local shopping centre upgrade program 2016-17

forward design report
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fraser shops

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1.0 EXECUTIVE SUMMARY

This Feasibility Design Study (FDS) report includes findings and recommendations for the refurbishment of the Fraser Shops (Daley Crescent) public external spaces. This report is based on investigations and preliminary designs prepared by the project team, led by Redbox Design Group on behalf of Transport Canberra and City Services Directorate (TCCS).

The preparation of a Forward Design is the first stage in the refurbishment process to be implemented through further design and construction phases as part of TCCS Capital Works Improvement program of TCCS owned and managed assets.

The site investigation found that:

- The shops are located on a steep site and as a result there are numerous non-compliances with regards to current Australian Standards for Access and Mobility (in particular the gradient of the primary carpark and paths to enable access to the shops);
- The carpark is at its highest volumes during school drop off / pick up, overall however, the shops have low visitation relative to the larger shops located in Charnwood, off Tillyard Drive;
- The connectivity to and from the shops to the broader suburb is generally well catered for;
- Overall landscape appearance is tired with timber seating and log retaining walls in poor condition, sparsely planted shrub beds with extensive mulch and untidy grass areas at the rear of the shops and poor/slopeded drainage sump in rear carpark;
- Landscape amenity is limited, with some tired timber bench seating, and lack of shelter;
- Shops lack identification from Tillyard Drive as it is well set back from the street and significantly higher than street level; and due to their small size can be easily missed.

The forward design process included consultations led by Purdon and Associates engaged separately by TCCS, to support Redbox Design Group in the preparation of the forward design. Community, trader and leaseholder consultations revealed that the three priority issues for the public place upgrade were:

- Provision of shade;
- Improvements to rear carpark;
- Improvements / enhancement of landscaping.
A Disability Access Audit of the shopping precinct by Eric Martin and Associates highlighted the access deficiencies for persons with limited mobility. Primarily these issues relate to:

- Excessive path gradients and crossfalls;
- Kerb ramps are either missing or non-compliant;
- Paths which are too narrow or with trip hazards;
- Limited consideration for vision impaired persons;
- Disabled car spaces non-compliant;
- Stairs non-compliant.

A Lighting review by WSP concluded that the general lighting levels do not meet current code nor current TCCS requirements.

Northrop Consulting Engineers reviewed the current parking and traffic movements. Main items noted were:

- Carpark is underutilised and therefore there appeared to be no need for expansion;
- The linear carpark generally flows well however has no speed controls;
- Implementation / inclusion of speed humps could be utilised to moderate the velocity of vehicles through the carpark;
- Installation of tree planting islands may be a visual cue to reduce speed within the carpark.

As the shops are small in size with low visitation, situated on a sloping site where modifications to infrastructure arrangements to meet compliance can be costly, the upgrade works are limited to addressing key access and safety issues, and improvements to amenity which can be undertaken without excessive cost. This was further supported by advice from Purdons/ACT Government who confirmed through the consultation process that there was potential for the Fraser shops to undergo significant changes to adjacent land use and development.

In summary the key improvements for the upgrade of Fraser shops include:

- Provide tree planting islands in main carpark, and rear carpark to provide shade and filtered views;
- Widen footpath to the south west of the main carpark to allow for vehicle overhang and comfortable pedestrian movement;
- Replace tired log retaining wall and timber bench seat with new in situ concrete wall and seating to update front of shops experience;
- Formalise existing pedestrian desire lines (rear of shops and at north end of Daley Crescent) to improve the linkages of the shops to Tillyard Drive underpass;
- Improve rear carpark / back of shops service area with new line marked of bays, new kerb alignment, new pram crossing and bollards to formalise and restrict delivery access to rear of Tavern and Take Away;
- Widen footpath at the rear of Tavern and Take Away, reinstate grassing to replace the temporary carpet / bare dirt and install new trees to improve rear of shops area. Include removal of overgrown shrubs along southern boundary.
- Install new compliant pram crossings to improve access at existing path connections;
- Upgrade existing stair access from carpark to front of shops with stair nosing, tactile indicators and handrails;
- Rejuvenate the existing garden bed to the north of the shops with new shrubs and groundcovers.
- Install new trees and shrubs in the planting bed at the front of shops courtyard to provide shade and improve amenity and appearance;
- Review drainage in rear carpark where sump may be blocked / inadequate;
- Install new lights / replace fittings to upgrade lighting to comply with current standards.

This project was intended to be the first of its kind using a new approach in the delivery of shopping centre upgrades. This pilot initiative was to provide a platform to test the feasibility of constructing community co-funded works, with the aim of realising greater possible benefits by facilitating a partnership approach, seeking contributions from community, business or lease holders to improve assets and amenity of both public and private leased open spaces.

Redbox in consultation with Purdons and the Client developed a preliminary graphic representation of co contribution possibilities for a future upgrade should this be funded.

Refer Appendix 5 – Preliminary Sketch Plans; Scoping Plan.
2.0 INTRODUCTION

2.1 Purpose and Scope

The Forward Design for the Fraser Shopping Centre upgrade offers the opportunity to make improvements to a small local shopping centre that is quiet with low visitation, with tired and worn infrastructure.

This Forward Design Study is an opportunity to present design options which address key issues such as access, safety and security. The Study also allows for conceptual thoughts and ideas which will improve and update the image of the shopping centre and its general landscape amenity and create spaces that are functional, safe, attractive and unique to Fraser.

Redbox Design Group has been engaged by Transport Canberra and City Services (TCCS) to prepare this Forward Design Study. Redbox has been assisted by a number of consultants in the preparation of this report.

- Northrop Consulting Engineers – civil and traffic
- WSP Parsons Brinckerhoff – lighting consultant
- Eric Martin and Associates – disability access consultant

TCCS has separately engaged Purdon Planning to co-ordinate and facilitate consultation and co contribution discussions with key stakeholder groups. This advice has been used to inform the outcomes of this Forward Design Study.

2.2 Aims

The aims of the project are to:

- Identify key issues for consideration for upgrade works within the public open space areas;
- Recommend solutions to the issues providing a considered design outcome for the Shopping Centre.

2.3 Objectives

The objectives of this project are to:

- Identify opportunities, constraints and expectations for public spaces based on rigorous Stakeholder consultation;
- Prioritise community needs and expectations and identify key issues to be addressed in the upgrade;
- Provide feasible preliminary design solutions with cost forecasts.
2.4 Location
The study area includes the public spaces, roads and adjoining leased frontages to shops and associated spaces connecting to this core study area.

The study site is bounded to the north east by Daley Crescent which is the sole access into and out of the shops. The north / north west is bounded by Tillyard Drive and the Fraser Primary School. The south east is bounded by residential units, the entrance of which is located within the Fraser shops car park. The site’s south west is bounded by open space comprising of dryland grassing, native tree plantings and several footpath connections.

