

9.9 OUTCOMES OF ADVERTISING - BEAUFORT STREET TOWN CENTRE PLACE PLAN

- Attachments:**
1. **Advertised Draft Volume 5: Beaufort Street Town Centre Place Plan**
 2. **Summary of Submissions**
 3. **Volume 5: Beaufort Street Town Centre Place Plan**

RECOMMENDATION:**That Council:**

1. **ADOPTS Volume 5: Beaufort Street Town Centre Place Plan; and**
2. **NOTES:**
 - 2.1 **the submissions received in relation to the advertising of the draft Volume 5: Beaufort Street Town Centre Place Plan and Administration's response to submissions; and**
 - 2.2 **the response to submissions provided by Administration included as Attachment 2:**
 - 2.2.1 **Administration will publish a notice of the adoption of Volume 5: Beaufort Street Town Centre Place Plan, included as Attachment 3, on the City's website and social media platforms and will notify the Beaufort Street Network and all those who made submissions on the document.**

PURPOSE OF REPORT:

To consider the outcomes of advertising and adoption of Volume 5: Beaufort Street Town Centre Place Plan (BSTCPP).

BACKGROUND:

On 23 August 2016 (Item 9.1.5) at its Ordinary Meeting, Council endorsed Administration's approach to Place Management and the preparation of a Town Centre Place Plan for each of the City's five town centres.

Volume 1: Vincent Town Centres Place Plan (VTCP) and Volume 2: North Perth Town Centre Plan (NPTCP) were adopted in April 2018 and Volume 3: Mount Hawthorn Town Centre Place Plan (MHTCP) was adopted September 2019.

On 27 April 2021 (Item 9.4) at its Ordinary Meeting, Council endorsed the Draft BSTCPP for the purpose of advertising. The document was advertised between 10 May 2021 and 21 June 2021 and is included as **Attachment 1**. During the advertising period, a local public notice was published, the document was displayed at the City of Vincent Library and published on the City's website and social media platforms, postcards were delivered to Beaufort Street Town Centre businesses and the Beaufort Street Network was invited to comment. The Beaufort Street Network have provided formal support for the Place Plan and commend the work of the City on a solid plan that takes into consideration the wants and needs of residents, businesses and the community.

On 22 June 2021 at its Ordinary Meeting, Council considered the Barlee Street Car Park Options for Future Use report and resolved in part as follows:

4. *REQUESTS the CEO to prepare for discussion with Council, prior to first quarter budget review:*
 - a. *costings for the removal and a feasibility analysis for the relocation of the Beaufort Street sign;*
 - b. *removal of other improvements on the property; and*
5. *REQUESTS the CEO to modify the draft Corporate Business Plan and Beaufort Street Place Plan to include the development of a plan, in the 2021/22 financial year, to improve pedestrian and cyclist experience on Beaufort Street (St Albans Ave to Walcott St) including improvements to road crossings, pedestrian and cycle path infrastructure, seating, greening and shade.*

6. *REQUESTS the Chief Executive Officer 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.*

DETAILS:

The City received 53 submissions during the advertising period. A summary of the submissions, including Administration comments and proposed amendments, is included as **Attachment 2**.

In response to the submissions received, and the 22 June 2021 Council decision, it is proposed to make nine modifications to the document, including to:

1. Actions 2.2, 2.3 and 4.1 (proposed Action 2.2) to update the responsible team, respond to the outcomes of the 22 June 2021 Ordinary Meeting of Council, and clarify that these actions are interdependent and will be progressed as one comprehensive planning project in 2021/22;
2. Action 2.4 (proposed Action 2.3) to respond to the outcomes of the 22 June 2021 Ordinary Meeting of Council;
3. Action 2.6 (proposed Action 2.5) to extend the timeframe from 2021/22 to 2021/22 - 2022/23 to allow for the monitoring and investigation of the on-demand transport drop off and pick up point prior to the implementation of improvements;
4. Action 2.7 (proposed 2.6) to clarify that the project will deliver a Wayfinding Plan, rather than a Strategy;
5. Action 4.2 (proposed Action 4.1) to clarify that the project will deliver a Lighting Plan, rather than a Strategy, and that opportunities to utilise LED and solar lights will be explored;
6. Actions 4.3 (proposed Action 4.2) to clarify that opportunities to utilise LED and solar lights will be explored;
7. Actions 4.2, 5.1, 6.1, and 6.2 (proposed Actions 4.1, 5.1, 6.1 and 6.2) to clarify the level of collaboration between the City of Vincent and City of Stirling;
8. Action 6.3 to clarify that the intent of the action is to improve the pedestrian environment and useability of the median;
9. Action 6.5 to respond the outcomes of the 22 June 2021 Ordinary Meeting of Council and reference the resulting feasibility analysis investigation to relocate the Beaufort Street sign; and
10. update the maps on pages 4 and 20.

These amendments have been incorporated into Volume 5: Beaufort Street Town Centre Place Plan, included as **Attachment 3**, and the numbering of actions has been updated accordingly.

CONSULTATION/ADVERTISING:

The City will notify all submitters of the outcomes of the Ordinary Meeting of Council.

If adopted, further consultation would take place as required when completing each of the actions within the BSTCPP.

LEGAL/POLICY:

The Integrated Planning and Reporting Framework outlined by the *Local Government (Administration) Regulations 1996* requires the City to adopt a Strategic Community Plan and a Corporate Business Plan (CBP) to be supported by the Annual Budget and a range of informing strategies. The BSTCPP is outlined as a project in the City's CBP.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to adopt the BSTCPP.

STRATEGIC IMPLICATIONS:

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

Enhanced Environment

Our urban forest/canopy is maintained and increased.

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 recognise, engage and partner with the Whadjuk Noongar people and culture.

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.

Sensitive Design

Our built form character and heritage is protected and enhanced.

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.

Our community is satisfied with the service we provide.

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

Sustainable Transport

Waste Reduction

Urban Greening and Biodiversity

PUBLIC HEALTH IMPLICATIONS:

This is in keeping with the following priority health outcomes of the *City's Public Health Plan 2020-2025*:

Increased mental health and wellbeing

Increased physical activity

FINANCIAL/BUDGET IMPLICATIONS:

The implementation of actions within the BSTCPP would be supported through allocations within current and future City operating and project budgets as follows:

Actions to be supported and/or implemented through existing operating budgets or existing project budgets: 1.1, 1.3, 2.1, 2.4, 2.6, 3.1, 4.1, 5.1, 6.1, 6.4	
Actions that have been included in the City's 2021/22 budget:	
1.2 – Containers for Change Trial	\$3,000
2.2 – Improved Pedestrian and Cyclist Environment.	\$10,000
2.3 – Trial Pedestrian Streets	\$10,000
4.2 – Mary Street Piazza	\$20,000
4.3 – Mural Maintenance and Renewal	\$5,000
6.2 – Beaufort Street Lighting Renewal	\$220,000
Actions that may require additional budget from 22/23 onwards: 2.5, 6.2	

COMMENTS:

BSTCPP aligns the City's activities and services with a clear plan for the area that is informed by the community. The ongoing review of the document would ensure that the City's service delivery in town centres keeps pace with emerging trends and community aspirations and ensures that the Beaufort Street Town Centre continues to thrive as a place for people to live, work and visit.

The City will continue to work closely with the Beaufort Street Network to support the continued improvement of the Brighter Beaufort Action Plan, which would continue to inform the evolution of the BSTCPP.



CITY OF VINCENT

BEAUFORT STREET TOWN CENTRE PLACE PLAN VOLUME 05





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DATE	DETAILS	STATUS
21/04/21	Beaufort Street Town Centre Place Plan	Draft

00. INTRODUCTION

The City of Vincent (City) Town Centre Place Plans series has been developed as a set of ‘place based’ strategic action plans to guide the allocation of funding and resources in the City’s town centres. The Place Plans direct the City’s service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.

Beaufort Street Town Centre Place Plan (Place Plan) is Volume 05 in the Town Centre Place Plan series and will guide the implementation of all major initiatives in the Beaufort Street Town Centre (Town Centre).

The Town Centre is situated largely in the City of Vincent with the portion north of Walcott Street located in the City of Stirling. Although a primary arterial route connecting Inglewood, Mount Lawley, Highgate, and extending through to Perth, Beaufort Street is home to some of Perth’s most eclectic restaurants, bars and shops.

BEAUFORT STREET SNAPSHOT

Historic

Beaufort Street forms part of Boorloo – Noongar land belonging to the Whadjuk people of the Noongar nation.

Prior to European settlement, camps and ceremonial grounds were associated with Stone's Lake which is now drained and where the southern end of the Town Centre is sited.

Post European settlement, under the 1871 Municipal Institutions Act, the City of Perth was established with the northern boundary being Walcott Street. This northern extent would later become the City of Vincent in 1995.

Beaufort Street was named in 1838 after the Duke of Beaufort, who was the Secretary of State for the Colonies in the early 1830s. Construction in the Town Centre first began in 1889, with the first house being a small cottage on the corner of Barlee and Beaufort Streets.

In 1915 businesses between Bulwer and Walcott streets included 5 confectioners, 4 butchers, 4 bootmakers, 3 laundries, 2 grocers, 2 greengrocers, 2 hairdressers, 2 drapers, 2 chemists, 2 dressmakers, a milliner, a tailor, a bicycle shop, a fuel merchant, a produce merchant, a Chinese market garden, a pastry cook, a wood dealer, a plumber, a newsagent

with post office, a fancy goods and library, a blinds manufacturer, a French polisher, a wine merchant, a wine saloon and the Queens Hotel.

The street's rich heritage remains prominent and can be easily identified through buildings such as the Queens Hotel and Alexander Buildings.

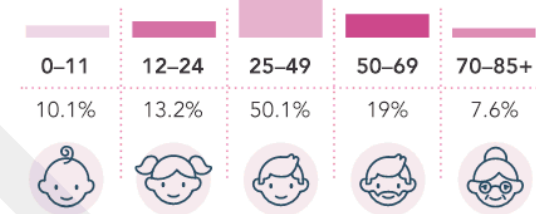
The Town Centre is primarily centred upon Beaufort Street extending from St Albans Avenue, Highgate to Queens Crescent, Mount Lawley. The Town Centre is largely situated in the City of Vincent, with the northern portion located in the City of Stirling, and Walcott Street being the boundary between the two local government areas.



BEAUFORT STREET TOWN CENTRE BOUNDARY MAP



SNAPSHOT
Community



Mount Lawley/Highgate households have a slightly higher proportion of high income households (more than \$2500/wk) at **27.8%** compared to **24.8% in Greater Perth**.

Mount Lawley population is **3,343** and Highgate population is **2,543**, combined **5,886**.

Transport

9.6% of Mount Lawley / Highgate residents do not own a car compared to **4.7% in Greater Perth**.

19.4% of residents travel to work on train or bus compared to **10.2% in Greater Perth**.

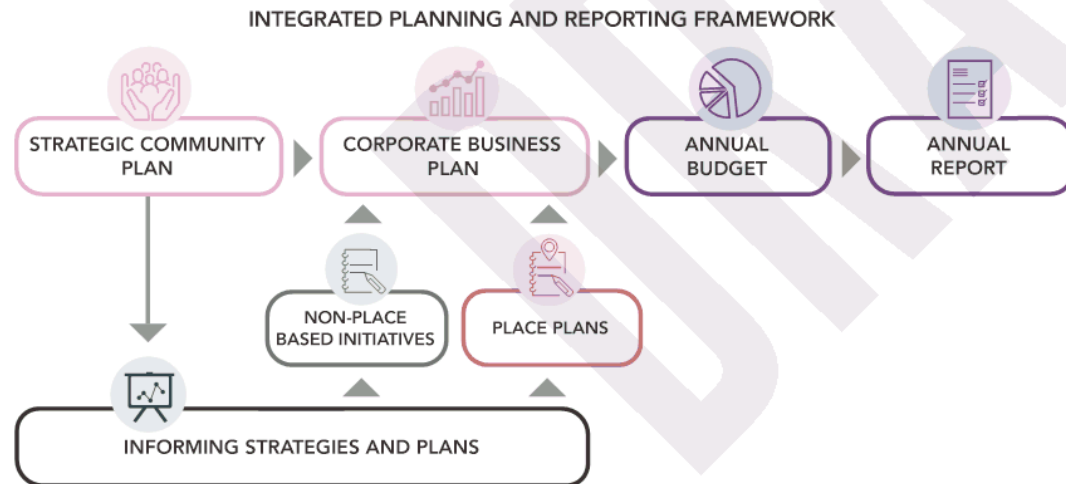
11.7% of residents commute using active modes compared to **3.1% in Greater Perth**.

PLACE PLAN PURPOSE

The Place Plan outlines the place-based initiatives and resources the City has specifically committed to the Town Centre.

The boundary of the Town Centre (refer **Beaufort Street Town Centre Boundary Map**) extends south beyond the City of Vincent’s Town Planning Scheme No. 2 District Centre Scheme Zone, to incorporate the commercial offerings along Beaufort Street from Vincent Street to St Albans Avenue.

The Integrated Planning and Reporting Framework outlined by the *Local Government (Administration) Regulations 1996* requires the City to adopt a Strategic Community Plan and a Corporate Business Plan. The Place Plan provides a filter for the place based initiatives within the City’s suite of informing strategies and plans, and directly informs the Corporate Business Plan. The role of the Place Plan within the City of Vincent Integrated Planning and Reporting Framework is illustrated below.



BEAUFORT STREET TOWN CENTRE PLACE PLAN | 5



BEAUFORT STREET NETWORK

Each of the City of Vincent town centres has a town team. The town teams are independently formed and incorporated bodies that aim to make their respective Town Centres the best places they can possibly be. The town teams are not an affiliate of the City, but do receive funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners, local residents and town centre visitors. Each town team member brings a different set of skills, interests, and life experiences to the table and these collectively shape the direction, composition, and identity of the six town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions, and ideas to the City through their strategic action plans. The City works collaboratively with the town teams to deliver locally based activations and events, physical improvements, and economic and community development initiatives.

Beaufort Street Network (BSN) is the town team operating in the Town Centre. BSN's Brighter Beaufort Action Plan sets out a vision, key focus areas and a robust framework to proactively shape Beaufort Street's future direction and identity.

PLACE PLAN PROCESS

The Place Plan enables the range of initiatives identified in the City's suite of informing strategies and plans, and Beaufort Street Network's Action Plan, to be filtered, prioritised and resourced appropriately.

Some of the City's informing strategies and plans provide high level guidance for the direction and type of initiatives the City should be undertaking, while others provide specific actions.

The Place Plans provide a place based filter and cross-directorate lens on these strategies and plans to enable a robust, planned, and integrated approach to project identification and delivery.

Prior to being confirmed as a new action in the Place Plan, proposed initiatives and projects are cross checked against the vision and priorities set in the Strategic Community Plan and the following three sources:

- A. Local needs and wants (City strategies and plans and town team action plans);
- B. Best practice; and
- C. Data (collected through the implementation of the Town Centre Performance Measurement Strategy).

The process in which Place Plan actions are filtered is illustrated in the adjacent diagram.



The Place Plan outlines the implementation schedule for all of the actions to be undertaken in the Town Centre. These may include but are not limited to public realm upgrades, marketing initiatives, economic and community development projects, and policy and procedural improvements.

The Place Plan actions are organised into six sections which align with the six priorities of the Strategic Community Plan.

While the City remains responsible for planning and delivering the actions identified in the Place Plan, BSN is considered a key stakeholder and will be given opportunity to be involved in the ongoing development of the Place Plan actions.

The Place Plan is implemented, reviewed and updated annually. This allows the progress of actions to be reported on, including updating actions to reflect where they are in the action delivery cycle, and for newly identified actions to be included.

The Place Plan action delivery cycle is illustrated in the following diagram.



INFORMING STRATEGIES & PLANS


The City's Strategic Community Plan 2018 – 2028 identifies the community's vision and strategic priorities, as identified through the Imagine Vincent engagement campaign. The Place Plan actions are designed to respond to at least one priority, while many respond to multiple. Each action has been listed under the priority that is most applicable to the objectives of the action. The Place Plan is also informed by the following strategies and plans which have been developed through community engagement and previously adopted by Council.



**GREENING PLAN
2018 – 2023**
Actions 2.5, 2.4, 4.1 and 6.4 have the opportunity to increase tree canopy, native plantings, and green the Town Centre.



**SUSTAINABLE ENVIRONMENT
STRATEGY 2019 – 2024**
Actions 1.1, 1.2, 2.1, 2.2, 2.3, 2.4, 3.1, 4.1, 4.3 and 6.4 have the opportunity to support urban greening and biodiversity, and increased use of public and active transport modes.



SAFER VINCENT 2019 – 2022
Actions 1.2, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 4.2, 4.3 and 6.1 have the opportunity to support safer spaces, community connection, and apply Crime Prevention through Environmental Design (CPTED) principles.



**DISABILITY ACCESS AND INCLUSION
PLAN 2017 – 2022**
Actions 2.2, 2.3, 2.4, 4.1 and 6.4 have the opportunity to improve equitable access to buildings and infrastructure.




**RECONCILIATION ACTION PLAN |
INNOVATE 2019 – 2021**
Actions 2.7, 4.4 and 6.4 have the opportunity to celebrate Noongar artwork, culture and language in public spaces.



PUBLIC OPEN SPACE STRATEGY
Actions 4.3 and 6.4 have the opportunity to maximise the value of open spaces for the community through improved amenity, respond to the impacts of development and population growth, and improve access to and functionality of open space.



**ECONOMIC DEVELOPMENT
STRATEGY 2011 – 2016**
Each action in the Place Plan aims to support economic development in the Town Centre.



**YOUTH ACTION PLAN
2020 – 2022**
Actions 3.1 and 4.3 have the opportunity to provide opportunities for young people to connect with each other and the broader community, and support our youth to be strong, healthy, safe and active.



