated experience completing similar projects. Six project examples were provided to support its experience and these included Brookton Highway/Holden Road intersection works (2014) for Main Roads WA, Museum Street enhancement works (2016) for the City of Perth and Hillarys Car park extension (2013) for Transfield Services.	The company demonstrated some understanding of the project requirements. The construction methodology addressed dilapidation survey, mobilisation, traffic management, earthworks and civil works. A provisional program was supplied.	It is located in West Perth. The company will use local suppliers for miscellaneous consumables and engage local earthmoving businesses.	56.2%	\$1,154,111	NA
All requirements have been met.								

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Tenderer & Description of Response	Is it Compliant? Yes or No	Comment Against Criteria				Evaluation Score	Price	Rank
		Capacity	Demonstrated experience in completing similar projects	Demonstrated understanding of the required tasks	Social and economic effects on the local community			
Ralmana Pty Ltd trading as RJ Vincent and Co. All requirements have been met.	Yes	<p>RJ Vincent has been in operation since 1955. It currently has more than 200 employees. The structure of the company was provided and supported by qualifications and experience of nine key personnel. List of specialised equipment, after hours contacts for emergency requirements and the ability to provide additional personnel and resources were not specifically addressed.</p> <p>The company operates on AS/NZS ISO 9001:2008 Quality Management System. Copies of safety record for the past two years, safety management policy and safety procedures to be used were provided.</p>	<p>The company demonstrated extensive experience completing similar road construction projects. Numerous project examples were provided to support its experience and these included Bertram Road duplication (2012) for the City of Kwinana, Butler Railway bridges construction (2013) for Public Transport Authority, Lenore Road upgrade (2016) for the City of Wanneroo, Lord Street round about construction (2012) for Stockland and construction of Jindalee intersection on Marmion Avenue (2012) for Satterley Property Group.</p>	<p>RJ Vincent demonstrated an understanding of the project requirements. A construction methodology was supplied addressing site set up and establishment, clearing and stripping, excavation and preparation, pavement materials, asphalt works, stormwater drainage and traffic management.</p>	<p>Its head office located in Balcatta.</p> <p>This criterion was not specifically addressed.</p>	54.1%	\$849,875	NA

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Tenderer & Description of Response	Is it Compliant? Yes or No	Comment Against Criteria				Evaluation Score	Price	Rank
		Capacity	Demonstrated experience in completing similar projects	Demonstrated understanding of the required tasks	Social and economic effects on the local community			
Curnow Group Pty Ltd All requirements have been met.	Yes	Curnow Group has been in operation for an unknown period of time. The company is located in Maddington and has 24 full time employees. The organisational chart of the company was supplied with the resumes of three key personnel. A list of specialised equipment was supplied. The company has the ability to provide additional personnel and resources from different plant and labour hire companies. After hours contacts for emergency requirements was not supplied. The company operates its own quality management system. Copies of its safety policy, safety statistics and safety management plan were provided.	Curnow Group demonstrated experience completing similar projects. Seventeen project examples were submitted to support its experience and these included Northbridge Piazza Road reconstruction for the City of Perth, Carnarvon City Heart and Fascine redevelopment for the Shire of Carnarvon and Cambridge Street redevelopment for the Town of Cambridge.	The company did not demonstrate adequate understanding of the project requirements. A provisional program was supplied and supported by a generic methodology to complete the work.	The company is based in Maddington. The company will use local material/service suppliers.	50.8%	\$795,980	NA

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Tenderer & Description of Response	Is it Compliant? Yes or No	Comment Against Criteria				Evaluation Score	Price	Rank
		Capacity	Demonstrated experience in completing similar projects	Demonstrated understanding of the required tasks	Social and economic effects on the local community			
All Earth Group Pty Ltd All requirements have been met.	Yes	All Earth Group has been in operation for more than 25 years. It has unknown number of employees with the head office in Kenwick and a branch office in Port Hedland. The structure of the company was provided and supported by the resumes of nine key personnel. A list of specialised equipment was supplied. After-hours contacts and the ability to provide additional personnel and resources were not addressed. The company operates on ISO AS/NZS 4801:2001 (Occupational Health and Safety Management Systems), AS/NZS ISO 9001:2008 (Quality Management System) and ISO 14001:2008 (Environmental Management Systems) and is a Roads R1 prequalified MRWA contractor. Copies of safety statistics, occupational safety and health policy and project quality, health and safety plan were provided.	The company did not demonstrate sufficient experience completing similar projects. Out of four project examples submitted, only road widening works between Centenary Avenue and Manning Road completed in 2014 for the City of South Perth is similar in scope and traffic management complexity to the Oceanside Promenade project.	All Earth Group did not demonstrate an understanding of the project requirements. It submitted a generic methodology without any construction program	The company is based in Kenwick. The company will use local material/service suppliers, where possible.	46.3%	\$771,351	NA

