

**9.8 PLACE PLAN ANNUAL REVIEW**

- Attachments:**
1. 2022 Volume 01 VT CPP - Implementation Framework Progress Update - Review IIII
  2. 2022 Volume 02 NPT CPP - Implementation Framework Progress Update - Review IIII
  3. 2022 Volume 03 MHT CPP - Implementation Framework Progress Update - Review III
  4. 2022 Volume 04 LT CPP - Implementation Framework Progress Update - Review I
  5. 2022 Volume 05 BST CPP - Implementation Framework Progress Update - Review I
  6. 2022 Volume 07 PDPP - Implementation Framework Progress Update - Review I
  7. 2022 Volume 03 Mount Hawthorn Town Centre Place Plan Review III
  8. 2022 Volume 04 Leederville Town Centre Place Plan Review I
  9. 2022 Volume 05 Beaufort Street Town Centre Place Plan Review I
  10. 2022 Volume 07 Pickle District Place Plan Review I

**RECOMMENDATION:****That Council:**

1. **ENDORSES** the updated 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 7, 8, 9 and 10; and
2. **NOTES** the final review of Volume 1: Vincent Town Centre Place Plan and Volume 2: North Perth Town Centre Place Plan.

**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 (VT CPP) and Volume 2: North Perth Town Centre Place Plan (NPT CPP). 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 VT CPP and NPT CPP and on 17 September 2019 (Item 9.4) at its Ordinary Meeting, Council adopted Volume 3: Mount Hawthorn Town Centre Place Plan (MHT CPP).

On 17 November 2020 (Item 9.5) at its Ordinary Meeting, Council endorsed the second minor annual review of VT CPP and NPT CPP, and the first annual review of MHT CPP.

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

On 16 November 2021 (Item 9.4) at its Ordinary Meeting, Council endorsed the third minor annual review of VTCPP and NPTCPP, and the second annual review of MHTCPP.

#### DETAILS:

The fourth and final minor annual review of VTCPP and NPTCPP, the third minor annual review of MHTCPP, and the first minor annual review of LTCPP, BSTCPP and PDPP have been undertaken. The progress of the actions outlined within the Place Plans is reported in the Implementation Framework Progress Updates.

The Implementation Framework Updates for VTCPP and NPTCPP included as **Attachments 1 and 2** provide an update on each action's status and how this action will be implemented in the future. Any reference to VTCPP actions in other Place Plans has been removed to reflect the VTCPP final minor annual review.

The Implementation Framework Progress Updates for MHTCPP, LTCPP, BSTCPP and PDPP included as **Attachments 3, 4, 5 and 6** provide an update on each action item and the associated Place Plan document changes proposed as part of the minor review. The 2022 minor annual review proposed changes include:

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

These changes have been reflected in the reviewed Place Plans, included as **Attachments 7, 8, 9 and 10**.

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.

Further informing documents are currently under development, or have recently been endorsed, and would be considered as part of the next annual review:

- Strategic Community Plan (Major Review).
- Sports and Recreation Facilities Plan.
- Wayfinding Plan.
- Arts Plan.
- Innovate Reconciliation Action Plan.
- Safer Vincent Plan.
- Access and Inclusion Plan.

#### CONSULTATION/ADVERTISING:

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

If endorsed, the Place Plans will be updated to incorporate the revisions, uploaded to the City's website, circulated to the town teams, and 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 existing and revised actions within the Place Plans would be supported through allocations within the City's existing operating 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			
<b>Key Focus Area 1: ACTIVITY</b>									
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"> <li>• Mt Hawthorn Hubs, Little Day Out.</li> <li>• The Pickle Districts, Pickle Lit.</li> <li>• Leederville Connects Kratorville and Arty Farty Christmas Party.</li> </ul> <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"> <li>• 1.15 Develop and consolidate information for events approvals and small businesses operating at events; and</li> <li>• 3.3 Review and simplify the City's event approval process to make it easier for small business.</li> </ul>	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"> <li>• Mt Hawthorn Hubs, Little Day Out.</li> <li>• The Pickle Districts, Pickle Lit.</li> <li>• Leederville Connects Kratorville and Arty Farty Christmas Party.</li> <li>• Northbridge Commons Block Party.</li> </ul> <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		✓	✓	✓	✓	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.	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.  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.	Trading in Public Places Local Law 2008  Local Government Property Amendment Local Law 2022
V1.10 Implement a Business Engagement Program	S&D	C&B	✓	✓	✓	✓	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.  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.  This action is supported by Actions 2.3 and 2.4 in the Vincent Rebound Plan.	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.  An Executive Summary of the Small Business Friendly Approvals Program was reported to the 21 June 2022 Ordinary Council Meeting for noting.  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 <ul style="list-style-type: none"> <li>1.11 Expand access and reach of business e-news to keep small business updated on the City's programs and initiatives.</li> </ul> The business E-News has been expanded to 1001 subscribers.  Continued engagement with SBDC and promotion of SBDC initiatives, is now part of the City's business as usual operational services.	Small Business friendly Approvals Program
V1.11 Advocate for Live Music Venue Protection	S&D		✓	✓	✓	✓	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.	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.	Thriving Places Strategy
V1.12 Prepare a Strategy for City of Vincent Owned Land within the town centres	CEO	S&D			✓	✓	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.	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.	Register for City Land  Strategic framework for City-owned property

Key Focus Area 2: MOVEMENT

## 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
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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"> <li>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</li> <li>Authorised the CEO to sign the Memorandum of Understanding (MOU) to enable Western power to commence the detailed design of the project</li> </ul> <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	
<b>Key Focus Area 2: CHARACTER</b>									
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.</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

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			
<b>Key Focus Area 1: ACTIVITY</b>									
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"> <li>Monitor the function of the space and adjust furniture and landscaping as required to enhance the function of the space;</li> <li>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;</li> <li>Monitor pedestrian movements and use of the space, particularly the two apple gum trees closest to Paragon; and</li> <li>The impact of the project should be incorporated into the View Street Car Park Urban Design Study project.</li> </ul> <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"> <li>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;</li> <li>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</li> <li>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.</li> </ul> <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"> <li>Monitoring of traffic speed and volume on View Street, Alma Road, Leake Street and Glebe Street in September 2021 and February 2022</li> <li>Presenting initial findings of the review and proposed interventions to the Design Review Panel meeting on 9 February 2022</li> <li>Engaging Inhabit Place to undertake a place audit on 3 March 2022.</li> <li>Developing shadow studies in March 2022</li> </ul> <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"> <li>Amend Local Planning Scheme to address land uses to support a night time economy supported by data measures.</li> </ul> <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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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			
1.5 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"> <li>Assess the remaining life of the poles and globes of the existing street lights;</li> <li>Investigate timing of any underground power projects; and</li> <li>Investigate funding opportunities including cash-in-lieu funds.</li> </ul>	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 &amp; 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"> <li>Significant capital works will be required to the building within 24 months;</li> <li>The building is currently tenanted by a community group for \$2,600 per annum, and the condition remains suitable for this use;</li> <li>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</li> <li>It has been determined that the building is at the end of its economic life.</li> </ul> <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>

## 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			
<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><b>Key Focus Area 2: MOVEMENT</b></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"> <li>Engage an artist to create a mural on the City's bore pump utility box;</li> <li>Refurbish the timber picnic benches in the space;</li> <li>Plant a tree in the southwest corner to provide additional shade.</li> </ul> <p>The following opportunities have been identified, but require additional budget to be considered:</p> <ul style="list-style-type: none"> <li>Installation of wheel stops in the parking bays to prevent vehicle overhang into the footpath (\$3,000);</li> <li>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</li> <li>Bike filter through the cul-de-sac (\$11,000).</li> </ul> <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"> <li>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.</li> </ul> <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"> <li>Engaged an artist to create a mural on the City's bore pump utility box; and</li> <li>Refurbish the timber picnic benches in the space.</li> </ul> <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>

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			
							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"> <li>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';</li> <li>When people search for a bus stop within the Transperth system, there are various options (e.g. stop number, geographic name, or landmark); and</li> <li>Each of these identifiers are key pieces of system-wide wayfinding for public transport users.</li> </ul> <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

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			
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"> <li>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</li> <li>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.</li> <li>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.</li> </ul> <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				
<b>Key Focus Area 1: ACTIVITY</b>										
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"> <li>• One-off Basic Installation \$2,500</li> <li>• Monthly service fee \$300</li> <li>• Monthly bandwidth \$120</li> </ul> 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"> <li>• businesses unable to trial longer hours given staffing resource requirements; and</li> <li>• businesses suggesting evening activations would increase the likelihood of opening longer.</li> </ul> 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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							<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 &amp; 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"> <li>• SL3 30W LED to the existing light fitting;</li> <li>• SL2 30W single solar light with new pole; and</li> <li>• Double SL2 30W solar lights with new pole.</li> </ul> <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"> <li>• Britannia Reserve (north and central);</li> <li>• Charles Veryard Reserve; and</li> <li>• Axford Park</li> </ul>	\$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.	<p>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.</p> <p>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.</p>		
<b>Key Focus Area 2: MOVEMENT</b>										
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><b>Rationalise the Parking Management of adjoining car parks between Fairfield Street and Flinders Street</b></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		<p>Preliminary investigations completed and costed the formalisation of parking at \$52,000 (ex GST). A detailed design has not been prepared as the delivery of this project was planned and scheduled to coincide with the delivery of the detailed design for Axford Park Upgrade (Action 1.3).</p>	<p>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.</p>	<p>Mark action as defer in 2021/22.</p>	

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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.		
<b>Key Focus Area 3: CHARACTER</b>										
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&amp;D and support team to C&amp;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)

## VOLUME 4: LEEDERVILLE TOWN CENTRE PLACE PLAN – IMPLEMENTATION FRAMEWORK

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<b>Priority Area 1: ENHANCED ENVIRONMENT</b>									
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><b>Analysis:</b> 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><b>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</b></p> <p><b>Leederville UX has identified public art walls to screen the noise as Focused Intervention 23.</b></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"> <li>Removal of existing turf;</li> <li>Application of landscaping gravel;</li> <li>Instalment of a gravel footpath;</li> <li>Instalment of recycled logs and rocks;</li> <li>Planting of native shrubs; and</li> <li>Planting of two grass trees.</li> </ul>		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.
<b>Priority Area 2: ACCESSIBLE CITY</b>									
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 <del>and the Water Corporation</del> 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><b>Analysis:</b>                      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. <del>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.</del></p> <p><del>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.</del></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><b>Diagnosis:</b> 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><b>Analysis:</b> 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><b>Solution:</b> 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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			21/22	22/23	23/24	24/25			
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><b>Analysis</b>                      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"> <li>• Create a comprehensive, clear and consistent visual communication system with concise messaging;</li> <li>• Only include the information that is relevant to the space, location and navigation path; and</li> <li>• Focus on active transportation mode users, particularly pedestrians and cyclists.</li> </ul> <p><b>Solution</b>                      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><b>Diagnosis:</b>                      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><b>Analysis:</b>                      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><del>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</del></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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			21/22	22/23	23/24	24/25			
							<p><del>for on-demand transport options is likely to continue and access to customers exact locations may not always be feasible.</del> 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><b>Solution:</b> 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>		
<b>Priority Area 3: CONNECTED COMMUNITY</b>									
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"> <li>Festoon lighting and furniture purchase for events;</li> <li>Printing and launch of a sponsorship prospectus; and</li> <li>Pedestrian surveys.</li> </ul> <p>The City will continue to work with the town team in managing the Town Team Grant Program.</p>	\$10,000	
<b>Priority Area 4: THRIVING PLACES</b>									
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.		
<del>4.2 Plan festoon lighting in Leederville Village Square.</del>	<del>I&amp;E</del>	<del>S&amp;D</del>		✓	✓		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. Re-number 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.		Re-number 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	Re-number to Action 4.3. Amend action, analysis and solution text.

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							<ul style="list-style-type: none"> <li>Lighting improvements to laneways in the town centre (similar to Electric Lane improvements);</li> <li>Lighting the gumtrees along Oxford Street between Leederville Parade and Vincent Street;</li> <li>Inclusion of luminaires to the pergola structure adjacent to the Oxford Street Reserve; and</li> <li>Additional road lighting for Melrose and Stamford Streets.</li> </ul> <p>To the reflect the action progression, the Analysis and Solution are to be amended as follows:</p> <p><b>Analysis:</b> 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><b>Solution:</b> 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.
<del>4.5 Plan design solutions to deter parking in the Leederville Village Square median</del>	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.
<del>4.6 4.4 Undertake a streetscape audit and prepare and implement a Streetscape Improvement Plan to identify opportunities for streetscape improvements.</del>	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><b>Analysis:</b> 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><del>An audit should be undertaken to determine current deficiencies in the streetscape and identify opportunities to enhance the streetscape.</del> 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. <del>This could include</del> 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><b>Solution:</b> 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.
<del>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.</del>	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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<b>4.8 4.5</b> 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.
<b>4.9 4.6</b> 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.
<b>4.10a 4.7a</b> 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.
<b>4.10b 4.7b</b> 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.
<b>4.8</b> 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><b>Diagnosis:</b> 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><b>Analysis:</b> 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><b>Solution:</b> 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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			21/22	22/23	23/24	24/25			
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.
<del>5.2 Advocate to Main Roads WA for unique noise walls between the Mitchell Freeway and the Town Centre</del>	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
<b>Priority Area 6: INNOVATIVE &amp; ACCOUNTABLE</b>									
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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<b>Priority Area 1: ENHANCED ENVIRONMENT</b>									
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"> <li>Hyde Park commenced April 2022;</li> <li>Oxford Street Reserve commenced April 2022;</li> <li>Beaufort Street (two Container Exchange points) due to commence August 2022; and</li> <li>William Street (two Container Exchange points) due to commence August 2022.</li> </ul> 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 <del>and through the town team</del>, 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><b>Solution:</b> Engage with local business and property owners directly <del>and through the town team</del>, 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>
<p><b>Priority Area 2: ACCESSIBLE CITY</b></p>									
<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"> <li>Improvement 1 – Declutter the footpath by removing unnecessary and obstructive objects and reposition street furniture.</li> <li>Improvement 2 – Install new bins where needed.</li> <li>Improvement 4 – Assist businesses to implement Vibrant Public Spaces elements.</li> <li>Improvement 9 – Upgrade the Grosvenor Road crossing as a continuous footpath to improve connectivity and walking experience.</li> </ul> <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"> <li>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).</li> <li>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).</li> <li>Improvement 18 – Revitalise Kaadadjiny Lane and Lois Lane with new art and lighting (relates to Action 4.3 BSTCPP)</li> <li>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).</li> <li>Improvement 21 – Implement smoke-free town centres and community advocacy program in Beaufort Street (relates to Action 6.4 BSTCPP).</li> <li>Improvement 17 – Promote the use of side street cycle connections through wayfinding and signage (Action 2.6 BSTCPP).</li> </ul> <p>The Analysis and Solution are to be amended as follows:</p> <p><b>Analysis:</b></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. <del>The central median provides some pedestrian refuge but is narrow, raised and in need of repair.</del></p> <p><del>Formalised crosswalks are only located at the northern extent of the Town Centre, at the Beaufort and Walcott Street intersection.</del> 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. <del>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.</del></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><b>Solution:</b> 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><b>Analysis:</b> 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><b>Solution:</b> 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&amp;D and support team to I&amp;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><b>Action 2.5: On-demand transport and safety improvements</b></p> <p><b>Diagnosis:</b>  <del>On-demand transport drop off and pick-up points are becoming increasingly congested along Beaufort Street.</del>                      Beaufort Street between Harold Street and Mary Street Piazza is a high-use location and requires on-demand transport and safety improvements.</p> <p><b>Analysis:</b>                      The Beaufort Street area between <del>Harold Street and Mary Street Piazza</del> is <del>identified as</del> a high-use location <del>for on-demand transport</del> during peak hour commute periods, as well as on Friday and Saturday evenings, and Saturday and Sunday mornings.</p> <p><del>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.</del></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><b>Solution:</b>                      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 <b>implement</b> 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><b>Analysis:</b>                      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 <b>prepared and implemented</b> to:</p> <ul style="list-style-type: none"> <li>• Create a comprehensive, clear and consistent visual communication system with concise messaging;</li> <li>• Only include the information that is relevant to the space, location and navigation path; and</li> <li>• Focus on active transportation mode users, particularly pedestrians <b>and cyclists</b>.</li> </ul> <p><b>Solution:</b>                      Develop <b>and implement</b> 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>
<b>Priority Area 3: CONNECTED COMMUNITY</b>									
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"> <li>• Social Media Strategy &amp; Implementation</li> <li>• Public Liability Insurance &amp; Xero Accounting</li> <li>• Power Cable Covers</li> </ul>	\$10,000	Amend supporting team to be C&B.
<b>Priority Area 4: THRIVING PLACES</b>									
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"> <li>• Solar lighting to be installed as part of the Kaadadjiny Lane and Lois Lane improvements.</li> <li>• Fairy lights to be installed at Grosvenor Road as part of the Grosvenor Road Trial.</li> </ul>		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 <del>and deliver existing</del> mural maintenance and renewal.	S&D	C&B	✓	✓	✓	✓	Mural maintenance and renewal projects for 2021/22 included: <ul style="list-style-type: none"> <li>Robert Jenkins pavement mural at the Mary Street Piazza; and</li> <li>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.</li> </ul> Future improvements planned for 2022/23 include: <ul style="list-style-type: none"> <li>Revitalisation of Kaadadjiny Lane and Lois Lane with new art and lighting.</li> </ul> The Solution is to be amended as follows:  <b>Solution:</b> Investigate <del>and deliver existing</del> mural maintenance and renewal.	\$49,000	Amend action and solution text.  Amend responsible team to S&D and support team to C&B.
<b>Priority Area 5: SENSITIVE DESIGN</b>									
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
<b>Priority Area 6: INNOVATIVE &amp; ACCOUNTABLE</b>									
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:  <b>Analysis:</b> Beaufort Street is a busy gateway into the City of Vincent, <del>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</del> These lights are degraded and require renewal, including <del>should include</del> 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"> <li>• Up-lighting the Art Deco crown features and six Eucalypts;</li> <li>• Changing the light post colour from the blue</li> </ul>	\$220,000	Amend analysis text.  Continuation of action. Extend timing to 2023/24.