**PUBLIC HEALTH PLAN
2020 – 2025**
Each action in the Place Plan aims to support the Public Health Plan, specifically the social, built, and natural environment pillars.



ARTS DEVELOPMENT ACTION PLAN 2018 – 2020

Actions 4.2 and 4.4 have the opportunity to support the arts and creative economy in the Town Centre.



DRAFT ACCESSIBLE CITY STRATEGY 2020 – 2030

Actions 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 4.1, 4.2 and 6.3 have the opportunity to make getting around the Town Centre safe, easy, environmentally friendly, and enjoyable.



DRAFT ASSET MANAGEMENT AND SUSTAINABILITY STRATEGY

Each action in the Place Plan aims to support the Asset Management and Sustainability Strategy vision to plan and manage our resources and assets in an efficient and sustainable manner.

READING THIS DOCUMENT

All the projects and initiatives being undertaken in the Town Centre are listed as 'actions'. Each action is explained using the following three step process:



STEP 01 DIAGNOSIS

Diagnosing the issue or opportunity evident in the Town Centre. These may be identified in an informing strategy or plan, as an opportunity to achieve best practice or through the analysis of data..



STEP 02 ANALYSIS

Analysing the detail of the issue or opportunity to understand the best approach to solve the issue or seize the opportunity.



STEP 03 SOLUTION

Proposing a solution that solves the issue or seizes the opportunity.



ENHANCED ENVIRONMENT



ACCESSIBLE CITY



CONNECTED COMMUNITY



THRIVING PLACES



SENSITIVE DESIGN



INNOVATIVE & ACCOUNTABLE

The Place Plan actions have been organised into six sections to directly respond to the six priorities of the City's Strategic Community Plan. These include:

The Place Plan highlights the broad range of projects and initiatives the City is undertaking to support and improve the Town Centre.

The Implementation Framework sets out the actions, time frames and the responsible teams for the delivery of all of the identified actions.

01. ENHANCED ENVIRONMENT

Sets out the actions and projects which assist the City to make the best use of our natural resources for the benefit of current and future visitors, residents, and businesses of the Town Centre.

ACTION 1.1 FAST-CHARGING ELECTRIC VEHICLE STATION

Diagnosis	There is an opportunity for the Town Centre to become part of the electric vehicle fast-charging network
Analysis	<p>The City has been approached to nominate fast charging electric vehicle station locations, in town centres, as part of the expansion of the electric vehicle fast-charging network.</p> <p>The proximity of the northern Town Centre car parks to Beaufort Street, Walcott Street, late night supermarkets and lighting makes it an appealing electric vehicle charging location.</p>
Solution	Support the potential installation of a fast-charging electric vehicle station in the Beaufort Street Town Centre.



ACTION 1.2 CONTAINERS FOR CHANGE TRIAL

Diagnosis	Containers for Change began in October 2020 as WA's state-wide container deposit scheme, allowing the community to cash in eligible recyclable containers for 10-cents each. There is concern that members of the public seeking the discarded refundable containers from existing City bins may result in damage to the enclosure, injuries to people seeking to collect refundable containers, and the indignity of sifting through public waste.
Analysis	<p>The Containers for Change scheme aims to:</p> <ul style="list-style-type: none"> • Increase recovery and recycling and reduce litter and landfill; • Provide opportunities for social enterprise and benefits for community organisations; • Create opportunities for employment; and • Complement existing collection and recycling activities for recyclable waste. <p>Western Australia Return Recycle Renew (WARRRL) is the not-for-profit organisation created to set-up and run the scheme in Western Australia. The City's existing bin enclosures are designed to keep people out and waste inside. Now that the scheme is in place, there is concern that vulnerable members of the public will be seeking and retrieving discarded refundable containers from bin enclosures.</p> <p>WARRRL has reported that since the scheme commenced, there has been 'bin diving' and damage to public bin enclosures, where attempts have been made to force them open. The City has the opportunity to proactively find a solution to address this problem by providing an external shelf attachment on the bin enclosure for refundable containers to be easily placed and safely retrieved.</p> <p>This project aligns with Waste Strategy 2018-2023 Project 6: Waste and Recycling Education, Awareness, and Promotional Programs.</p>
Solution	Develop and implement a trial installation of a Containers for Change attachment for existing Beaufort Street Town Centre bins.

ACTION 1.3 BUSINESS COMMUNITY SOLAR	
Diagnosis	There is currently low uptake of solar in the business community compared to the residential sector.
Analysis	<p>Growth in business community solar is a high growth area of solar investment in the next decade. The low uptake of solar is primarily due to owners of the properties not being the operator who receives the power bill. However, there are a significant number of options available to enable business owners and building owners to mutually benefit through the installation of solar. Options for tenants are currently limited and in all cases need the building owner's cooperation and permission to proceed.</p> <p>The City of Vincent currently has significant understanding of how these options work, including direct installation in facilities or creating a Purchasing Power Agreement (PPA). For business that operate during the day, installation of solar will pay for itself in 2-3 years where it is directly used on site.</p> <p>The City is currently in the process of working with tenants to identify mutually beneficial mechanisms for funding solar on leased facilities.</p>
Solution	Engage with local business owners directly and through the town team, to communicate the benefits of solar and support further actions being undertaken.

02. ACCESSIBLE CITY

Sets out the actions and projects which enhance connectivity, improve the use of public transport, deliver parking efficiencies, and create a more pedestrian and cycle friendly Town Centre.

ACTION 2.1 CYCLE NETWORK IMPROVEMENTS	
Diagnosis	The Town Centre does not have a dedicated path for cyclists. This often creates conflict between pedestrians, cyclists, and vehicles.
Analysis	<p>Beaufort Street has been identified as a local route in the draft Long Term Cycling Network from Bulwer Street to Queens Crescent in City of Stirling.</p> <p>As Beaufort Street is currently not a suitable road to be shared by vehicles and bicycles due to the clearway, volume and speed of traffic, bicycles often share the footpath with pedestrians. This impacts the safety and amenity for both cyclists and pedestrians.</p> <p>There is an opportunity to plan improvements in the Town Centre to improve the safety and amenity for pedestrians and cyclists along Beaufort Street. There is also opportunity to improve the connection to William Street (primary route) & Hyde Park via Mary Street (local route), and/or to improve the access to Smith Street (secondary route) via Broome Street (local route).</p>
Solution	Plan improvements to Long Term Cycling Network.

ACTION 2.2 IMPROVED PEDESTRIAN ENVIRONMENT

Diagnosis	The volume of vehicle traffic and frequency of Public Transport Authority (PTA) buses along Beaufort Street does not support an enjoyable pedestrian environment.
Analysis	Beaufort Street is currently four lanes, including a bus priority lane in each direction. The frequency and proximity of the buses to the footpath generates significant noise and negatively impacts people using the footpath and alfresco areas in the Town Centre. Engagement on the City's draft Accessible City Strategy has recently been undertaken. There is an opportunity to examine the Beaufort Street specific feedback, to inform the development of potential improvements to the pedestrian environment.
Solution	Plan improvements to the Beaufort Street pedestrian environment.

ACTION 2.3 PEDESTRIAN CROSSINGS

Diagnosis	Beaufort Street at times is difficult to cross, especially for those with differing abilities.
Analysis	The Town Centre has a lot of vibrant nodes of activity, which often requires pedestrians to cross Beaufort Street at multiple points throughout the Town Centre. The only formalised crosswalks in the Town Centre are at the Beaufort and Walcott Street intersection. There is an opportunity through good urban design to reduce the dominance on cars in the Town Centre and improve the pedestrian's ability to cross Beaufort Street in strategic locations. Item 17 within the Brighter Beaufort Action Plan identifies the need to improve safety and quantity of pedestrian crossings.
Solution	Investigate pedestrian crossing improvements on Beaufort Street.

ACTION 2.4 TRIAL PEDESTRIAN STREETS

Diagnosis	The volume of traffic and high frequency bus routes on Beaufort Street makes it difficult to host events and gatherings. At the same time, there are a number of side streets off Beaufort Street within the Town Centre that carry significantly less traffic and have activated tenancies that would suit a more pedestrian oriented streetscape.
Analysis	There is an opportunity to investigate and trial the pedestrianisation of key activated streets, including Grosvenor Road and Barlee Street. Trials can be undertaken to close these streets to understand if these spaces are suitable for a more permanent transformation of implementing a shared space similar to Leederville Village Square.
Solution	Trial pedestrianisation of Grosvenor Road and Barlee Street.

ACTION 2.5 40 KM/H SPEED LIMIT ZONE

Diagnosis	The variable speed limit in the Town Centre does not support the night time economy.
Analysis	In 2009 Main Roads 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, Sunday-Thursday: 7:30am-10pm and Friday and Saturday: 7:30am-1am. Removal of the variable speed limit to formalise Beaufort Street from Lincoln Street to Queens Crescent as a 40km/h zone will further support the Town Centre, which has a night time economy that extends later than the current variable speed limit times to improve pedestrian safety at all hours.
Solution	Advocate to Main Roads to formalise 40km/h along Beaufort Street.

ACTION 2.6 ON-DEMAND TRANSPORT IMPROVEMENTS

Diagnosis	On-demand transport drop off and pick up points are becoming increasingly congested along Beaufort Street.
Analysis	<p>The Beaufort Street area is identified as a high demand location for on-demand transport during peak hour commute periods, as well as on Friday and Saturday evenings, and Saturday and Sunday mornings¹. There is currently only one designated on-demand transport drop off and pick up point adjacent the Queens Hotel. This has become increasingly congested as the use of on-demand services have increased, particularly during key times that also correlate with activated/busy times within the Town Centre.</p> <p>As the Town Centre continues to accommodate mixed-use development incorporating diverse uses of residential and hospitality offerings, the demand for on-demand transport will likely continue to increase. The limited availability of designated pick up and drop off points for on-demand transport vehicles, results in vehicles double parking while loading and unloading passengers, increasing congestion, and impacting the pedestrian amenity in the Town Centre.</p> <p>There is an opportunity to improve the designated on-demand pick up and drop off point adjacent the Queens Hotel on the eastern side of Beaufort Street, between Harold Street and Mary Street, while investigating the potential to incorporate another pick up and drop off point on the western side of Beaufort Street. Increasing the number of designated points and improving the design of those existing will minimise congestion during peak times and improve the Town Centre visitor experience.</p>
Solution	Improve the on-demand transport drop off and pick up point adjacent the Queens Hotel and investigate the potential to incorporate another on the western side of Beaufort Street.

1: <https://www.uber.com/en-AU/blog/perth/busy-spots-in-perth/>

ACTION 2.7 WAYFINDING STRATEGY

Diagnosis	Wayfinding in Vincent's town centres is cluttered, unclear and limited.
Analysis	<p>Wayfinding is a critical component to the legibility and walkability of a place. Wayfinding can help determine how people decide to move through spaces. The decisions people make when moving through places are guided by architecture, urban design, landmarks and views.</p> <p>Wayfinding in Vincent's Town Centres has significant room for improvement. An over proliferation of signage and styles compete for attention and can result in confusion. Moreover, the previous Wayfinding Signage Strategy (2012) has an emphasis on vehicles and car parking.</p> <p>A Wayfinding Strategy should be prepared to:</p> <ul style="list-style-type: none"> • Create a comprehensive, clear and consistent visual communication system with concise messaging; • Only include the information that is relevant to the space, location and navigation path; and • Focus on active transportation mode users, particularly pedestrians.
Solution	Develop a Wayfinding Strategy.



03. CONNECTED COMMUNITY

Sets out the actions and projects which contribute to Beaufort Street’s unique sense of place, and encourage the community to connect with each other to enhance their quality of life.

ACTION 3.1 TOWN TEAM GRANT PROGRAM

Diagnosis	Town teams require financial support to deliver outcomes for their respective town centres and places and to make themselves more sustainable entities.
Analysis	Town teams can access grant funding through the Town Team Grant Program. This funding can be used to facilitate events, activities and/or initiatives that engage the local community, contribute to the local economy or improve the sustainability of the town team.
Solution	Manage the Town Team Grant Program.



04. THRIVING PLACES

Sets out the actions and projects which assist the City to create, enhance, and promote great places and spaces in the Town Centre in order for it to reach its activation and economic potential.

4.1 STREETScape AUDIT

Diagnosis	There is an opportunity to rationalise the location of existing street furniture with a potential to accommodate additional planting, furniture, and streetscape improvements.
Analysis	The City understands the importance of canopy cover, street furniture, and streetscape amenities, and the role they play in encouraging people to linger longer.
	The informal street furniture throughout the Town Centre is inconsistent and there are significant gaps between benches and/or public bins.
Analysis	To build on Beaufort Street’s existing character, an audit should be undertaken to determine any current deficiencies in the streetscape, to identify opportunities that build on the Town Centre’s unique and inviting character. This could include additional planting, beautification, urban design improvements, street art, and street furniture rationalization and upgrades.
	This supports Item 14 within the Brighter Beaufort Action Plan to identify areas within the Town Centre in need of improvement.
Solution	Undertake a Streetscape Audit to determine opportunities for streetscape improvements in collaboration with the City of Stirling.

4.2 LIGHTING STRATEGY

Diagnosis	The Town Centre spans across the City of Vincent and City of Stirling and has a number of food & beverage businesses, supporting a vibrant and exciting night time economy, that would benefit from increased evening activation.
Analysis	The lighting of the Beaufort Street sign and installation of Christmas lights in the verge trees have been small initiatives implemented to activate and support night time activity.
	There is an opportunity to explore permanent lighting options to light up elements such as the street trees and artworks as well as install festoon lighting in nodes and laneways.
Solution	There is also an opportunity to support and partner with property owners to up light iconic heritage building facades.
	This supports Item 21 within the Brighter Beaufort Action Plan to develop a lighting and projection strategy.
Solution	Partner with Beaufort Street Network and City of Stirling to prepare and implement a Lighting Strategy.



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ACTION 4.3 MARY STREET PIAZZA

Diagnosis Mary Street Piazza is not well lit and lacks vibrancy after dark.

Mary Street Piazza is the only green space in the Town Centre, which includes trees, turf, seating, and a stage.

Analysis The Piazza previously had a single strand of festoon lights that zigzagged across the space. The festoons were a necessary addition to the Piazza and provided much needed lighting in the evening. They were removed in early 2021 due to maintenance issues and are yet to be replaced.

There is an opportunity to replace the festoon lighting, to increase the vibrancy and feel of the Piazza after sunset.

This supports Item 21 within the Brighter Beaufort Action Plan to bring the Town Centre to life after dark.

Solution Implement festoon lighting improvements in Mary Street Piazza.

ACTION 4.4 EXISTING MURALS

Diagnosis The Town Centre has a number of beautiful and interesting artworks in a number of forms. These artworks enhance the streetscape by adding interest and activation to the area.

The Town Centre has a number of murals that require maintenance as they have received damage over time from graffiti, bill postings, and general wear.

Analysis For the City of Vincent funded murals, the City will do an audit of these murals and determine if the damaged murals should be repaired, replaced or removed.

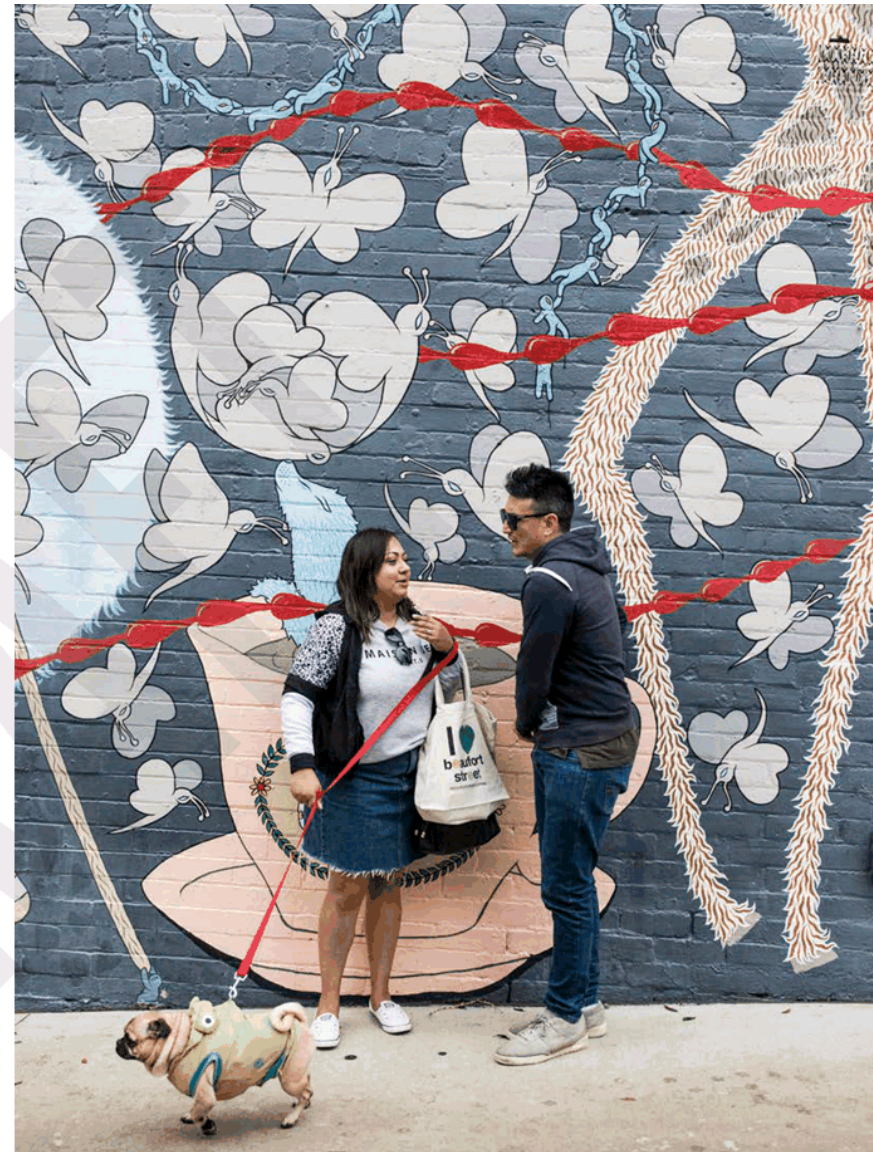
Solution Investigate options for existing mural maintenance and renewal.