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Tenderer & Description of Response	Is it Compliant? Yes or No	Comment Against Criteria				Evaluation Score	Price	Rank
		Capacity	Demonstrated experience in completing similar projects	Demonstrated understanding of the required tasks	Social and economic effects on the local community			
BCL Group Pty Ltd All requirements have been met.	Yes	BCL Group has been in operation since 2012. It is located in Wangara and has 32 full time employees. A limited organisational structure of the company, a list of equipment and resumes of its six personnel were provided. After-hours contact and the ability to provide additional personnel and resources were not addressed. The company operates on ISO AS/NZS 4801:2001 (Occupational Health and Safety Management Systems) and AS/NZS ISO 9001:2008 (Quality Management System). Copies of its health and safety policy were provided but safety records were not supplied.	The company demonstrated experience completing similar projects. Six project examples were provided to support its experience and these included Main Street upgrade for the Shire of Laverton, Main Street upgrade for the Shire of Morawa and civil works for Whitfords Node roundabout for the City of Joondalup.	The company did not demonstrate sufficient understanding of the project requirements. It submitted a generic methodology without any provisional program.	The company is based in Wangara. The company will use local material/service suppliers.	45.8%	\$657,368	NA

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Tenderer & Description of Response	Is it Compliant? Yes or No	Comment Against Criteria				Evaluation Score	Price	Rank
		Capacity	Demonstrated experience in completing similar projects	Demonstrated understanding of the required tasks	Social and economic effects on the local community			
West Coast Profilers All requirements have been met.	Yes	West Coast Profilers is located in Malaga. The submission provided limited information on the organisational structure of the company, qualifications and experience of its key personnel and specialised equipment. The submission did not provide any information on its period of time in business, number of full time employees, after hours contacts, its ability to provide additional resources and personnel and safety records of the company. Copies of its health and safety management plan and safety policy were supplied.	West Coast Profilers did not demonstrate experience completing similar projects. Six of its submitted seven project examples were below \$300,000 and were small scale profiling and civil works for various local governments.	The company did not demonstrate an understanding of the project requirements. It submitted a generic methodology with limited information regarding work flow and staging of works. A provisional program was supplied	The company is based in Malaga. The company will use local material/service suppliers.	34.1%	\$924,043	NA

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STAGE 2 – OCEANSIDE PROMENADE — PROPOSED UPGRADES — ANALYSIS REPORT

The following provides an analysis of the quantitative and qualitative data gathered from the *Stage 2 – Oceanside Promenade — Proposed Upgrades* Consultation conducted with ratepayers and residents between **1 June 2016** and **22 June 2016**.

SUMMARY OF RESULTS

- The City collected 90 valid responses throughout the 21-day advertised consultation period with the majority of respondents were aged 50–59 (30.0%) and 60–69 (28.9%)
- 54.4% of respondents supported the proposed improvements to road, parking and path networks along Oceanside Promenade, whilst 35.6% opposed and 5.6% were unsure.
- Respondents indicated their level of support for the following features:
 - **Improved pedestrian crossing facilities**
– 88.9% supported, 4.4% oppose, 1.1% unsure, 5.6% no response;
 - **On-street parking bays along western verge**
– 72.8% supported, 16.7% oppose, 4.4% unsure, 5.6% no response.
 - **Flush median strips**
– 72.8% supported, 7.8% oppose, 23.3% unsure, 6.7% no response.
 - **Raised median islands**
– 47.8% supported, 22.2% oppose, 23.3% unsure, 6.7% no response;
 - **Improved landscaping along coastal share path**
– 60.0% opposed, 34.4% supported, 2.2% unsure, 3.3% no response.
- Of the 32 respondents that opposed the proposal:
 - 37.5% were unsure about the effectiveness of raised median islands
 - 87.5% opposed improved landscaping along coastal share path

BACKGROUND**Stage 1 – Consultation Summary**

Consultation on Stage 1 was conducted with ratepayers and residents between 18 November 2015 and 9 December 2015. During the Stage 1 consultation process, the City received a total of 59 valid responses with a majority supporting the proposed upgrades. Of the responses received, 71.2% supported the proposed improvements to road, parking and path networks along Oceanside Promenade, whilst 13.6% opposed and 8.5% were unsure.

Of the eight respondents that opposed elements of the proposed upgrade, concerns were raised regarding the height of new landscaping proposed and the effectiveness of raised median islands. Although it was recommended that design exclude new trees as a result of the feedback from those residents who were consulted, Council supported the retention of the improved landscaping.

Stage 2 – Consultation Development

For Stage 2, the City consulted directly with all ratepayers and residents that lived within a 200 metre radius of Oceanside Promenade between West View Boulevard and Ocean Reef Road. In addition, Community Engagement Network members who lived in Mullaloo were also informed via email.

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A personalised information package was sent to each ratepayer explaining the purpose of the consultation and advising them of the consultation period. Each package included:

- A covering letter;
- Frequently asked questions containing information on the purpose of the consultation and the proposed options; and
- Hard copy survey to determine the level of support from households.

Details and information regarding the consultation were outlined on the City's website. Members of the public and stakeholders wishing to comment were also encouraged to complete a survey form online via the City's website.

