

South Perth Activity Centre Landscape Design Guidelines

February 2022

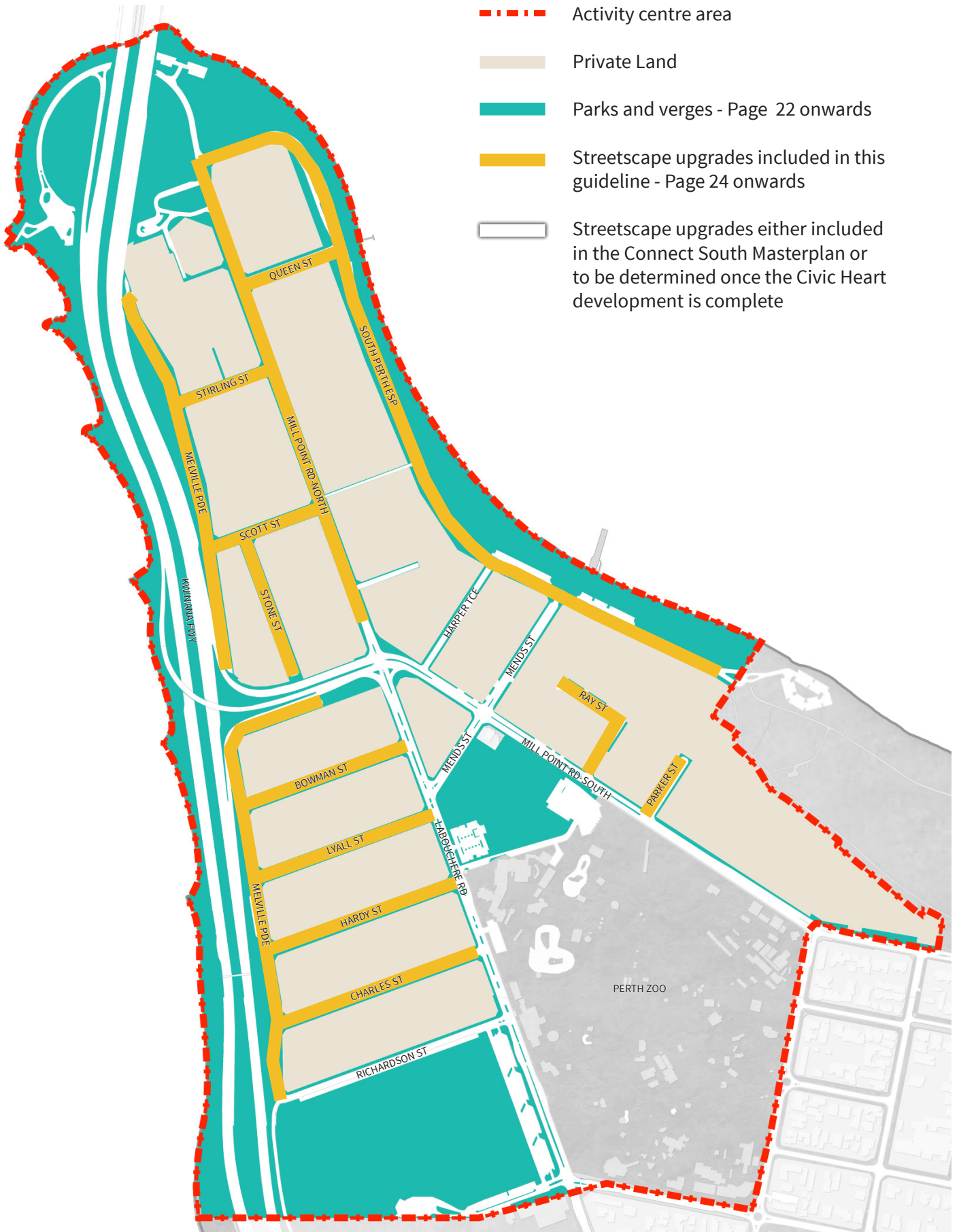
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SPATIAL REFERENCE GUIDE

- - - - - Activity centre area
- Private Land
- Parks and verges - Page 22 onwards
- Streetscape upgrades included in this guideline - Page 24 onwards
- Streetscape upgrades either included in the Connect South Masterplan or to be determined once the Civic Heart development is complete



01. Executive summary

Introduction

The Landscape Design Guideline is a supporting document of the South Perth Activity Centre Plan, prepared by the City of South Perth. The Activity Centre Plan and its precursor, the Place + Design Report were the outcome of a comprehensive community engagement process that captured the issues affecting South Perth, and defined the aspiration of the activity centre. The Landscape Design Guideline provides landscape specific guidance to address the community's concerns and to deliver the community's aspiration.

The Activity Centre Plan recommended the creation of a Landscape Design Guideline to guide street and park design in the Activity Centre Plan area.

Street and park upgrades will primarily be funded by developer funds via the public benefits contribution scheme with supplementary City funds. The Community Benefits Plan outlines how the City allocate public benefit contributions. Most parks in the precinct are captured in other masterplans including the South Perth Foreshore Strategy and Management Plan and the Connect South Masterplan, therefore this document focuses on the remaining public infrastructure, streets.

Function

This guideline will perform the following functions:

- Ensure the precinct's public spaces develop in a cohesive way that builds upon South Perth's Character
- Enable community members to see all the planned public peninsula upgrades in one place
- Enable community members to visualise street upgrades
- Provide City Officers with park and streetscape strategies and plans that consider the current and future needs of the community
- Enable City Officers to cost and prioritise upgrades to inform the Public Benefits Contribution Plan.

Recommendations

The City recommends the following measures:

- upgrade nominated local roads and local intersections to:
 - » improve community safety
 - » achieve a safe operating speed of 40km/hr as per the Activity Centre Plan
 - » reduce crossing distances for pedestrians
 - » increase driver awareness to further improve safety
 - » provide more space for greenery
 - » provide more space for community activities and a wider footpath
- upgrade nominated connector roads and intersections to:
 - » achieve a safe operating speed of 40km/hr while not obstructing vehicle flow during peak periods
 - » increase driver awareness to further improve safety
 - » providing improved conditions for cyclists and/or buses
- preserve South Perth's character by:
 - » making new space for greenery on streets
 - » upgrading the Old Mill precinct and the area between the zoo and Mends Jetty as historic hubs to reveal South Perth history
 - » revealing Noongar history along the Swan River and foreshore
 - » providing new space for South Perth's backyard activities

Document context

Activity Centre

Level 1

The vision

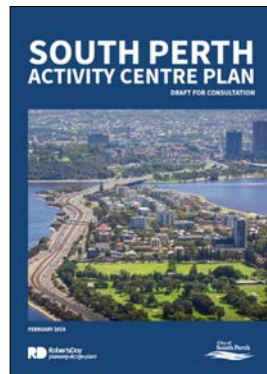
Sets out long term ambition and development direction for the South Perth Activity Centre



Level 2

Planning

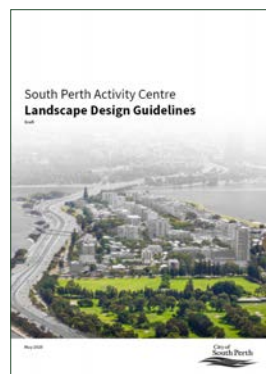
Refines the vision and establishes principles and requirements to ensure development is in keeping with the vision. Also funds public projects in the area with developer funds via the scheme amendment and prioritises projects via the Community Benefits Plan



Level 3

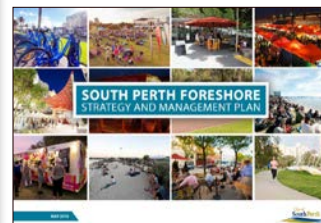
Guides and masterplans

Develops vision into tangible strategies and concept plans that lead directly to constructed projects



This document

South Perth Foreshore



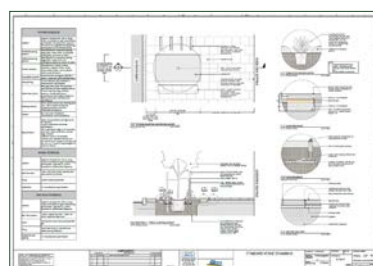
Mends Precinct



Level 4

Technical documents

Ensures quality and consistency of the finer grain details of verges and streetscapes



02. Introduction

Planning context

The City of South Perth has developed the South Perth Activity Centre Plan and related scheme amendment to set out the vision and planning requirements for the area that stretches from the tip of South Perth Peninsula to Richardson Park and the Zoo.

The Activity Centre Plan, via the scheme amendment, includes a planning mechanism to direct funding from large developments (as defined in the Activity Centre Plan) towards projects and facilities that offer a public benefit. This funding enables significant improvements to the activity centre area that would not be achievable in the foreseeable future with City funds alone. Street and park upgrades will likely be the most costly upgrades paid for by the scheme.

The amount of funding that will be received under the scheme is difficult to predict as development size will be subject to future demand. The Community Benefits Plan - an annexure to the scheme amendment outlines the process of how contributions will be allocated.

Scope

This document provides guidance for the following built aspects of the activity centre area:

- Street and park upgrades that are:
 - » located on public land
 - » typically funded under the public benefits contribution scheme
 - » designed, implemented and maintained by City Staff.
- Footpath upgrades adjacent development sites which are:
 - » directly funded by developers
 - » designed and implemented by developers but typically maintained by the City
 - » reviewed by City Staff as part of the development application, building permit and occupancy permit processes.

This document does not provide guidance for the following built aspects of the activity centre area, instead refer to the Activity Centre Plan, City's Urban Design Technical Documents and Design WA:

- Pocket parks, midblock links, podium gardens, setbacks, front gardens which are:
 - » located on private land
 - » directly funded by developers
 - » designed, implemented and maintained by developers
 - » reviewed by City Staff as part of the development application, building permit and occupancy permit processes.