05. SENSITIVE DESIGN

Sets out the actions and projects which assist the City encourage unique, high quality developments that respect and respond to the character and identity of the Town Centre.

ACTION 5.1 STREETScape PALETTE

Diagnosis	The Town Centre has an eclectic character, embracing a colourful and playful aesthetic as well as referencing the heritage features found within the area.
Analysis	The Town Centre has a number of distinct pieces of urban furniture and colours in place. The development of a Streetscape Palette will ensure consistency in the Town Centre, while remaining eclectic and celebrating the area's heritage.
Solution	Develop a Beaufort Street Town Centre Streetscape Palette in collaboration with the City of Stirling.



BEAUFORT STREET TOWN CENTRE PLACE PLAN | 17



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06. INNOVATIVE & ACCOUNTABLE

Sets out the actions and projects which assist the City support the community to realise its vision. To achieve this, we will be an organisation that manages resources well, communicates effectively, and takes our stewardship role seriously.

ACTION 6.1 CITY OF STIRLING	
Diagnosis	The Town Centre area is governed by two separate local government authorities, the City of Vincent and City of Stirling (Cities). From a visitor or community perspective, the Town Centre operates as a whole regardless of the boundary between the Cities.
Analysis	<p>The Cities have identified an opportunity to approach the Town Centre in collaboration where possible and have agreed in principle to collaborate to improve outcomes for the Town Centre. Some of these collaborations will include:</p> <ul style="list-style-type: none"> • Working with and supporting Beaufort Street Network, residents, and local businesses; • Joint approaches on shared issues; • Sharing information and resources; and <p>Being open to innovation, experimentation, and new ideas that support positive growth and vibrancy for the Town Centre.</p>
Solution	Work collaboratively with the City of Stirling.

ACTION 6.2 BEAUFORT & WALCOTT STREET LIGHTING RENEWAL

Diagnosis	<p>The Art Deco street lights at the Beaufort and Walcott Street intersection are iconic Town Centre wayfinding elements that bridge the City of Vincent and City of Stirling local government areas. The lights are located at each end of the intersection, with five on the City of Vincent side in the central median, five on the City of Stirling side, and three on the shared boundary along Walcott Street.</p> <p>The City of Vincent median lights are nearly 40 years old, have not been well maintained and are near end of life. They do not provide sufficient street lighting, and do not highlight the established street trees or iconic Art Deco light features.</p>
Analysis	<p>Beaufort Street is a busy gateway into the City of Vincent, which includes the busiest bus route in the State. The presentation of the Town Centre is important and the Art Deco lights and kerbing should be renewed and maintained.</p> <p>Renewal works should include the replacement of posts, repair of kerbs and paving, and upgrade to LED lights. While undertaking these works, there is an opportunity to implement additional median upgrades including:</p> <ul style="list-style-type: none"> • Up-lighting the Art Deco crown features and six Eucalypts; • Changing the light post colour from the blue and white to the more vibrant red, orange, yellow, green and pink seen throughout the Town Centre; • Removal of the Palm tree fronds around trunks; and • Installation of bud lighting on the three Palms. <p>Item 21.3 within the Brighter Beaufort Action Plan identifies the opportunity to up-light large / iconic street trees.</p>
Solution	Plan and implement Beaufort Street median lighting renewal and improvement work in collaboration with the City of Stirling.

ACTION 6.3 BEAUFORT STREET MEDIANS

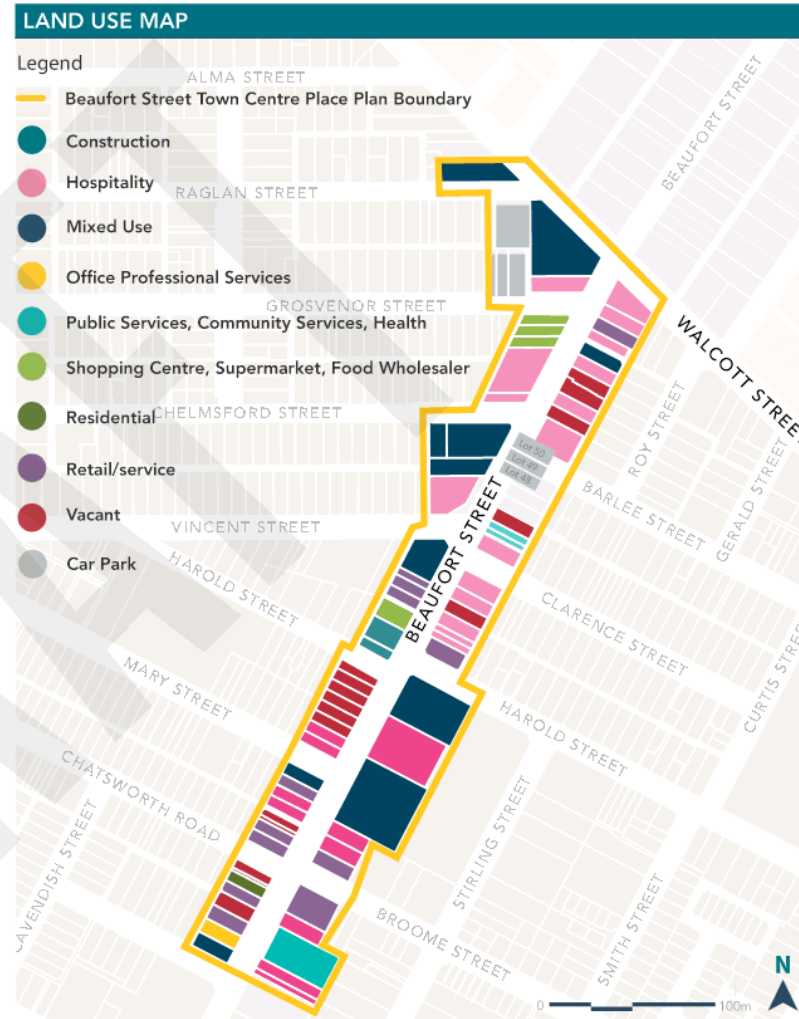
Diagnosis	There are central median islands along Beaufort Street that are damaged and in need of renewal.
Analysis	<p>The central median islands along Beaufort Street were planted with trees in 2009. As the trees have grown, the expansion of the trunk and root systems have caused portions of the median paving and kerbing to lift.</p> <p>As the trees continue to grow overtime, they will require further space to expand. The medians need repair, replacement, or removal to accommodate the current and future growth of the trees.</p>
Solution	Investigate options to repair, replace or remove medians along Beaufort Street.

ACTION 6.4 SMOKE-FREE TOWN CENTRES

Diagnosis	Exposure to second-hand smoke is harmful to public health.
Analysis	<p>The City's Public Health Plan sets a target of introducing smoke-free town centres by 2025 in response to the known health risks of both using tobacco and exposure to second-hand smoke. While the implementation of this target seeks to directly reduce exposure to second-hand smoke, it also seeks to de-normalise smoking.</p> <p>Additional benefits of smoke-free town centres include reduced litter from cigarette butts and maintaining the enjoyment for all users of the City's high-pedestrian main streets.</p> <p>There is an opportunity to work with the community, health partners, and local businesses to develop a project to achieve smoke-free town centres by 2025.</p>
Solution	Develop and deliver a smoke-free town centres project with involvement from the community, health partners, and local businesses.

ACTION 6.5 BARLEE STREET CAR PARK

Diagnosis	The Barlee Street Car Park is generally underused, runs at a financial loss and does not positively contribute to the streetscape.
Analysis	The City of Vincent owns lot 48 (596) Beaufort Street, while Lots 49 & 50 (596) Beaufort Street are privately owned and leased to the City. Together, these make the Barlee Street Car Park.
	Lots 49 and 50 have been leased to the City since 14 February 2001, with the final option term under the lease expiring 13 February 2021. At its 20 October 2020 Meeting, Council approved the extension of the lease for a further one year, expiring 13 February 2022.
	The City has the opportunity to determine the future of this site, whether the City owned lot should be sold with the funds from the sale going into a City of Vincent Public Open Space reserve fund, the City extend the lease and continue as the car park for a longer period, or the City land and private lots be swapped for the corner lot to be developed as a local park or square.
	In early 2021 the City undertook public consultation in respect to the potential future use and sale of the site, with the outcomes of consultation to be presented to Council. The future of the car park will be determined by Council following consideration of the community consultation.
	Item 15 within the Brighter Beaufort Action Plan suggests the need to facilitate activations during periods of low parking demand.
Solution	Investigate options for the future of Barlee Street Car Park.



07. IMPLEMENTATION FRAMEWORK

BEAUFORT STREET TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK							
KEY ACTION / PROJECT	RESPONSIBLE TEAM	SUPPORT TEAM	TIMING				
			21/22	22/23	23/24	24/25	
PRIORITY AREA 1: ENHANCED ENVIRONMENT							
1.1	Support the potential installation of a fast-charging electric vehicle station in the Beaufort Street Town Centre.	CEO	I&E	✓			
1.2	Develop and implement a trial installation of a Containers for Change attachment for existing Beaufort Street Town Centre bins.	S&D	I&E	✓			
1.3	Engage with local business owners directly and through the town team, to communicate the benefits of solar and support further actions being undertaken.	CEO	S&D		✓	✓	✓
PRIORITY AREA 2: ACCESSIBLE CITY							
2.1	Plan improvements to Long Term Cycling Network.	I&E	S&D			✓	✓
2.2	Plan improvements to the pedestrian environment on Beaufort Street.	I&E	S&D	✓			
2.3	Investigate pedestrian crossing improvements on Beaufort Street.	I&E	S&D	✓	✓		
2.4	Trial pedestrianisation of Grosvenor Road and Barlee Street.	I&E	S&D	✓	✓	✓	
2.5	Advocate to Main Roads to formalise 40km/h along Beaufort Street.	I&E	S&D	✓	✓	✓	✓
2.6	Improve the on-demand transport drop off and pick up point adjacent the Queens Hotel and investigate the potential to incorporate another on the western side of Beaufort Street.	I&E	S&D	✓			
2.7	Develop a Wayfinding Strategy.	S&D	I&E	✓			
PRIORITY AREA 3: CONNECTED COMMUNITY							
3.1	Manage the Town Team Grant Program.	S&D	I&E/C&B	✓	✓	✓	✓
PRIORITY AREA 4: THRIVING PLACES							
4.1	Undertake a Streetscape Audit to determine opportunities for streetscape improvements in collaboration with City of Stirling.	S&D	I&E	✓			
4.2	Partner with Beaufort Street Network and City of Stirling to prepare and implement a Lighting Strategy.	S&D	C&B	✓	✓		
4.3	Implement festoon lighting improvements in Mary Street Piazza.	I&E	S&D	✓	✓		
4.4	Investigate options for existing mural maintenance and renewal.	C&B	S&D	✓	✓	✓	✓
PRIORITY AREA 5: SENSITIVE DESIGN							
5.1	Develop a Beaufort Street Town Centre Streetscape Palette in collaboration with the City of Stirling.	S&D	C&B	✓	✓		
PRIORITY AREA 6: INNOVATIVE & ACCOUNTABLE							
6.1	Work collaboratively with the City of Stirling.	S&D	I&E/C&B	✓	✓	✓	✓
6.2	Plan and implement Beaufort Street median lighting renewal and improvement work in collaboration with the City of Stirling.	I&E	S&D	✓	✓		
6.3	Investigate options to repair, replace or remove medians along Beaufort Street.	I&E	S&D		✓		
6.4	Develop and deliver a smoke-free town centres project with involvement from the community, health partners, and local businesses.	S&D	C&B	✓	✓	✓	✓
6.5	Investigate options for the Barlee Street Car Park.	CEO	S&D/I&E	✓	✓		

Community & Business Services (C&B), Strategy & Development (S&D), Infrastructure & Environment (I&E), Information & Communications Technology (ICT), Office of the CEO (CEO)



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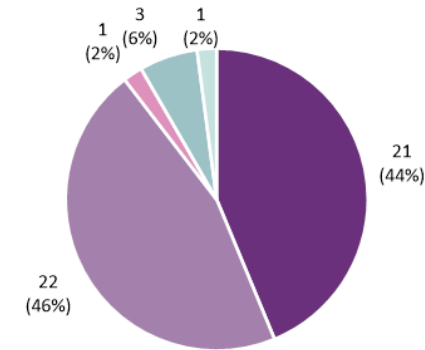
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Attachment 2

Beaufort Street Town Centre Place Plan Summary of Submissions

SUBMISSIONS SUMMARY	
SUMMARY OF ONLINE SUBMISSIONS	
Strongly support	21 (44%)
Somewhat support	22 (46%)
Neither support nor oppose	1 (2%)
Somewhat oppose	3 (6%)
Strongly oppose	1 (2%)
Total online submissions	48 (100%)
SUMMARY OF WRITTEN SUBMISSIONS	
Total written submission	5
Total number of submissions	53

Question: Overall, do you support the Beaufort Street Town Centre Place Plan?



The consultation resulted in 53 submissions. The breakdown of these are below:



- Strongly support
- Somewhat support
- Neither support nor oppose
- Somewhat oppose
- Strongly oppose

Attachment 2

01 ENHANCED ENVIRONMENT			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 1.1 FAST-CHARGING ELECTRIC VEHICLE STATION			
<p> 25 (66%) 6 (16%) 4 (10%) 1 (3%) 2 (5%) </p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Submitter 5.</i> Submitter queried if people will utilise electric vehicle (EV) charging.</p>	<p>Submitter comment noted. If installed, the City will monitor the use of the EV station following implementation and report on the performance of this action through the Sustainable Environment Strategy (SES) implementation reporting and annual BSTCPP review reporting.</p>	<p>No modification required.</p>
	<p><i>Submitter 7.</i> Submitter notes they do not have on-site EV charging available in their apartment complex and are unable to purchase an EV. Submitter notes that the provision of a fast-charging station would allow them to purchase an EV.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
	<p><i>Submitter 15.</i> Submitter notes EV charging is needed as an amenity for residents who are unable to charge in strata complexes. Submitter notes support for the initiative and notes the potential for EV stations to attract town centre visitors.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
	<p><i>Submitter 16.</i> Submitter notes that fast charging EV stations will inherently change the number of petrol cars producing emissions (sound and air quality) in the area. Submitter suggests the initiative will increase the quality of life of the people in the City.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
	<p><i>Submitter 17.</i> Submitter notes they would spend more time shopping in the Beaufort Street Town Centre if there was a fast charger and that the EV station would be a great asset.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

Attachment 2

01 ENHANCED ENVIRONMENT			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 1.1 FAST-CHARGING ELECTRIC VEHICLE STATION			
	<p><i>Submitter 18.</i> Submitter notes a preference for several slower-charging stations (eg 22kW or 32-amp three-phase, with the industry standard of "type 2 socket") instead of a fast-charging (50kW or higher) EV station. Submitter notes this would allow multiple cars to charge for 2-3 hours whilst enjoying dinner in a nearby restaurants, instead of a single car for 20 minutes at a time which doesn't leave much time to enjoy the nearby venues.</p>	Submitter comments and suggestion noted. This comment will be considered as part of the development and implementation of the action.	No modification required.
	<p><i>Submitter 20.</i> Submitter requests multiple 3 phase AC chargers available for EVs and notes this amenity will encourage them to visit more often.</p>	Submitter comments and suggestion noted. This comment will be considered as part of the development and implementation of the action.	No modification required.
	<p><i>Submitter 27.</i> Submitter notes there should be a fast-charging EV station in every City car park.</p>	Submitter comment noted. The City is working with an external provider to deliver this action. The EV charging station is proposed to form part of the EV fast-charging network. If installed, the station will be monitored, and the outcomes of the initiative will inform the potential installation of additional stations. The City will report on the performance of the initiative through the SES reporting and annual BSTCPP review reporting.	No modification required.
	<p><i>Submitter 36.</i> Submitter supports action.</p>	Submitter support noted.	No modification required.
	<p><i>Submitter 43.</i> Submitter supports action.</p>	Submitter support noted.	No modification required.
	<p><i>Submitter 52</i> Submitter requests Beaufort Street redevelopments include EV charging facilities to attract visitors to the area.</p>	Submitter request noted. The SES includes action: <i>4.4a Identify and implement mechanisms to encourage developers to incorporate EV charging management systems in new developments.</i> This action is implemented and tracked through the SES reporting. Since adoption of the SES, State Government policy has been updated to require provision for EV charging in new development. The City continues to monitor the implementation of action 4.4a.	No modification required.