SURVEY DEMOGRAPHICS

Response Rates and Validity

(N.b. unless otherwise stated, “%” refers to the proportion of total survey respondents.)

Hard-copy surveys were sent to 150 ratepayer and residents within a 200 metre radius of Oceanside Promenade between West View Boulevard and Ocean Reef Road as well as two stakeholder groups. The City collected a total of 103 responses throughout the 21-day advertised consultation period. Of those responses, 90 were deemed valid¹. Data has been summarised in Table 1 and Table 2.

Table 1 – Responses by type of survey completed

Type of survey completed	Responses	
	N	%
Hard-copy survey	30	33.3%
Online survey	60	66.7%
Total (valid) responses	90	100.0%

Table 2 – Responses within 200m radius of Oceanside Promenade between West View Boulevard and Ocean Reef Road

Residential Type	Responses	
	N	%
Respondents who live 200m of current consultation (Stage 2)	54	60.0%
Respondents who live 200m of previous consultation (Stage 1)	14	15.6%
Respondents who live outside this catchment	22	24.4%
Total (valid) responses	90	100.0%

¹ A “valid” response is one which includes the respondent's full contact details, have responded within the advertised consultation period and for which multiple survey forms have not been submitted by the same household for the same property.

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Age

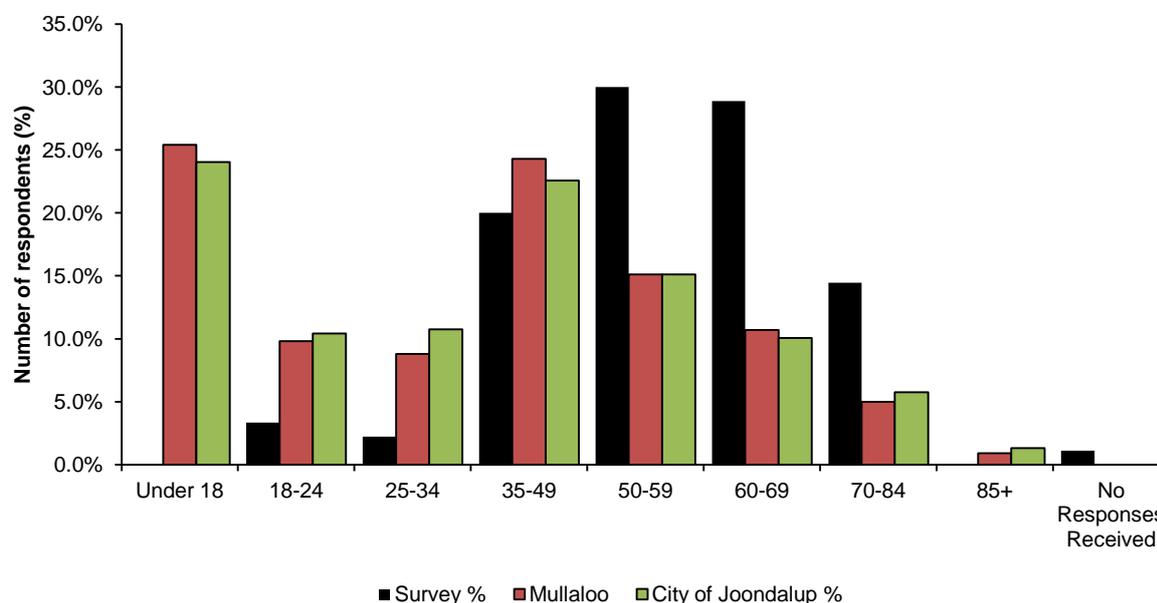
Of the 90 valid responses, the majority of respondents were aged 50–59 (30.0%), 60–69 (28.9%). Data is summarised in Table 3 and Figure 1 below, with direct percentage comparisons with the suburb of Mullaloo and the City of Joondalup.

It should be noted that the 50–59, 60–69 and 70–84 age groups were over-represented whilst the 18–24 and under the age of 18 age groups were under-represented in this survey response.

Table 3 – Responses by age

Age groups	Survey Responses		Mullaloo ²	Joondalup ³
	N	%	%	%
Under 18 years of age	0	0.0%	25.4%	24.0%
18–24 years of age	3	3.3%	9.8%	10.4%
25–34 years of age	2	2.2%	8.8%	10.8%
35–49 years of age	18	20.0%	24.3%	22.6%
50–59 years of age	27	30.0%	15.1%	15.1%
60–69 years of age	26	28.9%	10.7%	10.1%
70–84 years of age	13	14.4%	5.0%	5.8%
85+ years of age	0	0.0%	0.9%	1.3%
No responses received	1	1.1%	-	-
Total (valid) responses	59	100.0%	100.0%	100.0%

Figure 1 – Responses by age compared with Mullaloo (%) and City of Joondalup (%)



² "Mullaloo" represents the total proportion of each age group within the suburb of Mullaloo ([Source: Profile Id. 2011](#)).

³ "Joondalup" represents the total proportion of each age group across the City of Joondalup ([Source: Profile Id. 2011](#)).

