



CITY OF VINCENT

BEAUFORT STREET

TOWN CENTRE PLACE PLAN 2025-2030



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

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

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

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

All of the projects and initiatives being undertaken in the BSTCPF area are listed as actions. All actions identified in the Place Plan align with outcomes from the extensive community engagement program undertaken during the drafting of the BSTCPF.

Also included is indicative information on the timing and budget sources for design and delivery:

- **Timeframe:** Represents when the action is likely to be commenced. This is subject to change and dependent on resourcing and funding opportunities as per the IPRF.
- **Budget source:** Outlines potential funding sources including internal resourcing, internal funding through capital and/or operational budgets, and/or external funding opportunities through private development, community benefit, cash in lieu payments and grant funding.

Actions have been organised as per the six priorities of Vincent's Strategic Community Plan:

- Enhanced Environment
- Accessible City
- Connected and Healthy Community
- Thriving Places
- Sensitive Design
- Innovative and Accountable

Each action is explained using a three step process:

- **Action** diagnoses the issue or opportunity
- **Rationale** analyses the detail of the issue or opportunity to understand the best approach to solve the issue or seize the opportunity
- **Delivery** proposes a solution to solve the issue or seize the opportunity

Also included is indicative information on the timing and budget sources for design and delivery:

- **Timeframe:** Represents when the action is likely to be commenced. This is subject to change and dependent on resourcing and funding opportunities as per the IPRF.
- **Budget Source:** Outlines potential funding sources including internal resourcing, internal funding through capital and/or operational budgets, and/or external funding opportunities through private development, community benefit, cash-in-lieu payments and grant funding. Elected Members will consider each project and their associated budget requirements through the adoption of the Annual Budget, Capital Works Plan and Long Term Financial Plan.

The Implementation Framework sets out the actions and the delivery of these. For projects that include a large amount of change, Vincent will undertake specific community engagement in line with the Community and Stakeholder Engagement Strategy.



1.0 ENHANCED ENVIRONMENT

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

ACTION 1.1 EXPLORE OPPORTUNITIES FOR ADDITIONAL PUBLIC SPACES

Rationale	<p>The town centre lacks activation due in part to narrow footpaths on Beaufort Street and a lack of public civic spaces such as plazas and piazzas. The presence of the bus priority lane (and associated clearway) and the variable speed limit on Beaufort Street does not allow for eatlets or parklets to be installed in the carriageway.</p> <p>Feedback received during community engagement showed public spaces for people to congregate and spend time are very important to the community. There is a strong desire to see more outdoor dining, events and markets to activate the streetscape.</p> <p>There are opportunities for the provision of high-quality public places on public land – particularly in midtown and uptown areas of the town centre.</p> <p>There are several key strategic sites within the town centre that contain uses that are not desired by the City and do not present the best use of their respective sites. There are opportunities for these sites to be redeveloped and incorporate public spaces for the town centre.</p> <p>The BSTCPF provides development incentives to encourage the appropriate redevelopment of strategic sites. It also incorporates development standards with ground floor setbacks. The setbacks on private land will work in conjunction with public land to create high-quality small urban public spaces.</p> <p>In addition, the City will investigate the following:</p> <ul style="list-style-type: none"> • Opportunities to deliver parklets, eatlets and expanded verges on side streets between Beaufort Street and the rear laneway network. • The feasibility of delivering a plaza at the end of Barlee Street outside the carpark. • The ongoing maintenance requirements of additional public spaces and facilities. • The feasibility of delivering public toilets in the town centre.
Delivery	Investigate opportunities for the provision of high-quality public open space in the BSTCPF area.
Timeframe	2025/26 – 2026/27
Budget source	Internal resourcing



ACTION 1.2 INCREASE TREE CANOPY

Rationale	<p>Vincent understands the importance of canopy cover and its role in creating walkable and liveable neighbourhoods and encouraging people to linger longer.</p> <p>The Beaufort Street Town Centre has a tree canopy of five to 10 per cent. This is predominately provided from street trees within the road reserve. There are limited public open space or green spaces directly within the town centre to support mature trees.</p> <p>Tree planting efforts within the road reserve have been hindered by the presence of underground services and awnings, narrow footpaths and medians, and inappropriate choice of tree species. This has resulted in poor planting locations and insufficient deep soil areas.</p> <p>Beaufort Street has limited public land for expanding the existing tree canopy. Recent developments on private land have not incorporated a sufficient level of tree planting.</p> <p>Feedback from community engagement showed a strong desire for more greening and tree planting throughout the town centre, including as part of significant development projects. Areas such as Mary Street are well liked public spaces due to the abundance of mature trees.</p>		
Delivery	Develop and implement urban greening to improve the tree canopy in the BSTCPF area.		
	Timeframe	2026/27 – 2029/30	Budget source
			<ul style="list-style-type: none"> Operational Budget and external grant funding (design) Capital Budget and external grant funding (delivery)

