

PROPOSAL FOR SERVICES



Transport Planning

REF: W1219429

DATE: 30 October 2019

Tahnee Bird
Community Development Officer
Shire of Goomalling
PO Box 118
GOOMALLING WA 6460

Attention: Ms. Tahnee Bird (Community Development Officer)

Dear Tahnee,

RE: PROPOSAL FOR SERVICES — EXPRESSION OF INTEREST – BIKE PLAN

GTA Consultants is pleased to offer this proposal to provide transport planning services as part of the **Expression of Interest – Bike Plan**.

GTA partners with our clients to deliver considered, quality transport outcomes that represent rigour and value - with personalised service at the core of our work. Our specialised transport focus means we possess a deep understanding of your requirements and commercial drivers. We offer an approach that is highly focused on the relevant outputs to meet your required outcomes.

GTA understand that the Shire of Goomalling seek to prepare a 10 year bike plan for the Shire, which is to consider the needs and wants of the community including local sporting/cultural and community groups and Council, as well as consideration of landscape and cultural heritage values when considering additions to the network, whilst also including reference to climate change and energy efficiency initiatives into the plan.

Further GTA understand that, while the existing traffic volumes within the Shire and townsite maybe low, there is likely to be a higher percentage of heavy vehicles due to the rural nature of the community that needs to be considered.

The community offer a local understanding identifying the on the ground issues which need to be addressed earlier in the process. GTA proposes a methodology which introduces initial community consultation early in the process so that the Bike Plan is led by local knowledge and the community's comments. In our experience, strategies and plans that have had community involvement early on and throughout, are more likely to have community acceptance when recommendations come to be implemented.

Accordingly, the following schedule sets out the Scope of Work relevant for the project, our professional fee, and proposed timing. Your written authorisation for us to commence work constitutes acceptance of this fee proposal.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 6169 1000.

Yours sincerely

GTA CONSULTANTS

Tim Judd
Director
encl.



Goomalling Bike Plan

Shire of Goomalling
Proposal for Services

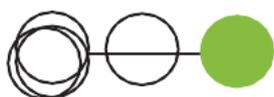


Prepared by: GTA Consultants (WA) Pty Ltd for Shire of Goomalling

on 31/10/19

Reference: W1219429

Issue #: A



GTA consultants

Goomalling Bike Plan

Shire of Goomalling Proposal for Services

Client: Shire of Goomalling

on 31/10/19

Reference: W1219429

Issue #: A

CONTENTS

1. Introduction	1
1.1. Appreciation	2
2. Approach and Methodology	4
2.1. Approach	5
2.2. Methodology	5
2.3. Assumptions and Exclusions	9
2.4. Program	10
3. Relevant Skills and Capabilities	11
3.1. Team	12
3.2. Relevant Project Experience	14
3.3. Referees	16
4. Commercial Offer	17
4.1. Fee Estimate	18
4.2. Rates and Exclusions	18
4.3. Terms and Conditions and Invoicing	18
4.4. Insurances	18

APPENDICES

A. Curricula Vitae

1. INTRODUCTION

01

1.1. Appreciation

GTA Consultants is pleased to submit the following proposal for the preparation of the Goomalling Bike Plan, which is based on an inclusive and community consultation led approach.

GTA Consultants operates nationally with a network of offices around the country, offering a team of specialist transportation staff with extensive experience in planning and design of active transport infrastructure and behaviour change. Our staff also possess sound knowledge of strategic transport objectives at a State and National level and can adapt to a local context to reflect the community needs and priorities.

GTA appreciates the regional yet growing nature of the Shire of Goomalling, due to its close proximity to the Perth Metropolitan Area. A key factor which will be considered in the preparation of this bike plan is the recent and planned development within the Shire as well as the requirements that may impede the cycling network such as heavy vehicle demand vital for rural communities. It is therefore important for GTA to work closely with the Shire to build this understanding and capture it in the plan.

The preparation of this bike plan will be important to guide the future network to ensure connectivity between town amenities ensuring it has a strong community focus providing a safe and connected local network.

GTA have prepared a number of bike plans, as well as cycle link feasibility studies in both metropolitan and regional settings. We will use our understanding and learning from previous projects and apply this to the Shire of Goomalling.

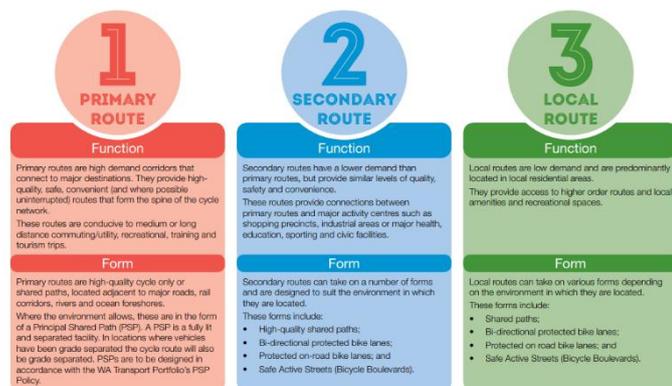
The Department of Transport have gained a strong understanding on cycling and how to develop the cycling network over recent years. This has included a number of new concepts and demonstration projects such as Safe Active Streets (also known as bicycle boulevards but with an added focus of the street being for people walking as well as cycling). GTA has been involved in the majority of these projects.

Three of our team members have worked within the Department of Transport Cycling Team between 2012-2015 as these new approaches to cycling were occurring and therefore have excellent knowledge of the Department of Transport's priorities for bicycle plans in both metropolitan and regional WA.

There has also been a shift towards identifying areas where "every street is a cycle street". The low volume nature of streets in the individual townships offer an opportunity to look into this "every street is a cycle street" concept, where there is an increase of shared infrastructure between cars and cyclists. This is especially prevalent in the majority of streets within the Shire, where traffic volumes are likely to be below approximately 1,500 vehicles per day, suitable (with minor modifications) for on road cycling shared between cars and cyclists.

WABN Network

As indicated, GTA personnel have excellent understanding of the Department of Transport requirements for a bicycle plan, including the requirements for funding of the plan itself as well as how to identify projects that align with the Departments objectives in its regional grants program. The Department have outlined a clear cycling route hierarchy that must be complied with in order for the bike plan to generate funding opportunities for infrastructure in the coming years. The new cycling route hierarchy sets out three types of commuter routes, including a Primary, Secondary and Local Route, as well as two types of recreational routes including the Training Route and Tourist Trail.



INTRODUCTION

GTA will look at examples of different types of other successful routes and trails, with examples such as the Karak Trail in Collie, which is a 3.5km shared path connecting the Collie Cemetery to Ferguson Road, meandering through state forest.



(Karak Trail, Collie - photo source: Department of Transport 2018)

TRAINING ROUTE

Function

Training routes are designated routes for training, sports or recreational cyclists to undertake long distance rides in on-road environments.

Form

Training routes are normally located on rural or semi-rural roads on the outskirts of cities and towns. These routes support cyclists undertaking challenging longer distance rides by raising awareness and encouraging safe behaviour by all road users.

This is achieved through advisory signage, warning technology and other road safety initiatives.

TOURIST TRAIL

Function

Tourist trails provide long-distance, off-road (unsealed) riding experiences through natural settings, away from motorised traffic. They often support recreational and tourism trips between regions.

Form

Trails are typically located within underutilised transport and service corridors in rural areas. Due to their relatively gentle gradients, former railways make excellent candidates for trails. Purpose built trails may be constructed to connect existing corridors.

Trails should be constructed from well drained, compacted gravel with supporting infrastructure such as way-finding signage. They can be sealed when they run through towns, busy road crossings or in special circumstances.

(Image source: Department of Transport 2017)

Local Context

As detailed in the brief, the current bike network in the Shire of Goomalling comprises of a mix of paths including concrete, gravel and other pathways that link the residential area to the town amenities. Goomalling has a large quantity of open spaces, parks and reserves of significance, which could be connected to the bicycle network. If the focus of this bike plan is predominantly the Goomalling Town Site, there is the opportunity to introduce concepts with a focus on “every street being a cycle street”. This can generally be applied where the daily vehicular traffic is less than 1,500 vehicles per day, which is the majority of the Town, considering that the major roads around the town carry between 387 (Goomalling Toodyay Road, West of Grange Road, in 2018/19) to 935 (Northam Pithara Road, South of Salmon Gum Way, in 2018/19) vehicles per day on average. The lower volume streets can be reviewed to determine if they could be used for safe cycling connectivity through cyclists and cars sharing the road space, rather than the need to provide designated off road or protected on-road cycling infrastructure. **This will need to be balanced with the classification of vehicles on each street, recognising a larger proportion of heavy vehicles can be expected in rural communities which adds to the stress a cyclist experiences when overtaken.** In addition, the Town’s wide streets can be a deterrent to on-street cycling, as it may induce speeding.