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SURVEY ANALYSIS

QUESTION 1 – Do you support the proposed improvements to road, parking and path networks along Oceanside Promenade?

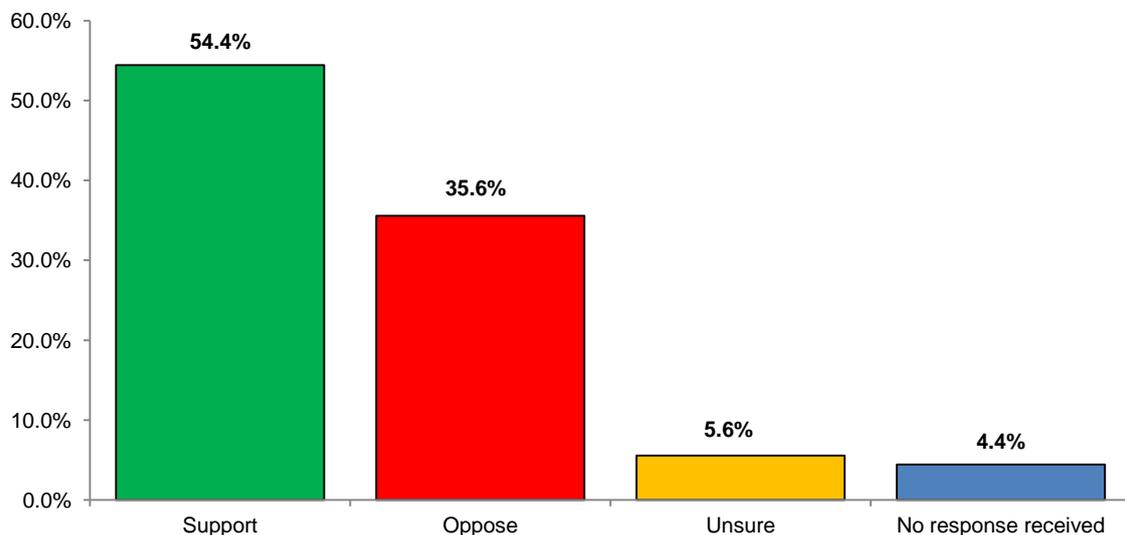
Respondents were asked to indicate whether they would support the proposed improvements to road, parking and path networks along Oceanside Promenade.

Of the 90 valid responses, 54.4% of respondents indicated that they supported the proposed improvements to road, parking and path networks along Oceanside Promenade, whilst 35.6% opposed and 5.6% were unsure. There were 4 respondents that did not provide a response to the question. Table 4 and Figure 2 summarise the results below, and this question is cross-tabulated and analysed further in the section below.

Table 4 – Summary of the Question 1

Do you support the proposed improvements to road, parking and path networks along Oceanside Promenade?	Survey Responses	
	N	%
Support	49	54.4%
Oppose	32	35.6%
Unsure	5	5.6%
No responses received	4	4.4%
Total (valid) responses	90	100.0%

Figure 2 – Summary of the Question 1



ATTACHMENT 2

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QUESTION 2 – The following upgrades are proposed along Oceanside Promenade. (Please indicate your level of support for each by ticking the most appropriate boxes below):

Respondents were asked to indicate their level of support for each of the proposed upgrades along Oceanside Promenade listed below.

Of the 90 valid responses, there was general support for the following features:

- 88.9% supported improved pedestrian crossing facilities, whilst 4.4% oppose, 1.1% unsure, 5.6% no response;
- 72.8% supported on-street parking bays along western verge, whilst 16.7% oppose, 4.4% unsure, 5.6% no response;
- 72.8% supported flush median strips, whilst 7.8% oppose, 23.3% unsure, 6.7% no response;

However, the features that were not strongly supported included:

- 47.8% supported raised median islands, whilst 22.2% oppose, 23.3% unsure, 6.7% no response;
- 60.0% opposed improved landscaping along coastal share path, whilst 34.4% supported, 2.2% unsure, 3.3% no response;

Table 5 and Figure 3 summarise the results below. However, further analysis was conducted on both raised median islands and improved landscaping.

