

**5.3 ACCESSIBLE CITY STRATEGY - IMPLEMENTATION UPDATE**

**Attachments:** 1. Accessible City Strategy - Implementation Framework

**RECOMMENDATION:**

That Council **NOTES** the Accessible City Strategy implementation update as at Attachment 1.

**PURPOSE OF REPORT:**

To note the Accessible City Strategy implementation update and expected project timeframe.

**BACKGROUND:**

At its 18 May 2021 Ordinary Meeting (Item 9.3), Council adopted the City of Vincent Accessible City Strategy 2020-2030 (ACS). The ACS provides a strategic framework that guides the management, provision, use of and investment in the transport network providing an opportunity to integrate planning and transport to support economic, environmental, and social activities, in a safe, easy, connected, environmentally friendly and enjoyable City.

The vision of the ACS is:

*“The City of Vincent puts people first. Getting round is safe, easy environmentally friendly and enjoyable.”*

This vision is supported by the following four objectives:

- Create a safe transport environment.
- Ensure easy accessibility and connectivity into and around Vincent.
- Promote environmentally friendly transport modes and initiatives.
- Make it enjoyable to get around the local area.

The ACS has 37 actions associated with the objectives. Together these seek to achieve the vision of the ACS. Since the adoption of the ACS, the City has progressed multiple key actions.

**DETAILS:**

**Attachment 1** lists the status of the 37 actions within the ACS and documents their forecasted delivery year. As this is a ten year plan spanning 2020-2030 with a major review scheduled for 2025, the timing for the first five years have been detailed, and the remaining five years shown as one time period.

A number of key actions have been progressed in the 2021/22 financial year following the adoption of the ACS. These actions include the substantial commencement of the Bike Network Plan Review, the development of the Wayfinding Plan, the introduction of parking restrictions to better manage the supply of parking and the review of Local Planning Policy No. 7.7.1 – Non-Residential Development Parking Requirements.

The City has advocated for a number of transport initiatives that will help to achieve mode shift and the vision and objectives of the ACS. This includes the use of the Perth Parking Management Area funds for transport studies in the Pickle District and strengthening the area’s connection to central Perth.

The City is also currently working closely with State Government agencies including the Road Safety Commission to finalise the 40km/h Speed Zone Trial that commenced in the southern portion of the City in April 2019. The evidence and findings from this study will be evaluated and learnings taken into account for the expansion of the 40km/h zone to all residential areas of Vincent.

**CONSULTATION/ADVERTISING:**

Consultation will be undertaken throughout the delivery of each ACS action.

**LEGAL/POLICY:**

Nil.

**RISK MANAGEMENT IMPLICATIONS**

Low: It is low risk for Council to note the ACS implementation update.

**STRATEGIC IMPLICATIONS:**

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

Enhanced Environment

*We have minimised our impact on the environment.*

Accessible City

*Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use. We have better integrated all modes of transport and increased services through the City. We have embraced emerging transport technologies.*

Connected Community

*We have enhanced opportunities for our community to build relationships and connections with each other and the City. We are an inclusive, accessible and equitable City for all.*

Thriving Places

*Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority. Our physical assets are efficiently and effectively managed and maintained.*

Sensitive Design

*Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.*

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  
Sustainable Energy Use/Greenhouse Gas Emission Reduction*

**PUBLIC HEALTH IMPLICATIONS:**

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

*Increased physical activity*

**FINANCIAL/BUDGET IMPLICATIONS:**

The approximate total cost of the ACS 10 year Implementation Framework is \$3,065,000. This includes staff resourcing to deliver on these actions.

The ACS implementation for the 2022/23 financial year is being funded through the City's Capital Works Program, Cash in Lieu Reserve, and secured funding from external agencies such as the Road Safety Commission.

The ongoing cost of implementing the ACS will continue to be funded through these channels, as well as other external funding opportunities.

## ACCESSIBLE CITY STRATGY – IMPLEMENTATION FRAMEWORK

Table 1. Create a safe transport environment.