Off-road path connections are expected to focus around attractions such as schools and other key amenities. The main town amenities are also located within proximity of one another, and there is the opportunity to encourage cycling in this area. Lighting of paths will be considered in context with appropriate standards for a rural community.

2. APPROACH AND METHODOLOGY

02

2.1. Approach

The traditional transport planning process for bike plans often has a strong reliance on transport forecasts, generally supported by modelling which seeks to 'predict' future conditions, and then 'provide' infrastructure to accommodate the estimated demand. More than ever before, there is increasing uncertainty in planning for the future - in part due to rapid evolutions in technology, major infrastructure and urban development proposals and shifts in demographics, social trends and the way in which we travel.

As such, GTA's approach leads with a **vision and objectives** for the study area which will be captured early on in the project through liaison with the Shire officers. We will then stress-test the vision and objectives through a literature review and consultation led approach. Consultation as early in the bike plan development as possible is vitally important as the community, stakeholders and local governments often have a breadth of local knowledge, understanding and experience of the area which no specialist outside the area can have and will assist with identifying the **real local issues**. Reviewing previously documented literature such as transport plans, strategic community plans and local bike plans is undertaken at this point to obtain the community perspectives and priorities that will guide the development of the project.

With a team experienced in transport planning and stakeholder consultation, GTA have the capability to prepare a comprehensive Bike Plan for the Shire of Goomalling. Team members who will be involved in the entire process have substantial experience in producing cycling strategies and have a broad perspective towards cycling network planning. Most of the team proposed for this project have worked for the Department of Transport and have excellent knowledge of requirements for a best practice bike plan for a regional local government with a town which has strategic value to the region, as well as the application of the Western Australian Bicycle Network Plan.

GTA's approach to initially review the previous bike plan to evaluate the progress of the previous bike plan's implementation then consult with the Shire's project manager, as well as other experienced staff with historical context to provide to the project will assist with the vision and direction of the plan before the evaluation commences. As part of this process, the team will inspect the site in consultation with the shire representative and hold a two-stage community consultation process.

2.2. Methodology

The following methodology has been prepared for the Shire of Goomalling's consideration. We believe this would be the best approach for the Shire within the given budget, with consideration of the community being a key focus, as well as ensuring deliverability of projects that would be recommended. We would welcome any opportunity to talk through the methodology and refine this with the Shire if required.

2.2.1. Task 1 – Preliminary Background Research and Bike Plan Analysis

It is important to understand the main drivers, issues, opportunities and constraints of the Shire when determining a bicycle network. As such, GTA will undertake a preliminary desktop review of the network including a review of existing strategies and relevant policies to understand the Shire's visions to then guide the objectives of the Bike Plan.

Documents to be reviewed include:

- Western Australian Bicycle Network (WABN) Plan (updated 2017)
- Shire of Goomalling Bike Plan (2009)
- Goomalling Recreation Hub Master Plan (2018)
- Shire of Goomalling Community Strategic Plan (2013)
- Age Friendly Community Plan (2015)
- Access and Inclusion Plan (2013)
- Youth Friendly Community Plan (2017)
- Asset Management Plan (2013)
- Corporate Business Plan (2013).

A high-level analysis of the network will be undertaken to identify the key attractors and whether the facilities provided are adequate to cater for the various types of cyclists (commuter and recreational) to support the users to commute to these key attractors using the active transport network. Key network considerations include interaction with the Goomalling Railway Station and other amenities. GTA will review the previous Bike Plan and in collaboration with the Shire, identify the items and projects which have been completed. GTA will also undertake a desktop review of the network, using available aerial imagery such as Nearmaps, in preparation for a site visit (Task 2) to identify what has been constructed to date. Together with the Shire, we will review those projects which were not successfully implemented or completed to try and understand why. This will help establish an understanding of the Shire's priority projects and build the foundation of the new Bike Plan. To aid in this, we have assumed the Shire will provide GTA with a list of completed and non-completed projects from the previous Bike Plan.

Deliverables:

- Network analysis summarising drivers, issues, opportunities and constraints.
- Summary of completed and not completed projects identified in previous Bike Plan, as well as why particular projects may not have been implemented.
- Summary of relevant objectives from the nine key strategies and relevant policies.
- Identification of key strategic routes.

2.2.2. Task 2 – Inception Meeting, Site Visit and Exiting Network Review

Following the desktop review, GTA will meet with the Shire of Goomalling for an inception meeting. It is proposed to involve the Department of Transport (DoT) at this stage, and request the relevant officer attend the inception meeting at the Shire of Goomalling with the GTA representatives. A DoT representative will provide important insight into the process. If a DoT officer is unavailable to attend, GTA will meet with the DoT at the DoT offices following the inception meeting with the Shire. The purpose of the inception meeting will be to:

- introduce GTA's core project team;
- agree the various project milestones, timescales and consultation dates;
- agree on communication protocols for the course of the project;
- agree the consultation activities and confirm the relevant stakeholders for the project; and
- agree on financial aspects of the project such as invoicing.

It is proposed that immediately after the inception meeting, a site visit is undertaken. GTA suggest that a Shire representative is part of this site visit to provide local insight and knowledge. The aim of the site visit is to understand areas which may need more attention and to confirm any uncertainties or gaps identified in the desktop review. GTA would also welcome any local community representatives that may provide local knowledge of issues and opportunities if there is a desire.

Deliverables:

- Attendance at inception meeting.
- GTA to provide a summary of notes and actions arising from the meeting and distribute them to the attendees.
- Site visit with the Shire and DoT to confirm gaps in the network.

2.2.3. Task 3 – Initial Consultation

GTA understand that to create a tailored Bike Plan, the end destination (the Vision) will need to be established. However, the community's vision can often be different to the local government or State Government's vision, and this will need to be delicately balanced. GTA's approach aims to find a balance between the community's vision and the relevant authority's vision, drawing from the community and local government's local experience and knowledge, resulting in a practical and achievable strategy that **addresses the desire to have safe cycling infrastructure**.

The community's local knowledge will help identify the local constraints and opportunities for creating better connectivity to achieve an efficient active transport network. The early identification of these issues will inform the focal points of the Bike Plan.

We understand that the higher age bracket of the Shire requires consultation methods to be tailored to the population. GTA propose to undertake an initial survey. This can be online (such as survey monkey) and/or physical platform (physical surveys distributed at the Shire offices, community centres and/or shopping centre). Assistance from the Shire's officers will be invaluable in this process, and GTA will work with the relevant Shire officer to establish the best initial consultation method.

This initial consultation phase will help gain a better understanding of the community's desires and needs to guide the Bike Plan. The community will be the users of the network; therefore it is important to capture their needs and wants. We have assumed the Shire will assist in distributing the questionnaire to community and relevant local community, sporting and bicycle user groups.

In addition to this, and in recognition of a high proportion of over 55 year old residents (45.1% within the Shire, compared to the Western Australian average of 25.4%), it may also be pertinent to assess through consultation further mobility needs and how a cycle plan and cycle infrastructure can assist in a wider range of mobility modes such as gophers, electric bikes, electric scooters etc.

Deliverables:

- Questionnaire to distribute to community or online survey.
- Summary of questionnaire results and key hotspots and areas of focus.

2.2.4. Task 4 – Draft Proposed Network

Following the above, GTA will use the data collated to draft a new bicycle network and concept plan. The new proposed network will address network gaps and focus on connectivity to key amenities. The draft network will consider:

- Likely traffic volumes and whether segregated infrastructure is required, considering expected heavy vehicle use;
- Significant trip attractors;
- Stakeholder actions to encourage active transport;
- Summary of relevant policy initiatives;
- Identification and methods of overcoming physical barriers;
- Footpath analysis identifying gaps, required widths, connectivity and continuity and rationalisation;
- Routes within the Shire including commuter and recreational routes;
- Lighting requirements appropriate for a rural community;
- Active transport promotion within the Shire, and the facilities required to encourage local trips;
- End of trip facility requirements and standards; and
- Universal access requirements.