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							<p><del>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.</del></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"> <li>Improvement 8 – Install tactile walking surface indicators at crossing points.</li> <li>Improvement 11 – Visually define high-use Beaufort Street crossing points and improve sightlines for vehicles and pedestrians (Barlee Street, Harold Street and Broome Street).</li> </ul>		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.	

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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<b>Priority Area 1: ENHANCED ENVIRONMENT</b>									
1.1 Engage with <del>business owners and building property owners and business owners</del> directly <del>and through the town team</del> , to communicate the benefits of solar and support <del>the business community in implementing solar initiatives further actions being undertaken</del> .	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><b>Solution:</b> Engage with <del>business owners and building property owners and business owners</del> directly <del>and through the town team</del>, to communicate the benefits of solar and support <del>the business community in implementing solar initiatives further actions being undertaken</del>.</p>		Amend action and solution text.  Move commencement to 2023/24.
1.2 Install garden beds and planting, <del>and work with the town team to design and implement Pickle Park</del> 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><b>Solution:</b> Install garden beds and planting, <del>and work with the town team to design and implement Pickle Park</del> along the Old Aberdeen Place verge.</p>		Amend action and solution text.
<b>Priority Area 2: ACCESSIBLE CITY</b>									
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><b>Analysis</b> 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 <b>prepared and implemented</b> to:</p> <ul style="list-style-type: none"> <li>• Create a comprehensive, clear and consistent visual communication system with concise messaging;</li> <li>• Only include the information that is relevant to the space, location and navigation path; and</li> <li>• Focus on active transportation mode users, particularly pedestrians <b>and cyclists</b>.</li> </ul> <p><b>Solution</b> Develop <b>and implement</b> the Wayfinding Plan.</p>		
<b>Priority Area 3: CONNECTED COMMUNITY</b>									
<p><b>3.1</b> Manage the Town Team Grant Program and support the Pickle District to become <b>recognised-as precinct-that-is-synonymous-with creative-events. a sustainable arts precinct.</b></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"> <li>• Pickle District Action Plan update</li> <li>• Activations Officer</li> </ul> <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><b>Solution:</b> Manage the Town Team Grant Program and support the Pickle District to become <b>recognised-as-precinct that-is-synonymous-with creative-events. a sustainable arts precinct.</b></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><b>3.2</b> <b>Create a hub for Deliver</b> the NAIDOC activity Festival in the Pickle District <b>by delivering the program</b> in partnership with Aboriginal stakeholders, The Pickle District, and business owners. <b>(Discontinue this action after the 2022 NAIDOC Festival.)</b></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><b>Solution:</b> <b>Create a hub for Deliver</b> the NAIDOC activity Festival in the Pickle District <b>by delivering the program</b> in partnership with Aboriginal stakeholders, The Pickle District, and business owners. <b>(Discontinue this action after the 2022 NAIDOC Festival.)</b></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>
<b>Priority Area 4: THRIVING PLACES</b>									
<p><b>4.1</b> 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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Action and Proposed Update	Responsible Team(s)	Support Team(s)	Timing				2021/22 Annual Review Update (August 2022)	2022/23 Funding Allocation	Document Changes
			21/22	22/23	23/24	24/25			
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"> <li>• Intersection of Cleaver Street, Drummond Place and Old Aberdeen Place.</li> <li>• The corner of Cleaver and Newcastle Streets.</li> </ul> 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.
<b>Priority Area 5: SENSITIVE DESIGN</b>									
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 <del>the future and to help inform the most appropriate a precinct planning framework instrument to pursue this with for the area.</del>	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:  <b>Solution:</b> Host a visioning workshop for owners and occupiers of the Pickle District and analyse the findings to develop a vision and objectives for <del>the future and to help inform the most appropriate a precinct planning framework instrument to pursue this with for the area.</del>		Amend action and solution text.  Action to be delivered in 2022/23.
<b>Priority Area 6: INNOVATIVE &amp; ACCOUNTABLE</b>									

VOLUME 7: PICKLE DISTRICT PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Timing				2021/22 Annual Review Update <b>(August 2022)</b>	2022/23 Funding Allocation	Document Changes
			21/22	22/23	23/24	24/25			
<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				\$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 be delivered in 2022/23, 2023/24 and 2024/25.</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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## DISCLAIMER

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DATE	DETAILS	STATUS
23/08/19	Mount Hawthorn Town Centre Place Plan	Final
20/10/20	Mount Hawthorn Town Centre Place Plan	Review I
21/10/21	Mount Hawthorn Town Centre Place Plan	Review II
03/08/22	Mount Hawthorn Town Centre Place Plan	Review III

2 MOUNT HAWTHORN TOWN CENTRE PLACE PLAN

# 00 INTRODUCTION

The Mount Hawthorn Town Centre Place Plan (Place Plan) has been developed as a 'place based' strategic plan to guide the direction of funding and resources in the Mount Hawthorn Town Centre.

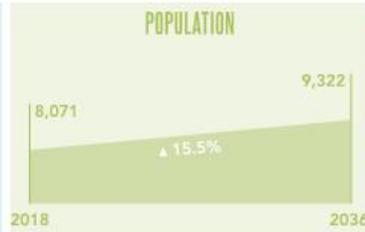
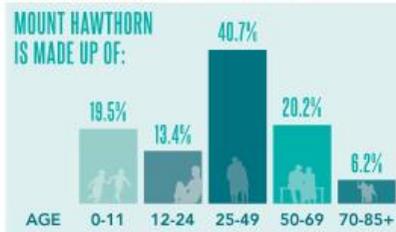
Mount Hawthorn Town Centre is defined by its unique landscape character and rich history. It extends from Braithwaite Park in the west to Britannia Road in the south and incorporates Axford Park. Traditional fine-grain shops front Scarborough Beach Road with an emerging mix of businesses along the north of Oxford Street.

Mount Hawthorn has evolved from a satellite centre serviced by trams in the late 19th century, to a cosmopolitan migrant settlement, to a community oriented suburban village with a bustling local centre. Mount Hawthorn Town Centre is a highly valued, attractive local destination which presents opportunities to better service the local community and accommodate additional residents.

## HISTORIC SNAPSHOT

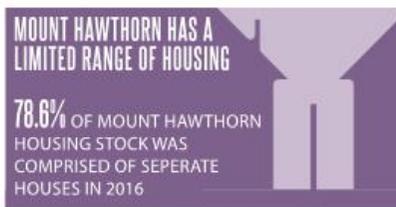


## DEMOGRAPHIC SNAPSHOT



INTRODUCTION

## ECONOMIC SNAPSHOT



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MOUNT HAWTHORN TOWN CENTRE PLACE PLAN



## PLACE PLAN PURPOSE & PROCESS

The Place Plan outlines the funds and resources the City has specifically committed to the Mount Hawthorn Town Centre. The boundary of Mount Hawthorn Town Centre (refer **Mount Hawthorn Town Centre Boundary Map**) extends beyond the City of Vincent's Town Planning Scheme No. 2 District Centre Scheme Zone, to incorporate the commercial offering in the immediate vicinity of Oxford Street and Scarborough Beach Road.

The Place Plan lists the implementation schedule for all of the major initiatives being undertaken in the Mount Hawthorn Town Centre by the City of Vincent. Such initiatives include but are not limited to public realm upgrades, marketing initiatives, economic and community development projects and/or policy and procedural improvements. The Place Plans provide a robust, planned and integrated approach to project identification and delivery.



following three sources:

- A. the content and identified actions within the Mount Hawthorn Hub Action Plan;
- B. best practice; and
- C. data collected through the Town Centre Performance Measurement Strategy.

The diagram below identifies the process in which Place Plan actions are prepared.



The Place Plan will be reviewed and updated annually. Anyone who wants to know what the City of Vincent is doing in the Mount Hawthorn Town Centre can read this document and learn about the broad range of projects the City is undertaking, and the direction the City is taking to support and improve the town centre.

The Implementation Framework sets out the actions, time frames and teams who are responsible for the delivery of the actions and projects.

## MOUNT HAWTHORN HUB

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

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

Mount Hawthorn Hub is the town team operating in the Mount Hawthorn Town Centre. Mount Hawthorn Hub's Action Plan outlines a range of objectives and principles as well as their key focus areas.





## HOW TO READ THIS DOCUMENT!

Mount Hawthorn Town Centre Place Plan is structured around three Key Focus Areas:

**01 ACTIVITY** Sets out the actions and projects which assist the City to enhance activity in the town centre in order for it to reach its activation and economic potential.



**02 MOVEMENT** Sets out the actions and projects which enhance walkability, improve the use of public transport, deliver parking efficiencies and create a more pedestrian and cycle friendly town centre.



**03 CHARACTER** Sets out the actions and projects which contribute to Mount Hawthorn's unique sense of place.





The City of Vincent is committed to 'Greening Vincent' by increasing overall canopy cover, creating more liveable and walkable neighbourhoods and fostering biodiversity within the City of Vincent. Major greening projects are identified in:

- the City's Greening Plan Implementation Schedule; and
- the actions in the Place Plan that are demarcated with the Vincent Greening Icon below.



**GREENING** Any action that has a greening component is marked with the City of Vincent's Greening Plan Icon.



**IMPLEMENTATION FRAMEWORK** Sets out the actions, time frames and the responsible teams for the delivery of all of the identified projects.

Each project is explained using the following three step process:

**STEP 1**

**DIAGNOSIS**  
Diagnosing the issue or opportunity evident in Mount Hawthorn Town Centre. These may be identified in Mount Hawthorn Hub's Action Plan, as an opportunity to achieve best practice or through the analysis of data.

**STEP 2**

**ANALYSIS**  
Analysing the detail of the issue or opportunity to understand the best path forward.

**STEP 3**

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

# 01 ACTIVITY

MOUNT HAWTHORN TOWN CENTRE WILL CONTINUE TO BE A BEAUTIFUL PLACE WHERE THE COMMUNITY LIVE, WORK AND PLAY AND WHERE A THRIVING LOCAL ECONOMY SUPPORTS PROSPEROUS AND PASSIONATE LOCAL, INDEPENDENT BUSINESSES.



8 MOUNT HAWTHORN TOWN CENTRE PLACE PLAN

## EVENTS & ACTIVATION

### ITEM 1.1 - FREE WIFI

- 🔍

There is currently no free WiFi in Mount Hawthorn Town Centre.

The City has committed to investigating options for enhanced telecommunications infrastructures and services such as free public WiFi as outlined in the City's Strategic Community Plan.
- 🔍

Free public WiFi supports mobility, and attracts workers, students and other potential visitors to commercial places such as town centres. Opportunities to implement Free WiFi in public town centre spaces, such as Axford Park, should be explored to determine potential benefits and priority locations.

The **Mt Hawthorn Hub Action Plan** identifies Free WiFi across the town centre as necessary to support the positive growth of Mount Hawthorn.
- ✓

Determine options to implement **Free WiFi** in priority town centre locations

## MARKETING & BRANDING

### ITEM 1.2 - BANNER POLES

- 🔍

Town centre banner poles are not installed along Oxford Street North.

Oxford Street North is an integral component of the Mount Hawthorn Town Centre and is the southern entry from Leederville into the town centre. The lack of banner poles make it difficult for the City to consistently market and brand the whole town centre and Mount Hawthorn events and initiatives.
- 🔍

The **Mt Hawthorn Hub Action Plan** identifies Place Branding as an area for improvement.
- ✓

Install **Banner Poles** along Oxford Street North

**PUBLIC OPEN SPACE**

**ITEM 1.3 - AXFORD PARK UPGRADE**



Axford Park is a significantly underutilised town centre asset.

Axford Park is centrally located in the town centre, connecting Oxford Street with the traditional main street along Scarborough Beach Road (refer **Existing Public Open Space Map**)

The City's Public Open Space Strategy identifies the need to establish a high quality civic open space within the town centre and a Concept Design to deliver this at Axford Park was adopted by Council in 2018.



The Concept Design considers Axford Park as the 'Front Yard of Mount Hawthorn' and takes inspiration from the character housing seen throughout the suburb. The design depicts the long term plan for the park and is split into stages to enable the park to be upgraded over time in a sustainable, staged manner.

Although a number of stages are poised to be delivered in the immediate future, other stages are reliant on the redevelopment of adjacent lots and/or modal shift away from private vehicle use.

To ensure the park reaches its potential as a well utilised community gathering space in the short term, the City should invest in the design and delivery of the upgrade stages which aren't reliant on external factors.



Design and deliver the first phase of **Axford Park Upgrade**

**AXFORD PARK UPGRADE** will contribute to the greening of Vincent by making better use of the existing green space and converting underperforming road reserve to additional town centre green space.

**EXISTING PUBLIC OPEN SPACE MAP**



ACTIVITY  
  
01

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MOUNT HAWTHORN TOWN CENTRE PLACE PLAN

### NIGHT TIME ECONOMY

#### ITEM 1.4 - NIGHT TIME ECONOMY

Mount Hawthorn Town Centre has a weak night time economy compared with other nearby town centres.

The **After Hours Trading Map** shows the businesses that are open after 6pm.

There is an opportunity to leverage the activity generated after hours by restaurants and bars along Scarborough Beach Road and the Mount Hawthorn Hawkers Market on Friday evenings to encourage after hour's uses in the immediate area.

The **Mt Hawthorn Hub Action Plan** identifies a need to support and encourage activities that strengthen the night-time economy. Prior to supporting the development of the night time economy, the City needs to better understand why more night time activities are not attracted to the town centre and what the barriers inhibiting existing businesses from extending trading hours are.

Identify barriers inhibiting Mount Hawthorn's **Night Time Economy** in consultation with local businesses and determine actions to address these

### TOWN CENTRE SAFETY

#### ITEM 1.5 - LED STREET LIGHTS

The street lights along Scarborough Beach Road and Oxford Street function poorly at night and are not energy efficient.

The Western Power street lights along Scarborough Beach Road and Oxford Street are high pressure sodium (yellow) lamps which do not efficiently or consistently light the streets at night. The lights are poorly maintained and delays to repair them often leave the town centre main streets in darkness.

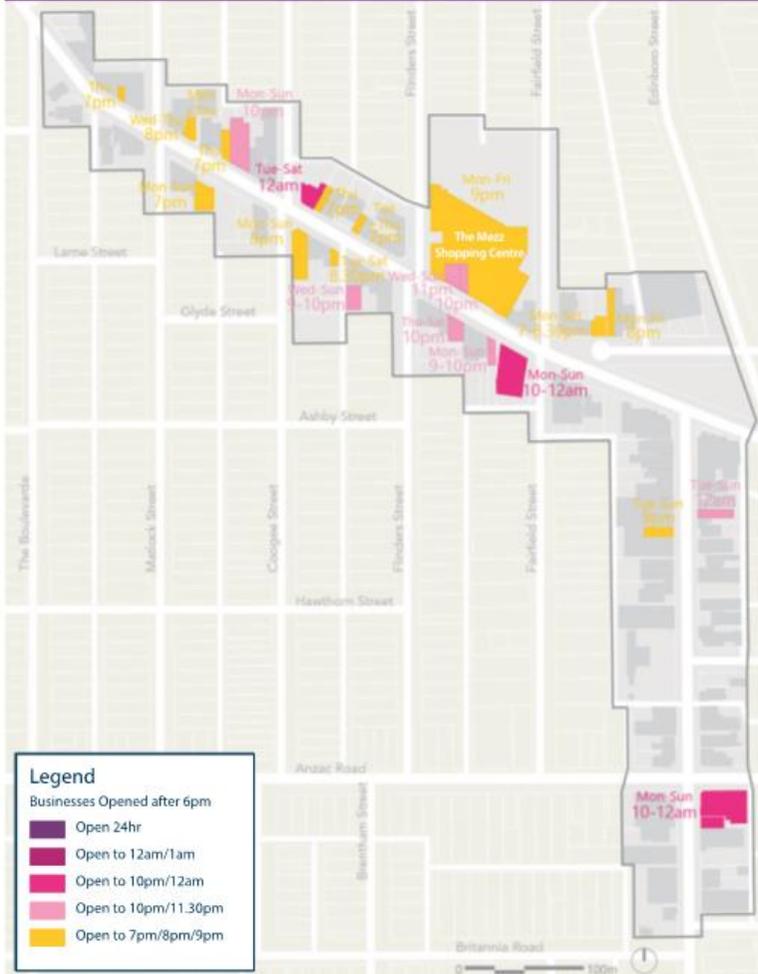
Western Power LED high efficiency long life luminaires are now available and the **Mt Hawthorn Hub Action Plan** identifies a need to improve lighting in the town centre.

Install **LED Street Lights** along Scarborough Beach Road and Oxford Street

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MOUNT HAWTHORN TOWN CENTRE PLACE PLAN

### AFTER HOURS TRADING MAP



**TOWN CENTRE SAFETY**

**ITEM 1.6 - CAR PARK LIGHTING IMPROVEMENTS**

Flinders Street Car Park is poorly illuminated at night.

There is an opportunity to replace existing luminaires in the City's car park with LED pole mounted or post top luminaires to promote safety and security.

The **Mt Hawthorn Hub Action Plan** identifies a need to improve lighting in the town centre.

Investigate and implement **Lighting Improvements** in the Flinders Street Car Park

**TOWN CENTRE SAFETY**

**ITEM 1.7 - LANE LIGHTING IMPROVEMENTS**

The lanes between Flinders Street and Oxford Street are poorly illuminated at night.

The City currently receives reports of anti-social behaviour occurring in these lanes. Through the Australian Government Safer Communities Program, there is an opportunity to install solar lighting to promote safety and security.

Implement **Lane Lighting Improvements** in the lanes between Flinders Street and Oxford Street

**DEVELOPMENT OPPORTUNITIES**

**ITEM 1.8 - FUTURE YOUTH SPACE**

There is a significant gap in the provision of infrastructure to service the needs of teenagers and young adults in Mount Hawthorn.

The City's Public Open Space Strategy identifies a significant accessibility gap for youth oriented infrastructure in Mount Hawthorn and the **Mt Hawthorn Hub Action Plan** identifies a need to undertake an engagement strategy to inform the development of a permanent youth space for residents.

