

9.10 PLACE PLAN ANNUAL REVIEW

- Attachments:**
1. **2022 Volume 01 Vincent Town Centre Place Plan - Implementation Framework Progress Update - Review IIII**
 2. **2022 Volume 02 North Perth Town Centre Place Plan - Implementation Framework Progress Update - Review IIII**
 3. **2022 Volume 03 Mount Hawthorn Town Centre Place Plan - Implementation Framework Progress Update - Review III**
 4. **2022 Volume 04 Leederville Town Centre Place Plan - Implementation Framework Progress Update - Review I**
 5. **2022 Volume 05 Beaufort Street Town Centre Place Plan - Implementation Framework Progress Update - Review I**
 6. **2022 Volume 07 Pickle District Place Plan - Implementation Framework Progress Update - Review I**

RECOMMENDATION:

That Council **NOTES** the:

1. **Final review of Volume 1: Vincent Town Centre Place Plan and Volume 2: North Perth Town Centre Place Plan, as shown in Attachments 1 and 2; and**
2. **Annual review of Volume 3: Mount Hawthorn Town Centre Place Plan, Volume 4: Leederville Town Centre Place Plan, Volume 5: Beaufort Street Town Centre Place Plan and Volume 7: Pickle District Place Plan, as shown in Attachments 3, 4, 5 and 6 and ENDORSES these place plans being updated in accordance with these reviews.**

PURPOSE OF REPORT:

To provide Council with a progress report on the implementation of the Place Plan actions over the past 12 months, to recommended minor amendments to ensure the Place Plans continue to be robust and responsive documents.

To detail the closure and next steps for the Vincent Town Centre Place Plan and North Perth Town Centre Place Plan.

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 Place Plan for each of the City's town centres.

On 1 May 2018 (Item 9.10) at its Ordinary Meeting, Council adopted Volume 1: Vincent Town Centre Place Plan and Volume 2: North Perth Town Centre Place Plan. Following adoption, Place Plans are scheduled for a minor annual review and a major review every four years. The minor review includes progress reporting to Council on the implementation of the actions and the major review includes significant changes to the Place Plan document.

On 25 June 2019 (Item 9.7) at its Ordinary Meeting, Council endorsed the first minor annual review of the Vincent Town Centre Place Plan and North Perth Town Centre Place Plan and on 17 September 2019 (Item 9.4) at its Ordinary Meeting, Council adopted Volume 3: Mount Hawthorn Town Centre Place Plan.

On 17 November 2020 (Item 9.5) at its Ordinary Meeting, Council endorsed the second minor annual review of the Vincent Town Centre Place Plan and North Perth Town Centre Place Plan, and the first annual review of the Mount Hawthorn Town Centre Place Plan.

On 14 September 2021 at its Ordinary Meeting, Council adopted (Item 9.7) Volume 4: Leederville Town Centre Place Plan, (Item 9.9) Volume 5: Beaufort Street Town Centre Place Plan and (Item 9.8) Pickle District Place Plan.

On 16 November 2021 (Item 9.4) at its Ordinary Meeting, Council endorsed the third minor annual review of the Vincent Town Centre Place Plan and North Perth Town Centre Place Plan, and the second annual review of the Mount Hawthorn Town Centre Place Plan.

At the 23 August 2022 (Item 9.8) Ordinary Meeting, Council considered the annual review of the City's current place plans. Council deferred the review in order for the review to be discussed at a Council Workshop. The annual review of the Place Plans was discussed at the 30 August Council Workshop.

DETAILS:

The fourth and final minor annual review of the Vincent Town Centre Place Plan and North Perth Town Centre Place Plan are included as **Attachments 1 and 2** and provide an update on each action's status and how this action will be implemented in the future. Any reference to Vincent Town Centre Place Plan actions in other Place Plans has been removed to reflect the final minor annual review.

The third minor annual review of Mount Hawthorn Town Centre Place Plan, and the first minor annual review of the Leederville Town Centre Place Plan, Beaufort Street Town Centre Place Plan and Pickle District Place Plan have been undertaken. The progress of the actions outlined within the Place Plans and the associated document changes are reported in the Implementation Framework Progress Updates included as **Attachments 3, 4, 5 and 6**.

Council direction has resulted in the addition of one new action in the Leederville Town Centre Place Plan as follows:

- Action 4.8: Seek and assess redevelopment concepts relating to the Avenue Car Park and frame court Car Park to create thriving, connected and sustainable mixed-use areas in the heart of Leederville.

Other changes made as part of the review include:

- Updates to reflect completed projects/actions;
- Updates to project/action timing and delivery dates;
- Updates to reflect changes in project/action scopes; and
- Reassignment of actions to alternative business units.

The annual review has involved consideration of the following informing documents that have been prepared or reviewed within the past 12 months:

- Asset Management and Sustainability Strategy.
- Leederville Precinct Structure Plan.
- Vincent Rebound Plan.
- Woodville Reserve Landscape Plan.
- Small Business Friendly Approvals Program.

CONSULTATION/ADVERTISING:

The Place Plans are advertised to the community during their preparation and through the four year major review.

Further consultation would take place as required when completing each of the actions within the Place Plans.

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 (SCP) and a Corporate Business Plan (CBP) to be supported by the Annual Budget and a range of informing strategies. The Place Plans are outlined as deliverables in the City's CBP.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to endorse revisions to the adopted Place Plans.

STRATEGIC IMPLICATIONS:

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

Enhanced Environment

*Our parks and reserves are maintained, enhanced and well utilised.
Our urban forest/canopy is maintained and increased.*

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.*

Connected Community

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

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.*

Sensitive Design

*Our built form is attractive and diverse, in line with our growing and changing community.
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.
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*.

*Urban Greening and Biodiversity
Sustainable Transport*

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

FINANCIAL/BUDGET IMPLICATIONS:

The implementation of the actions within the Place Plans are resourced through the City's approved operating and capital budgets as detailed in **Attachments 3, 4, 5 and 6**.

COMMENTS:

The Place Plans are 'place based' strategic action plans that guide the allocation of funding and resources in the City's town centres and places. 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.

The preparation, implementation and review of the Place Plans aligns with the City's adopted approach to Place Management and allows the progress of existing actions to be monitored, reported, and updated, and new actions to be included as they are identified.

The ongoing review of the Place Plans will ensure that the City's town centres and places keep pace with emerging trends and community aspirations.

VOLUME 1: VINCENT TOWN CENTRE PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Timing				2020/21 Annual Review Update (November 2021)	2021/22 Annual Review Update (August 2022)	Future Implementation
			18/19	19/20	20/21	21/22			
Key Focus Area 1: ACTIVITY									
V1.1 Promote Town Centre Public Space Activation	C&B	S&D	✓	✓	✓	✓	<p>Successfully activating town centre public spaces requires careful curation and resources. Activations and events can require health, event and in some instances development approvals, and resource limitations have prevented the City from preparing an activation program for each of its town centre public spaces.</p> <p>To assist with the delivery of this action utilising available resources, the City has adopted a contemporary, collaborative approach to place activation and vibrancy by collaborating with community, not-for-profit and other creative organisations to deliver a range of activities through annual festivals and events sponsorship.</p> <p>An amount of \$229,000 was approved for event sponsorship in 2021/22 with \$60,000 specifically allocated to town team run town centre events.</p> <p>The City also holds annual City initiatives, such as the Native Plant Sale, in town centre public spaces and actively promotes town team and community events via social media, newsletters and on the City's events website and social media events calendars. To reflect the City's approach to place activation this action should be updated to reference the promotion of town centre public space activation rather than the preparation of public space activation schedules.</p>	<p>At its Ordinary Meeting of Council 27 July 2021, Council approved the 2021/22 Event and Festival Funding. Events funding is available to town teams and event providers. A number of events have been provided in 2021/22 including but not limited to:</p> <ul style="list-style-type: none"> • Mt Hawthorn Hubs, Little Day Out. • The Pickle Districts, Pickle Lit. • Leederville Connects Kratorville and Arty Farty Christmas Party. <p>The City also holds annual City initiatives, such as the Native Plant Sale, in town centre public spaces and actively promotes town team and community events via social media, newsletters and on the City's events website and social media events calendars.</p> <p>These events have successfully activated the City's spaces and places, promoted town teams and increased the mental health and wellbeing of our community by creating opportunities for the public to engage with their neighbours.</p> <p>Future implementation is to be delivered through the Community Funding Policy (Festival and Events Sponsorship).</p>	Community Funding Policy (Festival and Events Sponsorship).
V1.2 Review hire fees and create an improved Online Hire Platform and booking system for town centre public spaces	C&B		✓	✓	Complete		<p>This action was completed in 2020/21 in line with Action 1.1 of the Vincent Rebound Plan.</p> <p>Town centre public spaces are now available on SpacetoCo and are free for hire, including Axford Park (Mount Hawthorn), North Perth Common (North Perth), Mary Street Piazza (Mount Lawley), Leederville Village Square (Leederville), Oxford Street Reserve (Leederville) and Tu Do Park (Perth).</p>	Action completed in 2020/21.	Completed
V1.3 Streamline the City's Event Approvals Processes	C&B	S&D/I&E	✓	✓	✓	✓	<p>An internal City wide events working group has been established. The working group meet quarterly and have created a list of priority actions, including improving application lodgement methods, simplifying the event application form, updating the website, and arranging pre/post event meetings with interested event holders and those holding large/high risk events.</p> <p>This action is captured in Action 1.1 of the Vincent Rebound Plan and these improvements are scheduled for completion in late 2021.</p>	<p>The City has remained agile in the face of COVID-19 event restriction, prioritising the processing of event applications in line with ever evolving COVID 19 event requirements.</p> <p>This City has begun process improvements and progressed priority actions identified through the event working group meetings. These targeted actions to improve the events application and assessment process will continue to be undertaken, in line with the following reforms committed to as part of the Small Business friendly Approvals Program:</p> <ul style="list-style-type: none"> • 1.15 Develop and consolidate information for events approvals and small businesses operating at events; and • 3.3 Review and simplify the City's event approval process to make it easier for small business. 	Small Business Friendly Approval Program

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V1.4 Provide ongoing support for Town Team Events & Other Public Events	C&B	S&D/I&E	✓	✓	✓	✓	<p>Funding for activations and events was reallocated for the 2020/21 financial year due to the uncertainty of COVID-19.</p> <p>An amount of \$229,000 was approved for event sponsorship in 2021/22 with \$60,000 specifically allocated to town team run town centre events. This sponsorship will fund a variety of events with 14 events currently approved and six of these scheduled to be held in the City's town centres.</p>	<p>At its Ordinary Meeting of Council 27 July 2021, Council approved the 2021/22 Event and Festival Funding. Events funding is available to town teams and event providers. A number of events have been provided in 2021/22 including but not limited to:</p> <ul style="list-style-type: none"> • Mt Hawthorn Hubs, Little Day Out. • The Pickle Districts, Pickle Lit. • Leederville Connects Kratorville and Arty Farty Christmas Party. • Northbridge Commons Block Party. <p>The City also funded the 100 X Town Teams celebration at the Barlee Street Carpark 29 June 2022. This was a celebration of 100 registered Town Teams, taking place where the town team movement begun on Beaufort Street. The event included addresses from Town Team Directors and Founders, Town Team members, Hon. John Carey MLA and Mayor Emma Cole. Local Artist Jerome Davenport also provided a refresh of the 'Faces of Beaufort Street' mural, painted as part of the 2014 Beaufort Street Festival as part of the event.</p> <p>An amount of \$238,000 was approved for event sponsorship in 2022/23 with \$84,500 specifically allocated to town team town centre events. \$20,000 has been included as Event Allocation for Year-Round Applications.</p>	Community Funding Policy (Festival and Events Sponsorship).
V1.5 Improve and monitor the level of Service & Maintenance provided in the town centres	I&E	S&D		✓	✓	✓	<p>Deep cleans of the pavement in all town centres (Leederville, William Street, Mount Hawthorn, North Perth, and Beaufort Street) have been completed for the 2020/21 financial year at a cost of \$42,000 and are budgeted for \$48,000 in 2021/22.</p> <p>High pressure cleaning of public litter bin frames is scheduled monthly in all town centres.</p> <p>Current daily precinct cleaning schedules have been established and include waste/litter removal, street sweeping and graffiti removal. An extra 0.5 FTE for graffiti removal has been approved for the 2021/22 financial year.</p> <p>This action is captured in the Vincent Rebound Plan Action 1.3.</p>	<p>The City's cleaning services were reviewed and resulted in six pavement deep cleans in town centres in 2021/22, an extra 0.5 FTE for graffiti removal allocated in 2021/22, scheduling of monthly pressure cleaning of public litter bin frames, and scheduling of daily precinct cleaning.</p> <p>Annual deep cleans, monthly pressure cleaning and daily precinct cleaning will continue to be implemented and monitored in 2022/23, to ensure an acceptable level of street cleaning is being achieved. Where cleaning issues continue to arise, these will be referenced and addressed in the relevant Place Plan.</p>	Town Centre Place Plans
V1.6 Manage the Town Team Grant Program	S&D	C&B/I&E	✓	✓	✓	✓	<p>Town teams received a total of \$59,285.05 in grant funding during 2020/21. \$60,000 is available for the town teams to access in 2021/22.</p>	<p>Town teams received a total \$54,240.36 in grant funding during 21/22. \$60,000 is available for the town teams to access in 2022/23.</p>	Town Centre Place Plans
V1.7 Prepare and implement Town Centre Marketing & Branding Plans	C&B	S&D	✓	✓			<p>This was discontinued in 2020/21 as a corporate project to reallocate resources to the Visit Perth collaboration.</p>	<p>Action discontinued 2020/21.</p>	
V1.8 Work collaboratively with the Inner Perth Assembly to promote and improve Visit Perth website.	C&B	S&D	✓	✓			<p>The City worked collaboratively with the Inner Perth Assembly to promote and improve the Visit Perth website in 2020/21.</p> <p>The Visit Perth website content and map were updated with Vincent business and events.</p> <p>The Mount Hawthorn Visit Your Neighbourhood video was launched on the Visit Perth website in May 2021, and a partnered blog schedule has been established.</p>	<p>Action completed 2020/21.</p>	