![Figure 1 - Study area](image)

3.0 CONSULTATION SUMMARY
Refer to Local Centres Feasibility Study 2017 – Consultation Summary, prepared by Purdon Planning.
3.1 Government Stakeholder Consultations
Redbox Design Group attended formal consultations with Government Stakeholders at the following project stages:

- An initial meeting was held on 24 March 2017 with representatives from the following agencies:
  - EPSDD (Economic, Planning and Sustainable Development Directorate)
  - TCCS (Transport Canberra and City Services) including:
    - Roads ACT
    - City Services
    - Urban Trees
    - Capital Works
    - ACTION
- On 28 June 2017, the project team met with EPSDD's Strategic Planning Division
- On the 18th of July, productive discussions were held with EPSDD's NoWaste division

The key issues raised during Government Stakeholder consultations included:

- The centres size, cost of addressing significant level changes to enable access to current standards, low visitation and potentially significant changes to adjacent land use and development means that a full upgrade would not be warranted;
- Upgrade would best be limited to address key access issues and minor works improvements;
- Provide more shade trees;
- Improve access from underpass to the shops via the laneway on the south east side of the shops.

3.2 Lessees and Traders Consultations
The shops are small, in size and in patronage, and are comprised of three (3) lessees, including a supermarket and liquor store, tavern and restaurant. At the time of the preparation of this report, there appeared to be no vacant leases.

Consultations were carried out by Purdon Planning and included discussions with

- Leaseholders
- Traders
- Local Community Groups
- General Public

The top three issues in order of priority were identified as:

- Shade needed within the courtyard;
- Rear car park grading (use of old carpets to resolve erosion issues and / or lack of loading area behind the tavern and restaurant);
- Landscaping (sparsely planted shrub beds and poor grass coverage).

4.0 PLANNING CONTEXT

4.1 Site in Planning Context

The Fraser Shops are located at Blocks 2,3 and 4, Section 38 Fraser, on the corner of Daley Crescent and Tillyard Drive.

The Territory Plan classifies the following areas on Figure 2 as:

- CZ4 Local Centres

Figure 2 – Planning Zoning. Reference: The Territory Plan

4.2 Leased and Unleased Land

The Centre includes areas of leased and unleased land.
Generally, the leased land includes the built form of the shops and businesses, however areas of public accessible zones within the scope of the refurbishment include:

- Block 3 Section 38 – the courtyard between the shop fronts and the car park
- Block 4 Section 38 – the open space south of Tillyard Drive and south west of the rear car park

The Territory Plan classifies the following custodianship:

- TCCS Public Places – Roads – Unleased
- Urban Approved
- Urban Registered
- Urban Registered

Figure 2 – Land Custodianship. Reference: The Territory Plan

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4.3 Fraser Nomenclature

Fraser is named after James Reay Fraser, who was Member of the Australian House of Representatives for the Division of Australian Capital Territory from 1951-70 and Vice Chairman of the Joint Committee of the Australian Capital Territory from 1959-70.

Fraser was gazetted as a suburb on 15 January 1974.

Streets are named after early residents of Canberra.

5.0 SITE DESCRIPTION AND ANALYSIS

5.1 Landscape character

Refer appendix 1.0 - Site Assessment

The shops consists of one building facing north east, oriented towards a carpark and parallel to Daley Crescent. The built form is dated and lacks any great visual appeal.

The suburb and surrounds are on an incline, sloping down from Mount Rodgers summit to the east and the shopping centre reflects this. The site falls from south east to north west. The main shop front / courtyard area is the generally flat, with retaining walls and stairs to accommodate the site's grades. The main car park and several surrounding footpath connections, are on a steep grade which is challenging for the physically impaired.

The main vehicle entry into the shops is from Daley Crescent into the carpark which has a split one way drive entry / exit. The shops lack clear identifiction from the street due to its set back from both Daley Crescent and Tillyard Drive which restricts the visibility of the carpark entry.

Daley Crescent's generous verge is sparsely lined with informally spaced Eucalypts, as is Tillyard Drives. Overall, the two thinly planted verges leave the shops and its immediate
surrounds exposed with open views from the streets to the shops. A group of closely planted Casuarinas along the footpath at the shops north western corner provides some screening from Tillyard Drive.

The grassed open space adjacent the rear car park is interspersed with an assortment of native tree and shrub plantings of varying quality and size. This adjacent open space is consistent with the suburbs native, green character.

There is one lone birch tree in the courtyard planted within a garden bed retained with timber logs. It is in a poor condition and provides little shade or visual interest.

The overall impression of the centre is that it is tired, worn and in poor repair, with furniture styles and pavement treatments outdated and of poor aesthetic quality.

5.2 Pedestrian Access and Circulation
Refer Disability Access report - Appendix 2.0

The centre can be accessed by pedestrians from all sides with varying degrees of convenience.

The condition of paths and pavements is variable. Generally, most are in a fair condition, excluding a few isolated areas with damage and degradation resulting in potential trip hazards.

The crossfalls and landing points at shop entry doors meet disability standards. Other than two safety bollards which obstruct access into the supermarket, the entries are compliant.

The majority of the verge and open space paths lead to the shops have crossfalls which exceed 1:40 and longitudinal gradients exceeding 1:20 including:

- Northern path toward Fraser primary school
- South west path from the underpass leading to the rear carpark
- North west path along Tillyard Drive
- North east path along the Daley Crescent car park

The footpath running parallel to the Daley Crescent carpark is too narrow. The 1500mm path width is impeded by vehicle overhang. The recommended minimum width for these paths is 1600mm to allow for adequate clearance from vehicle overhang and an adjacent hazard such as a road.

There is a limited amount of kerb ramps at the shops, most of which are non-compliant with gradients exceeding 1:8, including the kerb ramp for the designated parking space on the south-western side of the Daley Crescent carpark.

The stairs at the south-eastern corner of the courtyards are non-complaint. The stairs have no handrails, no contrast nosing and no TGSi. The stop step is cracked and uneven.

The bus stop on Daley Crescent includes a shelter and seat with new pavement and TGSi recently installed. The crossfalls however are non-compliant. The TGSi installed here is the only provision within the centre for vision impaired persons.

No real consideration has been given for vision impaired persons with no TGSi locating crossing points or hazards. Navigating to and from the shops on foot also requires the vision impaired to cross the carpark without the provision of a pedestrian crossing.

The bins (wheelle bin on stand) are accessible at 1050mm height, both the telephone and PO Box considered too high.
Parking provisions

Parking is available to access the shops via the main carpark off Daley Crescent. Street and a secondary rear carpark are also available for patrons and staff. Current total of spaces is 53, comprised of:

- 41 marked parking bays within the Daley Crescent carpark
- 11 total (3 marked, 8 unmarked) parking bays within the rear carpark
- 1 disabled parking bay
- 2 shared zones space

The width of parking bays was randomly measured in both the main and secondary carparks, with those measured being 2.4m x 5.0m. This does not meet the requirements of User classification 3A—short term high turn-over parking as per AS2890, which requires bays to be 2.6m wide.

This disabled parking bays and adjacent share space has gradients of up to 10% which exceeds the required maximum of 3% and hence does not comply with AS2890.6. The size of the bays and lack of bollard is also non compliant.