ACTION 1.3 IMPROVE ACCESSIBILITY TO NEARBY PUBLIC OPEN SPACE

Rationale	<p>The Beaufort Street Town Centre is identified in Vincent's Local Planning Strategy as an area capable of accommodating extra homes and population. With increases in density proposed as part of the BSTCPF, access to public open spaces will become integral to ensuring the area is liveable and desirable place to live, work and visit.</p> <p>The town centre is serviced by Forrest Park, Brigatti Gardens and Jack Marks Reserve to the east and Hyde Park to the west. Hyde Park is difficult to access due to a lack of dedicated pedestrian infrastructure across William Street. There are few small urban public open spaces in the town centre itself.</p> <p>The town centre is serviced by playgrounds located in Forrest Park, Brigatti Gardens, Jack Marks Reserve, Hyde Park and Birdwood Square. The playgrounds in Forrest Park, Jack Marks Reserve and Brigatti Gardens, and the accessible playground and water playground in Hyde Park are situated on the farthest side of their public open space from the town centre.</p> <p>To improve access to public open space and playgrounds, Vincent will:</p> <ul style="list-style-type: none"> Improve pedestrian connections between the BSTCPF area and Hyde Park, Jack Marks Reserve and Forrest Park. Investigate the relocation of playgrounds at Hyde Park, Forrest Park and/or Brigatti Gardens to be closer to projected densification of the BSTCPF, at the time of asset renewal. 		
Delivery	<ul style="list-style-type: none"> Improve walkability to Hyde Park and Forrest Park. Investigate relocation of playgrounds at Hyde Park, Forrest Park and/or Brigatti Gardens to be closer to projected densification of the BSTCPF, at the time of asset renewal. 		
	Timeframe	2026/27 – 2029/30	Budget source
			Capital Budget



2.0 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 Beaufort Street Town Centre.

ACTION 2.1 DELIVER THE BEAUFORT STREET NODES PROJECT

<p>Rationale</p>	<p>Beaufort Street has a variable speed limit of 40km/h through the town centre at the following times:</p> <ul style="list-style-type: none"> • Sunday to Thursday – 7.30am – 10pm • Friday and Saturday – 7.30am – 1am (the following day) <p>Outside of these hours, the signs revert to 60km/h. 84 per cent of the traffic volume occurs during the hours of the variable speed limit.</p> <p>Bus priority lanes operate in each direction during peak times and on-street parking is located in certain locations in off-peak times. High traffic speeds and volumes makes it difficult to cross Beaufort Street and significantly impact on the street environment</p> <p>The presence of the variable speed limit restricts Vincent’s ability to make design changes to the street environment to slow speeds on Beaufort Street.</p> <p>There are numerous vehicular crashes on Beaufort Street due to high traffic volumes and speed and frequent turning movements. The mix of pedestrian activity, parked cars, and limited visibility at intersections contributes to unsafe driving conditions, particularly for pedestrians and drivers turning right from or onto side streets.</p> <p>Between January 2014 and December 2018, the Beaufort Street and Harold Street intersection has recorded a total of six crashes, with two requiring hospitalisation or medical treatment.</p> <p>A report on Beaufort Street Precinct Area Road Safety Treatments was considered by Council in May 2024. At this meeting, Council supported the development of a six-year Road Safety Implementation Plan to design and deliver the Beaufort Street Nodes project and other road safety projects identified within the precinct. The draft plan is to be presented to Council by May 2025.</p> <p>During community engagement, the volume and speed of traffic along Beaufort Street was a major safety concern and was found to be a root cause of many other issues that discourage visitation to the town centre.</p> <p>To lower the speeds through the town centre, design changes are required. Changes to be investigated include:</p> <ul style="list-style-type: none"> • Redesign Beaufort Street and all of its intersections with a design speed of 40km/h to reduce risk of vehicle-on-vehicle crashes and vehicle-on-vulnerable road users; and • Advocate to Main Roads WA to permanently reduce the speed on Beaufort Street to 40km/h at all hours of the day; and • Advocate to WA Police to enforce compliance with the 40km/h speed limit on Beaufort Street and adjoining local roads. 		
<p>Delivery</p>	<ul style="list-style-type: none"> • Deliver the Beaufort Street Nodes project with a design speed of 40km/h. • Advocate to Main Roads WA to permanently reduce the speed on Beaufort Street to 40km/h at all hours of the day. 		
<p>Timeframe</p>	<p>2025/26 – 2029/30</p>	<p>Budget source</p>	<ul style="list-style-type: none"> • Operational Budget (plan) • Capital Budget and external grant funding