Plan	Action	Responsible Team(s)	Timing						Status – April 2022
			21/22	22/23	23/24	24/25	25/26	26+	
1.1 Create active, sustainable transport networks that are safe and legible.	1.1.1: Review Vincent’s Bike Network Plan taking into consideration relevant State Planning Policy to ensure the provision of a dense network of cycling routes to support cycling as a safe alternative transport mode to private vehicles. The review of the Bike Network Plan will consider: <ul style="list-style-type: none"> <li>• Appropriate network links to destinations within the City;</li> <li>• Implementing a wayfinding strategy to support the Bike network;</li> <li>• Providing infrastructure consistent with current standard;</li> <li>• Focus on improving network crossings. Including the provision of toucan crossings at intersections and safe mid-block crossings;</li> <li>• Provide access to and through all areas of open space within the City;</li> <li>• Where possible, consider the introduction of segregated cycle lanes along activity corridors;</li> <li>• Consider the introduction of parallel route connections to activity and transit corridors where there are corridor constraints and segregated cycle lanes are not feasible;</li> <li>• Advocate for slow vehicle speeds where on-street cycle lanes are unable to be segregated;</li> <li>• Extend existing infrastructure to fill network gaps; and</li> <li>• Ensure sufficient connection exists to and within with transit nodes.</li> </ul>	Engineering	•	•					Flyt Transport Consultancy was appointed to develop The City of Vincent <i>Cycling Plan 2022-2027</i> . Research has been undertaken to determine the level of ‘cycling stress’ on the proposed draft network. This network is based on the Long-Term Cycle Network that was approved by Council in 2020, and also includes some additional local routes and sample local access streets. The next step in the development of the <i>Cycling Plan 2022-2027</i> will be to prepare the consultation plan and have this approved by the Department of Transport.
	1.1.2: Implementation of the Bike Network Plan.	Engineering			•	•	•	•	This cost to commence the implementation of the Bike Network Plan in 2023/24 has been estimated based on the previous works undertaken to the cycle network. The cost will be changed and updated based on the finalised and adopted Bike Network Plan.
	1.1.3: Develop and implement a consistent wayfinding and signage strategy across the City. This should consider parking, cycling and pedestrian transport modes, and provide appropriate localised details for each town centre and activity and transit corridors.	Policy & Place	•	•					<p>Plan Development</p> <p>Aspect Studios was appointed in mid-2021 to develop the City’s Wayfinding Plan and Signage System (Wayfinding Plan). Aspect are developing a Wayfinding Plan that has the aim of providing a clear and legible experience for City of Vincent Users. This work will provide pedestrians and cyclists with on street information and the wayfinding signage will help to connect residents and visitors with the town centres, public transport and local facilities. The system is to include the provision of distance and time to destination, area and route mapping, a clear and legible visual language to assist with journey planning and encourage the use of active transport modes. The project consists of four phases:</p> <ol style="list-style-type: none"> <li>1. Opportunities, Constraints &amp; Gaps Analysis Report.</li> <li>2. Draft Wayfinding Signage Plan.</li> <li>3. Final Wayfinding Signage Plan and Guidelines.</li> <li>4. Implementation Plan.</li> </ol> <p>Phase 1 has been finalised and Phase 2 is currently being progressed with preliminary work to be presented to Council workshop for comment in May 2022. The consultant project manager for the project is situated in Adelaide, for this reason and with consideration to COVID-19 travel restrictions, the preliminary work for the project was delayed.</p>
		Engineering			•	•	•	•	<p>Plan Implementation</p> <p>Once an appropriate style, messaging and installation priority has been established through the development of the Wayfinding Plan (2021/22 - 2022/23) the procurement and implementation would likely be subject to a Request for Tender (based upon a budget of \$500,000) to be delivered over 4 years. The timing and costing of the implementation may be subject to change based on the finalisation of the Wayfinding Plan.</p>
1.2 Ensure pedestrian and cycling routes (including schools) are of a high quality and safe for all users.	1.2.1: Develop a high quality, safe pedestrian path network which supports all mobility levels and is accessible to all. This includes: <ul style="list-style-type: none"> <li>• Undertaking an audit of network crossings including intersections, mid-block crossings and high traffic crossovers. Priority should be given to areas surrounding schools, key routes to town centres and mixed-use areas, activity corridors, and transit nodes;</li> <li>• Identifying midblock crossing opportunities. Provision should be made for crossings for clocks over 150m long;</li> </ul>	Engineering			•	•	•	•	This project is due to commence in 2023/24, but the timing is dependent upon resourcing. The project will require an additional staffing resource(s) and/or engagement of an external contractor to collect and collate the relevant information and develop a prioritised improvement program. This resourcing will be considered during the 2022/23 financial year budget process and the action progressed accordingly.

