

**5.7 BEAUFORT STREET AND GROSVENOR ROAD PEDESTRIAN IMPROVEMENT PROJECTS**

- Attachments:**
1. **Inhabit Place Audit Report - Grosvenor Road**
  2. **Inabit Place Audit Report - Beaufort Street (Howard Street to Mary Street)**
  3. **Beaufort Street Streetscape Improvement Plan**
  4. **Grosvenor Road Footpath Upgrade - Community Engagement Plan**
  5. **Grosvenor Road Footpath Upgrade - Final Design**
  6. **Grosvenor Road Trial - Community Engagement Plan**
  7. **Grosvenor Road Trial Plan**

**RECOMMENDATION:**

That Council:

**1. NOTES:**

- 1.1 **The completion of Action 2.2 Improved Pedestrian & Cyclist Environment of the Beaufort Street Town Centre Place Plan, and its outcome of a Streetscape Improvement Plan for the Beaufort Street Town Centre (St Albans Avenue to Walcott Street); and**
- 1.2 **Delivery of Improvement Action 9 of the Streetscape Improvement Plan to upgrade the Grosvenor Road crossing as a continuous footpath to improve connectivity and walking experience;**
2. **APPROVES the Grosvenor Road Trial Plan and Community Engagement Plan; and**
3. **AUTHORISES Administration to implement the Grosvenor Road Trial from 1 October to 14 November 2022 at Grosvenor Road, Mount Lawley to achieve Action 2.3 Trial Pedestrian Streets of the Beaufort Street Town Centre Place Plan.**

**PURPOSE OF REPORT:**

To provide an update on Action 2.2 Improved Pedestrian & Cyclist Environment of the Beaufort Street Town Centre Place Plan and consider the approval of Action 2.3 Trial Pedestrian Streets of the Beaufort Street Town Centre Place Plan.

**BACKGROUND:**

At its [22 June 2021 Ordinary Meeting \(Item 12.1\)](#), Council noted the results of community consultation for the Barlee Street Car Park Options for Future Use. Council resolved to not proceed with a land sale to facilitate a potential park/town square and noted that Council will reconsider the sale prior to the expiry of the current lease or if the lease is terminated by the lessors.

As part of the same decision, Council requested:

1. *The CEO to modify the draft Corporate Business Plan and Beaufort Street Place Plan to include the development of a plan, in the 2021/2022 financial year, to improve pedestrian and cyclist experience on Beaufort Street (St Albans Avenue to Walcott Street) including improvements to road crossings, pedestrian and cycle path infrastructure, seating, greening and shade.*
2. *The CEO to provide a further report to Council on potential public or shared spaces within Beaufort Street including the potential for trialling pedestrian spaces at Grosvenor Road or Barlee Street.*

Action 2.2 and Action 2.3 were subsequently included within the Beaufort Street Town Centre Place Plan (BSTCPP).

- **Action 2.2 Improve Pedestrian & Cyclist Environment**  
'To undertake a streetscape audit and develop a plan to improve the pedestrian and cyclist experience on Beaufort Street (St Albans Avenue to Walcott Street) including improvements to road crossings, pedestrian infrastructure, seating, greening and shade.'

- **Action 2.3 Trial Pedestrian Streets**  
'Trial pedestrian spaces at Grosvenor Road or Barlee Street.'

At its [14 September 2021 Ordinary Meeting \(Item 9.9\)](#), Council adopted the Beaufort Street Place Plan, Volume 5, following community engagement.

Administration has progressed Action 2.2 and Action 2.3 concurrently during the 2021/22 financial year, and the outcomes of this work (Implementation of the Beaufort Street Streetscape Improvement Plan (BSSIP) and Grosvenor Road Trial) are planned to commence in the first half of the 2022/23 financial year.

The first improvement project to be implemented from the BSSIP is Action 9 to upgrade the Grosvenor Road crossing as a continuous footpath to improve connectivity and walking experience.

#### RAC Reconnect WA Grant

The RAC Reconnect WA initiative seeks to help reimagine and revitalise streets and public spaces and is investing \$1 million towards 12 local government community projects across WA in 2022.

Administration applied for RAC's Reconnect WA initiative and will receive a \$37,000 (excluding GST) funding grant to deliver the Grosvenor Road Trial and Grosvenor Road footpath upgrade in 22/23.

#### **DETAILS:**

##### Action 2.2 Improved Pedestrian & Cyclist Environment

A place audit was conducted by Administration over several days across February and March, during day and night periods. The purpose of the place audit was to understand the function of the street and the ways in which it may be improved. In addition to this, consultancy firm Inhabit Place undertook two public life studies and intercept surveys to collect information on how the street is used. The Grosvenor Road and Beaufort Street corner was observed on Friday 18 March between 8:00am and 6:00pm, the Place Audit Report is provided as **Attachment 1**. Beaufort Street, from Howard Street to Mary Street Piazza, was observed Friday 8 April 2022 from 9:30am to 7:30pm, the Place Audit Report is provided as **Attachment 2**.

The key issues identified through the audit and public life studies are summarised below:

- Cluttering of narrow footpath with street assets which blocks pedestrian zone.
- Pedestrian crossing points have poor sight-lines, are not clearly identifiable and lack tactile indicators.
- Median is narrow at 1.3 metres and insufficient to provide safe refuge when crossing.
- Crossing wide side streets is difficult and drivers do not give way to pedestrians.
- Vehicle speed varies and does not induce safe on-road cycling.
- Cyclists and e-scooter riders on footpaths causes conflict with pedestrians and businesses.
- Visibility at night is poor and street lights require upgrading.
- General damage and decline of street assets and property with graffiti, vandalism and litter.

The streetscape audit and public life study have informed the BSSIP that identifies incremental and targeted public realm actions to improve the pedestrian and cyclist experience along Beaufort Street and adjacent side streets, from St Albans Avenue to Walcott Street.

The BSSIP is provided as **Attachment 3** and aligns with the BSTCPP implementation timeline to be delivered over three financial years (2022/23, 2023/24, 2024/25). Through the upcoming Place Plan Minor Review Action 2.2 Improve Pedestrian & Cyclist Environment 'To undertake a streetscape audit and develop a plan to improve the pedestrian and cyclist experience on Beaufort Street (St Albans Avenue to Walcott Street) including improvements to road crossings, pedestrian infrastructure, seating, greening and shade' will be completed and proposed to be replaced with 'Action 2.2 Improve Pedestrian & Cyclist Environment 'Implement Beaufort Street Streetscape Improvement Plan'.

Improvement actions requiring financial resources will be forward planned, costed and proposed for consideration as part of the annual budget process. The Parking Cash-In-Lieu Reserve will be utilised for transport improvement projects where appropriate. This relates to the following improvement actions:

- #12 – Improve the pedestrian crossing opportunities at Mary Street/Mary Street Piazza to replace existing median crossing.
- #16 – Design and deliver streetscape improvements between Howard Street and Mary Street to formalise ride share drop-off/pick-up zones and improve safety at night.
- #19 – Work with western Power to upgrade Beaufort Street median lights to LED and improve pedestrian visibility at night.

The first improvement to be delivered is an upgrade to the pedestrian crossing of Grosvenor Road, adjacent to Beaufort Street in Mount Lawley. The improvement will involve constructing an at grade and trafficable continuous footpath that integrates with the existing red paving seen throughout the town centre.

The crossing will be raised to the same height as the footpath and provide a continuous path following the pedestrian desire-line through the intersection. The continuous footpath will provide a safer environment for walking along Beaufort Street and create more space for people within the corner of Grosvenor Road. The raised crossing provides traffic calming by allowing vehicles to enter the area at low speed and with caution. The paved design integrates with the existing streetscape and signals to drivers that they are entering a local road where there are more pedestrians and other activities present.

The Grosvenor Road Footpath Upgrade Design is provided as **Attachment 4**.

A Community Engagement Plan for the works will inform engagement during improvements and provided as **Attachment 5**. Surrounding residents, landowners and businesses will be informed four to six weeks prior to works commencing.

The Grosvenor Road footpath works are scheduled to commence in September 2022 for a period of 16 days. Works will be completed prior to the Grosvenor Road Trial commencement on 1 October 2022.

#### Action 2.3 Grosvenor Road Trial

##### **Site Investigation**

A site investigation was undertaken to determine a preferred location for the pedestrian trial. Two locations were considered:

##### Barlee Street

- 30 metre section of Barlee Street, near Beaufort Street, with an area of 451 square metres.
- Contains 11 on-street car bays, two 15-minute/loading bays and a parklet.
- A six-storey mixed use building is located to the north of the site with two day-time ground floor businesses fronting Barlee Street.
- Kaata Lane services the properties along Beaufort Street between Walcott Street and Lois Lane and provides access to resident and private car parking.
- Traffic counts from 20 May to 27 May 2020 indicate low volumes of vehicle movement with 986 vehicles per day (seven day average).

##### Grosvenor Road

- 50 metre section of Grosvenor Road, between Beaufort Street and the City's Raglan and Chelmsford Road car parks with a total area of 318 square metres.
- The location contains one on-street loading/taxi zone, three 15 minute parking bays and motorcycle parking.
- Traffic counts from 9 December to 16 December 2021 indicate low volumes of vehicle movement with 1,212 vehicles a day (seven day average) with an average speed of 20.3km/hr.
- Approximately 4 percent of vehicles are delivery trucks.
- Popular pedestrian thoroughfare for people accessing the City's public carparks, Beaufort Street, The Elford and the IGA supermarket.
- Two active frontages with passive surveillance of the space.

Undertaking the trial at Barlee Street would restrict access of 11 on street parking bays and negatively impact visitor convenience on the east side of Beaufort Street. The surrounding active frontages and higher activity of people utilising the Grosvenor Road site provides opportunity to attract people to the area for a trial

and is more suited for any longer term use. For these reasons, Administration has determined Grosvenor Road to be the most suitable place to trial a public pedestrian/shared space.

### Preliminary Community Engagement

A Community Engagement Plan for the Grosvenor Road Trial has been developed in accordance with the City's Community and Stakeholder Engagement Policy and included as **Attachment 6**.

Although the Grosvenor Road Trial is designed to be the primary engagement activity with the community, preliminary engagement with stakeholders was necessary to understand feasibility and define the scope of the project. The purpose of the preliminary engagement was to notify of the intention to conduct a trial to pedestrianize the street, provide initial details of the trial and receive feedback to inform traffic management planning.

Adjacent businesses are supportive of the Grosvenor Road Trial, however have mixed views if a permanent pedestrian or shared space would function well in the longer-term. Administration has engaged with businesses that receive deliveries from the Grosvenor Road loading zone to discuss potential access changes.

A dedicated project page for the Grosvenor Road Trial was published on the City's [Imagine Vincent](#) website on 9 May 2022.

Two community drop-in sessions were also held:

- The Elford, Mount Lawley: 1 June 2022, 5:30pm – 7:30pm; and
- St Albans Anglican Church: 7 June 2022: 4:00pm – 6:00pm.

The community were notified of the sessions through the following methods:

- Letters to property owners, residents and businesses within 400 metre catchment of the trial area within the City of Vincent;
- Correspondence with the City of Stirling;
- Project information published on the City's social media;
- Postcards distributed to businesses in the town centre; and
- Postcards at the City's Administration Centre.

A total of 10 people attended two community drop-in sessions. All identified as local residents and one was also a member of the Beaufort Street Network. Discussions about the trial and improvements to the public realm for pedestrians were mostly positive.

Administration has received eight enquiries about the project from residents via email and phone. Administration notes that the majority of questions focused on current issues with on-street parking, access and safety of the area surrounding the trial location.

The key topics of discussion from preliminary engagement are summarised and addressed below:

#### Support for the Trial

Administration received supportive comments from residents and businesses, such as below:

- *"The project sounds quite exciting, adding a little zing to an already popular area, so I'm looking forward to it!" – Resident*
- *"I fully support the trial and look forward to the eventual improvements that may be a consequence. Prioritising pedestrianisation is a great thing IMO." – Resident*
- *"It's a great idea if it's well thought out." – Resident*
- *"Transformation of this space to encourage community and family orientated activities would be great." – Business.*

#### Public Safety

Residents cited concerns for the potential increase of loitering and unwanted activity within the area, based on observations and experiences of current issues surrounding the Raglan Road and Chelmsford Road car

parks and Grosvenor Road. Administration is currently developing an approach to improve public safety and refocus outreach services within Mount Lawley and Highgate suburbs. During the trial, the area and surrounds will be monitored by CCTV and Ranger patrols.

#### Monitoring changes in vehicle movements

Although traffic counts indicate there is a low volume of vehicles passing through the Grosvenor Road space, it is acknowledged that closing access to Grosvenor Road will likely redirect vehicle movements to Raglan Road and Chelmsford Road. Administration plans to install additional CCTV cameras on Raglan Road and Chelmsford Road to observe vehicle behaviour and document if congestion increases the intersections to Walcott Street, Beaufort Street and car park entries. Traffic counters will also be located within residential streets to gather vehicle counts for reporting changes.

#### Street parking in residential area

Residents identified ongoing occurrences of incorrect use of street parking in the area and vehicles parking in front of private crossovers. This is an ongoing issue in adjoining residential streets within proximity to Beaufort Street during busy periods. Additional monitoring of street parking on residential streets is outside of the scope of the Grosvenor Road Trial.

#### Increase of noise at night

It is noted that although the trial location is within the town centre it is also near a residential area. Administration received a question asking if there would be an increase in noise with programmed night events. The trial area will host one night event during Trial Pedestrian Street period during a weekend, which will conclude at 9:30pm. The area will be available for public use and not heavily programmed.

#### Commercial use

Administration received questions if the space would be used by businesses for commercial purposes. The trial area will be available for public use only and there will be no commercial use (e.g. licenced alfresco dining) by businesses.

#### Delivery & waste removal

Grosvenor Road currently includes a delivery/taxi zone, which will not be accessible during the trial. To accommodate for the change, the current 1 hour ticketed street parking on Grosvenor Road between the City's car parks will become a 15 minute bay and 10 metre long delivery zone. Delivery vehicles currently use Chelmsford Road and Raglan Road to access businesses within the area and this is expected to continue through the trial period.

There are no issues with the City's waste trucks servicing residential bins of Grosvenor Road and surrounding area.

### **Grosvenor Road Trial Plan**

The Grosvenor Road Trial Plan provides information about what the trial will involve and is included as **Attachment 7**. A summary of what is proposed is provided below.

#### Objectives

The Grosvenor Road Trial objectives are:

1. To improve pedestrian experience and connectivity in the town centre;
2. To provide more space for people to sit, relax and socialise;
3. To create an attractive and active environment which supports local residents, town centre businesses and visitors; and
4. To encourage more people to come, enjoy and spend time in the town centre.

#### Trial Period

The trial period will be between 1 October and 14 November and will occur in two phases, allowing Administration to see what works, receive input from the community, and respond to issues if needed.

### Phase 1 – Trial Pedestrian Street

Trial Pedestrian Street will occur from 1-16 October 2022, for a total of 16 days, and includes three weekends and School Holidays (Saturday 24 September to 9 October 2022).

This phase will involve temporarily converting the area into an open pedestrianised street that aims to provide a safe place for activity, play and socialising for residents, workers and visitors.

Vehicles will not be permitted to enter the space during this phase of the trial. Barriers and directional signage will be placed at entry points to guide traffic movement, following a Main Roads WA approved Traffic Management Plan.

The space will be transformed with seating, shade, lighting, and creative playful elements, and is proposed to host a mix of programmed activities and small-scale localised events during specific times and delivered in partnership with local businesses, artists, and community groups such as RTRFM and the Beaufort Street Network.

### Phase 2 – Trial Shared Street

Trial shared street will occur from 17 October to 14 November 2022 and last for four weeks. Monday, 17 October will be a transition day and the space will be opened to vehicles once street elements are secure.

This phase will involve converting the space into a safe and inviting shared street with slow vehicle access permitted.

The shared street trial layout reflects the outcomes from preliminary engagement and includes:

- Maintaining pedestrian access on footpaths and crossings;
- Adding a comfort zone for people to the northern section of the road with seating, tables and greenery;
- Allowing vehicles from Beaufort Street (northbound) to turn left into Grosvenor Road;
- Retaining three 15 minute car bays;
- Denying vehicle access from the west (car park end) and no left turn onto Beaufort Street; and
- Relocating the loading area to on-street parking bays on Grosvenor Road, west of the trial space.

Some elements such as seating, lighting, planter boxes, surface painting installed during the pedestrian street trial will remain in the space during the shared street trial period.

Lane closure signs will follow a Traffic Management Plan and placed at Grosvenor Road to indicate to vehicles there is no entry and exit onto Beaufort Street. Entry point signs will also clarify use and information about the trial.

### Data Collection

As part of the RAC partnership, the City will monitor and evaluate the project and report on agreed key performance indicators, as well as gather data and insights during the trial to inform decisions for the future improvements to Grosvenor Road as a shared or public space for people.

The trial period will focus on targeted consultation with the community and Administration will be collecting data through observations, vehicle counts, CCTV footage, and photography, and seeking feedback with intercept surveys and an Imagine Vincent online survey.

On completion of the trial, a report will be provided to Council documenting the outcomes, the community feedback received and the potential suitability of implementing a permanent public or shared space at Grosvenor Road.

### **CONSULTATION/ADVERTISING:**

Road closure requirements will be in accordance with Section 3.50 of the *Local Government Act 1995*.

In accordance with the Local Government Act 1995 local public notice will be given prior to the closure of the Grosvenor Road thoroughfare and commencement of the Grosvenor Road Trial.

A copy of the public notice and submissions received will be provided to the Commissioner of Main Roads.

A Traffic Management Plan, prepared and implemented by suitably accredited company, that covers Grosvenor Road Footpath Upgrade and Grosvenor Road Trial period (1 September to 14 November 2022) will be provided to Main Roads WA for endorsement.

An Order for a Road Closure will be submitted to WA Police for the Grosvenor Road Trial in accordance with the *Road Traffic Act 1974*.

#### **LEGAL/POLICY:**

- *Local Government Act 1995*;
- *Road Traffic Act 1974*; and
- City of Vincent Street Activation Policy No. 3.10.3, 2018.

#### **RISK MANAGEMENT IMPLICATIONS:**

Low: It is medium risk for Council to approve the Grosvenor Road Trial plan, Community Engagement Plan and authorise Administration to implement the Grosvenor Road Trial from 1 October to 14 November 2022 at Grosvenor Road, Mount Lawley.

#### **STRATEGIC IMPLICATIONS:**

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

##### Accessible City

*Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use*

##### Connected Community

*An arts culture flourishes and is celebrated in the City of Vincent*

*We have enhanced opportunities for our community to build relationships and connections with each other and the City*

*We are an inclusive, accessible and equitable City for all*

##### Thriving Places

*We are recognised as a City that supports local and small business*

*Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority*

*We encourage innovation in business, social enterprise and imaginative uses of space, both public and private*

*Our physical assets are efficiently and effectively managed and maintained*

##### Innovative and Accountable

*Our resources and assets are planned and managed in an efficient and sustainable manner*

*Our community is aware of what we are doing and how we are meeting our goals*

#### **SUSTAINABILITY IMPLICATIONS:**

Nil.

#### **FINANCIAL/BUDGET IMPLICATIONS:**

The budget for each project is outlined below:

<b>Grosvenor Road Trial</b>		
<b>Item</b>	<b>Cost</b>	<b>Funding Source</b>
Street furniture & amenity	\$20,000	2021/22 BSTCPP & RAC (\$1,000)
Installation	\$5,000	2022/23 BSTCPP
Activation/events	\$16,000	2022/23 BSTCPP & RAC (\$5,000)
Contingency	\$2,000	2022/23 BSTCPP
<b>Total</b>	<b>\$43,000</b> (ex GST)	

<b>Grosvenor Road Footpath Upgrade</b>		
<b>Item</b>	<b>Cost</b>	<b>Funding Source</b>
Materials	\$4,200	2021/22 Streetscape Improvements Program
Materials/labour/drainage	\$38,997	2022/23 Streetscape Improvements Program & RAC (\$20,000)
Traffic management (incl. Contingency 10%)	\$27,500	2022/23 BSTCPP & RAC (\$11,000)
<b>Total</b>	<b>\$70,697</b> (ex GST)	

**COMMENTS:**

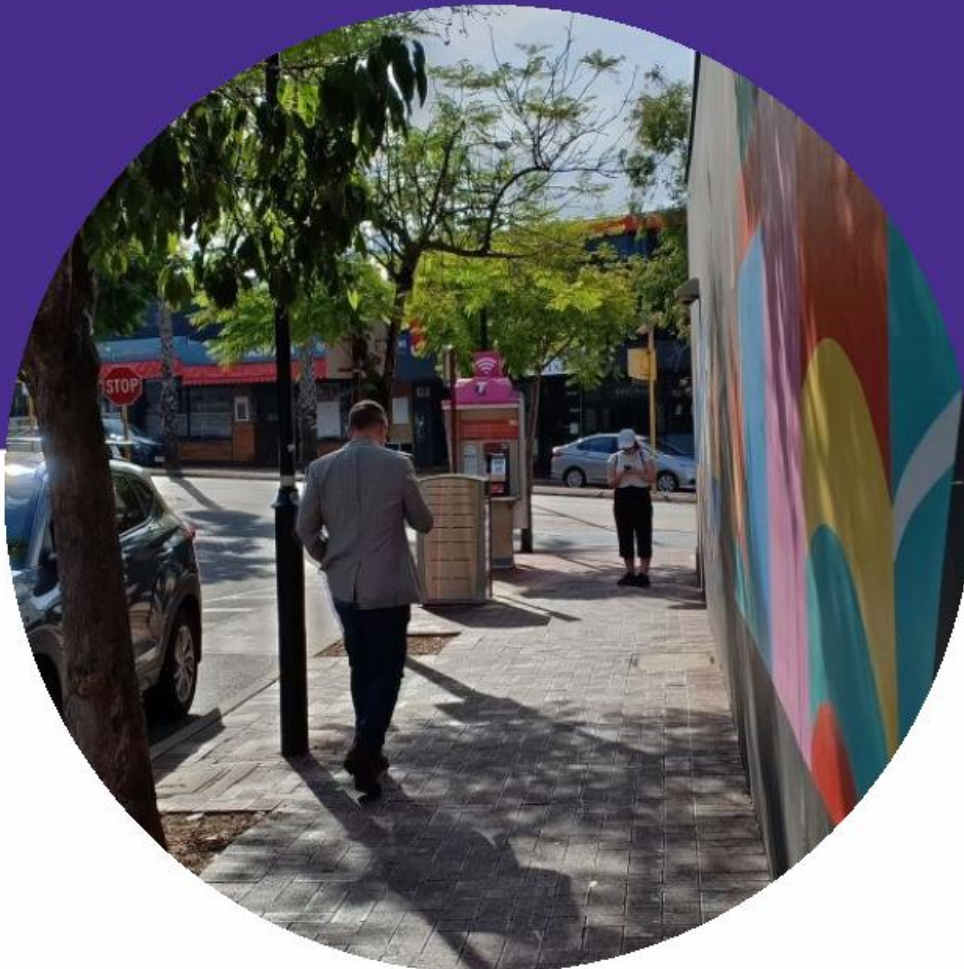
The improvements to Grosvenor Road aim to prioritise people over private vehicles and focuses on redefining our streets as welcoming and safe public open spaces for local residents, workers and visitors alike.

The trial itself is a major community engagement undertaking and will provide an opportunity to collect data to better understand the extent of current issues. Businesses and property owners adjacent to the location are supportive of delivering a trial and will be providing in-kind support (access to power) to facilitate hosting temporary events in the space. Residents that attended the community drop-in sessions were positive about the City's efforts and initiative to undertake the trial and improvements to the public realm.



# Grosvenor Road, Mount Lawley

Understanding Place.



Place Audit Report  
Friday 18 March 2022

## Understanding Place.

“Sometimes, the most valuable information you gather in a public life survey is something you observe, or a conversation you have, that simply comes out of spending hours at a time in a space.”

Gehl Institute c. 2018, *Using Public Life Tools: The Complete Guide*, Gehl Institute, New York

### About this document

This report collects user based data to locate demographic trends and understand changes of use over time. It provides an easy-to-understand snapshot of how we use spaces and how they influence us. The report charts a collection of **Public Life and Public Space** metrics (<https://gehl.institute.org/public-life-tools/>) that can influence public space design and inform recommendations for improvements to the public realm.

### Company contact

hello@inhabitplace.info

# Contents

01	About
02	Overview
05	Public Life Findings
06	Movement
08	Time in Place
10	Interviews
16	Images
24	Observations
26	Public Space Findings
27	Frontages
28	Inventory
30	Glossary

# Audit

**Name**

Grosvenor Road, Mount Lawley

**Location**

Grosvenor road at the intersection of  
Beaufort Street in Mount Lawley  
WA 6050

**Timeframe**

Friday 18 March, 2022  
8:00am - 6:00pm



# About

## Place Auditing

The places we inhabit are not static. We move through them in a complex and layered manner, creating patterns of usage over time. Truly understanding how people use places contributes toward better design for a better quality of life.

Inhabit Place was created to help shape better places; through understanding how a space is actually used we can formulate an enhanced appreciation of what does and does not work, and create places that better suit their environment and their people. With the knowledge gained from an Inhabit Place Audit, planners, developers and government can call upon real data captured in situ to inform their decisions and create places that better serve and delight their citizens.

A Place Audit is shaped around an hourly cycle with a continuous data capture to demonstrate trends over time. Movement, Patterns of Movement, Time in Place and Interviews are documented for 30 minutes every hour as a snapshot of how the space is used.

Data is rounded to the nearest decimal point and in some instances this will result in totals that do not meet 100%.

The Glossary provides definitions on the use of terms and icons in the report.

## Site description

This Audit observes user behaviour and engagement in the intersection of Grosvenor Road and Beaufort Street.

**Grosvenor Road** is located in Mount Lawley intersecting the main road to Beaufort Street. The northern car park access of Grosvenor Road facilitates the accessibility to neighbouring services such as IGA supermarket, The Elford bar, Planet Books and French accent. Beaufort Street is a two-lane two-way environment that serves as the main traffic connection to Grosvenor Road. The intersecting corner of these roads is also utilised for deliveries by trucks to load and unload goods to neighbouring services.

## Methodology

This report collects quantitative and qualitative information. Data was captured by auditors using the Inhabit Place app to map and monitor civic life using the framework of Jan Gehl's **Public Life and Public Space** Studies. By conducting a survey of public areas, we learn how, when, where, and why people are using public spaces.

The metrics of a **Public Life and Public Space** study include:

**Movement:** capturing demographic and mode information of those passing through the space and mapping their desire paths.

**Time in place:** capturing demographic and behavioural information of those people choosing to spend time in the space, mapping their activities to understand duration of stay and activation of different zones within the space.

**Interviews:** documenting people's impressions of the space through intercept surveys and conversations.

**Images:** visualises changes throughout the day to express the mood and feel of the space.

**Observations:** diarised notes of place auditors adding detail that is not otherwise documented.

**Frontages:** mapping activation of the building line that frames the site to understand the extent the building edge interacts with and contributes to the space.

