|  |  |  |  |
| --- | --- | --- | --- |
| **Beacon Cove Assessment**  |  |  |  |
|  |  |  |  |
|  | **Option 1 Minimal Intervention** | **Option 2 Build Over Existing**  | **Option 3 Complete Rebuild** |
| **Cost** |

|  |
| --- |
| Handrails $XXXK (2016/17)C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngSwallow Street Interface $XXXK(17/18) **Total $XXX,000** |

 |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngPromenade rebuild near (Station Pier) $375,000 Beacon Vista Ramp $594,000 Promenade rebuild near (Princes Pier) $1,503,000 **Total $2,472,000 (2019/29)** |

 | Promenade rebuild near (Station Pier) $1,155,000 Beacon Vista $3,873,000 Swallow Street Interface $1,024,000 **Total $6,052,000 (2019/29)** |
| Continuous accessible path  |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngA continuous path is achieved along a shared path but not from the front of the promenade for wheelchairs |

 | C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].png

|  |
| --- |
| A continuous accessible path is achieved via separated pedestrian and cyclist ramps. |

 |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngA continuous path of travel is achieved within the promenade |

 |
| DDA compliance |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngThe majority of the promenade with exception of small stair cases connecting to the shared path as the handrails would create an obstacle and the shared path would not meet Austroad 6A national standards.  |

 | C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].png | C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].png |
| Quality design outcome |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngNo change to current design for paths, Swallow Street and Western Stairs are a new design |

 |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngA redesign with consideration to existing infrastructure. |

 |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngRebuilding the length of the promenade allows for the complete design to be implemented and be consistent with existing promenade materials and furniture. |

 |
| Longevity |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngDependent on existing infrastructure  |

 |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngSwallow Street and Princes Pier would have a design life of 30 - 50 years. Promenade redesign near Station Pier is not a long term solution. Beacon Vista would be compromised with inundation due to climate change |

 |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngThis section would be completely new and it would have a minimum design life of 30-50years |

 |
| Constructability | C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].png | C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].png | C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].png |
| Risk  |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngNon compliant bike path and wheelchair mixing |

 |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngC:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngSubject to engineering, new materials and existing materials limitations  |

 |

|  |
| --- |
| C:\Users\tnicholl\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\636E96HU\Check_mark_23x20_02.svg[1].pngSubject to engineering, new materials and existing materials limitations  |

 |
| **Rating**  | **14** | **12** | **12** |
|  | **Other**  |  |  |
|  |  Swallow Street Raise and Build $1,024,000 (2019-29). Subject to concrete condition testing. Western Stairs Intervention $1,153,000 (2019-29) Subject to engineering and redesign to match asset life and climate impacts.  |  |  |