Identify and deliver a **Future Youth Space** in the town centre or surrounds

**LAND USE MAP**

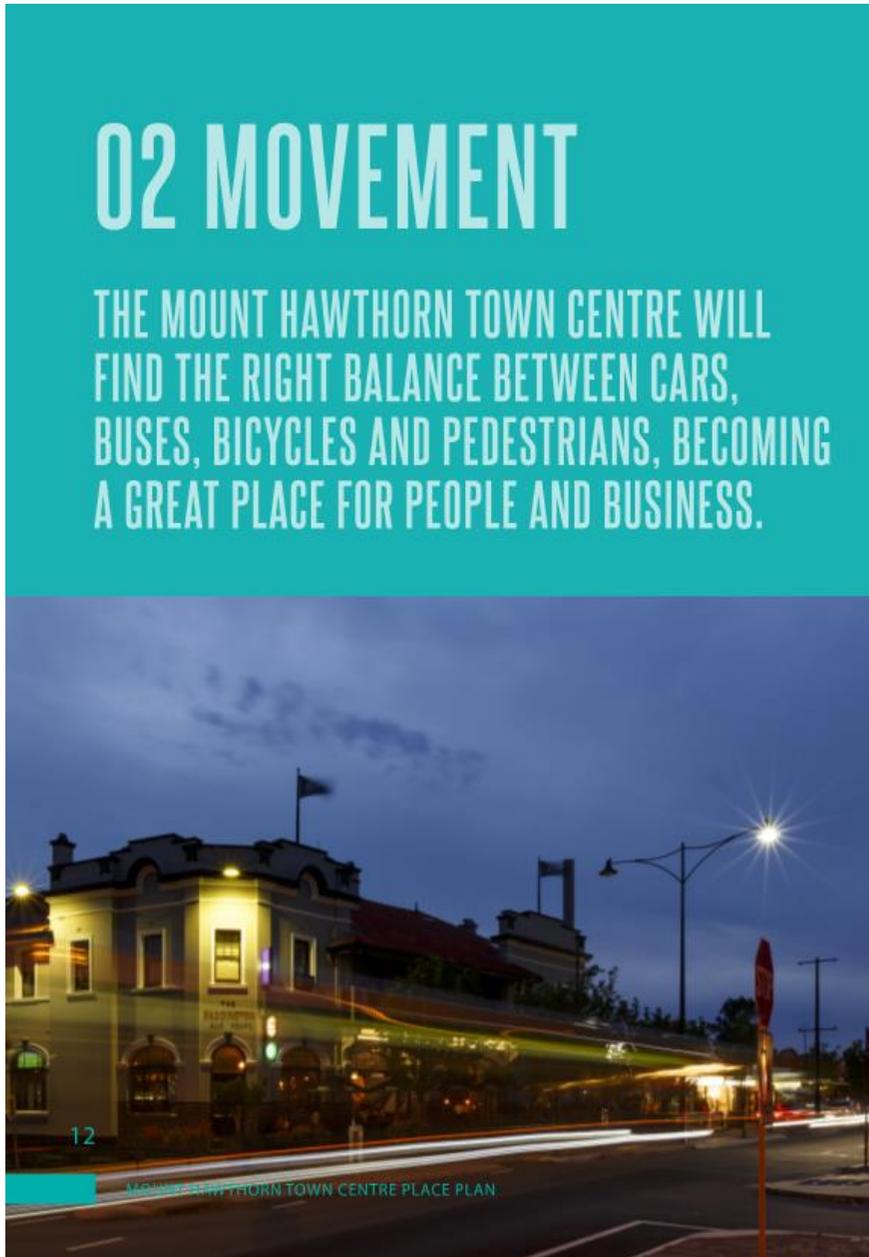


ACTIVITY

01

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MOUNT HAWTHORN TOWN CENTRE PLACE PLAN



RETHINKING MOVEMENT IN THE TOWN CENTRE

ITEM 2.1 - INTERSECTION IMPROVEMENTS



The Scarborough Beach Rd/Oxford St intersection is not pedestrian friendly.



The pedestrian environment at the Scarborough Beach Road and Oxford Street intersection is poor and vehicle dominated. Improvements to the design and management of this intersection should be explored to enhance aesthetics and improve pedestrian and cyclist movement. Private as well as public infrastructure could be upgraded to enhance this key location.



The **Mt Hawthorn Hub Action Plan** identifies an opportunity to incorporate street art to improve the streetscape and to create a point of interest which signals to drivers to slow down.

Plan and facilitate Scarborough Beach Road/Oxford Street **Intersection Improvements**

RETHINKING MOVEMENT IN THE TOWN CENTRE

ITEM 2.2 - PARKING MANAGEMENT



The parking restrictions in Mount Hawthorn Town Centre are inconsistent, cause confusion, and do not maximise parking efficiencies.



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.

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.



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**.



**RETHINKING MOVEMENT IN THE TOWN CENTRE**

**ITEM 2.3 - FORMALISE EDINBORO STREET PARKING**

Verge parking along Edinboro Street is a common occurrence and parking in this area is poorly managed.

Verge parking to accommodate parking overflow to the north of Hobart Street along Edinboro Street has become an increasingly prevalent issue due to the large unrestricted verges, the streets proximity to the town centre and the limited formalised bays.

Formalising parking along the Edinboro Street road reserve, directly north of Hobart Street, may increase parking provision at the eastern end of the town centre and enable the City to better manage the efficient and effective use of parking in this area.

Investigate the potential to **Formalise Parking** along Edinboro Street

MOVEMENT

02

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MOUNT HAWTHORN TOWN CENTRE PLACE PLAN



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MOUNT HAWTHORN TOWN CENTRE PLACE PLAN

**RETHINKING MOVEMENT IN THE TOWN CENTRE**

**ITEM 2.4 - OXFORD STREET NORTH UPGRADE**

Oxford Street North has no discernible entry from the southern approach.

To improve pedestrian, cyclist and visitor amenity along Oxford Street North and to bring the area in line with its counterpart along Scarborough Beach Road, the City has recently implemented a number of streetscape upgrades.

The upgrades have included street tree planting for enhanced shade and beautification, red asphalt to denote the town centre area, a central median for pedestrian refuge and improved walkability, new motorcycle bays and bike racks as well as speed humps to accommodate a potential 30km/h zone to slow traffic and create a place for people.

The streetscape has never looked better but the southern entry could be better defined. To signify entry into this pedestrian first environment, the installation of decorative lighting at the Anzac Road entry point should be implemented.

Install decorative lighting at the Anzac Road roundabout to denote the southern town centre entry and complete the **Oxford Street North Upgrade**

**OXFORD STREET NORTH UPGRADE** has included significant street tree planting which has contributed to the greening of Vincent.

IMPROVING TOWN CENTRE ACCESSIBILITY

ITEM 2.5 - OXFORD STREET NORTH 30KM/H SPEED ZONE



Oxford Street North has a 50km/h speed limit which is not ideal for a people first, town centre environment.

The City implemented a number of traffic calming measures in 2019, including reducing the carriageway width, denoting the town centre with red asphalt, planting median and footpath street trees and installing low profile speed humps and shared space symbols along Oxford Street North.

To prioritise active transport, complement these physical interventions and create a safer environment for pedestrians and cyclists, the City should negotiate the reduction of the 50km/h speed zone to 30km/h.



Speed limit reductions require approval from the state roads authority, Main Roads Western Australia (MRWA) and supporting data such as traffic and speed counts. Data acquired in 2019 recorded the average speed along sections of Oxford Street. This included the section of Oxford Street between Anzac Road and Wilberforce Street as well as the section between Wilberforce Street and Scarborough Beach Road. This was recorded to be 31.6km/h and 28.5km/h respectively.

In 2020 the City successfully negotiated the reduction of the 50km/h speed zone to 40km/h.

The reduced 40km/h speed zone will come into effect 9 November 2020 and the City will continue to negotiate with MRWA to achieve the desired 30km/h.



Advocate for a **30km/h Speed Zone** along Oxford Street North

IMPROVING TOWN CENTRE ACCESSIBILITY

ITEM 2.6 - 40KM/H SPEED ZONE EXTENSION EAST



The 40km/h speed along Scarborough Beach Road does not start at the eastern extent of the town centre.

The City should negotiate the extension of the 40km/h speed zone further east along Scarborough Beach Road to incorporate Edinboro Street and address the Shakespeare Street Bike Boulevard.



Drivers approach the town centre from the east with little awareness they are entering a people first environment. The extension of the 40km/h speed zone will ensure drivers slow down before entering the town centre which will enhance pedestrian comfort, particularly at the Scarborough Beach Road/Oxford Street intersection and at Axford Park.



Advocate for the extension of the **40km/h Speed Zone** east along Scarborough Beach Road

IMPROVING TOWN CENTRE ACCESSIBILITY

ITEM 2.7 - 40KM/H SPEED ZONE EXTENSION WEST



The 40km/h speed along Scarborough Beach Road does not start at the western extent of the town centre.

The City should negotiate the extension of the 40km/h speed zone further west along Scarborough Beach Road to meet the 40km/h school zone.



Drivers approaching the town centre from the west are currently required to change speeds from 40km/h (through the existing school zone) to 50km/h back to 40km/h. The extension of the 40km/h speed zone will ensure drivers slow down well before entering the town centre from the west and the school zone from the east.



Advocate for the extension of the **40km/h Speed Zone** west along Scarborough Beach Road

MOVEMENT

02

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# 03 CHARACTER

MOUNT HAWTHORN TOWN CENTRE SHOULD EMBRACE WHAT MAKES IT DISTINCTIVE. WHAT ARE THOSE SPECIAL ASPECTS THAT MAKE IT DIFFERENT FROM OTHER PLACES? IS IT THE BUILDINGS, THE BUSINESSES, THE PEOPLE, THE INSTITUTIONS, THE LOCAL STORIES, THE HISTORY? - IT'S ALL OF THOSE THINGS OF COURSE.

THESE SPECIAL THINGS CAN AND WILL BE CELEBRATED THROUGH THE BRANDING & MARKETING OF THE TOWN CENTRE. HOWEVER, THERE ARE SOME SPECIFIC ACTIONS THE CITY CAN TAKE TO IMPROVE OXFORD STREET, AXFORD PARK & CAPITALISE ON THE TRADITIONAL FINE GRAIN TOWN CENTRE DEVELOPMENT.



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MOUNT HAWTHORN TOWN CENTRE DEVELOPMENT PLAN

## CREATING PLACES FOR PEOPLE

### ITEM 3.1 - STREETScape AUDIT

Mount Hawthorn Town Centre incorporates the most greenery of the City's town centres and is well serviced by street furniture. However, there is an opportunity to rationalise the location of existing street furniture and potential to accommodate additional planting, furniture and streetscape improvements.

The City understands the importance of canopy cover and street furniture and the role they play in encouraging people to linger longer. In 2015 the City undertook a streetscape audit in conjunction with the Mt Hawthorn Hub to identify 'gaps' in the street furniture and 'hot spots' for additional planting.

In response to the audit, the City installed 12 new bins, 8 benches, 30 planter boxes, 53 trees, 1 bike repair station and 18 bike racks.

To build on the extensive streetscape upgrades delivered to date, an audit should be undertaken to determine any current deficiencies in the streetscape and identify opportunities to build on the town center's inviting and green character including opportunities for additional planting, beautification, urban design improvements, street art and street furniture rationalisation and upgrades.

Undertake a **Streetscape Audit** to determine opportunities for streetscape improvements.

A **STREETScape AUDIT** will contribute to Greening Vincent by identifying opportunities for additional town centre trees, verge and median planting.

CREATING PLACES FOR PEOPLE

ITEM 3.2 - STREETSCAPE PALETTE

Mount Hawthorn Town Centre has a distinct character and largely consistent streetscape palette.

Unlike other town centres, Mount Hawthorn Town Centre has a unique streetscape palette which contributes to the distinct character of the town centre.

The streetscape palette was developed in collaboration with the Mt Hawthorn Hub and incorporates street furniture such as the benches and bins as well as the street tree and planting species used to green the verges, footpaths, median strips and planter boxes.

To ensure additional planting and street furniture remain consistent and in keeping with the character of the area, the City should create a streetscape palette to guide the future renewal and upgrade of these key town centre components.

Develop a Mount Hawthorn Town Centre **Streetscape Palette**

CREATING PLACES FOR PEOPLE

ITEM 3.3 - ICONIC TOWN CENTRE ARTWORK

Mount Hawthorn Town Centre does not have a strong sense of arrival from the western approach.

Iconic elements and entry statements can announce the approach and arrival into a precinct or town centre, creating a welcoming environment. Mount Hawthorn is known for its suburban village atmosphere but lacks physical infrastructure and artwork to celebrate its endearing style and charm.

The **Mt Hawthorn Hub Action Plan** identifies a need to investigate the development of a Welcome Statement to celebrate Mount Hawthorn's identity.

Determine a preferred location and design for an **Iconic Town Centre Artwork** in consultation with the community

CREATING PLACES FOR PEOPLE

ITEM 3.4 - UNDERGROUND POWER

The overhead power lines along Oxford Street North and Hobart Street are unattractive, limit the useability of the road reserve and will prevent street trees from reaching full maturity.

Western Power's power poles are located along the footpath, limiting the use and appeal of alfresco areas along Oxford Street North and the potential use of Hobart Street road reserve for additional parking.

Western Power's separation requirements inhibit trees from reaching maturity. It is necessary to investigate the costs and benefits of underground power prior to requiring the pruning of the recently planted Oxford Street North trees.

Investigate the potential to **Underground Power** along Oxford Street North and Hobart Street

**UNDERGROUND POWER** will contribute to Greening Vincent by allowing trees to mature, increasing canopy coverage and improving walkability.

CREATING PLACES FOR PEOPLE

ITEM 3.5 - BEAUTIFICATION OF LOT 100

The planting at Lot 100 on the corner of Oxford Street and Scarborough Beach Road is not maintained to a high standard.

The City has received multiple requests to maintain or remove the four palm trees and raised garden bed at Lot 100 Scarborough Beach Road.

Lot 100 is not owned by the City, it is owned by Telstra Corporation Limited. The City is therefore unable to undertake maintenance work or implement upgrades without the permission of Telstra, as owner.

There is an opportunity to improve the maintenance and planting at Lot 100 to bring it in line with the City managed and maintained streetscapes.

Negotiate the **Beautification of Lot 100** Scarborough Beach Road with Telstra Corporation Limited

CHARACTER

03

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VOLUME 03 - MOUNT HAWTHORN TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK								
KEY ACTION/ PROJECT		RESPONSIBLE TEAM*	SUPPORT TEAM*	TOWN CENTRE WIDE**	TIMING			
					19/20	20/21	21/22	22/23
<b>KEY FOCUS AREA 1: ACTIVITY</b>								
<b>EVENTS &amp; ACTIVATION</b>								
1.1	Determine options to implement <b>Free WiFi</b> in priority town centre locations	ITC	I&E			COMPLETE		
<b>MARKETING &amp; BRANDING</b>								
1.2	Install <b>Banner Poles</b> along Oxford Street North	S&D	I&E				DEFER	
<b>PUBLIC OPEN SPACE</b>								
1.3	Design and deliver the first phase of <b>Axford Park Upgrade</b>	S&D	I&E				DEFER	
<b>NIGHT TIME ECONOMY</b>								
1.4	Identify barriers inhibiting Mount Hawthorn's <b>Night Time Economy</b> in consultation with local businesses and determine actions to address these	S&D	C&B		✓	✓	✓	
<b>TOWN CENTRE SAFETY</b>								
1.5	Install <b>LED Street Lights</b> along Scarborough Beach Road and Oxford Street	I&E	S&D		✓	✓	✓	
1.6	Investigate and implement <b>Lighting Improvements</b> in the Flinders Street Car Park	I&E	S&D		✓	COMPLETE		
1.7	Implement <b>Lane Lighting Improvements</b> in the lanes between Flinders Street and Oxford Street	C&B	I&E		COMPLETE			
<b>DEVELOPMENT OPPORTUNITIES</b>								
1.8	Identify and deliver a <b>Future Youth Space</b> in the town centre or surrounds	S&D	C&B		✓	✓	✓	
<b>KEY FOCUS AREA 2: MOVEMENT</b>								
<b>RETHINKING MOVEMENT IN THE TOWN CENTRES</b>								
2.1	Plan and facilitate Scarborough Beach Road/Oxford Street <b>Intersection Improvements</b>	S&D	I&E		✓	✓	✓	
<b>IMPROVING TOWN CENTRE ACCESSIBILITY</b>								
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 <b>Parking Management</b> Plan.	I&E	S&D				✓	
2.3	Investigate the potential to <b>Formalise Parking</b> along Edinboro Street	I&E	S&D				DEFER	
2.4	Install decorative lighting at the Anzac Road roundabout to denote the southern town centre entry and complete the <b>Oxford Street North Upgrade</b>	S&D	I&E		COMPLETE			
2.5	Advocate for a <b>30km/h Speed Zone</b> along Oxford Street North	I&E	C&B		✓	✓	✓	
2.6	Advocate for the extension of the <b>40km/h Speed Zone</b> east along Scarborough Beach Road	I&E			COMPLETE			
2.7	Advocate for the extension of the <b>40km/h Speed Zone</b> west along Scarborough Beach Road	I&E			✓	✓	✓	

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\*Community & Business Services (C&B), Strategy & Development (S&D), Infrastructure & Environment (I&E), Information & Communications Technology (ICT), Office of the CEO (CEO)  
 \*\*Actions and projects which occur in all City of Vincent town centres (V). For additional information refer Volume 01 - Vincent Town Centres Place Plans

VOLUME 03 - MOUNT HAWTHORN TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK								
KEY ACTION/ PROJECT		RESPONSIBLE TEAM*	SUPPORT TEAM*	TOWN CENTRE WIDE**	TIMING			
					19/20	20/21	21/22	22/23
<b>KEY FOCUS AREA 3: CHARACTER</b>								
<b>CREATING PLACES FOR PEOPLE</b>								
3.1	Undertake a <b>Streetscape Audit</b> to determine opportunities for streetscape improvements	S&D	I&E		✓	✓	✓	✓
3.2	Develop a Mount Hawthorn Town Centre <b>Streetscape Palette</b>	S&D	C&B		✓	✓	✓	✓
3.3	Determine a preferred location and design for an <b>Iconic Town Centre Artwork</b> in consultation with the community	S&D	C&B		✓	✓	COMPLETE	
3.4	Investigate the potential to <b>Underground Power</b> along Oxford Street North and Hobart Street	I&E	CEO		✓	✓	COMPLETE	
3.5	Negotiate the <b>Beautification of Lot 100</b> Scarborough Beach Road with Telstra Corporation Limited	S&D	I&E		COMPLETE			

IMPLEMENTATION FRAMEWORK

04

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

\*\*Actions and projects which occur in all City of Vincent town centres (V). For additional information refer Volume 01 - Vincent Town Centres Place Plans





CITY OF VINCENT

# LEEDERVILLE TOWN CENTRE PLACE PLAN

## VOLUME 04





2 | CITY OF VINCENT

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DATE	DETAILS	STATUS
18/08/21	Leederville Town Centre Place Plan	Final
27/07/22	Leederville Town Centre Place Plan	Review I

# 00. INTRODUCTION

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

Leederville Town Centre Place Plan (Place Plan) is Volume 04 in the Town Centre Place Plan series and will guide the implementation of all major initiatives in the Leederville Town Centre (Town Centre).