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							This action is capture in the Vincent Rebound Plan Action 2.3 and has now been completed.		
V1.9 Amend the Trading in Public Places Local Law 2008 & Local Government Property Local Law 2008	S&D		✓	✓	✓	✓	<p>The amendment Trading in Public Places Local Law requires redrafting as a new local law. This will be drafted by Administration (Strategy & Development) in 2021/22 for presentation to Council.</p>	<p>The amendment Trading in Public Places Local Law requires redrafting as a new local law. This will be drafted by Administration (Strategy & Development) for presentation to Council. Due to resourcing capacity this has been delayed and will be presented to Council 2022/23.</p> <p>The Local Government Property Local Law 2021 (Gazetted on 30 November 2021) was provided to the Joint Standing Committee on Delegated Legislation (JSCDL) who requested several undertakings. The City was required to make the Local Government Property Amendment Local Law 2022 to address the undertakings, which was adopted by Council at its July Meeting. After Council adoption and Gazettal of the Amendment Local Law, the City must provide it to JSCDL, who may still exercise its discretion to disallow part or all of the substantive Local Law 2021 or the Amendment Local Law 2022.</p>	<p>Trading in Public Places Local Law 2008</p> <p>Local Government Property Amendment Local Law 2022</p>
V1.10 Implement a Business Engagement Program	S&D	C&B	✓	✓	✓	✓	<p>A Business E-News database was established in 2019/20 and has been expanded to 971 businesses. E-Newsletters are sent out quarterly and the database is continuing to be expanded.</p> <p>The City is currently promoting the Small Business Development Corporation (SBDC) events as and when they arise and recently applied for Round Two of the SBDC Small Business Friendly Approvals Program.</p> <p>This action is supported by Actions 2.3 and 2.4 in the Vincent Rebound Plan.</p>	<p>The City was accepted into the SBDC's Small Business Friendly Approvals Program which represents the City's quest to improve customer experiences for businesses. The program commenced 9 February 2022. The City is continuing to engage with the SBDC and is now implementing 33 reforms relating to the Small Business Friendly Approvals Program including providing better information and enhancing business support.</p> <p>An Executive Summary of the Small Business Friendly Approvals Program was reported to the 21 June 2022 Ordinary Council Meeting for noting.</p> <p>SBDC initiatives are promoted through the City's Business E-News. Small Business Friendly Approvals Program to increase business engagement with the SBDC as per reform</p> <ul style="list-style-type: none"> 1.11 Expand access and reach of business e-news to keep small business updated on the City's programs and initiatives. <p>The business E-News has been expanded to 1001 subscribers.</p> <p>Continued engagement with SBDC and promotion of SBDC initiatives, is now part of the City's business as usual operational services.</p>	Small Business friendly Approvals Program
V1.11 Advocate for Live Music Venue Protection	S&D		✓	✓	✓	✓	<p>Public consultation on the proposed Northbridge Special Entertainment Precinct amendment to the City of Perth Planning Scheme closed in February 2021. The City continues to work with the Department of Planning, Lands and Heritage and the Department of Water and Environmental Regulation on the proposed regulatory reform and its potential for broader application to the State as opportunities arise.</p>	<p>The City will continue to work with the Department of Planning, Lands and Heritage and the Department of Water and Environmental Regulation on the proposed regulatory reform and its potential for broader application to the State as opportunities arise.</p>	Thriving Places Strategy
V1.12 Prepare a Strategy for City of Vincent Owned Land within the town centres	CEO	S&D			✓	✓	<p>A consolidated version of the Register of City land with sale or development potential was presented to Council at its 7 April 2020 Meeting (Item 12.3). Administration is now preparing a strategic framework for City-owned property to be presented to Council in mid-2022.</p>	<p>The development of this action has been delayed due to resourcing capacity. Future development of the strategic framework for City-owned property will be considered in the 2023/24 period.</p>	<p>Register for City Land</p> <p>Strategic framework for City-owned property</p>

Key Focus Area 2: MOVEMENT

VOLUME 1: VINCENT TOWN CENTRE PLACE PLAN – IMPLEMENTATION FRAMEWORK

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V2.1 Prepare an Integrated Transport Plan	S&D	I&E	✓	✓	Complete		Public consultation for the draft Accessible City Strategy was concluded in February 2021 and the Accessible City Strategy was adopted by Council in May 2021.	Action completed in 2020/21.	
V2.2 Advocate to State Transport Authorities for Improvements to Transport Infrastructure including improved east-west connections	I&E	S&D	✓	✓	✓	✓	The City's administration currently sits on a number of working groups which relate to station access and connection throughout the City. These groups involve stakeholders such as the Public Transport Authority and the Department of Transport. This is an ongoing action and the City will continue to advocate to the relevant State Government authorities over the next year.	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 implementation of this connection is ongoing with future action including the development of a business case for a circular route to be introduced to Vincent. This Action will continue to be delivered through Action 2.1.3 of the Accessible City Strategy.	Advocacy Agenda Accessible City Strategy
V2.3 Implement a Transport Education Program	I&E	S&D		✓	✓	✓	The City is currently progressing Actions 1.2.4, 1.2.5 and 3.2.1 of the Accessible City Strategy. These actions have involved working with schools located in the City to extend the reduced speed zone areas around the schools. The City continues to support the Your Move program and work with schools to promote active transport.	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. The City will continue to progress this Action through Actions 1.2.4, 1.2.5 and 3.2.1 of the Accessible City Strategy.	Accessible City Strategy
V2.4 Advocate for After-hours Transport Options	I&E	S&D	✓	✓	✓	✓	Advocacy to the Public Transport Authority by the City is ongoing.	Advocacy to the Public Transport Authority by the City is ongoing.	Advocacy Agenda
V2.5 Develop a Wayfinding Plan	S&D	C&B/I&E		✓	✓	✓	A consultant has been appointed to complete the Wayfinding Plan. Desktop background analysis has been completed and a series of 'walkshops' with key stakeholders were undertaken in September 2021 to inform the Opportunities, Constraints and Gaps Analysis report. The project is on track to be completed within the 2021/22 financial year. This action is captured in the Vincent Rebound Plan Action 1.4.	Development of the City's Wayfinding Plan commenced July 2021. The Wayfinding Plan includes the following four phases: Phase One – Analysis Report Phase Two – Draft Wayfinding and Signage Plan Phase Three - Final Wayfinding Plan and Guidelines Phase Four – Implementation Plan The Wayfinding Plan will highlight the unique character and distinct local aesthetic of the town centre. Phase One of the project has been completed and Phase Two significantly progressed. The development of the Wayfinding Plan is due to be completed December 2022. Implementation will commence following this.	The Wayfinding Plan
V2.6 Review the naming requirements within the Laneways and Rights of Way Policy 2.2.8	S&D	C&B/I&E	Complete					Action completed in 2018/19.	
V2.7 Advocate for Bus Noise Emissions Improvements to Public Transport Authority	S&D	I&E			✓	✓	The Public Transport Authority (PTA) announced plans to update the PTA fleet to be more environmentally efficient and reduce noise emissions. This is to be done as part of a staged approach with the first of the electric fleet introduced in 2022. The City will continue to advocate to the PTA to ensure that this occurs, and that continual upgrades are implemented where required.	The PTA have commenced a trial of Electric buses through the Joondalup CAT service. The trial will determine the reliability and efficiency of the buses, with factors to be evaluated including performance, energy efficiency, emission reductions life cycle costs and risks.	Advocacy Agenda

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V2.8 Investigate the costs and benefits of Underground Power in Vincent's town centres	I&E	CEO	✓	✓	✓	Complete	<p>The City will continue to monitor the trial and advocate to the PTA to ensure that this upgrade of services occurs, and that continual upgrades are implemented where required.</p> <p>An investigation report is currently being drafted by an external consultant for completion by the end of 2021. The State Underground Power Program is ongoing through Western Power.</p> <p>At its Ordinary Council meeting 17 May 2022, Council:</p> <ul style="list-style-type: none"> Noted the invitation from Western power for the City of Vincent to participate in Tranche 2 of the Network Renewal Underground Pilot Program (NRUPP); and Authorised the CEO to sign the Memorandum of Understanding (MOU) to enable Western power to commence the detailed design of the project <p>An MOU has been signed between the City and Western Power to participate in Tranche 2 of the Network Renewal Underground Pilot Program, enabling Western Power to commence detailed design of the project.</p> <p>This action will be continued to be delivered through the Vincent Underground Power Project.</p>	Vincent Underground Power Project	
Key Focus Area 2: CHARACTER									
V3.1 Advocate for High Quality Ground Floor Design to the development industry and business community	S&D		✓	✓	✓	✓	<p>The City implements the Built Form Policy which includes controls for the Design of Ground Floor Spaces. Amendment 3 of the Policy was endorsed by Council 22 June 2021 and is currently with the WAPC for approval.</p> <p>With the release of Design WA the City's controls continue to apply as Acceptable Outcomes and ongoing advocacy will continue moving forward.</p> <p>The City continues to advocate for high quality ground floor outcomes through continual improvements to the planning framework. The Draft Leederville Precinct Structure Plan was presented to Council on 14 September 2021 and is currently with the WAPC for approval. The review of the Local Planning Strategy and Local Planning Scheme No. 2 commenced in 2021/22 and are scheduled for completion in 2022/23. Future precinct planning and updates to the Built Form Policy will continue to address and improve ground floor design requirements to achieve quality ground floor design outcomes.</p> <p>The City continues to advocate for high quality ground floor outcomes through continual improvements to the planning framework. The Draft Leederville Precinct Structure Plan was presented to Council on 14 September 2021 and is currently with the WAPC for approval. The review of the Local Planning Strategy and Local Planning Scheme No. 2 commenced in 2021/22 and are scheduled for completion in 2022/23. Future precinct planning and updates to the Built Form Policy will continue to address and improve ground floor design requirements to achieve quality ground floor design outcomes.</p>	<p>The City continues to advocate for high quality ground floor outcomes through continual improvements to the planning framework.</p> <p>The Draft Leederville Precinct Structure Plan was presented to Council on 14 September 2021 and is currently with the WAPC for approval.</p> <p>The review of the Local Planning Strategy and Local Planning Scheme No. 2 has commenced.</p> <p>Future precinct planning and updates to the Built Form Policy will continue to address and improve ground floor design requirements to achieve quality ground floor design outcomes.</p>	<p>Advocacy Agenda</p> <p>Leederville Precinct Structure Plan</p> <p>Local planning Strategy and Local Planning Scheme No.2</p> <p>Built Form Policy.</p>

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

VOLUME 2: NORTH PERTH TOWN CENTRE PLACE PLAN – IMPLEMENTATION FRAMEWORK

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			18/19	19/20	20/21	21/22			
Key Focus Area 1: ACTIVITY									
1.1 Review North Perth Common Stage 1 to inform future public space design and activation	S&D	I&E/C&B	✓	✓	✓	✓	<p>On 17 September 2019 at its Ordinary Meeting, Council noted the North Perth Common project closure report which included recommendations to:</p> <ul style="list-style-type: none"> Monitor the function of the space and adjust furniture and landscaping as required to enhance the function of the space; Traffic studies should be undertaken to determine changes in vehicle speeds and behaviours and the impact of the space on the broader road network. The City should investigate the viability of one way left turn only, and complete road closure, in the longer term future; Monitor pedestrian movements and use of the space, particularly the two apple gum trees closest to Paragon; and The impact of the project should be incorporated into the View Street Car Park Urban Design Study project. <p>A range of data collection has been undertaken to assess the above recommendations, as well as to review the performance of the space against the eight design objectives developed by the North Perth Common Working Group. Advice regarding opportunities to enhance the functionality of the space was sought from members of the North Perth Common Working Group at a 4 September 2020 meeting, and the Design Review Panel at the 16 September 2020 meeting. At the 15 December 2020 Ordinary Meeting, Council approved a 12-month trial closure of the Fitzgerald Street median restricting access to and from View Street to left turn only.</p> <p>The collective findings, recommendations, and future considerations were presented at 24 August 2021 Council Workshop, including the following:</p> <ul style="list-style-type: none"> The function of North Perth Common is impacted by a lack of adjacent active frontages, and future strategic urban planning and design opportunities should be considered to improve connectivity and introduce active frontages; The speed and volume of vehicular traffic has decreased since the construction of the space, and reduced further after the implementation of the Fitzgerald Street median closure trial; and The space does not encourage passive users moving through to stop and stay, with primary reasons cited including a lack of shade, shelter and seating, and unpleasant sensory impacts including noise and odour from Fitzgerald and View Street traffic. <p>Community consultation regarding North Perth Traffic Calming was undertaken in May 2021 and sought feedback on a range of proposals including the trial Fitzgerald Street median closure. Results of this consultation will be presented to Council later this year.</p> <p>These collective findings and a plan to address the lack of shade, shelter and seating are scheduled to be reported to Council in early 2022 and will inform future interventions in the short, medium, and long-term through corporate strategic planning projects, including the major review of the North Perth Town Centre Place Plan, development of the Wayfinding Plan, and delivery of the View Street Urban Design Concept (Action 1.7) to improve the functionality of the space.</p> <p>The action is proposed to be updated to reflect the change in project timing.</p>	<p>In 2021/22, Administration undertook additional analysis to inform the review including:</p> <ul style="list-style-type: none"> Monitoring of traffic speed and volume on View Street, Alma Road, Leake Street and Glebe Street in September 2021 and February 2022 Presenting initial findings of the review and proposed interventions to the Design Review Panel meeting on 9 February 2022 Engaging Inhabit Place to undertake a place audit on 3 March 2022. Developing shadow studies in March 2022 <p>At the 22 March 2022 Council Workshop, Administration presented the findings of the North Perth Common (NPC) Review and potential interventions to improve the space.</p> <p>In June 2022, after consideration of feedback from Elected Members, Administration planted three trees, installed three picnic settings and reinstated a water fountain in NPC.</p> <p>The permanent extension of the Fitzgerald Street median strip at View Street will be considered in a consultation report due to go to Council in 2022/23.</p> <p>All future public space design in the broader North Perth Town Centre will be informed by the NPC review.</p>	Action completed 2021/22.

VOLUME 2: NORTH PERTH TOWN CENTRE PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Timing				2020/21 Annual Review Update (November 2021)	2021/22 Annual Review Update (August 2022)	Future Implementation
			18/19	19/20	20/21	21/22			
1.2 Prepare and implement Woodville Reserve Landscape Plan	S&D	I&E		✓	✓	✓	<p>In 2020/21 the Woodville Reserve Master Plan was delayed to allow the preparation of informing documents (Asset Management and Sustainability Strategy, Sport and Recreation Facilities Plan) and inclusion in the Long Term Financial Plan (LTFP). A draft landscape plan for the northwest corner of the site has been prepared to enhance the amenity and functionality of the reserve in the interim.</p> <p>On 27 July 2021 at its Ordinary Meeting, Council endorsed the draft Woodville Reserve Landscape Plan (Landscape Plan) for community consultation. The revised Landscape Plan is scheduled to be presented to Council in December 2021. It is anticipated the Landscape Plan will be implemented in 2022 pending the outcomes of the December Council decision and budget allocation.</p> <p>The action is proposed to be updated to reflect the change in project scope.</p>	<p>On 14 December 2021 at its Ordinary Meeting, Council endorsed the revised Woodville Reserve Landscape Plan to enhance the amenity and functionality of the northwest corner of the site.</p> <p>The Landscape Plan was implemented between April and June 2022 at a cost of \$80,000.00.</p>	Action completed 2021/22.
1.3 Ensure updates to the planning and policy framework facilitate the development of North Perth's night time economy	S&D		✓	✓	✓	✓	<p>An investigation into the Town Centre Planning Framework has been completed. The findings were presented at the City's 19 November 2020 Executive Management Committee meeting. The investigation determined that the City's planning framework responds to the current needs of established town centres but also identified that there are several issues common between town centres, including underactive day and night time economies. The report makes the following recommendation:</p> <ul style="list-style-type: none"> Amend Local Planning Scheme to address land uses to support a night time economy supported by data measures. <p>North Perth (Fitzgerald Street) is identified as an activity centre (district centre) by State Planning Policy 4.2 Activity Centres. It requires a higher level of planning and design focus due to its designation as an activity centre and may require precinct planning in line with State Planning Policy 7.2 Precinct Design.</p> <p>On 16 September 2020, the City's Design Review Panel identified the opportunity to develop a site-specific planning framework for North Perth Town Centre to guide and optimise outcomes of future redevelopment of the area bounded by Fitzgerald, Glebe and Angove Streets, and Alma Road as a part of the advice received during the review of North Perth Common (Action 1.1).</p> <p>The major review of NPTCPP is scheduled late 2021/22 to early 2022/23 and will result in an updated NPTCPP 2022/23 – 2025/26. The major review will consider the potential for precinct planning and determine the preferred planning framework approach for North Perth Town Centre. The potential continuation of this action, with consideration to the preferred planning framework approach, will be captured in the updated NPTCPP 2022/23 – 2025/26.</p>	<p>An investigation into the Town Centre Planning Framework has been completed and presented at the City's 19 November 2020 Executive Management Committee meeting.</p> <p>In 2022/23 and 2023/24, the City will be developing the North Perth Town Centre Precinct Planning Framework (NPTCPPF) which will additionally address the further development of North Perth's night time economy.</p> <p>This action is proposed to be discontinued as a standalone initiative and will instead be included in the updated NPTCPP 2022/23 – 2025/26 as part of the broader NPTCPPF action.</p> <p>In 2022/23, the City will be developing the View Street Urban Design Concept (VSUDC) to guide and optimise outcomes of future redevelopment of the area bounded by Fitzgerald Street, Angove Street, Glebe Street and Alma Road.</p> <p>This action will be included in the updated NPTCPP 2022/23 – 2025/26.</p>	<p>NPTCPPF</p> <p>VSUDC</p> <p>NPTCPP 2022/23 – 2025/26.</p>
1.4 Implement the recommendations of the review of the City's CCTV Network	I&E	S&D	✓	✓	Defer		<p>The 2017/18 review of the City's CCTV Network has not been completed. Administration is currently considering how CCTV should be implemented across the City in the future.</p> <p>The action is proposed to be updated to reflect the change in project scope. The potential to implement the recommendations of the review of the City's CCTV Network is to be considered once the review has been undertaken.</p>	<p>The 2017/18 review of the City's CCTV Network has not been completed. Administration is currently considering how CCTV should be implemented across the City in the future.</p>	