Deliverables:

- Draft Bike Network Concept Plan.

2.2.5. Task 5 - Community Workshop

Meaningful engagement will be fundamental to provide the public with the opportunity to comment on the draft Bike Plan to ensure that it addresses the community's needs and desires. GTA will work closely with the Shire's Project Officer in the preparation and undertaking of the Community Workshop. The objectives of this task are:

- to seek feedback on the draft Bike Plan;
- to identify aspects missed or to be included;
- to ensure that key considerations are included; and
- to close the loop on the previous phases of consultation so that community and stakeholders understand how their input has been used.

We assume the Shire will be responsible for organising the above noted consultation activities including venue hire and catering, whilst GTA's role will be to facilitate, run and summarise the workshop outcomes. It is suggested that the workshop is held at one of the Shire's facilities such as the Community Centre Conference Room or Goomalling Sports Pavilion. The Shire will undertake the advertisement and promotion of the engagement and ensuring attendance of stakeholders at events, again with GTA's assistance. GTA will prepare cycle network maps of the proposed network for workshop attendees to annotate and mark areas which they like, which need consideration or that have not been captured. This will help create a visual representation of key hotspots. Our roles in the consultation related activities will be:

- Leading Q&A session of the Stakeholder Workshop and workshop facilitation.
- Providing written inputs for consultation material to assist the Shire in organising and promoting the workshop.

Following the Community Consultation, GTA will summarise the key aspects identified. This will then be discussed with the Shire to confirm the aspects of the consultation feedback to be incorporated into the Bike Plan.

Deliverables:

- Community Consultation workshop.
- Summary of consultation outcomes for the Shire's consideration.

2.2.6. Task 6 – Preparation of Bike Plan and Action and Infrastructure Plan

Drawing from the information collected as part of Tasks 1 to 5, GTA will draft the Bike Plan and update the network plan for the Shire's consideration. GTA appreciate that the majority of projects identified in the Bike Network will be constructed through the Shire's infrastructure budget, and as such, will identify short, medium and long-term actions to be considered for the duration of the 10 year Bike Plan, and beyond. As part of this, **we will also identify areas where grant funding may be available.**

The draft Bike Plan will then be submitted to the Shire for review, and consolidated comment, before a final version is issued.

Deliverables:

- Draft Bike Plan with an Action Plan and Infrastructure Plan, and potential grant funding options
- Final Bike Plan with consolidated comments.

2.3. Assumptions and Exclusions

The following assumptions not already mentioned within the methodology have been made in this fee proposal:

- All meetings and workshops will be held at the Shire owned venues with no cost attributed to GTA.
- The workshop is to be a maximum duration of seven (7) hours including travel.
- The inception meeting (inclusive of site visits) is to be up to a maximum duration of seven (7) hours including travel.
- Questionnaires will be distributed to local area destinations such as shopping centres and libraries by the Shire project officer.

The following activities are not included in this fee proposal:

- Attendance or presentation at meetings other than those as specified.
- Completion of any traffic or car parking surveys not specifically identified.
- Traffic surveys other than those already set out in the methodology above.
- Preparation of more than one (1) draft or any revisions to the draft and final reports.
- Preparation of construction cost estimates or designs.
- Transport modelling.
- Completion of any additional analysis and associated written documentation resulting from revisions to study area.
- Procurement of high-quality aerial photography.
- Refreshments for consultation meetings.
- Provision of media skype facilities for meeting rooms beyond GTA Perth's facilities that hosts up to 6-8 people.
- any other activities, or significant written material, not specifically identified in the nominated Scope of Works.

If required, GTA Consultants would be happy to complete these activities via an alternate fee proposal.

2.4. Program

GTA note that the Shire of Goomalling have not specified a specific timeframe, however as part of the WABN grant funding requirements of the Department of Transport, the project needs to be completed by the end of the 2019/2020 financial year. GTA have prepared the below schedule for the Shire's consideration, which also allows for time for the Bike Plan to be presented to Council to be adopted prior to the end of the 2019/2020 financial year. Timing is negotiable, and GTA have assumed that the project will commence within two weeks of the closure of the Request for Quotation. This program is based on the timely provision of information and reviews by the Shire of Goomalling.

Task	Week	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Week Commencing	11-Nov	18-Nov	25-Nov	2-Dec	9-Dec	16-Dec	23-Dec	30-Dec	6-Jan	13-Jan	20-Jan	27-Jan	3-Feb	10-Feb	17-Feb	24-Feb
1	Project Inception																
	Preliminary Background Research & Bike Plan Analysis																
2	Inception Meeting, Site Visit and Existing Network Review							Christmas Break									
3	Initial Consultation																
4	Draft Proposed Network																
5	Community Workshop																
6	Draft Bike Plan and Network Plan(s)																
	Final Bike Plan and Network Plan(s)																

 GTA tasks  Shire of Goomalling Review Period

3. RELEVANT SKILLS AND CAPABILITIES

03

RELEVANT SKILLS AND CAPABILITIES

3.1. Team

We have proposed an experienced project team to prepare this Bike Plan. Details of the key members of our proposed project team are shown below. Each team member has detailed cycle strategy experience, both at a State and Local Council level, with three of the team formally working within DoT for the cycling team.



TIM JUDD

Project Director, Lead Transport Planner

Day-to-day project contact, consultative manager



DANIEL STOREY

Project Manager, Senior Transport Planner

Active transport planning input and report preparation



ANGELA ZHANG

Transport Planner

Data analysis and reporting



SIMON PEDRETTI

Design & Mapping Lead

Technical AutoCAD draftsman



TIM JUDD

Project Manager, Transport Planning Specialist

MSc – Traffic Engineering & Transport Planning, BA(Hons) - Geography & Business Studies

Responsibilities: Overall corporate responsibility for the project and transport planning lead

Tim has 18 years' experience in the area of Transportation and Land Use Planning, Road Safety, Public Transport and Active Travel. Tim is an IPWEA/Main Roads WA accredited Senior Road Safety Auditor with experience in crash data assessment and interpretation and mitigation. Tim has particular expertise in the planning and design for Active Transport, with an emphasis on promoting safe travel. Vast experience with cycle and pedestrian route and corridor analysis as well as cycle infrastructure design.

Tim has experience in State Government, private consultancy and local government. In State Government, Tim was the On Road Public Transport Team Leader / Senior Transit Planner and was involved with a wide variety of forward planning, implementation of programs, and providing advice & expertise on multiple projects. Prior to State Government, he was a consultant who worked on over 100 projects to gain expertise in providing advice and services to government agencies and private clients; crash investigation and road safety audits at all levels of assessment; intersection modelling and analysis; and much more, as well as managing quality assurance, financial management, client satisfaction and risk management. Key projects that Tim has worked on include the development of cycle design guidelines for the PTA's Connecting Station Routes program, the City of Cockburn and City of Kwinana Cycle and Walk Plan's, as well as 11 Safe Active Streets across Western Australia.

Tim was the project director for various cycling infrastructure projects including Safe Active Street Design at Railway Street (City of Greater Geraldton), Whitfield Street (Town of Bassendean), Coleville Crescent (City of Cockburn), and Access to Train Stations projects for the Claremont, Bassendean and Victoria Park Stations. Tim's other recent active transport related projects include the preparation of the Cycling Infrastructure Design Guidelines for the PTA, and the Constraint Mapping for a Self-Explaining Streets project within the City of Subiaco. Tim is passionate about active transport and cycling and ensuring that streets and networks are safe for all types of users. He has recently presented his paper Designing 30km/h Neighbourhood Streets for WA at the 2018 AITPM Conference and Australian Walk Bike Conference.

RELEVANT SKILLS AND CAPABILITIES



**DANIEL
STOREY**

Senior Transport
Planner

BE (Civil)

Responsibilities: Day-to-day project contact, consultative manager, transport planning input, cycling strategy preparation

Daniel has 15 years' experience in the planning of traffic and transport related projects. While specialising in active transport network planning, he has experience in a wide range of transport fields. Before joining GTA in 2017, he worked for more than a decade on the development of the Western Australian Bicycle Network as a consultant for the Department of Transport, coordinating its implementation in the context of broader transport objectives for the portfolio, particularly as a means for congestion mitigation, and activating land use areas around public transport stations.

Prior to his tenure at the Department of Transport, he worked as a civil engineer for the City of Albany involved in road rehabilitation and assessing transport demand for new developments. His experience has provided sound understanding of the broader policy framework of transport.