## ACCESSIBLE CITY STRATGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Responsible Team(s)	Timing						Status – April 2022	
			21/22	22/23	23/24	24/25	25/26	26+		
	<ul style="list-style-type: none"> <li>At intersections, ensure pedestrian priority traffic lights are in place and allow sufficient time for crossings; and</li> <li>Use planning requirements to manage streetscape development and temporary obstructions.</li> </ul>									
	1.2.1: Upgrade and improve paths based on the condition assessment undertaken every 3 years. Ensure a high-quality pedestrian environment which is accessible to all is maintained throughout Vincent.	Engineering		•	•				•	The City engages a qualified and independent asset management consultant to undertake a full road and footpath condition survey every three years in accordance with the relevant guidelines. This data then forms the basis for determining the annual road and footpath renewal programs. The next condition survey is due in 2023. In addition, the City's proposed footpath renewal budget has been increased significantly in the 'draft' 2022/23 Capital Works budget and will continue to increase annually over the life of the next 10 year Long Term Financial Plan.
	1.2.3: Promote compact roundabout geometry through the conversion of existing roundabouts and new roundabouts (where deemed appropriate) in the City to reduce vehicle speeds; <ul style="list-style-type: none"> <li>Support only compact alignment on new and upgraded roundabouts; and</li> <li>Retrofit existing roundabout alignments to compact alignment with priority given to those located close to schools.</li> </ul>	Engineering	•	•						The 'mini' roundabouts installed in the North Perth/ Mt Lawley area (east of Fitzgerald Street) under Main Roads Urban Road Safety Program in 2021 will be subject to follow-up data collection inclusive of traffic accidents), traffic speeds and volumes to ascertain their effectiveness as an appropriate treatment. It is not intended to modify any existing (full size) roundabouts until the study is completed.
	1.2.4: Develop and implement a comprehensive program to support students and staff using education facilities to travel using sustainable and active transport modes which are safe and have a high level of amenity. <ul style="list-style-type: none"> <li>Ensure safe crossing opportunities close to schools, specifically along key routes and near school entrances;</li> <li>Ensure access to schools is provided at-grade where possible;</li> <li>Support safe desireline paths;</li> <li>Use traffic management techniques (including the development of Safe Active Streets) to reduce traffic speeds and volumes on streets surrounding schools;</li> <li>Work with schools to support active travel through resources and programs, including route maps and education programs;</li> <li>Encourage bicycle and scooter parking to be located in accessible, safe areas close to school entrances;</li> <li>Locate school drop-off points away from entrances; and</li> <li>Conduct access and safety audits for key pedestrian and cycling routes to schools, including assessing kerb alignments and cuts; surface conditions; eye-level hazards; shade; orientation, etc.</li> </ul>	Engineering			•	•	•			Project to commence 2023/24.
	1.2.5: Work with schools (students, parents and staff) and the Department of Transport to support active travel through resources and programs, including route maps and education programs. Encourage schools to join the Your Move program so that journey to school data can be collected and appropriate mode shift targets created.	Engineering	•	•	•	•	•	•	•	The Your Move program has been presented to schools within the City by the Department of Transport. The travel change program has identified current traffic issues and is helping to provide practical ways to teach and develop use of active modes of transport. This program will be delivered on an ongoing basis and further built upon by the City as it progresses.
	1.2.6: In collaboration with the DoT and PTA develop a high quality and safe pedestrian environment between Claisebrook Station and Perth Oval.	Policy & Place	•	•	•	•	•			Officers from the City of Vincent have been involved in the Public Transport Authority's Station Access Strategies Project as key technical stakeholders through a number of workshops, meetings, and written correspondence. The project focused on the predicted increase of ridership at the station that will occur once Metronet is completed. A series of actions were developed that will improve access to the station. Advocacy for a high quality active transport network is ongoing.
		Engineering		•	•					Pending outcomes of the Station Access Strategies Project.  More information is to be provided as the project progresses. However, there may be some opportunity for improvements to be implemented within the next 12 months in preparation for the 2023 FIFA Women's World Cup qualifying games to be held at Perth Oval.