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1.5 Investigate Lighting Improvements on View Street and Angove Street	I&E	S&D		✓	✓	✓	<p>There is an opportunity to use cash-in-lieu for car parking funds to upgrade existing street lights on both streets to LED, which provides better lighting and are more energy efficient. The estimated cost of replacing the globes within the town centre on View Street and Angove Street is \$40,000.</p> <p>Further investigation is required to assess the total cost and value of the replacement, with consideration to the remaining life of the existing poles relative to the expected life of new globes, and the timing of any underground power projects in the area. It is recommended this investigative work be undertaken in 2021/22 to inform the potential inclusion of this item in the Capital Works Program pending the outcomes of the investigation.</p> <p>The action is proposed to be updated to reflect the change in project timing.</p>	<p>Planning students from the Curtin University undertook a preliminary lighting review in April 2022. During this review, it was determined that Angove Street and View Street had sufficient lighting when compared to some other streets in the Town Centre.</p> <p>It is recommended that a lighting audit be included as an action in the NPTCCPP 2022/23 – 2025/26. In conjunction with the lighting audit, Administration will:</p> <ul style="list-style-type: none"> Assess the remaining life of the poles and globes of the existing street lights; Investigate timing of any underground power projects; and Investigate funding opportunities including cash-in-lieu funds. 	NPTCCPP 2022/23 – 2025/26.
1.6 Facilitate stakeholder engagement with strata owners and property managers to inform future strategic planning considerations for North Perth Plaza	S&D	C&B	✓	✓	✓	✓	<p>North Perth Plaza is strata titled as 21 properties with different owners. It is likely that a catalyst will be required for investment and redevelopment to occur, such as an anchor tenant choosing to close or relocate, adjacent redevelopment, changes to the planning framework, or other external economic forces. This is supported by the findings of the Town Centre Planning Framework investigation.</p> <p>It is proposed this action be amended to reflect the importance of engaging directly with the owners and property managers during the relevant consultation processes to inform the review of the Local Planning Strategy, Local Planning Scheme No. 2 and NPTCCPP 2022/23 – 2025/26. It is proposed this action is supported by the Marketing team within Community & Business Services.</p>	<p>In 2022/23 and 2023/24, the City will be developing the NPTCCPP which will include extensive stakeholder engagement with the strata owners and property managers of North Perth Plaza.</p> <p>This action is proposed to be discontinued as a standalone initiative and will instead be included in the updated NPTCCPP 2022/23 – 2025/26 as part of the broader North Perth Town Centre Precinct Planning Framework action.</p>	<p>NPTCCPP</p> <p>NPTCCPP 2022/23 – 2025/26.</p>
1.7 Prepare an Urban Design Concept for View Street Car Park and surrounds	S&D	CEO/I&E	✓	✓	✓	✓	<p>Budget has been approved in 2021/22 to complete the project. The concept development will be informed by the above recommendations from the North Perth Common Stage 1 review (Action 1.1).</p> <p>A cost benefit analysis of the City owned building asset, within the urban design concept site, was completed in October 2020 resulting in the following:</p> <ul style="list-style-type: none"> Significant capital works will be required to the building within 24 months; The building is currently tenanted by a community group for \$2,600 per annum, and the condition remains suitable for this use; It is possible to modernise the property, including new lights, carpet, and improving the room layout, to extend the asset life by three years at a cost of \$30,000. This would not include works to the kitchen or bathroom, and would not make the building suitable for a commercial tenancy or integration into a public square; and It has been determined that the building is at the end of its economic life. <p>It is recommended that no further capital investment be undertaken to extend the life of the building asset for its current use as the cost would not provide adequate return and would exceed the cost to demolish the building. It is recommended that the future use of the building and site is considered as part of the concept design, including additional investigation into the cost and feasibility of retrofitting the building for future economic use.</p>	<p>A Building Condition Assessment of the City owned building at 4 View Street, North Perth was completed in October 2021 which determined that the building is nearing the end of its economic life and significant capital works will be required to the building within 24 months.</p> <p>A cost benefit analysis recommended that no further capital investment be undertaken to extend the life of the building asset for its current use (tenanted by a community group for \$2,600 per annum) as the cost would not provide adequate return and would exceed the cost to demolish the building.</p> <p>A follow-up Building Condition Assessment was undertaken February 2022 which found that no urgent capital works are required and that the building can continue to be leased as community office space.</p> <p>The City will continue to undertake regular Building Condition Assessments and monitor the economic life of the building.</p> <p>In 2022/23, the City will be developing the VSUDC to guide and optimise outcomes of future redevelopment of the area bounded by Fitzgerald Street, Angove Street, Glebe Street and Alma Road. This action will be included in the updated NPTCCPP 2022/23 – 2025/26.</p>	<p>VSUDC</p> <p>NPTCCPP 2022/23 – 2025/26.</p>

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<p>North Perth Common Stage 1 (Action 1.1) will occur ahead of this project. Administration will report on the status of this project as part of the North Perth Common Stage 1 review Council report and any changes to this action will be reflected in the NPTCPP 2022/23 – 2025/26.</p>									
<p>Key Focus Area 2: MOVEMENT</p>									
<p>2.1 Plan Angove/Fitzgerald Street intersection improvements</p>	I&E	S&D		✓	✓	✓	<p>The Design Review Panel identified the opportunity to create a pedestrian spine between Alma Road and Angove Street, offset west of Fitzgerald Street through the current North Perth Plaza site, North Perth Common, and View Street car park. This opportunity will be further investigated as part of Actions 1.3, 1.6, and 1.7. It is recommended improvements to the Angove/Fitzgerald Street intersection are investigated as part of the wider strategic context as outlined in these actions. It is proposed that the timing of this action be extended to align with the timing of Action 1.7.</p>	<p>Further investigation determined that there is currently no opportunity for improvements to the intersection of Angove Street and Fitzgerald Street. This is due to limited opportunities to tighten the corner radii and the requirements for cycling starter boxes and the recent amendment of all way crossings.</p> <p>The City will be developing the VSUDC in 2022/23 to guide and optimise outcomes of future redevelopment of the area bounded by Fitzgerald Street, Angove Street, Glebe Street and Alma Road. This will consider the opportunity to create a pedestrian spine between Angove Street and Alma Road. This action will be included in the updated NPTCPP 2022/23 – 2025/26.</p>	<p>NPTCPP 2022/23 – 2025/26.</p> <p>VSUDC</p>
<p>2.2 Plan and implement streetscape improvements at Albert Street Junction and the adjacent public open space</p>	S&D	I&E			✓	✓	<p>The proposed shared space at Albert Street Junction was considered before the construction of North Perth Common, and has not been considered as a part of the City's LTFP. It is recommended that a business case for a future shared space at this location be considered in the NPTCPP 2022/23 – 2025/26, with consideration given to the relationship with North Perth Primary School and future redevelopment opportunities in the town centre.</p> <p>In the interim, there is an opportunity to change the scope of the action to plan streetscape improvements to improve the amenity of the public open space and connection to North Perth Primary School. The following opportunities have been identified as fitting within the existing 2021/22 budget and have the capacity to be delivered:</p> <ul style="list-style-type: none"> Engage an artist to create a mural on the City's bore pump utility box; Refurbish the timber picnic benches in the space; Plant a tree in the southwest corner to provide additional shade. <p>The following opportunities have been identified, but require additional budget to be considered:</p> <ul style="list-style-type: none"> Installation of wheel stops in the parking bays to prevent vehicle overhang into the footpath (\$3,000); Mulch or native plantings in the cul-de-sac verges and tree wells to prevent parking and improve the amenity (\$3,000). These plantings would require ongoing maintenance and manual watering; and Bike filter through the cul-de-sac (\$11,000). <p>The streetlights on this segment of Albert Street may also be suitable for upgrade to LED globes to improve lighting quality and efficiency. This should be considered as a part of Action 1.5.</p> <p>The City's Public Open Space Strategy 2018 identifies the following key action:</p> <ul style="list-style-type: none"> Establish Shared Use Agreements with the Department of Education to enable community access to school ovals and other amenities in the short (1-3 years) to medium (4-7 years) term. North Perth Primary School is identified as a priority site. <p>Progressing a Shared Use Agreement with North Perth Primary should be prioritised as there is an opportunity to reinstate and improve connectivity for pedestrians and cyclists between Albert and View Streets.</p>	<p>In 2021/22, the City actioned the following streetscape improvements to improve the amenity of the public open space and connection to North Perth Primary School:</p> <ul style="list-style-type: none"> Engaged an artist to create a mural on the City's bore pump utility box; and Refurbish the timber picnic benches in the space. <p>Planting in the southwest corner of Albert Square was deferred following consideration of the findings of the North Perth Common Review. This will also allow further investigation for the staging and locations of future underground power projects in the area.</p> <p>Additional small-scale improvements including the additional tree planting in Albert Square, wheel stops in the parking bays, mulch or native plantings in the cul-de-sac verges and tree wells and bike filter through the cul-de-sac will be considered in the NPTCPP 2022/23 – 2025/26.</p> <p>A business case for a future shared space at this location will be considered in the NPTCPP 2022/23 – 2025/26, with consideration given to the relationship with North Perth Primary School and future redevelopment opportunities in the town centre.</p>	<p>NPTCPP 2022/23 – 2025/26.</p>

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Action and Proposed Update	Responsible Team(s)	Support Team(s)	Timing				2020/21 Annual Review Update (November 2021)	2021/22 Annual Review Update (August 2022)	Future Implementation
			18/19	19/20	20/21	21/22			
							The action is proposed to be updated to reflect the change in project scope.		
2.3 Plan and implement upgrades to Fitzgerald Street	I&E	S&D	✓	✓	Complete		<p>The City replaced 21 planter boxes on Fitzgerald and Angove Streets in October 2021. These have been adopted by adjacent businesses who care for the plants.</p> <p>The current design and function of Fitzgerald Street is a significant constraint to the implementation of additional public realm improvements, particularly on the western edge. The footpaths are narrow and contain obstructions such as utility poles, and the current design of North Perth Plaza impacts the pedestrian realm as there is nearly 50 meters of car park frontage. Additional upgrades will be achieved through the delivery of Actions 1.3, 1.6, 1.7, and 2.4.</p>	Action marked as complete as part of 2020/21 annual review.	
2.4 Advocate to the Public Transport Authority for North Perth Plaza bus stop upgrade and naming	I&E	S&D	✓	✓	✓	✓	<p>The Public Transport Authority (PTA) has advised that displaying alternative branding or unique stop name on PTA managed or owned bus stop signage would not be considered for the following reasons: Each bus stop is assigned a number and geographic name (e.g. Fitzgerald Street after View Street);</p> <ul style="list-style-type: none"> Stops identified as timed stops, where buses must dwell if running early, landmark names may be used. In this case, stop 12823 (before View Street) and 12814 (before Forrest Street) are timed stops and named 'North Perth Plaza'; When people search for a bus stop within the Transperth system, there are various options (e.g. stop number, geographic name, or landmark); and Each of these identifiers are key pieces of system-wide wayfinding for public transport users. <p>As shelters are typically Local Government property, the City could feature naming, branding, or other creative elements on the shelter, noting both the northbound and southbound stops are currently named 'North Perth Plaza'.</p> <p>The footpath area the northbound shelter is currently located on is the minimum width of 1.5m, with an alfresco area behind the shelter on private land, which further limits the options for alternative bus shelter designs or improved amenity. There is an opportunity to consider moving the bus stop location further north toward View Street, before the pedestrian crossing, which would allow additional space to improve amenity, pending agreement by the PTA and North Perth Plaza. This could be considered as part of Action 1.6.</p> <p>The southbound stop does not currently have a shelter, but is well served by seating and an awning, and is located on a wider footpath. It is recommended to prioritise the northbound environment in the first instance. Administration will determine options to name and upgrade the northbound bus stop in 2021/22.</p>	The PTA have previously advised that displaying alternative branding or a unique stop name on PTA managed or owned bus stop signage would not be supported.	

Key Focus Area 3: CHARACTER

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Action and Proposed Update	Responsible Team(s)	Support Team(s)	Timing				2020/21 Annual Review Update (November 2021)	2021/22 Annual Review Update (August 2022)	Future Implementation
			18/19	19/20	20/21	21/22			
3.1 Encourage North Perth Plaza Site Improvements	S&D	I&E	✓	✓	✓	Defer	<p>Improvements to North Perth Plaza site should be considered as a part of holistic redevelopment guided by the recommendations in Actions 1.3 and 1.6.</p> <p>It is recommended that this action be deferred in its current form, and site improvements be considered as part of the stakeholder engagement proposed in Action 1.6 and as part of the development of NPTCPP 2022/23 – 2025/26.</p>	<p>Action marked as defer as part of 2020/21 annual review.</p> <p>In 2022/23 and 2023/24, the City will be developing the NPTCPPF which will address the North Perth Plaza Site. This action will be included in the updated NPTCPP 2022/23 – 2025/26.</p>	<p>NPTCPPF</p> <p>NPTCPP 2022/23 – 2025/26.</p>
3.2 Increase the use of North Perth Town Hall by 5% annually and capitalise on its cultural significance and character	C&B	S&D/I&E	✓	✓	✓	✓	<p>The number of booked hours increased from 837 in 2019/2020 to 1499.15 in 2020/21, a 79% increase, resulting in a 74% increase in earnings. The number of hirers also increased from 69 to 101. Regular hirers of the space include a range of community groups including the Vincent Community Kitchen and Repair Café, and dance classes. Civic events, including Citizenship ceremonies, continue to be held in the Town Hall as well.</p> <p>Facility Bookings are currently in the process of engaging with regular hirers to confirm their ongoing bookings for 2022, and will continue to manage activation of the space by ensuring booking requests received are suitable to the venue.</p>	<p>The number of booked hours increased from 1499.15 in 2020/21 to 1573.23 in 2021/22. The number of hirers also increased from 101 in 2020/21 to 153 in 2021/22, a 51% increase.</p> <p>Regular hirers of the space continue to include a range of community groups including the Vincent Community Kitchen and Repair Café, Vincent Writers Centre and dance classes. Civic events, including Citizenship ceremonies, continue to be held in the Town Hall as well.</p> <p>Facility Bookings continue to engage with regular hirers to confirm their ongoing bookings for 2022/23 and will continue to manage activation of the space by ensuring booking requests received are suitable to the venue.</p>	<p>Action completed 2021/22.</p>
3.3 Plan and implement a View Street landscape link between Fitzgerald Street and the traditional heritage buildings	I&E	S&D	✓	✓	✓	✓	<p>View Street has a number of mature street trees providing 1495m2 of canopy cover over 3m between Fitzgerald and Leake Streets (DPLH, 2018). This equates to 33.3% canopy cover for the street block, exceeding the best practice target of 25% canopy cover over 2.5m for residential and light commercial areas (City of Vincent Greening Plan, 2018-2023).</p> <p>Opportunities for additional landscaping, such as eco-zoning and additional planting will be investigated in 2021/22 as a part of the Review of North Perth Common Stage 1 (Action 1.1) and the View Street Urban Design Concept (Action 1.7).</p>	<p>The City has not progressed the View Street landscape link due to:</p> <ul style="list-style-type: none"> North Perth Common review – the landscape link is to be informed by the findings of the NPC review which was presented to council in March 2022 Vincent Underground Power Project (VUPP) – View Street between Woodville Street and Fitzgerald Street has been identified in Tranche 2 of Western Power’s Network Renewal Underground Pilot Program. Long Term Cycling Network – View Street has been identified as a Secondary Route in the Long Term Cycling Network as adopted by Council on 18 August 2020. In 2022/23, the City will be developing the Cycling Plan 2022-2027 which will provide further clarity on timing and potential design interventions for View Street. <p>The above projects provide a number of opportunities to increase landscaping opportunities and improve the streetscape on View Street.</p> <p>This action is proposed to be continued in the updated NPTCPP 2022/23 – 2025/26.</p>	<p>NPTCPP 2022/23 – 2025/26.</p>