Feedback

Extensive consultation was undertaken as part of the South Perth Activity Centre Plan and the Place + Design Report which has heavily informed this document. The following tables summarise the feedback that relates to landscape and notes how this guideline aims to address each point.

What you asked for	What this guideline proposes
Preserve South Perth character.	This document expresses South Perth's character as three tangible themes that are based on community feedback. These principles are incorporated into all designs in this guideline.
Enhance leafy green streets and verges.	Enhancing the green and leafy character is one of the three principles that inform all designs in this guideline.
Provide more quality and interesting neighbourly places and vitality for younger people. Spaces should accommodate diversity-teenagers, toddlers and a broader demographic.	Analysis confirms that there are limited activities available in the Peninsula for children and teenagers. In addition narrow footpaths and dangerous crossings limit access to open space. This document facilitates new activities for these users and proposes wider footpaths and safer crossings to provide better access to existing facilities.
Provide a continuous public realm experience.	<p>The three character principles are applied throughout the Activity Centre Plan area to provide a consistent theme. While this guideline predominantly aims to provide a continuous experience, the Character Areas of Richardson, Hillside, Mends and Mill Point as defined in the Activity Centre Plan influence the aesthetic of pocket parks, planting and street parks to provide some local differences.</p> <p>In addition, the 'Proposed Footpaths Plan ' rationalises materials to provide more consistent and purposeful footpath treatments across the activity centre.</p>
Provide more vibrancy and activities along the foreshore. Provide more community things like food carts, activities, along the foreshore.	Foreshore upgrades are laid out in the Foreshore Plan. This document highlights activation opportunities along the foreshore.
Provide community gardens with compost facilities.	Street parks include an option for community gardens.

What you asked for	What this guideline and the Activity Centre Plan propose
Provide more children's play spaces.	Additional play areas and upgrades to existing areas are proposed in the 'Park Upgrades' chapter also, street parks include an option for play spaces.
Improve the interface between Melville Parade and the freeway.	Medium height planting is proposed to screen the freeway while allowing views over the planting to the river.
Activate and improve facilities at Richardson and Windsor park.	Upgrades are noted in the 'Park Upgrades' chapter. The Connect South Concept Plan provides more detail regarding activation of Windsor Park while the Community Recreation Facilitates Plan includes specific upgrades for Richardson Park.
Provide greenery and softness to buildings.	This Activity Centre Plan requires greenery to new buildings.
More quality public spaces to support population growth. The community require more pocket parks, square and piazzas.	Pocket parks will be provided to some developments. Street parks are also proposed in widened verges.
Design to protect against crime.	This document provides guidance to improve passive surveillance of the streetscape to reduce crime, including street activation. It also offers new places for neighbours to meet. In area with apartments its common for people to know others within their building however there is limited opportunity to meet people from neighbouring buildings. Street parks and wider verges provide new spaces to meet your neighbours and create a strong, safe community.
Provide more seating and bins near footpaths.	Seating will be included in upgraded streets. Generally street bins will be limited to shopping precincts and parks to limit ongoing maintenance costs.
Make setbacks visible from the street, without fences (visually public).	As stipulated in the Activity Centre Plan, setbacks are required to be visible from the street, low fences may be provided in residential areas to provide clear delineation between public and private areas.
Retain trees and promote deep soil zones.	Tree protection and deep soil zone requirements are set out in the Activity Centre Plan as per the Residential Design Codes Apartment Volume 2 and apply to all residential buildings.
Make walking safer, more convenient and enjoyable.	Street designs aims to slow drivers and make them more alert to improve safety. The footpaths are planned to be wider and crossings include new safety features and more greenery where possible. Street designs provide more space for greenery and activity to make walking more enjoyable.
Improve walking connections to the CBD and the ferry.	Most street designs improve walkability to a wide range of areas including the ferry and the CBD.
Separate cyclists and pedestrian infrastructure.	Where space permits, street designs encourage high speed commuter cyclists to use the road or dedicated pathways while providing wide footpaths for less confident, slow speed cyclists. Plans include expanding the dedicated cycle network.

What you asked for	What this guideline proposes
Provide more shaded areas for families along the foreshore.	The Foreshore Plan includes more shade to the foreshore following completion of the Shade and Vista Analysis.
Connect cycle paths and provide a cycle path on the east side of the freeway.	Cycle connection upgrades are proposed, refer to the 'Cycle Connections Plan'
Upgrade Mends Street as a pedestrian Mall.	Closing Mends Street to vehicles conflicts with other feedback received noting the importance of parking and community safety (pedestrian malls have reduced passive surveillance especially after hours).
Mends street needs improving with more alfresco space.	Refer to the Connect South Masterplan for Mends St upgrades
Provide improvements to public transport and provide more options to move in and out of the area.	Bus lanes will be considered during the design phase of the southern section of Mill Point Road and at Labouchere Road. Cycle and pedestrian networks are improved in this guideline.
Activate retail streets.	Wider footpaths and more flexible parking arrangements allow space for alfresco and shop displays
Build resilience to climate change and provide more trees.	Street designs generally provide more trees and permeable verge space that improve water infiltration, reduce flooding intensity, provide a cooler microclimate and sequest carbon.

South Perth Identity

The components

A tangible authentic character is essential to a successful place. When nurtured, a place's character becomes more layered over time, each layer adds value by making a place more memorable and unique.

Unfortunately, these layers can be quickly eroded when not taken care of, leaving behind faceless streets and forgotten memories. Activities and visual character help to build new memories that add to historic layers.

To nurture character, it must first be broken down into tangible principles that can guide change. The following interpretation of South Perth character has been informed by community feedback as part of the Activity Centre Plan and the digital collection of South Perth Stories available on the City's website. Historic layers should be protected and referenced, activities facilitated and visual character constructed.

Historic layers



Visual character

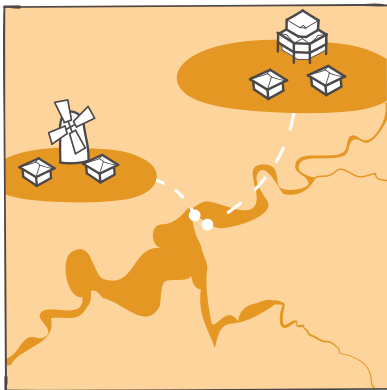


Activities



Historic Layers

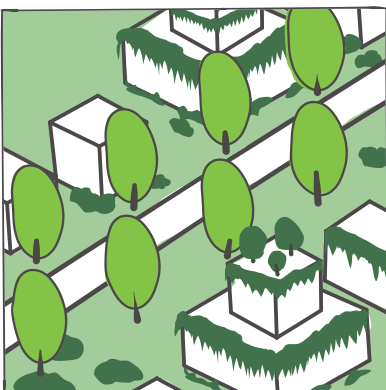
Culture and history can be protected and referenced. The following three aspects of South Perth History have heavily informed this document.



Cultural hubs

South Perth Peninsula has an interesting history that dates back long before colonial arrival. The river is a significant site for Aboriginal people while more recently the Old Mill was the site of conflict between settlers and Noongar people that led to the Pinjarra massacre. The mill is the oldest and most iconic building in South Perth. Other historic buildings are concentrated on the route between Mends Street Jetty and the zoo.

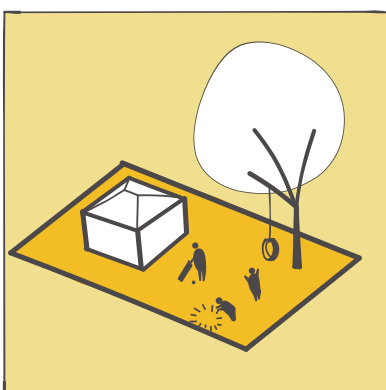
These areas lend themselves to becoming historic and cultural hubs that make South Perth's history visible and tangible.



Garden City

Since clearing for settlement, South Perth has been slowly transformed into a garden suburb. In the 1920's the predecessor to the City of South Perth commenced a beautification project that further enhanced the site's identity as a garden suburb.

High density and a green leafy character are compatible provided the right planning requirements are in place. This guideline provides new opportunities for greenery in streets.



Memories of backyard experiences

In living memory, South Perth peninsula has been transformed from a suburban to a predominantly urban environment. Traditionally, backyards were a quintessential part of South Perth life. For young families, they were where people play cricket, hide & seek and generally explore the world, they were places to grow food and do gardening. Front gardens were places that neighbours meet and communities formed. As gardens are squeezed out to make way for a growing population; we need to find space for front and backyard experiences and greenery.

Cultural Hubs

The activity centre area has is blessed with three sites with a compelling tangible history. These are the foreshore and river which are significance Noongar sites, the Old Mill and the historic area between Mends Street Jetty and the zoo. The following pages provide more detail on these areas.

Aboriginal culture

Upgrades to the Swan River and the foreshore are to be respectful of Aboriginal culture while offering a place for interpretation and conciliation. The Foreshore Plan provides cultural information of the foreshore and outlines specific actions to enable key messages and themes of the site to be represented.