Daniel has key relevant project experience working on the PTA Cycle Design Guidelines, the City of Kwinana Cycle and Walk Plan, and the City of Belmont Sustainable Transport Plan.

Responsibilities: Cycling strategy preparation and network and data analysis, consultation

Angela has four years of experience in the land use and transport planning fields. Angela has worked on many cycling infrastructure projects including the Madeley Cycling Infrastructure Route Analysis, where she assisted with the analysis of the routes. She also undertook Fatal Flaw assessments for numerous Access to Station projects including the Victoria Park and Claremont stations, and Geraldton Cycle Link between Sunset Beach to Drummond Cove which was an initiative of the Geraldton 2050 Regional Cycling Strategy. She has peer reviewed many studies prepared by GTA in the field of active transport including a Cycling Infrastructure Design Guidelines for the PTA. Angela also has experience with preparing traffic impact assessments and transport plans, data analysis and interpretation as well as the use of AutoCAD and GIS, and is currently a sessional academic for the Transport Planning unit of the Urban and Regional Planning degree at Curtin University.



**ANGELA
ZHANG**

Transport Planner

BA (Hons) (Urban and
Regional Planning)

In her previous role, Angela was a statutory planner with the City of Wanneroo and has a thorough understanding of the processes of local government, as well as land use planning for Rural, Industrial and Residential land and Council and JDAP report preparation, consultation requirements, and Development Application submission and assessment requirements.

During her time in State Government, Angela worked in the Department of Transport's Cycling team and her responsibilities included a vast array of technical and administration activities associated with active transport and the Perth and Regional Bicycle Network Grants. She is also experienced in various platforms of consultation, including stakeholder and community workshops, as well as preparation for consultation and succinct analysis of comments.

Responsibilities: Technical drawing preparation, all design aspects of the project

Simon Pedretti is a Civil Engineer with 14 years of experience in the Traffic and Transport Engineering fields, four years between Italy and Switzerland and ten years in Western Australia working on various projects including public transport planning and design, active transport design (Pedestrian/Cycling Infrastructure planning and design), traffic planning and design such as Traffic Impact assessment studies and design of local area traffic management schemes which include, traffic calming design, bicycle boulevard design, roundabout design, signalised and unsignalized intersections upgrade/modification.



**SIMON
PEDRETTI**

Civil Designer

RELEVANT SKILLS AND CAPABILITIES

BEng (Civil) His ten years' experience in Local Governments within Western Australia has allowed him to gain significant experience in delivering detailed designs of road related infrastructure (including drainage design) as well as active transport planning.

Whilst at GTA, Simon has worked on a number of cycling infrastructure projects as a civil designer, from Optioneering to 15% Concept Design and Detailed Design ready for construction. His most recent projects include Safe Active Street Design at Railway Street (City of Greater Geraldton), Whitfield Street (Town of Bassendean), Coleville Crescent (City of Cockburn), and Access to Train Stations Design and Fatal Flaw Assessment at several stations including Claremont, Bassendean and Victoria Park. He was also the lead consultant on the Madeley Cycling Route Feasibility and Concept Design, which included a network analysis to identify the optimal route for cycling infrastructure to encourage local and commuter cycling.

3.2. Relevant Project Experience

The following projects have been presented as relevant to demonstrate our experience with bicycle planning as well as cycle infrastructure design and implementation understanding. The following projects all required consultation in some form or other, with the City of Cockburn bike plan and the City of Kwinana bike plans following a similar successful process (initial community consultation through an on line mapping and follow community workshops) to what we have proposed for the this bike plan.

The Madeley cycle route assessment and the Safe Active Street projects required detailed understanding of the planning and constructability of cycle infrastructure which is essential to ensure cycle plan recommendations are achievable.

City of Belmont Sustainable Transport Plan, City of Belmont

Key Personnel: Tim Judd (Project Director), Daniel Storey (Active Transport Planning Lead), Angela Zhang (Transport Planning Support)

Project Relevance: Long term sustainable transport network including priority cycling actions for different neighbourhoods. GTA was engaged by City of Belmont to undertake a sustainable transport plan which defines the long-term network for cycling and walking with 5-year implementation priorities tabled. It also considers a high-level overview of the public transport network & measures to integrate them more effectively. Education and promotion of the network is also considered in the plan as it forms a combination of infrastructure and behaviour change, updating what were two previously separate plans.

GTA investigated the situation for Belmont thoroughly and determined the plan needed separate analysis for each of the various neighbourhoods that had different demands opportunities and problems to solve, a unique network and implementation priorities are proposed for each neighbourhood.

City of Kwinana Cycling and Walking Network Plan, City of Kwinana

Key Personnel: Tim Judd (Project Manager), Daniel Storey (Active Transport Planning Lead)

Project Relevance: Cycling and Walking plan with an implementation plan, which looked at different neighbourhood characteristics and integration of the network. GTA was engaged by the City of Kwinana to prepare a walking and cycling network plan customised towards meeting the challenges in the local community.

The recognised approach for cycling and walking strategies is developing a long-term strategic network with a 5-year implementation plan. GTA is presently drafting the report based on evaluation of community and stakeholder priorities, together with evidence-based data on the existing network.

Kwinana's population is faced with serious health challenges for which cycling, and walking is means to combat and overcome, and the strategy is being prepared with this perspective. Of note was the effectiveness of the Crowdspot survey to ascertain the community priorities.

RELEVANT SKILLS AND CAPABILITIES

City of Cockburn Bicycle and Walking Network Plan, City of Cockburn

Key Personnel: Tim Judd (Project Manager and Transport Planner)

Project Relevance: Long term sustainable transport network including priority cycling actions for short term implementation GTA was engaged by the City of Cockburn in 2016 to prepare a long-term strategic plan with a 5-year Walking and Cycling Infrastructure Network. The new plan provided clear strategic direction for the development of cycling and walking in City of Cockburn. The plan incorporated contemporary best practice for the design and implementation of bicycle infrastructure across the local government and considered the existing and likely future pedestrian network to develop a proposed future long-term network of varying types of routes, all focussed around providing targeted infrastructure for different user groups.

Throughout the process GTA were actively engaged with the very passionate staff at City of Cockburn and completed large amounts of analysis on the existing crash history, traffic volume data. This approach is intended to yield a plan of measures which can be implemented and will provide a catalyst for travel behaviour change in the City of Cockburn.

Madeley Cycling Facility – Route Analysis, City of Wanneroo

Key Personnel: Tim Judd (Project Manager), Simon Pedretti (Lead Designer and Transport Planner), Angela Zhang (Transport Planner)

Project Relevance: Feasibility study to identify a key cycling route, analysing safety and taking into consideration various levels of cyclists.

The City of Wanneroo (the City), as part of the development of its draft Cycle Plan - *Cycle Wanneroo*, identified the need to develop a cycling link within the suburbs of Madeley, Darch and Landsdale, linking between Alexander Drive and Wanneroo Road to provide a safe and connected East-West orientated cycle route. Key considerations included cycle length, need to share with other vehicles (buses), cycle time, catchment of residents, number of attractors on the route (shopping centres, schools etc) and traffic volume. The City had identified four potential routes to be investigated. Upon analysis, GTA identified that all four routes were not suitable and proposed a fifth route, which resulted in the best possible outcome. The project also involved the delivering of 15% Concept Design of treatment to be implemented along the route. The proposed treatments included, upgrading of the existing shared path and Safe Active Street



Chapman Road Cycle Link Feasibility Study and Concept, City of Greater Geraldton

Key Personnel: Tim Judd (Project Director), Angela Zhang (Transport Planner), Simon Pedretti (Project Manager and Civil Designer)

Project Relevance: an assessment of the cycling corridor options against safety and accessibility was required, taking into account conflicting movements and the demands of all road users and mode types.

The City of Geraldton, as part of the development of its *Cycling Strategy – Geraldton 2050 Cycling Strategy*, identified the need to develop a cycling link along Chapman Road to connect the suburbs of Drummond Cove and Sunset Beach. As part of this, GTA delivered the following:

- transport analysis to inform the feasibility of a cycle link along Chapman Road to connect the suburbs of Drummond Cove and Sunset Beach. The feasibility study included the analysis of existing transport strategies, local area structure plans, traffic and socio-economic data.