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

VOLUME 3: MOUNT HAWTHORN TOWN CENTRE PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Timing				2020/21 Annual Review Update (November 2021)	2021/22 Annual Review Update (August 2022)	2022/23 Funding Allocation	Document Changes
			19/20	20/21	21/22	22/23				
Key Focus Area 1: ACTIVITY										
1.1 Determine options to implement Free Wifi in priority town centre locations	ICT	I&E		Complete			Preliminary investigations undertaken in 2020/21. Axford Park determined as the most suitable location. Approximate costs for public wifi in Axford Park include: <ul style="list-style-type: none"> One-off Basic Installation \$2,500 Monthly service fee \$300 Monthly bandwidth \$120 Determining options complete. Funding for implementation proposed in 2021/22 and not supported through the budget process. The potential to implement Free wifi in Axford Park to be considered during the development of the MHTCPP (Mount Hawthorn Town Centre Place Plan) 2023/24 -2026/27 and Axford Park Upgrade project.	Action completed in 2020/21. The potential to implement Free wifi in Axford Park to be considered during the development of the MHTCPP 2023/24 - 2026/27 and Axford Park Upgrade project.		
1.2 Install Banner Poles along Oxford Street North	S&D	I&E			Defer		A location plan was prepared and quotes for the manufacture and delivery of 7 banner poles along the central median of Oxford Street North obtained in 2020/21. Multi-functional light and banner poles were costed at \$42,500 (ex GST – excluding installation) and banner poles to replicate those along Scarborough Beach Road were costed at \$18,000 (ex GST - excluding installation). The installation of the \$18,000 banner poles was costed at \$31,000. The \$49,000 purchase and installation of banner poles was considered a discretionary spend and not proposed as part of 2020/21 budget prepared during the COVID-19 pandemic. Project details and costings to inform the preparation of the 2021/22 budget. Funding for implementation proposed in 2021/22 and not supported through the budget process. Action to be deferred for re-evaluation and consideration during the development of MHTCPP 2023/24 -2026/27.	Action marked as defer as part of 2020/21 annual review for re-evaluation and consideration during the development of MHTCPP 2023/24 -2026/27 and with consideration to the Long Term Financial Plan (LTFP).		
1.3 Design and deliver the first phase of Axford Park Upgrade	S&D	I&E			Defer		Funding proposed in 2021/22 and not supported through the budget process. Axford Park Upgrade is proposed to be included in the LTFP in outer years, with \$206,700 attributed in 2024/25 and \$790,000 in 2025/26. Action to be deferred for re-evaluation and consideration during the development of MHTCPP 2023/24 -2026/27 and with consideration to the LTFP.	Action marked as defer as part of 2020/21 annual review for re-evaluation and consideration during the development of MHTCPP 2023/24 -2026/27 and with consideration to the LTFP.		
1.4 Identify barriers inhibiting Mount Hawthorn's Night Time Economy in consultation with local businesses and determine actions to address these	ICT	I&E	✓	✓	✓	✓	Administration commenced discussions with businesses in 2019/20 to identify barriers and determine opportunities to encourage businesses to stay open longer. Initial findings included: <ul style="list-style-type: none"> businesses unable to trial longer hours given staffing resource requirements; and businesses suggesting evening activations would increase the likelihood of opening longer. In response to the COVID-19 pandemic, consultation regarding the night time economy ceased and Business Health Checks commenced. Supporting businesses following COVID-19 restrictions has become a focus for the City and is	Administration to continue liaising with businesses to determine opportunities to retain night-time economy, primarily on weeknights. As expected, a reduction in interstate and international travel restrictions has resulted in a decreased level of patronage. Sentiment from businesses is also that the current sensitive financial environment has impacted foot traffic levels. A focus for food and beverage businesses is still to supply outdoor dining, with a significant percentage of customers still preferring to receive outdoor service. Administration are continuing to work with a number of businesses on maximising		

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Action and Proposed Update	Responsible Team(s)	Support Team(s)	Timing				2020/21 Annual Review Update (November 2021)	2021/22 Annual Review Update (August 2022)	2022/23 Funding Allocation	Document Changes
			19/20	20/21	21/22	22/23				
							<p>being addresses through the Vincent Rebound Plan. Consultation regarding the night time economy will recommence following the implementation of the Rebound Plan which is scheduled to be implemented 2020/21-2021/22.</p> <p>The Mount Hawthorn night time economy is continuing to improve organically with new and emerging small bars. Anecdotal business feedback suggests the town centre has been busier in the evenings in 2021/22 than in the pre-pandemic period. This is likely due to limited interstate and international travel. It is anticipated that this higher level of patronage may decrease once travel restrictions are reduced and so the need to continue to monitor the night time economy and identify barriers continues to be a relevant action.</p>	<p>their outdoor dining capacity to cater for a higher portion of outdoor patrons.</p> <p>As restrictions ease, Administration along with the Mount Hawthorn Hub are collaboratively investigating opportunities to activate the town centre during evenings and weekend periods.</p>		
1.5 Install LED Street Lights along Scarborough Beach Road and Oxford Street	I&E	S&D	✓	✓	✓	✓	<p>Potential to use cash-in-lieu for car parking funding (CIL), to replace existing lights with LED lights.</p> <p>Further investigation is required to assess the total cost and value of the replacement, with consideration to the remaining life of the existing poles relative to the expected life of new globes, and the timing of any underground power projects in the area. It is recommended this investigative work be undertaken in 2021/22 to inform the potential inclusion of this item in the Capital Works Program pending the outcomes of the investigation.</p>	<p>Western Power provided a quote of \$95,679 to upgrade 23 streetlights along Scarborough Beach Rd and Oxford St. Administration requested this project be funded through cash-in-lieu, which was approved at March 2022 quarterly budget review.</p> <p>Western Power have advised that upgrades cannot be undertaken prior to September 2022. Based on this, funding is required to be re-requested at the quarterly budget review in October 2022.</p> <p>A Federal Election Funding Commitment of \$200,000 through their <i>Light Up Perth</i> program has been announced to improve lighting in the Mount Hawthorn Town Centre. It noted the LED Street Lights and lighting at Axford Park projects respectively.</p> <p>Western Power has provisionally scheduled the works to be conducted on the 18 & 19 January 2023, pending budget outcomes.</p>		
1.6 Investigate and implement Lighting Improvements in the Flinders Street Car Park	I&E	S&D	✓	Complete			<p>Investigation completed in 2019/20. Lighting improvements costed at \$7,000 (ex GST) and included in 2020/21 budget. Improvements scheduled to be complete in 2020/21 and include supply and install:</p> <ul style="list-style-type: none"> • SL3 30W LED to the existing light fitting; • SL2 30W single solar light with new pole; and • Double SL2 30W solar lights with new pole. <p>Lighting upgrade improvements as outlined above implemented in June 2021.</p>	<p>Action completed in 2020/21.</p>		
1.7 Implement Lane Lighting Improvements in the lanes between Flinders Street and Oxford Street	C&B	I&E	Complete				<p>Project complete. Lighting installed in 2019/20.</p>	<p>Project complete. Lighting installed in 2019/20.</p>		
1.8 Identify and deliver a Future Youth Space in the town centre or surrounds	S&D	C&B	✓	✓	✓	✓	<p>In August 2020, John Carey MLA started a 'community conversation' on social media and undertook a community survey regarding potential locations for skate/scooter facilities in Mount Hawthorn. The survey findings aligned to this action and John Carey MLA committed \$200,000 to this project. A Mount Hawthorn Youth Skate Space working group was subsequently formed and includes key stakeholders from the</p>	<p>In September 2022, the Mount Hawthorn Youth Skate Space working group conducted site analysis to determine the preferred location for the Mount Hawthorn Youth Skate Space of the following reserves:</p> <ul style="list-style-type: none"> • Britannia Reserve (north and central); • Charles Veryard Reserve; and • Axford Park 	\$230,000	

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							local community. As this project progresses through the working group, further consultation will be undertaken to confirm the preferred location and suitable youth space elements to be facilitated with this funding.	The site analysis concluded Britannia Reserve as the preferred site. Administration conducted further site analysis of the Britannia Reserve locations based on the comments and feedback from the Working Group. A preferred location has been determined with targeted engagement to confirm the location within Britannia Reserve and seek feedback on the space and skateable elements to inform the draft Concept Design.		
Key Focus Area 2: MOVEMENT										
2.1 Plan and facilitate Scarborough Beach Road/Oxford Street Intersection Improvements	S&D	I&E	✓	✓	✓	✓	<p>The original plans for the upgrade of Oxford Street North included an advanced stop line at the junction of Oxford Street and Scarborough Beach Road. This was not approved by Main Roads Western Australia (MRWA) due to a lack of road space for a lead in lane. Administration is seeking for this decision to be reconsidered to ensure consistency along Oxford Street and Scarborough Beach Road. Advanced stop lines are currently in place at all other legs of the junction between Oxford Street and Scarborough Beach Road as well as along the rest of these routes. Administration believes it is essential to treat this junction consistently in order to prevent confusion and maintain highest possible level of safety.</p> <p>Administration has sought approval from MRWA to make the westbound left hand lane on Scarborough Beach Road left turn only into Oxford Street as there is insufficient space for the two lanes to merge through the junction and an increasing number of complaints and reports have been received from residents and businesses requesting improvements.</p> <p>These improvements are considered the first stage of improving this intersection. Given the ongoing negotiations with MRWA, Administration will continue to investigate opportunities to reduce conflict at this intersection and the potential to incorporate art into any improvements that are supported by MRWA. To reflect this change, the timing of this initiative will be extended as the project will likely only be realised through ongoing, staged negotiation with MRWA.</p>	<p>Administration are continuing the investigation of potential improvements and liaising with MRWA to determine what opportunities may be feasible, while acknowledging the potential to again seek the initial decision to be reconsidered.</p> <p>The City of Vincent Cycling Plan 2022-2027 is currently being developed, with the aim to have the report finalised in December 2022. Similar constraint issues have been noted for their inclusion into the list of possible future improvements.</p>		
2.2 Implement the Mount Hawthorn specific findings of Action 3.3.1 of the Accessible City Strategy, including the Development of a Mount Hawthorn Precinct-specific Parking Management Plan.	I&E	S&D				✓	<p>Project scheduled to be undertaken in the first half of 2021. Adjacent business owners were contacted in 2020/21 to consider the potential to consolidate parking restrictions and signage. Further follow up and discussion is required to determine if an agreeable solution is able to be achieved.</p> <p>The timing and costs associated with delivering Mount Hawthorn precinct-specific parking management plans, which will assist with the rationalisation of parking management, are currently being investigated as part of the delivery of Action 3.3.1 of the Accessible City Strategy.</p> <p>The following text has been amended under Item 2.2 – Parking Management to reference Action 3.3.1 of the Accessible City Strategy (ACS) and the intent to deliver a Mount Hawthorn precinct-specific parking management plan. The timing of the delivery of this project will be dependent on the outcomes of Action 3.3.1 of the ACS. Should the</p>	<p>Administration developed a Request for Quote (RFQ) for a consultant to complete the review of the current precinct parking management plans and make recommendations accordingly. A low level of responses were received due to the prescribed timeframe for the project and capacity of consultancies.</p> <p>The RFQ is scheduled to be re-issued with an increased timeframe to allow for a greater response rate. This will provide the City with the opportunity to appoint the most suitable consultant, based on value for money and achieving the best service and outcome.</p>		

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							<p>development of the Mount Hawthorn precinct-specific parking management plan be scheduled post 2022/23, this action will be included in the MHTCPP 2023/24 -2026/27.</p> <p>The parking restrictions in lots adjoin Flinders Street Car Park are inconsistent and cause confusion.</p> <p>The parking restrictions in Mount Hawthorn Town Centre are inconsistent, cause confusion, and do not maximise parking efficiencies.</p> <p>There are three separately owned car parks adjoin the City's Flinders Street Car Park. The boundaries of these car park areas are unclear and the varied restrictions and signage confusing. The fragmentation of the car parking inevitably means the available parking is not fully utilized.</p> <p>An opportunity exists to consolidate the management of these car parks to maximise the use of available car parking. With consistent external and internal signage there will be more effective sharing of parking and improved perceptions of the availability of public parking.</p> <p>A precinct parking management plan was developed for the Mount Hawthorn precinct in 2009. Actions within the management plan were incrementally delivered over the past decade in an ad-hoc manner which has resulted in varied restrictions and signage which do not consider the precinct holistically.</p> <p>This piecemeal approach to parking management is reflected in available parking not being fully utilised. An opportunity exists to rationalise parking management and maximise parking efficiencies by delivering an up-to-date Mount Hawthorn precinct-specific parking management plan. The City identified this opportunity through Action 3.3.1 of the Accessible City Strategy and will determine the preferred approach and timing to deliver an updated Mount Hawthorn precinct-specific parking management plan in 2021/22.</p> <p>Rationalise the Parking Management of adjoining car parks between Fairfield Street and Flinders Street</p> <p>Implement the Mount Hawthorn specific findings of Action 3.3.1 of the Accessible City Strategy, including the Development of a Mount Hawthorn Precinct-specific Parking Management Plan.</p>			
2.3 Investigate the potential to Formalise Parking along Edinboro Street	I&E	S&D			Defer		Action marked as defer, to coincide with the re-evaluation and consideration of the Axford Park Upgrade (Action 1.3) during the development of MHTCPP 2023/24 -2026/27.		Mark action as defer in 2021/22.	