Respect the land

Millers Pool, South Perth



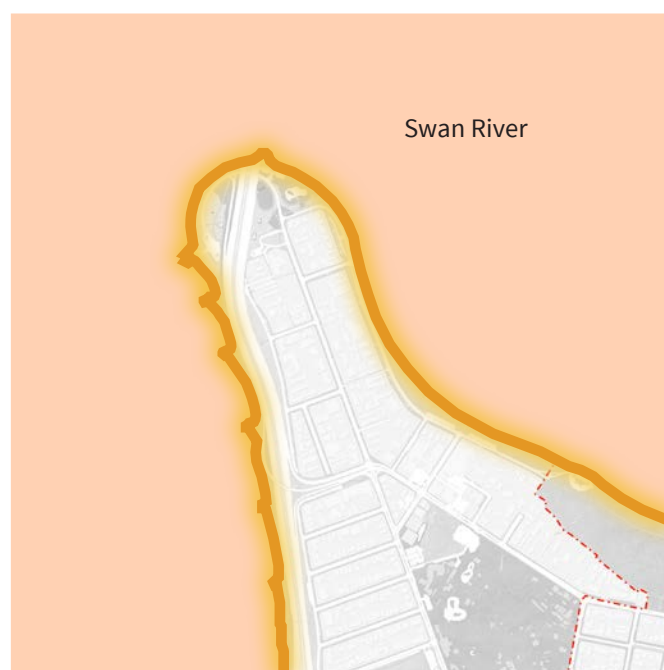
Interpret stories, history and culture

Image courtesy of Hassell and Robert Frith of Acorn



Engage with the Noongar/Bibbulmun community

Aboriginal flag



Mends precinct

Mends Precinct upgrades will focus on South Perth's transport history and the zoo. Transport is central to South Perth's identity as in its founding years, South Perth was defined by its isolation from the city, before the construction of the narrows bridge the duchess ferry provided access from Mends street to the city. The tram line was built to get people to the zoo, which has been in operation for over twelve decades. Over this time the zoo has grown from a place of recreation and fascination to one of education, conservation and inspiration. Upgrades should cater for community needs while being informed by history and respecting the iconic buildings. The Connect South Concept Report develops this hub in more detail. Connect South stage one captures elements of these stories, future stages will expand on these themes.



Tram

Last Como Tram in 1950



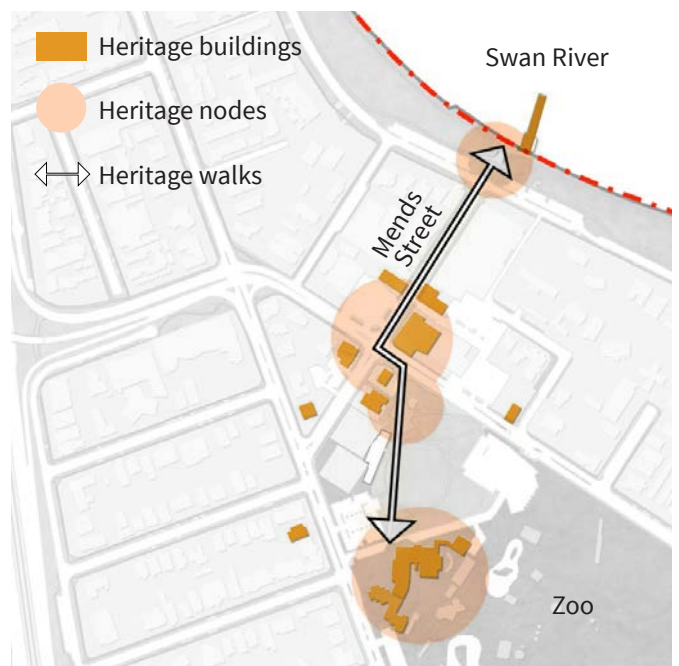
Duchess ferry

Duchess ferry 1901 - Image courtesy of the State Library of Western Australia



Perth Zoo

Perth Zoo in 1927



Old mill precinct

Upgrades to the Old Mill precinct will focus on the Old Mill and local Noongar/Bibbulmun history including events regarding the Old Mill and stories relating to the river. The Chinese market gardens have not been included at this site as they will be represented just outside of the activity centre near the Scented Gardens as per the Foreshore Plan. This hub will be developed in more detail as part of the Old Mill Masterplan.



Local Noongar history

Setting up Camp of the Naval Survey Expedition, at Millers Pool by Frederick Rushbrook Clause



The Old Mill

The Old Mill in 1934



Visual character



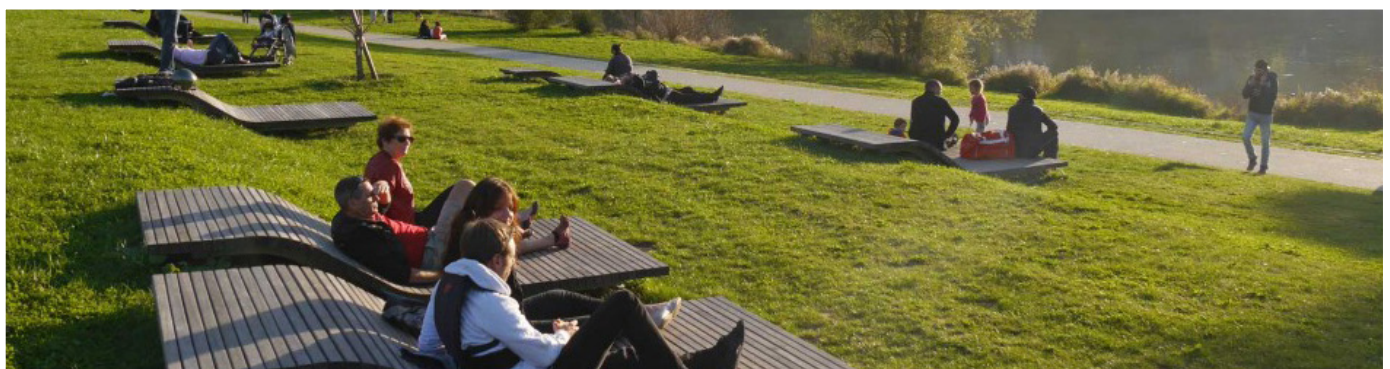
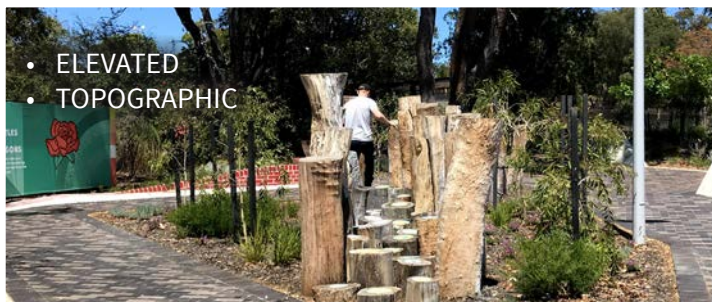
Mill Point



Mends



Richardson



Hillside

Activities

Successful upgrades to streets and parks benefit the public by making the area safer for vulnerable users, greener and by enabling activities that also help build new memories and place identity over time. This section identifies new activities that people could do if all of the proposals in this guideline are implemented.



Elderly people

This guideline will enable elderly people to:

- grow plants and vegetables in new places
- dine at cafes with large alfresco areas
- learn about history at upgraded historic areas
- play with your grand kids at new local playgrounds
- cross comfortably and safely at upgraded intersections
- walk through greener more enjoyable streets
- walk beside your family on wider footpaths
- let your dog off the lead at a local greenspace
- access parks and the foreshore safely
- meet people who live in your area in new small parks.

New paths and safer roads will make it easier to:

- walk along the foreshore
- shop at the Mends Street Precinct
- picnic at Millers Pool with your extended family
- experience South Perth history at the Old Mill
- get fit at the Scented Gardens gym
- play lawn bowls at South Perth Bowling Club
- walk the dog on the lead along the foreshore
- go fishing under the narrows bridge.
- access more areas if you have mobility difficulties



Teenagers and children

This guideline will enable teenagers and children to:

- cycle safely to school and the CBD from home
- play at local parks and on wide verges near home, with local children
- grow plants and vegetables in new places
- safely access parks and the foreshore to play games
- play games that suburban kids do in backyards
- play seasonal beach games at the local river beaches.

New paths and safer roads will make it easier to:

- hang out at the Mends Street Precinct
- play at the river beaches
- play at Mends Street playground
- go fishing under the narrows bridge
- catch the bus along Mill Point Road
- kick a ball at Windsor Park
- play organised sport at Richardson Park
- visit the zoo.



Adults

This guideline will enable adults to:

- comfortably push your pram on wider footpaths
- cycle safely through most streets
- cycle safely to work on the new dedicated cycle paths
- walk through greener more enjoyable streets
- grow plants and vegetables in new places
- dine at cafes with large alfresco areas
- play with your kids at new local playgrounds
- let your dog off the lead at a local green space
- access parks and the foreshore safely
- meet people who live in your area in new small parks.

New paths and safer roads will make it easier to:

- walk along the foreshore
- shop at the Mends Street Precinct
- access the river at Mends Street beach
- catch the bus along Mill Point Road
- kick a ball at Windsor Park
- play organised sport at Richardson Park
- work out at the Scented Gardens gym.



Business owners and workers

This guideline will provide owners and workers with:

- wider footpaths for shop displays and alfresco dining
- a new palette of furniture to revitalise streets
- a new palette of materials to offer precinct identity
- improved cycle network options to get to work more easily
- better places to have lunch breaks
- more flexible parking areas that can be used as alfresco space when not required for parking.