## ACCESSIBLE CITY STRATGY – IMPLEMENTATION FRAMEWORK

Table 2. Ensure Consistent Accessibility into, around and beyond Vincent.

Plan	Action	Responsible Team(s)	Timing						Status – April 2022	
			21/22	22/23	23/24	24/25	25/26	26+		
2.1 Advocate for connected and reliable public transport.	2.1.1: Advocate for additional public transport infrastructure along corridors including: <ul style="list-style-type: none"> <li>Modifying road layouts to introduce bus-priority infrastructure along corridors where it is not existing;</li> <li>Extending existing bus-priority along Charles St; and</li> <li>Investigate the introduction of other public transport modes including trams, light rail and trackless trams.</li> </ul>	Policy & Place	•	•	•	•	•	•	The CEO has met with executives of State Government transport departments to advocate for various additional transport infrastructure along corridors. This advocacy is ongoing and is further supported by the Inner City Group of Councils.	
	2.1.2: Using the Link and Place framework, incorporate an appropriate level of pedestrian amenity along bus priority routes.	Engineering			•	•	•	•	Project to commence 2023/24.	
	2.1.3: Advocate for and support improved east-west public transit connectivity. <ul style="list-style-type: none"> <li>Prepare a business case to put to the PTA for a Vincent circular service to connect the City's town centres; and</li> <li>Advocate to PTA for additional bus routes which provide east-west links.</li> </ul>	Engineering	•	•	•	•	•	•	The City is continually advocating for improved east-west active transport connections across Vincent. A concept for a direct east-west bus route which includes Vincent Street was presented to the Public Transport Authority but was unable to be supported due to lack of budget allocated to Transperth. Advocacy for the improvement of this connection is ongoing with future action including the development of a business case for a circular route to be introduced to Vincent. The funding allocation is for the development of a business case.	
2.2 Reallocate road and verge space, including on street parking, throughout Vincent to prioritise vulnerable users according to user hierarchy and road hierarchy.	2.2.1: Develop a set of link and place guidelines to guide future streetscape improvements.	Policy & Place		•	•				Project to commence 2023/24. The project was delayed in 2022/23 due to resourcing.	
	2.2.2: Advocate for the use of the Perth Parking Management Area (PPMA) funds for Vincent public transport services, transport studies, and transport infrastructure improvements or a reduction in the levy paid.	Policy & Place	•	•	•	•	•	•	PPMA funds have been allocated by the City of Perth to fund the initiatives contained in the <a href="#">Perth Greater CBD Transport Plan</a> (Plan). The Plan is being developed to guide transport in inner-Perth for the next decade. It aims to enhance liveability, support new business opportunities, and attract visitors and new residents. It will outline a series of initiatives and investments that will help residents, workers and visitors move around the city centre. Officers from the City of Vincent have been involved in the project as key technical stakeholders through a number of workshops, meetings, and written correspondence. In response to COVID-19, Phase two of the plan was brought forward. Phase two contains a list of actions which are to be funded by the PPMA that support transport studies in the Pickle District and additional connections through to the City. Advocacy for the spending of funds within Vincent is ongoing.	