**Inventory:** maps the physical infrastructure on site and makes condition assessments of each item.

**Glossary:** provides definitions on the use of terms and icons in the report.

Total People is a snapshot of how active the space was across the day.

Grosvenor Road,  
Mount Lawley 2

# Overview



Fri 18 March,  
2022, 8:00am - 6:00pm

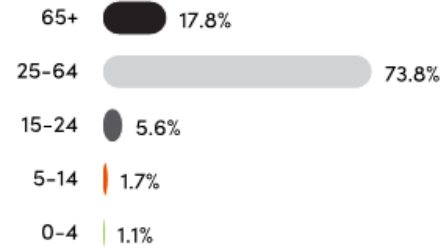
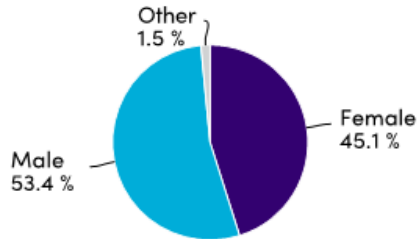
Total people:  
**534**

Grasvenor Road,  
Mount Lawley 3

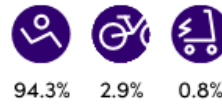
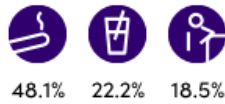
# Overview

The following provides an overview of data from across all audit days. Gender and Age in this section reflect the aggregate of Movement and Time in Place.

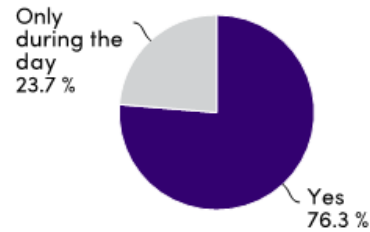
## Gender Age



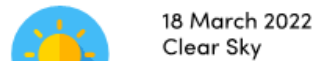
## Top Behaviours Main Modes



## Impressions - + Do you feel safe



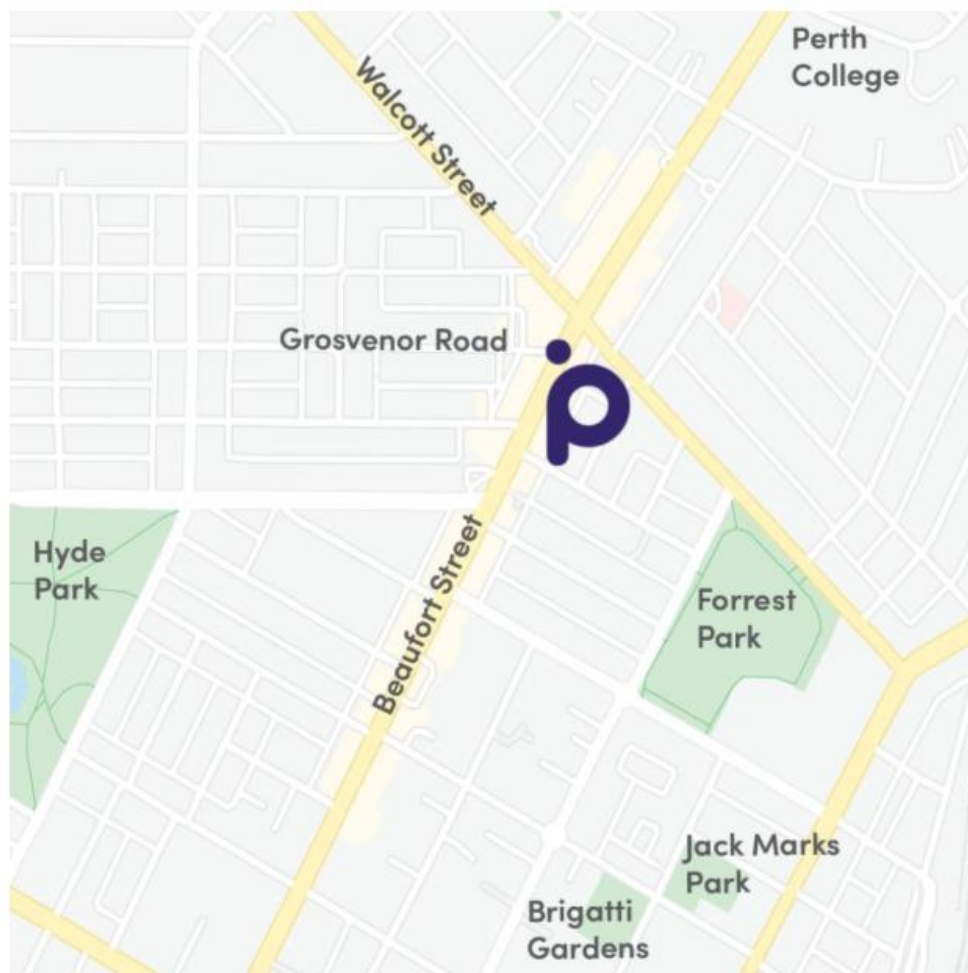
## Improvements Weather



# Location

Grosvenor Road,  
Mount Lawley 4

Grosvenor Road intersects Beaufort Street in Mount Lawley.





How people use and feel about a place.

Grosvenor Road,  
Mount Lawley 5

# Public Life Findings



Fri 18 March, 2022  
8:00am - 6:00pm

# Movement

Grosvenor Road,  
Mount Lawley 6

## Patterns of movement



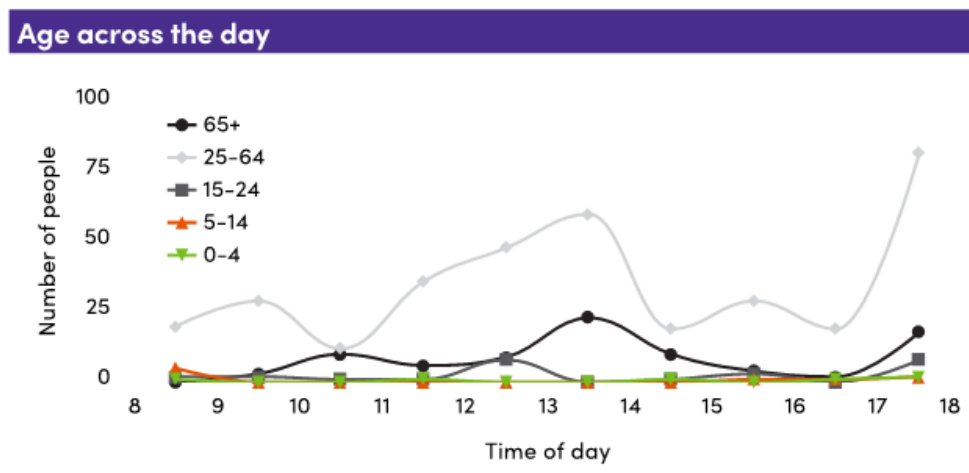
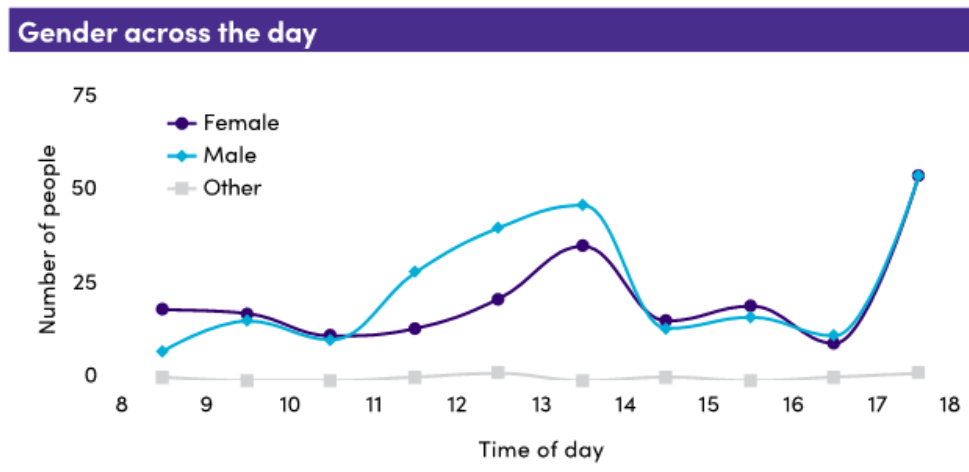
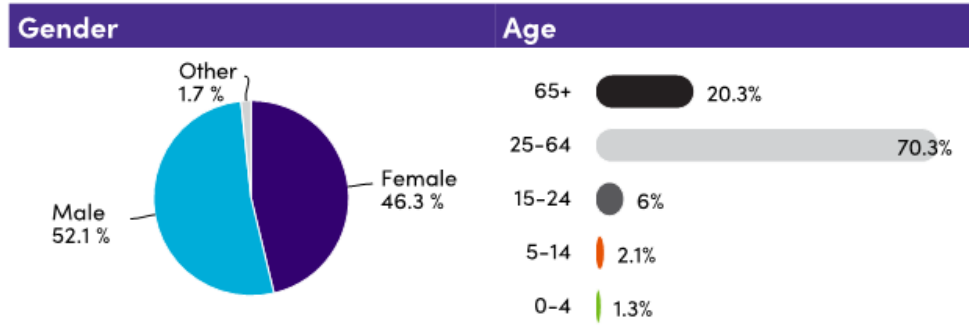
## Mode



# Movement

Grasvenor Road,  
Mount Lawley 7

Daily total 480



# Time In Place

Grosvenor Road,  
Mount Lawley 8

## Activation of place

● < 10 mins   ● 10-20 mins   ● 20-30 mins



## Posture      Behaviour

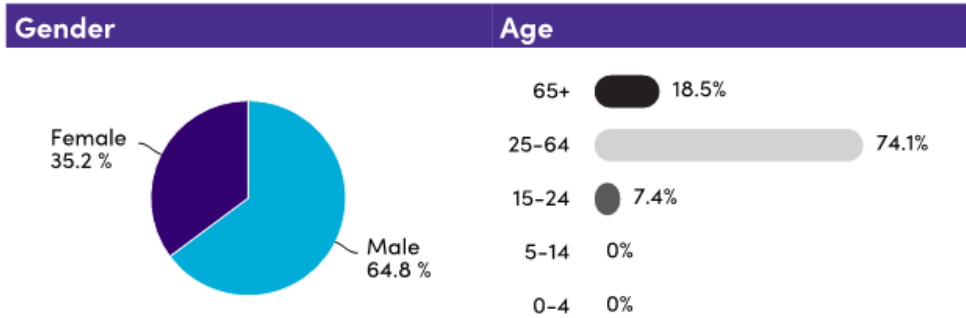
   
27      27

       
26      12      10      3      2      1

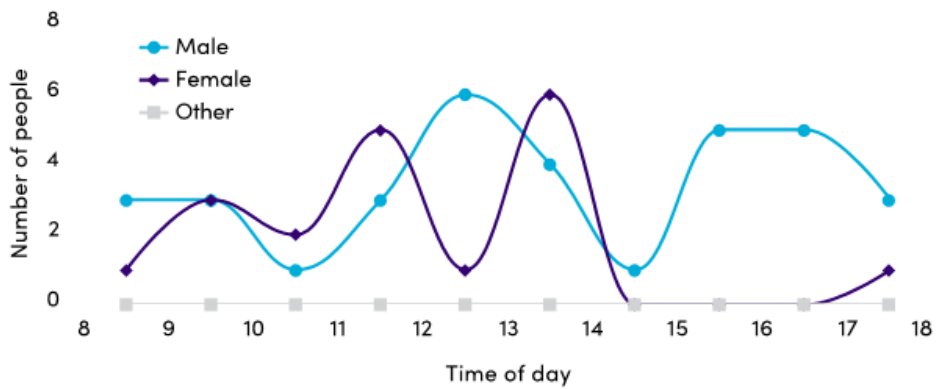
# Time In Place

Grasvenor Road,  
Mount Lawley 9

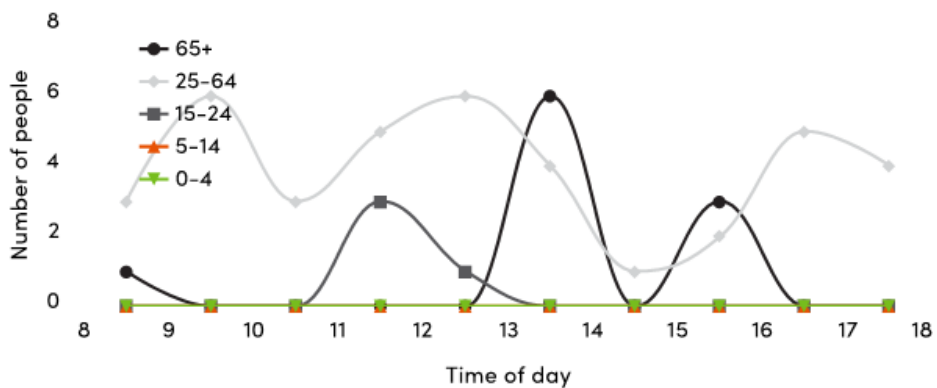
Daily total 54



## Gender across the day



## Age across the day

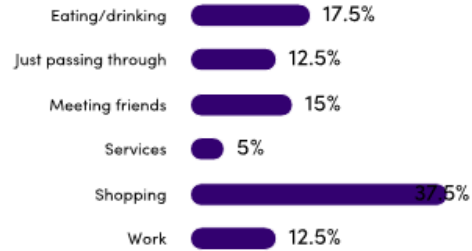
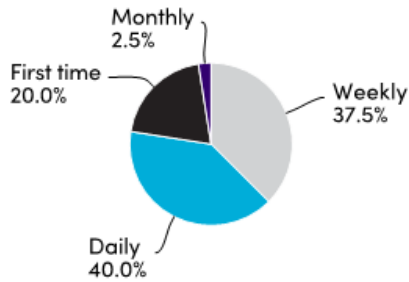


# Interviews

Grasvenor Road,  
Mount Lawley 10

Daily total 40

## Frequency Reason



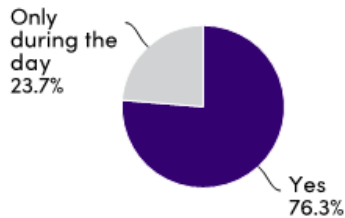
## Familiarity Feel



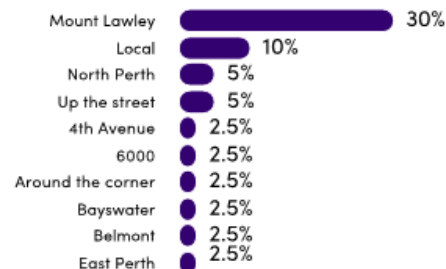
## Conversation



## Do you feel safe Impressions



## Improvements Postcodes



# Comments

Grosvenor Road,  
Mount Lawley 11

Comments are provided by survey respondents to an open question about their experience of the space and how they would like to see the space evolve.

- 
- 08:35 I live just up the road and come down here about 3 times a week, to go to the doctors, the shops, do shopping at the IGA. I'd buy some drinks on the way like this hot chocolate (in a takeaway container). I would like to see more recyclable bins so I can get rid of my coffee cup properly. More normal bins as well.
- 
- 08:51 Come here usually a few days during the week to get breakfast. The area needs more trees and park benches. More shades over public seating. Put benches over existing trees if not. We see people use the benches but not for a very long time because it gets very hot. Better traffic flow would also encourage us to come here more often. It's always congested along Beaufort Street.
- 
- 09:40 I'm a local so walk to shops frequently. Would be great to see some sort of blocked off pedestrian area in between IGA and bar as there's other access points to carparks and road is usually only used for some local traffic. Never stay or sit in space as traffic bit too busy on Beaufort st but maybe would come if noise was reduced and more pedestrian seating/tree area.
- 
- 09:44 I'm a local, I think the area is really nice and wouldn't move anywhere else. I don't usually come here, mostly when I do it's for the IGA. I find it a shame that all the boutiques around here have closed down, so having more of that would be something that would attract me more to this area, instead of having to go into the city.
- 
- 09:54 I come here often to the shops and to get to the bus as I live nearby. When I bring my grandkids they love sitting on the little metal seats as each seat attracts them with different art/characters. I would like to see more of this sort of thing however the bar opposite reduces my want to visit here with small kids. It's not properly blocked off. During lunch and dinner the music can get very loud. Unfortunately, with small kids it doesn't really work as there's lots of cigarette smoke and loud swearing.
- 
- 09:59 I come here often to do shopping. However, I find the traffic is really annoying, it's busy all the time. Plus the parking is very expensive.
- 
- 10:03 I'm from the country so first time here just popping into IGA. I like the music coming onto street gives a nice vibe. As I'm from the country I like having vegetation so more trees etc could be nice. The parking machine wasn't working so bit confusing so maybe more free parking with time limits would be easier.
- 
- 10:38 Would like to see a blocked off pedestrian area on Grosvenor rd, similar to North Common maybe. The traffic doesn't seem as bad on Grosvenor rd but Beaufort st is hectic and loud so not sure if it would work for sitting in. Also enjoy the mural art would like to see more. As a side note- as locals to north perth we would like to see some sort of renovation for North perth Plaza beside the space at North Common.
- 
- 10:42 Would like to see more art spread across space, could have potential for an area that could be blocked off for community events.

# Comments

Grasvenor Road,  
Mount Lawley 12

Comments are provided by survey respondents to an open question about their experience of the space and how they would like to see the space evolve.

- 
- 10:45 I come through here a lot because I live around here. However, I don't feel very safe walking here and don't really like walking along Beaufort Street because of the cars. They go really fast and I don't see many speed checks get conducted. Would be nice to see more speed bumps. Also there's lots of people and families, therefore would be nice to see more focus on the pedestrian. The cleanliness is...alright, I see rubbish around quite a bit. Would like to see more rubbish bins, as well as recyclable bins and green bins, because lots of food shops here and people doing takeaway. This place would be more attractive with more trees and colourful flowers. This area has a great community feel.
- 
- 10:53 I'm a local but have no inclination to stop here as there are other nicer spots that I would rather go to like cafes or somewhere near my house. It's just a passive journey to get to shops. If there was more landscaping etc done I probably wouldn't be inclined to stop as there's always lots of smokers here and sometimes intoxicated homeless people sitting on seats so I generally avoid if I'm with my young kids.
- 
- 10:56 I like that there are lots of shopping strips here. My fiancée is Mauritian, so I'd like to see some Mauritian restaurant in the area.
- 
- 10:57 I like that there's a variety of food options here
- 
- 11:37 I work at IGA and often come to sit on wooden benches on Grosvenor rd on my lunch break. It's usually just a passive area where I move through for work. I wouldn't come here normally as I live further away. Maybe some more vegetation might be nice for lunch breaks
- 
- 11:41 I find the place really busy and quite sterile. It needs some greenery. I come down here a couple of times during the week to get food. I work just up the road.
- 
- 11:46 Maybe some more nature around seats would be nice. I came here to meet friends, but would be nice to have more activities in public space other than drinking and eating.
- 
- 11:48 I come out here everyday to pick up my mails, do the shopping etc. There's not much I would change about it but more rubbish bins are definitely needed. This place can get quite a bit scruffy. I pick up rubbish all the time, including masks. I'd say today is a bit cleaner than what it usually is. I like that the old buildings are still around.
- 
- 11:49 I'm a young local and would love to see more day time activities for people in their 20s other than drinking and eating. Maybe some music spots or art areas something permanent that encourages more community for young people. Would also like to see more nature around seating spots
- 
- 11:54 I love the art mural and would really love to see the place colourful with more local artist appreciation. I agree with my friend in that we need more fun social community hotspots for young people that's not just bars and restaurants. It would also be nice to have more day time cafes that are open, in this area it's mostly just an evening scene with bars and restaurants. I also love how the first hour parking is free here.



# Comments

Grosvenor Road,  
Mount Lawley 13

Comments are provided by survey respondents to an open question about their experience of the space and how they would like to see the space evolve.

12:40	I rarely visit this space as I usually go to another IGA. Perhaps more picnic tables and seating amongst the tree shade might make me want to visit more and to stop and have a takeaway coffee.
12:46	I think trees are the key! I always feel more relaxed when I walk past trees and vegetation so to see more would be nice on my commute to work up Beaufort st. I park at back of my office so I never use the public carparks here, but I do sometimes walk through. It's also nice to see a more lively atmosphere with music from the bar. I don't ever come this way at night but if I had to I would feel comfortable enough with the light poles I can see now during the day.
12:51	The pub doesn't allow smoking inside, so I sit on the bench out here. I would like to see barricades along the loading zone area.
12:54	Would never really come here, just see it as a passing route when seeing friends. I know of some nicer spots to hang out especially in Fremantle so I don't bother coming out this way unless meeting friends.
12:59	The music from the pub gives a nice vibe, makes the walk really enjoyable. Would like to see more seats and nature.
13:48	Was heading to lunch at the elders with her grand daughter. Loved all the greenery looking towards Beaufort st. - the jacarandas, palm in the middle of Beaufort and the hedges on the pub
13:58	Roads can be dangerous, particularly car park. Lots of people speed and you have to be very careful walking.
14:01	She comes here daily. Today she came here specifically for grocery shopping. She finds the space quite unattractive and dirty. She says she feels a bit less safe at night time but overall still finds the space safe. She feels that if there were more of a variety of shops here then she would be more inspired to come here often.
14:01	Not what it used to be. Used to come to Mt Lawley a lot but not so much now that a lot of venues have closed
14:31	He says that the shops often leave their bins out which makes the space a bit unattractive.
14:39	Just comes here cause the IGA has a butter she likes. Sometimes goes to the card shop across the street or a cafe. Doesn't like that the parking isn't free behind IGA in cases where you need just over 1 hour. Thinks the only attractive thing in the area is the Beacott building but that has been graffitied (not in a good way)
14:58	Area is lacking atmosphere. Doesn't know what you could do on Grosvenor street unless you shut it down because it is taken up by street traffic. Used to own a cafe in the area when it was a busy place now half the shops are empty. Advises to start simply by putting fairy lights in the trees. Build atmosphere to encourage people to come and stay longer. To help Keep bars and cafes open longer. Maybe some buskers
15:02	Lives up the street and comes out to the bars here regularly. Likes the area and doesn't know what would improve it. Likes the fairy lights idea

# Comments

Grasvenor Road,  
Mount Lawley 14

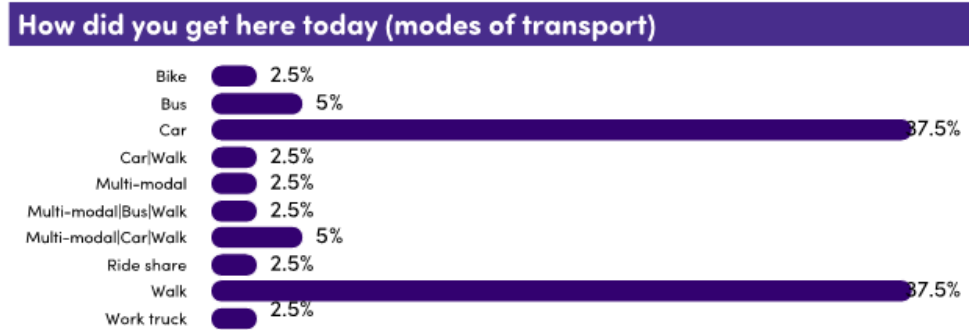
Comments are provided by survey respondents to an open question about their experience of the space and how they would like to see the space evolve.

- 
- 15:38 Would be good if you could close this road to use for markets and hospitality venues could extend onto. Make it a nice green space or courtyard. People still have access to the parking from the other roads but the no through road might be a problem if you close the street
- 
- 15:48 Feels safe here but as a youth wouldn't hang outside the pub. Thinks it's a really lovely area but would like more seating so that you don't have to cram on a bench with other people you don't know if you want to sit down.
- 
- 16:12 Used to live in mt Lawley and was at the flying Scotsman (bar now the elford) every weekend but hates what they did to the pub. Removed all character in his opinion just makes him angry to look at.
- 
- 17:01 Think closing the road would be a bad idea. Lots of crashes in the car park as it is without people using as a road. Would like lighting in the trees. More seats and planter boxes. They confirmed that you can't smoke in the pub and have to stop onto the footpath. Apparently a lot of people cross the road to smoke and there's always heaps of cigarette butts on the floor or in the planter boxes. Quite often lots of motorbikes parked outside the pub.
- 
- 17:45 Priority for parking and car access they use the car park mostly to pop in for a quick drink or two so they like the free 1 hour. Don't think that making it more pedestrian friendly is a good idea
- 
- 17:52 Doesn't think there's much you could do here and to spend money would be a waste of time. Instead would prefer to see traffic calming measures put in place on Beaufort street.
- 
- 17:57 He thinks the road access is very important here for the parking and that overrules everything else . But at the same time would be cool if the restaurants and bars could spill into the space.

# Interviews

Grasvenor Road,  
Mount Lawley 15

## Interview responses for City of Vincent



# Images

Grosvenor Road,  
Mount Lawley 16

Images help illustrate the mood of the space as it changes over the day.



Worker pushing trolley.



Workers having their morning break.



Kids on the way to school.



Many trucks use this parking spot



Dog walker coming from Beaufort st down Grosvenor



Back of The Elford bar facade



Back of IGA facade



Staff on smoke break back of IGA



Facade of The Elford bar on Grosvenor st.



The Elford bar facade further down Grosvenor st. Abundant outdoor seating available to customers with privately owned vegetation.



Full bin in the morning in front of the IGA.



Corner of IGA facade. Mural facing Grosvenor st.

# Images

Grosvenor Road,  
Mount Lawley 17

Images help illustrate the mood of the space as it changes over the day.



Laneway along IGA where some people sit outside to take a break.



Metal seats mostly shaded at this time



Looking down Grosvenor st (picture taken close to Beaufort st)



Carpark behind IGA taken on Grosvenor st



Loading taken place further up northern carpark out of site map boundary



Northern carpark on site map. Image taken at Grosvenor st behind IGA



Empty alleyway in front of IGA.



Dog waiting for owner in front of IGA.



City of Vincent bin collection



Jaywalking in front of IGA #1



Jaywalking in front of IGA #2



Woman stopping at seats

# Images

Grosvenor Road,  
Mount Lawley 18

Images help illustrate the mood of the space as it changes over the day.



Bin collection back of Elford bar



Seeking shade.



Postal delivery



Woman using seat



Taking a rest in the shade.



Another garbage disposal truck in northern carpark on site map



More use of metal seats in shade of trees



IGA staff taking a break together on metal seats at mural facade



A few dog walkers in the morning.



Unloading vehicle and dog walkers on Beaufort st taken from front of IGA



Pigeons frequently use the pavement.



Utilising outdoor bench.

# Images

Images help illustrate the mood of the space as it changes over the day.

Grosvenor Road,  
Mount Lawley 19



10:09

Quite a lot of cigarette butts surrounding trees on IGA side of Grosvenor rd. Looks like popular spot for smoke breaks



10:10

Street frontage along Beaufort Street still very quiet in the morning. Little activity.



10:11

Unloading truck for Elford bar



10:12

Bicycle rack in front of IGA.



10:13

North of site map boundary seems to be parking and cafe/commercial



10:15

Truck reversing just north of site map



10:16

Truck unloading at back of IGA



10:17

Garbage disposal exiting from carpark south of site map onto Beaufort st



10:20

IGA facade taken on Beaufort st



10:23

Grosvenor rd entrance from Beaufort st.