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2.4 Install decorative lighting at the Anzac Road roundabout to denote the southern town centre entry and complete the Oxford Street North Upgrade	S&D	I&E	Complete				Project complete. Lighting installed in 2019/20.	Project complete. Lighting installed in 2019/20.		
2.5 Advocate for a 30km/h Speed Zone along Oxford Street North	I&E	C&B	✓	✓	✓	✓	The previously advocated reduced 40km/h speed zone came into effect 9 November 2020. MRWA has confirmed the minimum timeframe between reviews is five years but noted a shorter timeframe for review could be considered if there has been a significant change in conditions since the previous review. The City will continue to negotiate with MRWA to achieve the desired 30km/h.	Advocacy for this action to continue. No significant change in conditions has been identified for MRWA to determine shorter timeframe for review of reducing speed zone. The City will continue to negotiate with MRWA to achieve the desired 30km/h acknowledge that unless significant change such as higher density development occurs in the area, it will likely not be reviewed until the five year review period has concluded in November 2025.		
2.6 Advocate for the extension of the 40km/h Speed Zone east along Scarborough Beach Road	I&E		Complete				Action completed in 2019/20.	Action completed in 2019/20.		
2.7 Advocate for the extension of the 40km/h Speed Zone west along Scarborough Beach Road	I&E		✓	✓	✓	✓	In February 2020 Administration requested MRWA conduct a speed zone review to consider extending the 40km/h town centre zone to the 40km/h school zone along Scarborough Beach Road. The proposed 40km/h speed limit extension was rejected by MRWA. Ongoing investigation is taking place based on previous correspondence with MRWA and the City will continue to negotiate the extension of the 40km/h speed zone further west along Scarborough Beach Road to meet the 40km/h school zone.	Ongoing investigation is taking place based on previous correspondence with MRWA. The City will continue to negotiate the extension of the 40km/h speed zone further west along Scarborough Beach Road to meet the 40km/h school zone.		
Key Focus Area 3: CHARACTER										
3.1 Undertake a Streetscape Audit to determine opportunities for streetscape improvements	S&D	I&E	✓	✓	✓	✓	Streetscape 'street walk' audit undertaken with Mt Hawthorn Hub in December 2019. Improvement opportunities identified including additional planting and street furniture. The preparation of a detailed plan of the town centre streetscape audit and costings was delayed in 2020/21. The detailed plan is required to inform the Capital Works Program and LTFP updates and is now proposed to be prepared in 2021/22.	The preparation of a detailed plan of the town centre streetscape audit was delayed in 2021/22. This delay allows administration to deliver this action across all Town Centres simultaneously. This will provide consistency in the reporting phase to inform the Capital Works Program and LTFP. The timing has been extended to 2022/23 to inform actions and deliverables in the development of MHTCPP 2023/24 - 2026/27.		Continuation of action. Extend timing to 2022/23.
3.2 Develop a Mount Hawthorn Town Centre Streetscape Palette	S&D	C&B	✓	✓	✓	✓	Project commenced but not delivered in 2019/20. Timing to align with Action 3.1 and be extended to 2021/22.	Timing to be extended to 2022/23 to align with Action 3.1.		Continuation of action. Extend timing to 2022/23.

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3.3 Determine a preferred location for an Iconic Town Centre Artwork in consultation with the community	S&D	C&B	✓	✓	Complete		<p>Potential Mount Hawthorn locations for a major public artwork, to be funded as part of the COVID-19 Arts Relief Grant funding, were identified and provided to the Arts Working Group in May 2020.</p> <p>A preferred location for a future iconic town centre artwork will be identified during the preparation of the Wayfinding Plan and opportunities to engage with the community on the preferred location will occur as part of the Wayfinding Plan consultation.</p>	<p>The pedestrian bridge on Scarborough Beach Road between Braithwaite Park and Mt Hawthorn Primary School has been identified as a preferable location for future iconic town centre artwork with support from the City's Arts Advisory Group and the Mount Hawthorn Hub.</p> <p>Further consultation will occur through the advertising of the Wayfinding Plan.</p>		<p>Mark action as complete on 2021/22.</p> <p>Amend responsible team to S&D and support team to C&B.</p>
3.4 Investigate the potential to Underground Power along Oxford Street North and Hobart Street	I&E	CEO	✓	✓	Complete		<p>An investigation report is currently being drafted by an external consultant for completion by the end of 2021. The State Underground Power Program is ongoing through Western Power.</p>	<p>Action Completed in 2021/22.</p> <p>A memorandum of understanding (MOU) has been signed between the City and Western Power to participate in Tranche 2 of the Network Renewal Underground Pilot Program, enabling Western Power to commence detailed design of the project. The proposed project area boundary of 2) North Perth/Mount Hawthorn includes both Hobart St and Oxford St (north) within the Town Centre.</p>		<p>Mark action as complete in 2021/22.</p>
3.5 Negotiate the Beautification of Lot 100 Scarborough Beach Road with Telstra Corporation Limited	S&D	I&E	Complete				<p>Action completed in 2019/20.</p>	<p>Action completed in 2019/20.</p>		

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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Priority Area 1: ENHANCED ENVIRONMENT									
1.1 Develop a concept plan to enhance the community use, connectivity, and vibrancy of Oxford Street Reserve.	S&D	I&E	✓	✓	✓	✓	<p>Oxford Street Reserve is a local level public open space that was last upgraded in 2014. The draft Leederville Precinct Structure Plan outlines an opportunity for the Reserve to be expanded into the carpark to the east.</p> <p>The City is currently assessing submissions in response to the Request for Proposal for Redevelopment Concepts relating to The Avenue and Frame Court car parks.</p> <p>Action 1.1 to commence in 2023/24 following WAPC approval of the Leederville Precinct Structure Plan and assessment of the Proposals for Redevelopment Concepts.</p> <p>Directly adjacent to the Oxford Street Reserve is the Leederville Skate Park which will reach end of life in 2027.</p> <p>It is recommended an entire site analysis be undertaken to determine the optimum layout for the site. The site analysis will consider connections with Oxford Street Reserve, Leederville Skate Park, the Y, the car park, pedestrian links and the Leederville train station.</p> <p>To ensure the concept plan preserves existing visual connections of the site, the Analysis is to be amended as follows:</p> <p>Analysis: Oxford Street Reserve incorporates a seating area, playground, green space, passive recreation area, and is adjacent to Leederville Skate Park.</p> <p>The passive recreation area at the southern edge of the reserve includes a ping pong table, chess/checker board tables, a four square court, and a BBQ. This area is not well used, and the permanent game elements have been heavily vandalised.</p> <p>The central green space lacks shade and functionality. Sightlines to the playground from both the seating area to the north and the grassed area to the south are obstructed.</p> <p>The skate park is well used, due for renewal, and an opportunity exists to improve connectivity between the skate park and the rest of the reserve and Town Centre.</p> <p>A concept plan, employing CPTED principles, and taking into consideration pedestrian amenity, shade, power supply, signage, lighting, greenery and recycling stations, could be developed to better connect the elements of Oxford Street Reserve to each other, the Town Centre and the train station.</p> <p>There are currently no noise walls along the Mitchell Freeway between Vincent Street and Loftus Street. Should additional noise walls be proposed, there is an opportunity to advocate to Main Roads WA for noise walls which both encourage visual permeability and embrace the character of the Town Centre</p> <p>Leederville UX has identified public art walls to screen the noise as Focused Intervention 23.</p>		Amend analysis text. Action to be delivered 2023/24 and 2024/25.
1.2 Investigate Black Spot funding for a safer pedestrian crossing environment on Leederville Parade.	I&E		Complete				<p>The Blackspot grant funding criteria for a pedestrian crossing was investigated. It was determined that the criteria will not be met for this location. The City will continue to monitor the area for potential funding opportunities.</p>		Mark action as complete in 2021/22.

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1.3 Undertake the beautification and eco-zoning of Lot 210 Leederville Parade.	I&E	S&D	Complete				Beautification of Lot 210 Leederville Parade was completed in 2021/22 as part of the City's program of works. This included: <ul style="list-style-type: none"> Removal of existing turf; Application of landscaping gravel; Instalment of a gravel footpath; Instalment of recycled logs and rocks; Planting of native shrubs; and Planting of two grass trees. 		Mark action as complete in 2021/22.
1.4 Support the potential installation of a fast-charging electric vehicle station in the Avenue Car Park.	CEO	I&E	Complete				Due to the possible outcomes of the Request for Proposal for redevelopment concepts for The Avenue and Frame Court car parks, the City has since come to an agreement with charging operator to install a charging station at an alternative location in the Beaufort Street Town Centre.		Mark action as complete in 2021/22.
Priority Area 2: ACCESSIBLE CITY									
2.1 Advocate to the Public Transport Authority for a Leederville Station upgrade.	I&E/S&D		✓	✓	✓	✓	<p>The State Government is required to upgrade the Leederville Train Station to provide universal access. The Leederville Station Upgrade Project has been identified in the Advocacy Agenda. The City has provided input to the Public Transport Authority and is currently awaiting response.</p> <p>The City has approached the Public Transport Authority (PTA) to discuss the installation of a secure cycle parking cage, to which the response was positive. The unique conditions of the site will require a non-standard cage to be designed. The City will continue to advocate to and work with the PTA to have a cage installed.</p>		
2.2 Advocate to the Public Transport Authority and the Water Corporation for bus route 15 to be rerouted around the perimeter of the Town Centre.	I&E/S&D		✓	✓	✓	✓	<p>As discussed in the 'Analysis' of the action, a portion of Frame Court is privately owned by the Water Corporation. The left turn from Frame Court onto Newcastle Street is considered too tight for buses to move through the area safely and requires them to cross the centre line to make the turn. The City will continue to advocate to PTA to have Bus Route 15 re-routed, however it is proposed to seek an alternative route around the town centre and therefore reference to Frame Court and the Water Corporation is proposed to be removed from the action and analysis as follows:</p> <p>Analysis: Bus route 15 is a quarter-hourly route between Perth Bus Port and Glendalough Station. Currently, it runs through the Town Centre on Newcastle Street and Oxford Street. This includes the Village Square, and the northern portion of the café strip.</p> <p>The noise and emissions from the bus route makes the Village Square and surrounding alfresco and parklet areas less desirable for pedestrians. Closing the Village Square for events also requires the detour of the bus route.</p> <p>Rerouting the bus and exploring other options to decrease noise and emissions (e.g., advocating to the Public Transport Authority for use of zero-emission alternative busses) provides an opportunity to improve the amenity of the Town Centre. Leederville UX proposes the bus uses Frame Court to connect the bus from Newcastle Street and Leederville Parade. However, half of this road is owned by Water Corporation and an agreement for use would need to be negotiated.</p> <p>As a part of the potential reroute of the bus, there is an opportunity to include a stop at Leederville Station, and outside the Water Corporation administration building.</p> <p>Rerouting the bus is identified in Leederville UX as Focused Intervention 7.</p>		Amend action and analysis text.

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2.3 Prepare a plan to improve the pedestrian and cyclist environment crossing Loftus Street.	I&E	S&D		✓	✓		Due to the number of traffic signal intersections along Loftus Street, a separate crossing would not be supported by Main Roads Western Australia (MRWA). This is based on the need to balance these requests against network efficiency. The City is currently progressing a review of its Cycling Plan 2022-2027. This review will include revisiting each bike route with aim to identify issues (such as crossings points across Loftus Street) and suggest improvements in access and safety. A budget of \$30,000 has been allocated in 2022/23 for planning.	\$30,000	
2.4 Collaborate with the Town of Cambridge and Main Roads to plan upgrades to the Lake Monger connection.	I&E/S&D	C&B			✓	✓	To be undertaken as part of the Cycling Plan 2022-2027.		
2.5 Plan improvements to the Oxford Street and Vincent Street cycling and pedestrian environment to support extending the 30km/h speed zone north of Vincent Street.	I&E	S&D		✓	✓	✓	<p>Planned improvements will be documented in the forthcoming Cycling Plan 2022-2027. Due to the similarities in Actions 2.5 and 2.6, it is proposed Action 2.6 be merged into 2.5 and the Action, Diagnosis, Analysis and Solution be amended as follows:</p> <p>Diagnosis: Oxford Street and Vincent Street does not allow for cars and bicycles to share the road safely, and there are limited crossing opportunities for pedestrians.</p> <p>Analysis: Oxford Street and Vincent Street has been identified as a local route and a secondary route in the Long Term Cycling Network respectively, and connect West Leederville, Leederville, Mount Hawthorn, and the Mitchell Freeway Principal Shared Path.</p> <p>Oxford Street There is currently has an on-road painted bicycle lane northbound from north of Vincent Street to Bourke Street, and southbound between Bourke Street and Richmond Street. There are green bicycle starter boxes at the intersection of Oxford Street and Vincent Street.</p> <p>The Department of Transport noted in the 2015 Detailed Cycling Imagineering Workshop Report that nearly 50% of serious and fatal injury collisions occur on local roads with speeds of 50km/h or greater. The report also noted that vehicle speeds should be reduced to 30km/h through streetscape improvements where separation between cyclists and vehicles is not an option.</p> <p>Between Leederville Parade and Vincent Street, the speed limit for vehicles is 30km/h. However, north of Vincent Street, the speed limit increases to 50km/h. Where there are gaps in cycling infrastructure, this is not considered to be safe for cyclists.</p> <p>Vincent Street is currently not a suitable road to be shared by cars and bicycles due to the volume and speed of traffic, and bicycles share the footpath with pedestrians. This impacts the safety and amenity for both cyclists and pedestrians.</p> <p>There are no crossing points for pedestrians or cyclists along the approximately 500m length of Vincent Street between Oxford Street and Loftus Street.</p> <p>There is an opportunity to plan improvements to the Oxford Street and Vincent Street cycling environment to improve safety and amenity for pedestrians and cyclists, including but not limited to cycling infrastructure, pedestrian crossings and traffic calming measures.</p> <p>Leederville UX identifies Vincent Street as a pedestrian arterial in Focused Intervention 12.</p> <p>Solution: Plan improvements to the Oxford Street and Vincent Street cycling and pedestrian environment to support extending the 30km/h speed zone north of Vincent Street.</p>		Amend action, diagnosis, analysis and solution text to combine actions 2.5 and 2.6. Action to be delivered 2022/23, 2023/24 and 2024/25.

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2.6 Plan improvements to the Vincent Street cycling and pedestrian environment	I&E	S&D		✓	✓		As above.		Actions 2.5 and 2.6 combined. Remove Action 2.6. Renumber Action 2.7 and Action 2.8 accordingly.
2.7 2.6 Develop and implement the Wayfinding Plan.	S&D	I&E/LC	✓	✓	✓	✓	<p>Development of the City’s Wayfinding Plan commenced July 2021. The Wayfinding Plan includes the following four phases: Phase One – Analysis Report Phase Two – Draft Wayfinding and Signage Plan Phase Three – Final Wayfinding Plan and Guidelines Phase Four – Implementation Plan</p> <p>The Wayfinding Plan will highlight the unique character and distinct local aesthetic of the town centre. Phase One of the project has been completed and Phase Two significantly progressed. The development of the Wayfinding Plan is due to be completed December 2022. Implementation will commence following this.</p> <p>The Analysis and Solution are to be amended as follows:</p> <p>Analysis 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 and implemented 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 and cyclists. <p>Solution Develop and implement the Wayfinding Plan.</p>		Renumber to Action 2.6. Amend action and solution text. Continuation of action. Extend timing to 2022/23, 2023/24 and 2024/25.
2.8 2.7 Investigate the feasibility and impact of designated pick-up points for on-demand transport and third party delivery partners and plan design solutions to deter parking in the Leederville Village Square median.	S&D	I&E		✓	✓		<p>City officers will investigate designated pick-up points for third-party delivery drivers and on-demand transport drivers in the Leederville Town Centre. This will focus on investigation into design solutions for the Newcastle Street median parking issue (Action 4.5) where this issue is most prevalent.</p> <p>The management of parking spaces for e-scooters will be addressed through the implementation of the proposed Inner-City e-scooter share system that is being worked through by the Inner-City Working Group.</p> <p>The Diagnosis, Analysis and Solution are to be amended as follows:</p> <p>Diagnosis: On-demand transport and delivery services can cause congestion in the Town Centre at peak times and increases the likelihood of vehicles parking in the Leederville Village Square median where parking is not permitted.</p> <p>Analysis: Leederville was identified as an on-demand transport hot spot during peak hour commute, as well as Friday and Saturday evening and late night, and Sunday morning.</p> <p>As the Town Centre continues to be home to a diverse mix of events, hospitality and retail offerings, and trial street closures and interventions to improve the prioritisation of pedestrians and cyclists, the demand</p>		Renumber to Action 2.7. Amend action, diagnosis, analysis and solution text to combine actions 2.8 and 4.5.