The Town Centre has a unique mix of retail, civic uses, restaurants, bars, and residential dwellings which all function in a cohesive environment and flourish together as one mixed-use hub. It is bounded by the Mitchell Freeway and Loftus Street, and extends north to Bourke Street.

As some suburbs in Perth’s inner-city ring have gentrified over time, Leederville has retained a grungy feel whilst developing a unique, vibrant, and youthful atmosphere. The Town Centre has great potential to accommodate higher density development and creating a high quality public realm, whilst retaining the existing Town Centre character, should be prioritised.

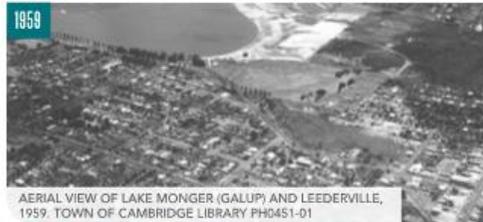
# LEEDERVILLE SNAPSHOT

## Historic

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

Prior to European settlement, the Leederville area surrounding Lake Monger was known as Keiermulu which translates to ‘the home fires or camp.’ Lake Monger, or Galup as it is traditionally known, was an important camping and hunting ground.

In 1973, the building of the Mitchell Freeway saw the suburb of Leederville divided, with Leederville Town Centre cut off from the culturally significant Lake Monger.





## LEEDERVILLE SNAPSHOT

### Community



**37.2%** of Leederville households are high income (\$2500/wk+) compared to 24.8% in Greater Perth

**58.6%** of households are lone person or couple only compared to 47.1% in Greater Perth

### Transport

**Active transport**  
**10.2%** of Leederville residents commute using active modes compared to 3.1% in Greater Perth

**Public transport**  
**17.2%** of Leederville residents commute to work on public transport compared to 10.2% in Greater Perth

**Car ownership**  
**7.3%** of Leederville households do not own a car compared to 4.7% in Greater Perth

### Housing

Diversity of **Leederville** housing stock and tenure compared to **Greater Perth**:



- 40.4% separate house (74.6% Greater Perth)
- 46.5% medium density (19.6% Greater Perth)
- 11.8% high density (5.1% Greater Perth)
- 47.9% own or mortgage (66.4% Greater Perth)
- 40.8% rent (25.5% Greater Perth)

**Leederville** currently has the **lowest population** (people/ha) and dwelling unit (units/ha) density in the City.



## PLACE PLAN PURPOSE

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

The boundary of the Town Centre (refer **Leederville Town Centre Boundary Map**) aligns with the draft Leederville Precinct Structure Plan boundary. The boundary extends north beyond the City of Vincent's Town Planning Scheme No. 2 Regional Centre Scheme Zone, to incorporate the public purpose, commercial, mixed use, residential and public open space land uses south of Bourke Street.

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





## LEEDERVILLE CONNECT

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

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

Leederville Connect is the town team operating in the Town Centre. Leederville Connect's Action Plan and strategic vision, captured in Leederville User Experience (UX), outlines a range of objectives and principles as well as their key focus areas.

## PLACE PLAN PROCESS

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

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

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

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

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

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



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

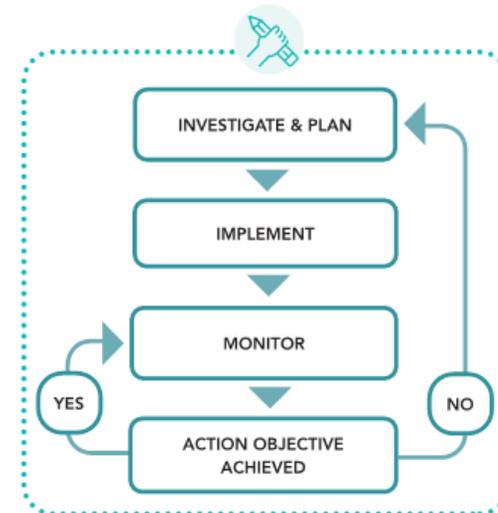
The Place Plan actions are organised into six sections which align with the six priorities of the Strategic Community Plan.

While the City remains responsible for planning and delivering the actions identified in the Place Plan, Leederville Connect is identified as the support team on seven actions, and the co-lead on one. This creates an opportunity for the town team to be an

active part of the project team for City delivered actions, rather than engaged as a community group throughout the project process.

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

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



## INFORMING STRATEGIES & PLANS

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



**GREENING PLAN 2018 – 2023**  
 Actions 1.1 – 1.4, 2.3, 4.6, 4.7, 4.8, 5.3 have the opportunity to increase tree canopy, native plantings, and green the Town Centre.



**SUSTAINABLE ENVIRONMENT STRATEGY 2019 – 2024**  
 Actions 1.1 – 1.4, 2.1 – 2.7, 4.6, 4.7 – 4.10, 5.1, 6.2, 6.3 have the opportunity to support urban greening and biodiversity, water sensitive urban design, increased use of public and active transport modes, energy efficiency and reduced greenhouse gas emissions.



**SAFER VINCENT 2019 – 2022**  
 Actions 1.2, 2.3, 3.1, 4.2, 4.5, 4.7 – 4.10, 5.1, 6.2, 6.3 have the opportunity to support safer spaces, community connection, and apply Crime Prevention through Environmental Design (CPTED) principles.



**DISABILITY ACCESS AND INCLUSION PLAN 2017 – 2022**  
 Actions 2.2 – 2.4, 2.7, 4.4, 4.6, 4.8 – 4.10, 5.1, 5.3, 6.3 have the opportunity to improve equitable access to buildings and infrastructure.



**RECONCILIATION ACTION PLAN | INNOVATE 2019 – 2021**  
 Actions 1.1, 1.2, 1.4, 2.7, 3.1, 4.6 – 4.10, 5.2 have the opportunity to celebrate Noongar artwork, culture and language in public spaces.



**PUBLIC OPEN SPACE STRATEGY**  
 Actions 1.1, 1.2, 4.2, 4.3, 5.1, 6.1 have the opportunity to maximise the value of open spaces for the community through improved amenity, respond to the impacts of development and population growth, and improve access to and functionality of open space.



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



**YOUTH ACTION PLAN 2020 – 2022**  
 Actions 1.1, 1.2, 3.1, 6.1 have the opportunity to provide opportunities for young people to connect with each other and the broader community, and support our youth to be strong, healthy, safe and active.



**PUBLIC HEALTH PLAN 2020 – 2025**  
 Actions 1.1, 2.7, 3.1, 4.6, 5.3, 6.4 support deliverables to help achieve the vision of a healthy, happy, and connected community for all.



**ARTS DEVELOPMENT ACTION PLAN 2018 – 2020**

Actions 1.4, 3.1, 4.4, 4.6, 4.8 – 4.10, 5.2 have the opportunity to support the arts and creative economy in the Town Centre.



**DRAFT ACCESSIBLE CITY STRATEGY 2020 – 2030**

Actions 1.1, 1.3, 2.1 – 2.8, 4.5 – 4.10, 5.1 – 5.3, 6.2 have the opportunity to make getting around the Town Centre safe, easy, environmentally friendly, and enjoyable.



**DRAFT ASSET MANAGEMENT AND SUSTAINABILITY STRATEGY**

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

## READING THIS DOCUMENT

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



**STEP 1 DIAGNOSIS**

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



**STEP 2 ANALYSIS**

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



**STEP 3 SOLUTION**

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



**ENHANCED ENVIRONMENT**



**ACCESSIBLE CITY**



**CONNECTED COMMUNITY**



**THRIVING PLACES**



**SENSITIVE DESIGN**



**INNOVATIVE & ACCOUNTABLE**

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

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

# 01. ENHANCED ENVIRONMENT

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

## ACTION 1.1 OXFORD STREET RESERVE

<b>Diagnosis</b>	Oxford Street Reserve is underutilised and lacks visual and physical permeability from Leederville Parade and Oxford Street.
<b>Analysis</b>	<p>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>
<b>Solution</b>	Develop a concept plan to enhance the community use, connectivity, and vibrancy of Oxford Street Reserve.

## ACTION 1.2 LEEDERVILLE PARADE

<b>Diagnosis</b>	Leederville Parade lacks pedestrian amenity and is a road safety concern.
<b>Analysis</b>	<p>Leederville Parade connects Vincent Street, Oxford Street, and Loftus Street. There is a footpath along Leederville Parade adjacent to the Town Centre, and a principal shared path adjacent to the Mitchell Freeway.</p> <p>Leederville Parade has been identified as a high risk location because of the number of documented collisions. As there is no median, there are few opportunities for pedestrians and cyclists to cross safely between the footpath and principal shared path. In addition, there is a portion of Leederville Parade (towards Loftus Street) where the principal shared path veers off and which does not have a footpath on the freeway side to provide a safe crossing.</p> <p>As a high-risk location, an opportunity exists to investigate Black Spot funding to implement potential solutions (such as a continuous median) on Leederville Parade to create a safe pedestrian crossing environment. Black Spot is a road safety program which provides Federal funding for targeted improvements to high risk locations. Implementing a median will allow for additional greening which should be incorporate to improve pedestrian amenity.</p>
<b>Solution</b>	Investigate Black Spot funding for a safer pedestrian crossing environment on Leederville Parade.



**ACTION 1.3 BEAUTIFICATION AND ECO-ZONING OF LOT 210**

<b>Diagnosis</b>	The landscaping at Lot 210 on the corner of Vincent Street and Leederville Parade is not maintained to a high standard.
<b>Analysis</b>	Lot 210 has the opportunity to be an entry statement site for the Town Centre for vehicles coming off the freeway, and pedestrians coming from West Leederville.
	Lot 210 is not planted or maintained in line with the City managed and maintained streetscapes as it is not owned by the City. While this lot is owned by Main Roads Western Australia (MRWA), the City has negotiated a licence agreement with MRWA to take over the maintenance of this site, with the intention to clean it up and eco-zone.
	The licence agreement presents additional opportunities to create an entry statement in this space and the potential to incorporate artwork.
	A small portion of this site also contains a City-owned lot (Lot 1 on DP 63619) and a Telstra owned lot (Lot 33 on DP 53031). These will also be considered in the landscaping of Lot 210.

<b>Solution</b>	Undertake the beautification and eco-zoning of Lot 210 Leederville Parade.
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**ACTION 1.4 FAST-CHARGING ELECTRIC VEHICLE STATION**

<b>Diagnosis</b>	There is an opportunity for the Town Centre to become part of the electric vehicle fast-charging network.
<b>Analysis</b>	The City has been approached to nominate fast charging electric vehicle station locations, in town centres, as part of the expansion of the electric vehicle fast-charging network.
	The proximity of the Avenue Car Park to the Mitchell Freeway, 24hr supermarket, service station and toilet facilities makes it an ideal electric vehicle charging location.
	A single electric vehicle charging point exists in the Avenue Car Park. Additional or replacement vehicle charging stations will increase the City's capacity to reduce carbon emissions caused by the transport network.

<b>Solution</b>	Support the potential installation of a fast-charging electric vehicle station in the Avenue Car Park.
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**PUBLIC OPEN SPACE AND ENHANCED ENVIRONMENT MAP**



# 02. ACCESSIBLE CITY

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

## ACTION 2.1 LEEDERVILLE STATION UPGRADE

<b>Diagnosis</b>	Leederville Station is not a friendly environment for people with differing abilities. The overpass connecting West Leederville, Leederville, and Leederville Station is not a comfortable pedestrian or cyclist environment.
<b>Analysis</b>	Leederville Station lacks elevators between the platform and the overpass, and between the overpass and street level. The ramp currently in place is narrow and steep, acting as a barrier to accessibility.
	The overpass connecting West Leederville and Leederville Station to the Town Centre lacks shelter and character. The ramp leading to the Town Centre is steep, and has a barrier at the bottom. The current bicycle parking is not well maintained or secure.
	There is an opportunity for the station, overpass and pedestrian crossing environments to be upgraded to increase the level of accessibility for all, improve pedestrian comfort, and safety and experience, and improve amenities for cyclists.
<b>Solution</b>	Leederville UX identifies improvements to Leederville Station as Focused Intervention 14.
	Advocate to the Public Transport Authority for a Leederville Station upgrade.

## ACTION 2.2 REROUTE BUS ROUTE 15

<b>Diagnosis</b>	Bus route 15 runs through the heart of Leederville Village Square and generates noise and emissions which detract from the amenity of the Town Centre.
<b>Analysis</b>	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.
	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.
	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.
<b>Solution</b>	Rerouting the bus is identified in Leederville UX as Focused Intervention 7.
	Advocate to the Public Transport Authority for bus route 15 to be rerouted around the perimeter of the Town Centre.



**ACTION 2.3 LOFTUS STREET CROSSING IMPROVEMENTS**

<b>Diagnosis</b>	Loftus Street is a barrier to connectivity between Leederville, West Perth and North Perth.
<b>Analysis</b>	<p>Loftus Street has six lanes of fast moving traffic, which act as a barrier between Leederville, West Perth and North Perth. There are signalised crossings for pedestrians and cyclists available at the Vincent Street, Newcastle Street, and Leederville Parade intersections. However, these crossings are unfriendly to pedestrians and cyclists, and often requires multiple light phases to cross safely. Additionally, there is a non-signalised crossing at Richmond Street.</p> <p>The distance between the formal crossings of Loftus Street is approximately 300 meters, which may encourage pedestrians and cyclists to cross at informal locations in between, such as between Carr Place and Carr Street, and between Loftus Recreation Centre and Emmerson Street.</p> <p>There is an opportunity to investigate design interventions to improve the experience for pedestrians and cyclists crossing Loftus Street. This could include additional crossing opportunities, improvements to signal timing, pedestrian countdown timers, greening, or other options identified through investigation.</p> <p>This action supports Leederville UX Focused Intervention 10 – multi-use intersections on major roads, and Focused Intervention 13 – pedestrian crossing of Loftus Street at Richmond Street.</p>
<b>Solution</b>	Prepare a plan to improve the pedestrian and cyclist environment crossing Loftus Street.

**TOWN CENTRE MOVEMENT MAP 1**



LEEDERVILLE TOWN CENTRE PLACE PLAN | 13



**ACTION 2.4 LAKE MONGER CONNECTION**

**Diagnosis** The connection between the Town Centre and Lake Monger is not pedestrian or cyclist friendly.

The Mitchell Freeway divides Leederville and West Leederville. The Mitchell Freeway underpass connecting the Town Centre to Lake Monger is dark, littered, lacks greening, and is not inviting to pedestrians and cyclists. The intersections either side of the underpass, at Vincent Street and Leederville Parade and Vincent Street and Southport Street, are difficult to cross.

Vincent Street and Lake Monger Drive, between Leederville Parade and Lake Monger, has been identified as a local route in the draft Long Term Cycling Network.

**Analysis**

As the connection is within the boundary of both the City of Vincent and Town of Cambridge, and managed by Main Roads, the City will need to work closely with these stakeholders to plan any upgrades. Upgrades could include opportunities to improve the connecting intersections, adding greening, lighting, and art, or other improvements identified through investigation.

Leederville UX identifies the connection to Lake Monger as a pedestrian arterial in Focused Intervention 12.

**Solution** Collaborate with the Town of Cambridge and Main Roads to plan upgrades to the Lake Monger connection.

**ACTION 2.5 OXFORD STREET CYCLING ROUTE**

<b>Diagnosis</b>	Oxford Street and Vincent Street do not allow for cars and bicycles to share the road safely, and there are limited crossing opportunities for pedestrians.
<b>Analysis</b>	<p>Oxford Street and Vincent Street have been identified as a local route and a secondary route in the draft Long Term Cycling Network respectively.</p> <p>Oxford Street currently has an on-road painted bicycle lane northbound from Vincent Street to Bourke Street, and southbound from Bourke Street and Richmond Street. There are green bicycle starter boxes at the intersection of Oxford Street and Vincent Street.</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 vehicles 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 Oxford Street and Vincent Street 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>
<b>Solution</b>	Plan improvements to the Oxford Street and Vincent Street cycling and pedestrian environment.



ACTION 2.6 WAYFINDING PLAN	
<b>Diagnosis</b>	Wayfinding in Vincent’s Town Centres is cluttered, unclear and limited.
<b>Analysis</b>	<p>Wayfinding is a critical component to the legibility and walkability of a place. Wayfinding can help determine how people decide to move through spaces. The decisions people make when moving through places are guided by architecture, urban design, landmarks and views.</p> <p>Wayfinding in the City’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"> <li>• Create a comprehensive, clear and consistent visual communication system with concise messaging;</li> <li>• Only include the information that is relevant to the space, location and navigation path; and</li> <li>• Focus on active transportation mode users, particularly pedestrians and cyclists.</li> </ul> <p>Leederville UX has identified wayfinding as Focused Intervention 19.</p>
<b>Solution</b>	Develop and implement the Wayfinding Plan.

*Leederville Connect has been identified as a support team for 2.6*

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

ACTION 2.7 ON-DEMAND TRANSPORT AND DELIVERY PARTNERS	
<b>Diagnosis</b>	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.
<b>Analysis</b>	<p>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<sup>1</sup>.</p> <p>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 scooter on the footpath. This increases congestion, creates an obstacle and safety hazard for pedestrians and impacts amenity.</p> <p>There is an opportunity to investigate the feasibility and impact of designated on-demand pick-up points on the perimeter, or consolidated third party delivery partner pick-up points for adjacent businesses.</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 or 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, and could include modular art, movable planter boxes, retractable bollards or something similar.</p>
<b>Solution</b>	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.