10:24

Bar facade taken from Beaufort St



10:40

More loading in front of Elford bar

# Images

Grosvenor Road,  
Mount Lawley 20

Images help illustrate the mood of the space as it changes over the day.



Loading truck



Street parking popular especially for elderly visiting IGA



Cyclist using trolley parking space to secure bike.



Bike rack very close to road on Beaufort Street.



Girl using wall outside of IGA as seating place while waiting for a friend.



Sitting occupants at bar onlooking road



Dog out window of car



Man picking up litter on Grosvenor rd



Walking dog - Haven't seen dog walkers since morning, potentially working from home people in lunch breaks



Another garbage disposal truck going into carpark behind IGA



Man interacting with tree - fiddling with broken off leaf, while smoking.



# Images

Grosvenor Road,  
Mount Lawley 21

Images help illustrate the mood of the space as it changes over the day.



Bike rack in use



Bus stop in use and skateboard mode of travel to bus stop.



Not using bicycle rack.



Another smoker on break from work



Jaywalking in direction to IGA. Open space eases visibility of transport movement.



Motorcycles only spot. (Same directly opposite in front of Elford bar)



Painted colours on road are extremely faded and not very noticeable



Have observed two people so far using the public phone.



Planet books book and gift store - has been open since around 9.30am



Garbage truck exiting area from carpark



Paint splatter near the bin.



Different loading truck at the back of IGA.

# Images

Grosvenor Road,  
Mount Lawley 22

Images help illustrate the mood of the space as it changes over the day.



Elford bar is getting busier as well as the usage of outdoor seating.



Couple of delivery drivers



Truck unloading supplies by carpark behind IGA



No obvious place to cross. People cross all over the street weaving around traffic



An interactive dining experience restaurant.



Truck unloading outside the pub.



Delivery driver



Bike rack in use



Spot for dogs to drink and rest.



Have noticed multiple people using this as a seat when they come out of IGA, whether it's to have a drink/snack or to re-pack bags.

# Images

Grosvenor Road,  
Mount Lawley 23

Images help illustrate the mood of the space as it changes over the day.



16:06

Regulars using parking spot.



16:19

Kid using seats to play.



16:27

Having a drink and snack.



16:41

Parking the wrong way to go to the shops.



17:08

Lots of cigarette butts on the floor



17:08

4th person observed to use the telephone machine.



17:23

People are parking more along the street (Grosvenor). Getting busier.



17:23

City of Vincent ranger



17:25

These parking bays are always occupied.

# Observations

Grosvenor Road,  
Mount Lawley 24

Observations are auditors notes on the events of the day adding nuance to the quantitative data collected.

08:14	Music coming from The Elford onto street
09:08	At this time most people are going to IGA. Some people visiting Planet books (popular gift/books store in perth)
09:18	Music from Elford adds nice ambience to the street.
09:27	Grosvenor st ends at a no through rd and cars only come onto road for carpark access and along street parking. Otherwise very little car activity on Grosvenor.
09:34	People who come to IGA buy small amounts, haven't observed anyone yet who needs to use the trolley provided outside the store.
10:07	Quite a few people in this neighborhood are friendly and have asked if we needed help in case we were lost as we are auditing through our smartphones and looking around.
10:16	People who jaywalk across Beaufort Street from IGA side towards other side mostly do so from IGA corner. Traffic tends to slow down here due to traffic light and wide open space, this makes it easy to observe traffic and cross accordingly. The fairly spacious median strip also accommodates a person once they have crossed.
10:18	People jaywalking from other side of Beaufort Street are usually heading to IGA.
10:22	2 cafes on Beaufort st included in map are not yet open. Japanese and pasta food stores are also not yet open.
10:25	More pedestrians are walking on the eastern side along Beaufort Street. This is perhaps because some shops are already open along here.
10:45	Cafe outdoor seating on Beaufort st is out of site map boundary at the corner of traffic light intersection.
10:55	There are a variety of multicultural food places along Beaufort st : Mexican, Moroccan, French, Japanese and Italian.
10:57	Few people are dropped off at carpark on north of site map
11:30	A group of tradies had lunch and were looking for a spot to sit and eat, they didn't like the look of small seats or wooden benches so they moved on and kept walking up Beaufort street.
12:12	Pigeons on road searching for food, cars slow down but often scare them away.
12:15	A few Uber pick ups and drop offs along Grosvenor rd
12:25	Elford bar outdoor seat are getting more filled and gradually louder noises from people's conversations are heard across road
12:26	More office people coming out to IGA. Governors Road receiving higher foot traffic.
12:35	At this time people are walking to and from the office for lunch breaks, sometimes in a hurry
13:29	Delivery driver parking outside the el Ford to deliver onto other side of Beaufort
13:41	Compared to last half hour, very minimal foot and road traffic. Few people walking up Beaufort st

# Observations

Grosvenor Road,  
Mount Lawley 25

Observations are auditors notes on the events of the day adding nuance to the quantitative data collected.

13:53	Spoke to a delivery driver. Just arrived 1:50. Said hard to deliver here (and in the whole area in general - particularly near hungry jacks) as the parking is quite often full
14:09	A boy just tried to use the pay phone.
14:10	Most people use the benches for smoke breaks and for talking on the phone.
14:14	Most of the buildings in the area are either black or white. Business signage is very un-exciting. Where there isn't any street art - it exhibits a Blank frontage.
14:20	The pay phone might not be working. Another lady went to use it. Tried a couple times, looked confused and left.
14:31	Bench seats outside the elford are really well used
14:32	About 90% of foot traffic is either heading into the IGA or the Elford bar.
15:04	Super humid all afternoon. Not overly pleasant to stand around in
15:27	Its gotten a bit quieter. Even the pub doesn't have as many people compared to around 1 pm.
15:31	Pretty quiet in the last half hour. Pub definitely not as busy outside seating. Mostly blokes in their 50s and 60s whereas earlier looked busy with younger crowd maybe office staff on lunch breaks.
15:42	Homeless bloke sleeping outside IGA on a bench - Beaufort street side
15:51	Someone I interviewed earlier came back to suggest more street art
16:18	Still very quiet. Not much traffic along Grosvenor road.
16:21	The pub (The Elford) is getting slightly more busy. (Traffic to the pub is increasing)
16:25	Unsure if you can smoke in the outdoor of the pub or if people are just being good table neighbours. Can't see signage about smoking but everyone seems to step onto the sidewalk to smoke
16:48	Grosvenor road is getting a bit busier. Most people are still going to the pub.
17:03	A couple was checking to see if French accent (restaurant) was open.
17:04	People park on Grosvenor road, then exit the street.
17:58	Lots of people have said the traffic lights are helpful to try and get to the parking

Physical and operational conditions of existing infrastructure.

Grosvenor Road,  
Mount Lawley 26

# Public Space Findings



# Frontages

Grosvenor Road, Mount Lawley 27

Facades categorise activation of the building line to demonstrate how the edges of the space contribute to the experience of the public realm.

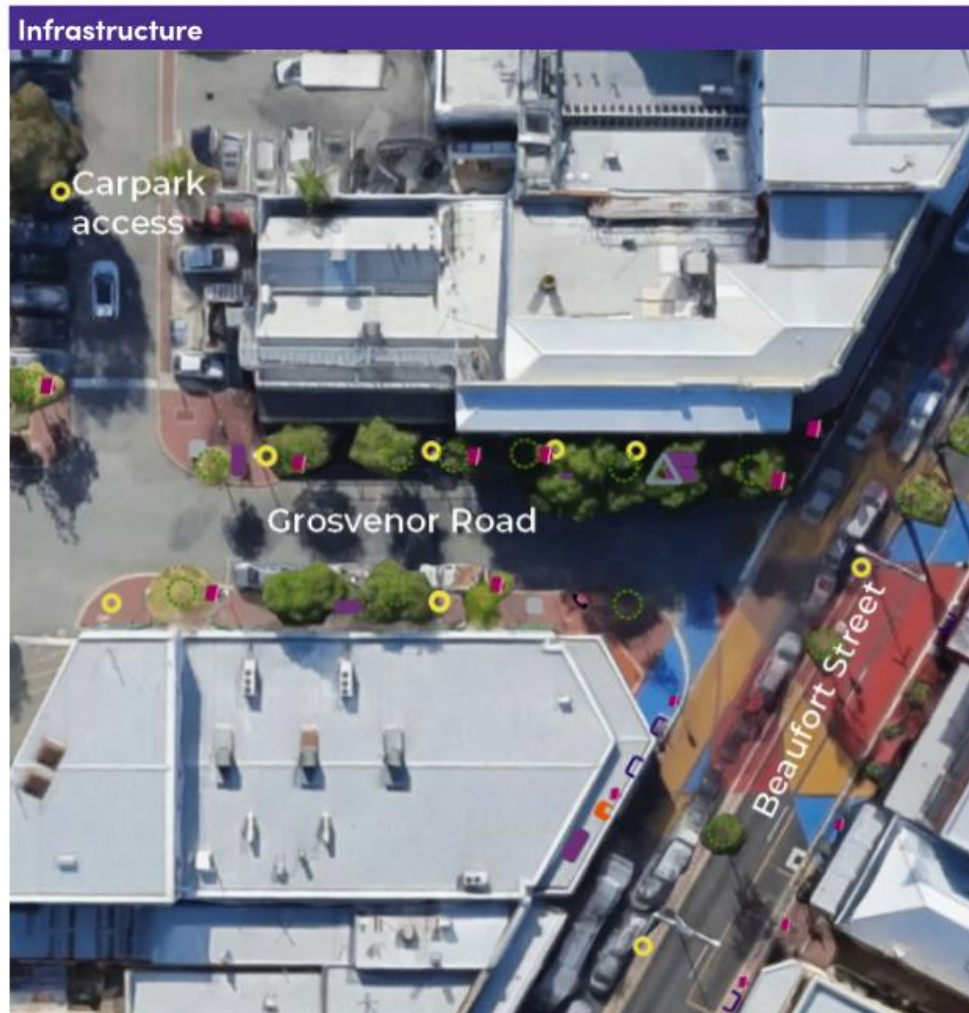


- Active frontage which make a positive contribution to the vitality of the space, and supports a pedestrian friendly public domain.
- Passive frontage that is neutral to the pedestrian experience of the public domain, is not active or lively.
- Blank frontage which makes no contribution to activity, nor passive surveillance or security for those in the public domain.
- Vacant frontage which has no occupants or is derelict.
- Negative frontage which has a detrimental impact on the pedestrian public domain, either by being visually unattractive, the source of offensive noise, odour, runoff or exhaust, or by posing a safety risk during service or loading activities.




# Inventory

Grosvenor Road,  
Mount Lawley 28

Inventory documents the provision of public infrastructure making a condition assessment of each item as Poor (in need of maintenance or repair) or Good (clean and well maintained).



-  Bicycle racks  
4 Good / 0 Poor
-  Bins  
2 Good / 0 Poor
-  Bus stops  
1 Good / 0 Poor

-  Lights  
9 Good / 0 Poor
-  Pay phones  
1 Good / 0 Poor
-  Sculptures  
0 Good / 1 Poor

-  Seats  
5 Good / 1 Poor
-  Signs  
12 Good / 1 Poor
-  Vegetation  
17 Good / 0 Poor



# Inventory

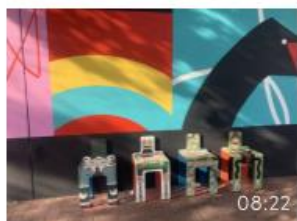
Grosvenor Road,  
Mount Lawley 29

Inventory documents the provision and condition of public infrastructure in the space.

## Condition



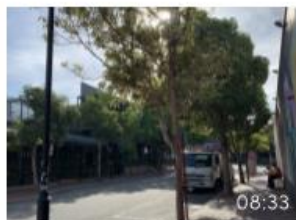
Sculpture - In front of The Elford



Art peeling from these seats. Located on wall facade of IGA building



Vegetation on The Elford side of Grosvenor



Vegetation looking down Grosvenor toward Beaufort st

# Glossary

Grasvenor Road,  
Mount Lawley 30

The Glossary provides definitions on the use of terms in the Inhabit Place platform and their application on site during an audit.

**Activation of Place** mapped for 30 minutes every hour this metric presents where people are spending time in the space and for how long

**Age brackets** adopted from Jan Gehl's Public Space Public Life Studies to ensure Inhabit Place data is relatable to global case studies, assessment is based on observation

**Audit hours** the duration of the place audit

**Place Auditor** data collector using the Inhabit Place platform

**Base Map** aerial perspective of the audit site with public inventory represented through symbols

**Behaviour** the main activity people are engaged in while spending time

**Daily Total** represents the total number of people counted

.....  
**Frontage** building line that fronts the public domain

**Active** - Frontage which makes a positive contribution to the vitality of the space and supports a pedestrian friendly public domain. Typically, continuous and transparent glazing, window displays, entries that provide for interaction between indoor and outdoor activities.

**Blank** - Frontage which makes no contribution to activity, nor passive surveillance or security for those in the public domain. Typically, heavily frosted glazing with no interactivity or visual stimulation

**Passive** - Frontage that is neutral to the pedestrian experience of the public domain but is not activated or lively. Typically, window displays that provide visual stimulus but no opportunity to engage, it may also include wall murals or artwork that provide interest to an otherwise blank surface.

**Negative** - Frontage which has detrimental impact on the public domain, being visually unattractive, the source of offensive noise, odour, runoff or exhaust, or by posing a safety risk during use. Typically, service delivery entries, waste storage enclosures, air intakes and exhausts, public or tenant toilet entries or windows, and car parking entries that intersect pedestrian thoroughfares.

**Vacant** - Frontage which has no occupants or is derelict. Typically, closed business premises.

.....  
**Gender** assessments based on observation, where there is uncertainty auditors are instructed to mark 'Other'

**Images** taken by auditors to document mood of the space

.....  
**Interview Questions**

**Conversation** - Have you spoken to anyone new while you've been here?

**Familiarity** - Do you recognise anyone in the space?

**Feel** - Describe how the space makes you feel? (Word clouds generate the most common responses as larger text)

**Frequency** - How often do you visit the space?

**Impressions** - Rank responses as Very Poor, Poor, Neutral, Good, Very Good

**Improvements** - What would inspire you to spend more time here/ What would make your experience more comfortable? (Word clouds generate the most common responses as larger text)

**Interview Comments** - Further comment on the space

**Postcodes** - Where you reside

**Reason** - What brought you to this space?

**Safety** - Do you feel safe in the space?

.....

# Glossary

Grasvenor Road,  
Mount Lawley 31

The Icon Glossary provides the definition for all symbols used within this report.

**Interviews** intercept survey conducted between auditor and user of the space

**Mode** the human method of transit

**Movement** recorded for 30 minutes every hour collecting the age, gender and mode of each individual crossing an imaginary line that transects the space, marked in blue on the site map

**Observations** auditors commentary on the events of the day

**Other** used for a person who has not been visually assessed as male or female

**Out of Area** non local residents

**Overview** a snapshot of metrics averaged across audit days

**Patterns of Movement** drawn for 30 minutes every hour capturing desire lines as people move through the space

**Posture** the position people adopt when spending time


**Public Life Findings** how people use and feel about the space inclusive of Movement, Time in Place, Interviews, Images and Observation data


**Public Space Findings** physical attributes of the space including Inventory and Frontage activation


**Time in Place** recorded for 30 minutes every hour collecting the age, gender and behaviours of those staying in the space


**Total People** is the combined footfall of people passing through and spending time in the space


 Carried - children being carried


 Cycling - riding a bicycle, in bike trailers or bike seat


 Eating and drinking

 Exercising - purposful active behaviours including stretching


 Leisure activities such as people watching, reading, conversing

 Interacting with installation

 Mobility Scooter - motorised assistance device

 Moving around - staying within the bounds of the space but in constant movement, such as playing

 Other


 Pram - being pushed in a pram or stroller


 Sitting


 Skateboard

 Smoking

 Standing

 Waiting for public transport

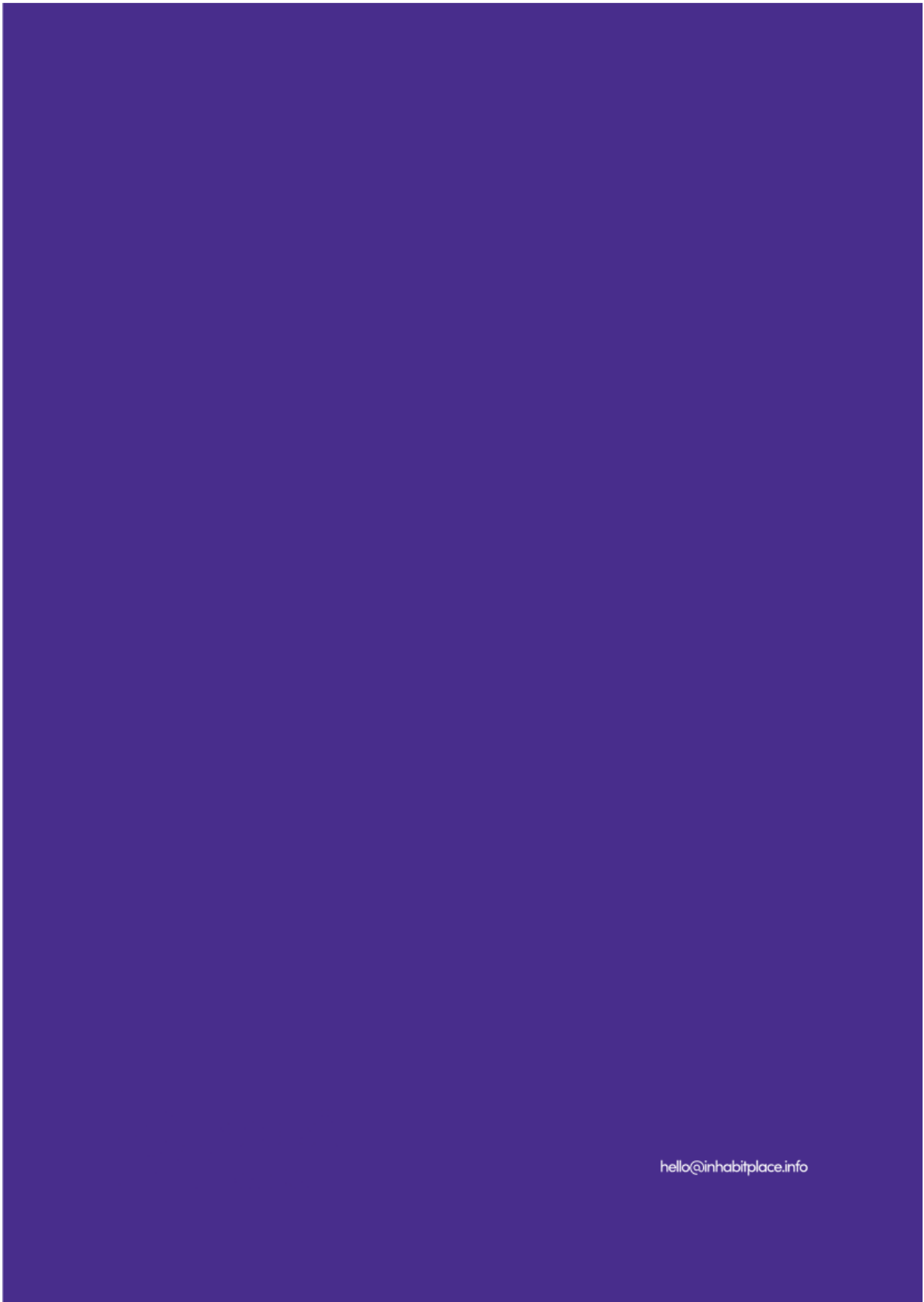
 Walking - includes jogging, running or walking a bicycle

 Wheelchair

 Scooter

 Working

 Sleeping



hello@inhabitplace.info

# Beaufort Street, Mount Lawley

Understanding Place.



Place Audit Report  
Friday 8 April 2022

## Understanding Place.

“Sometimes, the most valuable information you gather in a public life survey is something you observe, or a conversation you have, that simply comes out of spending hours at a time in a space.”

Gehl Institute c. 2018, *Using Public Life Tools: The Complete Guide*, Gehl Institute, New York

### About this document

This report collects user based data to locate demographic trends and understand changes of use over time. It provides an easy-to-understand snapshot of how we use spaces and how they influence us. The report charts a collection of **Public Life and Public Space** metrics (<https://gehl.institute.org/public-life-tools/>) that can influence public space design and inform recommendations for improvements to the public realm.

### Company contact

hello@inhabitplace.info

# Contents

01	About
02	Overview
05	Public Life Findings
06	Movement
08	Time in Place
10	Interviews
14	Images
26	Observations
29	Public Space Findings
30	Frontages
31	Inventory
34	Glossary

# Audit

**Name**

Beaufort Street

**Timeframe**

Friday 8 April, 2022  
9:30am - 7:30pm

**Location**

Beaufort Street between Harold Street and  
Mary Street, Mount Lawley  
WA 6050





# About

## Place Auditing

The places we inhabit are not static. We move through them in a complex and layered manner, creating patterns of usage over time. Truly understanding how people use places contributes toward better design for a better quality of life.

Inhabit Place was created to help shape better places; through understanding how a space is actually used we can formulate an enhanced appreciation of what does and does not work, and create places that better suit their environment and their people. With the knowledge gained from an Inhabit Place Audit, planners, developers and government can call upon real data captured in situ to inform their decisions and create places that better serve and delight their citizens.

A Place Audit is shaped around an hourly cycle with a continuous data capture to demonstrate trends over time. Movement, Patterns of Movement, Time in Place and Interviews are documented for 30 minutes every hour as a snapshot of how the space is used.

Data is rounded to the nearest decimal point and in some instances this will result in totals that do not meet 100%.

The Glossary provides definitions on the use of terms and icons in the report.

## Site description

This Audit observes user behaviour and engagement in Beaufort Street between Mary and Harold street.

**Beaufort Street** is a main street situated in the inner north-eastern suburbs of Perth. The site is situated between Mary street and Harold street, it is popular for its various food and beverage services such as Mary Street Bakery, Queens Tavern, Mars BBQ and Grill, Ischia and The Beaufort. The location of the piazza along Mary street, strongly influences a pedestrian oriented environment that contrasts with the vehicular heavy traffic along Beaufort street.

## Methodology

This report collects quantitative and qualitative information. Data was captured by auditors using the Inhabit Place app to map and monitor civic life using the framework of Jan Gehl's **Public Life and Public Space** Studies. By conducting a survey of public areas, we learn how, when, where, and why people are using public spaces.

The metrics of a **Public Life and Public Space** study include:

**Movement:** capturing demographic and mode information of those passing through the space and mapping their desire paths.

**Time in place:** capturing demographic and behavioural information of those people choosing to spend time in the space, mapping their activities to understand duration of stay and activation of different zones within the space.

**Interviews:** documenting people's impressions of the space through intercept surveys and conversations.

**Images:** visualises changes throughout the day to express the mood and feel of the space.

**Observations:** diarised notes of place auditors adding detail that is not otherwise documented.

**Frontages:** mapping activation of the building line that frames the site to understand the extent the building edge interacts with and contributes to the space.

**Inventory:** maps the physical infrastructure on site and makes condition assessments of each item.

**Glossary:** provides definitions on the use of terms and icons in the report.

Total People is a snapshot of how active the space was across the day.

Beaufort Street,  
Mount Lawley 2

# Overview



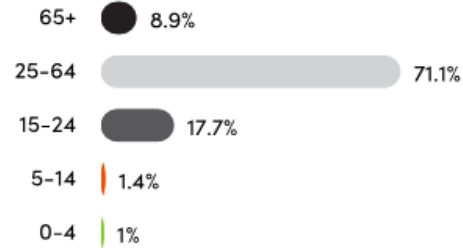
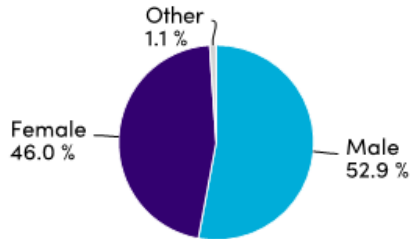
Fri 08 April, 2022  
9:30am - 7:30pm

Total people:  
**1,330**

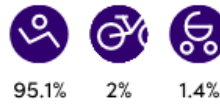
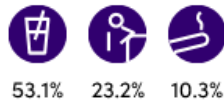
# Overview

The following provides an overview of data from across all audit days. Gender and Age in this section reflect the aggregate of Movement and Time in Place.

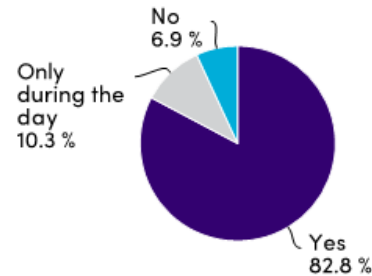
## Gender Age



## Top Behaviours Main Modes



## Impressions Do you feel safe



## Improvements Weather

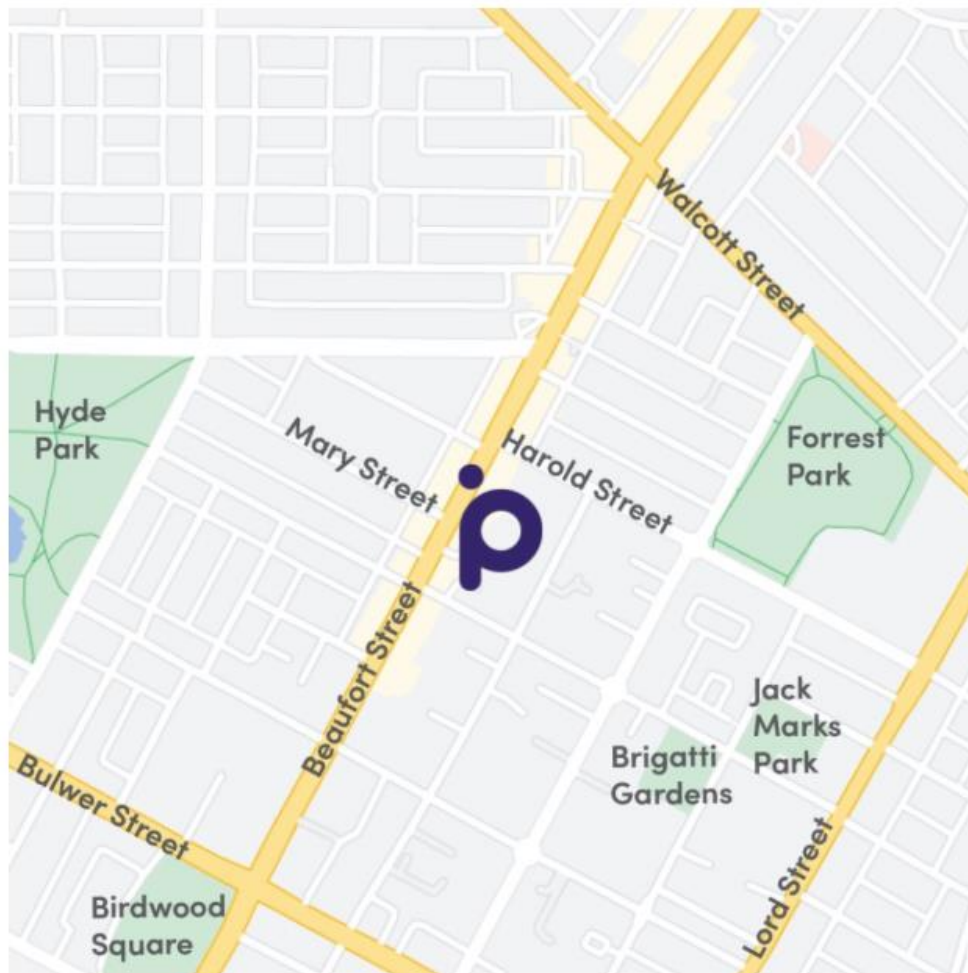


8 April 2022  
Clear Sky

# Location

Beaufort Street,  
Mount Lawley 4

Beaufort Street between Mary Street and Harold Street in Highgate.