The number of disabled parking bays is insufficient. In accordance with the ACT Planning and Land Authority Parking and Vehicle Access General Code (Oct 2014) the requirement is two (2).

Traffic control devices do not fully meet current Code requirements.

Carpark circulation

The Daley Crescent one-way parking configuration is adequate and circulates well. Access to the rear carpark is through the same entry and exit from Daley Crescent.

The main carpark area has a gradient of up to 8% perpendicular to the direction of travel, which exceeds the required maximum of 6.25% as per AS2890.1.

Traffic

Safe intersection site distances from Daley Crescent into the carpark is potentially obstructed by the existing bus shelter when measured against Austroads Table 3.2 Guide to Road Design – Part 4a: Unsignalised and Signalised Intersection. This was a visual assessment; therefore, further investigation is required to confirm the obstruction to sightlines.

5.4 Active Travel
The following is an extract from the ACT Government’s Active Infrastructure Practitioners Tool indicating the following existing connectivity features The design intends to improve
pedestrian connectivity to the shops with improved grades, pram crossings and widened pavements; there is no adverse impact to the current connectivity features.

- Community Route – Local
- Minor Path 1.2-1.5m wide
- On Road cycling – Local Major Collector
- Existing Facilities – Intermediate and trunk path >= 1.8m wide
- Existing Facilities – Minor Path 1.2-1.5m wide
- Underpass / Grade separated crossing
- Local Centre

Reference: Active Travel Practitioners Tool
Bicycle Parking

There are currently six (6) No bicycle parking hoops which are not compliant with current standards. To meet the Bicycle Parking General Code would require twenty (20) to be installed. This increased number is due to the bar which requires for compliance:

- Drink establishments – one (1) per 100m² of bar floor area, then one (1) per 25m².

Practicality of meeting compliance at this centre needs to be considered in this situation where during inspections by both the Northrop and Redbox, the existing bicycle rails were not in use.

The centre does not provide for long stay bicycle parking for employee use in the form of a bicycle locker or enclosure of which one (1) such space should be provided to meet Code requirements. This requirement, whilst acknowledged, should be reviewed with the current traders before being considered.
Public Transport

Refer Traffic Engineering Report – Appendix 3.0

Action bus services connect Fraser to Belconnen, Woden and City Interchange Bus Stations. Buses travel in both directions along Daley Crescent and stop at the bus stops (both sides of the road) north east of the shops. There is also another bus stop along Tillyard Drive approximately 100m west of the shops which provides similar routes. Services are provided to connect to adjacent suburbs.

5.5 Spaces and their Functions

Courtyard / Front of shops

The central courtyard is set down from the main parking level and enclosed by a retaining wall and garden bed. A path to the north east and a flight of stairs on the south eastern edge provide patrons access to the shop fronts. The courtyard functions primarily as a walkway to access the businesses. Seating and bins are provided, however rarely utilised.

Due to the gradients surrounding the shops, paths and parking areas are steep which has implications on future design resolution to meet current Standards for Access and Mobility in providing equitable access to the shops.

Adjacent open space

The open space area to the south west of the shops is open space with no particular function other than providing a leafy landscape zone. Path connections lead to the Tillyard Drive, and underpass linking to the Fraser Primary School.

Tillyard Drive interface
The rear carpark is a large asphalted area located behind the shops. This area is used by the traders for waste management and parking. Bins are placed on the narrow footpath along the south western façade, blocking pedestrian access.

Although rarely full, unrestricted parking occurs to the south east of the carpark, as there are no barriers to restrict access. This area is bare compacted ground, with 2 Melaleucas and some large shrub plantings providing the only available shade in the carpark. Old, worn carpets have been used to prevent erosion occurring in this area. There was no immediate evidence of significant drainage issues in this area.

The rear carpark has one side entry pit which at time of inspections appeared to be in poor condition and slitted over. There was evidence of stormwater damage on the log retaining wall below the pit.

5.6 Services and Utilities

Lighting and Electrical

Refer WSP Lighting Report

The site has a number of different luminaire types, most of which are no longer in use by TCYS, typically using metal halide lamps or similar.

There are no light columns along the shop fronts, or within the rear carpark. Lighting to the shops is provided exclusively through the Daley Crescent carpark luminaires, except for a single pedestrian light adjacent the stairs.

The western footpath to the underpass is the only lit pedestrian connection with 2 pedestrian sized light poles.

Generally, the current lighting provided to the shops is poor and would require both upgrades to existing luminaries as well as additional light poles.

Stormwater

The Daley Crescent carpark one SW side entry pit on the southern side of the carpark exit. Majority of the stormwater runoff flows overland.

The rear carpark has one SW side entry pit to the north west. On visual inspection, it appeared to be completely full of debris. As a result, stormwater has been discharging onto and over the adjacent garden bed and has damaged its timber sleeper retaining wall.

There are no at grade pits within the pedestrian areas.
Waste

The current waste management practices are sufficient for the centre.

5.7 Facilities and Amenities

Site furniture provides limited amenity and is located solely within the courtyard. There are four painted timber bench seats (no arm rest) and two wheelie bins. There is provision for bicycle parking with six galvanised cycle racks in the southwestern corner of the courtyard, however their spacing and location make using all bike racks at once difficult. There is a Telstra phone booth and Australia Post box.

5.8 Vegetation

Overall the vegetation is strongly native as exhibited within and around Fraser the suburb.

In general, the trees (predominantly Eucalypts and Casuarinas) are of mature stature and range in condition. The copse of Casuarinas on the northern side of the shops are in good condition and provide some screening from Tillyard Drive. These have been pruned up to allow good sightlines for pedestrians. There are existing trees on the western side of the shops extending into the open space which provide a green link into the suburb.

A group of poor quality large Melaleuca shrubs in the south west corner are in poor condition and restrict sightlines from the rear of the shops into the open space.

Three Eucalypts are planted along the Daley Crescent verge, however the Daley Crescent carpark itself is devoid of any tree plantings. One deciduous tree (Betula species) resides in the north-east corner of the courtyard which is within a timber sleeper retaining wall. The trees growth is stunted and provides little shade in summer. One of the Traders is fond of it.
5.9 Signage
There is no signage to identify the shopping centre.

5.10 Safety and Security
Overall, little comment has been made throughout both government and community consultation as to the safety of the centre (perceived or otherwise). This is most likely due to its low patronage and limited business varieties.

One comment made during Purdon Consulting's community consultation was that the alley to the south of the shops had insufficient lighting, which is supported by WSP lighting audit. Enclosed between the shop's southern wall and the adjacent residential developments boundary fence, the narrow alley has poor sightlines and conflicts with Crime Prevention Through Environmental Design Principles.

5.11 Materials and Finishes
Materials used have been relatively durable over the life of the shopping centre. Concrete pavements have held up reasonably well, but have cracked and worn over time and require repair to improve access requirements which are free from trip hazards. The pavers within the courtyard are in a fair condition with limited cracking and/or trip hazards visible.