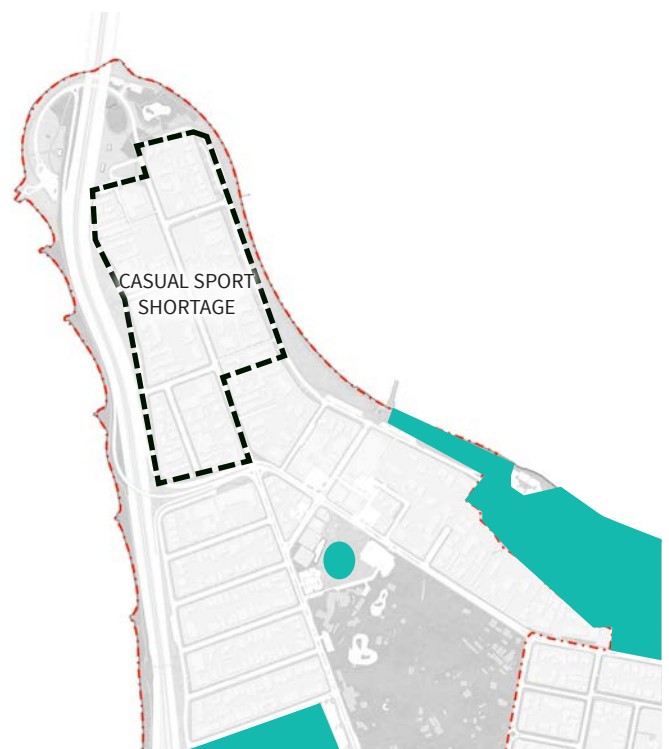
This guideline increases foot traffic by providing:

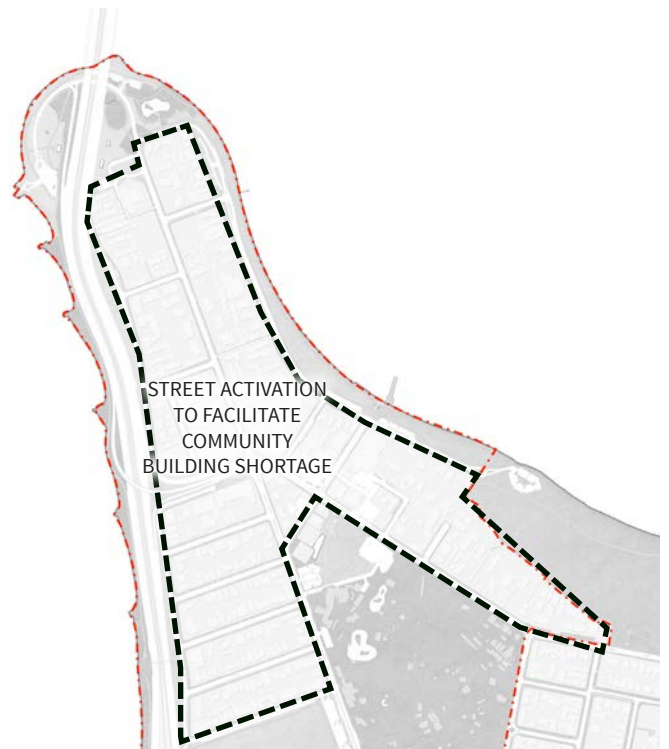
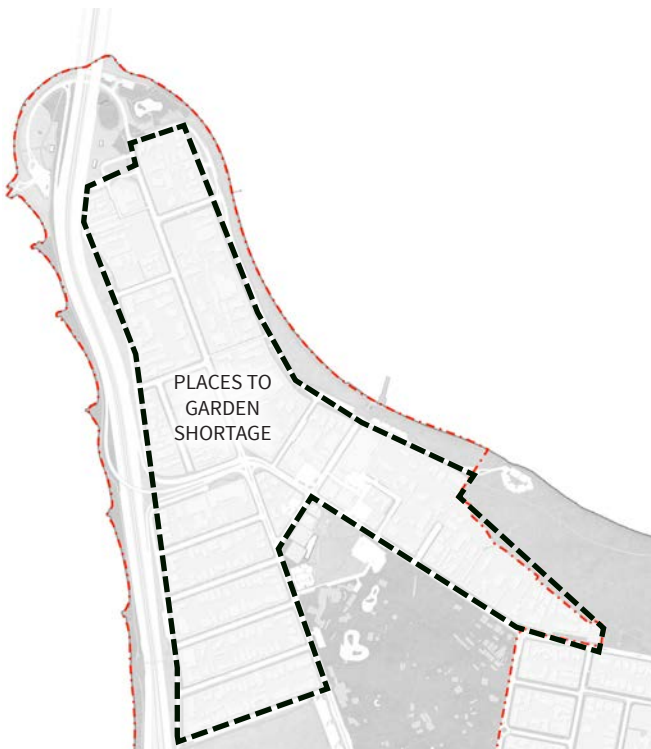
- better pedestrian networks
- cycle friendly streets
- reinforced local character to encourage destination shopping.

Local amenity gap analysis

As a suburb transitions from houses with big backyards to apartments with balconies, demand on public parks increases. This is because there are more people that live in the area and traditional 'backyard activities' like playing ball and lounging in the sun move to public spaces, communal courtyards and balconies. In addition, front yard, chance neighbourly interaction move to streets and parks.

The following plans spatially locate activity gaps that need to be addressed.



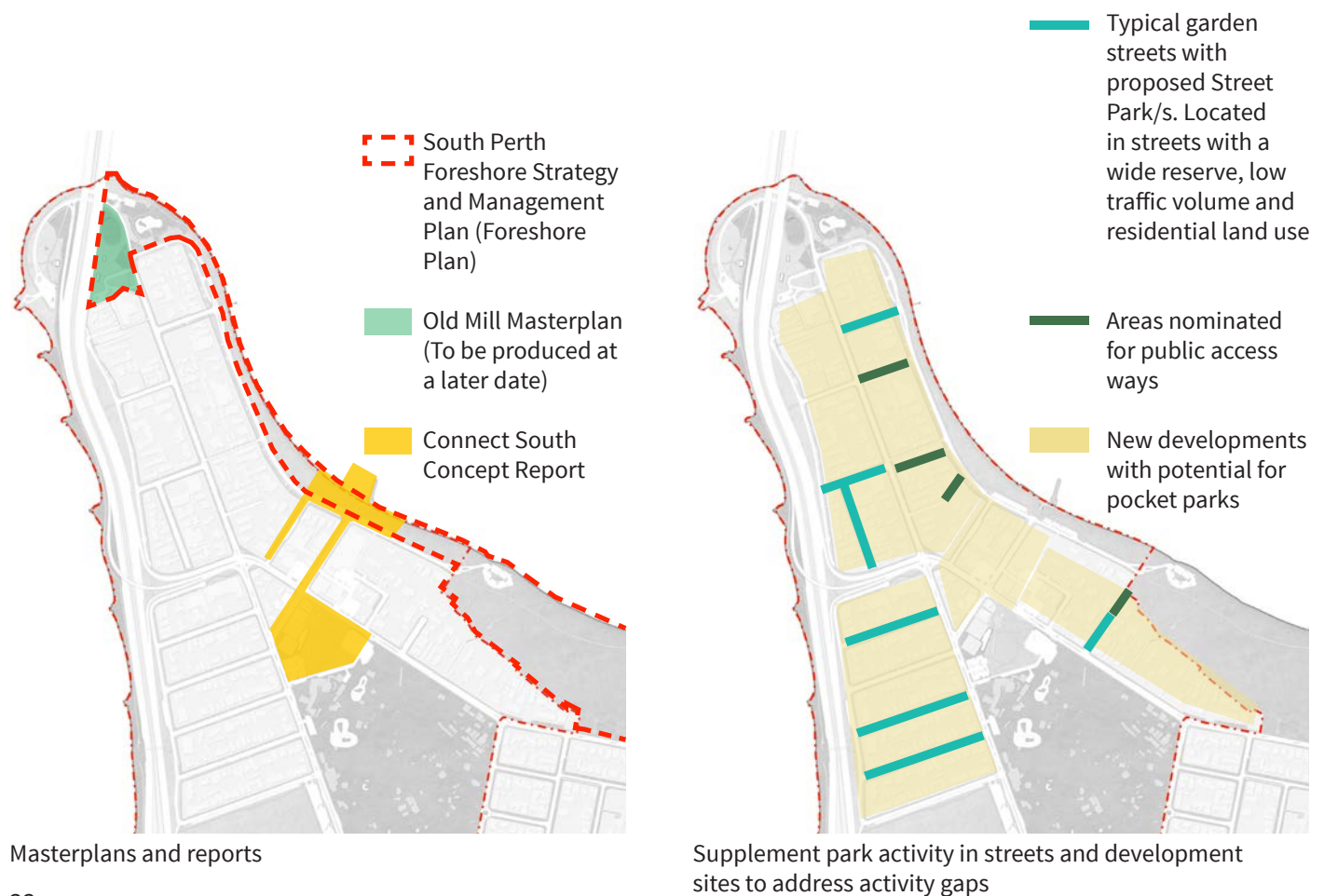


03. Parks

Park upgrades

Most of the parks in the South Perth Activity Centre have been captured in masterplans and reports where indicated in the diagram below. This document provides additional requirements to address the gap in available activities of the peninsula and in response to the community's vision for the activity centre.

The community identified a lack of small local parks in the peninsula. These parks will be provided in select streets as 'Street Parks' and in some development sites as 'Pocket Parks'. These parks are described in more detail in the 'Streetscape' and 'Development Sites' chapters of this guideline.

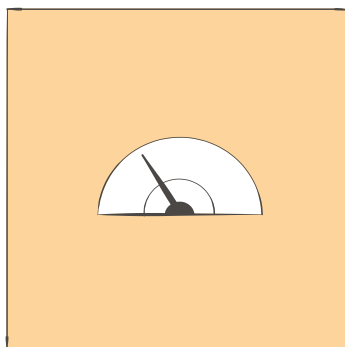




04. Streetscapes

Principles

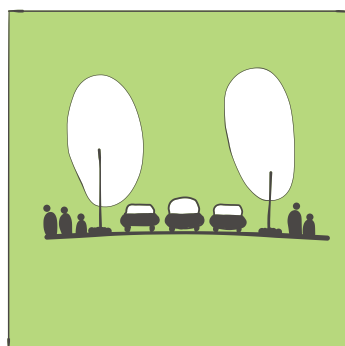
The following concept drawings in this chapter provide high level guidance for street design. The street designs incorporate the principles outlined in the 'South Perth Identity' chapter while considering the principles listed below.