ACTION 2.2 IMPROVE THE PEDESTRIAN ENVIRONMENT WITHIN THE TOWN CENTRE

Rationale	<p>As a four-lane main road and major vehicle thoroughfare, Beaufort Street presents a significant barrier to pedestrian movement throughout the town centre. The distance between the formal, signalised crossings at Walcott Street and Bulwer Street is approximately 800m.</p> <p>Beaufort Street has many businesses that service the daily needs of residents and attract heavy visitation from outside Vincent. To visit businesses, pedestrians are required to cross Beaufort Street at multiple unsignalised pedestrian crossings throughout the town centre. Median strips in the town centre are narrow providing little refuge for pedestrians and no refuge for those on bikes, with prams or in wheelchairs or other mobility devices.</p> <p>Crossing side streets off Beaufort Street is also dangerous with cars travelling at speed off Beaufort Street, often around corners with poor sight lines for drivers and pedestrians.</p> <p>Feedback from community engagement showed widespread concern about poor pedestrian safety throughout the town centre.</p> <p>There is an opportunity through good urban design to reduce the dominance of cars on Beaufort Street and improve the ability of pedestrians to negotiate and enjoy the town centre.</p> <p>Improvements to be investigated include:</p> <ul style="list-style-type: none"> • Increasing the width of the median strip on Beaufort Street to provide safe refuge for pedestrians and those on bikes, with prams or in wheelchairs and other mobility devices. • Installing continuous footpath treatments at pedestrian crossings on side streets. • Installing tactile paving at all pedestrian crossings. 		
Delivery	Improve the pedestrian environment on Beaufort Street Town Centre.		
	Timeframe	2026/27 – 2029/30	Budget source
			<ul style="list-style-type: none"> • Operational Budget (plan) • Capital Budget and external grant funding