The timber log retaining wall around the courtyard garden bed is in poor condition and needs repair.

The furniture is in poor condition, and requires replacement.
6.0 RECOMMENDATIONS
Refer Appendix 5 - Preliminary Sketch Plans

The total redevelopment of the Fraser Shops is impaired by several key issues. Firstly, the Fraser shops provide a limited amount of retail offerings to the community. This centre is competing with larger, nearby shopping centres such as the Tillyard Shops, Spence Shops and the Charnwood Group Centres and as a result has minimal patronage.

Secondly, to bring the site’s many non-compliant grades up to standard would require substantial earthworks and cost, with potentially small return.

Finally, longevity of such works may not be worthwhile. Through their consultations, Purdons Consulting have found that there is interest both from the sole leaseholder and ACT Government to reconfigure and rezone the block of land.

With all these contributing factors, the refurbishment of the shopping centre will be minor, with simple improvements to the existing landscaping and public amenities.

6.1 Landscape Character
The proposals for the shopping centre are focussed on the refurbishment of existing elements and features to improve the centres overall appearance and identity.

6.2 Pedestrian Access and Circulation
Proposals include:

- New concrete paths to existing informal desire lines;
- Increase width of footpath along the Daley Crescent carpark to allow for car overhangs;
- Remove trip hazards and uneven surfaces (by selective grinding / replacement of panels) in paths which are not fully replaced;
- Install new kerb ramps to meet current compliance standards;
- Accommodate accessibility requirements in furniture selection such as provision of armrests to benches;
- Install tactile indicators, handrails and contrast nosing to existing stairs;
- Modify the rear service areas with a formalised loading zone;
- Consider contrast luminance in future design stages, between bike racks and bollards against background pavements to cater for persons with vision impairment;
- Remove chicane rails within the laneway to the south of the shops;

Not addressed:

- Make disabled car parking bays compliant – as previously mentioned it would be a costly undertaking with little gain;
- Lower Post box to allow use by persons in wheelchairs – if the existing red post box is lowered to an accessible height, it is found to be at an inappropriate height for other users, and looks out of place;
- Lower height of telephone box – the cost associated with this was considered not warranted given that there is less reliance on public phone booths.

6.3 Vehicle Access and Circulation
Proposals in Daley Crescent Carpark include:

- Introduce new tree planting within Daley Crescent carpark to provide shade and act as a speed control;
- Re linemark all bays in carpark in to meet current code requirements.

Proposals in Rear Carpark include:

- Re linemark all bays in carpark in to meet current code requirements;
- Linemark new loading zone for delivery trucks;
- Modify kerb to reduce carpark and increase path width against building edge;
- Implement bollards to deter vehicles damaging soft landscaping.

6.4 Lighting
Lighting proposals improve the quality of the lighting to conform to the current category P2 standards and comply with the recommendations of AS/ NZS 1158.3.1 Category P2 in accordance with TCCS Design Standard 12 requirements for Shopping centres. In addition,
proposals will look to provide fittings that are attractive and functional and update the image of the shopping centre

Design intent

- Replace non LED luminaires;
- Replace concrete light standards with new poles sympathetic with the furniture palette.

6.5 Services and Utilities

Modifications to service infrastructure include:

- Upgrade all service covers to suit new pavement levels;
- Relocate drinking fountain to suit new arrangements at the shelter / play area.

6.6 Facilities and Amenities

Generally, spaces have retained their existing function with some minor improvements made to the overall appearance and robustness.

- Improve amenity to the shop frontages and courtyard with the addition of deciduous shade trees and shrub plantings, new seating elements and new retaining walls;
- Improve delivery and conveyance of stock within the rear carpark with a formalised service area and loading zone;
- Improve pedestrian approach into the centre from both Tillyard drive and Daley Crescent with new path arrangements.

6.7 Vegetation

The overall tree cover and leafiness of the suburb creates a sense of place for Fraser residents and is likely to be a highly valued aspect of the suburb. In this regard, it is important to maintain this already apparent character at the shops.

- Provide new shrub plantings to existing garden beds to provide visual interest;
- Install new deciduous trees to the carparks and courtyard to provide shade, improve amenity and introduce colour and texture where this is currently absent
- Retain existing trees around the periphery of the site. Pruning of the existing trees may be necessary where there has been damage;
- Remove three trees to allow the formation of a new path connection and improve visibility through the site.

6.8 Signage
The shopping centre is highly visible to passing traffic. No new signage considered as a priority.

6.9 Safety and Security
Continued safety and security of patrons is proposed with consideration of Crime Prevention Through Environmental Design principles.

Increased passive surveillance and visibility is provided by removing shrubs which inhibit views when walking along paths particularly along Maribyrnong Street footpaths

Upgrade of lighting to meet compliance with new light standards and fittings throughout the shops.

6.10 Materials and Finishes
Materials and finishes have been selected for their suitability, long term durability and existing presence onsite.

- Main paving is to be insitu plain grey concrete;
- Furniture forms may include coloured steel / aluminium;
- New walls are nominated as predominantly insitu concrete;
- Contrast luminance should be considered in future design stages with respect to placement of bike racks and bollards against background colours to cater for persons with vision impairment.

7.0 ISSUES IDENTIFICATION AND RESPONSES
7.1 Issues Identification Table
Refer appendix 6.0 – Stakeholder Engagement Feedback Table

Purdon Planning presented the preliminary design prepared by Redbox Design Group to the traders, leaseholders and community stakeholders of the shopping centre. The comments, minuted by Purdon’s, are listed in table form in appendix 7. Each comment has been reviewed and responded to by Redbox, outlining how the preliminary design for the shops addresses each of the issues raised.
7.2 Unresolved Issues
For a more detailed description and response, refer to Appendix 7.

There are no unresolved issues.
Appendix 1.0

Local Shopping Centre Feasibility – Site Analysis
1. Carpark - low traffic & pedestrian volumes
2. Bus stop with shelter
3. Fraser Tavern
4. Friendly Grocer
5. Public courtyard
6. Service area / employee parking
ACCESS LEGEND

- **FOOTPATHS**
  - Gradient exceeds 1:20 (5%) or
  - Crossfall exceeds 1:40 (2%)
- **FOOTPATHS**
  - Insufficient path width
- **PARKING**
  - Car overhang over path not compliant &
  - Footpath width not compliant
- **KERB RAMP**
  - Gradient exceeds 1:8 (12.5%) or
  - Kerb ramp required
- **TRIP HAZARD**
- **NON-COMPLIANT STAIRS**
  - No tgsi, handrails, or contrast nosing

KEY

1. Disabled parking space is compliant however cross falls are excessive. At least 2 spaces are required to be compliant
2. Bus stop with compliant TGSi however cross fall of the landing is greater than 2.5%
3. Pavement is cracked and in poor condition
4. No kerb ramp connecting the north western footpath to the shopping centre
5. Telephone & PO box are too high & not accessible