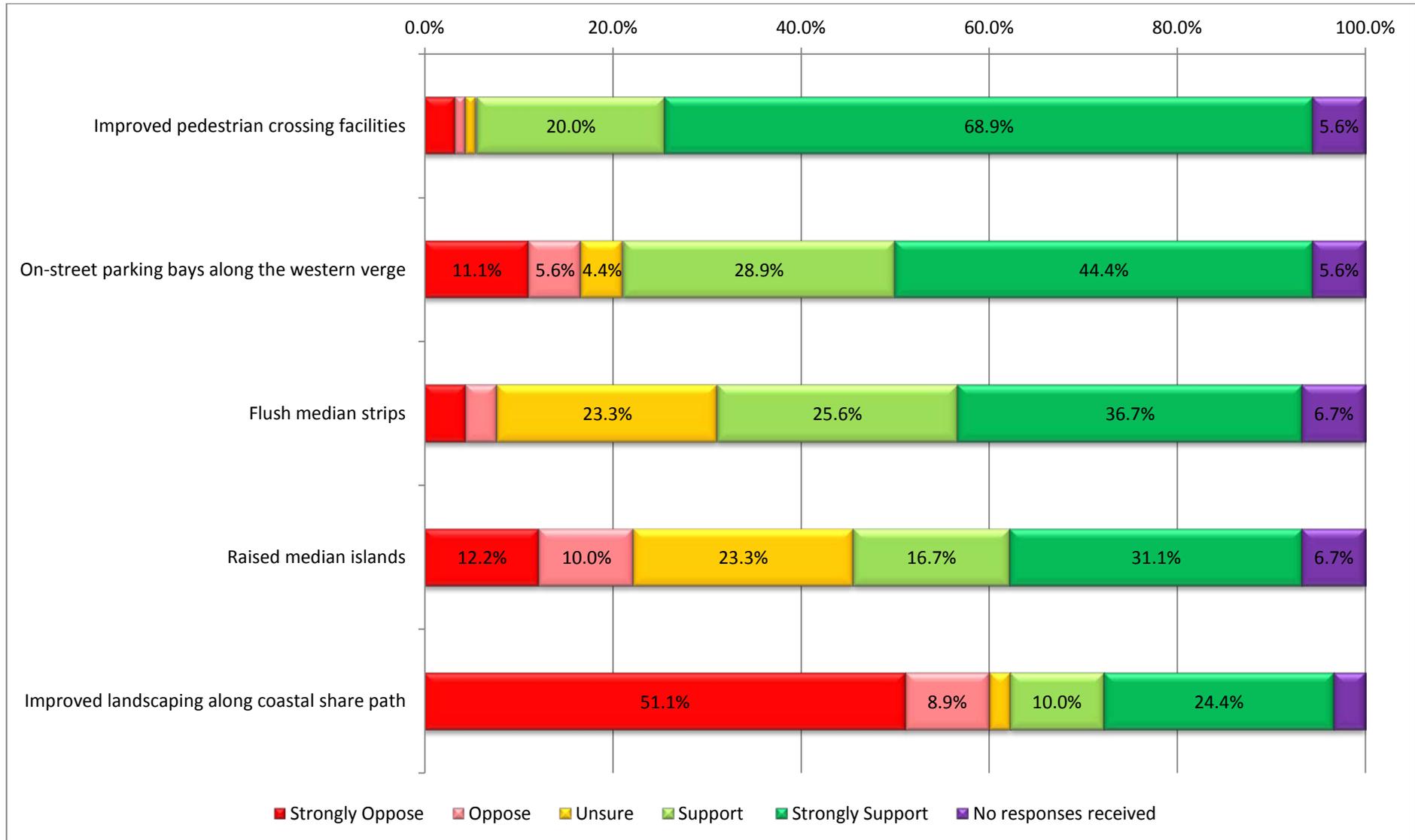
Table 5 – Summary of Question 2

4. Please rate the following statements:	Responses (%)													
	Strongly Oppose		Oppose		Unsure		Support		Strongly Support		No responses received		Total	
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Improved pedestrian crossing facilities	3	3.3%	1	1.1%	1	1.1%	18	20.0%	62	68.9%	5	5.6%	90	100%
On-street parking bays along the western verge	10	11.1%	5	5.6%	4	4.4%	26	28.9%	40	44.4%	5	5.6%	90	100%
Flush median strips	4	4.4%	3	3.3%	21	23.3%	23	25.6%	33	36.7%	6	6.7%	90	100%
Raised median islands	11	12.2%	9	10.0%	21	23.3%	15	16.7%	28	31.1%	6	6.7%	90	100%
Improved landscaping along coastal share path	46	51.1%	8	8.9%	2	2.2%	9	10.0%	22	24.4%	3	3.3%	90	100%

ATTACHMENT 2

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Figure 3 – Summary of Question 2



ATTACHMENT 2

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QUESTION 2 (A) – CROSS-TABULATION:

Level of support for IMPROVED LANDSCAPING by OVERALL SUPPORT for the proposal

Further analysis for the level of support for improved landscaping was conducted to determine the major reasons why the majority of respondents were opposed this feature. Table 5e 6 and Figure 4 summarise the results below.