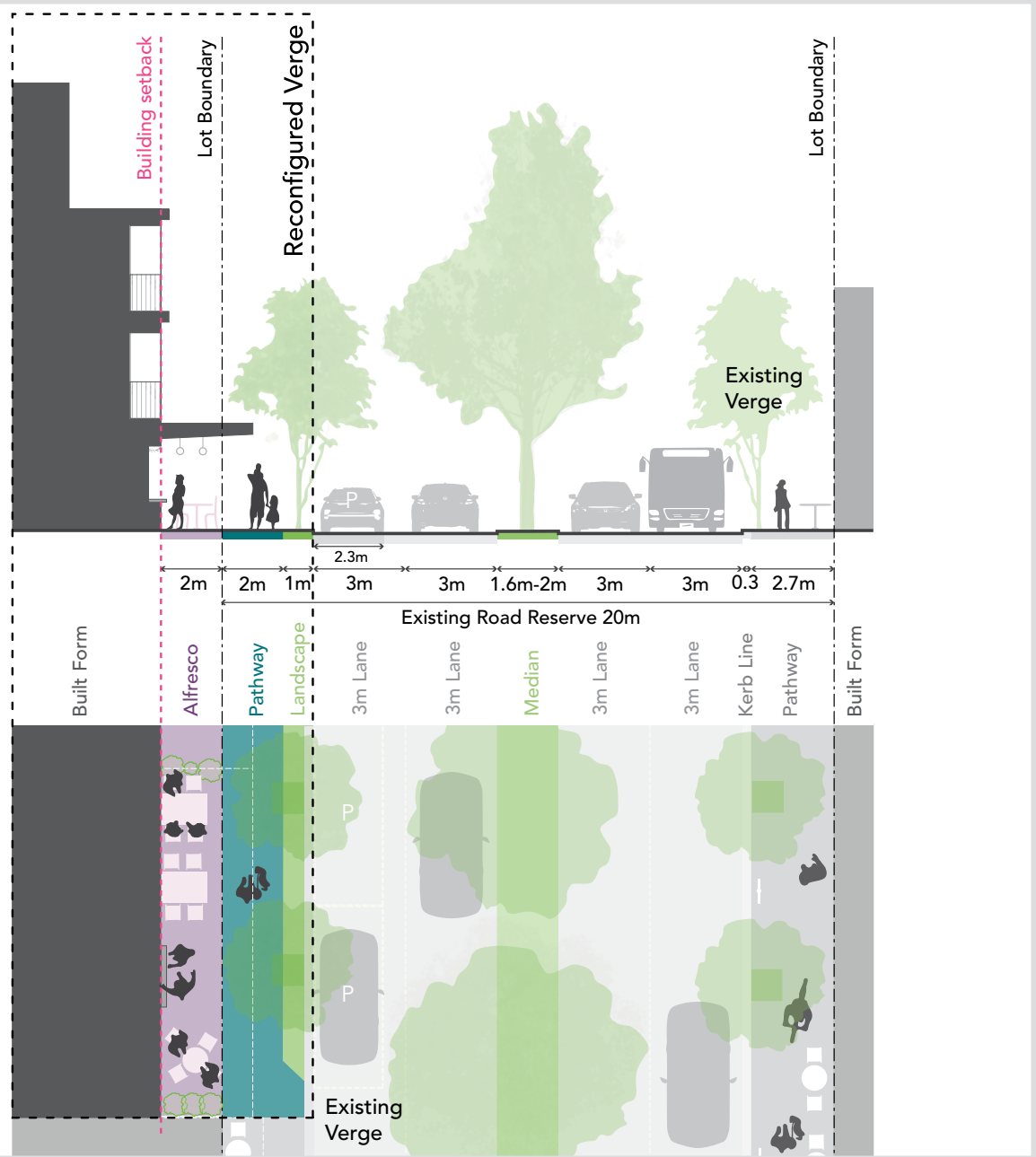


FIGURE 9 FUTURE BEAUFORT STREET TOWN CENTRE STREET SECTION
 (Note: This is indicative only and does not reflect future development)





ACTION 2.3 ADVOCATE FOR IMPROVED PUBLIC TRANSPORT SERVICES

<p>Rationale</p>	<p>A high frequency bus service runs along Beaufort Street connecting residents and visitors to the Perth Busport and Elizabeth Quay Bus Station (67) to the south (950) and Mirrabooka Bus Station (67) and Morley Bus Station in the north (950). There are currently no east-west public transport services that connect the North Perth Town Centre with other parts of Vincent.</p> <p>A dedicated bus priority lane and associated clearway is in operation on Beaufort Street during the following peak periods:</p> <ul style="list-style-type: none"> • Morning peak (6.30 – 9am) in a southbound direction. • Afternoon peak (4 – 6.30pm) in a northbound direction. <p>During peak periods, it is illegal for private vehicles to drive in the bus priority lanes. This law is often not complied with by motorists. This non-compliance results in frequent delays for buses and has artificially inflated the capacity of Beaufort Street during peak periods.</p> <p>In addition, the State Government are planning to connect the heavy rail network to the broader community through improved bus services and undertaking broad network planning with local governments for mid-tier transit solutions on high-frequency public transport corridors like Beaufort Street.</p> <p>Vincent understands that improved public transport infrastructure and services will improve the town centre experience for visitors and residents.</p> <p>Feedback from community engagement showed the bus routes along Beaufort Street are well utilised by residents and improving public transport is a key component of the community’s vision for Beaufort Street.</p> <p>Vincent will advocate for:</p> <ul style="list-style-type: none"> • Authorities to enforce compliance of the bus priority lane. • Short-term improvements to the public transport infrastructure and services including upgrading existing bus stops. • The introduction of an east-west bus route between the Beaufort Street Town Centre and other town centres and destinations in Vincent and beyond. • The development of Beaufort Street as a mid-tier transit route (light rail, bus rapid transit) with one or two stations to be located in the Beaufort Street Town Centre. 		
<p>Delivery</p>	<p>Advocate for improvements to existing public transport services within the Beaufort Street Town Centre and improved public transport services including mid-tier transit.</p>		
<p>Timeframe</p>	<p>2025/26 – 2029/30</p>	<p>Budget source</p>	<p>Operational Budget</p>



ACTION 2.4 AMEND CLEARWAY HOURS OF OPERATION OF ON-STREET PARKING TIMES ON BEAUFORT STREET

Rationale	<p>In the afternoon peak period, the timings of the dedicated bus priority lane, the clearway and on-street parking are not aligned with:</p> <ul style="list-style-type: none"> • The bus priority lane operational between 4pm and 6.30pm. • The clearway operational between 4pm and 6pm only. • On-street parking available from 6pm onwards. <p>In late 2023, Public Transport Authority requested that Vincent extends the clearway times and on-street parking times from 6 – 6.30pm to align with the times of the bus priority lanes. This has been considered in Vincent’s draft Precinct Parking Management Plan.</p>
Delivery	Change hours of operation of the clearway and parking times as per the recommendations of Vincent’s draft Precinct Parking Management Plan.
Timeframe	2025/26
Budget source	Operational Budget

ACTION 2.5 DEVELOP A PLAN TO CALM RESIDENTIAL STREETS

Rationale	<p>The road network around the Beaufort Street Town Centre is a grid pattern. In recent years, Vincent has received a number of complaints and petitions to create safer and calmer streets in Mt Lawley and Highgate – particularly on local access roads running east to west between William Street, Beaufort Street and Lord Street.</p> <p>Traffic volumes and speeds on Harold Street have been highlighted as major issue for residents. Previous efforts to address this issue were not well received due to a perceived lack of community engagement and concerns that addressing the issue on Harold Street would push the issue onto other nearby residential streets. In June and July 2024, all local access roads in the precinct have become 40km/h. There is increasing traffic on local streets, particularly in east-west corridors between major roads. As the population of the Beaufort Street Town Centre and the wider Perth Metropolitan Area grows, congestion is likely to increase.</p> <p>With increases in density proposed as part of the BSTCPF, the City will develop a considered holistic plan for North Perth and Mt Lawley bound by Charles Street, Vincent Street, William Street and Walcott Street. Changes to the local road network are often contentious making ongoing community engagement integral to the success of this project.</p>
Delivery	Develop a considered holistic plan for addressing traffic speed and volume on local access roads between William Street, Bulwer Street, Lord Street and Walcott Street.
Timeframe	2025/26 – 2029/30
Budget source	Operational Budget