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							<p>for on-demand transport options is likely to continue and access to customers exact locations may not always be feasible. There are currently no designated pick-up points for on-demand transport vehicles. This leads to vehicles double parking (often in the Leederville Village Square median strip) or parking bicycles and scooters on the footpath while loading and unloading passengers. This increases congestion, creates an obstacle and safety hazard for pedestrians and impacts the pedestrian amenity in the heart of the Town Centre. Leederville is a high demand location for delivery partners during peak times, and many restaurants in Leederville are available on at least one delivery app.</p> <p>There is an opportunity to investigate the feasibility and impact of designated on-demand pick-up points on the perimeter, or similar to those surrounding Forrest Chase and Perth Station. There is also an opportunity to investigate consolidated third party delivery partner pick-up points for adjacent businesses, including existing motorcycle bays and bicycle parking areas, to minimise the clutter on the footpath during peak times.</p> <p>The ample space between the median trees in Leederville Village Square is meant to facilitate event set-up and increase crossing opportunities for pedestrians and cyclists; however it is large enough for one to two vehicles to park impacting on amenity and creating safety issues. There is currently post-signage to enable enforcement, however vehicles continue to park in this area. There is an opportunity to investigate design solutions that will be complementary to the Town Centre Artwork lighting installation, to proactively deter parking, this could include modular art, movable planter boxes, retractable bollards or something similar.</p> <p>Solution: Investigate the feasibility and impact of designated pick-up points for on-demand transport and third-party delivery partners and plan design solutions to deter parking in the Leederville Village Square median.</p>		
Priority Area 3: CONNECTED COMMUNITY									
3.1 Seek opportunities to collaborate with YMCAHQ, Foyer Oxford, and TAFE to activate the Town Centre.	C&B	S&D	✓	✓	✓	✓	The City continues to work with YMCAHQ, Foyer Oxford and TAFE to identify opportunities for collaboration. Contact details for the organisations have been passed on to Leederville Connect and the City will seek opportunities to foster relationships between the Town Team and Leederville youth spaces.		
3.2 Manage the Town Team Grant Program.	S&D	I&E/C&B	✓	✓	✓	✓	<p>Leederville Connect applied for and were successful in obtaining the entire \$10,000 budget for the 21/22 financial year. The grant will be used for:</p> <ul style="list-style-type: none"> Festoon lighting and furniture purchase for events; Printing and launch of a sponsorship prospectus; and Pedestrian surveys. <p>The City will continue to work with the town team in managing the Town Team Grant Program.</p>	\$10,000	
Priority Area 4: THRIVING PLACES									
4.1 Support Leederville Connect to investigate locations for event furniture and fixtures storage space in the Town Centre.	S&D/LC	CEO	✓	✓			Leederville Connect has received Town Team grant funding to purchase event furniture and festoon lighting. The City will continue to work with Leederville Connect to investigate storage location opportunities.		
4.2 Plan festoon lighting in Leederville Village Square.	I&E	S&D		✓	✓		Permanent festoon lighting in this space is likely to detract from the Town Centre artwork lighting installation that will be installed in 2022/23. Leederville Connect has received town team grant funding to purchase festoon lighting and poles for events in this space. Therefore permanent festoon lighting within Leederville Village Square is not recommended and the action should be removed.		Remove Action 4.2. Renumber following actions accordingly.
4.3 4.2 Identify locations for power points in Leederville Village Square.	I&E	S&D/LC		✓	✓		Power conduits have been installed in Leederville Village Square ready for power point locations to be determined by City officers in 2022/23 and 2023/24. Costings will be estimated and presented to Council for consideration.		Renumber to Action 4.2
4.4 4.3 Undertake a lighting audit and prepare and implement a Lighting Improvement Plan to identify opportunities for lighting improvements	S&D	I&E	✓	✓	✓	✓	<p>A lighting audit of Leederville Town Centre has been completed and lighting improvement opportunities identified. It is recommended the action wording be modified to include the implementation of the opportunities identified in the audit over 2022/23, 2023/24 and 2024/25.</p> <p>Key opportunities include:</p>	\$20,000	Renumber to Action 4.3. Amend action, analysis and solution text.

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							<ul style="list-style-type: none"> Lighting improvements to laneways in the town centre (similar to Electric Lane improvements); Lighting the gumtrees along Oxford Street between Leederville Parade and Vincent Street; Inclusion of luminaires to the pergola structure adjacent to the Oxford Street Reserve; and Additional road lighting for Melrose and Stamford Streets. <p>To the reflect the action progression, the Analysis and Solution are to be amended as follows:</p> <p>Analysis: Town centre pedestrian safety and quality of lighting have been highlighted as areas for concern with the increasing number of vacancies.</p> <p>Although tenancies are beginning to fill, there remains an opportunity to improve the lighting in laneways, open spaces, and on key walking routes that lead to the Town Centre from parking areas to enhance the pedestrian environment after hours.</p> <p>A lighting audit of the Town Centre was completed in June 2022. The audit identified lighting improvement opportunities which can be implemented through a Lighting Improvement Plan.</p> <p>Solution: Undertake a lighting audit and prepare and implement a Lighting Improvement Plan to identify opportunities for lighting improvements</p>		Continuation of action. Extend timing to include 2023/24 and 2024/25.
4.5 Plan design solutions to deter parking in the Leederville Village Square median	S&D	I&E	✓	✓			City officers to continue to work with Leederville Connect to investigate design solutions for the median parking issue. The design solution will be complementary to the Town Centre Artwork lighting installation that will be installed in 2022/23. Design solutions to be included in the 2023/24 Capital Works Program. Action to be considered holistically with Action 2.8.		Actions 2.8 and 4.5 combined. Remove Action 4.5.
4.6 4.4 Undertake a streetscape audit and prepare and implement a Streetscape Improvement Plan to identify opportunities for streetscape improvements.	S&D	I&E/LC	✓	✓	✓	✓	<p>A streetscape audit of Leederville Town Centre will be completed in early 22/23 financial year and will identify streetscape improvement opportunities. A streetscape improvement plan will be prepared and implemented based on the streetscape audit.</p> <p>The Analysis and Solution are to be amended as follows:</p> <p>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. Encouraging people to linger longer in town centres provides the opportunity for multi-purpose trips and passive spending throughout the Town Centre.</p> <p>While Leederville is well serviced by alfresco dining opportunities and parklets, there is a lack of intuitive non-transactional seating throughout the Town Centre. Streetscape amenities, such as bike racks, have not been well maintained.</p> <p>An audit should be undertaken to determine current deficiencies in the streetscape and identify opportunities to enhance the streetscape. A streetscape audit of the Town Centre is to be completed. The audit will identify streetscape enhancement opportunities which will be implemented through a Streetscape Improvement Plan. This could include Opportunities for could include additional planting, beautification, urban design improvements, universal access improvements, street art, street furniture rationalisation and upgrades, and reducing clutter.</p> <p>Solution: Undertake a streetscape audit and prepare and implement a Streetscape Improvement Plan to identify opportunities for streetscape improvements.</p>		Amend action, analysis and solution text. Continuation of action. Extend timing to 2022/23, 2023/24 and 2024/25. Re-number to Action 4.4.
4.7 Undertake an urban design study for the Avenue Car Park Laneway in collaboration with the Water Corporation to achieve more greening and connectivity.	S&D	I&E			✓	✓	The review of the Avenue Car Park Laneway will be carried out as part of the Request for Proposal for redevelopment concepts of Leederville Land. Therefore it is recommended that this action be removed.		Remove Action 4.7. Re-number following actions accordingly.

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4.8 4.5 Negotiate the formalisation of the main drain pedestrian corridor with the Water Corporation for implementation in appropriate stages.	S&D	CEO	✓	✓	✓	✓	Negotiations with the Water Corporation have begun for the formalisation of the main drain pedestrian corridor. City officers are working with Water Corporation to draw up easement documents and a landscape plan for the corridor.		Renumber to Action 4.6.
4.9 4.6 Collaborate with developers to deliver laneway beautification elements in Electric Lane	I&E/S&D		Complete				The development of the ABN building at 742 Newcastle Street and the refurbishment of the Leederville Hotel and The Garden occurred in 2020 and 2021. The City collaborated with developers to create an activated laneway in between the two developments which has been named Electric Lane. Laneway beautification elements have now been delivered including catenary lighting, paving works, landscaping, retractable bollards and artwork.		Renumber to Action 4.7. Mark as complete in 2021/22.
4.10a 4.7a Request the Minister of Lands acquire the right of way linking Oxford Street to the strata lots at 663 Newcastle Street	CEO	S&D	✓	✓			City officers are in the process of requesting the Minister for Lands to acquire the right of way and will continue to implement this action in 22/23.		Renumber to Action 4.8a. Continuation of action. Extend timing to 2022/23.
4.10b 4.7b Collaborate with the strata to plan improvements to the right of way	S&D	I&E/LC	✓	✓	✓	✓	City officers will collaborate with the strata company of 663 Newcastle Street to identify and plan for improvements in the right of way.		Renumber to Action 4.8b.
4.8 Seek and assess redevelopment concepts relating to The Avenue Car Park and Frame Court Car Park to create thriving, connected and sustainable mixed-use areas in the heart of Leederville.	S&D	CEO		✓	✓	✓	<p>The Request for Proposal for Redevelopment Concepts relating to The Avenue and Frame Court car parks project is likely to be one of the biggest developments for the Leederville Town Centre in the next ten years; and as the Place Plan is a document that captures all of the initiatives that the City is working on in the Town Centre it is recommended that a new action be added to capture this project.</p> <p>The Diagnosis, Analysis and Solution should be included as follows:</p> <p>Diagnosis: There is an opportunity to redevelop The Avenue Car Park and Frame Court Car Park as thriving, connected and sustainable mixed-use areas in the heart of Leederville.</p> <p>Analysis: Leederville Town Centre is home to an eclectic mix of shops, offices, restaurants, cafes, bars, and homes, and has great potential to accommodate higher density development and create a high-quality public realm, whilst retaining the existing Town Centre character.</p> <p>The Avenue Car Park and Frame Court Car Park have been earmarked as Key Development Sites in the draft Leederville Precinct Structure Plan, cover 12,800sqm and currently provide over 400 parking bays at ground level. There is potential for better public carparking, diverse housing options, new laneways, and more parkland and landscaping.</p> <p>The City has begun the process of requesting proposals for redevelopment concepts of The Avenue Car Park and Frame Court Car Park based on the vision and objectives outlined in the Leederville Precinct Structure Plan, as reflected by the community through the Design Leederville community consultation process. Once the advertising period has closed, preferred proponents will be shortlisted based on specified criteria and presented to Council.</p> <p>Potential suitably qualified developers and operators will have to outline their understanding of Leederville's unique character and how they can transform the car parks into innovative and high-quality developments that cater to a mix of uses and community benefits. Developers are expected to meet the aspirations of the project with innovative design response of significant build quality and provide at least 400 public parking bays across one or both sites.</p> <p>Solution: Seek and assess redevelopment concepts relating to The Avenue Car Park and Frame Court Car Park to create thriving, connected and sustainable mixed-use areas in the heart of Leederville.</p>		Add in additional action.

Priority Area 5: SENSITIVE DESIGN

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5.1 Prepare a Precinct Centre Structure Plan in collaboration with Leederville Connect	S&D	LC	Complete				The Leederville Precinct Structure Plan was endorsed by Council on 14 September 2021 and is currently with the Western Australian Planning Commission for approval.	Mark as complete in 2021/22.	
5.2 Advocate to Main Roads WA for unique noise walls between the Mitchell Freeway and the Town Centre	I&E	S&D/LC	✓	✓	✓	✓	The City is not aware of any future plans for Main Roads WA to install additional noise walls between the Mitchell Freeway and the Leederville Town Centre. City officers will remain in contact with MRWA to collaborate on any future noise wall works. It is recommended this be incorporated into the 'Analysis' section wording of Action 1.1 to ensure visual connection remains of the Town Centre from the Leederville Train Station rather than remain as a stand-alone action.	Actions 1.1 and 5.2 combined. Remove Action 5.2 Renumber Action 5.3 accordingly	
5.3 5.2 Develop a streetscape style guide	S&D	I&E/LC		✓	✓		City officers will begin to develop a streetscape style guide in 2022/23.	Renumber to Action 5.2	
Priority Area 6: INNOVATIVE & ACCOUNTABLE									
6.1 Undertake community consultation to review the use of Leederville Village Square and inform the future of the space	S&D	C&B	✓	✓			City officers will undertake the community consultation to inform the review of Leederville Village Square in 2022/23. The consultation and review will be informed by the Grosvenor Road Trial.	Action to be delivered 2022/23.	
6.2 Install LED street lights along Oxford Street	I&E			✓			City officers are obtaining quotes from Western Power for the supply and installation of LED streetlights along Oxford Street in 2022/23.	No changes	
6.3 Plan public toilet improvements	I&E	S&D		✓	✓		Improvements to the existing Avenue Carpark toilets will continue to be investigated in 2022/23.	\$50,000 No changes	
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	✓	✓	✓	✓	Draft smoke free boundaries for Leederville, Mount Hawthorn, North Perth, Beaufort Street and William Street were consulted upon from May to August 2021. A total of 345 submissions were received from residents, property owners, workers, business owners and visitors and final smoke free boundaries were created for each Town Centre. The Local Government Property Local Law 2021 became operational on 14 December 2021 which provides Council with the power to prescribe an area where smoking is prohibited. Smoke Free Areas – Education and Enforcement Policy was developed to guide the implementation, education and enforcement of smoke free areas to reduce community exposure to harmful second-hand smoke. An amount of \$40,000 is included in the 2022/2023 operational budget for costs associated with prescribing new smoke free areas e.g. smoke free signage Administration has been successful in receiving a \$72,557 grant from Healthway to support the implementation of this project. The grant will cover further community engagement, education and communication strategies, along with design and installation of suitable smoke free signage. The grant will also include evaluation of the project and includes a part-time contract role to support the project.	\$112,557 (including Healthway funding) No changes	

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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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	Complete				Two fast chargers operated by Evie Networks will be installed in Chelmsford Road Car Park in 2022/23. A licence to Fast Cities Australia Pty Ltd (trading as Evie Networks) for the use of the City's car parking bays at Chelmsford Road Car Park (2 Chelmsford Road) was Approved by Council in June 2022. The lease term of two car bays is a 5 year Initial Term (July 2022 to July 2027), with a 5 year Further Term (July 2027 to July 2032). During the Initial Term, a Licence Fee of \$1 per annum will be payable if demanded. For the Further Term, the Licence Fee will be \$1,500 per annum (plus GST). Evie Networks will construct, maintain and operate the electric vehicle parking and charging station.		Mark action as complete in 2021/22
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	Complete				Administration explored various options for installing an attachment to the City's existing bins across the Beaufort Street and Northbridge Town Centres. A prototype was designed and costed by Respoke in 2021/22, however due to the impacts of COVID-19 pandemic on manufacturing, the costs for production of the prototype increased to over \$1,000 per unit and was not pursued. Following the initial planning Administration was approached by the Western Australia Return Recycle Renew Limited (WARRRL) and since April 2022 has been working together to deliver Containers for Change Trial and community engagement through a more cost-effective and City-wide approach. There is no operational cost for the City for this trial. WARRRL has commenced a trial in parks and public spaces around Perth, allowing members of the public to recycle 10c containers otherwise destined for landfill. The points are attached to public bins and hold between six and 100 drink containers. Containers placed in the Container Exchange points are then available for anyone to collect and return to a Containers for Change refund point. The Container Exchange points are easy to install, require limited maintenance from local governments and allow members of the community to do the right thing by keeping their 10c containers out of landfill. The City of Vincent trial includes the provision of Container Exchange infrastructure for up to four locations as well as pre and post audits, with post-trial reduced costs for further Container Exchange points in the future (approx. \$150 for baskets, \$85 for cradles excl. delivery and installation, pricing TBC pending updated design). The minimum duration of the trial is 8 weeks, infrastructure can remain in place after the trial. Container Exchange Trial areas: <ul style="list-style-type: none"> Hyde Park commenced April 2022; Oxford Street Reserve commenced April 2022; Beaufort Street (two Container Exchange points) due to commence August 2022; and William Street (two Container Exchange points) due to commence August 2022. The City's Park's team and local residents have reported that containers are regularly dropped in the Container Exchange points and are regularly collected by community members to redeem the 10c refund. Popular locations include the Container Exchange points located opposite Chu Bakery on William Street, Hyde Park playground and Oxford Street Reserve on Oxford St near the train station overpass. WARRRL will continue to monitor the bin activity with audits and reporting at the end of the trial. If deemed successful, additional baskets and cradles may be installed in parks and town centres, which would need to be funded by the City.		Mark action as complete in 2021/22.