From cross-tabulating the level of support for improved landscaping by overall support for the proposal, the following should be highlighted:

- Of those that **opposed** the overall proposal, 87.5% opposed improved landscaping along coastal share path whilst 6.3% supported and 6.3% were unsure
- Of those that **supported** the overall proposal, 57.1% supported improved landscaping along coastal share path whilst 42.9% opposed;
- Of those that **unsure** the overall proposal, 80.0% opposed improved landscaping along coastal share path whilst 20.0% supported and 2.2% were unsure,

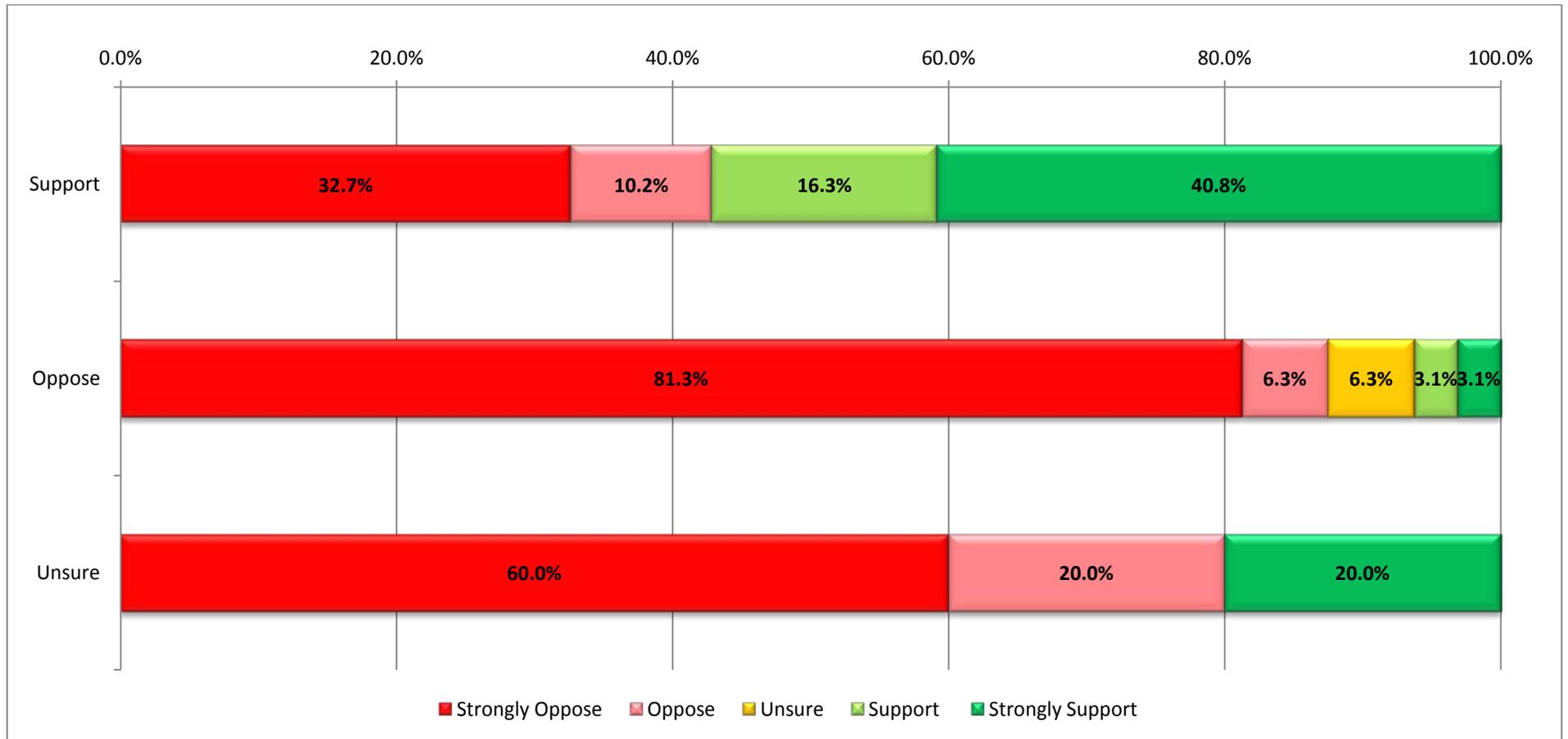
Table 6 – Summary of Question 2 (A)

Cross Tab: Level of OVERALL SUPPORT for the proposal [Responses (%)]	Level of support for IMPROVED LANDSCAPING [Responses (%)]													
	Strongly Oppose		Oppose		Unsure		Support		Strongly Support		No responses received		Total	
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Support	16	32.7%	5	10.2%	0	0.0%	8	16.3%	20	40.8%	0	0.0%	49	100%
Oppose	26	81.3%	2	6.3%	2	6.3%	1	3.1%	1	3.1%	0	0.0%	32	100%
Unsure	3	60.0%	1	20.0%	0	0.0%	0	0.0%	1	20.0%	0	0.0%	5	100%
No responses received	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	75.0%	4	100%

ATTACHMENT 2

TENDER 022/16 CIVIL WORKS FOR OCEANSIDE PROMENADE, MULLALOO FROM WEST VIEW BOULEVARD TO OCEAN REEF ROAD

Figure 4 – Summary of Question 2 (A)



ATTACHMENT 2

TENDER 022/16 CIVIL WORKS FOR OCEANSIDE PROMENADE, MULLALOO FROM WEST VIEW BOULEVARD TO OCEAN REEF ROAD

QUESTION 2 (A) – CROSS-TABULATION:

Level of support for RAISED MEDIAN ISLANDS by OVERALL SUPPORT for the proposal

Further analysis for the level of support for raised median islands was conducted to determine the major reasons why the majority of respondents were not as supportive of this feature. Table 5e 7 and Figure 5 summarise the results below.