How people use and feel about a place.

Beaufort Street,  
Mount Lawley 5

# Public Life Findings



Fri 08 April, 2022  
9:30am - 7:30pm

# Movement

Beaufort Street,  
Mount Lawley 6

## Patterns of movement



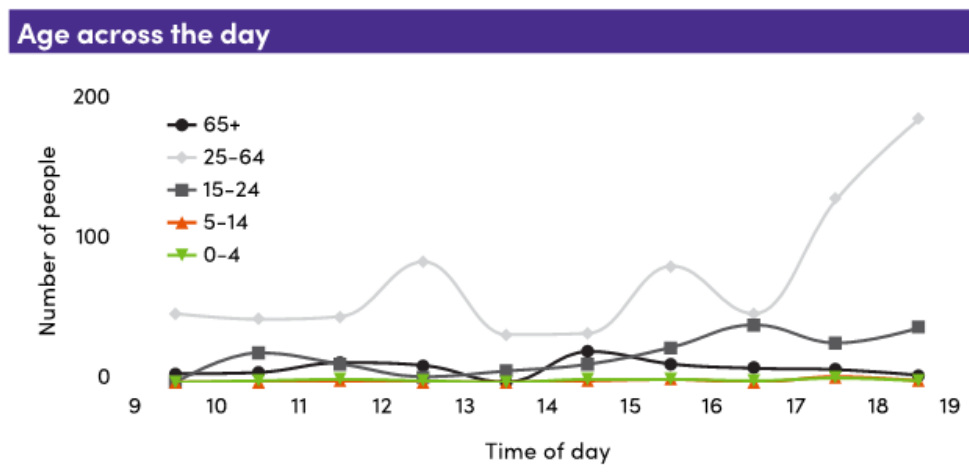
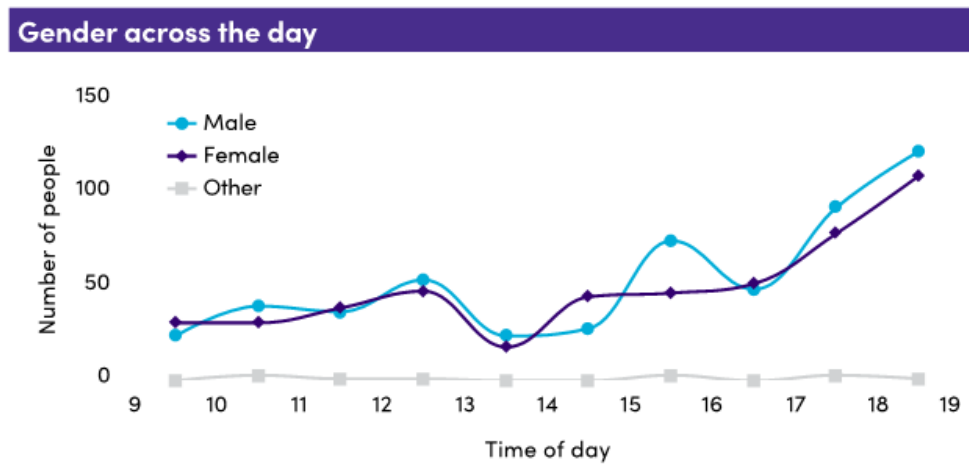
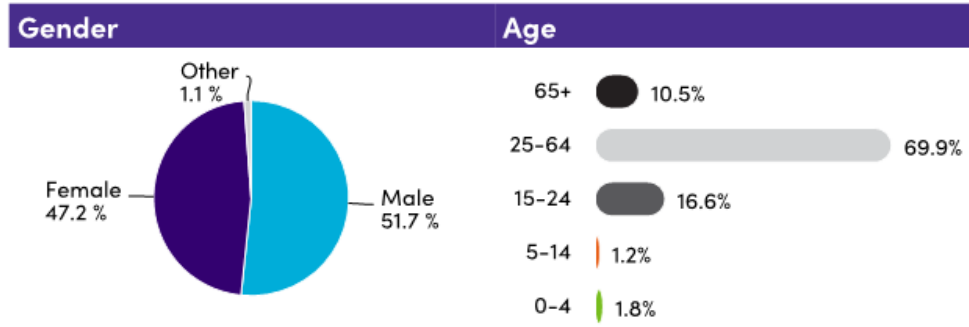
## Mode



# Movement

Beaufort Street,  
Mount Lawley 7

Daily total 1059

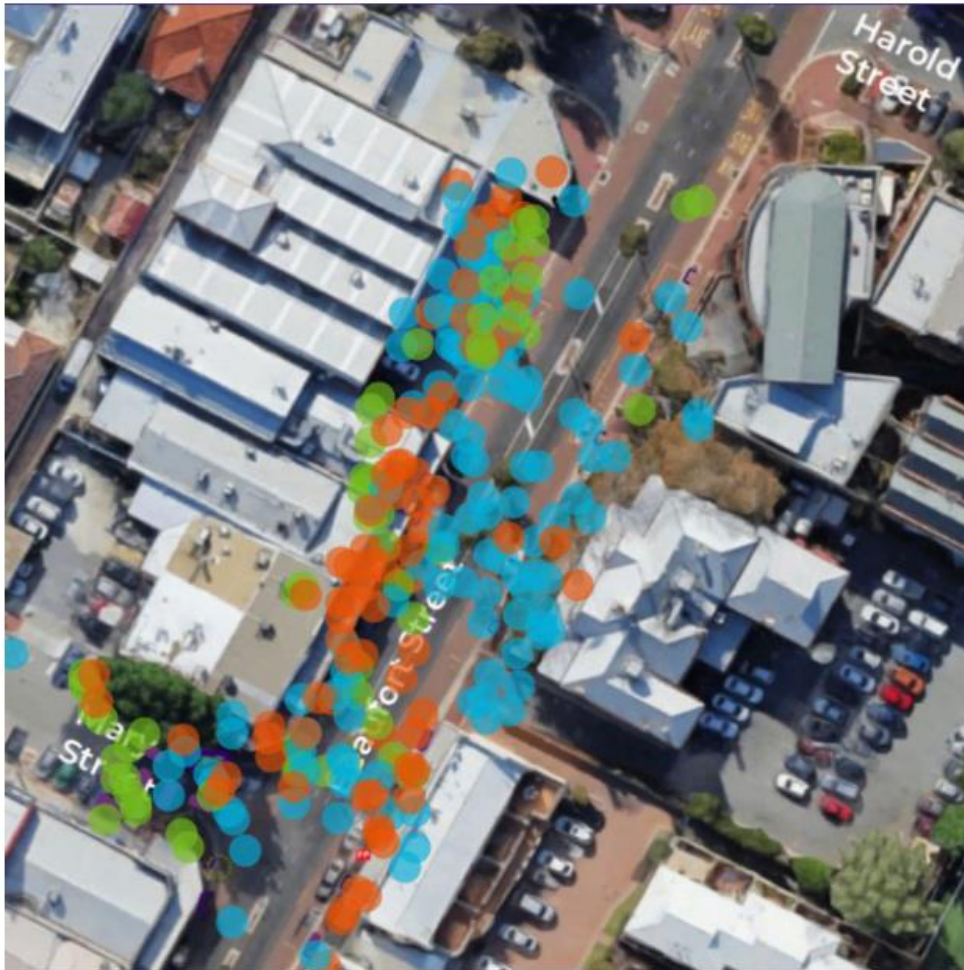


# Time In Place

Beaufort Street,  
Mount Lawley 8

## Activation of place

● < 10 mins    ● 10-20 mins    ● 20-30 mins



## Posture      Behaviour

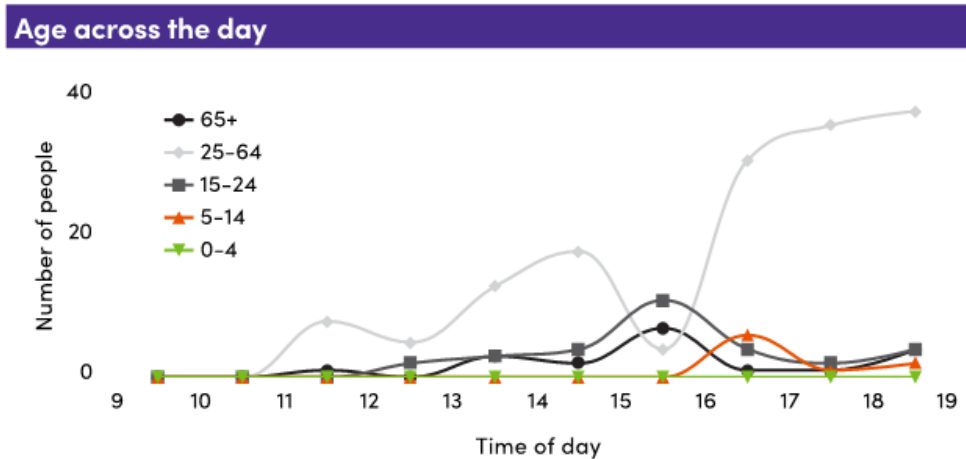
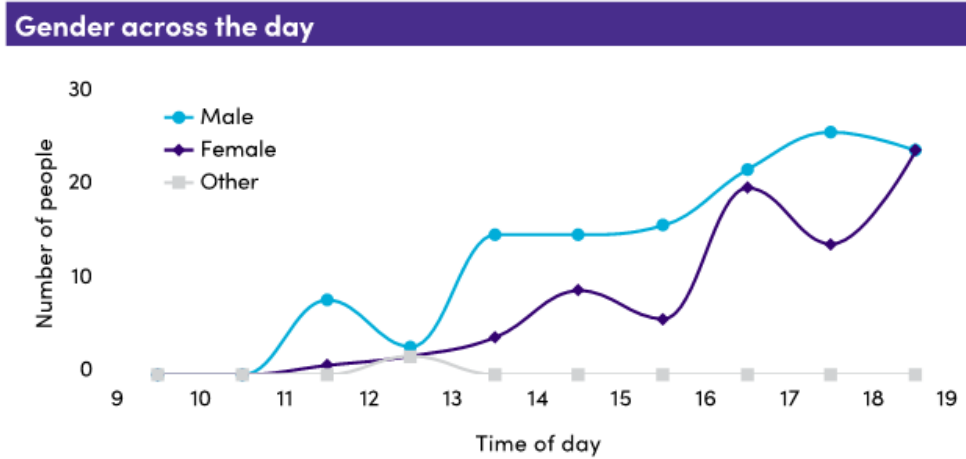
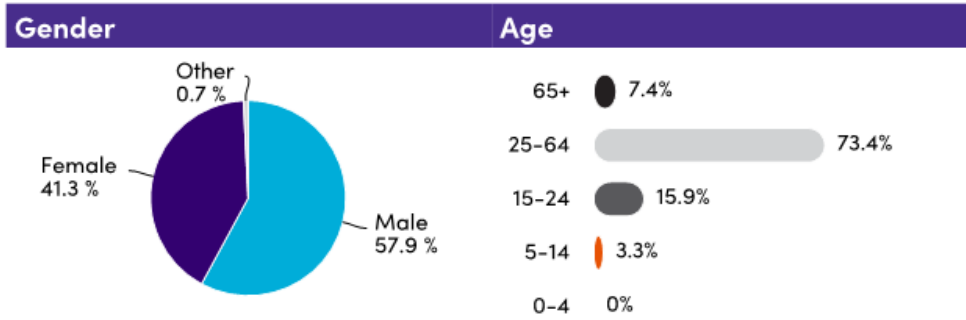




# Time In Place

Beaufort Street,  
Mount Lawley 9

Daily total 271

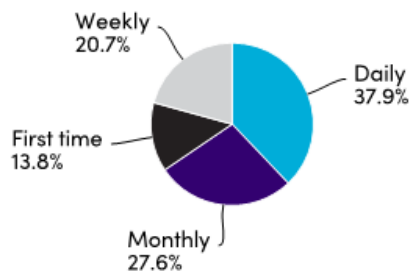


# Interviews

Beaufort Street, Mount Lawley 10

## Daily total 29

### Frequency Reason



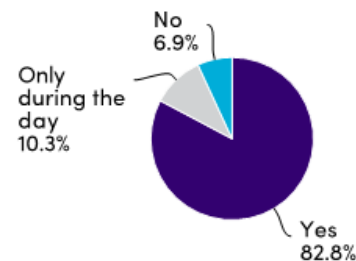
### Familiarity Feel



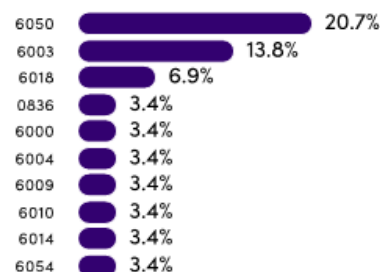
### Conversation



### Do you feel safe Impressions



### Improvements Postcodes



# Comments

Beaufort Street,  
Mount Lawley 11

Comments are provided by survey respondents to an open question about their experience of the space and how they would like to see the space evolve.

09:43	Would like some play equipment for kids, parks with playground nearby. Would like it to be separated.
09:48	Quite up and down with businesses opening and closing, goes through cycles. Very dear to me, if only I could afford to live here!
09:54	People park over cross overs, making access for mobility scooters difficult.
09:58	Getting better, more stuff happening, vacant tenancies are common and makes it less interesting.
10:11	This is her first time visiting Beaufort street in 5 years. She is visiting from Queensland. She wishes there was more diversity in the type of shops here. She feels that there are only pubs here which makes it not so friendly and welcoming.
10:17	He works in the area so he visits here everyday. He says he really likes the trees that have been planted here over the past 5 years. He said if there was more of a nightlife he would be more inspired to spend time here.
10:29	I like the heritage, never destroy it. Business owner for 50 years.
11:10	I like the place. Some things could be improved.
11:19	Different architecture, reminds me of London a bit.
11:32	New builds are great, piazza has made the space more social and friendly. Key coffee trader has created community in public space, more pedestrianisation would be great. We pick up rubbish on the street, a few more bins would be good.
11:45	He visits here fortnightly and came here today to meet some friends at the hotel. He doesn't really find this space friendly and welcoming and has no comments on what he would like to see improve. He really likes the heritage aesthetic (the old architecture), he therefore thinks the space is attractive.
13:09	Getting there, struggled for a while as places were closing down. Didn't come as often but things are changing now so it feels better.
13:21	Great place to live, I love it.
13:31	Feels dated, a bit boring, not enough interesting shops, more food, not balanced.
13:46	He is a street artist and comes here (Beaufort street) to do street art with other artists. He says the space makes him feel liberated since he is able to express himself through art and that he doesn't visit here enough. This is his first time here in 5 months. He wishes there were more events such as the Beaufort street festival that used to happen. He feels that Beaufort street is headed in the right direction by opening up the new restaurants such as The Beaufort and the sports bar. He is hopeful and keen for the future of Beaufort street.
15:04	Sometimes it's hard to walk back and forth for paid car parking to bars and restaurants. It's a nice spot to meet my adult children.

# Comments

Beaufort Street,  
Mount Lawley 12

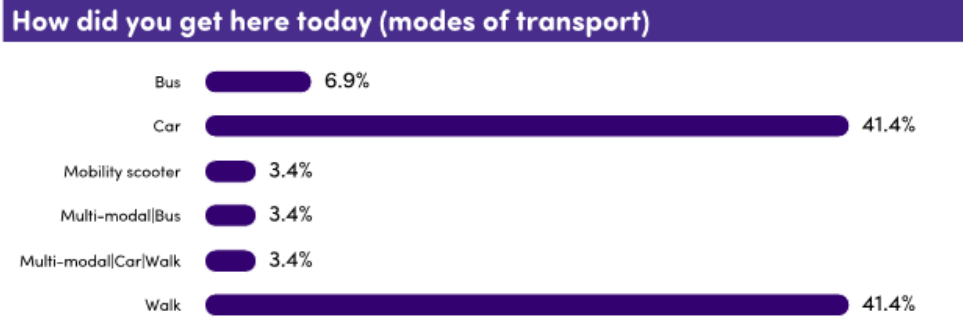
Comments are provided by survey respondents to an open question about their experience of the space and how they would like to see the space evolve.

- 
- 15:09 Often walk down here from school nearby. The space isn't super welcoming for my age group and we usually hurry down the street to go to Hungry Jacks.
- 
- 15:12 I also walk from school down this street. I'll only walk down with a friend as the bars make the space a bit uncomfortable. Maybe if there were brighter colours and something fun for our age group I would want to stay in the space.
- 
- 15:23 I like the bar amenities however there's no family friendly environment inside or surrounding these bars/restaurants, so when I don't have babysitters we end up going elsewhere with a better family atmosphere. I think that some outdoor seating and chairs maybe near Mary street bakery could be nice during day. Otherwise if I'm with adults it's lovely to sit at bars and has potential for more greenery to view on street.
- 
- 16:05 Spot creepy men and a lot of smoking. Not kids friendly. A lot of traffic. Get anxious if I stay for too long.
- 
- 16:08 Love the old infrastructure
- 
- 16:10 Can have 24/7 shops. Could be a bit more indulging.
- 
- 16:14 More public transport in here would be nice.
- 
- 19:25 I like the vibrant lighting displays from restaurants and bars like the pink donkey. Traffic pacification would be better as cars move down fast on the street, especially weekend evenings like tonight.

# Interviews

Beaufort Street,  
Mount Lawley 13

## Interview responses for City of Vincent



# Images

Beaufort Street,  
Mount Lawley 14

Images help illustrate the mood of the space as it changes over the day.



Coffee queue at Daily Dose Beaufort.



Piazza view.



Coffee queue at Daily Dose.



Truck unloading at bottle shop.



Truck unloading.



Bike rack outside café is well used.



Family at piazza.



Bar establishments usually open at night.



New Beaufort St development.



People freely crossing the road.



Postman delivery.



Biker with new landmark developments on Beaufort St behind her.

# Images

Beaufort Street,  
Mount Lawley 15

Images help illustrate the mood of the space as it changes over the day.



Wheelchair users also use the footpath heavily.



A lot of people use the islands as safe stops to cross the busy Beaufort St.



Walking with takeaway.



Setting up for lunch service.



Plants, bench and alfresco create a nook but also narrow pedestrian space.



Another popular place of interaction is the takeaway coffee shop adjacent to Ischia.



A place to wait for takeaway food?



Parents feel very comfortable walking with their children in the piazza area unlinked but the moment they get to Beaufort St they often start to walk hand in hand.



More people using the bike rack facilities.



Arriving by bike.



All bike racks have been used up in the Mary St piazza area by now.



Bikers of all motivations use the bus lane as a bike lane throughout the morning.

# Images

Beaufort Street,  
Mount Lawley 16

Images help illustrate the mood of the space as it changes over the day.



Quiet and peaceful Mary St.



A couple of people have used the piazza as a sitting spot.



Staff heading in to open bar/restaurant, with delivery driver and truck.



Al fresco with trucks.



There's some seating in the laneway.



Mary St Bakery Al fresco.



This intersection is super busy when it comes to pedestrians.



People parking on Beaufort and Mary street.



Elderly cyclist (centre) halted by buses.



Trader people watching from doorway.



People using mobility scooters find it really hard to navigate the narrow sidewalks.



Person in wheelchair using path.



# Images

Beaufort Street,  
Mount Lawley 17

Images help illustrate the mood of the space as it changes over the day.



Opening up with plants at entry as welcome statement.



Checking out the new place at opening time.



Different volume of people on different sides of the street.



Pedestrian experience changes when gates are opened.



Street parking is full on both sides of the street.



Seating alongside Beaufort St provide ample pedestrian traffic.



Al fresco at side door, BBQ next to piazza seats.



The Queens offers lots of passive surveillance to the street and sidewalk.



The Lotus restaurant, Bar rogue, Mars BBQ and grill establishments offers plenty of passive surveillance as well.



Mural next to piazza.



Delivery drivers traverse heavy traffic on Beaufort to provide goods to the various businesses along the street.



Graffiti near piazza.

# Images

Beaufort Street,  
Mount Lawley 18

Images help illustrate the mood of the space as it changes over the day.



Traffic banked up at times.



Lots of greenery.



Lots of greenery part 2.



Lots of greenery part 3.



Saw cars give way to pedestrians sometimes at piazza crossing point, but there is no pedestrian path indicator on street design.



In front of Piazza.



Trucks!



Pedestrian priority is indicated at Queens driveway crossover but not sure if impactful.



Queens alfresco along path edge.



Offer.



Offer for Peroni.



Lunch offer.

# Images

Beaufort Street,  
Mount Lawley 19

Images help illustrate the mood of the space as it changes over the day.



The Beaufort is starting to get a crowd.



Ischia offer.



Getting busy pedestrian wise.



Woman and her baby eating lunch.



Workers walking around Beaufort St to find lunch.



Worker group crossing for lunch.



Food delivery driver.



Kid in space.



Al fresco on this side not well used at this time, quite busy inside. Sun starting to encroach on outdoor tables.



More young professionals finding a good spot for lunch.



Child waves and calls hello to passer-by.



Cars can't see to pull out without encroaching on foot path.

# Images

Beaufort Street,  
Mount Lawley 20

Images help illustrate the mood of the space as it changes over the day.



Resorting to ride along the footpath.



Waiting outside new pub.



Informal crossing.



This alfresco not used at all up to now.



Carrying flowers.



Squashed on path.



Taking flowers to car.



Queens from across.



Elderly man walking with stick. Without alfresco open, there is no place to rest on quite a long section of street east of piazza.



Deliveries continuing for the whole shift.



Even scooters dare to cross the busy Beaufort St.



Similar scooters seen for deliveries as well.

# Images

Beaufort Street,  
Mount Lawley 21

Images help illustrate the mood of the space as it changes over the day.



Waiting to cross.



Cyclist on road between parked cars and moving traffic.



Multiple construction workers, electricians etc.



12:52



Group having lunch.



Loading inventories.



Cycle stands in use.



Bikes frequent the bus lane throughout midday.



13:12



13:12



Parent's bike.



Viewing from public to private space.

# Images

Beaufort Street,  
Mount Lawley 22

Images help illustrate the mood of the space as it changes over the day.



Place where people wait standing up.



Food delivery action increases.



Saw a wheelchair barely pass through.



Smoking and chatting outside the pub.



Cyclist on platform.



Here since 15 mins.



Recycling truck.



Taking dog for walk.



Workers enjoying their break.



Shopping and walking their dog.



Have spent the entire afternoon here. Roughly from 12 to now.

# Images

Beaufort Street,  
Mount Lawley 23

Images help illustrate the mood of the space as it changes over the day.



Common to spot dog walkers now.



Delivery scooter.



Children coming back from schools.



Seen same wouple walk twice on Beaufort St until they got coffee.



Group of friends in dresses taking a photo. Potential for photo posing street art?



Man waiting to pass road.



Children on grass area while adults relax on outdoor table.



Man using concrete infrastructure to sit.



Old photograph artwork on building exterior.



Older gentlemen walking to back of the Queens bar to car. One is walking slower with walking stick.



Parking fine.



16:54

# Images

Beaufort Street,  
Mount Lawley 24

Images help illustrate the mood of the space as it changes over the day.



Interesting vegetation near Mary St.



Bike rack in use.



Bus stopping at the Beaufort Bar.



Changed mind about using bike rack.



Bike rack use in front of Queens bar.



A few Dog walkers at this time.



At corner of Harold and Beaufort St.



People starting to use outdoor business seating for the evening.



Jaywalking across Beaufort.



Family trying to cross safely on Beaufort St.



People came out of car with big dog.



Use of tree for bike rack.



# Images

Beaufort Street, Mount Lawley 25

Images help illustrate the mood of the space as it changes over the day.



Getting busy with people near bars.



Delivery driver left bike at pay station and then came back quickly to collect it.



Mary St ambience people using outdoor tables and dividing walls.



Traffic congestion on Mary St to get onto Beaufort St.



North area of site map is darker and less occupied.



Bike racks in use at night and occasional dog walkers.



Busy and quick crowd congestion in front of the Beaufort bar.



Pink donkey lighting from bar.



Busy inside the Queens bar however not so much walking past the bar on the street.



Busy restaurant seating.



Car spaces full along Beaufort St.

# Observations

Beaufort Street,  
Mount Lawley 26

Observations are auditors notes on the events of the day adding nuance to the quantitative data collected.

09:16	Even though Ischia restaurant is not open yet, there is the smell of the woodfired oven already in the air.
09:21	At this time there is quite a lot of noisy trucks passing through and servicing traders. In addition to morning traffic and buses, this affects the experience for people at street level. Trucks are idle on street while unloading.
09:44	Most people at this time of the morning congregate around coffee places like 'Mary Street Bakery'.
09:49	Electric and mobility scooters, wheelchairs and pedestrians find it tricky to pass through where there is al fresco or coffee queues. Saw people had to veer onto road to pass around.
09:53	A man is picking up cigarette butts from the floor.
09:56	A lot of people park in adjacent streets such as Harold St and walk to nearby cafes like 'Mary Street Bakery'.
10:11	Flowers shops nearby seems to be popular and part of multi-purpose visits.
10:12	Beaufort street is very heavy with traffic whilst Mary street is so quiet and peaceful. The streets juxtapose each other immensely.
10:12	Post interview a passer-by mentioned that even total strangers say hello here.
10:40	People appear to be coming down Beaufort street towards Mary Street Bakery then head back in the same direction. Mary Street Bakery is very active. A lot of people are sitting down outside - eating and drinking.
10:55	No obvious crossing point so all crossing is informal, small middle islands used for refuge. Saw a person in wheelchair and companion waiting in middle of road in island gap, very narrow space with cars passing either side.
10:57	Music from the Queens can be heard on both sides of the street when traffic is not passing, creates atmosphere.
11:15	Mary Street Bakery continues to attract a large number of patrons throughout the morning.
11:15	Saw staff member from one trader waving to staff member from another trader out on the footpath.
11:24	Few pedestrians cross Beaufort St with little regard for their safety as they are in a hurry.
11:24	Food places are the biggest source of pedestrian traffic. The opening and closing times of shops dictate heavily the amount of pedestrian traffic.
11:36	Music from Mary St Bakery is also audible in public spaces when there is a lull in traffic.
11:39	It's really quiet. Not many people are walking along the street. It might be because of the change in weather as it's become a lot more cloudy.
11:44	Pedestrian traffic has definitely gone down as it approached midday.