Attachment 2

01 ENHANCED ENVIRONMENT			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 1.2 CONTAINERS FOR CHANGE TRIAL			
<p>27 (73%) 7 (19%) 2 (5%) 1 (3%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Submitter 11</i> Submitter is concerned over misuse of the containers for change attachment.</p>	<p>Submitter comment noted. The City will monitor the use of the attachment and report on the performance of the action through the annual BSTCPP review.</p>	<p>No modification required.</p>
	<p><i>Submitter 17</i> Submitter notes they would make use of the attachment.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
	<p><i>Submitter 43.</i> Submitter supports action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
01 ENHANCED ENVIRONMENT			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 1.3 BUSINESS COMMUNITY SOLAR			
	<p><i>Submitter 33</i> Submitter supports the City engaging with businesses to communicate the benefits of solar.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

Attachment 2

02 ACCESSIBLE CITY			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 2.1 CYCLE NETWORK IMPROVEMENTS			
<p>25 (68%) 6 (16%) 3 (8%) 2 (5%) 1 (3%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Submitter 2.</i> Submitter notes the challenges navigating Beaufort Street as a pedestrian, particularly where vehicles turn from Vincent Street.</p>	<p>Submitter comment noted. Actions 2.2, 2.3 and 2.4 seek to improve the pedestrian environment. The connection across Vincent Street will be considered as part of the planning of Action 2.2.</p>	<p>No modification required.</p>
	<p><i>Submitter 15.</i> Submitter notes that a bike route alongside Beaufort Street, rather than along it, utilising Curtis Street and Smith Street would be a preferable option.</p>	<p>Submitter suggestion noted. The Department of Transport identified Beaufort Street as a local route in the Long Term Cycle Network (LTCN). The LTCN is an aspirational blueprint to ensure State and local governments continue to work together towards the delivery of a continuous cycling network providing additional transport options. As part of the delivery of this action, the City will explore opportunities to plan improvements to the LTCN which includes Beaufort Street as a local route and Curtis Street and Smith Street as a secondary route.</p>	<p>No modification required.</p>
	<p><i>Submitter 43.</i> Submitter supports action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

Attachment 2

02 ACCESSIBLE CITY																					
	Submitter Comment Summary	Administration Comment	Recommended Modification																		
Action 2.2 IMPROVED PEDESTRIAN ENVIRONMENT																					
22 June 2021 (Item 12.1) Council decision excerpt relating to Action 2.2 and 2.3: 5. REQUESTS the CEO to modify the draft Corporate Business Plan and Beaufort Street Place Plan to include the development of a plan, in the 2021/22 financial year, to improve pedestrian and cyclist experience on Beaufort Street (St Albans Ave to Walcott St) including improvements to road crossings, pedestrian and cycle path infrastructure, seating, greening and shade.																					
<table border="1"> <caption>Survey Results for Action 2.2</caption> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Strongly support</td> <td>28</td> <td>74%</td> </tr> <tr> <td>Somewhat support</td> <td>7</td> <td>18%</td> </tr> <tr> <td>Neither support nor oppose</td> <td>2</td> <td>5%</td> </tr> <tr> <td>Somewhat oppose</td> <td>1</td> <td>3%</td> </tr> <tr> <td>Strongly oppose</td> <td>0</td> <td>0%</td> </tr> </tbody> </table>	Response	Count	Percentage	Strongly support	28	74%	Somewhat support	7	18%	Neither support nor oppose	2	5%	Somewhat oppose	1	3%	Strongly oppose	0	0%	<p><i>Submitter 2.</i> Submitter notes turning cars are a key issue for pedestrians. Submitter proposes that car movements be limited to accessing and leaving Beaufort street with left turns only. Submitter highlights Vincent Street as the worst street for pedestrians to cross. Submitter suggests paving the road with bricks to slow the traffic.</p>	<p>Submitter comment and suggestion noted. The submitters comments relate to Action 2.2 and 2.3 and will be considered as part of the planning of these actions. Given the interdependence of Actions 2.2 and 2.3, there are efficiencies in combining these actions and delivering them as one project.</p>	<p>Modify to update responsible project team to Strategy and Development, amalgamate Action 2.2, 2.3 and 4.1 to recognise their interdependence, and respond to the 22 June 2021 decision of Council.</p> <p>Recommended modification: ACTION 2.2 IMPROVED PEDESTRIAN & CYCLIST ENVIRONMENT <i>The volume of vehicle traffic and frequency of Public Transport Authority (PTA) buses along Beaufort Street does not support an enjoyable pedestrian environment.</i></p> <p><i>Beaufort Street is currently four lanes, including a bus priority lane in each direction. The frequency and proximity of the buses to the footpath generates significant noise and negatively impacts people using the footpath and alfresco areas in the Town Centre.</i></p> <p><i>Engagement on the City's draft Accessible City Strategy has recently been undertaken. There is an opportunity to examine the Beaufort Street specific feedback, to inform the development of potential improvements to the pedestrian environment.</i> <i>Plan improvements to the Beaufort Street pedestrian environment.</i></p> <p>ACTION 2.3 PEDESTRIAN CROSSINGS <i>Beaufort Street at times it is difficult to cross, especially for those with differing abilities, and the volume of vehicle traffic and frequency of Public Transport Authority (PTA) buses does not support an enjoyable pedestrian or cyclist experience.</i></p>
Response	Count	Percentage																			
Strongly support	28	74%																			
Somewhat support	7	18%																			
Neither support nor oppose	2	5%																			
Somewhat oppose	1	3%																			
Strongly oppose	0	0%																			

Attachment 2

02 ACCESSIBLE CITY			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 2.2 IMPROVED PEDESTRIAN ENVIRONMENT			
			<p>The Town Centre Beaufort Street has a lots of vibrant nodes of activity, which often requires To visit these, pedestrians are required to cross Beaufort the Sstreet at multiple points throughout the Town Centre. The central median provides some pedestrian refuge but is narrow, raised and in need of repair.</p> <p>The only fFormalised crosswalks in the Town Centre are only located at the northern extent of the Town Centre, at the Beaufort and Walcott Street intersection. There is an opportunity through good urban design to reduce the dominance on of cars in the Town Centre and improve the pedestrian's ability to negotiate the Town Centre, in strategic locations.</p> <p>STREETSCAPE AUDIT</p> <p>The City understands the importance of canopy cover, <u>planting</u>, street furniture, and streetscape amenities, and the role they play in <u>improving walkability and</u> encouraging people to linger longer.</p> <p>The informal street furniture throughout the Town Centre is inconsistent and there are significant gaps between benches and/or public bins.</p> <p>To build on Beaufort Street's existing character plan for the future, an audit should be undertaken to determine any current deficiencies in the streetscape and opportunities to improve pedestrian and cycle infrastructure. Identified opportunities should be documented and developed into a plan, and this plan should be used to prioritise and guide other streetscape improvement projects such as the Beaufort Street median repair and replacement, build on the Town Centre's unique and inviting character. This could include additional planting, beautification, urban design improvements, street art, and street furniture rationalization and upgrades.</p>

Attachment 2

02 ACCESSIBLE CITY							
	Submitter Comment Summary	Administration Comment	Recommended Modification				
Action 2.2 IMPROVED PEDESTRIAN ENVIRONMENT							
			<p><u><i>This supports Item 14 within the Brighter Beaufort Action Plan to identify areas within the Town Centre in need of improvement.</i></u></p> <p><u><i>Item 17 within the Brighter Beaufort Action Plan identifies the need to improve safety and quantity of pedestrian crossings.</i></u></p> <p><u><i>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.</i></u></p> <p>IMPLEMENTATION FRAMEWORK</p> <table border="1"> <tr> <td><i>Responsible Team</i></td> <td><i>Support Team</i></td> </tr> <tr> <td><u><i>I&ES&D</i></u></td> <td><u><i>S&DI&E</i></u></td> </tr> </table>	<i>Responsible Team</i>	<i>Support Team</i>	<u><i>I&ES&D</i></u>	<u><i>S&DI&E</i></u>
<i>Responsible Team</i>	<i>Support Team</i>						
<u><i>I&ES&D</i></u>	<u><i>S&DI&E</i></u>						
	<p><i>Submitter 5.</i> Submitted notes Beaufort Street desperately needs to be more pedestrian friendly.</p>	<p>Submitter comment noted. Advertised Actions 2.2, 2.3, 2.4, 2.5, 2.7, 4.2 and 6.3 all seek to improve the pedestrian environment.</p>	<p>No modification required.</p>				
	<p><i>Submitter 30.</i> Submitter notes that the planning ends at St Albans Avenue and queries if there will be consideration for the lower end of Beaufort Street towards the City.</p>	<p>Submitter comment noted. The BSTCPP boundary extends from Walcott Street to St Albans Avenue in Vincent. It does not currently extend further south as the boundary aligns with the extend of the Local Planning Scheme 2 District Centre and Commercial Zones. The City's Place Plans do not extend past the town centre boundaries but the City's place related policies, strategies and plans, such as the Parklets Policy and Accessible City Strategy, do, and these apply to the lower end of Beaufort Street.</p>	<p>No modification required.</p>				

Attachment 2

02 ACCESSIBLE CITY			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 2.2 IMPROVED PEDESTRIAN ENVIRONMENT			
	<i>Submitter 43.</i> Submitter supports this action.	Submitter support noted.	No modification required.
	<i>Submitter 54</i> Submitter suggests making Beaufort Street a walking street (no vehicles allowed unless with special permission) on weekends 6pm - 12midnight (similar to Bangla Road in Phuket)	Submitter suggestion noted. Opportunities to trial pedestrian street will be considered during the delivery of advertised Action 2.4	No modification required.

02 ACCESSIBLE CITY			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 2.3 PEDESTRIAN CROSSINGS			
<p>1 (3%) 2 (5%) 5 (14%) 2 (5%) 27 (73%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<i>Submitter 33</i> Submitter notes that given the 4 year time frame it would be good to see this actions solution to be updated to 'Investigate and implement pedestrian crossing improvements'	Submitter comment noted. Advertised Actions 2.2, 2.3 and 4.1 are proposed to be amalgamated. Recommended Action 2.2 relates to undertaking an audit and developing a plan to improve the pedestrian and cyclist experience. Once the improvement plan has been considered, potentially endorsed by Council, and the implementation timing confirmed, the BSTCPP will be updated to note 'implement' as part of the BSTCPP annual review.	Modify to acknowledge the proposed amalgamation of Actions 2.2, 2.3 and 4.1. Recommended modification listed above under Action 2.2.
		<i>Submitter 43.</i> Submitter supports this action.	Submitter support noted.

Attachment 2

02 ACCESSIBLE CITY																					
	Submitter Comment Summary	Administration Comment	Recommended Modification																		
Action 2.4 TRIAL PEDESTRIAN STREETS																					
<p>22 June 2021 (Item 12.1) Council decision excerpt relating to Action 2.4: 6. <i>REQUESTS the Chief Executive Officer 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.</i></p>																					
<table border="1"> <caption>Survey Results for Action 2.4</caption> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Strongly support</td> <td>15</td> <td>40%</td> </tr> <tr> <td>Somewhat support</td> <td>7</td> <td>18%</td> </tr> <tr> <td>Neither support nor oppose</td> <td>7</td> <td>18%</td> </tr> <tr> <td>Somewhat oppose</td> <td>5</td> <td>13%</td> </tr> <tr> <td>Strongly oppose</td> <td>4</td> <td>11%</td> </tr> </tbody> </table>	Response	Count	Percentage	Strongly support	15	40%	Somewhat support	7	18%	Neither support nor oppose	7	18%	Somewhat oppose	5	13%	Strongly oppose	4	11%	<p>Submitter 8 Submitter notes that full pedestrianisation would not be good and suggests a shared space like Bay View Terrace in Claremont.</p>	<p>Submitter comment noted. The City agrees that striking the right balance between pedestrian priority and the broader accessibility of the town centre is an important consideration regarding the development and implementation of Action 2.4.</p>	<p>Modify to update action number and respond to submitter comments and the 22 June 2021 decision of Council.</p> <p>Recommended modification: <i>ACTION 2.43 TRIAL PEDESTRIAN STREETS</i></p> <p><i>Trial pedestrianisation spaces of <u>at</u> Grosvenor Road <u>and/or</u> Barlee Street.</i></p>
	Response	Count	Percentage																		
	Strongly support	15	40%																		
Somewhat support	7	18%																			
Neither support nor oppose	7	18%																			
Somewhat oppose	5	13%																			
Strongly oppose	4	11%																			
<p>Submitter 33 Submitter notes that of the two location options, Grosvenor Road is preferred to be trialled first as the space between the IGA and the future Elford pub is perfectly suited to pedestrian priority.</p>	<p>Submitter comment noted. The City agrees that the existing context and active frontages facing Grosvenor Road between IGA and the Elford make this an ideal trial location.</p>	<p>No modification required.</p>																			
<p>Submitter 19. Submitter notes pedestrianisation of Barlee Street should only be considered once final use of Barlee Street Car Park is determined. Submitter suggests undergrounding the car park and utilising the top of the car park as open space. open space over top of car park extending</p>	<p>Submitter comment noted. The City agrees that any trial or long term improvements to Barlee Street should consider the context of the site including the future use of Barlee Street Car Park.</p> <p>The analysis section of Action 6.5 has been updated to clarify that the City does not own the majority of the Barlee Street Car Park and that the owner intends to redevelop the property. Given this, options to underground a public car park are not feasible.</p>	<p>No modification required.</p>																			

Attachment 2

02 ACCESSIBLE CITY			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 2.4 TRIAL PEDESTRIAN STREETS			
	<p><i>Submitter 37</i> Submitter notes concerns with the pedestrianisation of Barlee Street. Submitter notes concerns for increased traffic on Clarence Street and questions if traffic studies will be undertaken prior to any changes and made public.</p>	<p>Submitter comment noted. The City is proposing trialling pedestrian spaces. Traffic, cyclist and pedestrian movements will be monitored before, during and after the implementation of any trial. If the trial were successful, traffic modelling would also be undertaken to inform and future proof any proposed design interventions. The traffic modelling findings would be reported to Council prior to the implementation of any changes to the layout or design of the streets.</p>	No modification required.
	<p><i>Submitter 38</i> Submitter notes pedestrian modelling is required before changes are implemented to mitigate traffic utilising Urban Lane and Clarence Street.</p>	<p>Submitter comment noted. As noted above, traffic, cyclist and pedestrian movements would be monitored as part of the trial and traffic modelling would be required to inform any permanent changes to the layout or design of the streets.</p>	No modification required.
	<p><i>Submitter 40.</i> Submitter supports this action and supports the permanent transformation of these trial spaces to something like Leederville Village Square or by making them one-way only. Submitter notes Barlee Street entry from Beaufort Street is problematic and can be difficult for two cars in opposing directions to navigate as they often have to contend with cars reversing out of the street parking. Submitter notes the pedestrianisation of Barlee</p>	<p>Submitter support noted. Submitter comments will be considered during the development and implementation of Action 2.4.</p>	No modification required.
	<p><i>Submitter 43.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	No modification required.

Attachment 2

02 ACCESSIBLE CITY			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 2.5 40KM/H SPEED LIMIT ZONE			
<p>5 (13%) 7 (19%) 5 (13%) 3 (8%) 18 (47%)</p> <p>Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose</p>	<p><i>Submitter 26</i> Submitter notes 40km/h seems excessive given the amount of traffic on William and Lord Street as well as Beaufort Street. Submitter would support 50km/h, with provision for better pedestrian and cycling paths, and more greenery.</p>	<p>Submitters comments noted. Beaufort Street is a Distributor A road but also an important activity precinct and town centre. In 2020 the averages speed between Chelmsford Road and Grosvenor Road northbound was 32km/h and 35.3km/h southbound. The 85th percentile speed, the speed at or below which motorists drive, was 41.8km/h and 43km/h respectively. The City's Accessible City Strategy prioritises pedestrians above all transport users. As Beaufort Street is a busy activity precinct at night, the City is seeking to improve pedestrian safety and the pedestrian experience by formalising the 40km/h at all hours.</p>	<p>Modify to update action number.</p> <p>Recommended modification: ACTION 2.54 40KM/H SPEED LIMIT ZONE</p>
	<p><i>Submitter 36</i> Submitter notes Beaufort Street is a major access route for vehicle traffic to Perth's CBD. Submitter notes the 40km/hr should be formalised outside am and pm peak traffic flow hours.</p>		

02 ACCESSIBLE CITY											
	Submitter Comment Summary	Administration Comment	Recommended Modification								
Action 2.6 ON-DEMAND TRANSPORT IMPROVEMENTS											
<p>2 (5%) 2 (5%) 14 (37%) 9 (24%) 11 (29%)</p> <p>Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose</p>	<p><i>Submitter 5.</i> Submitter notes impending safety issues in the next 12 months with visitors to the new entertainment venues that are opening.</p>	<p>Submitter comment noted. Action 2.6 seeks to mitigate pedestrian and vehicle conflict. The City will continue to monitor movement on Beaufort Street as the new venues open.</p>	<p>Modify to update action number and extend action timeframe to allow for the monitoring and investigation of the on-demand transport drop off and pick up point before the implementation of improvements.</p> <p>Recommended modification: ACTION 2.65 ON-DEMAND TRANSPORT IMPROVEMENTS</p> <p>IMPLEMENTATION FRAMEWORK</p> <table border="1"> <thead> <tr> <th>21/22</th> <th>22/23</th> <th>23/24</th> <th>24/25</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td>✓</td> <td></td> <td></td> </tr> </tbody> </table>	21/22	22/23	23/24	24/25	✓	✓		
	21/22			22/23	23/24	24/25					
✓	✓										
<p><i>Submitter 43.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>									

Attachment 2

02 ACCESSIBLE CITY			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 2.7 WAYFINDING PLAN			
<p>2 (5%) 1 (3%) 12 (33%) 9 (24%) 13 (35%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Submitter 43.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>Recommended modify of Action 2.7 to update action number and clarify that the project will deliver a Wayfinding Plan rather than a Strategy.</p> <p>Recommended modification: ACTION 2.76 WAYFINDING PLAN STRATEGY</p> <p>A Wayfinding Strategy Plan should be prepared to:</p> <p>Develop a Wayfinding Strategy Plan.</p>
03 CONNECTED COMMUNITY			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 3.1 TOWN TEAM GRANT PROGRAM			
<p>2 (6%) 1 (3%) 8 (22%) 9 (25%) 16 (44%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Submitter 1.</i> Submitter notes they are a member of the town team. Submitter queried town team engagement with members and the general governance of town teams.</p>	<p>Submitter comment noted. The City will liaise with the town team to provide feedback and potential engagement support.</p>	<p>No modification required.</p>
	<p><i>Submitter 36.</i> Submitter notes they are unclear on the purpose of this action.</p>	<p>Submitter comment noted. Action 3.1 relates to the City's existing Town Team Grant program. The program enables the town team to contribute to the local economy or improve the sustainability of the town team by accessing up to \$10,000 per annum in grant funding.</p>	<p>Modify the pdf document to include a link to the Town Team Grant webpage on the City's website.</p> <p>Modification recommendation: Action 3.1 to include an embedded hyperlink to the Town Team Grant page on the City's website.</p>
	<p><i>Submitter 43.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