From cross-tabulating the level of support for raised median islands by overall support for the proposal, the following should be highlighted:

- Of those that **opposed** the overall proposal, 34.4% supported raised median islands whilst 25.0% opposed and 37.5% were unsure;
- Of those that **supported** the overall proposal, 59.2% supported raised median islands whilst 20.4% opposed and 16.3% were unsure;
- Of those that **unsure** the overall proposal, 60.0% supported raised median islands whilst 40.0% opposed.

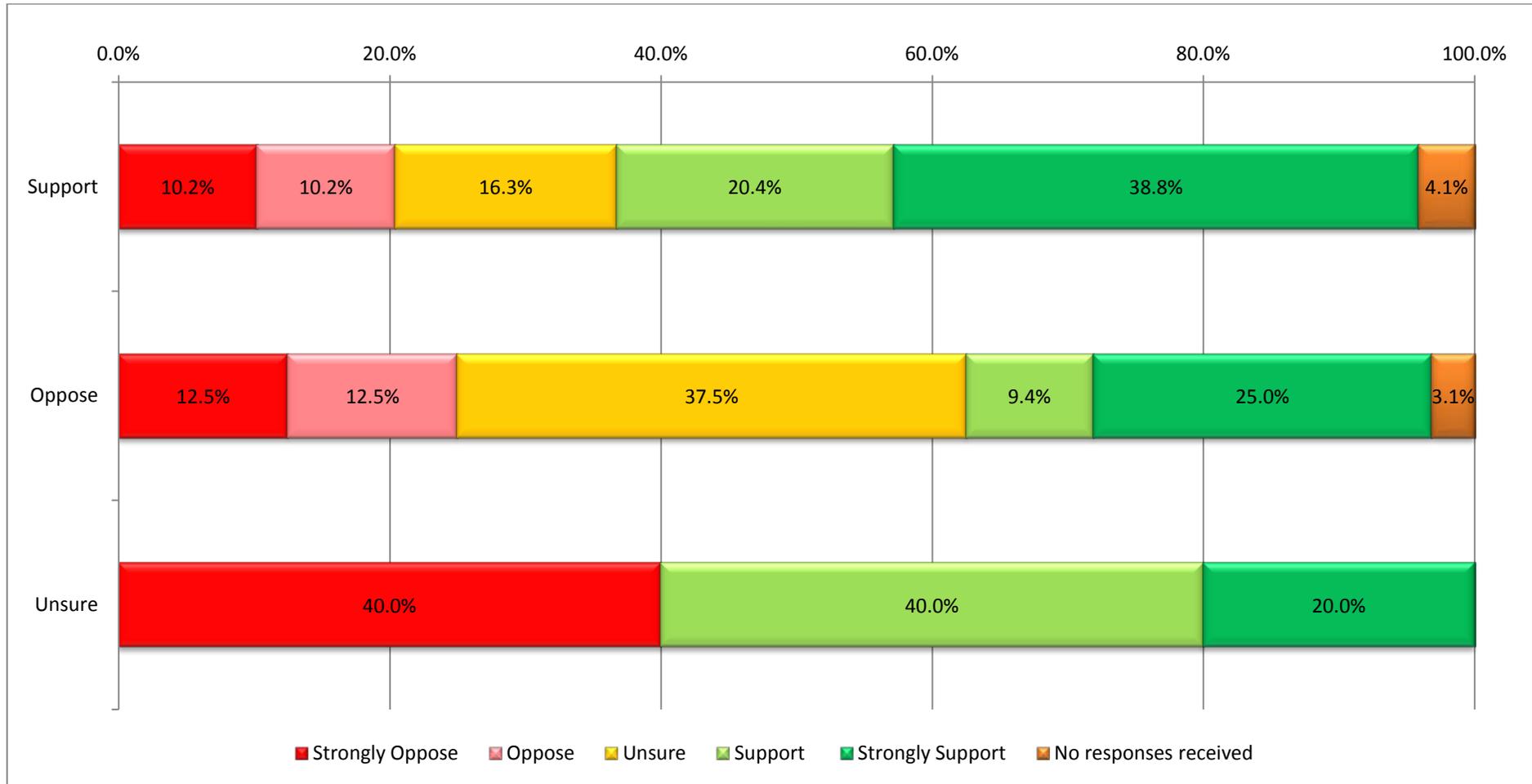
Table 7 – Summary of Question 2 (B)

Cross Tab: Level of OVERALL SUPPORT for the proposal [Responses (%)]	Level of support for IMPROVED LANDSCAPING [Responses (%)]												Total	
	Strongly Oppose		Oppose		Unsure		Support		Strongly Support		No responses received			
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Support	5	10.2%	5	10.2%	8	16.3%	10	20.4%	19	38.8%	2	4.1%	49	100%
Oppose	4	12.5%	4	12.5%	12	37.5%	3	9.4%	8	25.0%	1	3.1%	32	100%
Unsure	2	40.0%	0	0.0%	0	0.0%	2	40.0%	1	20.0%	0	0.0%	5	100%
No responses received	0	0.0%	0	0.0%	1	25.0%	0	0.0%	0	0.0%	3	75.0%	4	100%