# Observations

Beaufort Street,  
Mount Lawley 27

Observations are auditors notes on the events of the day adding nuance to the quantitative data collected.

11:50	Deliveries pick up heavily in midday.
11:52	Pedestrian movement to Mary Street Bakery has gone down significantly with a shift of pedestrian movement going to the Beaufort, the Queens Tavern or Mars Bar and Grill.
12:06	Saw groups of workers going for lunch together.
12:09	Lunch brings in a big amount of people from nearby offices to come down and get lunch at Ischia, The Beaufort, Mars BBQ and Grill.
12:17	Lunch time gets very busy with a variety of pedestrians, mostly an eclectic mix of people hanging out with friends in search of a good lunch spot.
12:20	A lot of delivery trucks frequent Mary street as a way to get to Beaufort street which is quite jarring as it goes against the pedestrian friendly nature of Mary street.
12:25	Quite a few electric scooters using footpath.
12:26	Bikes use both road and footpath. Impression is predominantly male cyclists.
12:32	Ride share cars drop people outside pubs.
12:32	To enter car parked on street, people have to wait until large vehicles pass before it is safe to open driver door.
12:43	The Beaufort and Queens bar have become quite activated. Initially people were coming to this space for the Mary Street bakery but since both of their opening, the street has become a lot more lively. The Mars BBQ bar and grill is still really quiet.
12:58	Construction workers around Harold street.
13:11	Crossing with a pram also looks difficult. Insufficient space to stop safely in the middle of Beaufort St.
13:11	Every single establishment seems to capture their own busy patronage. With each restaurant having at least 10 people eating lunch or enjoying a drink.
13:12	By far the Queens tavern and The Beaufort are attracting the largest number of people.
13:29	The Ischia Pizzeria is really busy. Almost full.
13:33	Site relatively empty at around 1:30.
13:34	Most people seen at Queens tavern are old.
13:40	Car park majorly used by delivery men.
13:42	Recycle truck crossing around now.
13:49	Huxtaborger is quite busy throughout the day. Majorly food is delivered via Uber eats.
14:57	Many people are going to BWS and back to car at this time.
14:58	A couple of Uber/ride share drop offs have taken place so far.
15:25	A previous interviewer suggested an improvement on the Beaufort St sign - more durable material and nicer art style.
15:27	Noise levels of pedestrians from bars are increasing in volume.

# Observations

Beaufort Street,  
Mount Lawley 28

Observations are auditors notes on the events of the day adding nuance to the quantitative data collected.

16:10	Family friendly area in Mary Street with tables and grass area for play. The atmosphere of the space changes dramatically when entering into Beaufort street as it transforms into an adult night life and isn't kid-friendly.
16:16	Mary street area is quieter now and no under 18 presence. With bakery and cafes starting to close.
16:38	Many people are being dropped off from ride share for either The Beaufort or Queens bar.
17:12	Bollards are going up in front of the Beaufort bar.
17:15	For time in place in front of the Beaufort bar, those who aren't working are interacting with bouncer, waiting in line or on their phone.
18:18	Seems to be more movement up and down on the left side of Beaufort street (according to site map).
18:24	The space is much more lively and louder at this time. Music from bars can be heard loudly on street.
19:17	A lot of delivery cyclists at this time.
19:18	Most females are in groups of friends or with a partner when walking through the street. Can see more males walking alone than females.
19:21	Drinkers and smokers from Queens bar are playing with off leash dogs outside of the bar.

Physical and operational conditions of existing infrastructure.

Beaufort Street,  
Mount Lawley 29

# Public Space Findings



# Frontages

Beaufort Street, Mount Lawley 30

Facades categorise activation of the building line to demonstrate how the edges of the space contribute to the experience of the public realm.

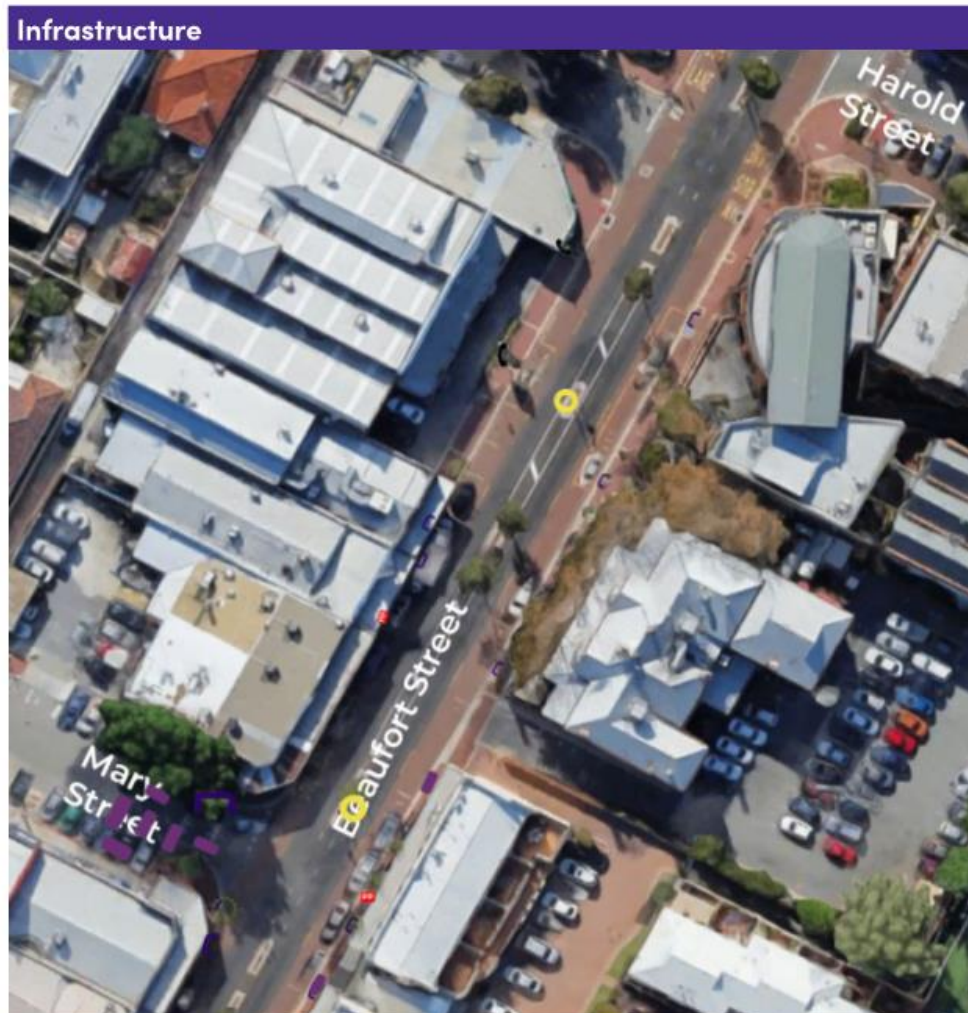





- Active frontage which make a positive contribution to the vitality of the space, and supports a pedestrian friendly public domain.
- Passive frontage that is neutral to the pedestrian experience of the public domain, is not active or lively.
- Blank frontage which makes no contribution to activity, nor passive surveillance or security for those in the public domain.
- Vacant frontage which has no occupants or is derelict.
- Negative frontage which has a detrimental impact on the pedestrian public domain, either by being visually unattractive, the source of offensive noise, odour, runoff or exhaust, or by posing a safety risk during service or loading activities.

# Inventory


Beaufort Street,  
Mount Lawley 31

Inventory documents the provision of public infrastructure making a condition assessment of each item as Poor (in need of maintenance or repair) or Good (clean and well maintained).



-  Bicycle racks  
8 Good / 2 Poor
-  Bins  
2 Good / 0 Poor
-  Lights  
2 Good / 0 Poor

-  Pay Parking Machines  
2 Good / 0 Poor
-  Pay phones  
1 Good / 1 Poor
-  Seats  
8 Good / 0 Poor

-  Vegetation  
1 Good / 0 Poor

# Inventory

Beaufort Street,  
Mount Lawley 32

Inventory documents the provision and condition of public infrastructure in the space.

## Condition



Family ride.



Mary St piazza benches.



Piazza bench seat.



4 bike racks at the corner of Mary and Beaufort.



Planter and bike rack on the edge of Piazza.



Mary St Piazza.



Bike rack peeling paint.



Dog waste bag dispenser corner of Mary and Beaufort.



Parking meter on Beaufort opposite Queens.



Pay phone on Beaufort St.



Parking meter opposite Queens.



Bin at the corner of Harold.



Beaufort bike rack.



Beaufort bike rack 2.



Bench opposite Mary St.



# Inventory

Beaufort Street,  
Mount Lawley 33

Inventory documents the provision and condition of public infrastructure in the space.

## Condition



Bench on Beaufort personalised by trader?



Opposite Mary street rack and parking machine.



Bike rack opposite Queens.

# Glossary

Beaufort Street,  
Mount Lawley 34

The Glossary provides definitions on the use of terms in the Inhabit Place platform and their application on site during an audit.

**Activation of Place** mapped for 30 minutes every hour this metric presents where people are spending time in the space and for how long

**Age brackets** adopted from Jan Gehl's Public Space Public Life Studies to ensure Inhabit Place data is relatable to global case studies, assessment is based on observation

**Audit hours** the duration of the place audit

**Place Auditor** data collector using the Inhabit Place platform

**Base Map** aerial perspective of the audit site with public inventory represented through symbols

**Behaviour** the main activity people are engaged in while spending time

**Daily Total** represents the total number of people counted

.....  
**Frontage** building line that fronts the public domain

**Active** - Frontage which makes a positive contribution to the vitality of the space and supports a pedestrian friendly public domain. Typically, continuous and transparent glazing, window displays, entries that provide for interaction between indoor and outdoor activities.

**Blank** - Frontage which makes no contribution to activity, nor passive surveillance or security for those in the public domain. Typically, heavily frosted glazing with no interactivity or visual stimulation

**Passive** - Frontage that is neutral to the pedestrian experience of the public domain but is not activated or lively. Typically, window displays that provide visual stimulus but no opportunity to engage, it may also include wall murals or artwork that provide interest to an otherwise blank surface.

**Negative** - Frontage which has detrimental impact on the public domain, being visually unattractive, the source of offensive noise, odour, runoff or exhaust, or by posing a safety risk during use. Typically, service delivery entries, waste storage enclosures, air intakes and exhausts, public or tenant toilet entries or windows, and car parking entries that intersect pedestrian thoroughfares.

**Vacant** - Frontage which has no occupants or is derelict. Typically, closed business premises.

.....  
**Gender** assessments based on observation, where there is uncertainty auditors are instructed to mark 'Other'

**Images** taken by auditors to document mood of the space

.....  
**Interview Questions**

**Conversation** - Have you spoken to anyone new while you've been here?

**Familiarity** - Do you recognise anyone in the space?

**Feel** - Describe how the space makes you feel? (Word clouds generate the most common responses as larger text)

**Frequency** - How often do you visit the space?

**Impressions** - Rank responses as Very Poor, Poor, Neutral, Good, Very Good

**Improvements** - What would inspire you to spend more time here/ What would make your experience more comfortable? (Word clouds generate the most common responses as larger text)

**Interview Comments** - Further comment on the space

**Postcodes** - Where you reside

**Reason** - What brought you to this space?

**Safety** - Do you feel safe in the space?

.....

# Glossary

The Icon Glossary provides the definition for all symbols used within this report.

**Interviews** intercept survey conducted between auditor and user of the space

**Mode** the human method of transit

**Movement** recorded for 30 minutes every hour collecting the age, gender and mode of each individual crossing an imaginary line that transects the space, marked in blue on the site map

**Observations** auditors commentary on the events of the day

**Other** used for a person who has not been visually assessed as male or female

**Out of Area** non local residents

**Overview** a snapshot of metrics averaged across audit days

**Patterns of Movement** drawn for 30 minutes every hour capturing desire lines as people move through the space

**Posture** the position people adopt when spending time


**Public Life Findings** how people use and feel about the space inclusive of Movement, Time in Place, Interviews, Images and Observation data


**Public Space Findings** physical attributes of the space including Inventory and Frontage activation


**Time in Place** recorded for 30 minutes every hour collecting the age, gender and behaviours of those staying in the space


**Total People** is the combined footfall of people passing through and spending time in the space


 Carried - children being carried


 Cycling - riding a bicycle, in bike trailers or bike seat


 Eating and drinking

 Exercising - purposful active behaviours including stretching


 Leisure activities such as people watching, reading, conversing

 Interacting with installation

 Mobility Scooter - motorised assistance device

 Moving around - staying within the bounds of the space but in constant movement, such as playing

 OTHER Other


 Pram - being pushed in a pram or stroller


 Sitting


 Skateboard

 Smoking

 Standing

 Waiting for public transport

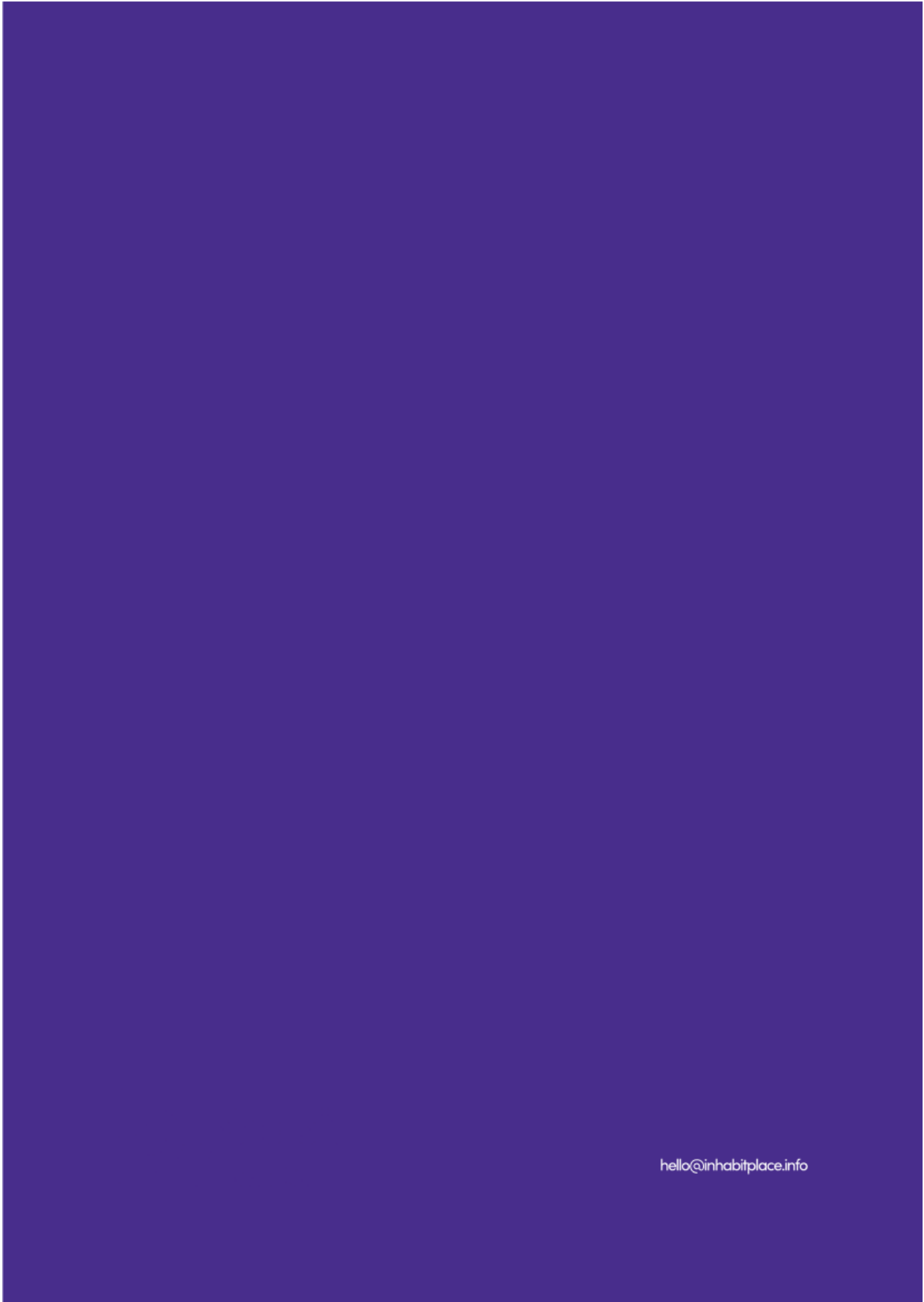
 Walking - includes jogging, running or walking a bicycle

 Wheelchair

 Scooter

 Working

 Sleeping



hello@inhabitplace.info

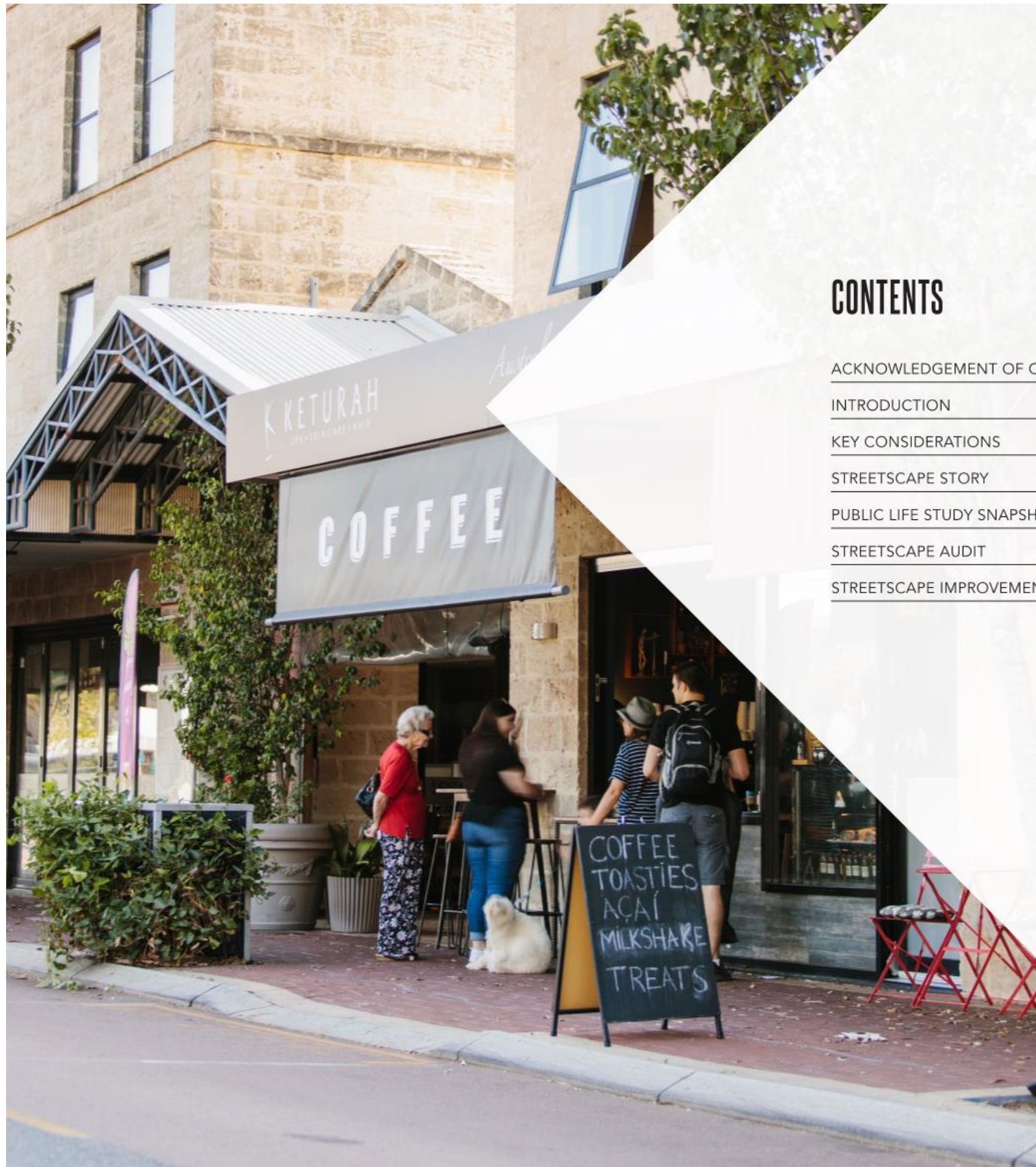


CITY OF VINCENT

# BEAUFORT STREET STREETScape IMPROVEMENT PLAN

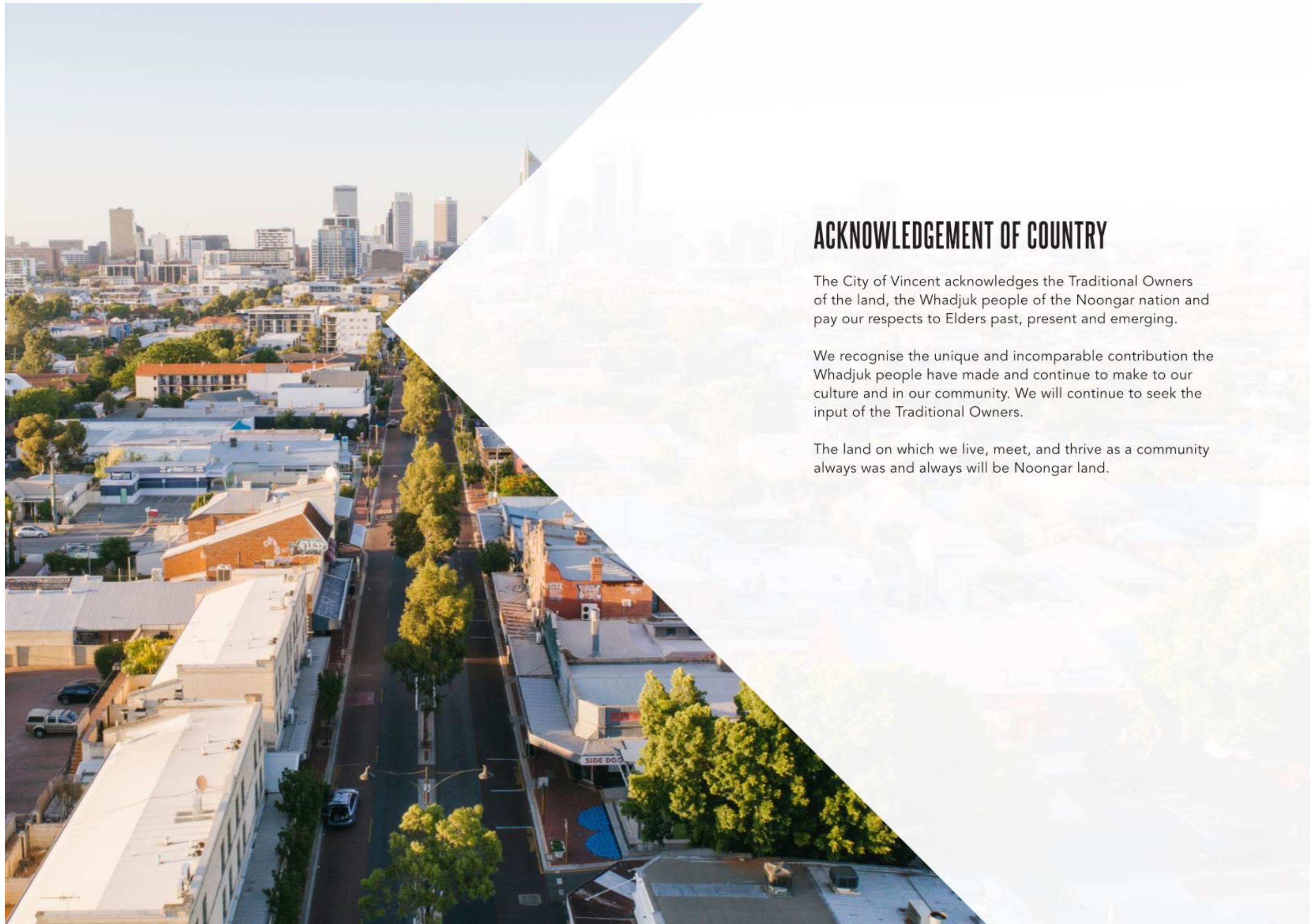
JUNE 2022





## CONTENTS

ACKNOWLEDGEMENT OF COUNTRY	3
INTRODUCTION	4
KEY CONSIDERATIONS	5
STREETScape STORY	6
PUBLIC LIFE STUDY SNAPSHOT	7
STREETScape AUDIT	9
STREETScape IMPROVEMENT PLAN	23



## ACKNOWLEDGEMENT OF COUNTRY

The City of Vincent acknowledges the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past, present and emerging.

We recognise the unique and incomparable contribution the Whadjuk people have made and continue to make to our culture and in our community. We will continue to seek the input of the Traditional Owners.

The land on which we live, meet, and thrive as a community always was and always will be Noongar land.

# INTRODUCTION

Beaufort Street has adapted well to its changing context and continues to be a popular place to live and valued destination in Perth.

Its success as a place is highly reliant on establishing continuous and symbiotic relationships with the community it intends to serve.

It often struggles to achieve this as it is a place that has two important but opposing roles - to provide for services and experiences that meet the needs of local residents, workers and visitors and to perform as a multi-nodal movement corridor.

The City's population is forecast to grow 2 percent per year and combined with neighbouring population growth, and existing car ownership levels, it places an unsustainable load on the road network, which impacts town centre experience.

It is important to remember that Beaufort Street was established to service pedestrians and horse and cart. The road and laneway widths are narrow and most buildings have no setback from the road reserve. The street's evolution has been incremental and in response to the needs of its changing community and a developing inner-city Perth.

Action 2.2 was included in the City's Beaufort Street Town Centre Place Plan (BSTCPP) to investigate deficiencies and opportunities of the streetscape (public realm), and to design a plan that identifies incremental initiatives that would improve the pedestrian and cyclist experience along Beaufort Street.

Delivering this action has involved undertaking a streetscape audit, public life studies at two busy pedestrian areas and reviewing place data.

Whilst conducting the audit it was identified that there are several imitations to what future improvements could be implemented.

For instance, the Beaufort Street road reserve width is narrow and is constrained by requirements for lane widths.

Long-term precinct planning and engagement would be required in order to review the street design holistically in context of policy frameworks and future transport needs.

Although these types of strategic opportunities have merit, it is beyond the scope of the project and the City's current capacity.

This report provides a summary of the analysis and presents a Beaufort Street Streetscape Improvement Plan that identifies minor and incremental streetscape actions, which the City will focus on for delivery across the next three financial years (2022/23 - 2024/25).