2.3 Be a leader in adaptability and technology.	2.3.1: Be aware of emerging transport technologies and the benefits they can provide, as well as the negative impacts and how these might be mitigated.	Policy & Place	•	•	•	•	•	•	The City is continuously monitoring emerging technologies and the effect that these may have on the transport network. The City's Sustainability team is meeting with EV charging providers to assess suitability within City of Vincent. The City is also a part of the Mid Tier Transport Consortium which is made up of a number of local governments and has the aim of advocating to the State and Federal Government for a transport network which is supplementary to Metronet and provides further connection across the metropolitan area.	
	2.3.2: Require car parking configurations be adaptable to alternative uses for future development.	Policy & Place	•	•					The review of Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1) has commenced and will be presented at the Council Workshop in mid 2022.	
	2.3.3: Ensure all new and existing high-density residential development has access to EV charging bays: <ul style="list-style-type: none"> <li>Amend LPP 7.7.1 to require EV parking bays for new developments;</li> <li>Support the retrofit of existing private car parking to provide EV bays; and</li> <li>Provide EV charging bays in public lots.</li> </ul>	Policy & Place	•	•					The review of LPP 7.7.1 has commenced and will be presented at the Council Workshop in mid 2022. The review will consider: <ul style="list-style-type: none"> <li>New requirements for EV parking bays for new developments.</li> <li>New requirements to support the retrofit of existing private car parking to provide EV bays.</li> <li>New requirement to provide EV charging bays in public lots.</li> </ul>	
	2.3.4: Explore supporting the provision of increased bicycle and scooter usage by investigating concepts such as locating bike share docks, e-cargo, e-bikes and e-scooters within town centres and mixed-use areas. One option is to locate bike share docks or e-bike chargers within existing car parking bays.	Engineering	•	•						The City is currently in the process of developing a joint EOI for a commercial e-scooter share system with the Inner City Group of Councils, Botanic Gardens and Parks Authority (Kings Park) and the University of Western Australia. This system will provide a new level of mobility to Vincent and allow for further active transport connections to be established. This may be extended to include services such as e-bikes as the project further establishes.
	2.3.5: Ensure there is adequate policy to support the introduction of car sharing within Vincent.	Policy & Place	•	•						The introduction of car sharing is to be considered as part of the review of LPP 7.7.1. The review has commenced and will be presented at the Council Workshop in mid 2022.