ACTION 2.6 IMPROVE THE BIKE RIDING NETWORK

Rationale	<p>In the Mt Lawley/Highgate neighbourhood, there are no dedicated cycling routes for residents of broader Vincent and beyond to safely access the town centre; or for current and future residents of the Beaufort Street Town Centre to safely access other destinations in Vincent and beyond.</p> <p>The closest cycling routes to the Beaufort Street Town Centre are:</p> <ul style="list-style-type: none"> • The proposed Norfolk Street Safe Active Street which requires the crossing of four lanes of William Street without any dedicated pedestrian or cyclist refuge areas; or • The Midland Line Principal Shared Path (PSP) which requires crossing four lanes of Lord Street without any dedicated pedestrian or cyclist refuge points; and crossing the rail reserve to access the PSP on the eastern side of the railway. The only crossing point across the railway is at East Perth Station which is not direct or convenient for bike riders. • The Long Term Cycling Network (LTCN) Primary Route along William Street, Secondary Route along Smith Street, and local routes along Mary Street and Broome Street. <p>Beaufort Street between Queens Crescent and Bulwer Street is identified as a ‘Local Route’ on the Department of Transport’s LTCN although it has not yet been realised.</p> <p>The closest east-west cycling routes to the Beaufort Street Town Centre is the bike lane on Bulwer Street, which requires the crossing of the four lanes of William Street and Beaufort Street with dedicated pedestrian and cyclist refuge areas.</p> <p>There is no safe north-south cycling route connecting the Town Centre to Bulwer Street, and there is no safe east-west route connecting the town centre to either of the nearby north-south routes.</p> <p>During community engagement, many bike riders said Beaufort Street is unsafe to ride on due to the dominance of private motor vehicles and lack of dedicated cycling infrastructure. There is a desire for an east-west cycling route and a north-south cycling route that runs parallel to Beaufort Street. With additional dwellings coming to Beaufort Street in the future, investment in cycling infrastructure is required to encourage mode shift.</p> <p>Improvements to be investigated in the Beaufort Street Town Centre and surrounds include:</p> <ul style="list-style-type: none"> • The prioritisation of a north-south cycling route parallel to Beaufort Street to service the densifying Beaufort Street corridor; • The prioritisation of an east-west cycling route to encourage cross-Vincent travel; and • Safe cyclist crossings for bike riders of Beaufort Street at its intersections with Mary Street, Broome Street and Harold Street. • Whether upgrades are required to the LTCN’s Primary Route along William Street, Secondary Route along Smith Street, and local routes along Mary Street and Broome Street.
Delivery	Plan and deliver improvements in line with the LTCN in the Beaufort Street Town Centre and surrounds.
Timeframe	2025/26 – 2029/30
Budget source	<ul style="list-style-type: none"> • Capital Budget • External grant funding



ACTION 2.7 IMPROVE ACCESS TO LANEWAYS AND ARCADES

Rationale	Beaufort Street Town Centre has a unique and quirky laneway network. Recent efforts have been made to improve laneways and side streets that intersect with Beaufort Street to create quality public spaces using the limited supply of public land within the town centre.		
	Feedback from community engagement showed that Vincent's recent upgrades to Kaadadjiny Lane, Lois Lane and Grosvenor Road have been generally well-received. It also showed that privately owned arcades including Beaux Lane and Alexander Arcade provided the best pedestrian experience and were well-liked.		
Delivery	Vincent will continue to improve access to laneways and arcades by: <ul style="list-style-type: none"> • Investigating the pedestrianisation of Kaadadjiny Lane between Beaufort Street and Mereny Lane. • Encouraging the development of pedestrian-friendly places on private property including arcades and laneways. 		
	Investigating the pedestrianisation of Kaadadjiny Lane and encourage the development of pedestrian-friendly places on private property.		
Timeframe	2025/26 – 2026/27	Budget source	<ul style="list-style-type: none"> • Operational Budget (pedestrianisation) • Capital Budget and external grant funding (delivery)