ATTACHMENT 2

TENDER 022/16 CIVIL WORKS FOR OCEANSIDE PROMENADE, MULLALOO FROM WEST VIEW BOULEVARD TO OCEAN REEF ROAD

Figure 5 – Summary of Question 2 (B)



TENDER 022/16 CIVIL WORKS FOR OCEANSIDE PROMENADE, MULLALOO FROM WEST VIEW BOULEVARD TO OCEAN REEF ROAD

QUESTION 3 —
 “If you oppose any of the proposed features, please provide your reasons below.”

Respondents were asked to provide your comments if they opposed any of the proposed features. A total of 74 respondents provided 158 comments. The results have been summarised in Table 8 below.

Table 8 – Summary of respondents’ comments for Question 3⁴

Comments	Responses	
	N	%
Believe improved landscaping (in particular - peppermint trees) will obstruct views	46	29.1%
Believe proposal will reduce property values	21	13.3%
Believe any improved landscaping should be native, small coastal shrubs	14	8.9%
Oppose peppermint trees (in general)	11	7.0%
Believe raised median islands will cause traffic hazards	8	5.1%
Believe proposal will cause road/cyclist/pedestrian road safety issues and hazards	8	5.1%
Believe proposal is not needed due to few peak demand days	7	4.4%
Believe raised median islands will make it difficult to pass cyclists	7	4.4%
Believes improved landscaping will not assist the primary purpose of improving pedestrian and traffic safety	6	3.8%
Support for proposal (in general)	6	3.8%
Oppose any bush removal required for development	3	1.9%
Believe buses need off street parking to pick off and drop off patrons	3	1.9%
Oppose tree planting along western verge of Oceanside Promenade	3	1.9%
Believe the City should promote public transport options instead of parking	3	1.9%
Believe proposal will cause more traffic due to increased parking	2	1.3%
Feel planting of trees was not mentioned in the original plans	2	1.3%
Believe if speed is an issue should use speed bumps instead of median strips	2	1.3%
Believe speed should be reduced to 40kph with increased signage	2	1.3%
Believe beach and adjacent roads should be low traffic areas	1	0.6%
Believe trees would be better off planted in heat-sink hotspots	1	0.6%
Believe people park on eastern verge rather than the western verge	1	0.6%
Believe peppermint trees will cause asthma and allergies	1	0.6%
Total comments received	158	100.0%

⁴ N.b. some respondents provided more than one reason.

TENDER 022/16 CIVIL WORKS FOR OCEANSIDE PROMENADE, MULLALOO FROM WEST VIEW BOULEVARD TO OCEAN REEF ROAD

QUESTION 4 —

“Do you have any additional comments about Oceanside Promenade?”

Respondents were asked if they had any additional comments about Oceanside Promenade. A total of 66 respondents provided 92 comments. The results have been summarised in Table 9 below.

Table 6 – Summary of respondents’ comments for Question 4⁵

Comments	Responses	
	N	%
Support the proposal (in general)	13	12.2%
Oppose trees being planted within the area that may obstruct views	11	10.0%
Would like reduced speed limits with associated signage	7	7.8%
Believe proposal does not address the volume of vehicles using the street	6	6.7%
Would like more trees and bushland to protect native flora and fauna	6	6.7%
Need off street bus bays as it is currently dangerous to pass	6	6.7%
Believe pedestrian crossings may alleviate the pedestrian safety concerns	6	6.7%
The proposal will not rectify parking issues in the area	6	6.7%
Believe improved footpaths / bike lanes will increase accessibility of the area	4	4.4%
Concern for the visibility around cars parked on verge / street	4	4.4%
Believe proposal will change character of the area	3	3.3%
Off road car parking would be better than street parking	3	3.3%
Believe proposal needs to factor in safety for bike riders	3	3.3%
Believe improved / clear viewing / sighting of the ocean needs to be maintained	2	2.2%
Would like facilities (i.e. toilet / open shower / water fountains) to be installed catering for beach goers	2	2.2%
Would like any road works and future maintenance to mitigate invasive weed species	2	2.2%
Would like the fence limiting access into the bush to be retained	1	1.1%
Believe the City should install information plaques informing of the significant flora and fauna in the area	1	1.1%
Would like a round-a-bout at end of Keys West Drive to control flow	1	1.1%
Would like to see spots for drink / food vendors	1	1.1%
Believe Oceanside Promenade should be a residential street not advocating parking	1	1.1%
Concern for use of heavy mechanical machinery and potential damage to property (cracking)	1	1.1%
Believe funds should be spent on dune / bush revegetation instead of parking	1	1.1%
Believe the City should be promoting public transport instead of parking	1	1.1%
Total comments received	116	100.0%

⁵ N.b. some respondents provided more than one reason.