Alert drivers and low speeds

Most South Perth streets are designed to be travelled at 60km/hr which was the default statewide speed limit on local streets prior to 2001, before it was reduced to 50km/hr, the Activity Centre Plan calls for 40km/hr to improve safety. It is not enough to signpost the limit and hope that people will adhere to it. Enforcement, education and traffic calming all work together to reduce speeds. This guideline will provide specific guidance regarding traffic calming measures.

Drivers stay more alert on the road when there is a high level of visual interest and the visual presence of pedestrians. Design should create these conditions while aiming to lower risk.

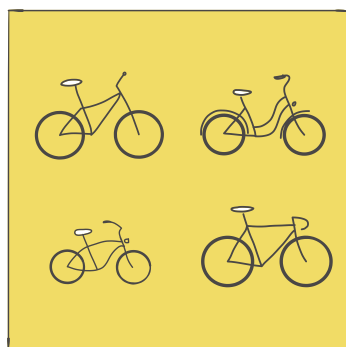


Space for people and greenery

South Perth's identity requires green and leafy verges, especially in residential areas. Increasingly, these verges also need to provide space for front and backyard experiences. Diverse green verges that reflect the personalities of the people that maintain them create a more interesting streetscape for people to enjoy.

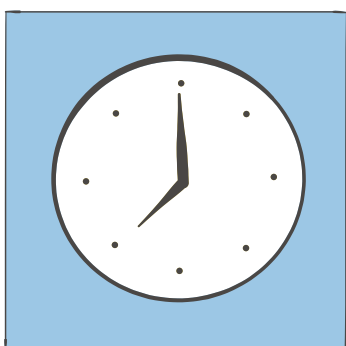
‘If you plan cities for cars and traffic, you get cars and traffic.
If you plan for people and places, you get people and places.’

Fred Kent, founder of Project for Public Spaces.



Options for cyclists

Sixty percent of people are casual cyclists. They would like to cycle, but they are not confident on the road and they feel that most footpaths are too narrow to ride on. At the other end of the spectrum, confident cyclists ride almost anywhere, but prefer fast and safe routes on smooth asphalt. Cycle facilities need to provide options for all cyclists from young children to lycra clad enthusiasts. Confident cyclists are generally fast paced. They should be discouraged from using footpaths to prevent conflict with pedestrians. This can be achieved by making the road a more welcoming place for cyclists.



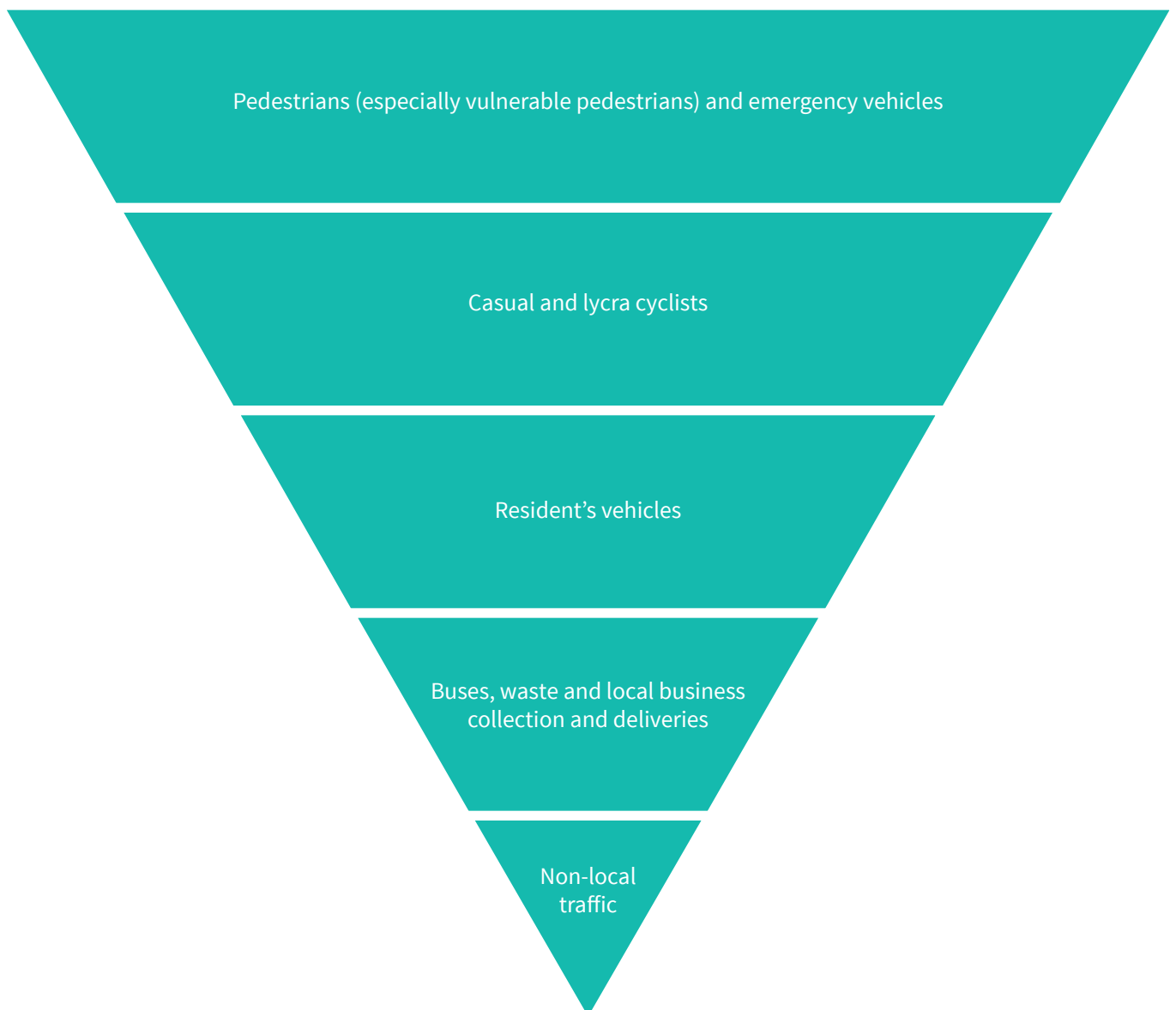
Flexible street design

The demands of a street change throughout the day and from year to year. We can anticipate these changes and design streets accordingly. The most obvious change throughout the day is the increased traffic flow to Perth City in the morning, and from Perth City in the afternoon.

In 20 years autonomous vehicles are expected to be the primary mode of transport. It is anticipated that private ownership of vehicles will diminish due to the comparatively low cost of electric, driverless ‘taxis’. It is anticipated that this change will dramatically reduce the requirement for parking bays. Traffic lanes and parking bays should be able to adapt to these changes without significant construction works.

Priorities

Great streets are fundamental to great places. Streets are places for neighbours to meet, places to foster business activity and places for residents to feel proud of. Streets become safer by prioritising vulnerable road users like pedestrians and cyclists. Safe streets are more conducive to public life and business. The priorities listed below have informed the streetscape upgrades on the following pages.



Dimensions

Local access streets provide access to and from dwellings. They are characterised by low traffic speed, low volumes, pedestrian and bike priority over vehicles and on street parking. Proposed dimensions of streets in the Activity Centre are in accordance with State planning policy, Liveable Neighbourhoods 2015. Narrow roads provide more space for people and greenery while slowing traffic and making drivers more alert.

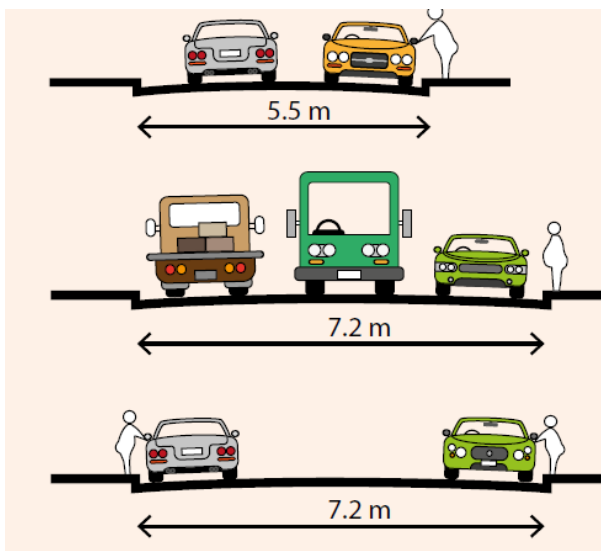


Image and text source of Liveable Neighbourhoods 2015

A 5.5 m pavement allows a car to pass a parked car or a moving car. It also allows a moving car to pass a truck, but is clearly too narrow for cars to park opposite each other without blocking the street. Staggered parking supports the function of the street.

A 7.2 m pavement is wide enough for two vehicles to pass each other while passing a parked car. It is wide enough for a moving car to pass between two parked cars, but is clearly not wide enough for two moving vehicles to pass at once. Pavements will need to be at least 7.4 m to accommodate buses.

Traffic Calming

Included options

There are many traffic calming options available to achieve the target speed of 40km/hr. Some options are more suitable than others for the South Perth peninsula. Calming options have been selected that best fit the streetscape principles.