Attachment 2

04 THRIVING PLACES			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 4.1 STREETScape AUDIT			
<p>4 (11%)</p> <p>1 (3%)</p> <p>8 (21%)</p> <p>24 (65%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>City of Stirling requests:</i> 4.1 Streetscape Audit – delete <i>in collaboration with the City of Stirling</i> from the solution. The intent could still be realised through the additional wording proposed for Action 6.1</p>	<p>Submitter comment noted. The City of Stirling confirmed timing precludes collaboration on a number of previously identified opportunities/actions. Modification recommended in line with the City of Stirling request.</p>	<p>Modify to acknowledge the City of Stirling request and the proposed amalgamation of Actions 2.2, 2.3 and 4.1.</p> <p>Recommended modification listed above under Action 2.2.</p>
	<p><i>Submitter 4.</i> Submitter notes collaborating with the City of Stirling is unnecessary.</p>	<p>Submitter comment noted. The City of Stirling has requested to be removed as a collaborator on this Action.</p>	<p>No modification required.</p>
	<p><i>Submitter 43.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

Attachment 2

04 THRIVING PLACES			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 4.2 LIGHTING STRATEGY			
<p>1 (3%) 5 (13%) 9 (24%) 23 (60%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>City of Stirling requests: 4.2 Lighting Strategy – delete and City of Stirling from the solution</i> The intent could still be realised through the additional wording proposed for Action 6.1</p>	<p>Submitter comment noted. The City of Stirling confirmed timing precludes collaboration on a number of previously identified opportunities/ actions. Modification recommended in line with the City of Stirling request.</p>	<p>Modify to update action number, acknowledge the City of Stirling request, and clarify that the project will deliver a Lighting Plan rather than a Strategy.</p> <p>Recommended modification: ACTION 4.21 LIGHTING STRATEGY PLAN</p> <p><i>The Town Centre spans across the City of Vincent and City of Stirling and has a number of food & beverage businesses, supporting a vibrant and exciting night time economy, that would benefit from increased evening activation.</i></p> <p><i>Partner with Beaufort Street Network and City of Stirling to prepare and implement a Lighting Strategy Plan.</i></p>
	<p><i>Submitter 5.</i> Submitter notes the street is very dark at night and not pedestrian friendly. Submitter notes the lack of pedestrians contributes to the perception that Beaufort Street is unsafe at night. Submitter cited Darlington and Kings Cross as examples of where it feels safe at night because there's more people around.</p>	<p>Submitter comment noted. Actions 4.2 and 4.3 propose to address the issues raised by the submitter through the identification and delivery of enhance lighting opportunities to support night time activity.</p>	<p>No modification required.</p>
	<p><i>Submitter 9.</i> Submitter supports this action and notes the more artistic lighting the better.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
	<p><i>Submitter 11.</i> Submitter supports this action.</p>	<p>Submitter support noted</p>	<p>No modification required.</p>

Attachment 2

04 THRIVING PLACES			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 4.2 LIGHTING STRATEGY			
	<p><i>Submitter 17.</i> Submitter suggests energy efficient LED lights be used with solar to power them where possible.</p>	<p>Submitter suggestion noted. The City is committed to sustainable procurement where appropriate, and the City's Procurement Framework includes Part 6. Sustainable Procurement. During any procurement processes associated with Actions 4.2 and 4.3, the City would consider the sustainability implications and impacts of any products sourced, on the natural environment, in line with the Procurement Framework. Although not specifically noted, the City could better reference these actions to clearly align them with the City's SES Strategy 6: <i>Reduce grid-supplied energy use for public open space and carpark lighting through energy efficiency and solar power.</i></p>	<p>Modify to better align Actions 4.2 (proposed 4.1) and Action 4.3 (proposed 4.2) with the City's SES Strategy 6 and include 'LED and solar' reference.</p> <p>Recommended modification: <i>There is an opportunity to explore permanent lighting options to light up elements such as the street trees and artworks, as well as install festoon lighting in nodes and laneways, <u>using LED and solar where appropriate.</u></i></p>
	<p><i>Submitter 37.</i> Submitter suggests including festoon lighting at Grosvenor Road and Barlee Street if they are pedestrianised.</p>	<p>Submitter suggestion noted. This comment will be considered as part of the development and implementation of Actions 2.4 and 4.2.</p>	<p>No modification required.</p>
	<p><i>Submitter 43.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
	<p><i>Submitter 54.</i> Submitter supports this action and additional lighting. Submitter satisfied with standard or decorative.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

Attachment 2

04 THRIVING PLACES			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 4.3 MARY STREET PIAZZA			
<p>16 (42%) 12 (31%) 9 (24%) 1 (3%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Submitter 17.</i> Submitter suggests energy efficient LED lights be used with solar to power them where possible</p>	<p>Submitter suggestion noted. Response noted above under Action 4.2.</p>	<p>Modify to update action number and better align Actions 4.2 (proposed 4.1) and Action 4.3 (proposed 4.2) with the City's SES Strategy 6 and include 'LED and solar' reference.</p> <p><i>Recommended modification:</i> ACTION 4.32 MARY STREET PIAZZA</p> <p><i>There is an opportunity to replace the festoon lighting, to increase the vibrancy and feel of the Piazza after sunset, using LED and solar where appropriate.</i></p>
	<p><i>Submitter 2.</i> Submitter suggests closing Mary Street to make a nice place to sit and eat.</p>	<p>Submitter suggestion noted. In 2014 extensive community consultation was undertaken as part of the concept development for Mary Street Pizza. Mary Street is a local road, servicing Sacred Hear Primary School, and connecting Beaufort Street to William Street and Hyde Park. During the 2014 consultation it was determined that closing the street was not a desirable outcome and that making the street one way onto Beaufort Street was the preferable option. The current street configuration services the school without creating congestion and has been found to operate well. There are no plans to fully close Mary Street.</p>	<p>No modification required.</p>
	<p><i>Submitter 9.</i> Submitter supports this action and notes the more artistic lighting the better.</p>	<p>Submitters support for action and preference for artistic lighting is noted and will be considered as the project progresses.</p>	<p>No modification required.</p>
	<p><i>Submitter 11.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
	<p><i>Submitter 43.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

Attachment 2

04 THRIVING PLACES			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 4.4 EXISTING MURALS			
<p>23 (60%) 9 (24%) 3 (8%) 2 (5%) 1 (3%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Submitter 9.</i> Submitter suggests the more street art the better.</p>	Submitter support and comment noted.	<p>Modify to update action number and title.</p> <p>Recommended modification: ACTION 4.43 EXISTING MURALS MAINTENANCE & RENEWAL</p>
	<p><i>Submitter 11.</i> Submitter notes they'd like to see more murals.</p>	Submitter support and comment noted.	No modification required.
	<p><i>Submitter 31.</i> Submitter questions if murals add value to the town centre and whether or not they are cost effective. Submitter notes the Barlee Street Car Park murals should be remove or maintained.</p>	Submitter comment noted. The City considers murals to add value to the public realm and co-funds murals annually. The car park murals will be considered as part of the implementation of the Action 6.5 Barlee Street Car Park.	No modification required.
	<p><i>Submitter 33.</i> Submitter supports action and suggests action be expanded to identify and implement new mural opportunities. Submitter suggests gaps in Grosvenor Road Car Park works be addressed.</p>	Submitter comments noted. The City is in the process of development an Arts Plan and Wayfinding Plan. As part of the development of these plans it's anticipated key locations for artwork will be identified.	No modification required.
	<p><i>Submitter 43.</i> Submitter supports this action.</p>	Submitter support noted.	No modification required.

05 SENSITIVE DESIGN			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 5.1 STREETSCAPE PALETTE			
<p>14 (39%) 10 (28%) 2 (5%) 1 (3%)</p>	<p><i>City of Stirling requests:</i> 5.1 Streetscape Palette - delete <i>in collaboration with the City of Stirling</i> from the solution The intent could still be realised through the additional wording proposed for Action 6.1</p>	Submitter comment noted. The City of Stirling confirmed timing precludes collaboration on a number of previously identified opportunities/ actions. Modification recommended in line with the City of Stirling request.	<p>Modify to acknowledge the City of Stirling request.</p> <p>Recommended modification: <i>Develop a Beaufort Street Town Centre Streetscape Palette in collaboration with the City of Stirling.</i></p>
	<p><i>Submitter 4.</i> Submitter suggests there is no need to collaborate with the City of Stirling.</p>	Submitter comment noted.	No modification required.
	<p><i>Submitter 5.</i> Submitter supports City of Stirling. collaboration</p>	Submitter support noted.	No modification required.

Attachment 2

05 SENSITIVE DESIGN			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 5.1 STREETScape PALETTE			
<ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Submitter 9.</i> Submitter raises concern that the landscape palette will limit artistic freedom.</p>	The landscape palette is being developed to ensure consistency not to limit artistic freedom.	No modification required.
	<p><i>Submitter 21</i> Submitter notes that the eclectic look of the town centre is messy and should be improved.</p>	Submitter comments noted. Comments will be considered during the development and implementation of Action 5.1.	No modification required.
	<p><i>Submitter 33.</i> Submitter supports this action in principle but notes concern that collaboration with the City of Stirling may lead to a palette that is overly conservative and not in keeping with the existing vibrant urban character of the area.</p>	Submitter support noted. Submitter comments will be considered during the development and implementation of Action 5.1.	No modification required.
	<p><i>Submitter 36.</i> Submitter notes Beaufort Streets monoculture does not lend itself to a streetscape palette.</p>	Submitter comment noted.	No modification required.
	<p><i>Submitter 43.</i> Submitter supports this action and requests the City consider the Beaufort Street sign when developing the streetscape palette.</p>	Submitters support for action is noted.	No modification required.

Attachment 2

06 INNOVATIVE & ACCOUNTABLE			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 6.1 CITY OF STIRLING			
<p>1 (3%) 1 (3%) 3 (8%) 12 (31%) 21 (55%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>City of Stirling requests:</i> 6.1 – <i>City of Stirling – consider the inclusion of the following dot point in the Analysis section..</i></p> <ul style="list-style-type: none"> Consistent approach to infrastructure planning and provision within the public realm (or something similar to allow each LGA to be unique but also achieve some improved consistency regarding public realm infrastructure); and 	<p>Submitter comments noted. Modification recommended to capture the intent of the City of Stirling request.</p>	<p>Modify to acknowledge the City of Stirling request.</p> <p>Recommended modification: <i>The Cities have identified an opportunity to approach the Town Centre in collaboration where possible and have agreed in principle to collaborate to improve outcomes for the Town Centre. Some of these collaborations will include:</i></p> <ul style="list-style-type: none"> <i>Working with and supporting Beaufort Street Network, residents, and local businesses;</i> <i>Joint approaches on shared issues;</i> <i>Engagement on infrastructure planning and public realm improvement projects;</i> <i>Sharing information and resources; and</i> <i>Being open to innovation, experimentation, and new ideas that support positive growth and vibrancy for the Town Centre.</i>
	<p><i>Submitter 43.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
	<p><i>Submitter 52.</i> Submitter supports this action and the City's working cohesively together.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

Attachment 2

06 INNOVATIVE & ACCOUNTABLE			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 6.2 BEAUFORT & WALCOTT STREET LIGHTING RENEWAL			
<p>5 (14%) 6 (16%) 26 (70%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>City of Stirling requests:</i> 6.2 Beaufort & Walcott Street Lighting Renewal - delete <i>in collaboration with the City of Stirling</i> from the solution The intent could still be realised through the additional wording proposed for Action 6.1</p>	<p>Submitter comment noted. The City of Stirling confirmed timing precludes collaboration on a number of previously identified opportunities/ actions. Modification recommended in line with the City of Stirling request.</p>	<p>Modify to acknowledge the City of Stirling request and to remove reference to Walcott Street in the title.</p> <p>Recommended modification: 6.2 Beaufort & Walcott Street Lighting Renewal</p> <p><i>Plan and implement Beaufort Street median lighting renewal and improvement work in collaboration with the City of Stirling.</i></p>
	<p><i>Submitter 5.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
	<p><i>Submitter 43.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

Attachment 2

06 INNOVATIVE & ACCOUNTABLE				
	Submitter Comment Summary	Administration Comment	Recommended Modification	
Action 6.3 BEAUFORT STREET MEDIANS				
<p>3 (8%) 0 (0%) 8 (22%) 7 (19%) 19 (51%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Submitter 5.</i> Submitter proposes trees be removed from the median and relocated to a more appropriate location.</p>	Submitter comment noted. Median trees enhance the pedestrian experience by contributing to the aesthetics of the town centre and providing shade canopy from solar radiation. The City actively seeks to green the town centres, including median planting, where possible.	No modification required.	
	<p><i>Submitter 11.</i> Submitter notes support for the repair of the median but concern regarding any removal.</p>	Submitter support and concern noted.	<p>Modify to respond to the numerous concerns raised regarding the removal of medians and to clarify that the intent of Action 6.3 is to improve the pedestrian environment and useability of the medians not to simply remove them. The terminology relating to the Action 6.3 which referenced 'removal', was to describe the potential for raised sections of the existing median to be made flush with the road. As this involves the removal of infrastructure but not removal of the median, the 'removal' terminology has been updated to reference 'improve'.</p> <p>Recommended modification: <i>As the trees continue to grow overtime, they will require further space to expand. The medians need repair, replacement, or removal improvement to accommodate the current and future growth of the trees.</i></p> <p><i>Investigate options to repair, replace or remove improve medians along Beaufort Street.</i></p>	
	<p><i>Submitter 14.</i> Submitter requests the City does not remove the medians along Beaufort Street.</p>	Submitter request noted.		
	<p><i>Submitter 19.</i> Submitter suggest the City consider widening the median and providing additional planting and shelter.</p>	Submitter suggestion noted.		
	<p><i>Submitter 32.</i> Submitter notes support for the repair of the median but notes strong opposition to the removal of any of the median. Submitter notes that medians contribute to pedestrian safety.</p>	Submitter support and opposition noted.		
	<p><i>Submitter 41.</i> Submitter notes concern at any removal of the median or trees. Submitter notes the median is a refuge when crossing the road.</p>	Submitter comment and concern noted.		
	<p><i>Submitter 43.</i> Submitter supports this action.</p>	Submitter support noted.		No modification required.
	<p><i>Submitter 52.</i> Submitter supports this action.</p>	Submitter support noted.		No modification required.

Attachment 2

06 INNOVATIVE & ACCOUNTABLE			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 6.4 SMOKE FREE TOWN CENTRES			
<p>26 (68%) 3 (8%) 2 (5%) 3 (8%) 4 (11%)</p> <p>Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose</p>	<p><i>Submitter 6.</i> Submitter supports this action and notes exposure to tobacco and e-cigarette smoke is harmful and should be eliminated as much as possible</p>	Submitter support noted.	No modification required.
	<p><i>Submitter 43.</i> Submitter supports this action.</p>	Submitter support noted.	No modification required.