NOTES

- No consideration for the vision impaired with lack of TGSi at crossing points and hazards
1. Disable parking space
2. Bus stop with compliant TGS1
3. Pavement is in poor condition
4. No kerb ramp to northwestern footpath
5. Telephone & PO box are not accessible
6. Non-compliant stairway
7. Non-compliant car overhang

redbox design group

ACCESS / COMPLIANCE OBSERVATIONS
CIVIL KEY

1. Steepness of front car park / makes PWD parking spaces difficult to achieve correct grading

2. Linear car park with no speed controls

3. Minimal drainage (1 sump in poor condition) per car park

4. Waste stored in rear service yard / no waste enclosure

5. Pavement showing signs of deterioration (crocodile cracking present)
1. Steep PWD parking spaces
2. Linear car park with no speed controls
3. Minimal drainage (1 sump in poor condition) per car park
4. Waste stored in rear service yard / no waste enclosure
5. Pavement showing signs of deterioration
LIGHTING LEGEND

* LIGHT POLE LOCATION

1 Insufficient lighting

COMMENTS

- Lighting coverage is insufficient in some areas, particularly at the rear of the shops.
- The luminaires types observed are no longer in use by TCOS, typically using metal halide lamps or similar.
- Opportunity to retain existing lighting columns generally and upgrade the luminaires to LED; additional columns are likely to be required.
1. Garden beds are sparse & utilise predominantly low shrubs & strappy plant species. Rock boulders have been used as a feature in the 2 garden beds to the east.

2. Courtyard is a patterned mixture of concrete & pavers. The space is lower than the road & provides little visual interest or aspect.

3. The painted timber seating is dated and needs to be replaced.

4. 2 wheelie bins provided - aesthetically poor.

5. Bollards & rails along footpaths limit access & make the walkways appear crowded.

6. Bike racks provided - in fair condition.

7. Undercover outdoor dining for the Fraser Tavern is sectioned off from courtyard.

8. Sleeper log retaining walls manage level changes.

9. An informal path has been constructed along a pedestrian desire line.

10. Public open space behind the Fraser Tavern is in disrepair & is used for car parking.

11. Southern footpath has no lighting & is semi-concealed by adjacent residential blocks & the tavern.

12. Bin collection of adjacent residential development limits pedestrian access on certain days of the week.

fraser local shopping centre

LANDSCAPE OBSERVATIONS
1. Garden beds are sparsely planted

2. Public courtyard & painted timber seating

4. 2 wheelie bins provided

5. Bollards & rails

6. Bollards

7. Undercover outdoor dining for the Fraser Tavern
Appendix 2.0
Fraser Access Audit
TRANSPORT CANBERRA AND CITY SERVICES
ACCESS AUDIT: Fraser Shopping Centre

Prepared by
Eric Martin and Associates

FOR
REDOX DESIGN GROUP

On behalf of
ACT Government

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Date:  21 Dec 2016
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1.0 INTRODUCTION
This report relates to the proposed upgrade of the Fraser Shopping Centre at Canberra ACT and considers the disability access requirements of NCC 2016 Vol. 1 BCA and referenced standards.

As part of a proposed upgrade of the Fraser Shopping Centre, a feasibility study, disability access audit and report was commissioned to guide future works.

As an initial part of the project an access audit has been prepared by Eric Martin AM and Neets Pluschke of Eric Martin & Associates.

2.0 ACCESS AUDIT
The access audit was undertaken on the 21/12/2016 and is presented in Appendix 1 and outlined below. Photographs are included in Appendix 2 with locations identified. Key areas for consideration have been identified in Appendix 3.

2.2 Parking
There is one designated parking space for people with disabilities that is compliant to current standards (AS2890.6) except cross falls are excessive.

Daley Crescent should have at least two designated spaces to be compliant with the ACT Off Street Parking Code with details to AS2890.6.

2.3 Footpaths
Most footpaths in the area do not comply.

The area generally has a concrete footpath against the kerb or property line with a sufficient width.

The footpath on the South Western side of the car park has a minimum width of 1500mm. This is not sufficient where a 1600mm width against a kerb is required.
The condition of the footpaths is in variable condition. Many cracks exist in the paving posing trip hazards, as noted in Appendix 1 and 3. Parts have been ground back to reduce this hazard.

Cross falls on most of the footpaths surrounding the shopping centre are in excess of 1 in 40 (2.5%), see Appendix 1 and 3.

Longitudinal gradients are in excess of 1 in 20 (5%) on the most of the footpaths.

There are rails across the footpath on the South Eastern edge of the shops, providing limited access.

There are yellow bollards obstructing the access way against the building/property line.

The footpath on the North Western side along Tillyard Drive has grass growing through the path.
The footpath at the Southern corner is uneven and cracked due to tree roots.

Figure 8

The footpath on the South Eastern side of the car park on Daley Crescent has rubbish bins obstructing access.

Figure 9

Figure 10

Most shops have level access.

Figure 11

Figure 12
The access way to the shops on the South Eastern corner has stairs with no hand rails, no contrast nosing and no TGSI. The top step is cracked and uneven.

There is a minor overhang of cars over the footpath on the South Eastern side of the carpark on Daley Crescent.

2.4 Kerb Ramps
There are a limited number of kerb ramps, of which some have gradients in excess of 1 in 8 (12.5%), see Appendix 1 and 3.

The kerb ramp for the designated space is in excess of 1 in 8 (12.5%).

There is no kerb ramp connecting the North Western footpath with the shopping centre, see Appendix 1 and 3.
2.5 Seats
Wooden seats are provided with small backrests and no armrests.

![Figure 18](image)

2.6 Bus Stop
There is one bus stop on Daley Crescent with a small shelter and TGSI that is compliant with current standards. The only exception is the gradient of the landing which has a cross fall that is in excess of 1 in 40 (2.5%).

![Figure 19](image)  ![Figure 20](image)

2.7 Vision Impaired People
There is no real consideration for vision impaired people with no TGSI locating crossing points or hazards. The only use of TGSI is at the bus stop (refer 2.6 above).
2.8 Fittings
Rubbish bins are generally reachable at 1050mm.

The telephone and PO Box are too high and are not accessible.

3.0 COMMENTS AND RECOMMENDATIONS

3.1 General
The following are comments and recommendations to improve access for people with disabilities to the area.

3.2 Parking
The designated parking spaces are located close to the main access for shops are compliant, however requires an appropriate kerb ramp.

An additional designated parking space is required to be compliant with the current standards AS2890.6.

3.3 Footpaths
Cracked areas should be repaired or replaced.

New work to ensure cross falls comply and longitudinal gradient made to comply as best possible. This is particularly challenging given the sloping site.

The access way against the shops building/property line should be kept free of obstructions, for a distance of at least 1800mm.

Maintain clear access to footpaths removing grass and repairing paths.

Relocate the position of rubbish bin collection on the South Eastern side of Daley Crescent.

Provide handrails, contrast nosing and TGS1 to the stairs. Repair the top step.

3.4 Kerb Ramps
Rebuild kerb ramps that exceed the gradient of 1 in 8 (12.5%).

Provide a kerb ramp to connect the North Western footpath with the shopping centre.