RELEVANT SKILLS AND CAPABILITIES

- Design options for consultation with the Department of Transport and City of Greater Geraldton
- Deliver a Concept Design of the preferred option including proposed road layout, drainage upgrades, proposed pavement material, signs, line markings and landscaping features

One of the biggest obstacles was to design a Safe cycling link that accommodated for all cycling types as well as pedestrians. Further, the environmental impacts also needed careful consideration, with Acid Sulphate soil testing needed and a high-level assessment of the flora along the corridor. The consideration of the many future structure plans for the corridor and their respective planned access points also need to be taken into consideration.

Safe Active Streets Alignment Planning and Design, Department of Transport

Project Relevance: An understanding of Safe Active Street alignment requirements and design considerations through being WA's leading consultant in the planning, design and advisory for Safe Active Streets.

GTA worked with Department of Transport WA to design **two** Bike Boulevard Demonstration projects in WA, one in the City of Bayswater (June 2016), and the other one in the City of Vincent (June 2016) which have now been constructed and operational. GTA was also involved in a **third** Bike Boulevard workshop, invited by the Department of Transport to provide design advice and brainstorming of ideas for the City of Nedlands Bike Boulevard (UWA to Claremont Reserve).

Further to this, we were commissioned by the City of Stirling to plan and detail design a **fourth** Bike Boulevard route on Moorland Street, Stirling Station to Scarborough Beach.

GTA has been invited again by the Department of Transport to present at the Safe Active Streets Workshop (March 2017) for our **fifth** key involvement in Safe Active Streets development and knowledge sharing in WA.

More recently, we have undertaken concept designs with the Town of Victoria Park for our **sixth** key SAS involvement (Rutland Avenue) and provided design feasibility design and advice to City of Canning for our **seventh** SAS involvement through Gibbs Street. GTA have worked closely with the City of South Perth being our **eight** involvement with safe active streets and produced a concept design for Coleville Crescent Safe Active Street for our **ninth** involvement. We have also recently completed the **first Safe Active Street design in regional WA** for the City of Geraldton for our **10th** involvement and are currently completing the detailed design of the Whitfield Street safe active street for our **11th** engagement in Safe Active Street design and advisory.

3.3. Referees

Contact details are provided below for information regarding previous projects. Additional details can be provided if required.

Referee Name	Organisation	Phone No.	Email	Nature of Contact
Crawford Connell	City of Belmont	08 9477 7163	Crawford.connell@belmont.wa.gov.au	City of Belmont Sustainable Transport Plan
Gary Williams	City of Kwinana	08 9439 9403	Gary.williams@kwinana.wa.gov.au	City of Kwinana Bike and Walk Plan
Jillian Woolmer	City of Cockburn	08 9411 3426	jwoolmer@cockburn.wa.gov.au	City of Cockburn Bike and Walk Plan and Coleville Safe Active Street design

4. COMMERCIAL OFFER

04

4.1. Fee Estimate

GTA Consultants will complete the tasks outlined in the above Scope of Works for **\$18,875**, excluding GST (\$21,587.50 inc GST)

Variations or extensions to the Scope of Work as defined in this proposal will be completed on a time-and-materials basis adopting the GTA Consultants standard hourly rates, which vary from \$185/hr for Consultant input to \$250/hr for Director input, as per Table 4.1.

4.2. Rates and Exclusions

GTA are pleased to offer discounted rates in accordance with the WALGA Panel rates for this project. The rates to apply for any variations or extensions to the scope of work as defined in the brief and proposal are set out in the table below.

Table 4.1: Hourly charge rates for variations or extensions to the scope of work

Personnel	Classification	Hourly Charge Rate (ex. GST)
Tim Judd	Director	\$250
Daniel Storey	Senior Consultant	\$185
Angela Zhang	Consultant	\$185
Simon Pedretti	Senior Consultant	\$185
	Administration Assistant	\$100

Where applicable, hourly rate dependent on participating professional.

Sub-contractors incur a 15% management fee unless otherwise stated.

Expenses are charged at cost.

Please also note that all fees quoted are exclusive of the Good and Services Tax (GST) and amounts required by law will be added to the amount due.

4.3. Terms and Conditions and Invoicing

The project will be undertaken in accordance with the Terms and Conditions of the *WALGA Panel Contract Number 037_16 for the Provision of Engineering Consultancy Services*. Invoices will be issued on a monthly basis following completion of works to date for each invoicing period.

4.4. Insurances

The company holds a full range of corporate insurance policies for public liability, professional indemnity and WorkCover. Details of these policies are available on request.

A. CURRICULA VITAE

A

TIM JUDD

Director

MSc, Traffic Engineering & Transport Planning,
University of Salford, 2008

BA (Hons), Geography & Business Studies,
University of Staffordshire, 2000



MY STORY

I have eighteen years' experience in the area of Transportation and Land Use Planning, Road Safety, Public Transport and Active Travel. Prior to GTA, I was the team leader for planning on-road public transport for Perth working for the Department of Transport, WA and the Public Transport Authority. I also worked in other positions such as A/Director of Network Planning and Cycling & Urban Strategies Team Leader at the Department of Transport, WA. I am experienced in working in Road Safety undertaking numerous Road Safety Audits and producing Road Safety Strategies. Vast experience with cycle and pedestrian route and corridor analysis as well as cycle infrastructure design.

I have led and project directed a variety of strategic transport planning, modelling and engineering projects. I have been responsible for overseeing the preparation of a number of cycling plans for local governments such as the City of Belmont, City of Kwinana and City of Cockburn. I have also worked on business cases and prepared cycling design guidelines for the Public Transport Authority and worked on business cases and congestion studies and Other Regional Road studies. My experience as a commuter cyclist aids in understanding the issues and barriers associated with cycling.

SELECTED PROJECT EXPERIENCE

Safe Active Streets Projects

Role: Project Director, Lead Transport Planner

Tim has worked on a number of projects under the Safe Active Streets Program for the Department of Transport in collaboration with the respective local governments. This has included the provision of expert cycling planning advice (and detailed design services) for Safe Active Streets projects for Rutland Avenue, Lathlain for Town of Victoria Park, Moorland Street, Doubleview for City of Stirling, Gibbs Street, Canning for City of Canning and a workshop for the City of Nedlands.

Access to Stations – Various Railway Stations - WA

Role: Project Director and Principle Transport Planner

As part of the Connecting Stations program, the Public Transport Authority (PTA), in collaboration with local governments, required assessments of various railway stations in the Perth Metropolitan Area to identify methods of increasing cycling to stations to alleviate the pressure to provide additional parking. Tim has been the principle transport planner on a number of these projects. These projects included feasibility studies to identify the optimal route and concept designs to create more cyclist friendly road environments.

City of Belmont Sustainable Transport Plan

Role: Project Director, Transport Planner

As project director, Tim led the project team to deliver the Sustainable Transport Plan to a high calibre. The Plan defines the long-term network for cycling and walking with 5-year implementation priorities tabled. It also considers a high-level overview of the public transport network & measures to integrate them more effectively. Education and promotion of the network is also considered in the plan as it forms a combination of infrastructure and behaviour change, updating what were two previously separate plans.

Stirling Highway (Winthrop Avenue to Broadway) Shared Use Path

Role: Project Manager and Lead Transport Planner

Tim prepared a scoping document for the feasibility of a shared path link between the intersection with Winthrop Avenue and the intersection with Broadway/Hampden Road (southern side of the road) which formed the basis of a decision-making process to determine the benefits of progressing to concept design stage.

I strive to ensure every project I work on has safety at its core. Ensuring safer outcomes for all members of the community. I focus on People Movement to ensure everyone of all abilities have full accessibility

SKILLS & EXPERTISE

- Senior Road Safety Auditor
- Integrated transport planning studies
- Strategic transport planning
- Active Transport Planning
- Public Transport and Service Planning
- Bus Priority and Bus Rapid Transit (BRT) studies

ACHIEVEMENTS

Designing for 30km/h streets in WA, present to IPWEA, AITPM and Walk Bike National Conference, 2018

Draft Public Transport Plan, progress update on committed projects, and the way forward for Perth Public Transport, present to IPWEA State Conference, 2015

Strategic Bus Priority Planning and Implementation present to AITPM Technical Forum, 2015

Planning for Buses: an update on Bus Priority for Perth, present to IPWEA State Conference, 2014

ADDITIONAL RELEVANT EXPERIENCE

Cockburn Cycling and Walking Network Plan

Role: Project Director

Tim led the project team in the preparation of a 5-year Walking and Cycling Network Plan for the City of Cockburn. The new plan seeks to provide a clear strategic direction for the development of cycling within the City. The new plan addresses new priorities and incorporates contemporary best practice for the design and implementation of bicycle infrastructure across the City. The new plan also considers the existing and likely future pedestrian network in the City and included a identifying a future long-term network.