Attachment 2

06 INNOVATIVE & ACCOUNTABLE			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 6.5 BARLEE STREET CAR PARK			
<p>22 June 2021 (Item 12.1) Council decision excerpt relating to Action 2.4: 4. REQUESTS the CEO to prepare for discussion with Council, prior to first quarter budget review: a. costings for the removal and a feasibility analysis for the relocation of the Beaufort Street sign; b. removal of other improvements on the property; and</p>			
<p>1 (3%) 2 (5%) 6 (16%) 7 (18%) 22 (58%)</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Submitter 2.</i> Submitter notes something could be done to Barlee Street Car Park to improve the area as that part of Beaufort Street has not life.</p>	<p>Submitter comments noted.</p>	<p>Modify to clarify project status and constraints, and reference the 22 June 2021 decision of Council and resulting feasibility analysis investigation to relocate the Beaufort Street sign.</p>
	<p><i>Submitter 10.</i> Submitter notes the Barlee Street Car Park should be built underground with a green park above it to make it the "heart" of Beaufort Street.</p>	<p>Submitter comments noted. Action 6.5 analysis text to clarify project status and constraints.</p>	<p>Recommended modification: ACTION 6.6 BARLEE STREET CAR PARK & BEAUFORT STREET SIGN</p> <p><i>The Barlee Street Car Park is generally underused utilised at times, runs at a financial loss, and does not positively contribute to the streetscape, and is partly privately owned. The car park site currently accommodates the iconic Beaufort Street sign but is poised for development.</i></p>
	<p><i>Submitter 15.</i> Submitter noted pedestrianisation of Barlee street should only be considered once final use of Barlee street car park is determined to maximise potential. Submitter notes underground car park with open space over top of car park extending onto Barlee Street itself would work.</p>	<p>Submitter comments noted. Action 6.5 analysis text to clarify project status and constraints.</p>	<p><i>The City of Vincent owns lot 48 (596) Beaufort Street, while Lots 49 & 50 (596) Beaufort Street are privately owned and leased to the City. Together, these make the Barlee Street Car Park.</i></p> <p><i>Lots 49 and 50 have been leased to the City since 14 February 2001, with the final option term under the lease and are currently leased until expiring 13 February 2021. At its 20 October 2020 Meeting, Council approved the extension of the lease for a further one year, expiring 13 February 2022.</i></p>
<p><i>Submitter 19.</i> Submitter suggests an underground car park on the Barlee Street Car Park site. Submitter notes this could be a collaborative commercial project with other landowner and include open space, gardens, green space and trees above with urban art around the edges and or commercial / community space.</p>	<p>Submitter suggestion noted. Action 6.5 analysis text to clarify project status and constraints.</p>		

Attachment 2

06 INNOVATIVE & ACCOUNTABLE			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 6.5 BARLEE STREET CAR PARK			
	<p><i>Submitter 24.</i> Submitter notes the Barlee Street Car Park is a perfect spot for a plaza style skate park or shared activity area to bring more diversity and vibrancy to the area.</p>	<p>Submitter comment noted. Action 6.5 analysis text to clarify project status and constraints.</p>	<p>the funds from the sale going into a City of Vincent Public Open Space reserve fund, the City extend the lease and continue as the car park for a longer period, or the City land and private lots be swapped for the corner lot to be developed as a local park or square.</p>
	<p><i>Submitter 31.</i> Submitter notes the Barlee Street Car park serves a purpose and questions why the City would remove it. Submitter notes unsupervised children playing on Beaufort Street are a concern and may cause distractions close to a major road.</p>	<p>Submitter comment noted. Action 6.5 analysis text to clarify project status and constraints.</p>	<p>In early 2021 the City undertook public consultation in respect to the potential future use and sale of the site, with the outcomes of consultation to be presented to Council. The future of the car park will be determined by Council following consideration of the community consultation. Future use options were provided to the</p>

Attachment 2

06 INNOVATIVE & ACCOUNTABLE			
	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 6.5 BARLEE STREET CAR PARK			
	<p><i>Submitter 32.</i> Submitter 32 notes they only have off street parking and frequently find it difficult to find parking near their home particularly on weekends and weekend evenings. Submitter notes that with the new venue going into the old Empire site (with room for 1000 people) parking issue may be exacerbated.</p>	<p>Submitter comment noted. Action 6.5 analysis text to clarify project status and constraints. Parking management in the town centre will be considered and addressed through the implementation of the City's Accessible City Strategy.</p>	<p><u><i>community for feedback and included: sell the City owned lot; land swap to create a park or town square; or retain the site as a car park.</i></u></p> <p><u><i>Approximately 59% of respondents were in favour of a land swap with the next preferred option being to retain the car park. The owners of Lots 49 & 50 have since confirmed an intent to develop the land and progressing the land swap is no longer an option. The Beaufort Street sign will need to be relocated as its current location limits potential ground interaction with Beaufort Street.</i></u></p> <p><u><i>At its 22 June 2021 Ordinary Meeting, Council resolved not to proceed with the land sale of Lot 48 but to reconsider the sale prior to the expiry of the current lease. Council also requested costing and feasibility analysis for the removal/relocation of the Beaufort Street sign and the removal of other improvements on the property.</i></u></p> <p><u><i>Item 15 within the Brighter Beaufort Action Plan suggests the need to facilitate activations during periods of low parking demand.</i></u></p> <p><u><i>Investigate options for the future of Barlee Street Car Park- including the relocation of the Beaufort Street sign and removal of other improvements on the property.</i></u></p>
	<p><i>Submitter 43.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

Attachment 2

07 GENERAL COMMENTS		
Submitter Comment Summary	Administration Comment	Recommended Modification
The Beaufort Street Network strongly supports the draft Beaufort Street Town Centre Place Plan and commends the work of the City on the development of a solid plan that takes into consideration the wants and needs of residents, businesses and the community.	Submitter support noted.	No modification required.
<i>Submitter 2.</i> Submitter notes that parking on Town Centre streets are used by people using public transport into the City. Submitter recommends reviewing parking on Beaufort Street between Broome and Walcott. Submitter recommends not restricting opening hours.	Submitter comment noted. Parking management in the town centre will be considered and addressed through the implementation of the City's Accessible City Strategy. The City does not regulate the trading hours of a business unless it is a specific condition of development approval.	No modification required.
<i>Submitter 5.</i> Submitter suggests prioritising pedestrians to draw visitors to Beaufort Street.	Submitter comment noted. The City's Accessible City Strategy does prioritise pedestrians and Actions 2.2 – 2.7 and 4.1 – 4.4 contribute to improving the pedestrian environment and should contribute to making Beaufort Street Town Centre a more attractive visitor destination.	No modification required.
<i>Submitter 7.</i> Submitter is supportive of the City of Vincent's approach in creating and managing public spaces.	Submitter support noted.	No modification required.
<i>Submitter 8.</i> Submitter notes they are glad to live in the City of Vincent compared to other local governments as the City is proactive and typically does a good job creating and managing public spaces. Submitter notes they'd like to see the City continue to go above and beyond and aim to push the upper limits of best practice.	Submitter comments noted. The City strives to push the limits on best practice in relation to place planning and place management.	No modification required.
<i>Submitter 16.</i> Submitter notes to keep up the great work.	Submitter support noted.	No modification required.

Attachment 2

07 GENERAL COMMENTS		
Submitter Comment Summary	Administration Comment	Recommended Modification
<p><i>Submitter 19.</i> Submitter notes an increased focus on shade and cooling taking into account increases in temperature and effects of climate change. Submitter also notes the need to ensure suitability of streetscape vegetation for changing climate. Submitter suggests considering awnings policy incentives. Submitter notes better use of laneways could be made to better leverage these for both access, transport and place setting (laneway culture possible with small hole in wall venues off laneways). Submitter notes Beaufort street needs better and higher density commercial space to sustain retail and cafe culture during day and that an incentive scheme could facilitate this.</p>	<p>Submitter comments noted. Submitter comments will be considered during the development and potential implementation of Actions 2.2 and 5.1. The City's Built Form Policy requires awnings in town centres. The City seeks to maintain and improve town centre laneways. The City facilitated the naming of the town centre laneways off Beaufort Street and has installed a light box gallery and artwork in these important spaces. The City is soon to install seating in Lois Lane and will continue to implement improvement laneway opportunities as they are identified.</p>	<p>No modification required.</p>
<p><i>Submitter 21.</i> Submitter notes the area requires a higher level of maintenance and additional free parking.</p>	<p>Submitter comments noted. Enhancing the presentation of town centres is Action 1.3 of the City's Vincent Rebound Plan and a review of the town centre street cleaning services was recently undertaken. Current daily precinct cleaning schedules are inclusive of waste/litter removal, street sweeping (early morning before peak traffic) and graffiti removal at the main town centre 'hot spots'. Additional 0.5 FTE for graffiti removal was approved for 2021/22 financial year to assist with graffiti removal. High pressure cleaning of the public litter bin frames will be completed monthly and high pressure 'deep cleans' of the pavement will be completed annually in the town centre moving forward.</p> <p>Parking management in the town centre will be considered and addressed through the implementation of the City's Accessible City Strategy.</p>	<p>No modification required.</p>
<p><i>Submitter 26.</i> Submitter suggests providing a regular market for fresh food and speciality producers to activate the area outside of peak times.</p>	<p>Submitter comment noted. The City is supportive of a variety of diverse uses in the town centres and would consider a fresh food offering an excellent addition to the Beaufort Street Town Centre. The provision of this offering will be market driven and although the City is not able to directly procure this offering, the City is seeking to make the town centre an attractive place to invest through the development and delivery of the BSTCPP.</p>	<p>No modification required.</p>

Attachment 2

07 GENERAL COMMENTS		
Submitter Comment Summary	Administration Comment	Recommended Modification
<p><i>Submitter 30.</i> Submitter queries the town centre boundary extents.</p>	<p>Submitter comment noted. The town centres are classified as District Centres in the State Planning Framework. The State and local planning framework identify the town centres as important opportunities for targeted infill development that are expected to redevelop over time to meet changing community needs. The current boundary of the Beaufort Street Town Centre has been aligned with the Local Planning Scheme 2 District Centre and Commercial Zones.</p>	<p>No modification required.</p>
<p><i>Submitter 33</i> Submitter suggests including Free Wifi as a new action item and suggests implementing it in strategic locations such as Mary Street Pizza.</p>	<p>Submitter suggestion noted. An action to implement a free Wifi trial was included in the Mount Hawthorn Town Centre Place Plan but was not supported through the 2021/22 budget process. If a trial were to progress in Mount Hawthorn, the findings would be used to determine the feasibility of implementing free Wifi in Mary Street Piazza or other strategic locations along Beaufort Street.</p>	<p>No modification required.</p>
<p><i>Submitter 36.</i> Submitter suggest Beaufort Street has become a monoculture with little or no variation in commercial businesses. Submitter noted is almost all restaurants from Lincoln to Walcott Streets and the daytime use is extremely limited. Submitter questions the foot traffic count across the day. Submitter notes Beaufort Street is a dead zone with limited foot traffic and requires more variety in commercial offerings. Submitter notes that more shops would be preferred over restaurants.</p>	<p>Submitters comments noted. The City doesn't currently have foot traffic data for Beaufort Street. The City implemented an unsuccessful trial of Device Sensors to measure foot traffic in 2016 but the data was found to be inaccurate, and the trial was discontinued. The City recently commenced collaborating with Curtin University to undertake a retail and place performance assessment study of the City's town centres. To support this project, the City subscribed to a trial Spendmapp subscription to gather data on how people are spending in the town centres and to enable us to monitor trends in consumer spending. Upon completion of the Curtin study, the findings will be made public and will be used to assist the City to determine appropriate actions and initiatives to support and improve the town centres moving forward.</p>	<p>No modification required.</p>
<p><i>Submitter 37.</i> Submitter suggests installing historical plaques and greening where possible. Submitter suggests widening footpaths utilising building setback forecourts for trees, seating and lighting. Submitter cites the Inglenooks in Inglewood town centre as an example. Submitter suggests entry statements and the potential for a sculptural lighting archway. Submitter notes lighting and seating create safe areas and have the potential to attract town centre visitors. Submitter notes the need to provide a well-lit on-demand transport area to cater for the increased taxi and uber service demand that will likely result from the opening of the new developments.</p>	<p>Submitter suggestions and comments noted. The City is in the process of development an Arts Plan and Wayfinding Plan. As part of the development of these plans it's anticipated key locations for artwork, which could incorporate heritage interpretation, will be identified. Beaufort is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and a Category 2 ORR in WAPC Plan No. SP694/3. This means that new development is required to be set back from the traditional zero lot line and these setbacks create opportunities for wider footpaths and Inglenook like areas. Opportunities to improve and enhance these spaces in collaboration with the landowner will be considered through the development and potential implementation of Action 2.2.</p>	<p>No modification required.</p>

Attachment 2

07 GENERAL COMMENTS		
Submitter Comment Summary	Administration Comment	Recommended Modification
<p><i>Submitter 38.</i> Submitter requests the City provide timely assessment on development applications.</p>	<p>Submitter comment noted. Identifying improvements in the regulatory planning framework and advocating for change is part of Action 2.2 of the City's Vincent Rebound Plan. The City and the State Government introduced legislative, regulatory and policy reforms in February 2021 to support Western Australia's COVID-19 Recovery and create a more flexible, responsive, and contemporary planning system. These reforms have been implemented to remove barriers to enable development, create and protect jobs and support business.</p>	<p>No modification required.</p>
<p><i>Submitter 40.</i> Submitter notes reduction of Beaufort St to one lane per direction would have the biggest impact on improving the area as the remaining space could be used to install high quality cycle paths and wider footpaths to enhance alfresco dining.</p>	<p>Submitter comment noted and will be considered through the development and potential implementation of Action 2.2.</p>	<p>No modification required.</p>
<p><i>Submitter 44.</i> Submitter notes the City has done a fantastic job in the development of the place plan and that they can't wait to see it come to life.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
<p><i>Submitter 45.</i> Submitter notes the place plan looks great.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
<p><i>Submitter 47.</i> Submitter congratulates City on preparing the BSTCPP and notes it contains good actions about the general upkeep of the public realm and a range of initiatives that will likely add value overall. Submitter notes the BSTCPP doesn't outline a vision statement or identify high-level objectives for Beaufort Street which means that it just reads as actions under six different categories. Submitter notes it would have been great if engagement with the community was undertaken prior to the development of the BSTCPP to shape how the actions all contribute to a common goal. Submitter notes Submitter suggests students should be invited to work with the City on public realm improvement projects.</p>	<p>Submitter comments noted. The development of the City's place plans is currently heavily reliant on the development of the relevant town team action plans. The town team action plans are one of three data sources that inform the development of the place plan actions, and the City engages heavily with the community and businesses throughout the development of these action plans. The City has recognised that a stronger visioning focus should be embedded into the development of future place plans and intends to embed this into the place plan development process as part of the place plan major review which is scheduled 2022/23. The City intends to utilise the engagement that will be undertaken to deliver the City's updated Strategic Community Plan and Local Planning Strategy, between 2021/22-2022/23, to inform the development of a robust vision for each of the City's town centres and places.</p>	<p>No modification required.</p>

Attachment 2

07 GENERAL COMMENTS		
Submitter Comment Summary	Administration Comment	Recommended Modification
<p><i>Submitter 49.</i> Submitter requests maps and town centre boundary be updated to reflect the correct street names and boundary extents.</p>	<p>Submitter comments noted. Incorrectly referenced street names and boundary extent to be updated.</p>	<p>Modify in response to submitters comments and to ensure maps are correct.</p> <p>Recommended modification: <i>Maps on pages 4 and 20 to be updated to reflect correct street names and correct town centre boundary extents.</i></p>
<p><i>Submitter 50.</i> Submitter requests maps and town centre boundary be updated to reflect the correct street names and boundary extents.</p>		
<p>Submitter 52 Submitter suggests repainting the road just south of Walcott Street, or better still, removing the paint. Submitter suggests removing graffiti and bill posters expediently. Submitter notes new paving or repairing paving/ kerbing should be considered. Submitter notes that planter boxes and/or hanging planter boxes/baskets would be a great addition to the street.</p>	<p>Submitter suggestion noted. Submitters comments relate to proposed amended Action 2.2 and will be considered as part of the planning and delivery of this action. Enhancing the presentation of town centres is Action 1.3 of the City's Vincent Rebound Plan and a review of the town centre street cleaning services was recently undertaken. Current daily precinct cleaning schedules are inclusive of waste/litter removal, street sweeping and graffiti removal at the main town centre 'hot spots'. Additional 0.5 FTE for graffiti removal was approved for 2021/22 financial year to assist with graffiti removal. High pressure cleaning of the public litter bin frames will be completed monthly and high pressure 'deep cleans' of the pavement will be completed annually in the town centre moving forward.</p>	<p>No modification required.</p>
<p>Submitter 54 Submitter suggests a free bus service from the city to Beaufort Street (CAT Bus or similar).</p>	<p>Submitter suggestion noted. This has not been specifically addressed as part of the Beaufort Street Place Plan as it is an initiative that is being investigated city wide. The City's Accessible City Strategy (ACS) has the vision of 'putting people first, getting around is safe, easy, environmentally friendly, and enjoyable' with the goal of creating mode shift resulting in a higher number of people using active transport modes for day-to-day journeys. This vision and goal are supported by a user hierarchy which is based on a people first philosophy, prioritising vulnerable people and supporting active and sustainable modes of transport before traditional considerations of private vehicle movement.</p> <p>In achieving this vision and goal, public transport infrastructure is ideal to prioritise as it can enable the movement of the highest number of people in the smallest amount of space. A frequent and convenient public transport service will support a vibrant, sustainable, and connected city. The ACS Action 2.1.1 looks to 'advocate for additional public transport infrastructure along corridors.' This will include advocacy for reduced fees to high frequency transport services.</p>	<p>No modification required.</p>



CITY OF VINCENT

BEAUFORT STREET TOWN CENTRE PLACE PLAN VOLUME 05





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DATE	DETAILS	STATUS
18/08/21	Beaufort Street Town Centre Place Plan	Final

00. INTRODUCTION

The City of Vincent (City) Town Centre Place Plans series has been developed as a set of ‘place based’ strategic action plans to guide the allocation of funding and resources in the City’s town centres. The Place Plans direct the City’s service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.

Beaufort Street Town Centre Place Plan (Place Plan) is Volume 05 in the Town Centre Place Plan series and will guide the implementation of all major initiatives in the Beaufort Street Town Centre (Town Centre).

The Town Centre is situated largely in the City of Vincent with the portion north of Walcott Street located in the City of Stirling. Although a primary arterial route connecting Inglewood, Mount Lawley, Highgate, and extending through to Perth, Beaufort Street is home to some of Perth’s most eclectic restaurants, bars and shops.

BEAUFORT STREET SNAPSHOT

Historic

Beaufort Street forms part of Boorloo – Noongar land belonging to the Whadjuk people of the Noongar nation.

Prior to European settlement, camps and ceremonial grounds were associated with Stone's Lake which is now drained and where the southern end of the Town Centre is sited.

Post European settlement, under the 1871 Municipal Institutions Act, the City of Perth was established with the northern boundary being Walcott Street. This northern extent would later become the City of Vincent in 1995.

Beaufort Street was named in 1838 after the Duke of Beaufort, who was the Secretary of State for the Colonies in the early 1830s. Construction in the Town Centre first began in 1889, with the first house being a small cottage on the corner of Barlee and Beaufort Streets.

In 1915 businesses between Bulwer and Walcott streets included 5 confectioners, 4 butchers, 4 bootmakers, 3 laundries, 2 grocers, 2 greengrocers, 2 hairdressers, 2 drapers, 2 chemists, 2 dressmakers, a milliner, a tailor, a bicycle shop, a fuel merchant, a produce merchant, a Chinese market garden, a pastry cook, a wood dealer, a plumber, a newsagent

with post office, a fancy goods and library, a blinds manufacturer, a French polisher, a wine merchant, a wine saloon and the Queens Hotel.

The street's rich heritage remains prominent and can be easily identified through buildings such as the Queens Hotel and Alexander Buildings.