3.5 Seats
In any upgrade use seats that have better backs and arm rests and preferably not metal.
3.6 Bus Stop
Adjust the paving gradient at the bus stop.

3.7 Vision Impaired People
Designate key access ways and then ensure that there is a shore/cue line that links areas and is kept clear and crossing points are identified with TGSI to A 1428.1. Crossing points should be safe such as zebra pedestrian crossing or traffic lights.

3.8 Fittings
Suggest to Telstra that the telephone should be accessible.
Suggest to Australia Post that the post boxes should be accessible.

4.0 CONCLUSION
The study area is in a fair/poor condition due to the excessive gradients of foorpaths, but needs upgrading. The footpaths and kerb ramps need to be addressed as noted. There is no consideration for vision impaired people.
The area may be enhanced with priority given to the high use areas.
APPENDIX 1 – ACCESS AUDIT
APPENDIX 2 – LOCATIONS AND PHOTOGRAPHS
APPENDIX 3 – KEY AREAS FOR CONSIDERATION
Appendix 3.0

Fraser - Parking Traffic and Service Engineering Report
Local Shopping Centre Upgrade Program 2016-2017

Fraser

Parking, Traffic and Service Engineering Report

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Issue 03
December 2017
CR167034EC05

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Reviewed by:
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Executive Summary

Northrop Consulting Engineers have been engaged by Redbox Design Group to conduct a parking, traffic and service study for the Local Shopping Centre Upgrade Program 2016-2017. The Upgrade Program is focusing on four areas of interest. These include:

1. Duffy Shops near the corner of Burrihjuck Crescent and Glenmaggie Street.
2. Campbell Shops near the corner of Blamey Crescent and Chauvel Street.
3. Kaleen Shops near the corner of Maribymong Avenue and Alberga Street.
4. Fraser Shops near the corner of Tillyard Drive and Daley Crescent.

Images from Google and ACTmapi were used during the writing of the report. Action bus routes and timetables were referenced for public transport. Northrop Consulting Engineers visited the car parks and surrounds to report on existing parking, traffic and services within the areas.

Each car park had various aspects covered in regards to the existing traffic and stormwater engineering application applied to the areas including but not limited to:

- The quantity of parking spaces counted and compared with the standards, with random spaces measured for size and grading conformance to Australian and Territory Standards.
- Disabled spaces were measured for conformance to Australian and Territory Standards.
- Review of public transport and pedestrian paths within the areas of concern.
- Review of existing traffic controls in the areas of concern.
- Commentary on service vehicle access for each area of concern.
- Listed traffic and accident data for each area of concern with commentary.
- General commentary on the traffic engineering currently in place.
- Commentary on the visual stormwater engineering and services in the area of concern.
- Review and comment on proposed modifications.

This report is for the Fraser Shops.
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1. FRASER SHOPS

The Fraser Shops are located at Section 38 Fraser. The shops are located near the corner of Daley Crescent and Tillyard Drive.

The primary parking area is located off Daley Crescent. There is a secondary parking area located at the back off the shops with a road connecting it to Daley Crescent. This area is not part of a block. Figure 1 shows the primary area (blue) and secondary area (red).

Fraser Primary School is located north of the shops along Tillyard Drive. The school has a car park however the Fraser Shops car park is located across the road from the school.

Block 2, Section 36 Fraser is a housing development and has a driveway near the Fraser shops car park. The same entry/exit is used for this block and the shopping centre car park.

Figure 1: Fraser Shops
1.1. Existing Site Conditions

In May 2017, there were:
- 41 parking spaces
- 1 disabled space
- 2 shared zone spaces.

There are an additional 11 parking spaces at the rear of the building.

Random parking spaces in the primary car park were measured with the mean space size of 2.4m x 5.0m. Under user classification 3A – Short term, high turnover parking, the spaces have a width that does not conform to AS2890. The width of the spaces would need to be 2.6m. The grading of the random parking spaces did not comply with AS2890.1. The grading was measured at approximately 8% perpendicular to the direction of travel which is higher than the maximum 6.25% as per AS2890.1.

A random space was measured in the secondary parking area. Under user classification 3A, the spaces do not comply for width. Two of the spaces do not have adequate width to conform to AS2890.1.

1.2. Clarity of Existing Traffic Control Devices

Find below a summary of the devices sighted in regards to the car park located on Daley Crescent:
- 1 give way sign located at the South-Eastern entry/exit with dashed continuity line marking as required – The sign needs to be moved so it faces oncoming traffic.
- Dashed continuity line marking located at the North-Western entry/exit (there is a sign post however no sign on it) - A sign should be positioned as per AS1742.
- Double centre-line marking near entry/exit for Block 2, Section 36 Fraser – the line marking complies to AS1742 as they provide guidance to drivers.

1.3 Safe Intersection Sight Distance (SISD)

For improvement of the safety of motorists at intersections, it is of great importance to consider the vision drivers have of the surrounding area. The SISD is the minimum sight distance required to permit motorists to safely stop from a given speed. Figure 2 is an extract from Austroads and illustrates the required sight line from 3-5m away from the intersection. The sight line allows vision of any vehicles which need to be considered.

The speed limit of the road affects the SISD as the deceleration required to safely stop a vehicle is dependant of the speed the vehicle is travelling. Table 1 is an extract from Austroads Table 3.2 Guide to Road Design – Part 4A: Un-signalised and Signalised Intersection (2010). The table identifies the required distances for the relevant design speeds. Gradients of the road have not been considered for this analysis.
Figure 2 SISD

Table 1 SISD Distances

<table>
<thead>
<tr>
<th>Design speed (km/h)</th>
<th>Based on safe intersection sight distance for cars(^1)</th>
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<td>(R_T = 1.5s^3)</td>
<td>(R_T = 2.0s)</td>
<td>(R_T = 2.5s)</td>
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<tr>
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<td>(K)</td>
<td>SISD (m)</td>
<td>(K)</td>
<td>SISD (m)</td>
<td>(K)</td>
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<td>114</td>
<td>14</td>
<td>123</td>
<td>16</td>
<td>-</td>
</tr>
</tbody>
</table>

The SISD was measured at Fraser Shops at both parking areas with photos taken from set distances. These photos indicate if there are any obstructions in the sight line for the driver. Distances are a reflection of 50km/h (90m) for Daley Crescent. The photos in Error! Reference source not found. show the view from 90m or the largest distance to the T intersection.
Table 2: Frasers Shops SISD

90m south of north entry/exit of shops on Daley Crescent – The bus shelter could be considered an obstruction to a driver's view. The low signs may be considered as an obstruction to a driver's view. ACTMapi indicates the bus shelter is within 3m of the road and therefore needs to be removed, redesigned and constructed or repositioned to be compliant with Austroads standards.

![Figure 3 90m South Daley Crescent](image)

21m north of north entry/exit of shops on Daley Crescent – no obstruction in driver's view. Only measured to 21m due to proximity of the existing road.