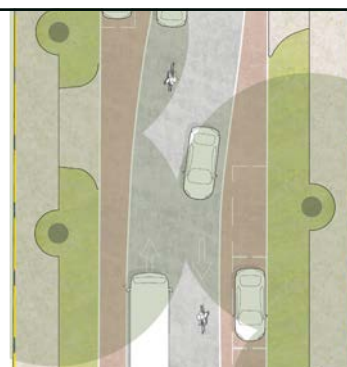
Narrow roads

Narrow roads provide more space for people and greenery while slowing traffic and making drivers more alert.



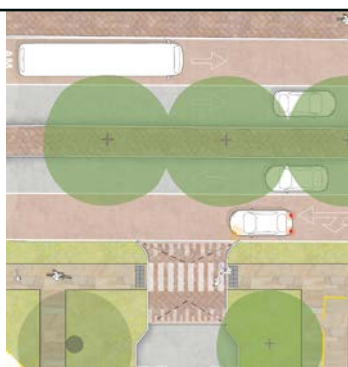
Chicanes

Chicanes slow traffic and make drivers more alert.



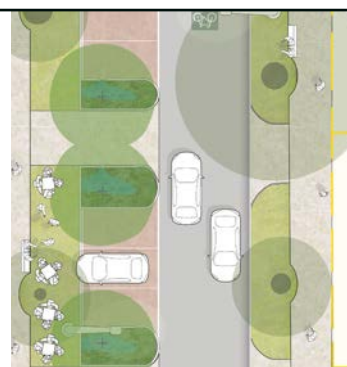
Tight corners and left-in/left-out

Tight intersections and left-in/left-out provide more space for people and greenery while improving safety.



Yield street

Yield streets provides more space for people and greenery to both sides of street while slowing traffic and making drivers more alert.



Raised intersections

Raised intersections significantly slow traffic and are more safe for pedestrians. Level changes should be gentle to reduce road noise.



Potential future options

The following treatments were considered but not included in the street plans as they are unsuitable for the current site conditions. As conditions change these treatments may become more appropriate.

Wombat crossings

Wombat crossings are only safe in areas with a very high pedestrian flow otherwise drivers tend to ignore them. When pedestrian activity increases, wombat crossings should be installed to improve safety. Raised crossings can be easily retrofit to wombat crossings



Roundabouts

Although safe and efficient for motorists, roundabouts pose a hazard for cyclists and present accessibility issues for pedestrians. They also have a big footprint that displaces greenery. Roundabouts should only be considered when other options have been exhausted.



Rejected options

The following treatments were rejected as they either did not deliver the streetscape principles or they are not appropriate for the location.

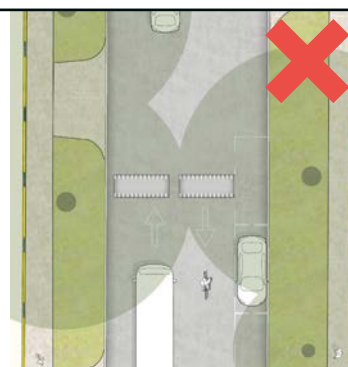
New medians

Medians require carriageways and intersections to be wider. Existing medians on Labouchere Rd and Mill Point Rd that support trees will remain.



Abrupt level changes

These changes significantly reduce traffic speeds but create a noisy environment that disrupts residents.



Street masterplans

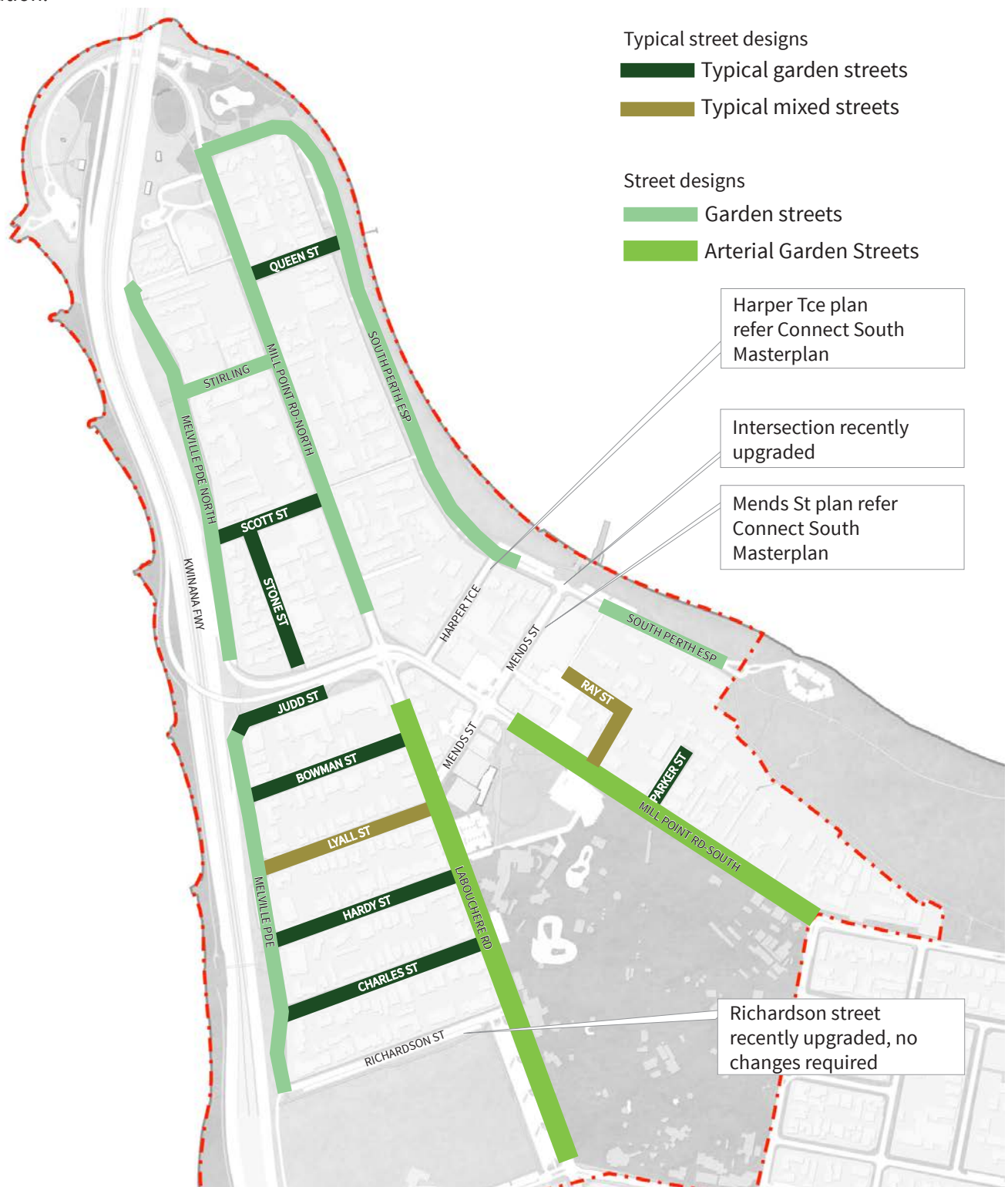
Upgrades

The following plan is an evolution of the South Perth Activity Centre Plan street plan. The plan retains the 40km/hr streets of the Activity Centre Plan but modifies the street intersection designs based on a more detailed assessment. Upgrade priorities are noted in the Community Benefits Plan.