## ACCESSIBLE CITY STRATGY – IMPLEMENTATION FRAMEWORK

Table 3. Promote environmentally friendly and healthy transport modes and initiatives.

Plan	Action	Responsible Team(s)	Timing						Status – April 2022
			21/22	22/23	23/24	24/25	25/26	26+	
3.1 Reduce carbon emissions caused by the transport network.	3.1.1: Advocate for the introduction of State and Federal economic incentives to improve mode shift.	Policy & Place/Sustainability & Innovation		•	•				The City continually provides comments on State and Federal initiatives in support of this action. Administration is not yet proposing proactive advocacy of economic incentives, further detail of the timing of this will be included as the action is progressed.
3.2 Prioritise and encourage the use of active and sustainable transport modes.	3.2.1: Engage with the Department of Transport to develop and implement the next phase of the Travelsmart program.	Engineering			•	•			Project to commence 2023/24.
	3.2.2: Ensure appropriate end of trip facilities are provided within town centres, mixed use centres and major parks in accordance with LPP7.7.1.	Policy & Place	•	•					The review of LPP 7.7.1 has commenced and will be presented at the Council Workshop in mid 2022.
3.3 Manage car parking (including supply and pricing) to improve efficiency and support mode shift.	3.3.1: Establish a business plan for the management of parking within Vincent with a view of the following: <ul style="list-style-type: none"> <li>• Prepare precinct management plans, with priority given to precincts already at capacity; and</li> <li>• Expand paid parking using the demand responsive pricing methodology.</li> </ul>	Engineering	•	•					The City has progressed this action by developing an RFQ for a consultant to complete the review and make recommendations accordingly. The RFQ is currently out for advertising and a consultant is due to be appointed in May 2022.
	3.3.2: Ensure precinct plans provide the right amount of parking, in the right locations to support reduced car dependence.	Policy & Place		•					The Leederville Precinct Structure Plan was completed and adopted by Council at its September 2021 Ordinary Council Meeting, this included parking rates tailored to the precinct. Further precinct plans or policies are to commence in the 2022/23 financial year and will consider parking ratios which encourage the use of active modes of transport.
	3.3.3: Develop, document, and implement a transparent process for the assessment of resident and ratepayer concerns relating to traffic volume, speed and parking matters.	Engineering	•	•					A 'draft' warrant system has previously been developed to assess both qualitative and quantitative data as a basis for impartially assessing resident's requests for traffic calming. The system has in the past been discussed by the (then) Urban Mobility Advisory Group (UMAG) and it is recommended it be referred to the Sustainability & Transport Advisory Group (STAG) for further consideration. The system will be further developed based on the feedback received.
	3.3.4: Better manage the supply of on street parking through the implementation of various restrictions by: <ul style="list-style-type: none"> <li>• Limiting roadside residential parking, confining parking to the property;</li> <li>• Restricting parking to 3P or less within 2 blocks of train stations or transit nodes, with residential permit exemptions;</li> <li>• Restricting parking to 3P or less within 1 block of high frequency transit corridors, with residential permit exemptions; and</li> <li>• Restricting parking to 2P or less within 2 blocks of town centres or mixed use areas with residential permit exemptions.</li> </ul>	Engineering	•						The proposed restrictions which fall within the transit nodes have been mapped as per the detail of the action. The details for all properties have been captured to ensure the e-permit system is updated in accordance with these new restrictions. Signage detailing the new restrictions is currently being created. An update of the proposed gaps in the new restrictions and their roll out is to be presented to Council in mid 2022.
	3.3.5: Liaise with owners of large-scale private car parks adjacent to activity and transit corridors to transfer management to Local Government.	Governance			•				Project to commence 2023/24.
	3.3.6: Undertake a strategic review of all City land holdings to investigate the viability of sites to consolidate publicly accessible parking.	Governance	•	•	•				Council approved the commencement of the Leederville Land EOI project at its Meeting in December 2021 which relates to the development of The Avenue and Frame Court carparks. Subsequently, Administration has engaged a consultant with commercial expertise to assist in developing the EOI materials. These will be presented to Council workshop in mid 2022. Further investigation of the City's land holdings and their potential uses is to continue over the coming financial years.
3.4 Use residential and mixed-use density to support transit.	3.4.1: Use planning policy to encourage people to use public and active modes of transport by developing diverse housing types within the City which don't require the number of car parking bays currently mandated by the R-codes particularly along transit corridors and within transit nodes to support public transport uptake.	Policy & Place	•	•	•				The review of the Local Planning Strategy is currently being undertaken and will seek to address this action by modifying the requirements of the R-Codes.
	3.4.2: In the next planning scheme review consider the location and design of transit stops to support high-capacity services. Consider proximity to transit stops when determining residential density. When identifying future transit odes, the following should be considered:	Policy & Place		•	•				The review of the Local Planning Strategy and Scheme is currently being undertaken and will seek to address this action and determine appropriate density around transit stops.