![Figure 4 21m North Daley Crescent](image)

90m south of south entry/exit of shops on Daley Crescent – no obstruction in driver's view and therefore is acceptable.

![Figure 5 90m South Daley Crescent](image)

90m north of south entry/exit of shops on Daley Crescent – no obstruction in driver's view and therefore is acceptable.

![Figure 6 87m North Daley Crescent](image)
The required distance as per Austroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersection from the driver’s head position to the edge of the intersection is 3.5m. Visually, it was noted the bus shelter obstructed viewing in this space.

1.4 Pedestrian Movement Around Car Park

At the Fraser car park, there is a footpath along the western side (shop side). There is no designated path along the eastern side of the carpark.

There are two shared spaces with pram ramps. One of these is on the western side to the shops. The other is on the eastern side which has a path leading to the bus stop. There is no crossing connecting the shared spaces.

There is a concrete footpath around the perimeter of the shops building connecting the rear car park to the main carpark. It has been noted during site inspections and from aerial photography from google, this path does have waste bins on it at the rear car park. Figure 7 illustrates the locations of the footpaths and pram ramps in the area. These footpaths noted are in acceptable conditions however there are trees on Daley Crescent which obstruct the foot path. The remainder of the paths create a safe pedestrian environment.

![Figure 7: Kaleen Shops Foot Paths and Pram Ramps](image)

1.5. Disabled Spaces

There is one disabled space located over the two parking areas. This space is approximately 3.3m wide and 5.3m long. Accompanying the disabled space is a shared space which is approximately 2.2m wide and 5.3m long. The size of the spaces does not comply to AS2890.6. There is no bollard in the shared zone which is non-compliant as per AS2890.6. The slope of the disable and shared spaced is up to 10% which exceeds the required slope of 3.0% and does not comply with AS2890.6.
There is one disabled space located over the two car parks. This number does not comply to ACT Planning and Land Authority Parking and Vehicle Access General Code (October 2014) as the number should be 3% of 46 available car parking spaces which is two. Given the longitudinal grade of the carpark, achieving compliance with parking with disability spaces will require significant civil works and may not be economical.

1.6. Public Transport Near Fraser Shops

Action bus services 14, 314, 714 and 907 travels past the Fraser Shops. Buses travel in both directions and there is a bus stop on either side of the Daley Crescent. Route 14, 314 and 714 travels between Alkman Drive Bus Layover and the Fraser Terminus. Route 907 travels between Alkman Drive Bus Layover and Emu Bank Bus Station. See Figure 8 and Figure 9 for bus routes.
Figure 8: Bus Routes near Fraser Shops
Figure 9: Bus Routes near Fraser Shops
1.7. Shared Paths Near Fraser Shops

There is a network of shared paths around Fraser Shops. These paths link the suburbs of Fraser, Charnwood and Flynn. Aerial photography from ACTmap shows minor paths within the area comply for width with drawing DS13-01 Revision A from the Transport Canberra and City Services (TCCS) Standard Drawings. The minor paths around the shops measured to be at least 1.2m which is the minimum width required. There is a pedestrian crossing under Tillyard Drive to the west of the secondary carpark.

There are 6 existing bicycle rails to lock wheels and bikes to at Fraser shops. The bicycle rails during the site inspections were not used by the public. Drink establishments require 1 bicycle parking facility per 100m² bar floor area for employees after the first 100m² and 1 bicycle parking space per 25m² of bar floor area after the first 25m². Supermarkets require 1 bicycle parking space per 750m² of gross floor area with an additional 1 space for every 750m² of gross floor area for employees and 2 bicycle parking spaces for the first 300m² gross floor area with an additional 1 space per 300m². A total of 20 bicycle parking facilities are required however there are only 6 existing railings. Employee parking would also need to be secure for the bicycle parking to be compliant as per the Bicycle Parking General Code however practicality may need to be considered for this consideration.

1.8. Parking Generation

There is no change to the gross floor area (GFA) of the shops is proposed as part of the works, therefore parking generation is not being altered.

1.9. Service Vehicle Access

Fraser shops has a car park at the back of the buildings where the waste is collected. The car park has been viewed to be unoccupied however has also been viewed busy during school drop off. The car park also has a large turning area and is capable for traffic to flow in both directions simultaneously.

1.10. Traffic Data Summary

A summary of traffic data near Fraser Shops from 2016 is available in Table 3.

<table>
<thead>
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<th>First Road</th>
<th>Second Road</th>
<th>Road of Travel</th>
<th>Weekday Volume</th>
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<th>Mean Speed</th>
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</tr>
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</table>

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Northrop Consulting Engineers
December 2017
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Tillyard Drive is classified as a Major Collector Road, and Daley Crescent as a Minor Collector Road, as per ACT Government Urban Infrastructure Road Hierarchy North Canberra. Major Collector Roads have a capacity for 3,000-8,000 vehicles a day, and Minor Collector Roads have a capacity for 1,001-3,000 vehicles a day as per ACT Government Environment and Sustainable Development Estate Development Code. Therefore, the existing roads comply to the ACT Government standards.

1.11. Accident Data

Accident data for the area was available from 1st January, 2012 until 31st December, 2016. The data provided covered Daley Crescent. During this period, there was eleven accidents.

Nine of the accidents involved at least one car in or approaching the intersection of Daley Crescent and Tillyard Drive. Eight of the accidents occurred in, or approaching, the intersection involving turning right. The remaining two accidents involved cars travelling straight.

Accident data does not appear to indicate an issue with the carpark.

1.12. Commentary on Traffic

The Fraser Shops car park is currently under-utilised, and does not need to be expanded from inspection carried out by Northrop Engineers and from aerial photography provided by google.

Speed controls could be placed in the area to control the speed of vehicles through the area. These speed controls could be speed humps.

The disabled space is currently not compliant, as per AS2890.6, however it will be expensive to correct.

Pedestrian crossings could be provided between the shared spaces within the carpark and across Daley Crescent between the bus stops. This would improve the safety of pedestrians when crossing the carpark and the road.

The signage provided for the school zone and the bus shelter may obstruct a driver’s view when exiting the car park. The signs could be raised to TCCS standard specification which would remove the hazard the sign has created.

A high percentage of accidents occurred within the intersection turning right, but do not appear to be related to the carpark.

1.13. Commentary on Services

Fraser Shops primary car park has no sumps located in it, but there are sumps located downhill of the car park. There is a varying gradient throughout the car park which grades to the sumps. An OCI assists the flow of water to the sumps.

There was one storm water sump located in the secondary car park during the inspection. The lid and surround were in poor condition.

The kerbs throughout the site were in poor condition. Cracking and spalling of the concrete was present. There was crocodile cracking and large cracks present in the asphalt. The footpath had cracks present throughout the site. There were pot holes visible in the primary parking area.

There was a pit which had a lid that was not bolted down. This pit did not have any identification on it and no services were sighted in the pit.

The gas markers were in sufficient condition around the site.
The water meter was not located during the inspection. There is a fire hydrant located on the footpath with a fire hydrant marker installed.