ACTION 2.8 INCREASE PARKING EFFICIENCIES

Rationale	Vincent's Accessible City Strategy explores the current provision for transport and compares this to the current and future needs of the community, across all transport modes to support the long-term success and viability of Vincent		
	The needs of parking differ greatly across Vincent. These needs are dependent on the level of activity in the area, the density and variety of development, and the availability of alternative transport modes. Parking should be considered as an ecosystem consisting of public and private, off street and on street, and considering all the many needs of people who use those bays. The optimal parking system would be one where all parking is used efficiently, with the minimum amount of space devoted to parking.		
	Parking is an effective bridge between land use and transport mode choice. Constraining parking through planning policy can be an effective method to allocate road space for particular trip purposes (residents, employees and visitors). This helps to reduce private vehicle trip generation and to create a more sustainable land use and transport environment.		
	During community engagement, we heard rideshare and taxi services outside popular night time venues such as the Queens Hotel and The Beaufort are poorly coordinated and disrupt the flow of traffic.		
Delivery	To address this action, Vincent has developed a Precinct Parking Management Plan to guide the management of parking within Vincent's town centres with a Specific Parking Action Plan for the BSTC.		
	The City will implement changes to on and off-street parking as per recommendations of the Parking Management Plan.		
	The recommendations focus on simplifying parking categories, improving turnover by standardising bay types, adjusting layouts, and updating fee structures across City owned car parks. Changes also aim to boost usage at underutilised lots, improve signage and pedestrian access, and bring consistency to on-street parking restrictions.		
	Implement changes to on and off-street parking as per recommendations of the Parking Management Plan.		
Timeframe	2025/26 – 2029/30	Budget source	Accessible City Cash-in-Lieu Reserve

3.0 CONNECTED AND HEALTHY COMMUNITY

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

ACTION 3.1 FACILITATE COMMUNITY-LED ACTIVATION AND PLACEMAKING

Rationale	Events and activations are integral to bring new people into the town centre. It is important to continue support the town team and other community groups to deliver such activations in order to provide opportunities for the community to connect with each other, local businesses, and arts and cultural experiences.		
Delivery	Continue to support local town team, businesses and community groups to deliver activation and community initiatives through the Town Team Grant and Events Sponsorship annual funding programs.		
Timeframe	2025/26 – 2029/30	Budget Source	Operational Budget



4.0 THRIVING PLACES

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

ACTION 4.1 INVESTIGATE GATEWAY ARTWORK OPPORTUNITIES						
Rationale	<p>Gateways are often the first thing that visitors arriving into a town centre encounter. They are an important 'face' to the outside world and an opportunity to communicate the character and personality of the community.</p> <p>The Beaufort Street Town Centre currently does not have any discernible gateways or large-scale public artworks.</p> <p>Vincent's Wayfinding Signage Plan and Appendix 1 of Vincent's Local Planning Policy – Percent for Art identifies opportunities for collocated signage and public artwork at gateways to precincts and town centres.</p> <p>Locations for proposed gateways for the North Perth Town Centre include:</p> <ul style="list-style-type: none"> • Public artwork at the intersection of Beaufort Street and Walcott Street. • Public artwork on Vincent Street on the approach to Beaufort Street. • Public artwork at the intersection of Beaufort Street and St Albans Avenue. <p>Currently there is no detail beyond the location of the proposed gateways.</p> <p>In 2025/26, Vincent is developing a Public Art Opportunities Map that maps out prioritised public art opportunities and possible curatorial themes, locations and artwork typologies for public artworks at town centre gateways.</p> <p>Implementation of gateway artworks will depend on having sufficient budget in the Public Art cash-in-lieu fund. Additional funding could also be sought through external grant funding.</p>					
Delivery	Investigate curatorial themes, locations and artwork typologies for public artworks for the two 'Town Centre Gateway and Landmark Artwork Opportunities' in the Beaufort Street Town Centre.					
	<table border="1"> <tr> <td>Timeframe</td> <td>2025/26 – 2029/30</td> </tr> </table>	Timeframe	2025/26 – 2029/30	<table border="1"> <tr> <td>Budget source</td> <td> <ul style="list-style-type: none"> • Public Art cash-in-lieu fund • External grant funding </td> </tr> </table>	Budget source	<ul style="list-style-type: none"> • Public Art cash-in-lieu fund • External grant funding
Timeframe	2025/26 – 2029/30					
Budget source	<ul style="list-style-type: none"> • Public Art cash-in-lieu fund • External grant funding 					