The Town Centre is primarily centred upon Beaufort Street extending from St Albans Avenue, Highgate to Queens Crescent, Mount Lawley. The Town Centre is largely situated in the City of Vincent, with the northern portion located in the City of Stirling, and Walcott Street being the boundary between the two local government areas.

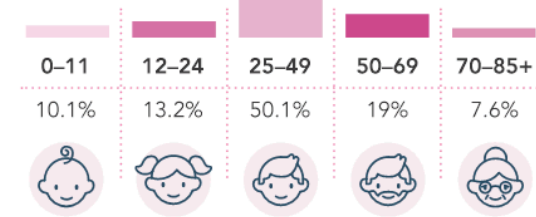


BEAUFORT STREET TOWN CENTRE BOUNDARY MAP



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SNAPSHOT Community



Mount Lawley/Highgate households have a slightly higher proportion of high income households (more than \$2500/wk) at **27.8%** compared to **24.8% in Greater Perth**.

Mount Lawley population is **3,343** and Highgate population is **2,543**, combined **5,886**.

Transport

9.6% of Mount Lawley / Highgate residents do not own a car compared to **4.7% in Greater Perth**.

19.4% of residents travel to work on train or bus compared to **10.2% in Greater Perth**.

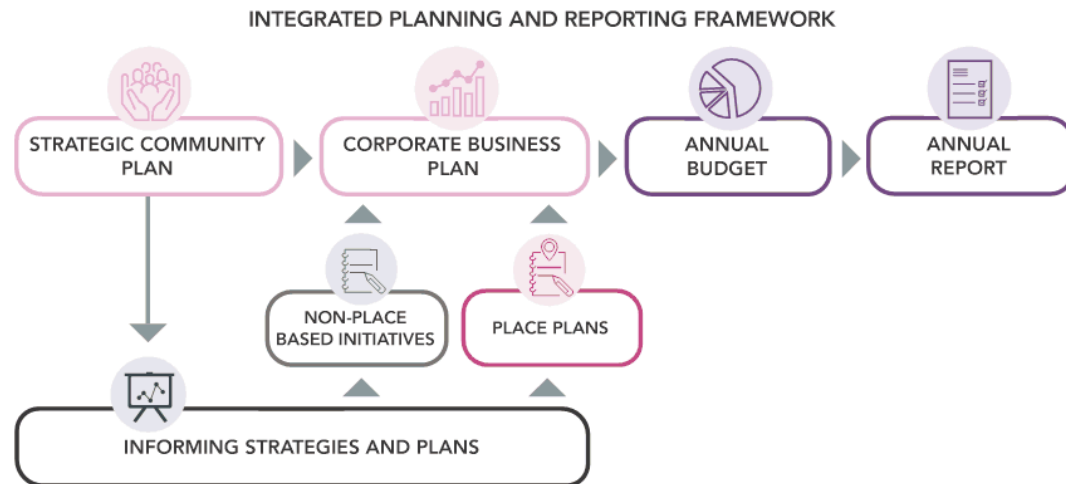
11.7% of residents commute using active modes compared to **3.1% in Greater Perth**.

PLACE PLAN PURPOSE

The Place Plan outlines the place-based initiatives and resources the City has specifically committed to the Town Centre.

The boundary of the Town Centre (refer **Beaufort Street Town Centre Boundary Map**) extends south beyond the City of Vincent’s Town Planning Scheme No. 2 District Centre Scheme Zone, to incorporate the commercial offerings along Beaufort Street from Vincent Street to St Albans Avenue.

The Integrated Planning and Reporting Framework outlined by the *Local Government (Administration) Regulations 1996* requires the City to adopt a Strategic Community Plan and a Corporate Business Plan. The Place Plan provides a filter for the place based initiatives within the City’s suite of informing strategies and plans, and directly informs the Corporate Business Plan. The role of the Place Plan within the City of Vincent Integrated Planning and Reporting Framework is illustrated below.



BEAUFORT STREET TOWN CENTRE PLACE PLAN | 5



BEAUFORT STREET NETWORK

Each of the City of Vincent town centres has a town team. The town teams are independently formed and incorporated bodies that aim to make their respective Town Centres the best places they can possibly be. The town teams are not an affiliate of the City, but do receive funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners, local residents and town centre visitors. Each town team member brings a different set of skills, interests, and life experiences to the table and these collectively shape the direction, composition, and identity of the six town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions, and ideas to the City through their strategic action plans. The City works collaboratively with the town teams to deliver locally based activations and events, physical improvements, and economic and community development initiatives.

Beaufort Street Network (BSN) is the town team operating in the Town Centre. BSN's Brighter Beaufort Action Plan sets out a vision, key focus areas and a robust framework to proactively shape Beaufort Street's future direction and identity.

PLACE PLAN PROCESS

The Place Plan enables the range of initiatives identified in the City's suite of informing strategies and plans, and Beaufort Street Network's Action Plan, to be filtered, prioritised and resourced appropriately.

Some of the City's informing strategies and plans provide high level guidance for the direction and type of initiatives the City should be undertaking, while others provide specific actions.

The Place Plans provide a place based filter and cross-directorate lens on these strategies and plans to enable a robust, planned, and integrated approach to project identification and delivery.

Prior to being confirmed as a new action in the Place Plan, proposed initiatives and projects are cross checked against the vision and priorities set in the Strategic Community Plan and the following three sources:

- A. Local needs and wants (City strategies and plans and town team action plans);
- B. Best practice; and
- C. Data (collected through the implementation of the Town Centre Performance Measurement Strategy).

The process in which Place Plan actions are filtered is illustrated in the adjacent diagram.



The Place Plan outlines the implementation schedule for all of the actions to be undertaken in the Town Centre. These may include but are not limited to public realm upgrades, marketing initiatives, economic and community development projects, and policy and procedural improvements.

The Place Plan actions are organised into six sections which align with the six priorities of the Strategic Community Plan.

While the City remains responsible for planning and delivering the actions identified in the Place Plan, BSN is considered a key stakeholder and will be given opportunity to be involved in the ongoing development of the Place Plan actions.

The Place Plan is implemented, reviewed and updated annually. This allows the progress of actions to be reported on, including updating actions to reflect where they are in the action delivery cycle, and for newly identified actions to be included.

The Place Plan action delivery cycle is illustrated in the following diagram.



INFORMING STRATEGIES & PLANS

The City's Strategic Community Plan 2018 – 2028 identifies the community's vision and strategic priorities, as identified through the Imagine Vincent engagement campaign. The Place Plan actions are designed to respond to at least one priority, while many respond to multiple. Each action has been listed under the priority that is most applicable to the objectives of the action. The Place Plan is also informed by the following strategies and plans which have been developed through community engagement and previously adopted by Council.



GREENING PLAN 2018 – 2023
Actions 2.2, 2.3 and 6.4 have the opportunity to increase tree canopy, native plantings, and green the Town Centre.



SUSTAINABLE ENVIRONMENT STRATEGY 2019 – 2024
Actions 1.1, 1.2, 2.1, 2.2, 2.3, 3.1, 4.1, 4.2 and 6.4 have the opportunity to support urban greening and biodiversity, and increased use of public and active transport modes.



SAFER VINCENT 2019 – 2022
Actions 1.2, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 4.1, 4.2 and 6.1 have the opportunity to support safer spaces, community connection, and apply Crime Prevention through Environmental Design (CPTED) principles.



DISABILITY ACCESS AND INCLUSION PLAN 2017 – 2022
Actions 2.2, 2.3 and 6.4 have the opportunity to improve equitable access to buildings and infrastructure.



RECONCILIATION ACTION PLAN | INNOVATE 2019 – 2021
Actions 2.6, 4.3 and 6.4 have the opportunity to celebrate Noongar artwork, culture and language in public spaces.



PUBLIC OPEN SPACE STRATEGY
Actions 4.2 and 6.4 have the opportunity to maximise the value of open spaces for the community through improved amenity, respond to the impacts of development and population growth, and improve access to and functionality of open space.



ECONOMIC DEVELOPMENT STRATEGY 2011 – 2016
Each action in the Place Plan aims to support economic development in the Town Centre.



YOUTH ACTION PLAN 2020 – 2022
Actions 3.1 and 4.3 have the opportunity to provide opportunities for young people to connect with each other and the broader community, and support our youth to be strong, healthy, safe and active.



PUBLIC HEALTH PLAN 2020 – 2025
Each action in the Place Plan aims to support the Public Health Plan, specifically the social, built, and natural environment pillars.



ARTS DEVELOPMENT ACTION PLAN 2018 – 2020

Actions 4.2 and 4.3 have the opportunity to support the arts and creative economy in the Town Centre.



DRAFT ACCESSIBLE CITY STRATEGY 2020 – 2030

Actions 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 4.1, 4.2 and 6.3 have the opportunity to make getting around the Town Centre safe, easy, environmentally friendly, and enjoyable.



DRAFT ASSET MANAGEMENT AND SUSTAINABILITY STRATEGY

Each action in the Place Plan aims to support the Asset Management and Sustainability Strategy vision to plan and manage our resources and assets in an efficient and sustainable manner.

READING THIS DOCUMENT

All the projects and initiatives being undertaken in the Town Centre are listed as 'actions'. Each action is explained using the following three step process:



STEP 01 DIAGNOSIS

Diagnosing the issue or opportunity evident in the Town Centre. These may be identified in an informing strategy or plan, as an opportunity to achieve best practice or through the analysis of data..



STEP 02 ANALYSIS

Analysing the detail of the issue or opportunity to understand the best approach to solve the issue or seize the opportunity.



STEP 03 SOLUTION

Proposing a solution that solves the issue or seizes the opportunity.



ENHANCED ENVIRONMENT



ACCESSIBLE CITY



CONNECTED COMMUNITY



THRIVING PLACES



SENSITIVE DESIGN



INNOVATIVE & ACCOUNTABLE

The Place Plan actions have been organised into six sections to directly respond to the six priorities of the City's Strategic Community Plan. These include:

The Place Plan highlights the broad range of projects and initiatives the City is undertaking to support and improve the Town Centre.

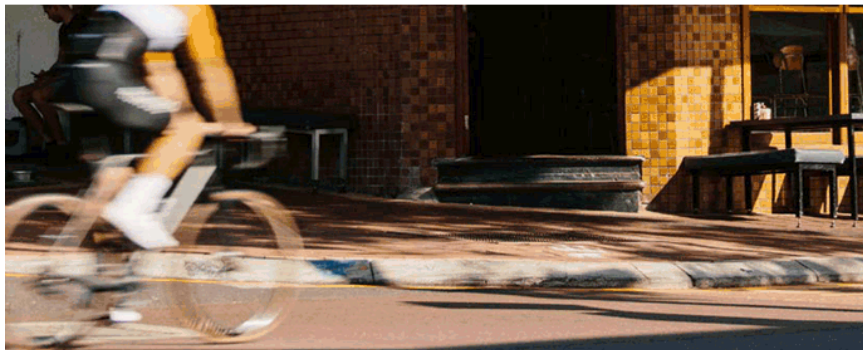
The Implementation Framework sets out the actions, time frames and the responsible teams for the delivery of all of the identified actions.

01. ENHANCED ENVIRONMENT

Sets out the actions and projects which assist the City to make the best use of our natural resources for the benefit of current and future visitors, residents, and businesses of the Town Centre.

ACTION 1.1 FAST-CHARGING ELECTRIC VEHICLE STATION

Diagnosis	There is an opportunity for the Town Centre to become part of the electric vehicle fast-charging network
Analysis	<p>The City has been approached to nominate fast charging electric vehicle station locations, in town centres, as part of the expansion of the electric vehicle fast-charging network.</p> <p>The proximity of the northern Town Centre car parks to Beaufort Street, Walcott Street, late night supermarkets and lighting makes it an appealing electric vehicle charging location.</p>
Solution	Support the potential installation of a fast-charging electric vehicle station in the Beaufort Street Town Centre.



ACTION 1.2 CONTAINERS FOR CHANGE TRIAL

Diagnosis	Containers for Change began in October 2020 as WA's state-wide container deposit scheme, allowing the community to cash in eligible recyclable containers for 10-cents each. There is concern that members of the public seeking the discarded refundable containers from existing City bins may result in damage to the enclosure, injuries to people seeking to collect refundable containers, and the indignity of sifting through public waste.
Analysis	<p>The Containers for Change scheme aims to:</p> <ul style="list-style-type: none"> • Increase recovery and recycling and reduce litter and landfill; • Provide opportunities for social enterprise and benefits for community organisations; • Create opportunities for employment; and • Complement existing collection and recycling activities for recyclable waste. <p>Western Australia Return Recycle Renew (WARRRL) is the not-for-profit organisation created to set-up and run the scheme in Western Australia. The City's existing bin enclosures are designed to keep people out and waste inside. Now that the scheme is in place, there is concern that vulnerable members of the public will be seeking and retrieving discarded refundable containers from bin enclosures.</p> <p>WARRRL has reported that since the scheme commenced, there has been 'bin diving' and damage to public bin enclosures, where attempts have been made to force them open. The City has the opportunity to proactively find a solution to address this problem by providing an external shelf attachment on the bin enclosure for refundable containers to be easily placed and safely retrieved.</p> <p>This project aligns with Waste Strategy 2018-2023 Project 6: Waste and Recycling Education, Awareness, and Promotional Programs.</p>
Solution	Develop and implement a trial installation of a Containers for Change attachment for existing Beaufort Street Town Centre bins.

ACTION 1.3 BUSINESS COMMUNITY SOLAR	
Diagnosis	There is currently low uptake of solar in the business community compared to the residential sector.
Analysis	<p>Growth in business community solar is a high growth area of solar investment in the next decade. The low uptake of solar is primarily due to owners of the properties not being the operator who receives the power bill. However, there are a significant number of options available to enable business owners and building owners to mutually benefit through the installation of solar. Options for tenants are currently limited and in all cases need the building owner's cooperation and permission to proceed.</p> <p>The City of Vincent currently has significant understanding of how these options work, including direct installation in facilities or creating a Purchasing Power Agreement (PPA). For business that operate during the day, installation of solar will pay for itself in 2-3 years where it is directly used on site.</p> <p>The City is currently in the process of working with tenants to identify mutually beneficial mechanisms for funding solar on leased facilities.</p>
Solution	Engage with local business owners directly and through the town team, to communicate the benefits of solar and support further actions being undertaken.

02. ACCESSIBLE CITY

Sets out the actions and projects which enhance connectivity, improve the use of public transport, deliver parking efficiencies, and create a more pedestrian and cycle friendly Town Centre.

ACTION 2.1 CYCLE NETWORK IMPROVEMENTS	
Diagnosis	The Town Centre does not have a dedicated path for cyclists. This often creates conflict between pedestrians, cyclists, and vehicles.
Analysis	<p>Beaufort Street has been identified as a local route in the draft Long Term Cycling Network from Bulwer Street to Queens Crescent in City of Stirling.</p> <p>As Beaufort Street is currently not a suitable road to be shared by vehicles and bicycles due to the clearway, volume and speed of traffic, bicycles often share the footpath with pedestrians. This impacts the safety and amenity for both cyclists and pedestrians.</p> <p>There is an opportunity to plan improvements in the Town Centre to improve the safety and amenity for pedestrians and cyclists along Beaufort Street. There is also opportunity to improve the connection to William Street (primary route) & Hyde Park via Mary Street (local route), and/or to improve the access to Smith Street (secondary route) via Broome Street (local route).</p>
Solution	Plan improvements to Long Term Cycling Network.

ACTION 2.2 IMPROVED PEDESTRIAN & CYCLIST ENVIRONMENT

Diagnosis	Beaufort Street is currently four lanes, including a bus priority lane in each direction. It is difficult to cross, especially for those with differing abilities, and the volume of vehicle traffic and frequency of Public Transport Authority buses does not support an enjoyable pedestrian or cyclist experience.
Analysis	Beaufort Street has lots of vibrant nodes of activity. To visit these, pedestrians are required to cross the street at multiple points throughout the Town Centre. The central median provides some pedestrian refuge but is narrow, raised and in need of repair.
	Formalised crosswalks are only located at the northern extent of the Town Centre, at the Beaufort and Walcott Street intersection. There is an opportunity through good urban design to reduce the dominance of cars and improve the pedestrian's ability to negotiate the Town Centre.
	The City understands the importance of canopy cover, planting, street furniture, and streetscape amenities, and the role they play in improving walkability and encouraging people to linger longer.
Solution	To plan for the future, an audit should be undertaken to determine current deficiencies in the streetscape and opportunities to improve pedestrian and cycle infrastructure. Identified opportunities should be documented and developed into a plan, and the plan should be used to prioritise and guide other streetscape improvement projects such as the Beaufort Street median repair and replacement.
	Item 17 within the Brighter Beaufort Action Plan identifies the need to improve the safety and quantity of pedestrian crossings.
Solution	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

Diagnosis	The volume of traffic and high frequency bus routes on Beaufort Street makes it difficult to host events and gatherings. At the same time, there are a number of side streets off Beaufort Street within the Town Centre that carry significantly less traffic and have activated tenancies that would suit a more pedestrian oriented streetscape.
Analysis	There is an opportunity to investigate and trial the pedestrianisation of key activated streets, including Grosvenor Road and Barlee Street. Trials can be undertaken to close these streets to understand if these spaces are suitable for a more permanent transformation of implementing a shared space similar to Leederville Village Square.
Solution	Trial pedestrian spaces at Grosvenor Road or Barlee Street.

ACTION 2.4 40KM/H SPEED LIMIT ZONE

Diagnosis	The variable speed limit in the Town Centre does not support the night time economy.
Analysis	In 2009 Main Roads 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, Sunday-Thursday: 7:30am-10pm and Friday and Saturday: 7:30am-1am.
Solution	Removal of the variable speed limit to formalise Beaufort Street from Lincoln Street to Queens Crescent as a 40km/h zone will further support the Town Centre, which has a night time economy that extends later than the current variable speed limit times to improve pedestrian safety at all hours.
Solution	Advocate to Main Roads to formalise 40km/h along Beaufort Street.