Other pits located at the Fraser shops had damaged lids which consisted of spalling, or cracking of concrete.

1.14. New Parking Layout Commentary

An initial drawing provided by Redbox Design Group was reviewed. A brief summary of the changes is listed below:

1. Grading amended to disabled space to make it compliant to Australian Standards.
2. Parking areas which will be transformed into landscaped areas.
3. Additional pram ramps.
4. Gravel path to be amended and paths to be constructed.
5. Line marking in the secondary car park.

An area which allows for 1 parking space, 1 disabled parking space and 1 shared space was regraded to 3% to be compliant to AS2890.6. An additional 2.4m from the edge of the spaces has also been allowed to fall at 3% for compliance to AS2890.6. To allow for this grade change, parking spaces will need to be removed from the primary parking area. From Google Map images and inspection of the area by Northrop Consulting Engineers at various times of the day, the parking demand will not exceed the spaces available. The drawing indicated gardens in some of the spaces. The quantity of spaces required is 38 as per ACT Planning and Land Authority Parking and Vehicular Access Code (October 2014) when defining the area as a Local Centre.

To allow for 3% grading at the disabled and shared spaces, the car park will need to be regraded. This will increase the fall of the car park after the shared spaces to approximately 12.2% for 10m. The path and garden area will need to be altered to allow for this change.

Due to the size of the centre, potential for future significant changes to the adjacent land use and development and development and significant compliance with standards, the full upgrade was considered unwarranted. A new scheme is proposed which retains existing grades in the car park.

Additional pram ramps have been included in the design. This allows for improved access for pedestrians around the shops. Pram ramps should be designed to AS1428.1 to be compliant for people with a disability.

Selected footpaths in the area will be upgraded to improve pedestrian movement around the shops. The footpaths will need to be as per TCCS standards. Additional footpaths are proposed to be constructed around the shops which will improve pedestrian movement paths and create a safer environment.

Table 4 summarises the existing, and proposed, parking conditions for the primary and secondary car parks.
<table>
<thead>
<tr>
<th>Car Park</th>
<th>Existing Standard</th>
<th>Proposed Standard</th>
<th>Existing Disabled</th>
<th>Proposed Disabled</th>
<th>Existing Shared</th>
<th>Proposed Shared</th>
<th>Existing Total</th>
<th>Proposed Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>43</td>
<td>37</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>46</td>
<td>37</td>
</tr>
<tr>
<td>Secondary</td>
<td>11</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>11</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td>54</td>
<td>45</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>57</td>
<td>45</td>
</tr>
</tbody>
</table>
Appendix 4.0
Consultation Plans
Appendix 5.0
Fraser - Preliminary Sketch Plan
Appendix 6.0
Fraser – Stakeholder Engagement Feedback Table
<table>
<thead>
<tr>
<th>Subject Area</th>
<th>Stakeholder feedback</th>
<th>Views shared by</th>
<th>Comment (Person/Emotional)</th>
<th>Action (Redbox Design Group)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Parking and vehicle access</strong></td>
<td>Daley Crescent is very steep and people travel very fast. Need something to slow traffic as there are concerns that people will travel down the hill, lose control and run into the school.</td>
<td>Fraser Primary</td>
<td>This not within the scope of the study but this feedback will be passed onto TCCS.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Losing parking to include trees is a concern. This concern could be off-set by improving the rear car park and encouraging use of this area</td>
<td>Lessee</td>
<td>Noted. Trees will provide significantly improved amenity for the shops. The rear car park will likely be used voluntarily if car parking at the front becomes difficult.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Additional trees for the front car park are welcomed as the car park is rarely full.</td>
<td>Stone owner</td>
<td>Noted.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Suggest more trees.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Security and Safety</strong></td>
<td>The rear car park is underutilised because it isn't visible and there is a lack of lighting</td>
<td>Lessee, Belconnen Community Council</td>
<td>The lack of lighting at the rear car park is acknowledged and will be improved. Visibility of this car parking area is hard to improve given all adjacent buildings are privately owned and turn their back on it.</td>
<td>Noted. Lighting improvements are proposed.</td>
</tr>
<tr>
<td></td>
<td>The path from the school leads to the edge of Tillyard Drive but there isn't a crossing so parents and children are forced to jaywalk. The underpass is too far away for people to use and takes people to the rear of the shops which is not the desired pathway. Fencing should be mostly greys so that it does not confuse dementia of other visually impaired people.</td>
<td>Fraser Primary, Alzheimer's Australia</td>
<td>This not within the scope of the study. Minor upgrades to the rear car parking area may encourage people to use the underpass as there are adequate pathways from this car park to the underpass. Noted.</td>
<td>This not within the scope of this study. Noted. Pavement upgrade is limited to remediation of existing pavements such as removal of trip hazards.</td>
</tr>
<tr>
<td></td>
<td>Need paths that allow parents and children to avoid the tavern. Perhaps they could be diverted around Daley Crescent.</td>
<td>Fraser Primary</td>
<td>This not within the scope of the study. There are pathways that allow people to avoid the tavern.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Design and Aesthetic</td>
<td>Amenity and usability</td>
<td></td>
<td></td>
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<tr>
<td>Improve the path to the underpass more attractive and safe so that people want to use this. Fraser Primary</td>
<td>Upgrade of the rear car park may address this issue. However, these paths are not within the scope of this investigation. Noted. This is not within the scope of this study.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Space behind the Tavern and Restaurant is an eye sore. Trees along Tillyard Drive block visibility to the centre. Trees need to be pruned at the lower level to increase visibility from the street. Lessee</td>
<td>Agreed. Improvements to this area are proposed and Redbox plans address this.</td>
<td></td>
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</tr>
<tr>
<td>signage to the centre is lacking. Signage at the corner of Tillyard Drive and Daley Crescent would help. Lessee</td>
<td>This is a maintenance issue and will be recommended to TCCS. Signage is not within the scope of this investigation. Signage should be initiated by private lessees. Noted. Shop signage is not proposed in the scope of the minor upgrade works for this centre.</td>
<td></td>
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</tr>
<tr>
<td>The tavern suffocates the centre and discourages people from visiting. Would be good if the tavern was orientated away from the centre square towards the rear car park. Fraser Primary,</td>
<td>The Tavern is subject to a private lease and TCCS has no control over tenants at the shops. Orientation of the tavern is a matter for the lessee. Noted.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shop needs updating/more stores or cafes are needed as the centre is remote and needs to have a draw card. Fraser Primary, Friendly Grocer Owner, Balcarenian Community Council</td>
<td>Again, TCCS have no role in the business types located at the shops. This is a matter for the lessee. Noted. The proposed landscape upgrade will improve the shop amenity with new trees, upgrades to pavements, soft landscape, seating and lighting.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The existing building is ugly. Rendering/painting would improve the centre. Lessee</td>
<td>The buildings are privately leased and any improvements to buildings will be at the cost of the lessee. Noted. Improvements to privately leased land is not within the scope of this study.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trees supported. Mulch recommended in tree garden beds. City Services</td>
<td>Noted.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| }