# 03. CONNECTED COMMUNITY

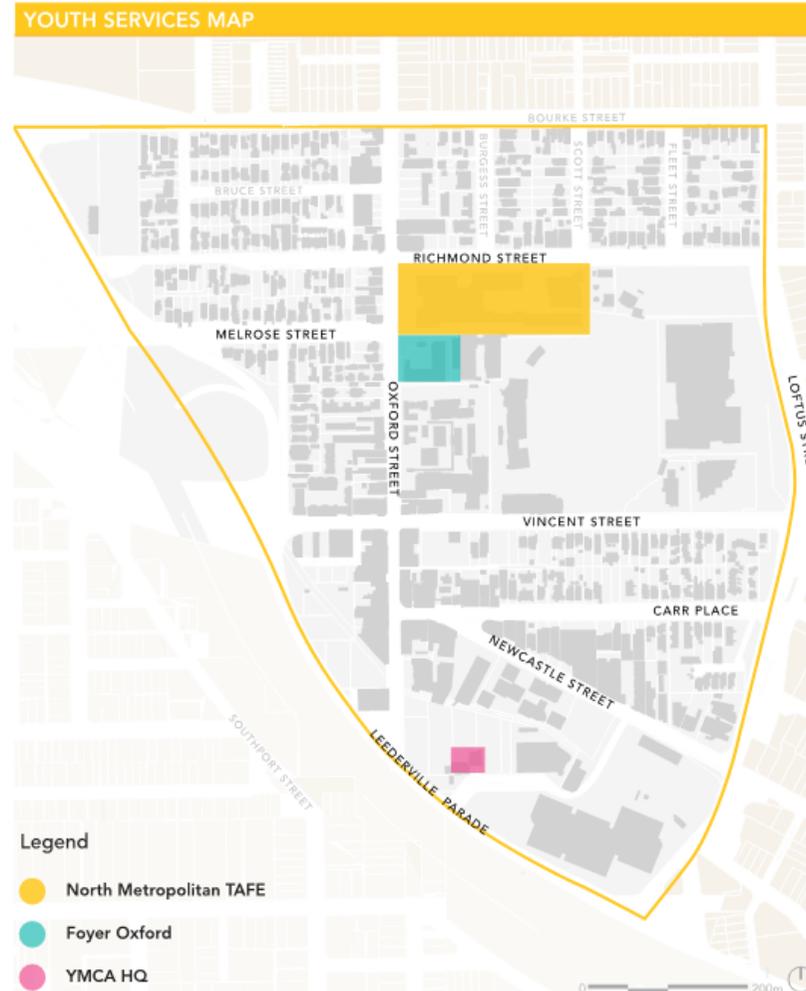
Sets out the actions and projects which contribute to Leederville’s unique sense of place, and encourage the community to connect with each other to enhance their quality of life.

## ACTION 3.1 COLLABORATE WITH YOUTH SERVICES

<b>Diagnosis</b>	There are opportunities to deliver events in collaboration with the three major youth and social services in the Town Centre.
<b>Analysis</b>	The regular events held in the Town Centre could better integrate with existing social services.
	YMCAHQ currently facilitates youth programs, including gigs and outdoor paint workshops. Foyer Oxford provides holistic support to young people to give them the best opportunity to thrive in the future, and North Metropolitan TAFE delivers a music program.
	There is an opportunity to investigate ways to collaborate with existing organisations to participate in Town Centre events and activations
<b>Solution</b>	Seek opportunities to collaborate with YMCAHQ, Foyer Oxford, and TAFE to activate the Town Centre.

## ACTION 3.2 TOWN TEAM GRANT PROGRAM

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



# 04. THRIVING PLACES

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



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## ACTION 4.1 EVENT FURNITURE AND FIXTURES STORAGE SPACE

<b>Diagnosis</b>	The regular hiring of event furniture and fixtures is costly and unsustainable.
<b>Analysis</b>	<p>Hosting events and activations is a part of Leederville's identity but regularly hiring fixtures and furniture is cost prohibitive, the pieces for hire are generic and do not reflect the character of Leederville.</p> <p>Leederville Connect has identified in their Action Plan the need for a storage area near the Town Centre for furniture and fixtures. This would allow the town team to invest in pieces that fit the Town Centre aesthetic, are cost-effective and can be used on a continuing basis, lowering the cost of hosting events.</p> <p>There is an opportunity to support Leederville Connect to investigate possible locations within the Town Centre for this storage space.</p>
<b>Solution</b>	Support Leederville Connect to investigate locations for event furniture and fixtures storage space in the Town Centre.

*Leederville Connect has been identified to co-lead action 4.1.*

## ACTION 4.2 POWER IN LEEDERVILLE VILLAGE SQUARE

<b>Diagnosis</b>	There is currently no access to power in Leederville Village Square.
<b>Analysis</b>	<p>Leederville Village Square is a central gathering place within the Town Centre and is often home to events. Currently there is no access to power within the space and this has been identified as a barrier to improving the usability of the space.</p> <p>Conduits were installed during construction of Leederville Village Square to allow for power points to be installed at a later date. There is an opportunity to identify strategic locations for power points to be installed based on the current and intended future use of the space.</p>
<b>Solution</b>	Identify locations for power points in Leederville Village Square.

*Leederville Connect has been identified as a support team for action 4.2.*

**ACTION 4.3 TOWN CENTRE LIGHTING**

<b>Diagnosis</b>	There are areas in the Town Centre that are poorly lit.  Town centre pedestrian safety and quality of lighting have been highlighted as areas for concern with the increasing number of vacancies.
<b>Analysis</b>	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.  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.
<b>Solution</b>	Undertake a lighting audit and prepare and implement a Lighting Improvement Plan.



**ACTION 4.4 STREETScape IMPROVEMENTS**

<b>Diagnosis</b>	There is an opportunity to rationalise the location of existing street furniture, and potential to accommodate additional planting, pedestrian amenities, and other streetscape improvements.  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.
<b>Analysis</b>	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.  A streetscape audit of the Town Centre is to be completed. The audit identified streetscape enhancement opportunities which can be implemented through a Streetscape Improvement Plan. Opportunities could include additional planting, beautification, urban design improvements, universal access improvements, street art, street furniture rationalisation and upgrades, and reducing clutter.
<b>Solution</b>	Undertake a streetscape audit and prepare and implement a Streetscape Improvement Plan.

*Leederville Connect has been identified as a support team for action 4.4.*



**ACTION 4.5 WATER CORPORATION DRAINAGE RESERVE**

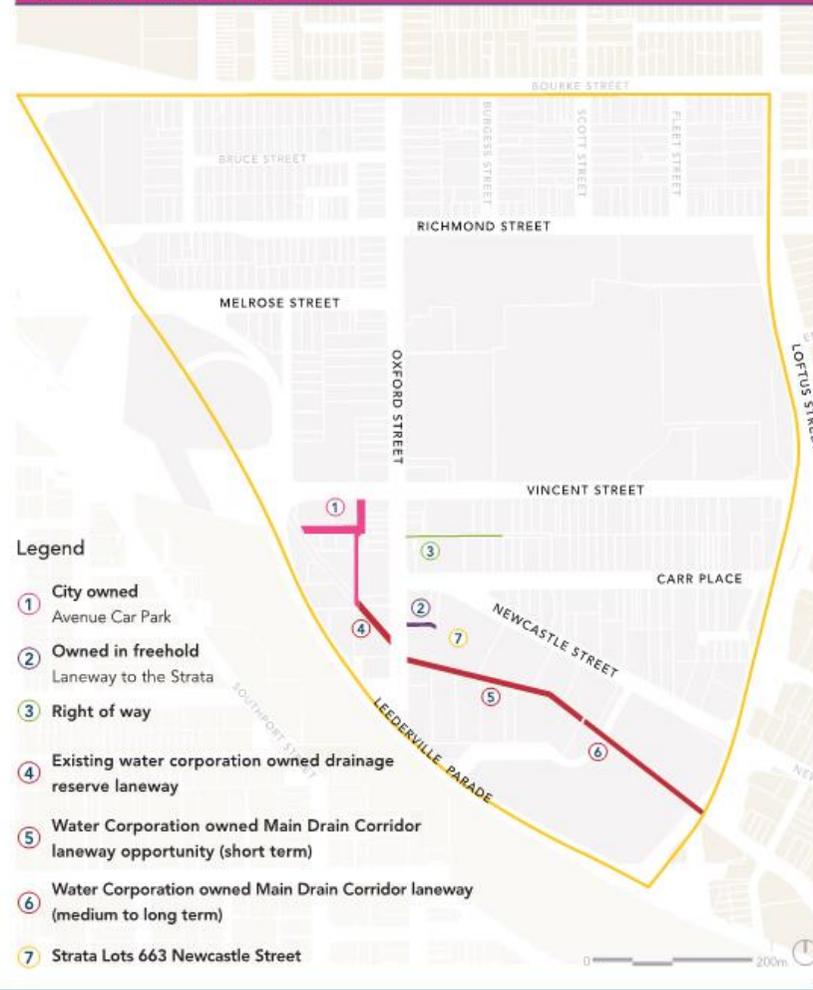
<b>Diagnosis</b>	There is an opportunity to use the Water Corporation Main Drain Corridor as an attractive, pedestrianised link through the centre of Leederville.
<b>Analysis</b>	<p>The area between Newcastle Street and the Freeway is preparing for large-scale redevelopment opportunities, guided by the Leederville Activity Structure Plan. These developments would benefit from having two activated frontages, i.e. Newcastle Street or Leederville Parade or Frame Court, and the Water Corporation drainage reserve. Currently, no development can happen on the reserve.</p> <p>As the reserve is owned and governed by the Water Corporation, the City can't undertake upgrades on these premises without the permission of the Water Corporation.</p> <p>Formalising this link through the current Frame Court Car Park would be an extension of the existing drainage reserve walkway between Oxford Street and the Avenue Car Park. Bringing these links together through similar streetscape improvements, such as festoon lighting, planter boxes, street furniture, or water feature to reflect the ongoing land use of the site would be a welcomed addition to the pedestrian realm in Leederville, and consideration of improvements could be extended into the broader Frame Court Car Park space. This is identified as the top social infrastructure need for Leederville in Leederville Connect's Social Infrastructure study.</p> <p>Leederville UX has identified the Water Corporation Drain as Focused Intervention 11.</p>
<b>Solution</b>	Negotiate the formalisation of the main drain pedestrian corridor with the Water Corporation for implementation in appropriate stages.

**ACTION 4.6 THE LEEDERVILLE LANEWAY**

<b>Diagnosis</b>	The laneway between the Leederville Hotel and the new ABN building will soon be fronted with active uses and has become a new hub of activity.
<b>Analysis</b>	<p>The ABN building on Vincent Street has now been opened and has added approximately 800 new employees to the Town Centre. It will soon bring active uses fronting onto the laneway, including a café and retail shop.</p> <p>Across the laneway, the Leederville Hotel is planning to redevelop the former Blue Flamingo tenancy to create another active frontage to the laneway. It is anticipated these developments will increase the activity in the laneway and create a new hub of activity.</p> <p>The laneway has been named Electric Lane in consultation with the community and Landgate. There is an opportunity to collaborate with the developer to deliver laneway beautification elements.</p>
<b>Solution</b>	Collaborate with developers to deliver laneway beautification elements in Electric Lane.



**TOWN CENTRE LANEWAYS MAP**



LEEDERVILLE TOWN CENTRE PLACE PLAN | 21

ACTION 4.7 LANEWAY TO THE STRATA	
<b>Diagnosis</b>	The right of way connecting Oxford Street to the strata lots at 663 Newcastle Street is underutilised.
<b>Analysis</b>	<p>The right of way at 663 Newcastle Street is used primarily for access to the strata lots by delivery vehicles, for bin storage and collection, and informal pedestrian access.</p> <p>It is currently held in freehold, and there is an opportunity for the City to request the Minister for Lands acquire the right of way under Section 52 of the Land Administration Act 1997.</p> <p>There is an additional opportunity to plan improvements to the pedestrian amenity of the right of way following the acquisition by the Minister for Lands. This could include greening, lighting, or other activation elements. The City should advocate to and collaborate with the Strata to facilitate these improvements to continue in the Strata owned portion of the laneway.</p> <p>Leederville UX has identified improving existing laneways as Focused Intervention 16.</p>
<b>Solution</b>	<p><b>A)</b> Request the Minister of Lands acquire the right of way linking Oxford Street to the strata lots at 663 Newcastle Street.</p> <p><b>B)</b> Collaborate with the strata to plan improvements to the right of way.</p>

*Leederville Connect has been identified as a support team for action 4.8B*

ACTION 4.8 CAR PARK REDEVELOPMENT PROPOSALS	
<b>Diagnosis</b>	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.
<b>Analysis</b>	<p>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>
<b>Solution</b>	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.

# 05. SENSITIVE DESIGN

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

## ACTION 5.1 LEEDERVILLE PRECINCT STRUCTURE PLAN

<b>Diagnosis</b>	The Town Centre has been classed as a secondary centre under State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2). However, development is not currently guided by a Western Australia Planning Commission endorsed structure plan.
<b>Analysis</b>	<p>The Town Centre is located less than 2km from the Perth CBD, and is well serviced by public and active transport including a train station, frequent bus routes, and a growing number of cycling routes. These services support the potential for the area to accommodate additional development to further enhance and support the viability and vibrancy of the centre.</p> <p>The City and Leederville Connect support these growth and renewal opportunities and Leederville Connect has prepared a suite of documents to inform the City’s development of a Precinct Structure Plan, including Leederville UX and a social infrastructure study.</p> <p>The Precinct Structure Plan will provide a foundation for the future of the area including objectives and goals for its ongoing development and to ensure a place-based statutory plan is developed to guide the future development of the Town Centre area.</p>
<b>Solution</b>	Prepare a Precinct Centre Structure Plan in collaboration with Leederville Connect.

*Leederville Connect has been identified as a support team for action 5.1*

## ACTION 5.2 STREETScape STYLE GUIDE

<b>Diagnosis</b>	Leederville has a unique character which could be better reflected in the streetscape amenities.
<b>Analysis</b>	<p>Leederville is a vibrant and creative Town Centre with an element of grunge that has been retained from its history as a working class suburb. As the precinct redevelops, it is important to protect, maintain, and enhance the character and sense of place Leederville provides.</p> <p>The Accessible City Strategy has been drafted using the link and place framework. As a part of its implementation, a set of link and place guidelines will be developed to guide future infrastructure and design improvements. However, this guide will not address the style of these improvements.</p> <p>There is an opportunity to build upon the link and place guidelines to develop a streetscape style guide for Leederville. This will ensure future investment into the public realm, both physical and social infrastructure, is consistent with Leederville’s character. This could include public art, edible streetscapes, a colour and materials palette, among other considerations.</p>
<b>Solution</b>	Develop a streetscape style guide.

*Leederville Connect has been identified as a support team for action 5.2*



## 06. INNOVATIVE & ACCOUNTABLE

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

### ACTION 6.1 REVIEW USE OF LEEDERVILLE VILLAGE SQUARE

<b>Diagnosis</b>	When Leederville Village Square is activated, Newcastle Street between Oxford Street and Carr Place is closed to vehicle traffic. It is important to understand how this impacts businesses and residents in Leederville.
<b>Analysis</b>	<p>Since Leederville Village Square was launched in 2019 as a community and events space at the heart of the Town Centre, it has been closed to traffic over a dozen times for events and activations.</p> <p>When it is closed to traffic, there is mixed reaction from the community, with businesses on Carr Place and Oxford Street often feeling disconnected from events and activations.</p> <p>Regular closures of Leederville Village Square has been identified as the third highest social infrastructure priority in Leederville Connect’s social infrastructure study. To better understand the impact, consultation should be undertaken as part of a review of the Square. This will inform the future use of the Square and identify opportunities to include the wider community in future activations.</p>
<b>Solution</b>	Undertake community consultation to review the use of Leederville Village Square and inform the future of the space.

ACTION 6.2 LED STREET LIGHTS	
<b>Diagnosis</b>	The street lights along Oxford Street function poorly at night and are not energy efficient.
<b>Analysis</b>	<p>The Western Power street lights along Oxford Street are high pressure sodium (yellow) lamps which do not efficiently or consistently light the streets at night. This impacts pedestrian safety in the Town Centre after hours.</p> <p>Western Power LED high efficiency long life luminaries are now available. There is an opportunity to improve the lighting on Oxford Street by upgrading the street lights.</p>
<b>Solution</b>	Install LED street lights along Oxford Street.

ACTION 6.3 PUBLIC TOILETS	
<b>Diagnosis</b>	The public toilets in the Avenue Car Park are nearing the end of their life span, lack universal design, and attract anti-social behaviour.
<b>Analysis</b>	<p>There are public toilets in the Avenue Car Park that are difficult to maintain and attract anti-social behaviour.</p> <p>Given the proximity of the toilets to community services, shopping, dining, and other family oriented spaces, there is an opportunity to improve the fit-out and servicing of these toilets to make them Disability Discrimination Act (DDA) compliant and include a change area for young children.</p> <p>Improving the public toilet block will increase the level of amenity for visitors to the Town Centre.</p>
<b>Solution</b>	Plan public toilet improvements.

ACTION 6.4 SMOKE-FREE TOWN CENTRES	
<b>Diagnosis</b>	Exposure to second-hand smoke is harmful to public health.
<b>Analysis</b>	<p>The City's Public Health Plan sets a target of introducing smoke-free town centres by 2025 in response to the known health risks of both using tobacco and exposure to second-hand smoke. While the implementation of this target seeks to directly reduce exposure to second-hand smoke, it also seeks to de-normalise smoking.</p> <p>Additional benefits of smoke-free town centres include reduced litter from cigarette butts and maintaining the enjoyment for all users of the City's high-pedestrian main streets.</p> <p>There is an opportunity to work with the community, health partners, and local businesses to develop a project to achieve smoke-free town centres by 2025.</p>
<b>Solution</b>	Develop and deliver a smoke-free town centres project with involvement from the community, health partners, and local businesses.