## ACCESSIBLE CITY STRATGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Responsible Team(s)	Timing						Status – April 2022
			21/22	22/23	23/24	24/25	25/26	26+	
	<ul style="list-style-type: none"> <li>Density of existing development;</li> <li>Transit interchange opportunities;</li> <li>Pedestrian amenity;</li> <li>Cycling connectivity; and</li> <li>Distance between other nodes.</li> </ul>								
3.5 Obtain relevant date to inform decisions and monitor progress.	3.5.1: Repeat parking surveys at 3-5year intervals on a rolling basis across the City. A schedule of priority areas based on the data collected has been produced, with surveys recommended to start in Leederville Town Centres and surrounding area.	Engineering		•				•	Project to commence 2023/24. Carparking surveys will take into consideration work undertaken by Rangers and ensure that an overlap in information does not occur.

**Table 4. Make it and enjoyable place for people (pedestrians, cyclists and active transport users) to get around the local area.**

Plan	Action	Responsible Team(s)	Timing						Status – April 2022	
			21/22	22/23	23/24	24/25	25/26	26+		
4.1 Increase pedestrian amenity on residential streets.	4.1.1: Work with the State Government and Inner-City Group of Councils to implement a 40km/h zone in all residential areas of the City of Vincent by 2023.	Engineering		•	•				The City has engaged with, and enlisted the support of, the Road Safety Commission, who has agreed to fund the finalisation of the 40 km/h Speed Zone Trial that commenced in the southern portion of the City in April 2019. The Inner City Group of Council's Infrastructure and Transport Working Group supports the City's position and is looking to 'roll-out' the 40 kph speed limit across the respective member Councils.	
	4.1.2: Through consultation with key stakeholders develop the City's residential streets in line with the principles of Safe Active Streets with slow design speeds to promote safety and amenity. The aspirational long term vision is that residential streets will have Safe Active geometry, relevant to their location, context and function. Priority should be given to the following: <ul style="list-style-type: none"> <li>Streets identified as part of the WABN (DoT);</li> <li>Cycling local routes;</li> <li>Streets surrounding schools;</li> <li>Any residential streets that have been earmarked for resurfacing projects; and</li> <li>Any residential streets where reallocation of road space is proposed.</li> </ul>	Engineering	•	•	•	•	•	•	The City is currently progressing a Safe Active Street for the North Perth/Mount Lawley area. The State Government is to fund up to 50% of external costs. The current total costing is potentially up to \$1,000,000 in infrastructure costs subject to community consultation, the final approved design and State grant funding. The City will continue to work with the State Government to identify areas where safe active streets can be implemented.	
	4.1.3: Continue to support Play Streets within the City.	Community Development		•	•	•	•	•	•	The Play Streets initiative has not progressed during COVID-19. This success of this action is dependent on community involvement. Targeted promotion identifying streets which are well suited to the initiative is to commence in 2023/24
	4.1.4: Improve streetscapes to enhance pedestrian experience and safety as per the link and place guidelines, including the provision of additional street trees, native verges, lighting, street furniture, pedestrian crossings etc.	Engineering				•	•	•		Project to commence 2024/25 and informed by the outcomes of the Link and Place Guidelines.
4.2 Increase pedestrian amenity in town centres.	4.2.1: Place plans should identify methods to improve pedestrian and cycling safety in the public realm making town centres safe and accessible to all.	Policy & Place	•	•	•	•	•	•	The City is currently developing the William Street Town Centre Place Plan and undertaking a major review of the North Perth Town Centre Place Plan. Based on street audits, best practice review and consultation, actions are to be developed which support active transport modes in the town centres. This is to be an ongoing consideration for future reviews of all Town Centre Place Plans.  A trial pedestrian street initiative was identified in the Beaufort Street Town Centre Place Plan and is currently being explored at Grosvenor Road, Mount Lawley. The trial will be undertaken in 2022/23 and involves temporarily converting a section of Grosvenor Road into an open pedestrianised street to provide a safe place for activity, play and socialising. The funding for this trial is through an RAC grant and the City's operating and capital budgets.	
	4.2.2: Support the vitality of town centres and mixed-use areas for pedestrians by investigating the viability of parking bays for loading and unloading activities at the periphery of the town centres and mixed-use areas as well as other alternate methods.	Policy & Place				•	•	•		Project to commence 2024/25.