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<p>1.3 Engage with local business and property owners directly and through the town team, to communicate the benefits of solar and support further actions being undertaken.</p>	CEO	S&D		✓	✓	✓	<p>It is proposed to delay commencing this action until 2023/24.</p> <p>Feedback from engagement to date with businesses suggests that, due to impacts of the COVID-19 pandemic, they have limited funding to take up solar or other technologies, without significant incentives or subsidies.</p> <p>Action requires direct engagement with property owners and businesses rather than through the town team. Action amended to reflect this requirement. This change is consistent with Action 1.1 of the Pickle District Place Plan.</p> <p>The Solution has been amended as follows:</p> <p>Solution: Engage with local business and property owners directly and through the town team, to communicate the benefits of solar and support further actions being undertaken.</p>		<p>Amend action and solution text.</p> <p>Action to be delivered 2023/24 and 2024/25.</p>
Priority Area 2: ACCESSIBLE CITY									
<p>2.1 Plan improvements to Long Term Cycling Network.</p>	I&E	S&D		✓	✓	✓	<p>The City of Vincent Cycling Plan 2022-2027 is currently being developed. The aim of the plan is to increase cycling participation levels for people of all ages and abilities. Included within the scope will be a schedule of works to improve the Long Term Cycle Network. The report will be finalised by December 2022.</p>		<p>Action to be delivered in 2022/23.</p>
<p>2.2 Undertake a streetscape audit and develop a plan to improve the pedestrian and cyclist environment experience along on Beaufort Street (St Albans Avenue to Walcott Street) including improvements to road crossings, pedestrian infrastructure, seating, greening and shade.</p> <p>2.2 Undertake a streetscape audit and deliver the Beaufort Street Streetscape Improvement Plan.</p>	S&D	I&E	✓	✓	✓	✓	<p>An audit of Beaufort Street and two public life studies have informed the development of the Beaufort Street Streetscape Improvement Plan (BISSIP). This was completed in 2021/22 and noted by Council at the 26 July 2022 Ordinary Council Meeting. Following the development of the BISSIP, Action 2.2 is to be amended to focus on the delivery of the Beaufort Street Streetscape Improvement Plan.</p> <p>BISSIP Improvement Actions to commence 2022/23 are:</p> <ul style="list-style-type: none"> Improvement 1 – Declutter the footpath by removing unnecessary and obstructive objects and reposition street furniture. Improvement 2 – Install new bins where needed. Improvement 4 – Assist businesses to implement Vibrant Public Spaces elements. Improvement 9 – Upgrade the Grosvenor Road crossing as a continuous footpath to improve connectivity and walking experience. <p>Improvement 9 will be delivered in partnership with RAC through its Reconnect WA initiative. The footpath design was noted by Council at the 26 July 2022 Ordinary Council Meeting. \$71,000 has been allocated for construction works, which are scheduled for September 2022 to be undertaken by the City’s Engineering Operations Works team.</p> <p>The following BISSIP Improvement Actions correspond to BSTCPP Actions and will be reported through the annual Place Plan Review process.</p> <ul style="list-style-type: none"> Improvement 15 – Continue to focus on reducing traffic speed and advocate to formalise 40km/h speed limit along Beaufort Street (relates to Action 2.4 BSTCPP). Improvement 16 – Design and deliver streetscape improvements between Harold Street and Mary Street to formalise ride share drop-off/pick-up zones and improve safety at night (relates to Action 2.5 BSTCPP). Improvement 18 – Revitalise Kaadadjiny Lane and Lois Lane with new art and lighting (relates to Action 4.3 BSTCPP) Improvement 19 – Work with Western Power to upgrade Beaufort Street median lights to LED and improve pedestrian visibility at night (relates to Action 6.2 BSTCPP). Improvement 21 – Implement smoke-free town centres and community advocacy program in Beaufort Street (relates to Action 6.4 BSTCPP). Improvement 17 – Promote the use of side street cycle connections through wayfinding and signage (Action 2.6 BSTCPP). <p>The Analysis and Solution are to be amended as follows:</p> <p>Analysis:</p>	\$71,000 (includes \$31,000 RAC funding)	<p>Action 2.2 Completed and amended to progress to next phase.</p> <p>Amend action, analysis and solution text.</p> <p>Continuation of new action. Extend timing to 2022/23, 2023/24 and 2024/25.</p>

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							<p>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.</p> <p>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.</p> <p>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. 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.</p> <p>Item 17 within the Brighter Beaufort Action Plan identifies the need to improve the safety and quantity of pedestrian crossings.</p> <p>A streetscape audit and public life study of Beaufort Street was undertaken in 2021/22 to determine current deficiencies in the streetscape and opportunities to improve pedestrian and cycle infrastructure. Following this work, the Beaufort Street Streetscape Improvement Plan (BSSIP) was developed that includes 21 Improvement Actions to be implemented over three financial years (2022/23, 2023/24, 2024/25).</p> <p>Solution: Undertake a streetscape audit and deliver the Beaufort Street Streetscape Improvement Plan.</p>		

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<p>2.3 Trial a pedestrian spaces and shared street at Grosvenor Road or Barlee Street.</p>	I&E S&D	S&D I&E	✓	✓	✓		<p>Action to be delivered 2022/23.</p> <p>A site investigation was undertaken to determine a preferred location for the pedestrian trial. The two locations of Grosvenor Road and Barlee Street were considered. Undertaking the trial at Barlee Street would restrict access of 11 on street parking bays and negatively impact visitor convenience on the east side of Beaufort Street. The surrounding active frontages and higher activity of people utilising the Grosvenor Road site provides opportunity to attract people to the area for a trial and is more suited for any longer term use. For these reasons, Administration has determined Grosvenor Road to be the most suitable place to trial a public pedestrian/shared space.</p> <p>The Grosvenor Road Trial will take place from 1 October to 14 November on the corner of Grosvenor Road and Beaufort Street, Mount Lawley. The Grosvenor Road Trial Plan and Community Engagement Plan was approved by Council at its 26 July 2022 Ordinary Council Meeting. A proportion of the \$37,000 grant received from RAC as part of its Reconnect WA initiative will assist to deliver the trial.</p> <p>The space will be transformed into a pedestrian space (16 days) and shared street (four weeks). The City will deliver small scale activities and events in partnership with local businesses, organisations and the Beaufort Street Network. The public area will include picnic tables, moveable seating, pot plants, fairy lights, and road service painting.</p> <p>The outcomes of the trial and community feedback received will be reported back to Council in December 2022.</p> <p>It is proposed Action 2.3 is amended to reflect that the trial will occur at the Grosvenor Road location, and include a shared street trial.</p> <p>The Analysis and Solution are to be amended as follows:</p> <p>Analysis: There is an opportunity to investigate and trial the pedestrianisation of the key activated streets, including of Grosvenor Road and Barlee Street.</p> <p>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 Square.</p> <p>Solution: Trial a pedestrian spaces and shared street at Grosvenor Road or Barlee Street.</p>	\$26,000 (includes \$6,000 RAC funding)	<p>Amend responsible team to S&D and support team to I&E.</p> <p>Remove 2023/24.</p> <p>Amend analysis and solution text.</p>
<p>2.4 Advocate to Main Roads to formalise 40km/h along Beaufort Street.</p>	I&E	S&D	✓	✓	✓	✓	<p>Action will commence in 2022/23.</p> <p>Action relates to BSSIP Improvement 15 – Continue to focus on reducing traffic speed and advocate to formalise 40km/h speed limit along Beaufort Street.</p>		
<p>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.</p> <p>Design and deliver streetscape improvements between Harold Street and Mary Street to formalise ride share drop-off/pick-up zones and improve safety at night.</p>	I&E	S&D	✓	✓	✓		<p>Options for improvements to the drop-off/pick-up location outside the Queens Hotel were investigated. It was determined to delay long-term improvements until The Beaufort development opened and a streetscape audit and BSSIP was complete.</p> <p>As an immediate enhancement opportunity, Administration installed fresh line marking outside the Queens Hotel in 2021/22 to redefine the drop-off pick up area.</p> <p>New signage was installed in 2021/22 outside The Beaufort to create a new drop-up/pick-up location for ride share and taxi.</p> <p>During the implementation of Action 2.2, the streetscape audit and public life study of the Beaufort Street area between Harold Street and Mary Street/Mary Street Piazza, was observed to be the most actively used by all types of users during day and night: pedestrians, trucks, buses, delivery cyclists and rideshare/taxi. It was also identified as an area requiring safety improvements such as new LED lighting and crossing improvements, particularly at night.</p>		<p>Amend action, diagnosis, analysis and solution text.</p> <p>Continuation of action. Extend timing to 2023/24.</p>

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							<p>The BSSIP includes: Improvement 16 – Design and deliver streetscape improvements between Harold Street and Mary Street to formalise ride share drop-off/pick-up zones and improve safety at night.</p> <p>The BSTCPP Action will be updated to correspond to Improvement 16, and therefore expanded to include other streetscape improvements of the area to improve safety at night.</p> <p>Parking Cash-in-lieu is intended to be used for improvements within the area and will be presented to Council for approval.</p> <p>The Action, Diagnosis, Analysis and Solution are to be amended as follows:</p> <p>Action 2.5: On-demand transport and safety improvements</p> <p>Diagnosis: On-demand transport drop off and pick-up points are becoming increasingly congested along Beaufort Street. Beaufort Street between Harold Street and Mary Street Piazza is a high-use location and requires on-demand transport and safety improvements.</p> <p>Analysis: The Beaufort Street area between Harold Street and Mary Street Piazza is identified as a high-use location for on-demand transport during peak hour commute periods, as well as on Friday and Saturday evenings, and Saturday and Sunday mornings.</p> <p>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. As the Town Centre continues to accommodate mixed-use development incorporating diverse uses of residential and hospitality offerings, the use of this area by pedestrians, cyclists, on-demand transport users and delivery vehicles 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. 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.</p> <p>Improving the streetscape elements (such as signage, lighting and crossing points) within the area will minimise conflict during peak times and provide a safe environment for all users.</p> <p>Solution: Design and deliver streetscape improvements between Harold Street and Mary Street to formalise ride share drop-off/pick-up zones and improve safety at night.</p>		

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2.6 Develop and implement the Wayfinding Plan.							<p>Development of the City's Wayfinding Plan commenced July 2021. The Wayfinding Plan includes the following four phases: Phase One – Analysis Report Phase Two – Draft Wayfinding and Signage Plan Phase Three - Final Wayfinding Plan and Guidelines Phase Four – Implementation Plan</p> <p>The Wayfinding Plan will highlight the unique character and distinct local aesthetic of the town centre. Phase One of the project has been completed and Phase Two significantly progressed. The development of the Wayfinding Plan is due to be completed December 2022. Implementation will commence following this.</p> <p>This Action relates to BSSIP Improvement 17 – Promote the use of side street cycle connections through wayfinding and signage.</p> <p>Beaufort Street Town Centre signage will include wayfinding that connects cyclists with side street connections to key cycling routes.</p> <p>The Analysis and Solution are to be amended as follows:</p> <p>Analysis: 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. 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. A Wayfinding Plan should be prepared and implemented to: • 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 and cyclists.</p> <p>Solution: Develop and implement the Wayfinding Plan.</p>	\$198,000	<p>Amend action and solution text.</p> <p>Continuation of action. Extend timing to 2022/23 and 2023/24.</p>
Priority Area 3: CONNECTED COMMUNITY									
3.1 Manage the Town Team Grant Program.	S&D	I&E/C&B	✓	✓	✓	✓	<p>Beaufort Street Network received \$10,000 in 2021/22 for the following projects to be delivered by June 2023:</p> <ul style="list-style-type: none"> • Social Media Strategy & Implementation • Public Liability Insurance & Xero Accounting • Power Cable Covers 	\$10,000	Amend supporting team to be 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	✓	✓	✓		<p>The delivery of Action 4.1 was delayed pending the outcomes of Action 2.2 streetscape audit and BSSIP. The project will commence in 2022/23.</p> <p>Opportunities will be identified with the Beaufort Street Network and presented to Council for consideration for inclusion in the 2023/24 budget.</p> <p>This action relates to BSSIP Improvement 3 – Install lighting and social seating at logical pedestrian 'pause points' along Beaufort Street and side street corners, to be delivered in 2023/24.</p> <p>Works with approved funding allocation include:</p> <ul style="list-style-type: none"> • Solar lighting to be installed as part of the Kaadadjiny Lane and Lois Lane improvements. • Fairy lights to be installed at Grosvenor Road as part of the Grosvenor Road Trial. 		Action to be delivered in 2022/23 and 2023/24.

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4.2 Implement festoon lighting improvements in Mary Street Piazza	I&E	S&D	Complete	✓			Permanent solar festoon lighting and poles were installed at Mary Street Piazza in 2021/22 providing improved amenity and visibility at night. The infrastructure and installation came to a value of \$14,580 (\$20,000 budget).		Mark action as complete in 2021/22.
4.3 Investigate and deliver existing mural maintenance and renewal.	S&D	C&B	✓	✓	✓	✓	Mural maintenance and renewal projects for 2021/22 included: <ul style="list-style-type: none"> Robert Jenkins pavement mural at the Mary Street Piazza; and Jerome Davenport’s faces of Beaufort Street at the Barlee Street Car Park, which was repainted to coincide with the 100 X Town Teams event held by the Town Team Movement in June 2022. The original work was created during the former Beaufort Street Festival. Future improvements planned for 2022/23 include: <ul style="list-style-type: none"> Revitalisation of Kaadadjiny Lane and Lois Lane with new art and lighting. The Solution is to be amended as follows: Solution: Investigate and deliver existing mural maintenance and renewal.	\$49,000	Amend action and solution text. Amend responsible team to S&D and support team to C&B.
Priority Area 5: SENSITIVE DESIGN									
5.1 Develop a Beaufort Street Town Centre Streetscape Palette.	S&D	C&B	✓	✓			Action to commence 2022/23. Action will integrate with the Beaufort Street Streetscape Improvement Plan.		Action to be delivered in 2022/23
Priority Area 6: INNOVATIVE & ACCOUNTABLE									
6.1 Work collaboratively with the City of Stirling.	S&D	I&E/C&B	✓	✓	✓	✓	The City of Vincent and City of Stirling engage and discuss Beaufort Street projects and assist with the delivery of communications and community engagement. Both are active in supporting the local town team, the Beaufort Street Network and regularly attend meetings. An example of this relationship was in the delivery of the Water Corporation’s pipes upgrades to the City of Stirling area of Beaufort Street and planning of the Grosvenor Road Trial.		
6.2 Plan and implement Beaufort Street median lighting renewal and improvement work.	I&E	S&D	✓	✓	✓		The five iconic Beaufort Street Art Deco Street Lights between Walcott Street and Chelmsford Road are scheduled to be replaced in 2022/23, including minor median works surrounding the poles. Action 6.2 relates to the BSSIP Improvement 19 – Work with Western Power to upgrade Beaufort Street median lights to LED and improve pedestrian visibility at night. Opportunities to systematically upgrade the median street lights will occur in 2022/23 and 2023/24. The action detail has been amended to reflect the scope of works and what is achievable within budget and timeframes. The Analysis is to be amended as follows: Analysis: 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 iconic Art Deco lights welcome people to the Town Centre, and kerbing should be renewed and maintained. Renewal works These lights are degraded and require renewal, including should include the replacement of posts, repairing of kerbs and paving, and upgrades to LED lights. The Beaufort Street median lights are dull and provide a ‘yellow’ glow over the street. It is timely to upgrade to brighter and more efficient LED lights. The City aims to work with Western Power to upgrade Beaufort Street median lights to LED and improve pedestrian visibility at night. While undertaking these works, there is an opportunity to implement additional median upgrades including: <ul style="list-style-type: none"> • Up-lighting the Art Deco crown features and six Eucalypts; • Changing the light post colour from the blue 	\$220,000	Amend analysis text. Continuation of action. Extend timing to 2023/24.