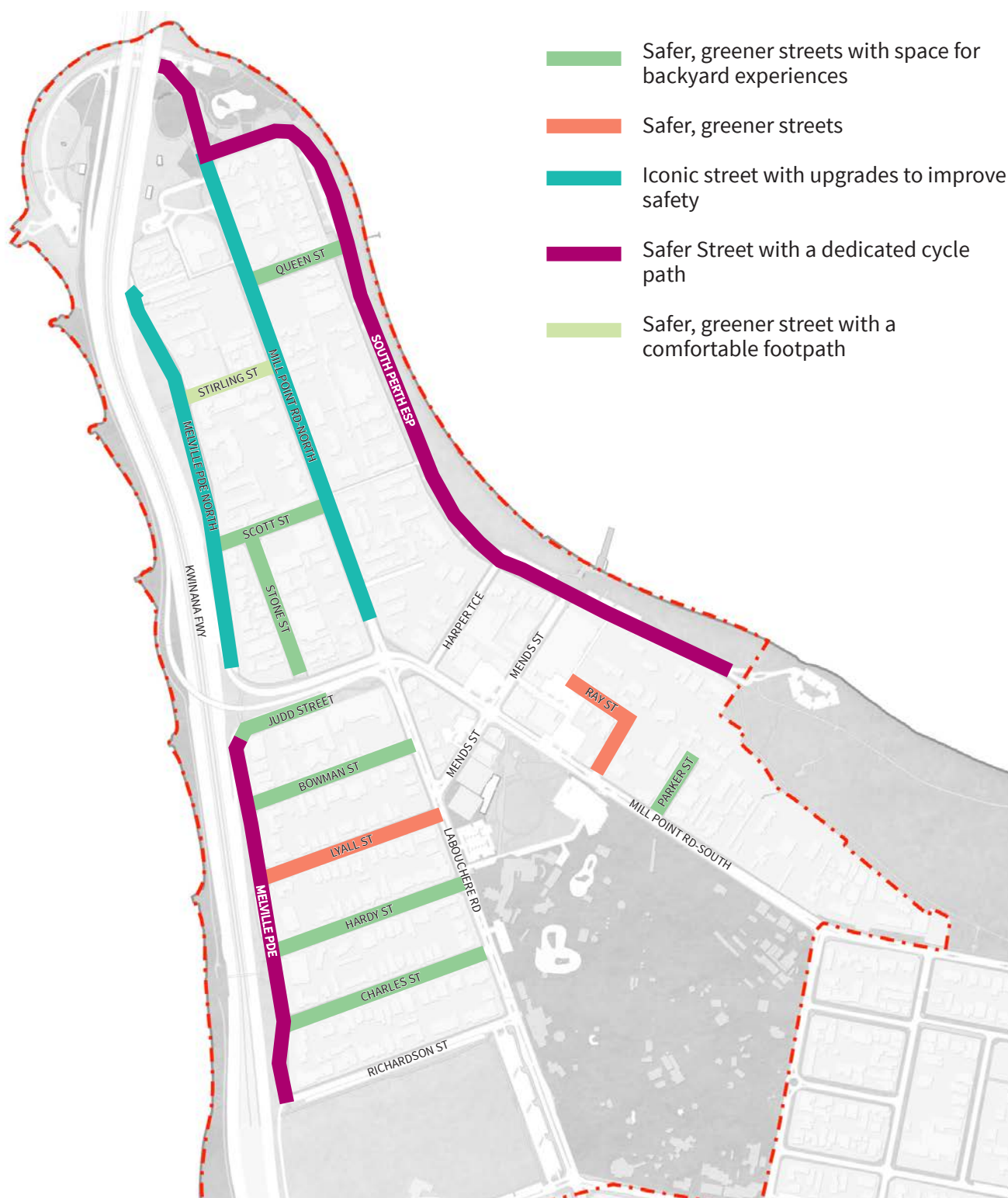
Typologies

The following plan is an evolution of the South Perth Activity Centre Plan street typology plan. Streets with unique site conditions have been designed individually while other streets have typical designs that apply to multiple streets. All designs are subject to detailed design and a traffic audit. Refer to the street plans for further information.



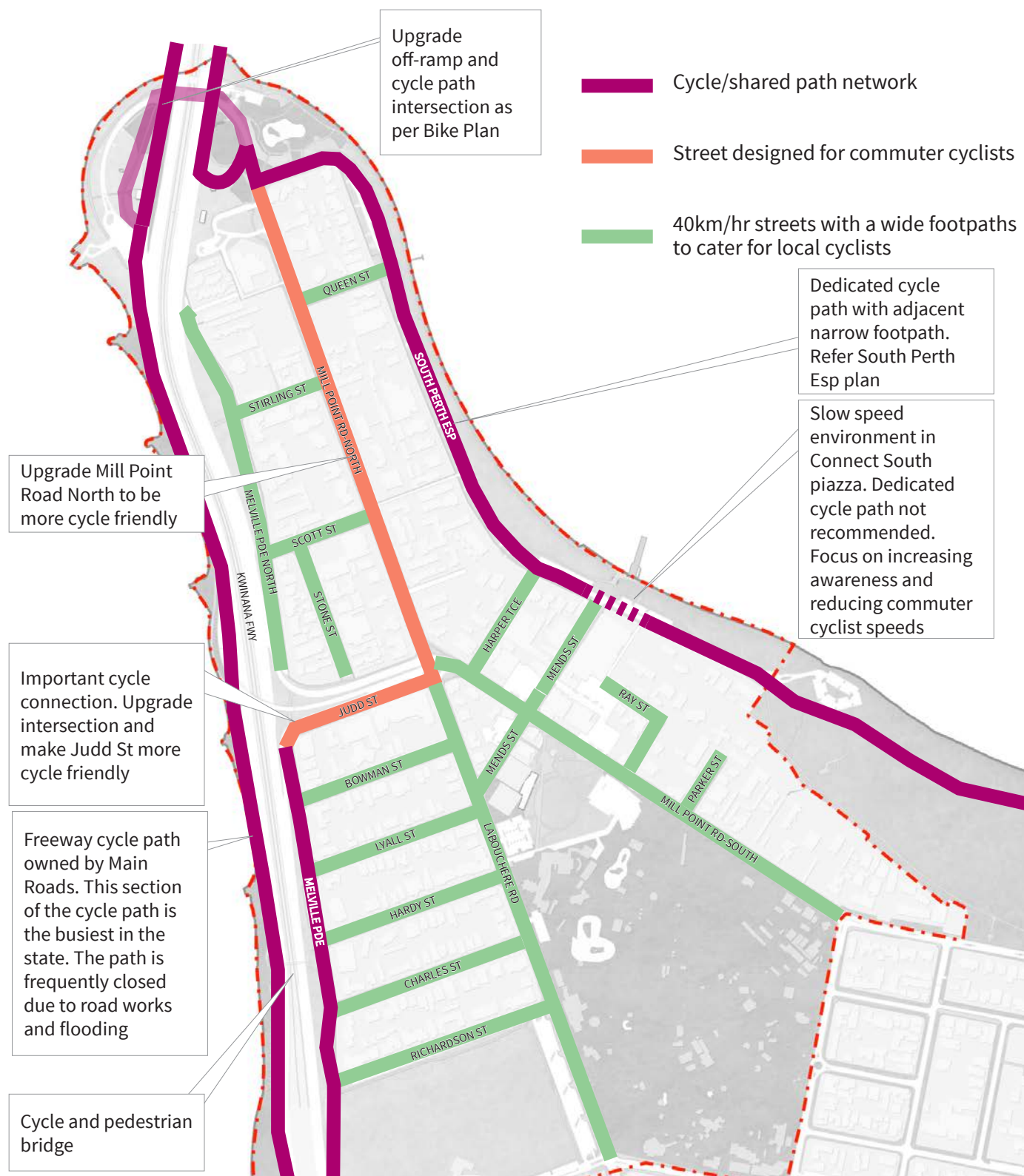
Objectives

The following plan summarises the design objectives for each street. The objectives respond to the differing priorities of the streets. Generally north-south streets focus on movement while east-west streets focus on place.



Cycle connections

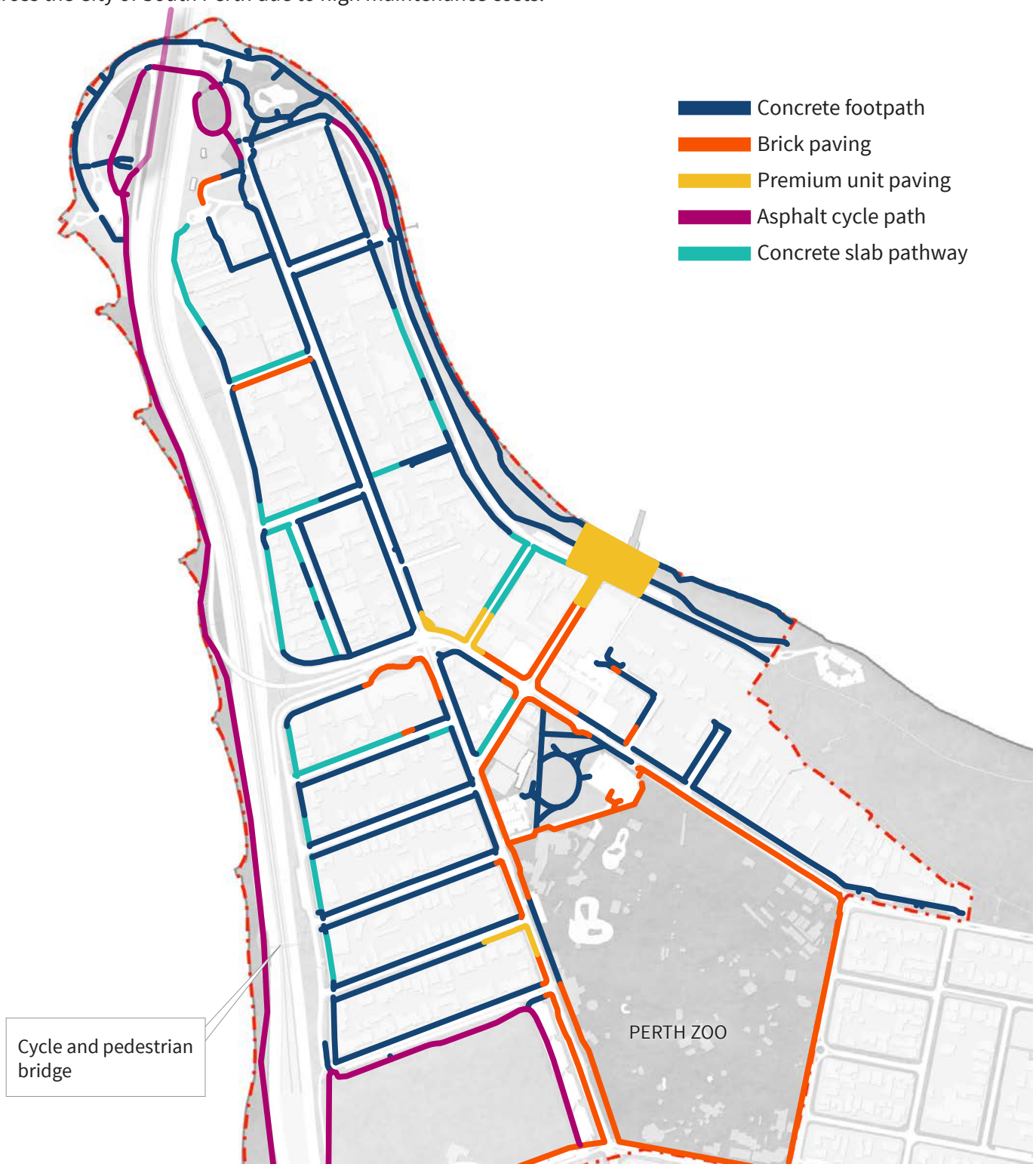
The following plan summarises the planned cycle connections.