ACTION 4.2 IMPROVE LIGHTING

<p>Rationale</p>	<p>Street lights within the Beaufort Street Town Centre are located in the median strip north of Broome Street, and on above ground power poles south of Broome Street. Street lights in the residential areas surrounding the town centre are a mixture of standalone street lights locate on verges and street lights located on above ground power poles.</p> <p>Street lights located on the median strip of Beaufort Street do not provide adequate lighting onto the footpaths. The town centre’s laneway network and carparks are generally inadequately lit.</p> <p>Feedback from community engagement showed that the town centre is generally poorly lit, particularly in the downtown area and laneway network, leading to anti-social behaviour and feelings of discomfort.</p> <p>The BSTCPF includes development provisions to ensure all future developments adequately lights all areas that can be accessed by pedestrians within the public and private realm.</p> <p>Beaufort Street south of Broome Street and many of the local access roads adjoining the town centre are included in Project Area 347 (North Perth/Mt Lawley) and Project Area 348 (Perth/ Highgate) of Western Power’s Vincent Underground Power Project. These local access roads include Raglan Road, Grosvenor Road, Chelmsford Road, Vincent Street, Harold Street, Chatsworth Street, Broome Street and St Albans Avenue.</p> <p>Construction is scheduled for late 2025 and late 2026/early 2027 respectively. There is an opportunity to work with Western Power to ensure lights located on power poles are replaced with streetlights that provide sufficient lighting to the streetscape.</p> <p>Lighting has been added to the ROW network in Arnold, Danker and Boodja Lane. The remainder of the ROW network has little or no lighting. The City will continue to improve lighting in the ROW network where appropriate.</p>		
<p>Delivery</p>	<p>Develop and implement a Lighting Improvement Plan with a particular focus on Beaufort Street south of Broome Street and rear rights-of-ways that have not been subject to lighting improvements.</p>		
<p>Timeframe</p>	<p>2025/26 – 2027/28</p>	<p>Budget source</p>	<p>Capital Budget</p>

5.0 SENSITIVE DESIGN

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

ACTION 5.1 DEVELOP STREETScape GUIDELINES FOR BEAUFORT STREET TOWN CENTRE			
Rationale	<p>There are competing demands for the footpaths in Vincent's town centres including street furniture, street trees, road signage and business-related uses of the footpath including alfresco dining, goods display and A Frame signage.</p> <p>The streetscape of the Beaufort Street Town Centre has evolved on an ad hoc basis and the footpaths are narrow cluttered with poorly placed A Frame signs and street furniture including benches, bus stops, bike racks, street signs and tree pits significantly restricting pedestrian flow. Whilst e-scooter companies regularly check their fleet and move them to correct parking locations, e-scooters are still commonly parked haphazardly on the narrow footpaths.</p> <p>Feedback from community engagement showed a strong desire to see pedestrian access on footpaths improved, whilst maintaining an appropriate amount of alfresco seating and street furniture.</p> <p>The BSTCPF incorporates development provisions that enforce additional primary setbacks on the ground floor – effectively widening the footpath.</p> <p>As the BSTCPF area redevelops in the future, the opportunity exists to deliver consistent streetscapes, improve the walkability and amenity of the study area and enhance the character and sense of place through the development of Streetscape Guidelines.</p> <p>The Streetscape Guidelines will ensure future investment in the public realm is consistent through:</p> <ul style="list-style-type: none"> • Setting a priority matrix to juggle the competing demands of pedestrian space for street infrastructure and business-related uses. • Recommending an appropriate level of service for the BSTCPF. • Developing a materials and colour palette and a suite of specific street furniture. • Providing strategic guidance on where street furniture should be located with reference to the Vibrant Public Spaces Policy. <p>In addition to the Streetscape Guidelines, Vincent will ensure a cohesive pedestrian clear zone of 2 metres through the effective management of:</p> <ul style="list-style-type: none"> • Business activation including A frame signage and alfresco dining through the Vibrant Public Spaces Policy and Trading in Public Places Local Law. • E-scooters through working with e-scooter providers to identify better e-scooter parking locations and increasing the level of service in town centres including the Beaufort Street Town Centre. 		
	Delivery	<ul style="list-style-type: none"> • Develop and implement streetscape guidelines for the Beaufort Street Town Centre. • Ensure a cohesive pedestrian clear zone by effectively managing business activation through the Vibrant Public Spaces Policy and Trading in Public Places Local Law. • Work with e-scooter providers to better manage e-scooters impact on footpaths. 	
	Timeframe	2025/26 – 2026/27	Budget source
			Operational Budget Capital Budget

6.0 INNOVATIVE AND ACCOUNTABLE

Sets out the actions and projects which assist Vincent to 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 IMPLEMENT THE BUSINESS ENHANCEMENT GRANT PROGRAM

Rationale	The public realm and visitor experience of Vincent’s town centres are informed by both the public land and the privately-owned land, buildings and the businesses that inhabit them.		
	Enhancements to public land, including planter boxes, parklets, wayfinding signages, bike racks and other street furniture, are facilitated through Place Plans and the Vibrant Public Spaces Strategy.		
	The Business Enhancement Grant program are a cost-effective way to partner with small businesses and spark small-scale incremental improvements that enhance the street appeal, presentation and attractiveness of our town centres and places. Business Enhancement Grants are matched grants – meaning that for every dollar request, the applicant must put an equal dollar amount (or more) toward the project.		
Delivery	Implement the Business Enhancement Grant program across Vincent including the Beaufort Street Town Centre.		
	Timeframe	2025/26 – 2029/30	Budget source Operational Budget

ACTION 6.2 IMPLEMENT THE MURAL CO-FUNDING PROGRAM IN THE BEAUFORT STREET TOWN CENTRE

Graffiti is a significant problem in the Beaufort Street Town Centre and painting murals on large blank walls is a proven method to reduce graffiti and beautify our town centres.