# 07. IMPLEMENTATION FRAMEWORK

LEEDERVILLE TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK							
KEY ACTION / PROJECT	RESPONSIBLE TEAM	SUPPORT TEAM	TIMING				
			21/22	22/23	23/24	24/25	
<b>PRIORITY AREA 1: ENHANCED ENVIRONMENT</b>							
1.1	Develop a concept plan to enhance the community use, connectivity, and vibrancy of Oxford Street Reserve.	S&D	I&E	✓	✓	✓	✓
1.2	Investigate Black Spot funding for a safer pedestrian crossing environment on Leederville Parade.	I&E		COMPLETE			
1.3	Undertake the beautification and eco-zoning of Lot 210 Leederville Parade.	I&E	S&D	COMPLETE			
1.4	Support the potential installation of a fast-charging electric vehicle station in the Avenue Car Park.	CEO	I&E	COMPLETE			
<b>PRIORITY AREA 2: ACCESSIBLE CITY</b>							
2.1	Advocate to the Public Transport Authority for a Leederville Station upgrade.	I&E/S&D		✓	✓	✓	✓
2.2	Advocate to the Public Transport Authority for bus route 15 to be rerouted around the perimeter of the Town Centre.	I&E/S&D		✓	✓	✓	✓
2.3	Prepare a plan to improve the pedestrian and cyclist environment crossing Loftus Street.	I&E	S&D		✓	✓	
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			✓	✓
2.5	Plan improvements to the Oxford Street and Vincent Street cycling and pedestrian environment.	I&E	S&D		✓	✓	✓
2.6	Develop and implement the Wayfinding Plan.	S&D	I&E/LC	✓	✓	✓	✓
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		✓	✓	
<b>PRIORITY AREA 3: CONNECTED COMMUNITY</b>							
3.1	Seek opportunities to collaborate with YMCAHQ, Foyer Oxford, and TAFE to activate the Town Centre.	C&B	S&D	✓	✓	✓	✓
3.2	Manage the Town Team Grant program.	S&D	C&B/I&E	✓	✓	✓	✓

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

LEEDERVILLE TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK							
KEY ACTION / PROJECT	RESPONSIBLE TEAM	SUPPORT TEAM	TIMING				
			21/22	22/23	23/24	24/25	
<b>PRIORITY AREA 4: THRIVING PLACES</b>							
4.1	Support Leederville Connect to investigate locations for event furniture and fixtures storage space in the Town Centre.	S&D/LC	CEO	✓	✓		
4.2	Identify locations for power points in Leederville Village Square.	I&E	S&D/LC		✓	✓	
4.3	Undertake a lighting audit and prepare and implement a Lighting Improvement Plan.	S&D	I&E	✓	✓	✓	✓
4.4	Undertake a streetscape audit and prepare and implement a Streetscape Improvement Plan.	S&D	I&E/LC	✓	✓	✓	✓
4.5	Negotiate the formalisation of the main drain pedestrian corridor with the Water Corporation for implementation in appropriate stages.	S&D	CEO	✓	✓	✓	✓
4.6	Collaborate with developers to deliver laneway beautification elements in Electric Lane.	I&E/S&D		COMPLETE			
4.7	A) Request the Minister of Lands acquire the right of way linking Oxford Street to the strata lots at 663 Newcastle Street	CEO	S&D	✓	✓		
	B) Collaborate with the strata to plan improvements to the right of way.	S&D	I&E/LC	✓	✓	✓	✓
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		✓	✓	✓
<b>PRIORITY AREA 5: SENSITIVE DESIGN</b>							
5.1	Prepare a Precinct Centre Structure Plan in collaboration with Leederville Connect.	S&D	LC	COMPLETE			
5.2	Develop a streetscape style guide.	S&D	I&E/LC		✓	✓	
<b>PRIORITY AREA 6: INNOVATIVE &amp; ACCOUNTABLE</b>							
6.1	Undertake community consultation to review the use of Leederville Village Square and inform the future of the space.	S&D	C&B		✓		
6.2	Install LED street lights along Oxford Street.	I&E			✓		
6.3	Plan public toilet improvements.	I&E	S&D		✓	✓	
6.4	Develop and deliver a smoke-free town centres project with involvement from the community, health partners, and local businesses.	S&D	C&B	✓	✓	✓	✓

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



CITY OF VINCENT

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CITY OF VINCENT

# BEAUFORT STREET TOWN CENTRE PLACE PLAN VOLUME 05





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DATE	DETAILS	STATUS
18/08/21	Beaufort Street Town Centre Place Plan	Final
23/08/22	Beaufort Street Town Centre Place Plan	Review I

# 00. INTRODUCTION

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

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

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

# BEAUFORT STREET SNAPSHOT

## Historic

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

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

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

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

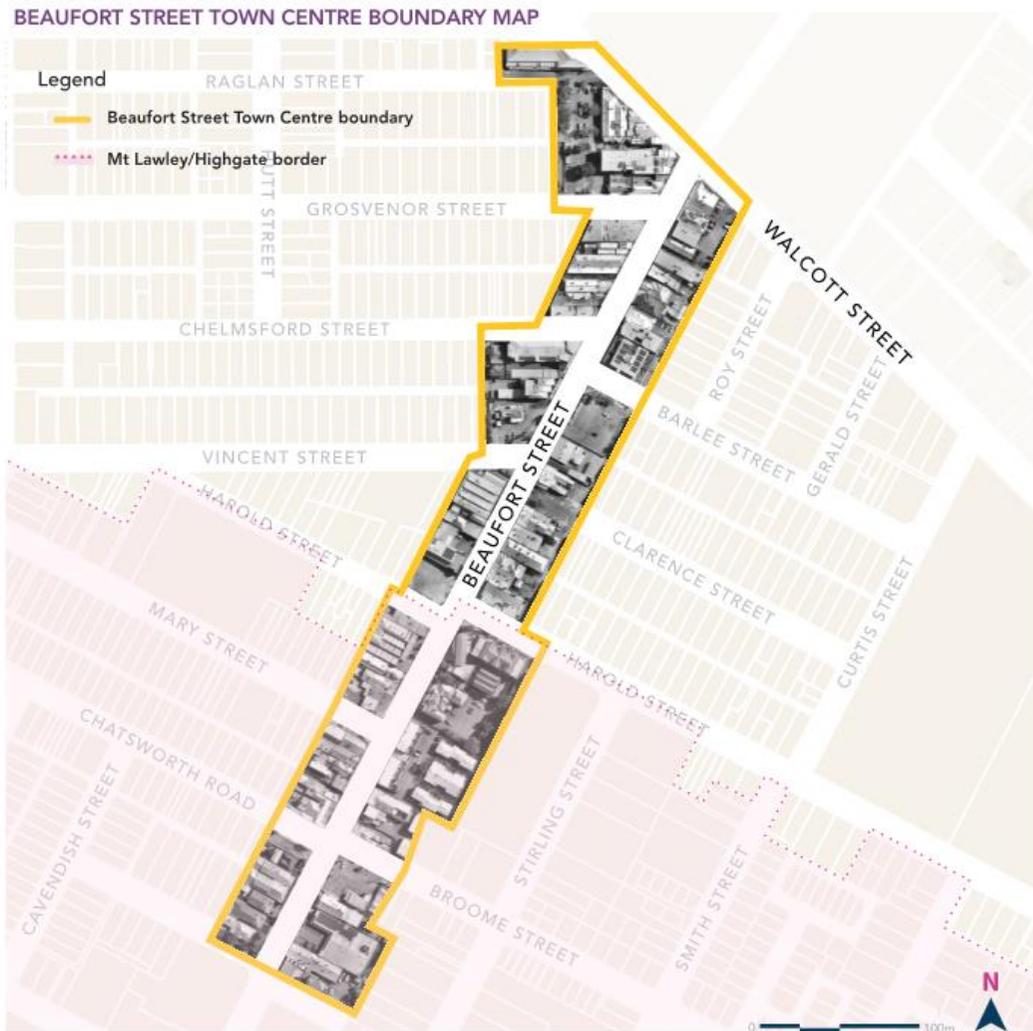
In 1915 businesses between Bulwer and Walcott streets included 5 confectioners, 4 butchers, 4 bootmakers, 3 laundries, 2 grocers, 2 greengrocers, 2 hairdressers, 2 drapers, 2 chemists, 2 dressmakers, a milliner, a tailor, a bicycle shop, a fuel merchant, a produce merchant, a Chinese market garden, a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

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

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

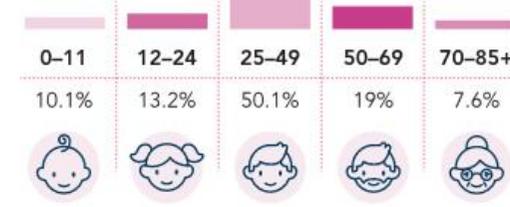
The Town Centre is primarily centred upon Beaufort Street extending from St Albans Avenue, Highgate to Queens Crescent, Mount Lawley. The Town Centre is largely situated in the City of Vincent, with the northern portion located in the City of Stirling, and Walcott Street being the boundary between the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





## SNAPSHOT

### Community



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

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

### Transport

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

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

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

## PLACE PLAN PURPOSE

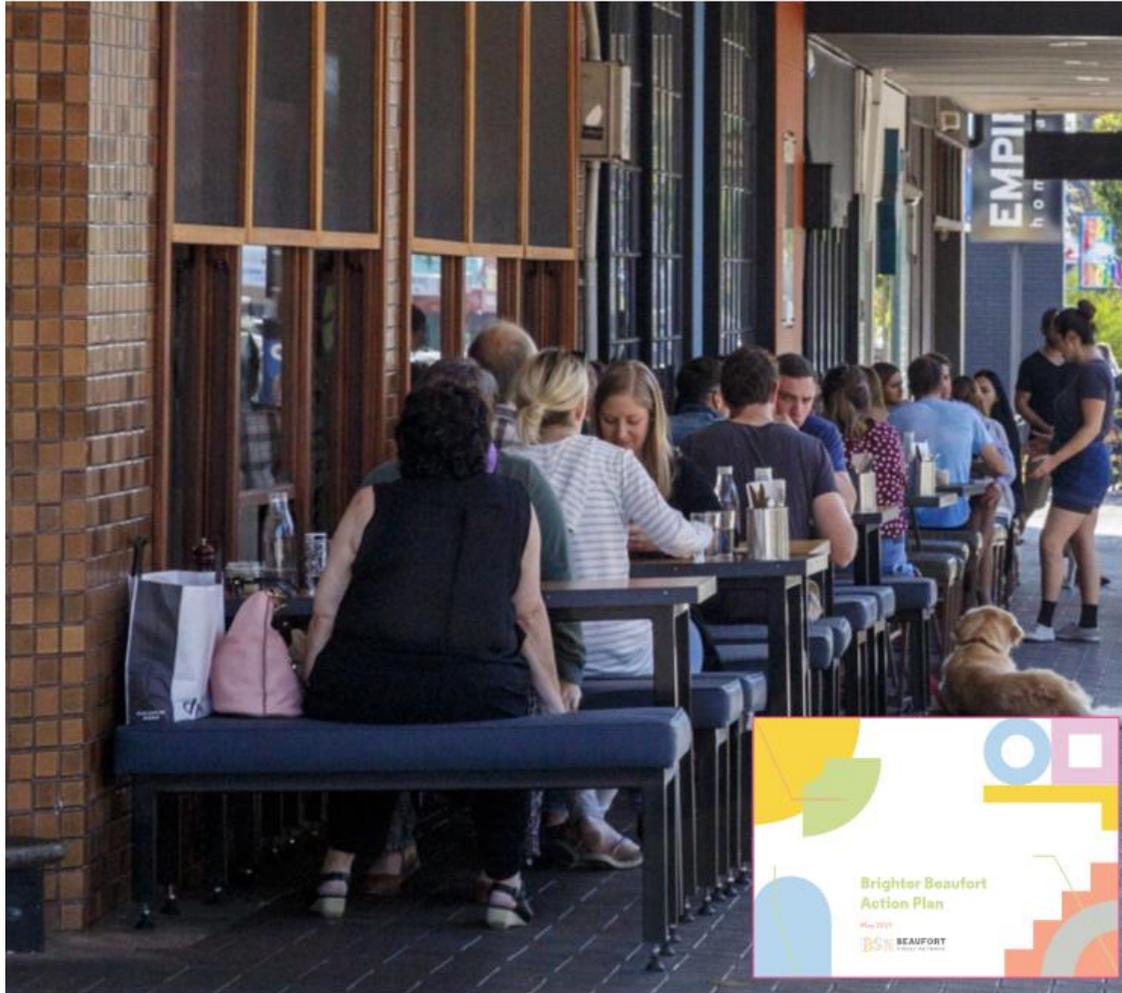
The Place Plan outlines the place-based initiatives and resources the City has specifically committed to the Town Centre.

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

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



BEAUFORT STREET TOWN CENTRE PLACE PLAN | 5



## BEAUFORT STREET NETWORK

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

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

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

## PLACE PLAN PROCESS

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

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

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

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

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

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



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

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

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

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

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



## INFORMING STRATEGIES & PLANS

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



### GREENING PLAN 2018 – 2023

Actions 2.2, 2.3 and 6.4 have the opportunity to increase tree canopy, native plantings, and green the Town Centre.



### SUSTAINABLE ENVIRONMENT STRATEGY 2019 – 2024

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



### SAFER VINCENT 2019 – 2022

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



### DISABILITY ACCESS AND INCLUSION PLAN 2017 – 2022

Actions 2.2, 2.3 and 6.4 have the opportunity to improve equitable access to buildings and infrastructure.



### RECONCILIATION ACTION PLAN | INNOVATE 2019 – 2021

Actions 2.6, 4.3 and 6.4 have the opportunity to celebrate Noongar artwork, culture and language in public spaces.



### PUBLIC OPEN SPACE STRATEGY

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



### ECONOMIC DEVELOPMENT STRATEGY 2011 – 2016

Each action in the Place Plan aims to support economic development in the Town Centre.



### YOUTH ACTION PLAN 2020 – 2022

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



### PUBLIC HEALTH PLAN 2020 – 2025

Each action in the Place Plan aims to support the Public Health Plan, specifically the social, built, and natural environment pillars.



**ARTS DEVELOPMENT ACTION PLAN 2018 – 2020**

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



**ACCESSIBLE CITY STRATEGY 2020 – 2030**

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



**ASSET MANAGEMENT AND SUSTAINABILITY STRATEGY**

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

## READING THIS DOCUMENT

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



**STEP 01 DIAGNOSIS**

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



**STEP 02 ANALYSIS**

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



**STEP 03 SOLUTION**

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



**ENHANCED ENVIRONMENT**



**ACCESSIBLE CITY**



**CONNECTED COMMUNITY**



**THRIVING PLACES**



**SENSITIVE DESIGN**



**INNOVATIVE & ACCOUNTABLE**

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

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

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

# 01. ENHANCED ENVIRONMENT

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

## ACTION 1.1 FAST-CHARGING ELECTRIC VEHICLE STATION

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



## ACTION 1.2 CONTAINERS FOR CHANGE TRIAL

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

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

## 02. ACCESSIBLE CITY

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

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

**ACTION 2.2 BEAUFORT STREET STREETScape IMPROVEMENT PLAN**

<b>Diagnosis</b>	Beaufort Street is currently four lanes, including a bus priority lane in each direction. It is difficult to cross, especially for those with differing abilities, and the volume of vehicle traffic and frequency of Public Transport Authority buses does not support an enjoyable pedestrian or cyclist experience.
<b>Analysis</b>	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.
	There is an opportunity through good urban design to reduce the dominance of cars and improve the pedestrian’s ability to negotiate the Town Centre.
	The City understands the importance of canopy cover, planting, street furniture, and streetscape amenities, and the role they play in improving walkability and encouraging people to linger longer.
<b>Solution</b>	Item 17 within the Brighter Beaufort Action Plan identifies the need to improve the safety and quantity of pedestrian crossings.
	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).

**ACTION 2.3 TRIAL PEDESTRIAN STREETS**

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

**ACTION 2.4 40KM/H SPEED LIMIT ZONE**

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

**ACTION 2.5 ON-DEMAND AND SAFETY IMPROVEMENTS**

<b>Diagnosis</b>	Beaufort Street between Harold Street and Mary Street Piazza is a high-use location and requires on-demand transport and safety improvements.
<b>Analysis</b>	<p>The Beaufort Street area between Harold Street and Mary Street Piazza is a high-use location during peak hour commute periods, as well as on Friday and Saturday evenings, and Saturday and Sunday mornings<sup>1</sup>.</p> <p>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.</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>
<b>Solution</b>	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.