ACTION 2.5 ON-DEMAND TRANSPORT IMPROVEMENTS

Diagnosis	On-demand transport drop off and pick up points are becoming increasingly congested along Beaufort Street.
Analysis	<p>The Beaufort Street area is identified as a high demand location for on-demand transport during peak hour commute periods, as well as on Friday and Saturday evenings, and Saturday and Sunday mornings¹. There is currently only one designated on-demand transport drop off and pick up point adjacent the Queens Hotel. This has become increasingly congested as the use of on-demand services have increased, particularly during key times that also correlate with activated/busy times within the Town Centre.</p> <p>As the Town Centre continues to accommodate mixed-use development incorporating diverse uses of residential and hospitality offerings, the demand for on-demand transport will likely continue to increase. The limited availability of designated pick up and drop off points for on-demand transport vehicles, results in vehicles double parking while loading and unloading passengers, increasing congestion, and impacting the pedestrian amenity in the Town Centre.</p> <p>There is an opportunity to improve the designated on-demand pick up and drop off point adjacent the Queens Hotel on the eastern side of Beaufort Street, between Harold Street and Mary Street, while investigating the potential to incorporate another pick up and drop off point on the western side of Beaufort Street. Increasing the number of designated points and improving the design of those existing will minimise congestion during peak times and improve the Town Centre visitor experience.</p>
Solution	Improve the on-demand transport drop off and pick up point adjacent the Queens Hotel and investigate the potential to incorporate another on the western side of Beaufort Street.

1: <https://www.uber.com/en-AU/blog/perth/busy-spots-in-perth/>

ACTION 2.6 WAYFINDING PLAN

Diagnosis	Wayfinding in Vincent's town centres is cluttered, unclear and limited.
Analysis	<p>Wayfinding is a critical component to the legibility and walkability of a place. Wayfinding can help determine how people decide to move through spaces. The decisions people make when moving through places are guided by architecture, urban design, landmarks and views.</p> <p>Wayfinding in Vincent's Town Centres has significant room for improvement. An over proliferation of signage and styles compete for attention and can result in confusion. Moreover, the previous Wayfinding Signage Strategy (2012) has an emphasis on vehicles and car parking.</p> <p>A Wayfinding Plan should be prepared to:</p> <ul style="list-style-type: none"> • Create a comprehensive, clear and consistent visual communication system with concise messaging; • Only include the information that is relevant to the space, location and navigation path; and • Focus on active transportation mode users, particularly pedestrians.
Solution	Develop a Wayfinding Plan.



03. CONNECTED COMMUNITY

Sets out the actions and projects which contribute to Beaufort Street’s unique sense of place, and encourage the community to connect with each other to enhance their quality of life.

ACTION 3.1 TOWN TEAM GRANT PROGRAM

Diagnosis	Town teams require financial support to deliver outcomes for their respective town centres and places and to make themselves more sustainable entities.
Analysis	Town teams can access grant funding through the Town Team Grant Program. This funding can be used to facilitate events, activities and/or initiatives that engage the local community, contribute to the local economy or improve the sustainability of the town team.
Solution	Manage the Town Team Grant Program.



04. THRIVING PLACES

Sets out the actions and projects which assist the City to create, enhance, and promote great places and spaces in the Town Centre in order for it to reach its activation and economic potential.

ACTION 4.1 LIGHTING PLAN

<p>Diagnosis</p>	<p>The Town Centre has a number of food & beverage businesses, supporting a vibrant and exciting night time economy, that would benefit from increased evening activation.</p> <p>The lighting of the Beaufort Street sign and installation of Christmas lights in the verge trees have been small initiatives implemented to activate and support night time activity.</p>
<p>Analysis</p>	<p>There is an opportunity to explore permanent lighting options to light up elements such as the street trees and artworks, as well as install festoon lighting in nodes and laneways, using LED and solar where appropriate.</p> <p>There is also an opportunity to support and partner with property owners to up light iconic heritage building facades.</p> <p>This supports Item 21 within the Brighter Beaufort Action Plan to develop a lighting and projection strategy.</p>
<p>Solution</p>	<p>Partner with Beaufort Street Network to prepare and implement a Lighting Plan.</p>



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ACTION 4.2 MARY STREET PIAZZA

Diagnosis	Mary Street Piazza is not well lit and lacks vibrancy after dark.
Analysis	Mary Street Piazza is the only green space in the Town Centre, which includes trees, turf, seating, and a stage.
	The Piazza previously had a single strand of festoon lights that zigzagged across the space. The festoons were a necessary addition to the Piazza and provided much needed lighting in the evening. They were removed in early 2021 due to maintenance issues and are yet to be replaced.
	There is an opportunity to replace the festoon lighting, to increase the vibrancy and feel of the Piazza after sunset, using LED and solar where appropriate.
Solution	This supports Item 21 within the Brighter Beaufort Action Plan to bring the Town Centre to life after dark.
	Implement festoon lighting improvements in Mary Street Piazza.

ACTION 4.3 MURAL MAINTENANCE & RENEWAL

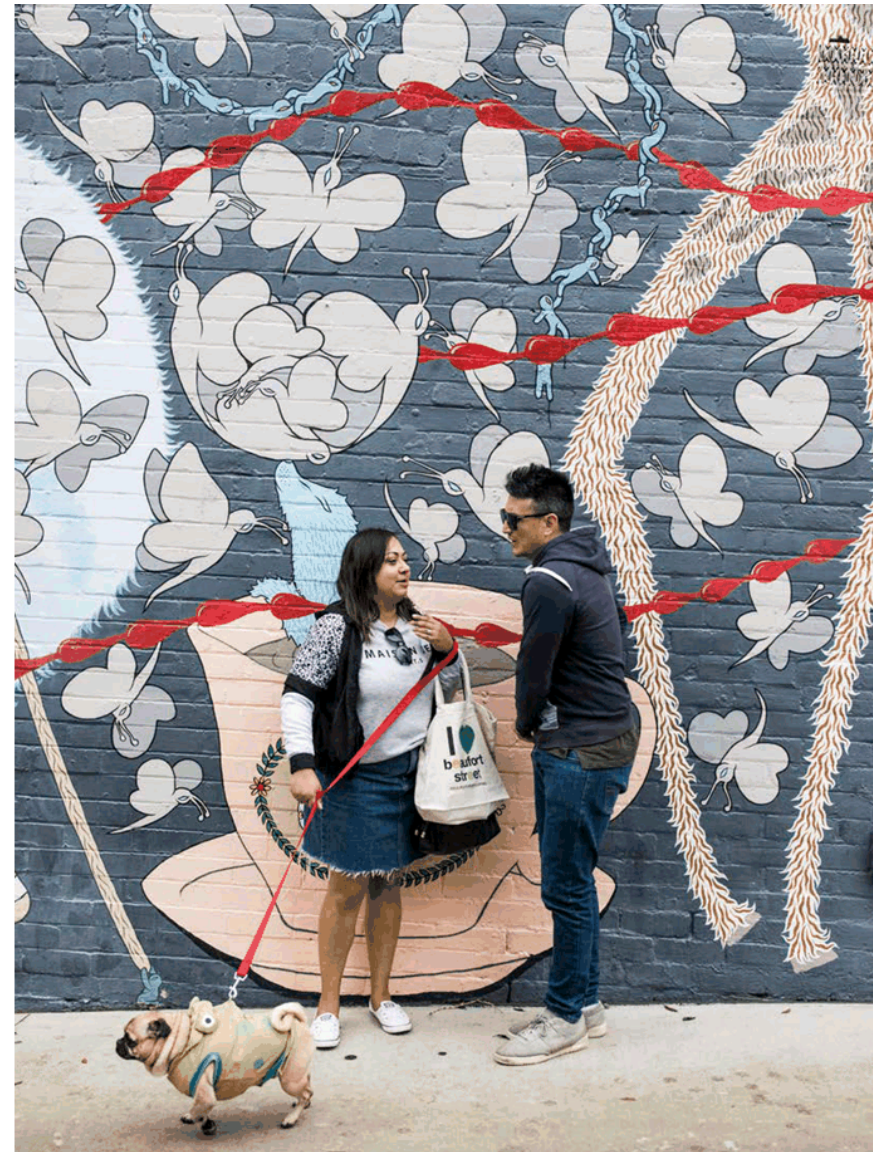
Diagnosis	The Town Centre has a number of beautiful and interesting artworks in a number of forms. These artworks enhance the streetscape by adding interest and activation to the area.
Analysis	The Town Centre has a number of murals that require maintenance as they have received damage over time from graffiti, bill postings, and general wear.
	For the City of Vincent funded murals, the City will do an audit of these murals and determine if the damaged murals should be repaired, replaced or removed.
Solution	Investigate options for existing mural maintenance and renewal.

05. SENSITIVE DESIGN

Sets out the actions and projects which assist the City encourage unique, high quality developments that respect and respond to the character and identity of the Town Centre.

ACTION 5.1 STREETScape PALETTE

Diagnosis	The Town Centre has an eclectic character, embracing a colourful and playful aesthetic as well as referencing the heritage features found within the area.
Analysis	The Town Centre has a number of distinct pieces of urban furniture and colours in place. The development of a Streetscape Palette will ensure consistency in the Town Centre, while remaining eclectic and celebrating the area's heritage.
Solution	Develop a Beaufort Street Town Centre Streetscape Palette.



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06. INNOVATIVE & ACCOUNTABLE

Sets out the actions and projects which assist the City support the community to realise its vision. To achieve this, we will be an organisation that manages resources well, communicates effectively, and takes our stewardship role seriously.

ACTION 6.1 CITY OF STIRLING	
Diagnosis	The Town Centre area is governed by two separate local government authorities, the City of Vincent and City of Stirling (Cities). From a visitor or community perspective, the Town Centre operates as a whole regardless of the boundary between the Cities.
Analysis	<p>The Cities have identified an opportunity to approach the Town Centre in collaboration where possible and have agreed in principle to collaborate to improve outcomes for the Town Centre. Some of these collaborations will include:</p> <ul style="list-style-type: none"> • Working with and supporting Beaufort Street Network, residents, and local businesses; • Joint approaches on shared issues; • Engagement on infrastructure planning and public realm improvement projects; • Sharing information and resources; and • Being open to innovation, experimentation, and new ideas that support positive growth and vibrancy for the Town Centre.
Solution	Work collaboratively with the City of Stirling.

ACTION 6.2 BEAUFORT STREET LIGHTING RENEWAL

Diagnosis	<p>The Art Deco street lights at the Beaufort and Walcott Street intersection are iconic Town Centre wayfinding elements that bridge the City of Vincent and City of Stirling local government areas. The lights are located at each end of the intersection, with five on the City of Vincent side in the central median, five on the City of Stirling side, and three on the shared boundary along Walcott Street.</p> <p>The City of Vincent median lights are nearly 40 years old, have not been well maintained and are near end of life. They do not provide sufficient street lighting, and do not highlight the established street trees or iconic Art Deco light features.</p>
Analysis	<p>Beaufort Street is a busy gateway into the City of Vincent, which includes the busiest bus route in the State. The presentation of the Town Centre is important and the Art Deco lights and kerbing should be renewed and maintained.</p> <p>Renewal works should include the replacement of posts, repair of kerbs and paving, and upgrade to LED lights. While undertaking these works, there is an opportunity to implement additional median upgrades including:</p> <ul style="list-style-type: none"> • Up-lighting the Art Deco crown features and six Eucalypts; • Changing the light post colour from the blue and white to the more vibrant red, orange, yellow, green and pink seen throughout the Town Centre; • Removal of the Palm tree fronds around trunks; and • Installation of bud lighting on the three Palms. <p>Item 21.3 within the Brighter Beaufort Action Plan identifies the opportunity to up-light large / iconic street trees.</p>
Solution	Plan and implement Beaufort Street median lighting renewal and improvement work.

ACTION 6.3 BEAUFORT STREET MEDIANS

Diagnosis	There are central median islands along Beaufort Street that are damaged and in need of renewal.
Analysis	<p>The central median islands along Beaufort Street were planted with trees in 2009. As the trees have grown, the expansion of the trunk and root systems have caused portions of the median paving and kerbing to lift.</p> <p>As the trees continue to grow overtime, they will require further space to expand. The medians need repair, replacement, or improvement to accommodate the current and future growth of the trees.</p>
Solution	Investigate options to repair, replace or improve medians along Beaufort Street.

ACTION 6.4 SMOKE-FREE TOWN CENTRES

Diagnosis	Exposure to second-hand smoke is harmful to public health.
Analysis	<p>The City's Public Health Plan sets a target of introducing smoke-free town centres by 2025 in response to the known health risks of both using tobacco and exposure to second-hand smoke. While the implementation of this target seeks to directly reduce exposure to second-hand smoke, it also seeks to de-normalise smoking.</p> <p>Additional benefits of smoke-free town centres include reduced litter from cigarette butts and maintaining the enjoyment for all users of the City's high-pedestrian main streets.</p> <p>There is an opportunity to work with the community, health partners, and local businesses to develop a project to achieve smoke-free town centres by 2025.</p>
Solution	Develop and deliver a smoke-free town centres project with involvement from the community, health partners, and local businesses.

ACTION 6.5 BARLEE STREET CAR PARK & BEAUFORT STREET SIGN

Diagnosis	Barlee Street Car Park is underutilised at times, runs at a financial loss, does not positively contribute to the streetscape, and is partly privately owned. The car park site currently accommodates the iconic Beaufort Street sign but is poised for development.
Analysis	<p>The City owns lot 48 (596) Beaufort Street, while Lots 49 & 50 (596) Beaufort Street are privately owned and leased to the City. Together, these make the Barlee Street Car Park. Lots 49 & 50 have been leased to the City since 14 February 2001 and are currently leased until 13 February 2022.</p> <p>In early 2021 the City undertook public consultation in respect to the potential future use and sale of the site. Future use options were provided to the community for feedback and included: sell the City owned lot; land swap to create a park or town square; or retain the site as a car park.</p> <p>Approximately 59% of respondents were in favour of a land swap with the next preferred option being to retain the car park. The owners of Lots 49 & 50 have since confirmed an intent to develop the land and progressing the land swap is no longer an option. The Beaufort Street sign will need to be relocated as its current location limits potential ground interaction with Beaufort Street.</p> <p>At its 22 June 2021 Ordinary Meeting, Council resolved not to proceed with the land sale of Lot 48 but to reconsider the sale prior to the expiry of the current lease. Council also requested costing and feasibility analysis for the removal/relocation of the Beaufort Street sign and the removal of other improvements on the property.</p>
Solution	Investigate options for the future of Barlee Street Car Park including the relocation of the Beaufort Street sign and removal of other improvements on the property.



07. IMPLEMENTATION FRAMEWORK

BEAUFORT STREET TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK							
KEY ACTION / PROJECT	RESPONSIBLE TEAM	SUPPORT TEAM	TIMING				
			21/22	22/23	23/24	24/25	
PRIORITY AREA 1: ENHANCED ENVIRONMENT							
1.1	Support the potential installation of a fast-charging electric vehicle station in the Beaufort Street Town Centre.	CEO	I&E	✓			
1.2	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.	S&D	I&E	✓			
1.3	Engage with local business owners directly and through the town team, to communicate the benefits of solar and support further actions being undertaken.	CEO	S&D		✓	✓	✓
PRIORITY AREA 2: ACCESSIBLE CITY							
2.1	Plan improvements to Long Term Cycling Network.	I&E	S&D			✓	✓
2.2	Undertake a streetscape audit and plan improvements to the pedestrian and cyclist environment along Beaufort Street.	S&D	I&E	✓			
2.3	Trial pedestrian spaces at Grosvenor Road or Barlee Street.	I&E	S&D	✓	✓	✓	
2.4	Advocate to Main Roads to formalise 40km/h along Beaufort Street.	I&E	S&D	✓	✓	✓	✓
2.5	Improve the on-demand transport drop off and pick up point adjacent the Queens Hotel and investigate the potential to incorporate another on the western side of Beaufort Street.	I&E	S&D	✓	✓		
2.6	Develop a Wayfinding Plan.	S&D	I&E	✓			
PRIORITY AREA 3: CONNECTED COMMUNITY							
3.1	Manage the Town Team Grant Program.	S&D	I&E/C&B	✓	✓	✓	✓
PRIORITY AREA 4: THRIVING PLACES							
4.1	Partner with Beaufort Street Network to prepare and implement a Lighting Plan.	S&D	C&B	✓	✓		
4.2	Implement festoon lighting improvements in Mary Street Piazza.	I&E	S&D	✓	✓		
4.3	Investigate options for existing mural maintenance and renewal.	C&B	S&D	✓	✓	✓	✓
PRIORITY AREA 5: SENSITIVE DESIGN							
5.1	Develop a Beaufort Street Town Centre Streetscape Palette.	S&D	C&B	✓	✓		
PRIORITY AREA 6: INNOVATIVE & ACCOUNTABLE							
6.1	Work collaboratively with the City of Stirling.	S&D	I&E/C&B	✓	✓	✓	✓
6.2	Plan and implement Beaufort Street median lighting renewal and improvement work.	I&E	S&D	✓	✓		
6.3	Investigate options to repair, replace or improve medians along Beaufort Street.	I&E	S&D		✓		
6.4	Develop and deliver a smoke-free town centres project with involvement from the community, health partners, and local businesses.	S&D	C&B	✓	✓	✓	✓
6.5	Investigate options for the future of Barlee Street Car Park including the relocation of the Beaufort Street sign and removal of other improvements on the property.	CEO	S&D/I&E	✓	✓		

Community & Business Services (C&B), Strategy & Development (S&D), Infrastructure & Environment (I&E), Information & Communications Technology (ICT), Office of the CEO (CEO)



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