Kwinana Cycling and Walking Network Plan

Role: Project Director and Principle Transport Planner

Tim led the project team in the preparation of a 5-year Walking and Cycling Network Plan for the City of Kwinana. The new plan seeks to provide a clear strategic direction for the development of cycling and walking within the City. The new plan addresses new priorities and incorporates contemporary best practice for the design and implementation of bicycle infrastructure across the City. The new plan also considers the existing and likely future pedestrian network in the City and included a identifying a future long-term network.

Carr Street parking protected cycle lane planning and design

Role: Project Manager and Lead Transport Planner

Tim worked closely GTA designers and the LGA to plan the appropriate corridor and form of cycle infrastructure for Carr Street. GTA determine a parking protected cycle lane could be achieved. Providing buffered protection for cyclist to avoid the parked car dooring zone was critical to ensure the safety of the infrastructure.

South Perth Station Precinct Infrastructure Works Advisory

Role: Traffic Engineering Advisory

Tim provided the City of South Perth with advice on design projects from both a road safety view but also a multi-modal and pedestrian amenity view.

East Perth Walkability Study and Plan

Role: Project Director

This project, led by Tim, included the investigation and development of a Walkability Enhancement Plan due to the likely increase in activity resulting from a number of new attractors within and abutting the area. The plan focussed on way-finding, the active transport network, lighting and public toilet locations.

City of South Perth Pedestrian Study

Role: Project Director

Tim was responsible for the project which required data collection and analysis of traffic volume and movements at three intersections with the City. This information was utilised to build a coordinated LinSig model of the signals, and scenario testing was undertaken to optimise the signalised intersections. This included the need to identify mitigating measures such as changes to the road layout and improvements for pedestrians.

Congestion Management Action Plan

Role: Project Manager, Lead Transport Planner and Project Manager

Tim prepared the on road public transport section, working with the modelling team to undertake scenario testing dependent on demand as well as capacity analysis of the road network. It was of particular importance to work with Main Roads WA (MRWA) to ensure a coordinated corridor approach to ensure people movements were accommodated by the most appropriate mode.

Perth Public Transport Plan and Perth Transport Plan*

Role: Senior Transit Planner

During his time at Department of Transport, Tim Judd led a team and worked on the development of the Public Transport Plan for Perth 2014 and more recently developed the on-road Public Transport Plan for the Perth Transport Plan.

MEMBERSHIPS AND AFFILIATIONS

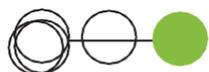
Institute of Logistics and Transportation (UK) – Chartered Member

Institute of Public Works Engineering Australia – Road and Transport Advisory Committee and Road Safety Panel Committee

Australian Institute Transport Planning and Management –WA Committee Director

Institute of Highways and Transportation (UK) – member

Motorcycle and Scooter Action Group Committee Member and Acting Chair



DANIEL STOREY

Consultant

BE, Civil,
University of Western Australia, 1998



MY STORY

I have fifteen years' experience in the planning, design and management of transport planning projects, specialising in active transport with more than a decade of experience involved in the planning and implementation of Western Australia's Bicycle Network. I developed stakeholder partnerships with local government across the metropolitan and regional areas of Western Australia to implement the bicycle program.

Since joining GTA in 2017, I have been involved in the development of active transport plans, walkability audits and sustainable transport plans for local government, as well as design guidelines for cycling infrastructure for the State Government.

My experience as a professional consultant for the State Government (Department of Transport) and GTA has given me sound understanding of the broader policy framework of transport and measures to improve transport for people cycling and walking on local networks.

SELECTED PROJECTS EXPERIENCE

PTA Connecting Station Routes (Access to Station) Cycle Design Guidelines

Role: Technical Lead

Daniel was the technical lead for the PTA's Access to Station Cycle Design Guidelines prepared to assist local governments implementing active transport projects which were designed to attract new cycling movements to train stations and replace car travel. The guidelines proposed a design tool kit for both on-road and off-road scenarios including protected cycle lanes, safe active streets, treatments through intersection, at bus stops and on shared paths.

DoT Cycling Guidance within Local Area Traffic Management Schemes (in progress)

Role: Project Manager and Technical Lead

Daniel is currently the project manager as well as technical lead for the DoT's guidance document on how to implement LATM facilities that are safe and attractive for cycling on all streets in residential areas (access and local distributor). These guidelines will assist local governments and reflect international best practice while ensuring they are practical to implement in a Western Australian local government context.

Belmont Sustainable Transport Plan

Role: Project Manager and Technical Lead

Daniel developed a Sustainable Transport Plan for the City of Belmont which involved a detailed assessment of their transport network modes which are considered to be sustainable (cycling, walking and public transport). The outcome was the development of a long-term cycling and walking network with 5-year implementation priorities.

The assessment included a high-level overview of the public transport network and measures to integrate cycling with public transport effectively. Some of the initiatives recommended included development of a green cycling and walking network to connect parks and recreation facilities, a connection to train stations initiative to the stations on the Armadale Train Line, and numerous behaviour change initiatives to activate infrastructure. As project manager and technical lead for this project, Daniel recognised the differing characteristics of the area, and separated the City's area into neighbourhoods for analysis, including crash analysis and detailed literature review of specific neighbourhood policy objectives and community priorities.

Access to Stations – Bassendean Station - WA

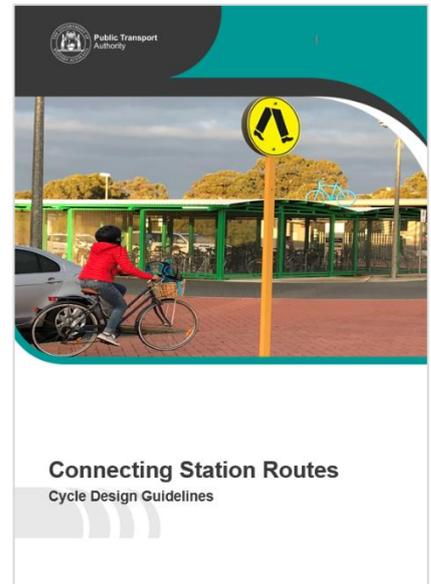
Role: Project Manager and Lead Transport Planner

The Public Transport Authority (PTA) required assessments of various railway stations in the Perth Metropolitan Area to identify methods of increasing cycling to stations to alleviate the pressure to provide additional parking. Daniel was the project manager and lead transport planner on the Bassendean Station project, developing a feasibility study to identify the optimal route and options for concept designs.

'Committed to transport outcomes that are innovative but can be implemented, ultimately to improve the efficient movement and health of local communities.'

SKILLS & EXPERTISE

- Active Transport Planning
- Community and Stakeholder Consultation
- Transport Engineering
- Sustainable Transport Planning



ADDITIONAL RELEVANT EXPERIENCE

Kwinana Cycling and Walking Plan

Role: Technical Lead

Daniel was the technical lead for the City of Kwinana's Cycling and Walking Plan. Neighbourhood focussed assessments were undertaken to ensure the appropriate sustainable and active travel network proposed suited the individual needs of each neighbourhood, while considering the council area as-a-whole. The report was based on an evaluation of community and stakeholder priorities, together with evidence-based data on the existing network.

Small Scale Improvements

Role: Technical Lead

Daniel was the technical lead for the City of Perth's Small-Scale Improvements program for cycling facilities in the Perth CBD and Northbridge in order to design quick win solutions to enhance the cycling network with competing priorities such as car parking demand.

East Perth Walkability Study and Plan

Role: Technical Lead

Daniel was the technical lead for the City of Perth's Walkability Study and Plan, required due to the likely increase in activity resulting from the opening of the Optus Stadium. The plan included assessment of the path network condition, way finding signage, street amenities and lighting.

Access to Stations – Claremont Station - WA

Role: Technical Support

Daniel was a key support to the development of a feasibility study to identify the optimal route and options for concept designs for the Claremont Station South Access to Stations project.

Western Australia Bicycle Network Plan 2014-2031

Role: Transport Consultant

In Daniel's role at the Department of Transport, as a professional transport consultant, he contributed towards the local government components of the primary document that guides the implementation of cycling activities across the State of Western Australia. These initiatives include, the local government grants program, the review of local bicycle routes, and connection stations.