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							<p>and white to the more vibrant red, orange, yellow, green and pink seen throughout the Town Centre; and Removal of the Palm tree fronds around trunks; and Installation of bud lighting on the three Palms.</p> <p>Item 21.3 within the Brighter Beaufort Action Plan identifies the opportunity to up-light large / iconic street trees.</p>		
6.3 Investigate options to repair, replace or improve medians along Beaufort Street.	I&E	S&D		✓	✓		<p>Maintenance works to improve the Beaufort Street medians from St Albans Avenue to Chelmsford Road were undertaken in June 2022. This included replacing damaged kerbs and cutting some of the tree roots. Feasibility of longer term solutions to manage imminent tree growth and median maintenance are being explored.</p> <p>Pedestrian improvements to the medians were explored through the delivery of Action 2.2. and as the medians are narrow (1.3 metres wide) it is not feasible to widen further without removing a traffic lane.</p> <p>Minor improvements for the medians are proposed to be delivered through the BSSIP in 2023/24, including:</p> <ul style="list-style-type: none"> Improvement 8 – Install tactile walking surface indicators at crossing points. Improvement 11 – Visually define high-use Beaufort Street crossing points and improve sightlines for vehicles and pedestrians (Barlee Street, Harold Street and Broome Street). 		Continuation of action. Extend timing to 2023/24
6.4 Develop and deliver a smoke-free town centres project with involvement from the community, health partners, and local business.	S&D	C&B	✓	✓	✓	✓	<p>Draft smoke free boundaries for Leederville, Mount Hawthorn, North Perth, Beaufort Street and William Street were consulted upon from May to August 2021. A total of 345 submissions were received from residents, property owners, workers, business owners and visitors and final smoke free boundaries were created for each Town Centre.</p> <p>The <i>Local Government Property Local Law 2021</i> became operational on 14 December 2021 which provides Council with the power to prescribe an area where smoking is prohibited.</p> <p><i>Smoke Free Areas – Education and Enforcement Policy</i> was developed to guide the implementation, education and enforcement of smoke free areas to reduce community exposure to harmful second-hand smoke.</p> <p>An amount of \$40,000 is included in the 2022/2023 operational budget for costs associated with prescribing new smoke free areas e.g. smoke free signage.</p> <p>Administration has been successful in receiving a \$72,557 grant from Healthway to support the implementation of this project. The grant will cover further community engagement, education and communication strategies, along with design and installation of suitable smoke free signage. The grant will also include evaluation of the project, and includes a part-time contract role to support the project.</p> <p>Anticipated launch of smoke free town centres is 1 November 2022 at Mary Street Piazza, Beaufort Street.</p> <p>Action 6.4 relates to the BSSIP Improvement 21 – Implement smoke-free town centres and community advocacy program in Beaufort Street.</p>	\$112,557 (including Healthway funding)	

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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	Complete	✓				Mark action as complete in 2021/22.	

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Action and Proposed Update	Responsible Team(s)	Support Team(s)	Timing				2021/22 Annual Review Update (August 2022)	2022/23 Funding Allocation	Document Changes
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Priority Area 1: ENHANCED ENVIRONMENT									
1.1 Engage with business owners and building property owners and business owners directly and through the town team , to communicate the benefits of solar and support the business community in implementing solar initiatives further actions being undertaken .	CEO	S&D		✓	✓	✓	<p>Feedback from engagement with businesses and town team to date is that leases are not long term, and it is therefore not financially viable to invest in solar or other technologies</p> <p>Action requires direct engagement with property owners and businesses rather than through the town team. Action amended to reflect this requirement. This change is consistent with Action 1.3 of the Beaufort Street Town Centre Place Plan.</p> <p>The Solution text is to be amended as follows:</p> <p>Solution: Engage with business owners and building property owners and business owners directly and through the town team, to communicate the benefits of solar and support the business community in implementing solar initiatives further actions being undertaken.</p>		Amend action and solution text. Move commencement to 2023/24.
1.2 Install garden beds and planting, and work with the town team to design and implement Pickle Park along the Old Aberdeen Place verge.	I&E	S&D	✓	✓	✓	✓	<p>Planting and garden bed installation in the verge area near Cleaver Street is complete. Remaining verge area does not currently have water access and would require hand watering.</p> <p>The Pickle District Town Team have proposed an initiative to create a 'Pickle Park' on the remaining area of the verge. Pickle Park would provide a public open space, currently lacking in the district, that can be used for events as well as day-to-day. Administration will design Pickle Park with the Town Team and implement the design in subsequent years.</p> <p>The Solution text is to be amended as follows:</p> <p>Solution: Install garden beds and planting, and work with the town team to design and implement Pickle Park along the Old Aberdeen Place verge.</p>		Amend action and solution text.
Priority Area 2: ACCESSIBLE CITY									
2.1 Plan and implement the Safe Active Street upgrades on Golding Street and Strathcona Street.	I&E	S&D	Complete	✓			<p>Completed 2021/22.</p> <p>Construction works undertaken by the City. Works are intended slow traffic and alert people that they are in a bicycle and pedestrian friendly space. Works included road resurfacing with red asphalt and black car bays, blue Safe Active Street road pavement signs, and entry and speed plateaus positioned as required. Main Roads WA coordinated line marking on plateaus.</p>		Mark action as complete in 2021/22.
2.2 Continue to implement the Cleaver Main Street streetscape upgrade and collaborate with The Pickle District to deliver initiatives on Cleaver Street.	I&E	S&D	Complete				<p>Completed 2021/22.</p> <p>Cleaver Main Street streetscape upgrade included road resurfacing, new line marking, new curbing, tree planting along verges and on median strip, installation of pathway nibs or 'artlets' to host public art, and installation of conduits to artlets for future provision of power to public artworks.</p>		Mark action as complete in 2021/22.
2.3 Investigate options to create a connection between Drummond Place and Loftus Street for pedestrians and cyclists.	S&D	I&E		✓	✓		<p>It is proposed to delay commencing this action to 2023/24 to align with potential Perth Parking Management Area (PPMA) funding opportunities.</p>		Action to be delivered to 2023/24.
2.4 Investigate the feasibility of an underpass to connect Drummond Place to Leederville.	I&E	S&D			✓	✓	<p>Action due to commence 2023/24.</p>		
2.5 Develop and implement the Wayfinding Plan.	S&D	I&E	✓	✓	✓	✓	<p>Development of the City's Wayfinding Plan commenced July 2021. The Wayfinding Plan includes the following four phases: Phase One – Analysis Report Phase Two – Draft Wayfinding and Signage Plan Phase Three - Final Wayfinding Plan and Guidelines Phase Four – Implementation Plan</p>	\$198,000	Amend action and solution text. Continuation of action. Extend timing to 2022/23, 2023/24 and 2024/25.

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							<p>The Wayfinding Plan will highlight the unique character and distinct local aesthetic of the town centre. Phase One of the project has been completed and Phase Two significantly progressed. The development of the Wayfinding Plan is due to be completed December 2022. Implementation will commence following this.</p> <p>The Analysis and Solution are to be amended as follows to include implementation:</p> <p>Analysis 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. 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. A Wayfinding Plan should be prepared and implemented 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 and cyclists. <p>Solution Develop and implement the Wayfinding Plan.</p>		
Priority Area 3: CONNECTED COMMUNITY									
<p>3.1 Manage the Town Team Grant Program and support the Pickle District to become recognised-as precinct-that-is-synonymous-with creative-events. a sustainable arts precinct.</p>	S&D	I&E/C&B	✓	✓	✓	✓	<p>The Pickle District Town Team received \$10,000 in 2021/22 for the following to be delivered by June 2023:</p> <ul style="list-style-type: none"> • Pickle District Action Plan update • Activations Officer <p>Town team feedback indicated that they would prefer the grant funding go towards helping them become sustainable as an arts precinct. The Solution is to be amended as follows:</p> <p>Solution: Manage the Town Team Grant Program and support the Pickle District to become recognised-as-precinct that-is-synonymous-with creative-events. a sustainable arts precinct.</p>	\$10,000	<p>Amend action and solution text.</p> <p>Continuation of action. Extend timing to 2022/23, 2023/24 and 2024/25.</p>
<p>3.2 Create a hub for Deliver the NAIDOC activity Festival in the Pickle District by delivering the program in partnership with Aboriginal stakeholders, The Pickle District, and business owners. (Discontinue this action after the 2022 NAIDOC Festival.)</p>	C&B	S&D	✓	✗	✗	✗	<p>Completed for 2021/22.</p> <p>The City of Vincent NAIDOC Festival 2022 took place at Holmes a Court Gallery in the Pickle District from 4:00-7:30pm on Saturday 9 July 2022. The Festival included a Welcome to Country, live music by Gina Williams and Guy Ghouse, live music by Koby Morrison, a kangaroo and veggie stew from Gather Foods, a community canvas, screening of ‘Shining the Light’ and art projection by Charmaine Cole.</p> <p>Action to be removed from future years as per advice received from the Bridya Elders Group, Reconciliation Action Plan Working Group (RAPWG) and Community Development Team. Feedback from the Elders Group and RAPWG is that they would like NAIDOC celebrations to be in a different location in the future, preferencing one which holds cultural significance. The Solution is to be amended as follows:</p> <p>Solution: Create a hub for Deliver the NAIDOC activity Festival in the Pickle District by delivering the program in partnership with Aboriginal stakeholders, The Pickle District, and business owners. (Discontinue this action after the 2022 NAIDOC Festival.)</p> <p>Future NAIDOC Festivals will be implemented through the City’s Innovate Reconciliation Action Plan (RAP).</p>		<p>Amend action and solution text.</p> <p>Mark action as complete in 2021/22.</p>
Priority Area 4: THRIVING PLACES									
<p>4.1 Undertake a Streetscape Audit to determine opportunities for streetscape improvements.</p>	S&D	I&E	✓	✓			<p>Action to commence 2022/23. In 2021/22 streetscape improvements included the provision of four picnic tables ordered for Old Aberdeen Place verge and anti-graffiti coating applied to two prominent murals in the Pickle District (by Sam Bloor and Trevor Richards) in response to repeat graffiti.</p>		<p>Action to be delivered in 2022/23.</p>

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4.2 Collaborate with The Pickle District Town Team to curate and deliver artwork in the Cleaver Main Street artlets.	S&D	I&E/C&B	✓	✓	✓	✓	Action to commence 2022/23. Artworks for artlets on the western side of Cleaver Street to be progressed first due to a large-scale Development Application for Cleaver Street currently under review.	\$40,000	Action to be delivered in 2022/23, 2023/24 and 2024/25.
4.3 Investigate opportunities for an entry statement into the Pickle District.	S&D	C&B	Complete				Completed 2021/22. Two entry statement locations have been identified and will be included in Wayfinding Plan as follows: <ul style="list-style-type: none"> • Intersection of Cleaver Street, Drummond Place and Old Aberdeen Place. • The corner of Cleaver and Newcastle Streets. Implementation will be subject to availability of funding. Potential for funding to be sourced from Percent for Art cash-in-lieu reserve.		Mark action as complete in 2021/22.
4.4 Investigate a location for a sculpture walk to better connect the Pickle District's businesses with the Leederville Town Centre.	S&D	I&E		✓	✓	✓	Action to be postponed to 2023/24 and 2024/25 to await outcomes from Actions 2.3 and 2.4, which investigate pedestrian and cyclist connection between the Pickle District and the Leederville Town Centre. The sculpture walk will enhance the connections established as part of the outcomes of Actions 2.3 and 2.4.		Action to be delivered in 2023/24 and 2024/25.
Priority Area 5: SENSITIVE DESIGN									
5.1 Host a visioning workshop for owners and occupiers of the Pickle District and analyse the findings to develop a vision and objectives for the future and to help inform the most appropriate a precinct planning framework instrument to pursue this with for the area.	S&D	C&B	✓	✓			Action to commence 2022/23. The Making Space for Culture report (Action 6.1) recommends the development of a precinct planning framework for the Pickle District to maintain and facilitate creative spaces, whilst allowing for mixed-use development potential. The solution is to be amended as follows: Solution: Host a visioning workshop for owners and occupiers of the Pickle District and analyse the findings to develop a vision and objectives for the future and to help inform the most appropriate a precinct planning framework instrument to pursue this with for the area.		Amend action and solution text. Action to be delivered in 2022/23.
Priority Area 6: INNOVATIVE & ACCOUNTABLE									

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<p>6.1 Deliver the Making Space for Culture project, whilst working with inner city Local Governments and State and Federal Governments to identify incentives and support mechanisms to retain and establish creative spaces, and creative industries and live music in the Pickle District.</p>	S&D	CEO	Complete				<p>Making Space for Culture study and report completed 2021/22.</p> <p>City of Perth initiated the Making Space for Culture project and invited the other Local Governments which form the Inner City Working Group to be involved. Town of Victoria Park, City of South Perth and City of Vincent accepted the invitation and contributed funding to expand the boundaries of the project to include the three additional municipalities. Hatch RobertsDay was awarded the tender and undertook the study, which included a comprehensive survey to understand the demand for arts and culture facilities, and further details on the types of facilities.</p> <p>1080 survey responses were received from creatives and showed a high demand for creative spaces in Perth and specifically in Vincent. 84% of responses stated interest in an inner city space, and 28% of these specified City of Vincent as the desired location.</p> <p>The resulting Making Space for Culture report summarises findings from the study, research and relevant case studies and then provides recommendations to meet the demand for creative spaces. Part A of the report refers to the full inner city Perth area covering all four LGA boundaries, and Part B of the report is specific to City of Vincent.</p> <p>Strategic Opportunity PP3 from Part B of the Making Space for Culture report recommends the development of a precinct planning framework for the Pickle District to maintain and facilitate creative spaces, whilst allowing for mixed-use development potential. This recommendation is being progressed as Action 5.1 of the Pickle District Place Plan. Wording change proposed for Action 5.1 (above) to reflect the recommendation more accurately.</p> <p>The remaining recommendations from the Making Space for Culture report refer to areas outside of the Pickle District and will be considered for implementation through the Arts Plan 2022-27, currently in development. Propose transferring \$20,000 funding to implementation of Making Space for Culture report through the Arts Plan 2022-27 so it can be expended on recommendations across all of Vincent, including the Pickle District.</p> <p>Action is to be adjusted to reflect feedback from Town Team that indicates support required for retention and establishment of all creative spaces and businesses, without any special attention on live music. The solution is to be amended as follows:</p> <p>Solution: Deliver the Making Space for Culture project, whilst working with inner city Local Governments and State and Federal Governments to identify incentives and support mechanisms to retain and establish creative spaces, and creative industries and live music in the Pickle District.</p>	\$20,000	<p>Amend action and solution text.</p> <p>Mark action as complete in 2021/22.</p>
<p>6.2 Proactively engage with Pickle District businesses to ensure they are informed of planning, building and public health requirements; assist to provide options to achieve approvals; and seek advice from State Government agencies on how to support businesses to achieve compliance.</p>	S&D	CEO	✓	✓	✓	✓	<p>Action to commence 2022/23.</p> <p>Administration will engage with businesses individually as each has a unique situation.</p>		<p>Action to be delivered in 2022/23, 2023/24 and 2024/25.</p>

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