Beaufort Street, Highgate. North from Broome Street ca. 1906 (source: State Library of WA 009316PD)



Beaufort Street today, 2022

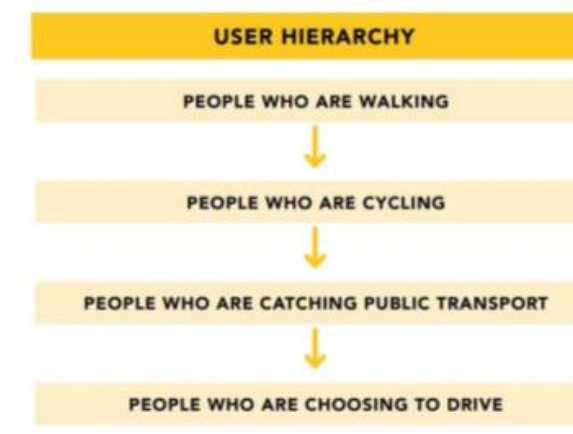


# KEY CONSIDERATIONS

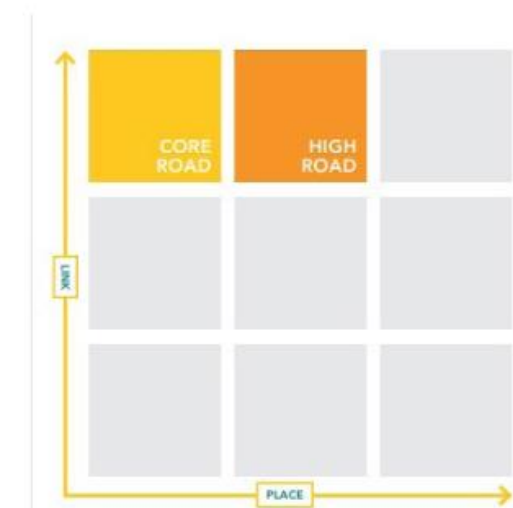
- Currently, the road reserve is 30 metres wide and distributed into footpath, traffic lane and median.
- The footpath width varies between 3-5 metres, depending on the adjacent property set-back from the street. It is further defined into alfresco area, pedestrian zone and a kerbside area.
- There are four traffic lanes approximately 3.3 metres wide (two northbound and two southbound).
- A priority bus lane operates on the outside lanes during peak am/pm periods. Bus frequency in peak time is every 1.5 minutes and 5 minutes during off-peak times.
- During off-peak times, on-street parking and loading zones are permitted.
- Street parking provides benefits and causes friction that encourages drivers to slow down and drive with caution. It also provides a sense of safety for pedestrians and a barrier between traffic and footpath.
- Beaufort Street has narrow 1.3 metre central medians that provide pedestrians refuge to assist crossing the street. The medians feature tall eucalyptus trees that shade the street and footpath, soften the visual amenity and provide additional traffic calming benefits.
- Speed limits through the Town Centre vary. In 2009 Main Roads WA introduced a Variable Speed Limit zone on Beaufort Street between Lincoln Street and Walcott Street. Electronic signs display a 40km/h speed limit during peak pedestrian periods of Sunday-Thursday 7:30am-10pm and Friday and Saturday 7:30am-1:00am.
- The City currently does not collect pedestrian footfall data. Information on pedestrian use in the town centre is collected from public life studies, observations and documentation of high activity areas. There are gaps in this approach, and the City is investigating options to improve the collection of this type of data.
- Careful consideration is required to ensure that the streetscape is consistent with the desired environment in relation to the Link and Place model and Accessible City Strategy.
- The City's Accessible City Strategy has the vision 'The City of Vincent puts people, first. Getting around is safe, easy, environmentally friendly and enjoyable'.



Beaufort Street road reserve distribution



Accessible City Strategy - User Hierarchy



Link & Place classification - Beaufort Street

# STREETSCAPE STORY

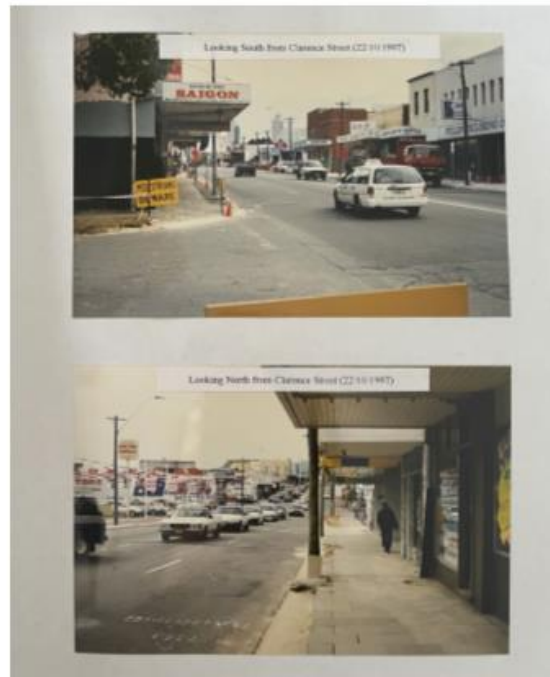
Beaufort Street has received considerable enhancements over the past 25 years.

- In 1997 Beaufort Street was a 60km/hr zone and dominated by private vehicles. The street featured several car yards, retail shops and overhead power lines. In this year it also had significant rehabilitation works that improved footpaths and street corners.
- In 2009 the medians were upgraded, traffic lanes narrowed and trees planted, providing a safer and enjoyable pedestrian experience.
- In the same year, Main Roads WA introduced a variable 40-60km/hr speed limit zone between Lincoln Street and Walcott Street.
- A priority bus lane was introduced to Beaufort Street in 2014 by the State Government, and quickly became Perth's high-frequency route servicing the community along Beaufort Street between Morley and the Perth CBD.
- In the same year two striking art murals were installed at the entrances to the town centre on the corner of Grosvenor Road and St Albans Avenue - a first for Perth.
- More visual and service amenity improvements were delivered between 2013-2015, through the leadership of an Enhancement Working Group that included a mix of community, Elected Members and City of Vincent and City of Stirling staff.
- Two landmark projects during this time were the Beaufort Street sign and the Mary

- Street Piazza.
- Mount Lawley and Highgate's popularity as a place to live has grown exponentially and although a change in visitation has been felt due to COVID, in recent years footfall and vehicle numbers continue to increase.



Beaufort Street sign lit up in 2019



Beaufort Street rehabilitation works 1997



Mary Street Piazza created 2013

# PUBLIC LIFE STUDY SNAPSHOT

## OBSERVATIONS OF USER BEHAVIOUR AND ENGAGEMENT IN BEAUFORT STREET - HOWARD STREET TO MARY STREET PIAZZA

Friday, 8 April 2022  
9:30am - 7:30pm

### Audit Observations

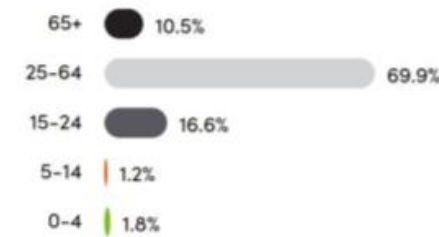
- Wheelchair uses on footpaths
- Medians used to safely cross Beaufort Street
- Narrow pedestrian space
- Mary Street bike racks well used
- Mary Street intersection very busy for pedestrians
- Mobility scooters find it difficult to navigate narrow footpath and crossings
- Street parking well used
- Traffic backed up at times
- Visibility of cars poor - pedestrians walk out to see if traffic is coming
- People wait between parked cars to cross
- Food delivery bikes
- People cycle on footpath - school kids, delivery drivers, visitors
- Lots of delivery trucks
- People cross anywhere

### Interview Comments

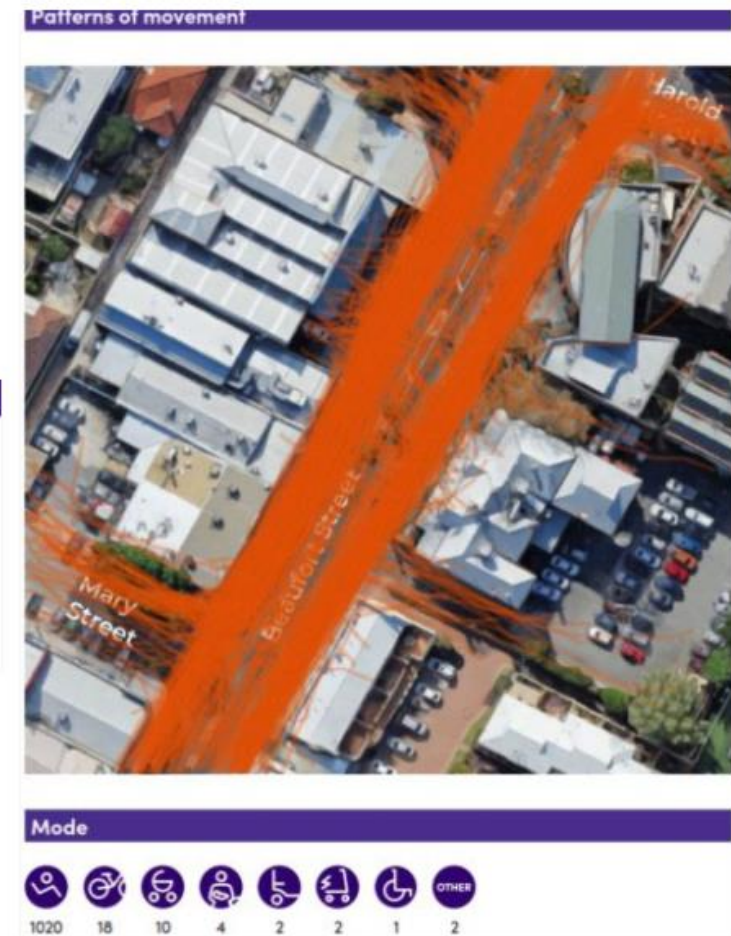
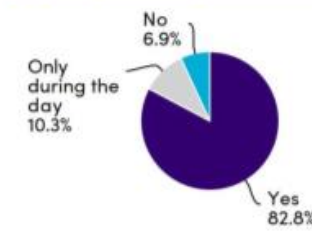
- Likes trees, heritage & new buildings
- Mary Street Piazza is good
- Great place to live
- Issue: parking over pedestrian crossings - mobility and crossing difficult outside Mary Street Piazza
- Desire more pedestrian space
- Sometimes hard to walk from parking to the restaurants and bars
- Traffic creates anxiety
- More public transport needed
- Desire vehicles to slow down more on weekends and evenings (high pedestrian use times)
- Not welcoming or friendly
- Dated and boring
- Not a family friendly environment



### Age



### Do you feel safe



Source: Inhabit Place Audit - Beaufort Street, Howard Street to Mary Street, 8 April 2022

# PUBLIC LIFE STUDY SNAPSHOT

## OBSERVATIONS OF USER BEHAVIOUR AND ENGAGEMENT IN GROSVENOR ROAD AND BEAUFORT STREET CORNER

Friday, 18 March  
8:00am - 6:00pm

### Audit Observations

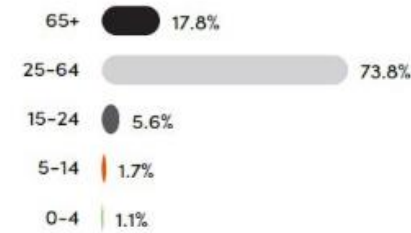
- Kids walk across Grosvenor Road crossing to/from school
- Seats well used
- Many trucks delivering goods
- Lots of smokers & cigarette litter
- People cross wherever
- Dog walkers
- Bike racks used but close to Beaufort Street kerb
- People skate along footpath
- No obvious place to cross Grosvenor
- People cross and weave around traffic
- Informal wall seating outside IGA used
- People use the public phone
- Easier for people to cross Beaufort Street as traffic is slow as waiting for the lights
- Pedestrian footfall increases when more shops are open (10:30am)
- Most people use benches for lunch breaks or talking on phone
- Homelessness observed

### Interview Summary

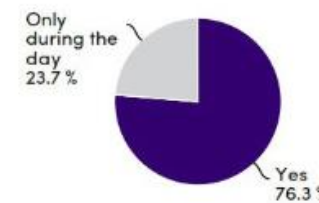
- Want more recycle and other bins
- More trees over public seats
- Beaufort Street is congested with cars
- Some desire pedestrian area / some don't
- Less noisy on side streets
- The area is really nice and love living here
- More art seats and kid-friendly things
- Cigarette smoke and loud noise off putting
- Street has nice vibe
- Enjoy the mural art - want more art
- The space has potential - community events
- Don't feel safe walking - particularly near Beaufort Street
- Cars are fast - more traffic calming needed
- Great community feel
- Passive area to sit - needs more
- Like the heritage buildings
- More activities than drinking and eating
- Car park is dangerous - have to be careful walking
- More social seating - rather than park bench



### Age



### Do you feel safe



Source: Inhabit Place Audit - Beaufort Street / Grosvenor Road corner, Friday 18 March 2022

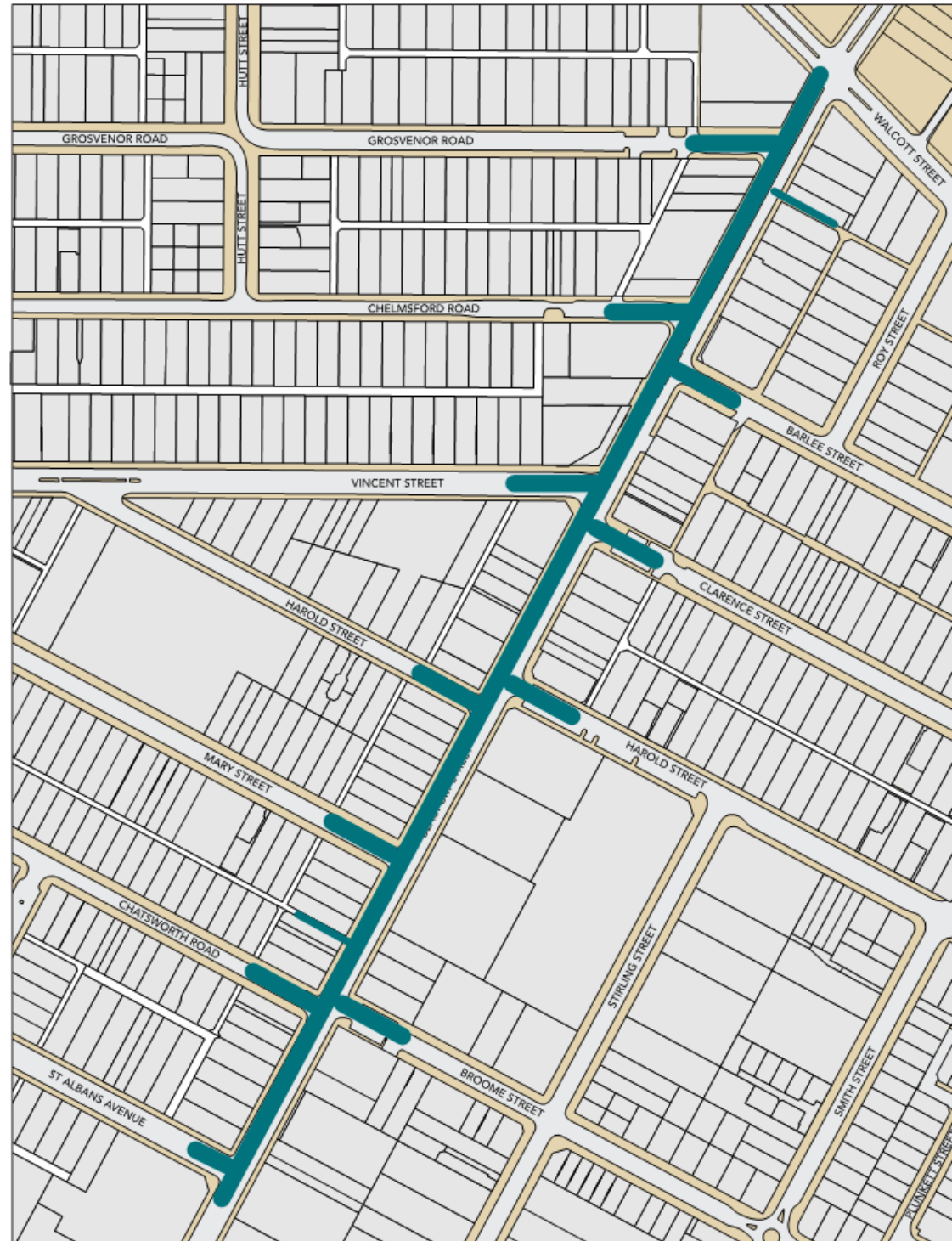
# STREETSCAPE AUDIT

A place audit was conducted along Beaufort Street at different times of the day and night during February and March 2022.

The audit focused on documenting current streetscape elements and assessing the strengths, weaknesses and opportunities for the key areas of:

- public amenity
- business owned assets
- greening
- pedestrians
- cycling & active transport
- place experience.

The following pages outline the findings for each of the audit's key areas.



**LEGEND**  
STREETSCAPE AUDIT AREA

**PUBLIC AMENITY**

Vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.

A key difference between an average public space and one of quality is in the level of comfort, service and security it provides for people. It is about balancing quantity and quality. The location of public infrastructure is highly relevant to how and if it is well used and valued.

**Strengths**

- Abundance of public amenity with bins, seats and bike racks throughout the town centre.
- Mary Street Piazza is well used as a place to relax and adjacent businesses utilise seating during evenings.

**Weaknesses**

- Cluttering of narrow footpath with sign posts, A-frames, bins, bike racks and poorly placed seats.
- Pedestrian zone and desire line is often blocked.
- Although Mary Street Piazza provides pause point for people, the street lacks a civic centre with social seating and activities.
- Inconsistency with style of street assets.
- Lack of public toilets and amenities for parents.

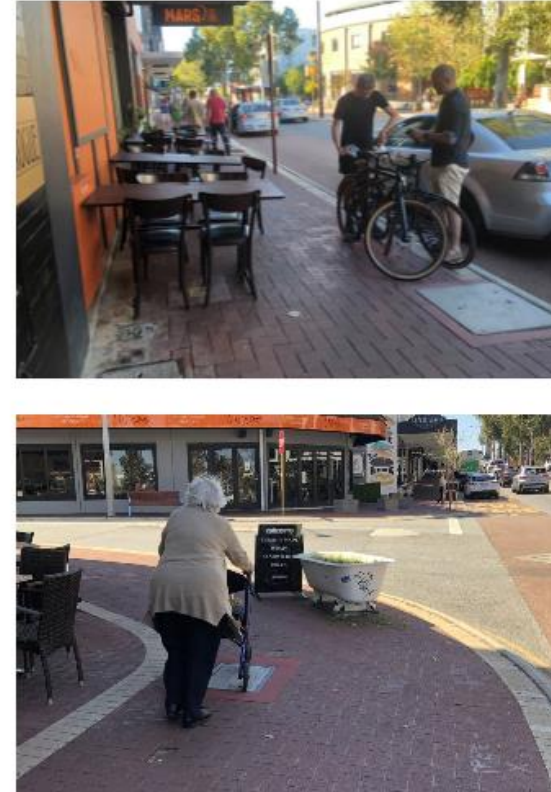
**Opportunities**

- Declutter and remove unnecessary and obstructive objects on footpaths.
- Reposition street furniture blocking pedestrian paths.
- Install new bins where needed.
- Install social seating at logical pedestrian 'pause points' along Beaufort Street and side street corners.

Mary Street Piazza green lawn



Street assets blocking pedestrian access



Bench at bus stop blocking access



## PUBLIC AMENITY

Audit Item	Notes & Observations
Fixed Seats / Benches	<ul style="list-style-type: none"> <li>• 30 benches located across the town centre.</li> <li>• Some benches in locations that block pedestrian access.</li> <li>• Damaged seats at bus stop.</li> <li>• Art seats installed as an installation provide street character but are not comfortable.</li> <li>• Some benches face road and others face footpath/property.</li> <li>• No seating that encourages socialisation.</li> </ul>
Bins	<ul style="list-style-type: none"> <li>• 16 bins located throughout the town centre but not spread evenly.</li> <li>• Some bin locations block pedestrian access and at pedestrian crossing points.</li> <li>• Three different styles of bins across the centre.</li> </ul>
Street Lighting	<ul style="list-style-type: none"> <li>• Four feature art deco median lights with bespoke details located on northern end of town centre are degraded and require renewal (Place Plan Project 6.2). City of Stirling has recently upgraded its assets north of Walcott Street.</li> <li>• Street lights are dull and provide yellow lighting.</li> <li>• Some dark zones across the town centre.</li> <li>• Beaufort street sign is brightly lit at night.</li> <li>• New festoon lighting at Mary Street Piazza.</li> </ul>
Cycle parking	<ul style="list-style-type: none"> <li>• 55 bike racks provided throughout the town centre.</li> <li>• Location of bike racks along narrow path and near vehicle traffic prohibit full utilisation and impact pedestrian thoroughfare.</li> <li>• Some corners (e.g. Barlee Street/Beaufort Street) provide a collection of bike racks.</li> <li>• Types of bike racks differ and some require repair or removal.</li> </ul>
Water fountain	<ul style="list-style-type: none"> <li>• One water fountain on corner of Barlee / Beaufort Streets.</li> </ul>
Destination wayfinding	<ul style="list-style-type: none"> <li>• Destination wayfinding is poor.</li> <li>• The Beaufort Street sign located at the Barlee Street Carpark provides an entrance statement and meeting point.</li> <li>• Pavement paint installed at the entrance of the Town Centre near Walcott Street and Grosvenor Road is faded.</li> </ul>
Formal stages / community spaces	<ul style="list-style-type: none"> <li>• Mary Street Piazza.</li> <li>• Barlee Street Car Park is used for pop-up community events.</li> </ul>
Power points	<ul style="list-style-type: none"> <li>• Mary Street Piazza provides 3-phase power.</li> <li>• Power access at Barlee Street car park / Beaufort Street sign.</li> </ul>
Public Toilets	<ul style="list-style-type: none"> <li>• No public toilets located within the Beaufort Street Town Centre.</li> <li>• Private toilets for patrons and workers located in Beaux Lane.</li> <li>• A public toilet is provided by the City of Stirling 2 minutes walk north of Walcott Street.</li> </ul>
CCTV	<ul style="list-style-type: none"> <li>• CCTV cameras clustered in northern section of Beaufort Street.</li> </ul>

TYPES OF EXISTING PUBLIC AMENITY





### BUSINESS OWNED ASSETS

Beaufort Street accommodates privately owned and managed assets to support alfresco dining, parklet seating and self-managed affixed street furniture. This kind of infrastructure is semi-permanent in nature but highly important for developing street life, social wellbeing and a connected community.

#### Strengths

- Some businesses actively using and engaging with street with outdoor displays.
- Barlee Street parklet at Modus Coffee.
- New businesses investing in outdoor dining at ground floor entrances.

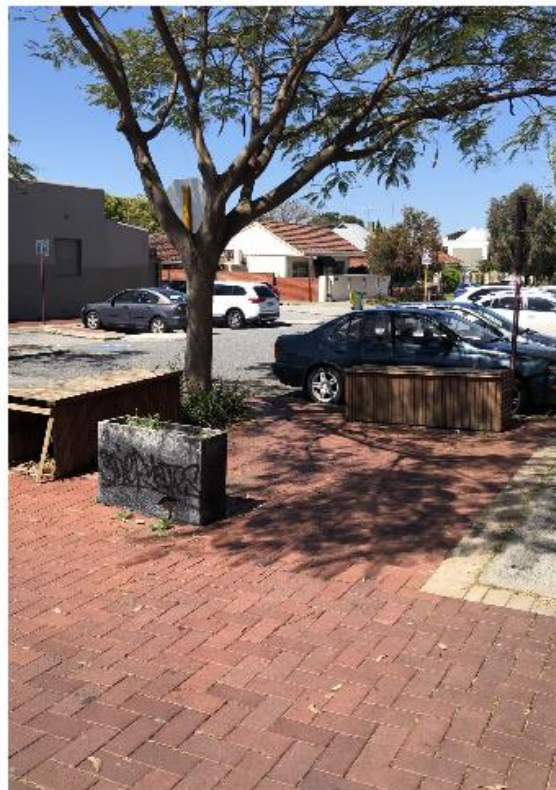
#### Weaknesses

- Privately owned or managed assets left on the street when business has vacated property.
- Some businesses have identified they would like to have more alfresco seating but the narrow footpath width is unable to accommodate these uses.
- Barlee Street Parklet requires ongoing maintenance.

#### Opportunities

- Assist businesses to provide parklet and other vibrant public spaces, particularly at Barlee Street.
- Remove damaged pop-up seats and other underutilised assets.
- Formalise maintenance or tenancy transition requirement with business owned assets through new affixed seating agreement.

Recently removed damaged seats and planters



Examples of affixed and moveable furniture outside businesses



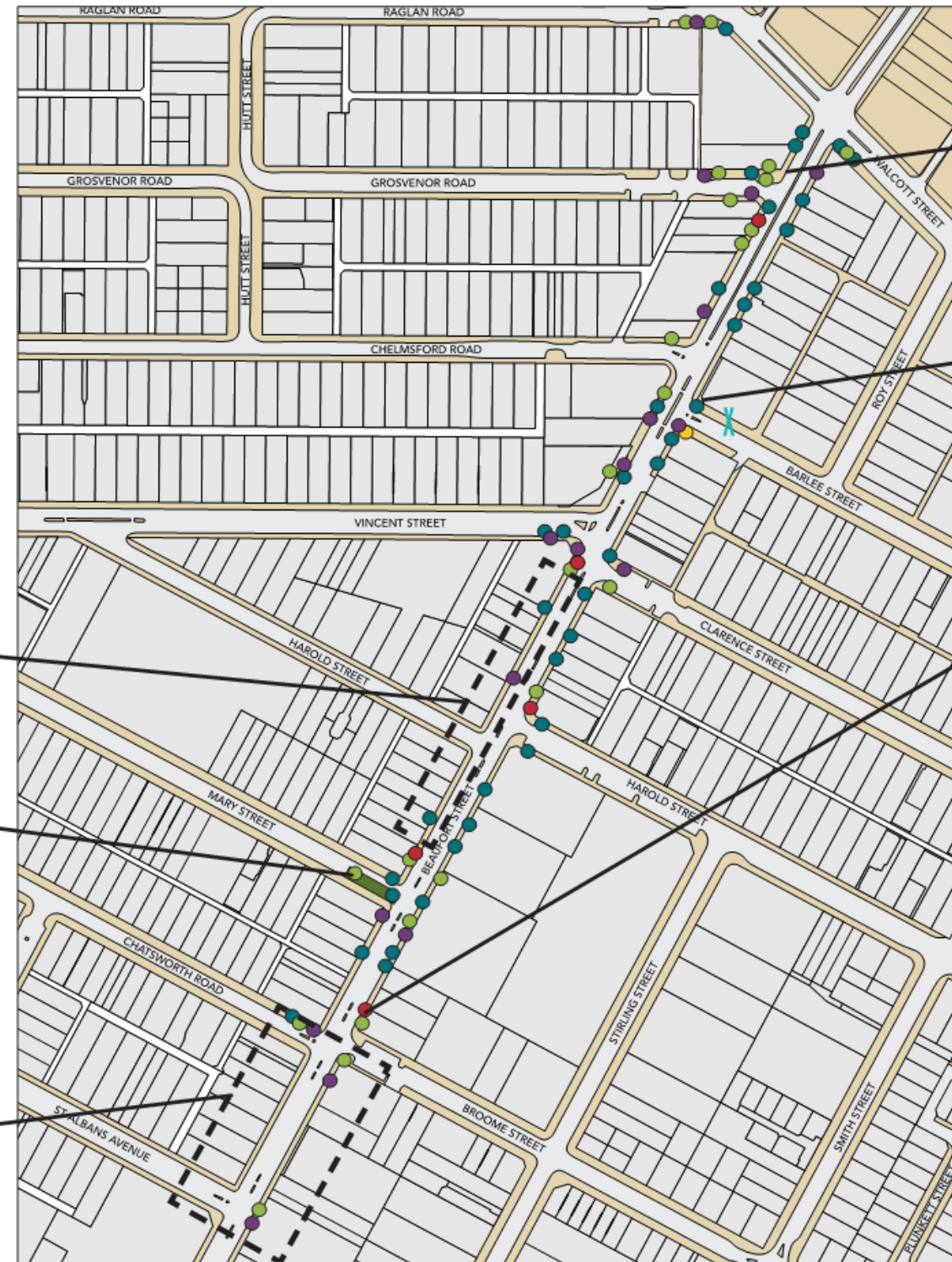
Barlee Street Parklet



PUBLIC ASSETS



Bus shelter provides shelter but blocks pedestrian thoroughfare.