Artists perform an important role in Vincent and provide immeasurable value to our communities. When art correctly reflects place, context and community, it has the ability to create a sense of belonging and identity.

In early 2025, Vincent relaunched the Mural Co-Funding Program (MCFP) as a competitive grant round as per Action 4.1 of Vincent’s Arts Plan.

The MCFP is a cost-effective way to partner with small businesses, commercial property owners, residents and community owners to install mural artworks and enhance the street appeal, presentation and attractiveness of our town centres and places. The MCFP are matched grants – meaning that for every dollar request, the applicant must put an equal dollar amount (or more) toward the project.

Implement the Mural Co-Funding Program across Vincent including the Beaufort Street Town Centre.

Timeframe	2025/26 – 2029/30	Budget source Operational Budget
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ACTION 6.3 IMPLEMENT THE VIBRANT PUBLIC SPACES POLICY

Rationale	Vibrant public spaces are areas in the public realm that support social interaction and community engagement. They are spaces which provide pedestrian amenity and are for everyone to enjoy. Vibrant public spaces are dog friendly and smoke-free at all times.			
	The Vibrant Public Spaces Policy seeks to facilitate public and private investment in the public realm for the benefit of the community.			
	The Place team can take a stewardship role to guide the implementation of various actions under the policy, whether undertaken by Vincent or by private landowners or business owners.			
Delivery	Support the implementation of the Vibrant Public Spaces Policy in the Beaufort Street Town Centre and surrounds.			
	Timeframe	2025/26 – 2029/30	Budget source	Internal resourcing

ACTION 6.4 INVESTIGATE OPPORTUNITIES FOR PLACE IMPROVEMENT FUNDING

Rationale	Vincent's vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.			
	Funding place-based projects is challenging in local governments with limited budgets and high asset renewal costs.			
	Vincent's seeks various funding partnerships and grants to support the delivery of place-based projects and trialling new initiatives aligned with town centre place plans.			
	The opportunity exists to investigate the feasibility of implementing different funding approaches to support ongoing delivery of place-based programs and projects.			
Delivery	Investigate different funding approaches to support ongoing delivery of place-based programs and projects.			
	Timeframe	2025/26	Budget source	Internal resourcing

7.0 IMPLEMENTATION FRAMEWORK

KEY ACTION / BUDGET		LEAD TEAM	SUPPORT TEAM	TIMING				
				25/26	26/27	27/28	28/29	29/30
ENHANCED ENVIRONMENT								
1.1	Explore opportunities for additional public spaces.	S&D		✓	✓			
1.2	Increase tree canopy.	S&D	I&E		✓	✓	✓	✓
1.3	Improve accessibility to nearby public open space.	I&E	S&D		✓	✓	✓	✓
ACCESSIBLE CITY								
2.1	Deliver the Beaufort Street nodes project.	I&E	S&D	✓	✓	✓	✓	✓
2.2	Improve the pedestrian environment.	S&D	I&E		✓	✓	✓	✓
2.3	Advocate for improved public transport.	S&D	I&E	✓	✓	✓	✓	✓
2.4	Amend clearway hours of operation and on-street parking times on Beaufort Street.	I&E	S&D	✓				
2.5	Develop a plan to calm residential streets.	I&E	S&D	✓	✓	✓	✓	✓
2.6	Improve the cycle network.	I&E	S&D	✓	✓	✓	✓	✓
2.7	Improve access to laneways and arcades.	S&D	I&E	✓	✓			
2.8	Increase parking efficiencies.	I&E	S&D	✓	✓	✓	✓	✓
CONNECTED AND HEALTHY COMMUNITY								
3.1	Facilitate community-led activation and placemaking.	S&D	C&BS	✓	✓	✓	✓	✓
THRIVING PLACES								
4.1	Investigate gateway artwork opportunities.	S&D	I&E	✓	✓	✓	✓	✓
4.2	Improve lighting.	S&D	I&E	✓	✓	✓		
SENSITIVE DESIGN								
5.1	Develop streetscape guidelines for Beaufort Street.	S&D	I&E	✓	✓			
INNOVATIVE AND ACCOUNTABLE								
6.1	Implement the Business Enhancement Grant program.	S&D		✓	✓	✓	✓	✓
6.2	Implement the Mural Co-Funding Program.	S&D		✓	✓	✓	✓	✓
6.3	Implement the Vibrant Public Spaces Policy.	S&D	I&E	✓	✓	✓	✓	✓
6.4	Investigate opportunities for Place Improvement Funding.	S&D	C&BS	✓				

Community & Business Services (C&BS), Strategy & Development (S&D), Infrastructure & Environment (I&E)



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