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

**ACTION 2.6 DEVELOP AND IMPLEMENT THE WAYFINDING PLAN**

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



## 03. CONNECTED COMMUNITY

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

### ACTION 3.1 TOWN TEAM GRANT PROGRAM

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



# 04. THRIVING PLACES

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

## ACTION 4.1 LIGHTING PLAN

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



BEAUFORT STREET TOWN CENTRE PLACE PLAN | 15



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**ACTION 4.2 MARY STREET PIAZZA**

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

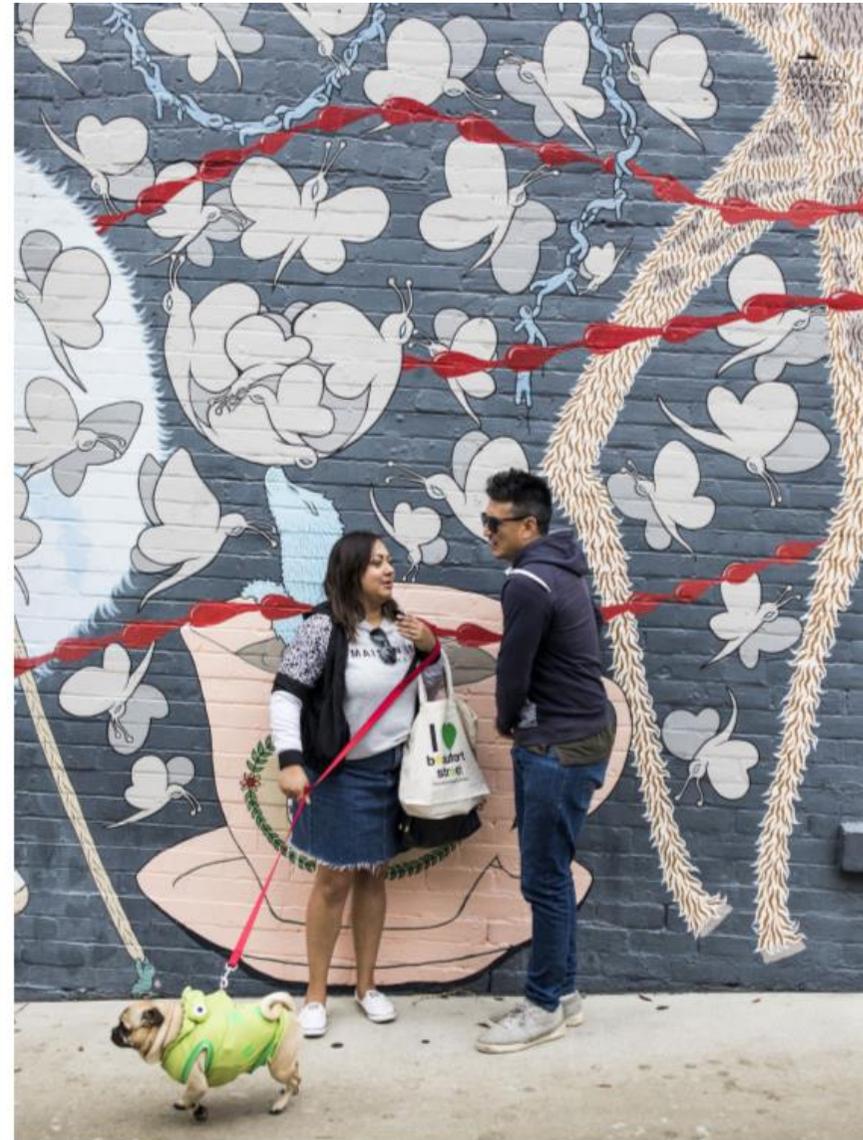
**ACTION 4.3 MURAL MAINTENANCE & RENEWAL**

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

# 05. SENSITIVE DESIGN

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

ACTION 5.1 STREETScape PALETTE	
<b>Diagnosis</b>	The Town Centre has an eclectic character, embracing a colourful and playful aesthetic as well as referencing the heritage features found within the area.
<b>Analysis</b>	The Town Centre has a number of distinct pieces of urban furniture and colours in place. The development of a Streetscape Palette will ensure consistency in the Town Centre, while remaining eclectic and celebrating the area's heritage.
<b>Solution</b>	Develop a Beaufort Street Town Centre Streetscape Palette.



BEAUFORT STREET TOWN CENTRE PLACE PLAN | 17



## 06. INNOVATIVE & ACCOUNTABLE

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

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

**ACTION 6.2 BEAUFORT STREET LIGHTING RENEWAL**

<b>Diagnosis</b>	<p>The Art Deco street lights at the Beaufort and Walcott Street intersection are iconic Town Centre wayfinding elements that bridge the City of Vincent and City of Stirling local government areas. The lights are located at each end of the intersection, with five on the City of Vincent side in the central median, five on the City of Stirling side, and three on the shared boundary along Walcott Street.</p> <p>The City of Vincent median lights are nearly 40 years old, have not been well maintained and are near end of life. They do not provide sufficient street lighting, and do not highlight the established street trees or iconic Art Deco light features.</p>
<b>Analysis</b>	<p>Beaufort Street is a busy gateway into the City of Vincent, and the Art Deco lights welcome people to the Town Centre.</p> <p>These lights are degraded and require renewal, including the replacement of posts, repairing of kerbs and paving, and upgrades to LED lights.</p> <p>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.</p> <p>Item 21.3 within the Brighter Beaufort Action Plan identifies the opportunity to up-light large / iconic street trees.</p>
<b>Solution</b>	Plan and implement Beaufort Street median lighting renewal and improvement work.

**ACTION 6.3 BEAUFORT STREET MEDIANS**

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

**ACTION 6.4 SMOKE-FREE TOWN CENTRES**

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

**ACTION 6.5 BARLEE STREET CAR PARK & BEAUFORT STREET SIGN**

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

**LAND USE MAP**



# 07. IMPLEMENTATION FRAMEWORK

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

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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DATE	DETAILS	STATUS
18/08/21	Pickle District Place Plan	Final
28/07/22	Pickle District Place Plan	Review I

# 00. INTRODUCTION

The City of Vincent (City) Place Plan Series has been developed as a set of ‘place based’ strategic action plans to guide the allocation of funding and resources in the City’s town centres 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.

Pickle District Place Plan (Place Plan) is Volume 07 in the Place Plan Series and will guide the implementation of all major initiatives in the Pickle District.

The Pickle District is situated in West Perth between Leederville and Northbridge. It is a creative precinct, home to new and diverse creative businesses including art galleries, artist and design studios, a boutique theatre, photographic studios and creative co-op working spaces.

## PICKLE DISTRICT SNAPSHOT

### Historic

The Pickle District forms part of Boorloo – Noongar land belonging to the Whadjuk people of the Noongar nation.

Geographically, the area sits within a chain of wetlands of practical and spiritual significance to the Whadjuk Noongar people. It was renamed Lake Sutherland by European colonists and later drained in the 1870s and repurposed as areas for market gardening to feed Perth's growing population.

Early businesses in the area ranged from furniture manufacturers such as Sandover & Co Furniture Factory originally located at 485 Newcastle Street, and Bryant's woodyard/fuel merchant located on Duke Street (now old Aberdeen Place).

Inspiration for the name 'Pickle District' comes from the vinegar brewing and pickle and jam manufacturing factories in the area, which operated from around 1912. These included R.H. Maskiell and Co Ltd sauce, jam and pickle manufacturers, originally located on Golding Street in 1912, later moving to 567 Newcastle Street.

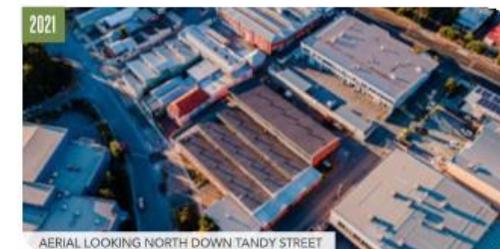
On adjacent Golding Street, Philip Stevens started a vinegar brewery in 1920. From 1922 until at least the 1950s, 4 Golding Street was the home of the WA

Vinegar Brewery Ltd which manufactured Flag & Safe brand vinegar products.

Construction of the Mitchell Freeway in the 1970s impacted significantly on the area, as did the decline



in the domestic manufacturing sector. The Pickle District is now known for the historic light industrial buildings and warehouse character. The area is transforming as the buildings are repurposed with new and diverse businesses and arts organisations.





## SNAPSHOT

### Community



The Pickle District portion of West Perth is mostly non-residential.

West Perth's population in the City of Vincent is **2,419**.

**63.4%** of West Perth households in the City of Vincent are lone person or couples compared to **47.1% in Greater Perth**.

### Transport

**13.8% of residents** do not own a car compared to **4.7% in Greater Perth**.

**20.6% of residents** travel to work on train or bus compared to **10.2% in Greater Perth**.

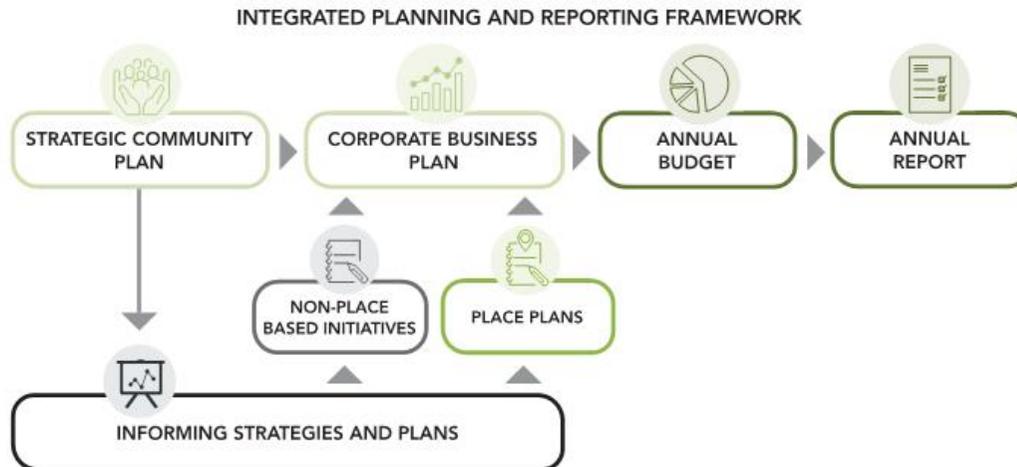
**15.9% of residents** commute using active modes compared to **3.1% in Greater Perth**.

## PLACE PLAN PURPOSE

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

The boundary of the Pickle District (refer **Pickle District Boundary Map**) aligns with the Metropolitan Region Scheme Industrial Zone in West Perth. The Pickle District is located in West Perth, within the Commercial Scheme Zone in the City of Vincent's Town Planning Scheme No. 2, and is bound by the Graham Farmer Freeway, Loftus Street, Newcastle Street and Charles Street.

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





## THE PICKLE DISTRICT

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

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

The Pickle District is the town team operating in the West Perth area. The Pickle District's Action Plan outlines a range of guiding principles and key projects to improve the area.

## PLACE PLAN PROCESS

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

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

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

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

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

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



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

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

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

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

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



## INFORMING STRATEGIES & PLANS

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



### GREENING PLAN 2018 – 2023

Actions 1.2, 2.2 and 4.1 have the opportunity to increase tree canopy, native plantings, and green the Pickle District.



### SUSTAINABLE ENVIRONMENT STRATEGY 2019 – 2024

Actions 1.1, 1.2, 2.2, 4.1 and 5.1 have the opportunity to support urban greening and biodiversity, and increased use of public and active transport modes.



### SAFER VINCENT 2019 – 2022

Actions 2.2, 4.1 and 4.2 have the opportunity to support safer spaces, community connection, and apply Crime Prevention through Environmental Design (CPTED) principles.



### DISABILITY ACCESS AND INCLUSION PLAN 2017 – 2022

Actions 4.1 and 6.2 have the opportunity to improve equitable access to buildings and infrastructure.



### RECONCILIATION ACTION PLAN | INNOVATE 2019 – 2021

Actions 2.3, 3.2 and 4.2 have the opportunity to celebrate Noongar artwork, culture and language in public spaces.



### PUBLIC OPEN SPACE STRATEGY

Action 1.2 have the opportunity to maximise the value of open spaces for the community through improved amenity, respond to the impacts of development and population growth, and improve access to and functionality of open space.



### ECONOMIC DEVELOPMENT STRATEGY 2011 – 2016

Each action in the Place Plan aims to support economic development in the Pickle District.



### YOUTH ACTION PLAN 2020 – 2022

Action 3.2 has the opportunity to provide opportunities for young people to connect with each other and the broader community, and support our youth to be strong, healthy, safe and active.



### PUBLIC HEALTH PLAN 2020 – 2025

Each action in the Place Plan aims to support the Public Health Plan, specifically the social, built, and natural environment pillars.



**ARTS DEVELOPMENT ACTION PLAN 2018 – 2020**

Actions 2.2, 2.3, 3.2, 4.2 and 6.1 have the opportunity to support the arts and creative economy in the Pickle District.



**DRAFT ACCESSIBLE CITY STRATEGY 2020 – 2030**

Actions 2.1-2.5, 4.1 and 4.2 have the opportunity to make getting around the Pickle District safe, easy, environmentally friendly, and enjoyable.



**DRAFT ASSET MANAGEMENT AND SUSTAINABILITY STRATEGY**

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

## READING THIS DOCUMENT

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



**STEP 01 DIAGNOSIS**

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



**STEP 02 ANALYSIS**

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



**STEP 03 SOLUTION**

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



**ENHANCED ENVIRONMENT**



**ACCESSIBLE CITY**



**CONNECTED COMMUNITY**



**THRIVING PLACES**



**SENSITIVE DESIGN**



**INNOVATIVE & ACCOUNTABLE**

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

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

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

# 01. ENHANCED ENVIRONMENT

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

## ACTION 1.1 BUSINESS COMMUNITY SOLAR

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



## ACTION 1.2 OLD ABERDEEN PLACE VERGE PLANTING

<b>Diagnosis</b>	The verge along Old Aberdeen Place is in close proximity to the Graham Farmer Fwy on ramp and has a number of established trees, but generally consists of weeds and loose rocks and is not maintained to a high standard.
<b>Analysis</b>	<p>There is an opportunity to improve the maintenance and planting on the verge.</p> <p>The Pickle District Action Plan (Proposition Three and Action 3) identifies the opportunity to incorporate native landscaping and increase vegetation to transform this area into a community space.</p> <p>Investigation has been undertaken to transform this area into a community space and take advantage of the area's potential function as a 'billboard' to the freeway, resulting in the idea for Pickle Park which can also be used for activations and events.</p>
<b>Solution</b>	Install garden beds and planting, and work with the town team to design and implement Pickle Park along the Old Aberdeen Place verge.

# 02. ACCESSIBLE CITY

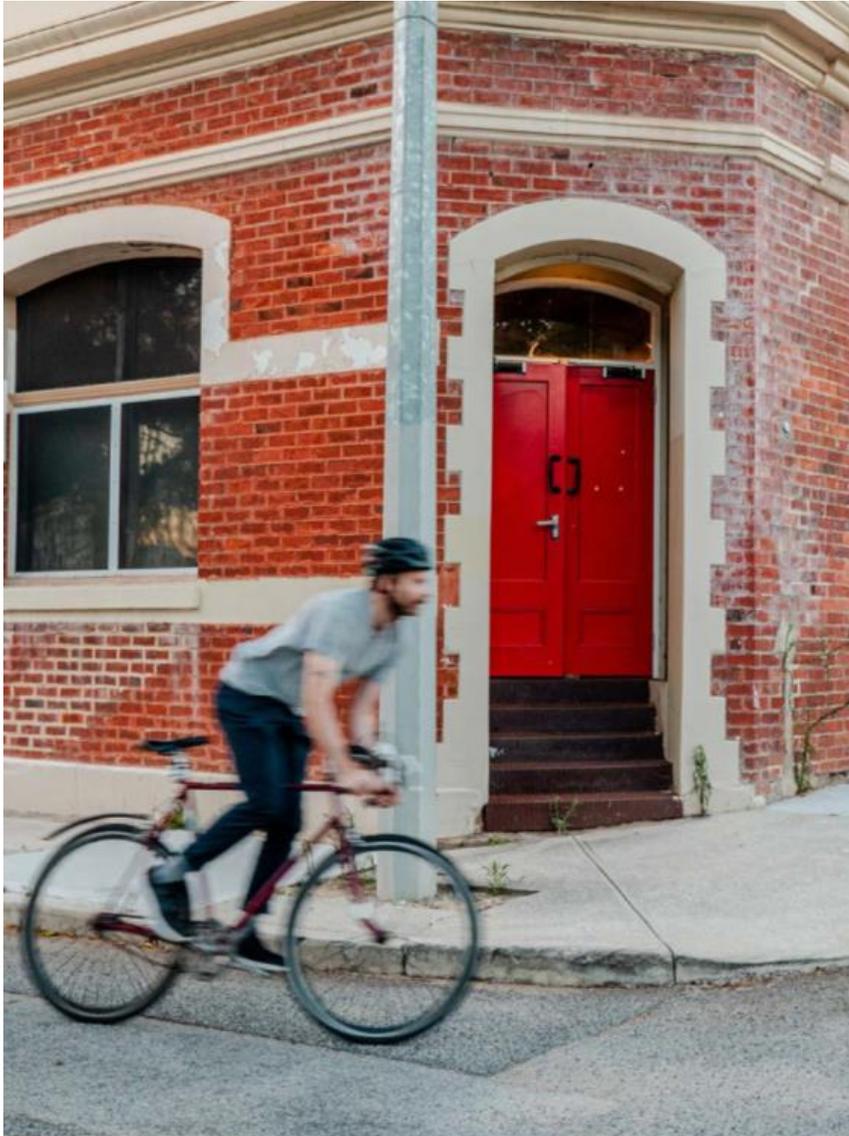
Sets out the actions and projects which enhance connectivity, improve the use of public transport, deliver parking efficiencies, and create a more pedestrian and cycle friendly Pickle District.

## ACTION 2.1 SAFE ACTIVE STREET UPGRADES

<b>Diagnosis</b>	The Pickle District is not well serviced from an active transport perspective. The area is bound by the Graham Farmer Freeway, Newcastle, Loftus, and Charles Streets, which are often barriers to those seeking to use active forms of transportation. The Principle Shared Path abuts the Pickle District, but bypasses the area to the south.
<b>Analysis</b>	A Safe Active Street along Golding Street will connect to the Principle Shared Path at Old Aberdeen Place, and continue to Strathcona Street and Carr Street. The upgrade will focus on: <ul style="list-style-type: none"> <li>• Improving access to Beatty Park Leisure Centre, Leederville Town Centre, and Perth City;</li> <li>• Reduce speed on Golding Street to 30km/h;</li> <li>• Connect residents, businesses, and visitors; and</li> <li>• Increase accessibility to the Pickle District.</li> </ul>
<b>Solution</b>	Plan and implement the Safe Active Street upgrades on Golding Street and Strathcona Street.

## ACTION 2.2 CLEAVER MAIN STREET

<b>Diagnosis</b>	The Pickle District does not have a traditional main street and is largely characterised by the former light industrial land uses. It lacks the amenities found in the City's town centres, including greenery and canopy cover, seating and street furniture.
<b>Analysis</b>	<p>As the Pickle District transforms and the land uses change and evolve, streetscape improvements should be made to meet the needs of local businesses, residents and visitors.</p> <p>The 'Cleaver Main Street' streetscape upgrade aims to create an improved main street for the Pickle District. The project will create a sense of place, encourage people to linger longer, and support the growing creative and artistic community in the area.</p> <p>The upgrades include road resurfacing, central median tree planting, street furniture including seating, bicycle parking and bins, and improvements to the footpath such as 'Artlets' to create opportunities and space for art.</p> <p>In the future, there is the opportunity to improve the lighting and access to power, to further enable Cleaver Street to be a central gathering place and hub of activity.</p> <p>The City will continue to collaborate with the Pickle District Town Team in the development and delivery of any future initiatives for the Cleaver Main Street.</p>
<b>Solution</b>	Continue to implement the Cleaver Main Street streetscape upgrade and collaborate with The Pickle District to deliver initiatives on Cleaver Street.