Misplacement of seating and bike racks cluttering footpath

Grouping of four bike racks

Bus shelter blocks footpath access

Area lacks seating and bins

No bins available at Mary Street Piazza

Less public assets along Beaufort Street from Chatsworth Avenue/ Broome Street to St Albans Avenue.

LEGEND

- BIKE RACK
- SEATING
- BIN
- BUS STOP
- WATER FOUNTAIN
- ⌘ PARKLET
- MARY STREET PIAZZA

### GREENING

The natural environment contributes greatly to our inner-city community. We want to protect and enhance it, making best use of our natural resources for the benefit of current and future generations.

Beaufort Street is an urban place and softening the public realm not only contributes positively to the environment and wildlife but also provides comfort and beauty for people. Greening of the street successfully is achieved through good management, resourcing and community collaboration.

#### Strengths

- Large garden beds on street corners.
- Significant native trees along median providing shade and comfort.
- Some large feature trees on street corners like Clarence Street, Barlee Street and Grosvenor Road providing shade.
- Grass at Mary Street Piazza.
- Five Bath tub planters.

#### Weaknesses

- Empty and poorly maintained garden beds on street corners.
- Bath tub planters require watering and maintenance.
- Street trees are not consistent and some located against private property awnings.
- Damaged street trees removed but not replaced.
- Weeds seen on footpath and garden beds.
- Vincent Street corner lacks shade and is not comfortable.

#### Opportunities

- Continue street tree planting to fill in canopy gaps.
- Understory planting in existing garden beds.
- Investigate options for future garden beds or rain gardens on key corners like Vincent Street.

Garden beds where property is set-back



Shady Clarence Street corner



Recently replanted garden beds and planters



Median street trees



**PEDESTRIANS**

We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent. Walking is the most essential and basic form of mobility and is prioritised in well-designed cities across the world.

When we use the word pedestrian it includes people of all ages and ability, such as people using wheelchairs, including electric wheelchairs and mobility scooters; people with sensory impairments, such as blind, partially sighted or deaf people who may experience using streets quite differently; and people pushing prams.

**Strengths**

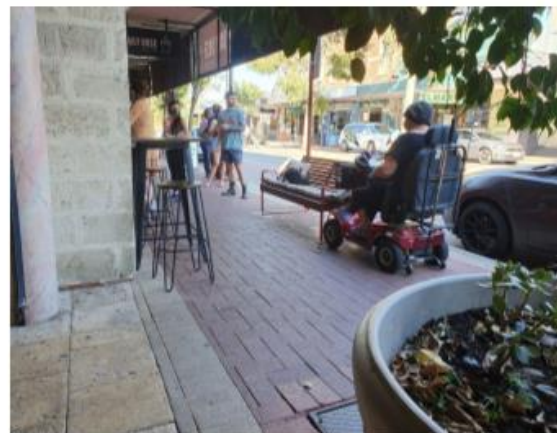
- Beaufort Street has crossing points at side streets with a median refuge.
- Minimal wait time to cross the road when vehicle volumes are low.
- Significant shade provided with awnings and median trees in sections along Beaufort Street.
- Kerb extensions on most side streets.

**Weaknesses**

- Poor sight-lines for pedestrians crossing Beaufort Street due to parked cars.
- Pedestrian crossing points are narrow, not clearly identifiable and lack tactile indicators.
- People cross between cars and are not visible to drivers.
- Median is narrow (1.3m) and does not provide adequate space for people with a pram, wheelchair or bike.
- Crossing side streets can be difficult and turning cars do not give way to pedestrians – particularly at Vincent Street and Grosvenor Road.
- Grosvenor Road corner crossing is 15 metres wide (less than 7m is ideal) and difficult to cross.
- Pedestrian desire-line is interrupted by street furniture and other objects.
- Pedestrians are required to cross side streets further into the intersection rather than following desire lines down Beaufort Street.
- Vehicles often parked across pedestrian crossings blocking thoroughfare.
- Vincent Street corner is busy and difficult for people to cross.

**Opportunities**

- Repaint road line marking of on-street parking to better distinguish where vehicle street parking is permitted.
- Repair medians and kerbs to remove hazards.
- Install tactile walking surface indicators at crossing points.
- Upgrade the Grosvenor Road crossing as a continuous footpath to improve connectivity and walking experience.
- Investigate feasibility of upgrading side street crossings at Clarence Street and Harold Street (east) to improve crossing points and support a continuous walk prioritising pedestrians along Beaufort Street.
- Better define high-use Beaufort Street crossing points and improve sightlines for vehicles and pedestrians - Barlee Street, Harold Street, and Broome Street (near bus stops).
- Investigate the opportunity for wider pedestrian crossing at the Mary Street Piazza to replace existing narrow crossing point.
- Install wayfinding providing desired routes to cycle network and destinations.
- Review the Beaufort Street and Vincent Street intersection to investigate how the corner could be improved and prioritise the safety of all users.



Images top left to bottom right: Vincent Street corner, bus shelter blocking pedestrian thoroughfare, mobility scooter use the footpath, cars parked across pedestrian crossings, wide crossing at Grosvenor Road.

## PEDESTRIANS

Audit Item	Notes & Observations
Ease of mid-block crossing	<ul style="list-style-type: none"> <li>• People seen crossing Beaufort Street at mid-block (between intersections).</li> <li>• High trafficked crossing points: Chatsworth Road and Harold Street; between Harold Street and Mary Street; Barlee Street and Grosvenor Road.</li> </ul>
Side street crossing	<ul style="list-style-type: none"> <li>• Difficult to cross at some streets when busy traffic – having to watch for turning cars.</li> <li>• Vehicles are seen speeding around corners.</li> <li>• Most turning vehicles are not giving way to pedestrians.</li> <li>• Side street intersections are 9 metres or more with no median.</li> <li>• Mary Street (one way out) is 4 metres wide.</li> <li>• Grosvenor Road crossing is 15 metres wide.</li> </ul>
Vincent Street & Beaufort Street	<ul style="list-style-type: none"> <li>• Busy and causes frustration for pedestrians, cyclists and drivers.</li> <li>• Vehicles stop in right lane (travelling south) waiting to turn right onto Vincent which often causes traffic to back up.</li> <li>• There is often driver frustration and vehicles quickly changing lanes to continue along Beaufort Street, causing safety issues for others, in particular pedestrians and cyclists.</li> <li>• Drivers turning onto Vincent Street often do not give way to pedestrians crossing Vincent Street.</li> <li>• Kerb radii is wide and encourages entering Vincent Street at speed.</li> <li>• The pedestrian environment on the corner is uncomfortable and exposed with no shade or resting area.</li> <li>• Vincent is 8.6 metres and 4.5 metres with a 5 metre central refuge point - it takes some time for people to cross.</li> <li>• People often stand in the median waiting for cars to pass to cross the road.</li> <li>• Old fencing along Beaufort Street and Clarence Street corner aims to improve pedestrian safety and enabling people not to cross at the intersection, but does little to support the streetscape environment.</li> </ul>
Priority crossings at intersections	<ul style="list-style-type: none"> <li>• Beaufort Street has crossing points near each side of an intersection with a median refuge.</li> <li>• Minimal wait time to cross the road when vehicle volumes are low.</li> <li>• Peak hour crossing during afternoon (5:00pm – 6:30pm) is difficult.</li> <li>• Difficult to cross near Vincent Street due to volume of cars waiting to turn.</li> <li>• Barlee Street, Chelmsford Road, Mary Street, Chatsworth/Broome Street crossing are used often.</li> <li>• Relatively short wait time to cross Walcott Street with diagonal crossing possible (although illegal).</li> </ul>
Median width and quality	<ul style="list-style-type: none"> <li>• Medians are damaged by tree roots and require urgent repair.</li> <li>• Median is narrow (1.3m) and does not provide adequate space for people with a pram or wheelchair.</li> <li>• Substantial trees in median providing shade.</li> </ul>
Potential trip hazards / accessibility issues	<ul style="list-style-type: none"> <li>• Most side streets have depressed kerbs or extended kerbs that support walkability.</li> <li>• Current crossing points do little to support people with mobility and visual impairment.</li> <li>• Medians are damaged with bricks and kerbing broken.</li> <li>• Some paving sinking in areas.</li> <li>• Footpath slopes towards road providing an uneven surface for pedestrians and business alfresco seating.</li> </ul>
Space for walking	<ul style="list-style-type: none"> <li>• Narrow footpath at 3 metres wide.</li> <li>• Areas with alfresco and street furniture limit pedestrian safe zones to 1.2– 1.5 metres (Australian Standards for minimum width for two wheelchairs is 1.8 metres).</li> <li>• Pedestrians are required to weave around bus shelters and seats and not follow desire lines.</li> </ul>
Separation of people walking to kerb/road	<ul style="list-style-type: none"> <li>• Separation is good where building has a deeper set-back from road.</li> <li>• Section opposite Barlee Street provides narrow landscaped garden bed and provides greening of the street and physical separation from road carriage.</li> </ul>

PEDESTRIAN CROSSING POINTS



Grosvenor Road pedestrian crossing is 14 metres wide and poor condition.



Pedestrians cross Beaufort Street mid-block between Howard Street and Mary Street during busy trade periods and at night.

Significant distance (130 metres) between crossing points in northern section as there is no Beaufort Street crossing point at Grosvenor Road.

Property crossovers along Beaufort Street feature paved continuous footpath that assists pedestrians.



Vincent Street pedestrian crossing is 18 metres wide, including a 6 metre wide median for refuge.

Mary Street crossing very busy and restricted by sign post and alfresco seating. Cars often parked across pram ramp blocking access.

- LEGEND**
- ||||| SIGNALLED PEDESTRIAN CROSSING
  - BEAUFORT STREET CROSSING
  - SIDE STREET CROSSING

**CYCLING & ACTIVE TRANSPORT**

Beaufort Street is a major connector for people moving north and south, and over 20,000 vehicles use the street each day. Its functionality and role within broader area is therefore a major consideration.

During the audit, a wide range of people were observed using the street, including children riding to school with parents, food delivery cyclists, e-scooter riders, skateboarders, and visitors on bikes.

The current street design does little to support safe cycling for more vulnerable users, but there are some minor interventions that could improve the amenity and assist with calming vehicle movement.

**22,241 VEHICLES PER DAY**

Beaufort Street between Walcott & Vincent  
Source: MRWA June 2021

**41 CYCLISTS ON BEAUFORT**

2022 Super Tuesday Counts - Beaufort Street using traffic lane, Barlee Street corner [SE] & Chelmsford Road [SW] 7:00am-9:00am.

**41% INCREASE IN CYCLE TRAFFIC ACROSS CITY OF VINCENT**

Comparing 2021 and 2022 Super Tuesday Counts across whole City of Vincent area

**Strengths**

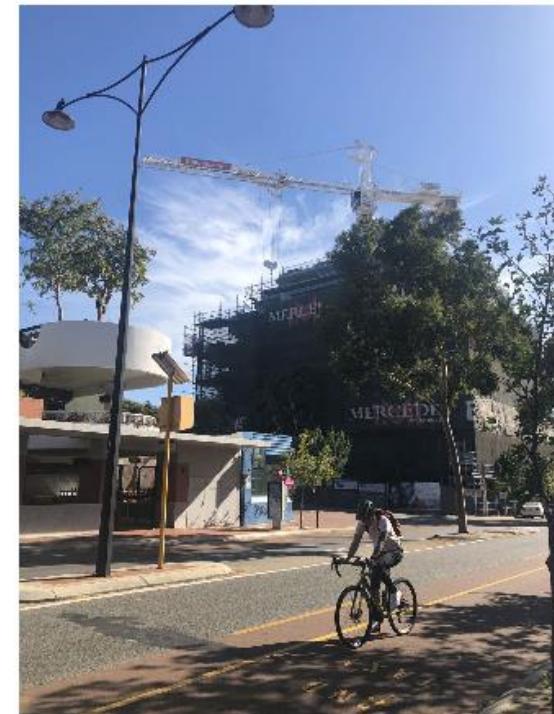
- 40km/hr speed limit generally followed by motorists and buses during busy periods.
- Median and trees naturally encourage slower vehicle speed.
- Transperth bus clearway in peak periods provides excellent public transport connectivity.
- Bus stops clearly identifiable.
- Commuter cyclists can ride in the Bus lane when in use.
- Good surrounding residential cycling streets that connect with the town centre.

**Weaknesses**

- Cyclists often share the footpath with pedestrians creating conflicts and impacting safety and amenity.
- Year-on-year increasing of vehicle volumes indicates a trend to more traffic and car use through the centre.
- Street parking along Beaufort Street causes driver frustration and blocks visibility of pedestrians crossing the street.
- Increasing use of on-demand services and lack of formalised drop-off/pick up points causes conflicts with double parking at busy periods at night.
- E-scooters used on narrow and cluttered footpaths.
- Most bike parking is located along Beaufort Street on narrow footpath and kerb side.

**Opportunities**

- Cluster bike racks on street corners or in well-used locations to provide more footpath space.
- Continue to focus on traffic speeds and advocate to formalise 40km/hr speed limit along Beaufort Street.
- Deliver streetscape improvements between Howard Street and Mary Street to formalise ride share drop-off/pick-up zones and improve safety at night.
- Promote the use of side street connections to cycle routes through wayfinding.



Images top left to right: E-scooter riders on road, bus stop near Grosvenor Road, commuter cyclist riding in bus lane, bikes and pedestrians sharing footpath.

**PLACE EXPERIENCE**

Streets are places where everyone should feel safe, comfortable and connected. The town centre's economic and social vitality is directly related to how people experience the street, and providing a welcoming place for everyone that is well maintained should be a key focus area.



**Strengths**

- Most businesses have awnings that provide shelter and shade.
- Significant street trees in the median provide character, greening and shade.
- Buildings are unique with narrow frontages providing a 'fine-grain' urban environment.
- There are key areas of activity that people use often - Mary Street corner & Grosvenor Road.
- New and established businesses have invested in improving properties and activating the street.
- Identifiable public art and colourful murals throughout.



**Weaknesses**

- Past efforts to improve the street through pop-up interventions and colourful pavement is inconsistent and haphazard.
- Graffiti tags, scratching and stickers are throughout the town centre.
- People smoke throughout the streets.
- Unique zig-zag footpath detailing near Walcott Street has aged and is interrupted with concrete repairing.
- Feature street lights need replacing (currently planned FY 2021/22).
- Lacks consistency with aesthetic style of furniture and colours used.
- Laneways are damaged, lack lighting and feel unsafe.
- Noisy and smelly during peak traffic periods.
- High volume of delivery trucks supplying businesses seen all day.



**Opportunities**

- Develop a consistent style guide for Beaufort Street to create a cohesive streetscape palette.
- Revitalise Kaadadjiny Lane and Lois Lane with new art and lighting.
- Work with Western Power to upgrade street lights to LED.
- Continue mural renewal program throughout the town centre and vandalism repair.
- Implement smoke-free town centres and community advocacy program in Beaufort Street.
- Install new CCTV cameras to improve gaps in coverage.



Images top left to right: Fencing near Vincent Street corner, passive surveillance on Grosvenor Road, Murals throughout the town centre, Kaadadjiny Lane Outdoor Gallery, Bespoke lighting currently not in use, Lois Lane posters over murals.



## PLACE EXPERIENCE

Audit Item	Notes & Observations
Place character	<ul style="list-style-type: none"> <li>• Feature zig-zag paving near Walcott Street end of Beaufort Street – this continues through City of Stirling however is detailed in high-quality paving.</li> <li>• Blue art deco light poles run through the median and into City of Stirling.</li> <li>• Four tall palm trees on Walcott Street corner.</li> <li>• Colourful public art throughout and key sculpture on Vincent Street.</li> <li>• Beaufort Street sign at the Barlee Street carpark is large and iconic.</li> <li>• Mixture of heritage and new buildings.</li> </ul>
Active areas with people	<ul style="list-style-type: none"> <li>• Majority of businesses along Beaufort Street trade in the evening resulting in quiet areas and less footfall during the day.</li> <li>• Active cluster around the Queens Tavern and Mary Street Bakery.</li> <li>• Raglan Car Park and throughfare to Alexander Buildings.</li> <li>• Grosvenor Road corner outside IGA and The Elford.</li> </ul>
Shade for walking	<ul style="list-style-type: none"> <li>• Major gaps in tree canopy and greening along eastern side of Beaufort Street – particularly between Lincoln Street and Broome Street.</li> </ul>
Traffic calming interventions	<ul style="list-style-type: none"> <li>• 40km/hour zone.</li> <li>• Speed bumps on most side streets to slow vehicles.</li> <li>• Median and large trees.</li> </ul>
Volume of motorised traffic	<ul style="list-style-type: none"> <li>• Corner of Vincent Street and Beaufort Street is dominated by vehicles and is a particularly stressful area for pedestrians.</li> <li>• Walcott and Beaufort Street intersection is loud and vehicles pass quickly through.</li> <li>• The pedestrian path on the corner of Walcott Street is narrow on south west (CoV) and north west (CoS) corners.</li> </ul>
Perception of safety	<ul style="list-style-type: none"> <li>• Laneways feel particularly unsafe.</li> <li>• Pockets of empty areas from vacated properties on corner of Harold Street.</li> <li>• Chelmsford Road leading to the City's carpark is dark and lacks surveillance.</li> </ul>
General maintenance and appearance	<ul style="list-style-type: none"> <li>• Laneways have a high quantity and frequency of graffiti, posters and general vandalism.</li> <li>• City of Vincent carpark and business bins areas are dumping grounds for crates and boxes.</li> <li>• Businesses store crates, milk crates, empty kegs and bottles on the street and back of house areas.</li> <li>• Weeds are seen throughout the town centre, particularly in garden beds (managed by the City) and under street benches.</li> </ul>
Smoking	<ul style="list-style-type: none"> <li>• People smoking throughout the town centre – key areas are outside pubs</li> </ul>

LIGHTING NIGHT AUDIT



Low lighting levels on side street corners, particularly Howard Street, Clarence Street, St Albans Avenue with dark areas near street parking.



Median street lights are mix of yellow and new LED lights. When street lights aren't working the area is quite dark. Trees cast shadows on the road and minimises visibility at side street crossing. E.g. Howard Street corner.



Art Deco Street Lights between Chelmsford Road and Walcott Street do not provide adequate light and will be upgraded in 2022/23.



Mary Street Piazza corner is lit up and festoon lights provide good coverage. Kaadadjiny Laneway lights and wall gallery are connected to adjacent property and do not work when tenancy is vacant.



Clarence Street corner is dark near car park and footpath.



Example of yellow street lights negatively impacting the visual amenity and experience of the street and business frontage.

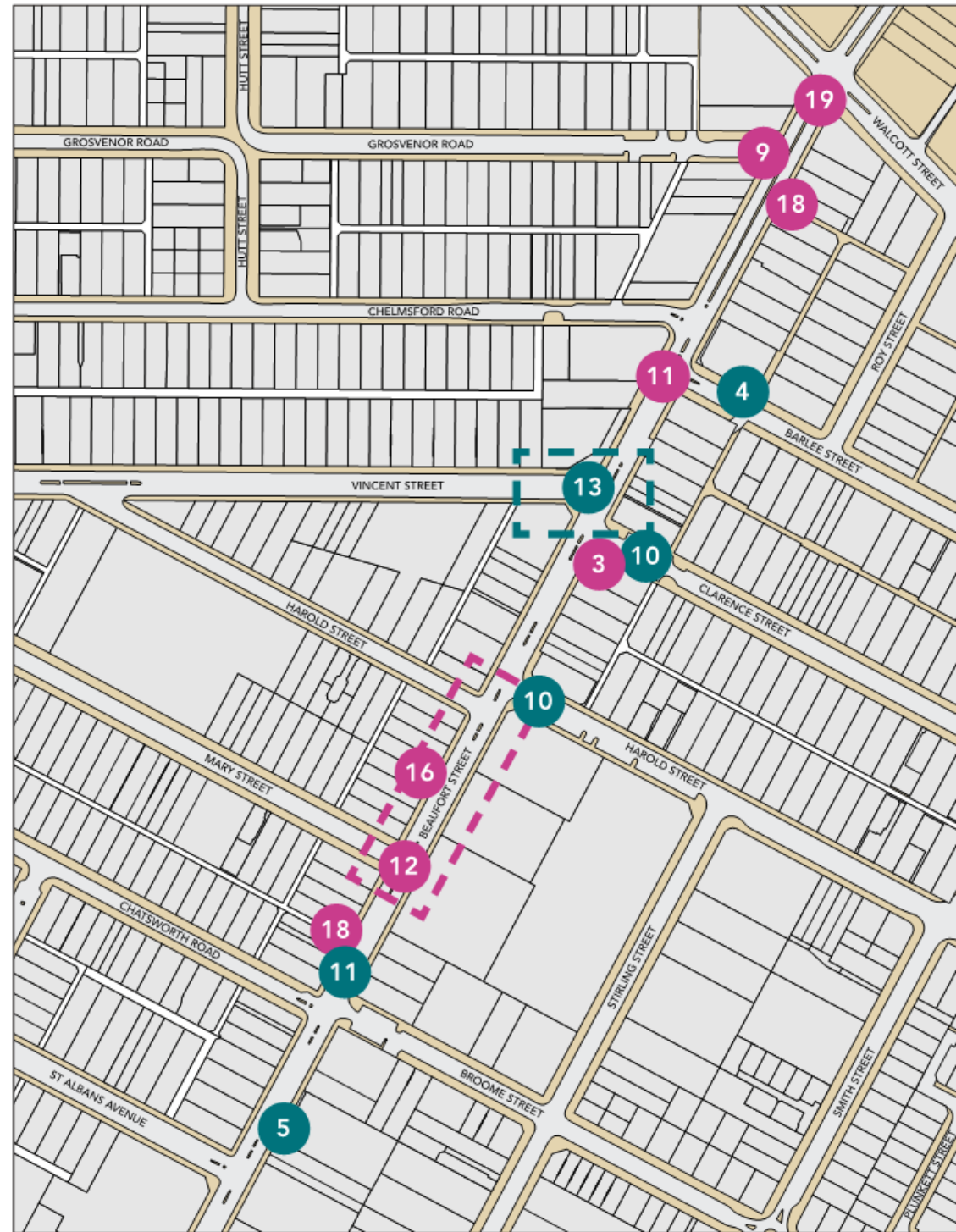


Businesses have added neon lights and bulb lighting that adds light and colour to the street. These are often turned off when businesses are shut which impacts the pedestrian experience.



Barlee Street to Vincent Street section is bright from street lights, Barlee Street car park, Beaufort Street sign, and adjacent business lighting.

# STREETSCAPE IMPROVEMENT PLAN



● Minor streetscape works
 ● General maintenance improvements or studies

- 1 Declutter the footpath by removing unnecessary and obstructive objects and reposition street furniture.
- 2 Install new bins where needed.
- 3 Install lighting and social seating at logical pedestrian 'pause points' along Beaufort Street and side street corners.
- 4 Assist businesses to implement Vibrant Public Spaces elements.
- 5 Continue street tree and understory planting to fill in canopy gaps and garden beds.
- 6 Investigate options for future garden beds or rain gardens on key corners like Vincent Street.
- 7 Repaint road line marking of on-street parking and improve signage to better distinguish where vehicle street parking is permitted.
- 8 Install tactile walking surface indicators at crossing points.
- 9 Upgrade the Grosvenor Road crossing as a continuous footpath to improve connectivity and walking experience (Action 2.3 BSTCPP).
- 10 Investigate upgrading side street crossings at Clarence Street and Harold Street (east) to improve crossing points and support a continuous walk prioritising pedestrians along Beaufort Street.
- 11 Visually define high-use Beaufort Street crossing points and improve sightlines for vehicles and pedestrians - Barlee Street, Harold Street, and Broome Street (near bus stops).
- 12 Improve the pedestrian crossing opportunities at Mary Street/Mary Street Piazza to replace existing median crossing.
- 13 Review the Beaufort Street and Vincent Street intersection design to investigate how it could be improved and prioritise safety of all users.
- 14 Cluster bike racks on street corners or in well-used locations to create 'bike hubs'.
- 15 Continue to focus on reducing traffic speed and advocate to formalise 40km/hr speed limit along Beaufort Street (Action 2.4 BSTCPP).
- 16 Design and deliver streetscape improvements between Howard Street and Mary Street to formalise ride share drop-off/pick-up zones and improve safety at night (Action 2.5 BSTCPP).
- 17 Promote the use of side street cycle connections through wayfinding and signage (Action 2.6 BSTCPP).
- 18 Revitalise Kaadadjiny Lane and Lois Lane with new art and lighting (Action 4.3 BSTCPP).
- 19 Work with Western Power to upgrade Beaufort Street median lights to LED and improve pedestrian visibility at night (Action 6.2 BSTCPP).
- 20 Install new CCTV cameras to improve gaps in coverage.
- 21 Implement smoke-free town centres and community advocacy program in Beaufort Street (Action 6.4 BSTCPP).