Coordination of Perth Bicycle Network Grants Program

Role: Transport Consultant

In Daniel's role at the Department of Transport, coordinated the local government grants program for the metropolitan area for a decade. He oversaw an assessment panel that considered local government grant applications with a limited budget and developed weighted criteria to assess the applications. As a result of this program, Daniel was able to guide local governments towards safe cycling infrastructure at a time when cycling was not given the prominence it has today.



Western Australian Bicycle Network Plan 2014-2031



ANGELA ZHANG

Consultant

BA (First Class Hons), Urban and Regional Planning,
Curtin University, 2015



MY STORY

I am a Transport Planner with a statutory planning background and a passion for traffic and transport. With four years' experience in the land use and transport planning fields, I have worked with Stakeholders to achieve the best outcome on a wide variety of projects. Since joining GTA, I have worked on a range of projects including Transport Impact Assessments, cycle route planning and design, transport plans, intersection modelling and GIS mapping.

I have a strong statutory planning background and a thorough understanding of land use planning and local government processes including Council and JDAP reporting, development application and subdivision assessments, local planning policy preparation and amendments as well as structure plan and planning scheme amendments. I also partaken in various platforms of consultation, including stakeholder and community workshops, letter drops, surveys and community drop in sessions.

I previously also assisted with the implementation of the Perth and Regional Bicycle Network Grants as part of the Department of Transport's Cycling Team, where I provided technical and administrative support of the Grants programs.

SELECTED PROJECTS EXPERIENCE

Madeley Cycle Route Assessment and Design, Madeley - WA Role: Consultant - Transport Planning

A Route Assessment connecting three suburbs within the City of Wanneroo was undertaken by GTA Consultants. As part of the project team, Angela undertook a SWOT analysis of four routes proposed by the City of Wanneroo. The analysis identified and recommended an alternative fifth route would be the best result from a financial perspective for the client and safest and most user friendly for the community.

Access to Stations – Various Railway Stations - WA Role: Consultant - Transport Planning

The Public Transport Authority (PTA), in collaboration with various local governments, required assessments of various railway stations in the Perth Metropolitan Area. As part of this, feasibility studies were undertaken to identify the optimal route and prepare a preferred concept design. Angela's role in this included a desktop analysis of the selected route to identify constraints, opportunities and future network considerations. Angela prepared the feasibility study and assisted in the Optioneering Workshop with stakeholders. The feasibility study and Optioneering Workshop ultimately guided and informed the design of the route.

Cottesloe Foreshore Master Plan, Cottesloe - WA Role: Consultant - Transport Planning

The Town of Cottesloe are currently preparing a new Master Plan for the Cottesloe Foreshore Precinct. Planning for this has occurred over the last 10 years. Angela's role in this project included a review of all previously prepared plans to identify key components. She also undertook a car parking capacity assessment to identify the occupancy of the parking areas, and has provided technical guidance to the architects on the future road cross sections, aiming for a balance between vehicles, pedestrians and cyclists to create a usable shared space between all forms of road users.

Cycle Link – Drummond Cove to Sunset Beach – Geraldton, WA Role: Consultant- Transport Planning

One of the key actions identified in the Geraldton 2050 Cycling Strategy was to provide a cycle link between Drummond Cove and Sunset Beach. The City of Geraldton required a fatal flaw assessment, which included a literature review of existing policies, structure plans and strategies to ensure consistencies, as well as community survey data and socio-economic data. This review contributed to identifying the opportunities and constraints for the project, which would inform the second stage of the project, the concept design.

'Passionate and motivated transport professional striving to efficiently deliver the best built outcomes for the community.'

SKILLS & EXPERTISE

- Transport Engineering and Transport Impact Assessments
- Transport Planning
- Strategic Planning
- Active Transport Planning
- Land Use Planning
- Community and Stakeholder Consultation
- GIS Mapping
- AutoCAD

ACHIEVEMENTS

- AITPM Young Professionals Committee Member

MEMBERSHIPS AND AFFILIATIONS

Australian Institute of Traffic Planning Management (AITPM)

ADDITIONAL RELEVANT EXPERIENCE

East Metropolitan Regional Council Congestion Management Action Plan - WA

Role: Consultant- Transport Planning, Peer Review

The EMRC required a Regional Congestion Management Plan to identify future congestion hot spots in the network and mitigation measures. Angela's undertook a peer review role in this project to ensure consistency and confirm the identified actions.

WA Bike Network Grants Program - WA*

Role: Cycling Infrastructure Grants Project Officer

As one of three grants project officers, Angela assisted with the management of the Perth and Regional Bicycle Network Grants. This included liaising with local government representatives and assisting grant application assessments and acquittal of grant payments. Angela also assisted in interpreting data collected from the Department of Transport Cycling Imagineering Workshop in 2015, which comprised of representatives from local government and various State Government departments.

EMRC Regional Road Strategy, Perth's Eastern Region - WA

Role: Consultant - Transport Planning

The Eastern Metropolitan Regional Council (EMRC) sought for a new Road Safety Strategy to provide the EMRC's member Councils with a strategic document that has a clear vision for road safety in the Region and provides foundational support for road safety projects to be undertaken in the region. Angela's role in this project includes a literature review, GIS mapping and analysis of crashes including the type of users, severity and location, and will include the preparation of an action plan for each of the Region's six member Councils.

Lot 508 Claremont on the Park TIA Peer Review, Claremont - WA

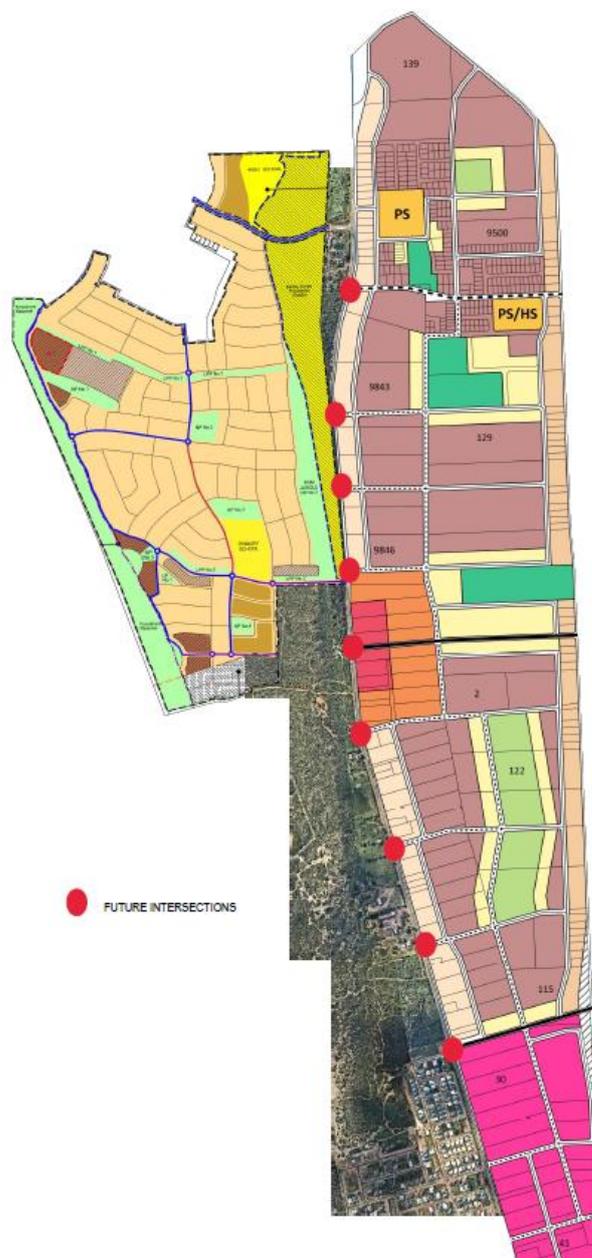
Role: Consultant - Transport Engineering

The Town of Claremont required a peer review of a TIA prepared for an eight-storey mixed use development. Angela assisted with the preparation of the peer review and noted a number of traffic and transport safety and access issues. This advice was provided to the Town of Claremont to negotiate a safer design outcome.

Lot 7 Elizabeth Quay Transport Impact Assessment, Perth - WA

Role: Consultant- Transport Planning, Peer Review

GTA prepared a Transport Impact Assessment for a commercial site within Elizabeth Quay, in the heart of the Perth CBD. The Transport Impact Assessment looked at a variety of aspects including active travel, public transport and vehicular access to and from the site, which was a key consideration given the close proximity to Elizabeth Quay Train Station.