**ACTION 2.3 DRUMMOND PLACE LOFTUS STREET CONNECTION**

<b>Diagnosis</b>	Drummond Place ends as a cul-de-sac where it approaches Loftus Street and there is not a path to connect the two streets for pedestrians or cyclists.
<b>Analysis</b>	<p>The end of Drummond Place is approximately 15 metres from the Loftus Street footpath, but there is not a pedestrian or cycling connection between the two streets. The steep incline and sandy verge make it difficult for those wishing to use this as an access point in or out of the Pickle District and inaccessible to those with differing abilities.</p> <p>A connection bringing the two footpaths together would provide better access to the Pickle District, the Leederville Town Centre or across the Graham Farmer Freeway without travelling to Newcastle Street or the Principle Shared Path.</p> <p>The Pickle District Action Plan (Proposition Three) identifies the opportunity to improve connections into the precinct and create a connection from Drummond Place to Loftus Street.</p>
<b>Solution</b>	Investigate options to create a connection between Drummond Place and Loftus Street for pedestrians and cyclists.

ACTION 2.4 DRUMMOND PLACE UNDERPASS	
<b>Diagnosis</b>	Loftus Street is a major impediment to pedestrian movement, and the feasibility of a well-designed pedestrian underpass could be investigated.
<b>Analysis</b>	There is an identified opportunity in Leederville Town Centre, to use the Water Corporation drainage reserve as an attractive, pedestrianised link through the centre of Leederville, and to link Leederville with the Pickle District.
	This link through Leederville could continue across the current Water Corporation site, and connect with Drummond Place in the Pickle District.
	An underpass link could create an opportunity for greater connections between the Pickle District and Leederville, while overcoming the barrier Loftus Street currently presents. An underpass would complement other Place Plan actions and projects which seek to create a welcoming environment and improve pedestrian connections.
	Investigation will take into consideration the existing and future pedestrian and cycle connections to and through the Pickle District, and the potential for these to be further enhanced by the underpass.
	The Pickle District Action Plan (Proposition Three) identifies the opportunity to improve connections and welcome people into the precinct across Loftus Street.
<b>Solution</b>	Investigate the feasibility of an underpass to connect Drummond Place to Leederville.

ACTION 2.5 WAYFINDING PLAN	
<b>Diagnosis</b>	Wayfinding in Vincent's town centres is cluttered, unclear and limited.
<b>Analysis</b>	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: <ul style="list-style-type: none"> <li>• Create a comprehensive, clear and consistent visual communication system with concise messaging;</li> <li>• Only include the information that is relevant to the space, location and navigation path; and</li> <li>• Focus on active transportation mode users, particularly pedestrians and cyclists.</li> <li>• Embrace and enhance the unique character and sense of place in the Pickle District.</li> </ul>
<b>Solution</b>	Develop and implement the Wayfinding Plan.



## 03. CONNECTED COMMUNITY

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

### ACTION 3.1 TOWN TEAM GRANT PROGRAM

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

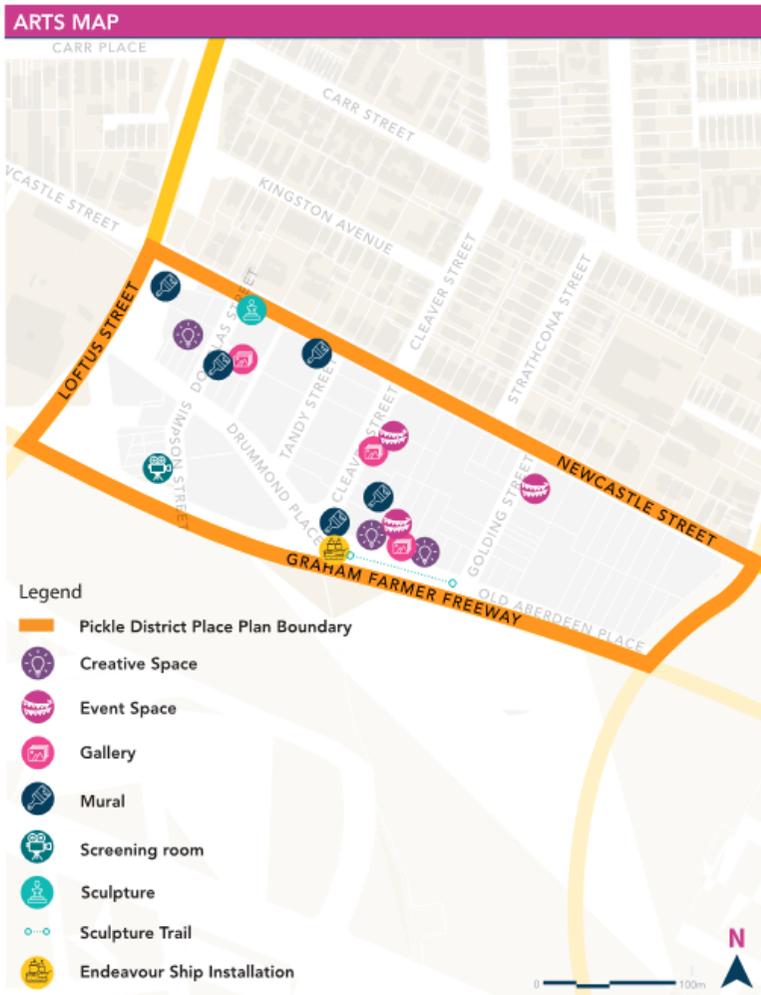


**ACTION 3.2 NAIDOC WEEK**

<b>Diagnosis</b>	In 2018 the City hosted its inaugural NAIDOC Festival at Hyde Park and again in 2019. The City has committed through Action 7 of the 2019-2021 Innovate Reconciliation Action Plan to host an annual NAIDOC Festival.
<b>Analysis</b>	<p>Since the launch of the City of Vincent's 2019-2021 Innovate Reconciliation Action Plan, the City has strengthened its relationship with the local Noongar community, celebrated Noongar culture through a variety of events, activities and workshops and formed the 'Bridya' Elders Group for cultural advice.</p> <p>Despite impacts from Covid-19 restrictions the 2020, 2021 and 2022 City of Vincent NAIDOC Festivals took place in the Pickle District, supporting Action Five from The Pickle District's Action Plan.</p> <p>Whilst the celebrations were a success, the Bridya Elders Group and Reconciliation Action Plan Working Group have provided feedback that they would like to see future NAIDOC Festivals take place at an alternative location.</p>
<b>Solution</b>	Deliver the NAIDOC Festival in the Pickle District in partnership with Aboriginal stakeholders, The Pickle District and business owners. (Discontinue this action after the 2022 NAIDOC Festival.)



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## 04. THRIVING PLACES

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

### ACTION 4.1 STREETScape AUDIT

<b>Diagnosis</b>	The development of the area as a former light industrial and manufacturing area has resulted in the Pickle District lacking in streetscape amenities, including seating, public bins, bicycle parking, adequate lighting and plantings.
<b>Analysis</b>	<p>The City understands the importance of canopy cover, street furniture, and streetscape amenities, and the role they play in encouraging people to linger longer.</p> <p>In 2019, the Pickle District saw some streetscape improvements with new street trees planted in the footpath along Cleaver Street and Golding Street.</p> <p>An audit following the Cleaver Main Street streetscape upgrade should be undertaken to determine any current deficiencies in the streetscape and identify opportunities to build on the Pickle District's evolving and unique character. This could include additional planting, beautification, urban design improvements, lighting upgrades, street art, and street furniture rationalisation and upgrades.</p>
<b>Solution</b>	Undertake a streetscape audit to determine opportunities for streetscape improvements.

**ACTION 4.2 ART FOR ARTLETS**

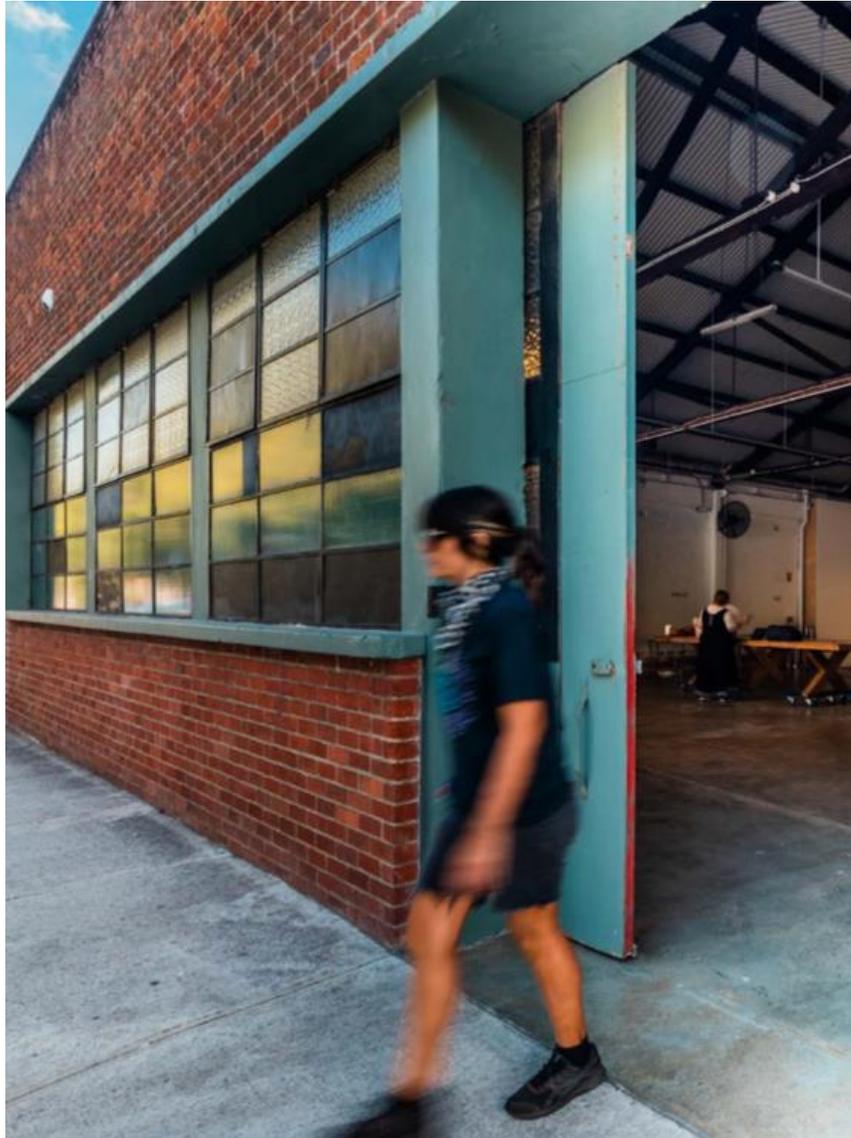
<b>Diagnosis</b>	The Cleaver Main Street streetscape upgrade will create dedicated space for art within the Cleaver Street footpath.
<b>Analysis</b>	<p>The arrival of creative businesses and formation of the town team has seen the Pickle District organically emerge as an inner city arts hub. Having built this arts precinct from scratch, the businesses and town team are well placed to define the artistic vision for the area and contribute towards curation of public artworks.</p> <p>The Pickle District Action Plan (Proposition Two and Action 6 and 12) identifies the opportunity to experiment with design and art ideas to improve Cleaver Street.</p> <p>There is an opportunity to work with The Pickle District to curate unique and interesting art pieces to be installed in the artlets.</p>
<b>Solution</b>	Collaborate with The Pickle District Town Team to curate and deliver artwork in the Cleaver Main Street artlets.

**ACTION 4.3 PICKLE DISTRICT ENTRY STATEMENT**

<b>Diagnosis</b>	The Pickle District is bounded by major roads and for a person unfamiliar with the Pickle District, there is not any visible distinction that this area is unique to the surrounding areas.
<b>Analysis</b>	<p>An entry statement to the Pickle District would provide greater visibility of the district by creating interest and a focal point. It can also act as wayfinding.</p> <p>The Pickle District Action Plan (Action 4) identifies opportunities for artistic entry statements at key focal points on Cleaver Street, Douglas Street, sites facing the Freeway, Loftus Street and/or Newcastle Street and the potential for these to include sculptures, murals and/or neon signage.</p>
<b>Solution</b>	Investigate opportunities for an entry statement into the Pickle District.

**ACTION 4.4 SCULPTURE WALK**

<b>Diagnosis</b>	The Pickle District's emerging creative and event spaces have many offerings, but surrounding residents and visitors are often unaware of how close the Pickle District is to Leederville Town Centre.
<b>Analysis</b>	<p>There is an opportunity to establish and curate a sculpture walk within the Pickle District, which connects the area's businesses with the Leederville Town Centre.</p> <p>A sculpture walk could draw more people between the areas, particularly those which may not know about the proximity of the two places and the activities on offer in each destination.</p> <p>Actions 2.3 and 2.4 of this Pickle District Place Plan will investigate physical connection to the Leederville Town Centre for pedestrians and cyclists. If progressed, a physical connection would provide the opportunity for a sculpture walk connecting the Pickle District with the Leederville Town Centre.</p>
<b>Solution</b>	Investigate a location for a sculpture walk to better connect the Pickle District's businesses with the Leederville Town Centre.



## 05. SENSITIVE DESIGN

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

### ACTION 5.1 PLANNING FRAMEWORK

<b>Diagnosis</b>	The Pickle District is currently evolving with a change in land uses and new creative businesses emerging in former light industrial warehouses.
<b>Analysis</b>	<p>Through the planning framework, the City can identify opportunities to further encourage investment and revitalisation in the Pickle District, while retaining what makes the area unique and interesting.</p> <p>The Pickle District Action Plan (Action 11) identifies the opportunity to bring together all landowners, The Pickle District members and the City of Vincent to discuss a long-term vision for the Pickle District to guide the direction of any potential changes required to the planning framework.</p> <p>Changes to the planning framework might include changes to the City's policies, a Local Planning Scheme amendment or a Metropolitan Region Scheme amendment.</p> <p>Planning framework changes have varying process requirements and enable various different outcomes in both the short and longer term. The City needs clear direction for the Pickle District as it transitions to a high density mixed use area.</p>
<b>Solution</b>	Host a visioning workshop for owners and occupiers of the Pickle District and analyse the findings to develop a vision and objectives for a precinct planning framework for the area.

# 06. INNOVATIVE & ACCOUNTABLE

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

## ACTION 6.1 SUPPORTING CREATIVE SPACES

<b>Diagnosis</b>	Urban affordability is a significant threat to the Pickle District’s growth as a creative arts precinct.
<b>Analysis</b>	<p>Creative businesses are one of the key attractions of the Pickle District and what makes it a distinctly different experience from other inner city areas.</p> <p>With increasing demand for residential and mixed use development in inner city locations, there is concern that an increasingly competitive market may price artists and creatives out of the Pickle District.</p> <p>Urban affordability and the inability to retain inner city creative spaces is an issue that is not unique to the City. To share learnings through collaboration and determine options to support the retention of artistic and creative spaces in inner city locations. The City is working with the City of Perth, City of South Perth and Town of Victoria Park to undertake a creative maker space and artist live/work needs assessment study. The study is a joint venture between all four inner city local governments and is called ‘Making Space for Culture’.</p>
<b>Solution</b>	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 in the Pickle District.



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ACTION 6.2 PUBLIC BUILDINGS	
<b>Diagnosis</b>	The Pickle District is known for the historic light industrial buildings. As new tenants move into the area and buildings are repurposed, there are planning, building and public health requirements to be met. These requirements are different for uses such as galleries or event spaces where people gather, so that accessibility, safety and amenity are considered.
<b>Analysis</b>	<p>The Pickle District is becoming known for the high quality events. These events can occur in indoor spaces, but only if approved as a public building for people to gather.</p> <p>State and Commonwealth Government legislation and standards apply to event spaces, which set minimum standards for safety, amenity, ventilation, emergency access and egress.</p> <p>Many buildings in the Pickle District have potential to become successful event spaces. There is an opportunity to examine how the City is able to help businesses meet their obligations; providing unique venues while also ensuring public safety, amenity and accessibility are achieved.</p>
<b>Solution</b>	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.

# 07. IMPLEMENTATION FRAMEWORK

PICKLE DISTRICT PLACE PLAN IMPLEMENTATION FRAMEWORK							
KEY ACTION / PROJECT	RESPONSIBLE TEAM	SUPPORT TEAM	TIMING				
			21/22	22/23	23/24	24/25	
<b>PRIORITY AREA 1: ENHANCED ENVIRONMENT</b>							
1.1	Engage with business owners and property owners directly to communicate the benefits of solar and support further actions being undertaken.	CEO	S&D			✓	✓
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	✓	✓	✓	✓
<b>PRIORITY AREA 2: ACCESSIBLE CITY</b>							
2.1	Plan and implement the Safe Active Street upgrades on Golding Street and Strathcona Street.	I&E	S&D	COMPLETE			
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			
2.3	Investigate options to create a connection between Drummond Place and Loftus Street for pedestrians and cyclists.	S&D	I&E			✓	
2.4	Investigate the feasibility of an underpass to connect Drummond Place to Leederville.	I&E	S&D			✓	✓
2.5	Develop and implement the Wayfinding Plan.	S&D	I&E	✓	✓	✓	✓
<b>PRIORITY AREA 3: CONNECTED COMMUNITY</b>							
3.1	Manage the Town Team Grant Program and support the Pickle District to become a sustainable arts precinct.	S&D	I&E/C&B	✓	✓	✓	✓
3.2	Deliver the NAIDOC Festival in the Pickle District in partnership with Aboriginal stakeholders, The Pickle District and business owners.	C&B	S&D	COMPLETE			
<b>PRIORITY AREA 4: THRIVING PLACES</b>							
4.1	Undertake a Streetscape Audit to determine opportunities for streetscape improvements.	S&D	I&E		✓		
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		✓	✓	✓
4.3	Investigate opportunities for an entry statement into the Pickle District.	S&D	C&B	COMPLETE			
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			✓	✓
<b>PRIORITY AREA 5: SENSITIVE DESIGN</b>							
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 a precinct planning framework for the area.	S&D	C&B		✓		
<b>PRIORITY AREA 6: INNOVATIVE &amp; ACCOUNTABLE</b>							
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 in the Pickle District.	S&D	CEO	COMPLETE			
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.	S&D	CEO		✓	✓	✓

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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