# STREETSCAPE IMPROVEMENT PLAN

## IMPLEMENTATION FRAMEWORK


IMPROVEMENT ACTIONS		TIMING		
		2022/23	2023/24	2024/25
<b>Public Amenity</b>				
1	Declutter the footpath by removing unnecessary and obstructive objects and reposition street furniture.	X		
2	Install new bins where needed.	X		
3	Install lighting and social seating at logical pedestrian 'pause points' along Beaufort Street and side street corners.		X	
<b>Business owned assets</b>				
4	Assist businesses to implement Vibrant Public Spaces elements.	X		
5	Continue street tree and understory planting to fill in canopy gaps and garden beds.	X	X	X
6	Investigate options for future garden beds or rain gardens on key corners like Vincent Street.			X
<b>Pedestrians</b>				
7	Repaint road line marking of on-street parking and improve signage to better distinguish where vehicle street parking is permitted.		X	
8	Install tactile walking surface indicators at crossing points.		X	
9	Upgrade the Grosvenor Road crossing as a continuous footpath to improve connectivity and walking experience (Action 2.3 BSTCPP).	X		
10	Investigate upgrading side street crossings at Clarence Street and Harold Street (east) to improve crossing points and support a continuous walk prioritising pedestrians along Beaufort Street.			X
11	Visually define high-use Beaufort Street crossing points and improve sightlines for vehicles and pedestrians - Barlee Street, Harold Street, and Broome Street (near bus stops).		X	
12	Improve the pedestrian crossing opportunities at Mary Street/Mary Street Piazza to replace existing median crossing.		X	X
13	Review the Beaufort Street and Vincent Street intersection design to investigate how it could be improved and prioritise safety of all users.			X
<b>Cycling &amp; Active Transport</b>				
14	Cluster bike racks on street corners or in well-used locations to create 'bike hubs'.		X	
15	Continue to focus on reducing traffic speed and advocate to formalise 40km/hr speed limit along Beaufort Street (Action 2.4 BSTCPP).	X		
16	Design and deliver streetscape improvements between Howard Street and Mary Street to formalise ride share drop-off/pick-up zones and improve safety at night (Action 2.5 BSTCPP).	X	X	
17	Promote the use of side street cycle connections through wayfinding and signage (Action 2.6 BSTCPP).		X	
<b>Place Experience</b>				
18	Revitalise Kaadadjiny Lane and Lois Lane with new art and lighting (Action 4.3 BSTCPP).	X		
19	Work with Western Power to upgrade Beaufort Street median lights to LED and improve pedestrian visibility at night (Action 6.2 BSTCPP).	X	X	X
20	Install new CCTV cameras to improve gaps in coverage.		X	
21	Implement smoke-free town centres and community advocacy program in Beaufort Street (Action 6.4 BSTCPP).	X		

<b>Project Name</b>	<b>Grosvenor Road Footpath Upgrade</b>	<b>Project Contacts</b>	Place Planner – Beaufort Street	<b>Engagement level (IAP2)</b>	Inform
<b>Project in a nutshell?</b>	To inform the community about the implementation of a continuous pedestrian path, at the corner of Grosvenor Road and Beaufort Street, to improve the pedestrian environment along Beaufort Street.		<b>Important dates or milestones</b>	Current works period is estimated to be 16 days during September 2022	
<b>Communication and Engagement Objectives</b>		<b>Key stakeholders</b>		<b>Key risks and mitigations</b>	
To inform residents, businesses, landowners and visitors of scheduled works and disruptions during September.		<ul style="list-style-type: none"> <li>Surrounding residents and landowners</li> <li>Beaufort Street Town Centre businesses</li> <li>Beaufort Street Town Centre visitors</li> <li>Elected Members</li> <li>RAC (funding partner)</li> <li>Main Roads WA</li> <li>Department of Planning, Lands and Heritage</li> </ul>		Disruption and confusion for vehicle movements. <ul style="list-style-type: none"> <li>Engage surrounding residents, businesses and landowners to notify of works period and project.</li> <li>Traffic management plan developed and communicated.</li> </ul> Pedestrian accessibility is impacted. <ul style="list-style-type: none"> <li>Access to footpaths and business is well communicated to pedestrians with adequate signage.</li> <li>Information of scheduled works provided early.</li> </ul>	
<b>Communication/ consultation phases</b>		<b>IAP2 level</b>	<b>Key messages</b>		
Phase 1 – Inform Community		Inform	<ul style="list-style-type: none"> <li>This project involves the delivery of Action 2.2 of the Beaufort Street Town Centre Place Plan to improve pedestrian and cyclist environment.</li> <li>A permanent improvement to the crossing at the Corner of Grosvenor Road and Beaufort Street is due to commence in September 2022.</li> <li>The works will include the installation of a raised crossing with upgraded drainage, paving, and cleaning of the surrounding footpath.</li> <li>The design improves the safety and accessibility of the area for pedestrians and encourages vehicles to enter and exit the road at slow speed.</li> <li>Due to the nature of the works, access to Grosvenor Road from Beaufort Street will be blocked during construction and traffic management will be in place during construction period.</li> <li>Access to, and use of, the City’s public carpark and residential streets will remain via Raglan Road and Chelmsford Road.</li> <li>The works are being delivered in partnership with RAC, through its Reconnect WA initiative, which aims to create vibrant streets and public spaces for Western Australians to interact and connect with each other.</li> </ul>		
Phase 2 – Post-Works			<ul style="list-style-type: none"> <li>The works to improve the crossing of Grosvenor Road for pedestrians in the Beaufort Street Town centre is now complete.</li> <li>Access for vehicles to Grosvenor Road from Beaufort Street will be in place during the Grosvenor Road Trial – Phase 2 (Shared Streets)</li> <li>Access for vehicles to enter Beaufort Street from Grosvenor Road will be reinstated following the Grosvenor Road Trial project, following 14 November 2022.</li> </ul>		
<b>Description of communication and engagement tactics (What)</b>	<b>Target timeframe delivery* (When)</b>	<b>Audiences / stakeholders (Who to)</b>	<b>Responsible (Who by)</b>	<b>Notes (How / Why / How much)</b>	
<b>Phase 1 - Community Consultation</b>					
Q&A drop-ins in Beaufort Street Town Centre	June ( <b>COMPLETED</b> )	Surrounding residents and landowners Surrounding Beaufort Street Town Centre businesses	P&P	<ul style="list-style-type: none"> <li>Project referenced in Grosvenor Road Trial engagement</li> <li>Opportunity to ask questions</li> <li>Project information</li> <li>Input for traffic management, signage and communication</li> </ul>	
Report to Council	July ( <b>COMPLETED</b> )	Elected Members	P&P	<ul style="list-style-type: none"> <li>Design works for noting</li> </ul>	

Engagement - Scheduled works Approval	July	Main Roads WA	I&E / P&P	<ul style="list-style-type: none"> <li>Notify of works and provide endorsed Traffic Management Plan for approval</li> </ul>
Letter to residents, landowners and businesses	July/August	Surrounding residents and landowners Surrounding Beaufort Street Town Centre businesses	P&P / M&C	<ul style="list-style-type: none"> <li>Notify of scheduled works and information (4-6 weeks prior)</li> </ul>
News item on website	July/August	All stakeholders	M&C	
Social media	August	Vincent residents	M&C	
Signage at location notifying of works	August	Town Centre visitors	M&C / P&P	
<b>Phase 2 – During &amp; After Works</b>				
News item on website	September	All stakeholders	M&C	<ul style="list-style-type: none"> <li>Any project updates</li> <li>Notifying of works completion</li> </ul>
Social media	September	Vincent residents	M&C	<ul style="list-style-type: none"> <li>Any project updates</li> <li>Notifying of works completion</li> </ul>
Evaluation Report to RAC	December	RAC	P&P	<ul style="list-style-type: none"> <li>Grant reporting with Grosvenor Road Trial outcomes</li> </ul>
<b>How will we measure success?</b>	Community is well informed of the project		<b>Proposed budget</b>	Streetscape Improvements Program & Beaufort Street Town Centre Place Plan

\* Timeframes are suggested and may change



COMMUNITY ENGAGEMENT PLAN	
Project Management Framework City of Vincent	

<b>Project Name</b>	<b>Vincent Pedestrian Streets – Grosvenor Road Trial</b>	<b>Project Lead</b>	Place Planner – Beaufort Street	<b>Engagement level (IAP2)</b>	Involve
<b>Project in a nutshell?</b>	To inform the community about the trial implementation of a pedestrian space on Grosvenor Road, adjacent Beaufort Street, and seek community feedback on the trial to determine the suitability of a permanent shared space at Grosvenor Road. The project also seeks to document project learnings and obtain community feedback on the suitability of considering similar shared spaces in other locations for the benefit of the community.		<b>Important dates or milestones</b>	Trial Pedestrian Street – 1 to 16 October 2022 Trial Shared Street – 17 October to 14 November 2022	
<b>Communication and Engagement Objectives</b>		<b>Key stakeholders</b>		<b>Key risks and mitigations</b>	
To inform surrounding businesses, local residents, Beaufort Street Network, Elected Members and potential activation partners of the trial pedestrian street initiative on Grosvenor Road, adjacent Beaufort Street, and involve them in the planning of the trial. <ul style="list-style-type: none"> <li>To collaborate with community members to finalise delivery of the trial and localised programming.</li> <li>To communicate important information about the trial (including vehicle access and movement changes).</li> <li>To promote the project and events and activities planned.</li> <li>To promote the Imagine Vincent page and online and in person surveys to obtain valuable community feedback and insights on:                         <ul style="list-style-type: none"> <li>the suitability of implementing a permanent shared space at Grosvenor Road; and</li> <li>community sentiment regarding the potential implementation of shared streets and spaces in other locations.</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>Surrounding residents and landowners</li> <li>Beaufort Street Town Centre businesses</li> <li>Beaufort Street Town Centre visitors</li> <li>Beaufort Street Network (BSN)</li> <li>Elected Members</li> <li>RAC (funding partner)</li> </ul>		<p><b>Local residents are affected negatively by the changes to the road network.</b></p> <ul style="list-style-type: none"> <li>Engage surrounding residents early and identify solutions to inform traffic management planning and wayfinding signage during the trial.</li> <li>Visually communicate changes and access and movement to and through the carpark area widely.</li> </ul> <p><b>Businesses are affected negatively by the trial closure.</b></p> <ul style="list-style-type: none"> <li>Early engagement with adjacent and surrounding businesses will aim to identify potential business related issues in order to address, mitigate and lessen any potential negative impacts.</li> <li>Keep communication channels open and transparent through planning and trial.</li> </ul> <p><b>Trial is poorly communicated and low response for community feedback is received.</b></p> <ul style="list-style-type: none"> <li>Creative and ongoing marketing and promotion prior and during trial period.</li> <li>Collaborate with the Beaufort Street Network town team and local residents, organisations to broaden the project reach.</li> <li>Collaborate with town centre businesses to get messages out through various channels.</li> </ul>	
<b>Communication/ consultation phases</b>	<b>Est timeframe (each phase)</b>	<b>IAP2 level (each phase)</b>	<b>Key messages</b>		
Preliminary engagement	January to May 2022	<b>Involve</b>	<ul style="list-style-type: none"> <li>This project involves the delivery of Action 2.3 of the Beaufort Street Town Centre Place Plan which was identified in response to community engagement and feedback.</li> <li>The community told us that more and improved pedestrian spaces are highly desired within the Beaufort Street Town Centre.</li> <li>The City is seeking community input to inform elements of the trial and how best to manage traffic movement in the area.</li> </ul>		
Trial promotion (What, where, when, who, how, why)	May to October 2022	<b>Inform</b>	<ul style="list-style-type: none"> <li>Commencing October a six-week trial will transform a portion of Grosvenor Road, Mount Lawley, into a temporary pedestrian space designed for the enjoyment of local residents, visitors and workers.</li> <li>Delivered in two phases, the trial will test if the space is suitable as a pedestrian plaza or as a shared street.</li> <li>The City is seeking community feedback to determine the suitability of a more permanent pedestrian space at this location, as well as the suitability of implementing similar permanent shared streets and spaces in other locations for the benefit of the community.</li> <li>The temporary space will include new seating, picnic tables, lighting, greenery, and play elements. The space will host all-ages free activities and events delivered in partnership with local groups.</li> <li>Access to the City’s carparks will be maintained via Chelmsford and Raglan Roads.</li> </ul>		



## COMMUNITY ENGAGEMENT PLAN

Project Management Framework  
City of Vincent

Trial active	1 October -14 November 2022	<b>Involve</b>	<ul style="list-style-type: none"> <li>This initiative is supported by the RAC through its Reconnect WA initiative.</li> <li>The City is seeking community feedback on the trial.</li> <li>On completion of the trial and receiving community feedback a report, including the trial findings and feedback, will be provided to Council for consideration.</li> </ul>	
Description of communication and engagement tactics (What)	Target timeframe* (When)	Audiences / stakeholders (Who to)	Responsible (Who by)	Notes (How / Why / How much)
<b>Phase 1 - Preliminary engagement</b>				
Grant application & regular reporting	September 2021 (ONGOING)	RAC	P&P	<ul style="list-style-type: none"> <li>Monthly reporting and milestones</li> </ul>
Engage adjacent businesses and property owners	January 2022 (ONGOING)	Surrounding Beaufort Street Town Centre businesses	P&P	<ul style="list-style-type: none"> <li>Introduce project</li> <li>Identify concerns</li> <li>Identify opportunities</li> <li>Inform project scope, approach and project plan</li> <li>Regular project updates</li> </ul>
Engage potential activation partners	March (IN PROGRESS)	BSN, Beaufort Street Town Centre businesses and organisations Suppliers	P&P	<ul style="list-style-type: none"> <li>Scope possible programming initiatives and ideas</li> </ul>
Site intercept surveys	18 March (COMPLETED)	Visitors	P&P	<ul style="list-style-type: none"> <li>Understand visitor experiences</li> <li>Inform trial elements</li> </ul>
Council Workshop	12 April (COMPLETED)	Elected Members	P&P	<ul style="list-style-type: none"> <li>Feedback on project scope to finalise plan</li> </ul>
Project information letters with community drop-in information	May (COMPLETED)	Surrounding residents and landowners Surrounding Beaufort Street Town Centre businesses	P&P	<ul style="list-style-type: none"> <li>Project information</li> </ul>
Postcards distributed to BSTC businesses	May (ONGOING)	Visitors	P&P	<ul style="list-style-type: none"> <li>Project information</li> </ul>
Community Drop-in Sessions in Beaufort Street Town Centre	June (COMPLETED)	Surrounding residents and landowners Surrounding Beaufort Street Town Centre businesses	P&P	<ul style="list-style-type: none"> <li>Opportunity to ask questions</li> <li>Input for traffic management, signage and communication</li> </ul>
Public Notice in local newspapers	July	All Stakeholders	P&P	<ul style="list-style-type: none"> <li>Section 3.50 of the <i>Local Government Act 1995</i> Notify the community of intention to close the road wholly and partially</li> </ul>
Authority Approvals	July / August	Main Roads WA WA Police	I&E / P&P	<ul style="list-style-type: none"> <li>Notify of works and provide endorsed Traffic Management Plan for approval</li> </ul>
<b>Phase 2 – Trial promotion</b>				
Imagine Vincent project page	May – December (ONGOING)	All stakeholders	P&P	<ul style="list-style-type: none"> <li>Project information</li> <li>Project Updates</li> <li>Engagement opportunities</li> </ul>
Online project forum (Zoom)	August	Residents, landowners, businesses, BSN	P&P	<ul style="list-style-type: none"> <li>Project update / check-in</li> <li>Discuss events &amp; activities</li> </ul>
Call-out for Volunteers	August	Residents, landowners, businesses, BSN	P&P	

COMMUNITY ENGAGEMENT PLAN

Project Management Framework  
City of Vincent



News item on website	April > ongoing	All stakeholders	P&P, M&C	
Radio	September – November	General community	P&P, M&C	
Social media	September > November	General community	P&P, M&C	
Newspaper / print media	August/September	General community	P&P, M&C	
Signage & posters in BSTC, Grosvenor Road & carparks	August – November	Visitors	P&P	<ul style="list-style-type: none"> <li>• Project information</li> <li>• Events &amp; activities</li> <li>• Movement &amp; access information</li> </ul>
<b>Phase 3 – Trial active</b>				
Traffic management & event signage	October-November	Visitors	P&P	<ul style="list-style-type: none"> <li>• Wayfinding, movement &amp; access information</li> </ul>
On-location Engagement ‘hub’	October-November	Visitors	P&P	<ul style="list-style-type: none"> <li>• Direct engagement with visitors</li> </ul>
Online survey & community notice board live	October-November	All stakeholders	P&P	
On-location intercept surveys	October-November	All stakeholders	P&P	
Signage/posters	October-November	All stakeholders	P&P	
Report to Council	December	Elected Members	P&P	
<b>How will we measure success?</b>	<ul style="list-style-type: none"> <li>• Issues are managed and addressed promptly</li> <li>• Volume and range of feedback received from various community members</li> <li>• Number of people that visit and engage with the space</li> </ul>		<b>Proposed Engagement budget</b>	Beaufort Street Town Centre Place Plan

\* Timeframes are suggested and may change - unless dates have a legislative requirement.



# GROSVENOR ROAD TRIAL PLAN

JUNE 2022

Brought to you by



CITY OF VINCENT



For the better

## ABOUT THE PROJECT

### The City is trialling a pedestrian space on the corner of Grosvenor Road and Beaufort Street.

#### WHY WE'RE DOING THIS

During the consultation for the Beaufort Street Town Centre Place Plan (BSTCPP) and Barlee Street Options for Future Use engagement, members of the Mount Lawley and Highgate community expressed a desire for additional pedestrian spaces to enjoy within the town centre.

To understand this more, and make informed decisions for place planning within the town centre, we're testing what's possible through a trial project, which will see a portion of Grosvenor Road (adjacent to Beaufort Street) transformed into a temporary pedestrianised area.

This project is delivering on 'Action 2.3 Trial Pedestrian Streets' of the BSTPP in partnership with RAC, through its Reconnect WA initiative, which aims to create vibrant streets and public spaces for Western Australians to interact and connect with each other.

#### WHAT WE'RE DOING

Taking place between 1 October and 14 November 2022 the trial will investigate if the area could become a pedestrian plaza (closed to vehicles) or a shared street (shared access and use).

The Grosvenor Road Trial objectives are:

- To improve pedestrian experience and

connectivity in the town centre;

- To provide more space for people to sit, relax and socialise;
- To create an attractive and active environment which supports local residents, town centre businesses and visitors; and
- To encourage more people to come, enjoy and spend time in the town centre.

The trial will deliver short-term low-cost elements designed for the enjoyment of residents, workers and visitors, and provide seating, picnic tables, shade, lighting, greenery and playful elements.

The temporary space will also host all-ages free activities delivered by local groups in partnership with the City.

#### HOW WE WILL MONITOR THE TRIAL

The City will monitor and evaluate the project and report on key performance indicators, as well as gather data and insights during the trial to inform decisions for the future improvements to Grosvenor Road as a shared or public space for people.

The trial period will focus on targeted consultation with the community and the City will be collecting data through observations, vehicle counts, CCTV footage, and photography, and seeking feedback with intercept surveys and an Imagine Vincent online survey.

Key Indicators that will be reported on include:

- Public satisfaction and impressions (including residents and visitors)
- Social engagement in place (how and if



Grosvenor Road Trial area

- people use the space)
- Business satisfactions and impressions
- Local resident attraction/visitation (% of local visitation vs. others)
- Patronage of Grosvenor Road Area
- Dwell time
- Reported safety satisfaction

Both prior to and during the trial, data will also be collected to inform what effects the trial has on movement and traffic of the surrounding streets.

On completion of the trial, a report will

be provided to Council documenting the outcomes, the community feedback received and the potential suitability of implementing a permanent public or shared space at Grosvenor Road.

Further information about the project can be found at <https://imagine.vincent.wa.gov.au/grosvenor-road-trial>.

## SITE LOCATION

The trial will be located on the corner of Grosvenor Road and Beaufort Street, Mount Lawley.

The area is 50 metres wide and has a total area of 318 square metres. The area currently has one on-street loading/taxi zone, three 15 minute parking bays and motorcycle parking.

It is a popular pedestrian thoroughfare for people accessing the City's public carparks, Beaufort Street, The Elford and the IGA supermarket. Its two active frontages assists with passive surveillance of the space.

Traffic movements and vehicle counts will be monitored prior to and during the trial period. The area that will be monitored is marked as a yellow dotted line on the map. It includes the Raglan Road and Walcott Street intersection and Chelmsford Road and Beaufort Street intersection.



Map of Grosvenor Road Trial location and area for traffic monitoring.

# TRIAL PEDESTRIAN STREET

A pedestrian space with weekend activities - safe place for activity, play and socialising.

**DURATION: 16 DAYS**

**DATES: SATURDAY 1 OCTOBER TO SUNDAY, 16 OCTOBER 2022**

### WHAT ARE WE TESTING?

- Is the space suitable for events/community activities?
- Is the space actively used by people without events or activities?
- What kinds of activities and uses attract people and best support town centre businesses?
- Could it be a permanent public plaza or flexible pedestrian space that is open on occasions?
- What affect does closing the road have on the surrounding area and vehicle movement?

### PLACE MANAGEMENT

- Road closure and parking bay restrictions will be in place in the trial area.
- On-road parking and loading zones will not be accessible.
- Barriers and large potted trees will be placed at entry points to indicate no vehicle thoroughfare.
- Entry point signs will provide information about the trial.
- Road closure signs will follow a traffic management plan - likely along Beaufort

Street and Grosvenor Road.

- Bump-out is planned for 17 October 2022 to transform the area as a shared street.

### PLACE FEATURES

The space will be activated with the following features:

- Painting block colours on the road surface with water-based paint to distinguish it as a temporary pedestrian space.
- Picnic tables and seating.
- Trees, plants and planter boxes.
- Moveable seats and tables on active days.
- Temporary lighting (e.g. fairy lights).
- Activities and small-scale events during specific times - delivered in partnership with businesses, community groups and the Beaufort Street Network.



Painting road surface (water-based paint)



Picnic tables and moveable seating.



Greenery - trees & plants in planter boxes



Temporary lighting (fairy lights)

# TRIAL PEDESTRIAN STREET



Example of temporary pedestrian space



## FREE WEEKEND EVENTS & ACTIVITIES



**OPENING WEEKEND 1-2 OCT**

### WELCOME TO COUNTRY & SMOKING CEREMONY

Noongar Elders Welcome to Country and Smoking Ceremony for pedestrian street trial opening day.

### RTRFM LIVE BROADCAST & MUSIC

RTRFM will come out of its building and onto the street to deliver a live broadcast of its 'Home Grown' show and music performances by local acts during Saturday lunch and afternoon. Programming will focus on Mount Lawley and Highgate 'music culture narrative and history', special guests and business shout-outs.

### NOONGAR LANGUAGE & CULTURE

Learning Noongar language through song and bush tucker activities for children and families on Sunday morning.

### BIKE WEEK

On Sunday afternoon the BikeDR will be delivering a Bike Maintenance Workshop for 10 people.



**WEEKEND TWO 8-9 OCT**

### VINCENT FILMS & PICNIC 'ON THE GROS'

Up to nine short-films about local Vincent stories will be projected in the space for one night. Films were produced by filmmakers through The Film Project, in partnership with the Revelation Perth International Film Festival.

Locals will be invited to purchase take-away from local business, bring a picnic rug and snuggle up to enjoy the films. Picnic tables, moveable seating and bean bags will be available. The event will start at sunset and end before 9:30pm.



**WEEKEND THREE 15-16 OCT**

### BEAUFORT STREET NETWORK

The local Town Team, Beaufort Street Network will take over the space and trial its annual Dogtober event and provide family-friendly activities.

This event is sponsored through City of Vincent Events & Festival Grant and other in-kind support.



**OTHER ACTIVITIES**

### CHILDREN PLAY ELEMENTS

The space will include playful elements and other creative activities for children to enjoy.

### BUSKERS

Occasional buskers providing ambience to the space in accordance with Public Trading Local Law (2005) Street Entertainment Policy (18.9).

### LOCAL ACTIVITIES - OPEN

Other initiatives will be explored with the community such as activities for Mental Health Week and local play groups. There is also flexibility for others within the Town centre to propose ideas and uses.



## TRIAL SHARED STREET

A safe and inviting place for people with slow vehicle access.

**DURATION: FOUR WEEKS**

**DATES: MONDAY, 17 OCTOBER TO MONDAY, 14 NOVEMBER 2022**

### WHAT ARE WE TESTING?

- Could it be shared by all users with vehicles moving slowly through and pedestrians being able to walk comfortably on the road?
- Do vehicles move slowly and give way to people?
- Do people feel comfortable and safe using the space?
- Are the additional amenities in the extended comfort zone used?
- What effect does the limited vehicle access have on the surrounding area and movement?

### PLACE MANAGEMENT

- Vehicles will not be permitted in the space from the west end or enter Beaufort Street from Grosvenor Road.
- Vehicles may enter if travelling north along Beaufort Street (left turn into Grosvenor Road).
- Lane closure signs will follow a traffic management plan and signage will show it is a temporary shared zone.
- On-street 15-minute parking bays available for use.
- Wheel stops, flexi stakes, signage, planters as barriers to designate pedestrian comfort

zone and discourage vehicles.

- Investigating relocating the loading area temporarily to two on-street parking bays on Grosvenor Road, west of the trial space.

### PLACE FEATURES

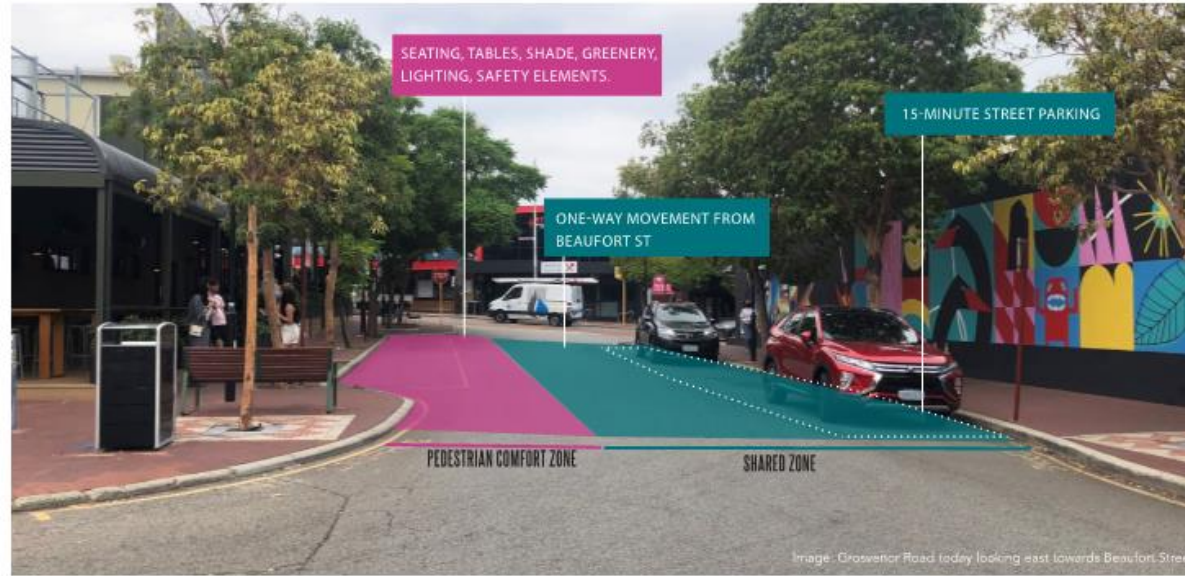
The space will be transformed with the following elements:

- Footpath access and crossing: maintaining pedestrian access on footpaths, crossings and to businesses.
- Comfort zone: adding a comfort zone for people to the northern section of the road and existing loading bay and motorcycle bays.
- Large trees and planter boxes will act as vehicle barriers and soften the space. Native plants will be included to celebrate the beginning of Kambarang Noongar season.
- Seating and picnic benches for outdoor eating and enjoyment.
- Place for people to sit comfortably.
- On-street parking: three 15-minute car bays to the southern section of the road.
- Lighting: temporary lighting (e.g. fairy lights) to remain from pedestrian trial.



Examples of shared space.

# TRIAL SHARED STREET



Example of shared pedestrian space