Drummond Cove to Sunset Beach Cycle Link

SIMON PEDRETTI

Senior Consultant

ME, Civil,
University of Brescia 2004



MY STORY

I'm a Civil Engineer with 14 years of experience in the Traffic and Transport Engineering fields, four years between Italy and Switzerland and nine years in Western Australia working on various projects including public transport planning and design, active transport design (Pedestrian/Cycling Infrastructure planning and design), traffic planning and design such as Traffic Impact assessment studies and design of local area traffic management schemes which include, traffic calming design, bicycle boulevard design, roundabout design, signalised and unsignalized intersections upgrade/modification. My nine years' experience in Local Governments within Western Australia has allowed me to gain significant experience in the detailed design of road related infrastructure (including drainage design) as well as active transport planning.

SELECTED PROJECTS EXPERIENCE

Chapman Road Cycle Link Feasibility Study and Concept Design

Role: Project Manager – Lead Designer

Simon worked on this two-stage project for the planning and design of a primary 4km long cycle link for the City of Geraldton. His responsibilities included:

- Lead the transport planning phase to deliver a feasibility study report which included the analysis of existing strategies and local structure plans, analysis of traffic data, socio-economic data
- Deliver design option for consultation with the Department of Transport and City of Greater Geraldton
- Deliver a 15% Concept Design of the preferred option including proposed road layout, drainage upgrades, proposed pavement material, signs, line markings and landscaping features
- Delivery of a Feasibility Study Report and Design Report
- Delivery of an Engineer's Opinion of Probable Cost.

Madeley Cycling Facility Route, Madeley WA

Role: Project Manager – Lead Designer

Simon worked for the City of Wanneroo on this two-stage project which included planning and design of a cycling route through the suburbs of Madeley, Darch and Landsdale. Simon's responsibilities included:

- Lead the transport planning phase to deliver a feasibility study report which included analysis of existing strategies, local structure plans and traffic data.
- Determine the most desirable route through the suburbs
- Deliver a 15% Concept Design of the proposed treatment along the proposed cycling route including proposed road layout, drainage upgrades, proposed pavement material, signs, line markings and landscaping features
- Delivery of a Feasibility Study Report and Design Report
- Delivery of an Engineer's Opinion of Probable Cost.

Railway Street Safe Active Street, Geraldton WA

Role: Project Manager – Lead Designer

Simon worked as Civil Designer for the City of Greater Geraldton to deliver a 15% Concept Design and Cost Estimate for a Safe Active Street Project at Railway Street in Bluff Point. Simon's responsibilities included:

- Development of a low-cost solution that would still achieve the outcome to deliver a low speed environment (typically 30 km/h) for equitable and safe use by cyclists and motorised vehicles
- Improving amenity for people walking.
- Deliver 15% concept design plans including proposed road layout, drainage upgrades, proposed pavement material, signs and line markings, landscaping features
- Deliver a Technical Note highlighting the design solution adopted, opportunities, constraints and risks
- Delivering of an Engineer's Opinion of Probable Cost.
- Liaison with the Department of Transport and City of Greater Geraldton representatives.

'Give my passion and knowledge to deliver better transport for the community'

SKILLS & EXPERTISE

- Transportation focus
- Civil road, infrastructure and drainage design
- Production of concept designs through to detailed design and construction phase services
- Active travel and LATM design experience
- Opinion of probable costs
- Project lifecycle management
- Active Transport
- GIS Mapping and Data Analysis:
 - Mapinfo
 - QGIS
 - Targomo (formerly Route360)

ADDITIONAL RELEVANT EXPERIENCE

Whitfield Street, Safe Active Street Detailed Design, Bassendean WA

Role: Project Manager – Lead Designer

Simon worked with the Town of Bassendean and the Department of Transport to deliver a detailed design for the construction of a Safe Active Street Project along Whitfield Street in Bassendean.

Simon's responsibilities included:

- Deliver 15% concept design plans, including proposed road layout, drainage upgrades, proposed pavement material, signs, line markings and landscaping features
- Deliver 100% detailed design plans including demolitions plans, layout plans, pavement and set outs plans, line and marking plans, Civil Details plans and Water Sensitive Urban Design
- Liaison with the Town of Bassendean, Department of Transport and Main Roads WA
- Project manage the delivery of a 3D visualisation of the proposed design.

Claremont Station Access – Claremont WA

Role: Project Manager – Lead Designer

Simon worked for the Public Transport Authority as a Civil Designer to develop feasibility options and a preferred concept design for pedestrian and cycling access to Claremont Station. Simon's responsibilities included:

- Undertake a fatal flaw assessment
- Development of feasibility sketches for optioneering
- Deliver 15% concept design plans of the selected option including proposed road layout, drainage upgrades, proposed pavement material, signs, line markings and landscaping features
- Deliver a fatal flaw assessment report and a technical note highlighting the design solution adopted, opportunities, constraints and risks
- Liaison with the Public Transport Authority, Main Roads WA and the Town of Claremont representatives

Cleaver Street and Carr Street Bike Route, City of Vincent WA

Role: Project Manager – Lead Designer

Simon worked for the City of Vincent as a Civil Designer to develop an innovative bicycle route design for Cleaver Street and Carr Street in West Perth. Simon's responsibilities included:

- Deliver 15% concept design plans including proposed road layout, drainage upgrades, proposed pavement material, signs, line markings and landscaping features
- Deliver 100% detailed design plans including demolitions plans, layout plans, pavement and set outs plans, line and marking plans, civil details plans.
- Liaison with City of Vincent and Main Roads WA.

Bassendean Station Access – Bassendean WA

Role: Project Manager – Lead Designer

Simon worked for the Public Transport Authority to develop feasibility options and a preferred concept design to improve pedestrian and cycling access to Bassendean Station. The recommended route is along Broadway from Iolanthe Street to Bassendean Station. Simon's responsibilities included:

- Deliver a few design options for the Public Transport Authority and Town of Bassendean's consideration
- Deliver a 15% Concept Design of the preferred option including proposed road layout, drainage upgrades, proposed pavement material, signs, line markings and landscaping features
- Liaison with the PTA and Town of Bassendean to achieve the desired outcome.

Coleville Crescent Safe Active Street Cockburn WA

Role: Project Manager – Lead Designer

Simon worked for the City of Cockburn to deliver a concept design for a Safe Active Street along Cockburn Crescent in Spearwood. Simon's responsibilities included:

- Delivery of three design options to be reviewed by the City and the Department of Transport
- Delivery of 15% Concept Design of the preferred option including proposed road layout, drainage upgrades, proposed pavement material, signs, line markings and landscaping features based on a feature survey
- Project manage the delivery of a 3D visualisation of the proposed design.

Gallipoli Street Access to Victoria Park Station, Lathlain WA

Role: Project Manager – Lead Designer

Simon worked for the Public Transport Authority to develop feasibility options and a preferred concept design for pedestrian and cycling access to Victoria Park Train Station from Gallipoli Street.

- Undertake a fatal flaw assessment
- Development of feasibility sketches for optioneering
- Deliver 15% concept design plans of the selected option including proposed road layout, drainage upgrades, proposed pavement material, signs and line markings, landscaping features
- Deliver a fatal flaw assessment report and a Technical Note highlighting the design solution

- adopted, opportunities, constraints and risks
- Liaison with the Public Transport Authority, Main Roads WA and the Town of Victoria Park representatives.

Project Title: Cycling Infrastructure Risk Assessment, City of Stirling WA*

Role: Senior Engineering Technical Officer

The nature of the project was to identify, develop and enhance existing and/or new bicycle facilities and network within the City of Stirling in collaboration with Main Roads Western Australia, Department of Transport and Bikewest.

- Simon's responsibilities in this project included:
- Development of a risk assessment matrix based on AS/NZS 4360:2004 guidelines
- Develop an the process for auditing the cycling routes
- Organise the cycling route auditing process
- Create a mathematical model to feed the data collected, and for it to output the level of risk for each section of road or intersection audited
- Create a Microsoft Access Database where the mathematical model was embedded (written in System Query Language, SQL) and the data collected to produce an automatic
- Deliver thematic maps using GIS software (Mapinfo) to graphically show the cycle routes and their associated Risk Level for the different categories of cyclists, namely Twelve Years Old, Inexperience and Expert cyclists.