Footpath plans

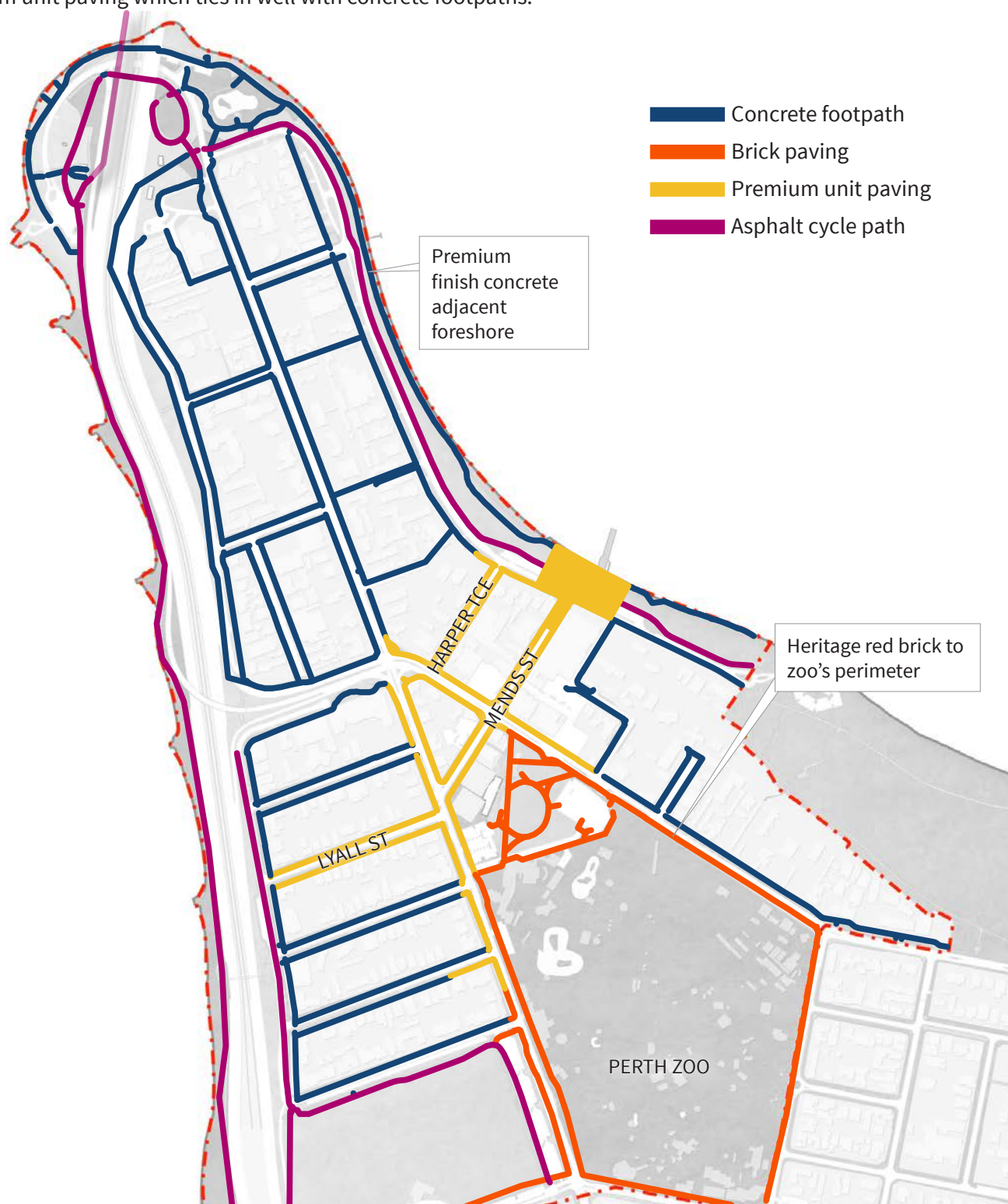
Existing

The footpath network in the peninsula is a patchwork of different materials that lack an overall strategy. This impairs wayfinding and creates an untidy looking streetscape. The cycle network is particularly difficult to navigate due to the frequent change of path width and material. Concrete slab pathways are being phased out across the City of South Perth due to high maintenance costs.



Proposed

Changes reinforce the future shopping precinct and the zoo. Cycle path connectivity and legibility is enhanced by replacing narrow concrete paths with wide red asphalt paths. Paths replacement will occur when existing paths reach the end of their serviceable life. Developers are typically required to upgrade footpaths adjacent their lot to premium unit paving which ties in well with concrete footpaths.



Typical Garden Streets

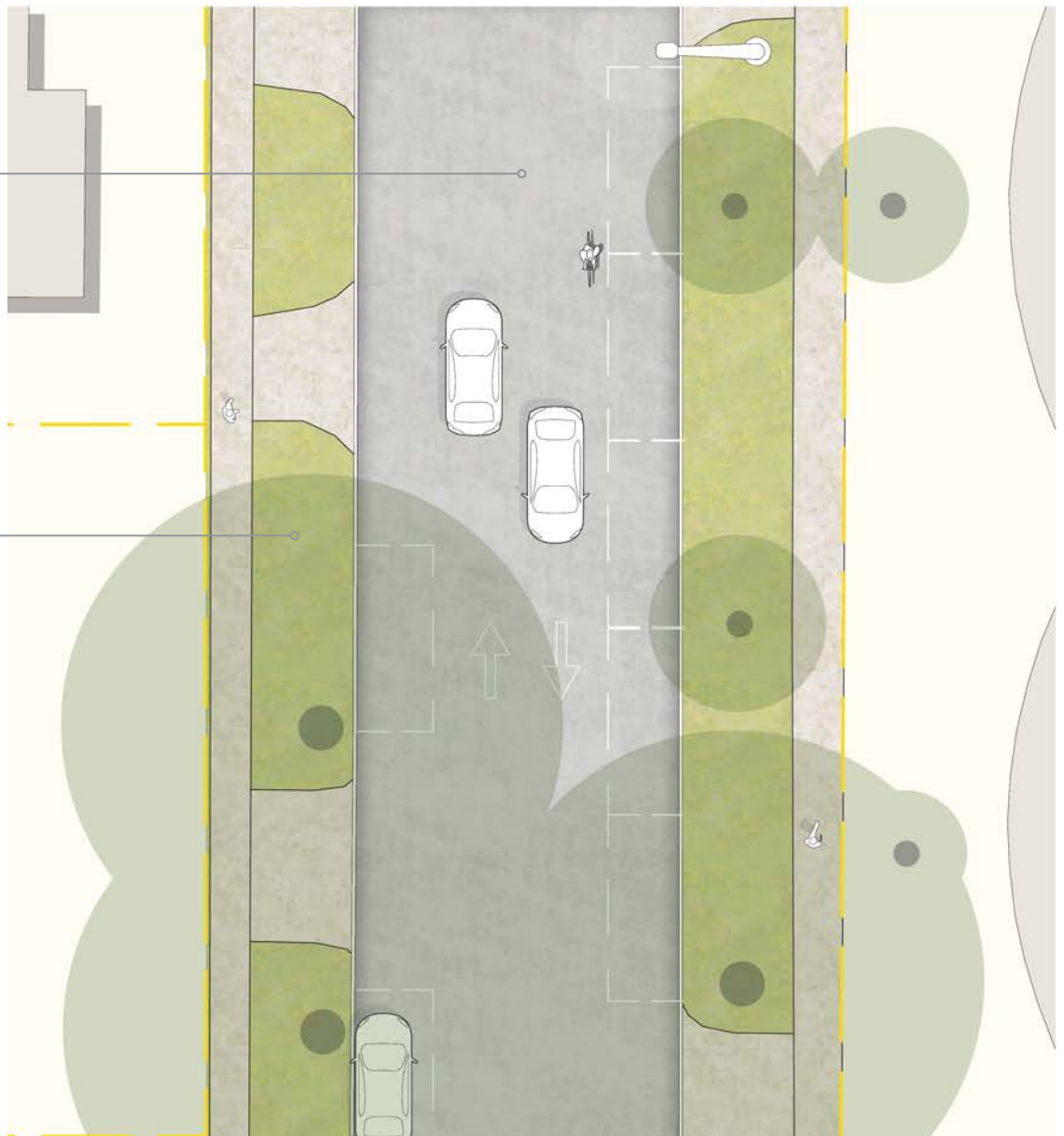
Existing

Vehicle priority residential streets



Very wide road
invites speeding

Narrow turf verges
offer minimal
benefit to people or
the environment



Safer, greener streets with space for backyard experiences



- 37

Image of existing typical garden street

Scott Street

Scott Street is typical of garden streets in the South Perth Activity Centre, the extensive tree canopy and shade make it an attractive street however there is not much room for activity, walking or cycling.



Artists impression of typical garden street

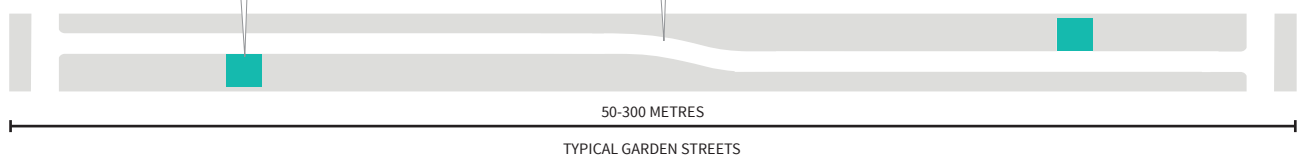
Scott Street

The proposed upgrades provide more space for greenery and pocket parks while the reduced road width reduces traffic speed to make the area safer and quieter. There is no planned net loss of car bays, parking is moved to footpath level on paving to provide multifunctional space.



Street Park - Two parks for long streets.

Chicane in long roads to slow traffic



Proposed street diagram

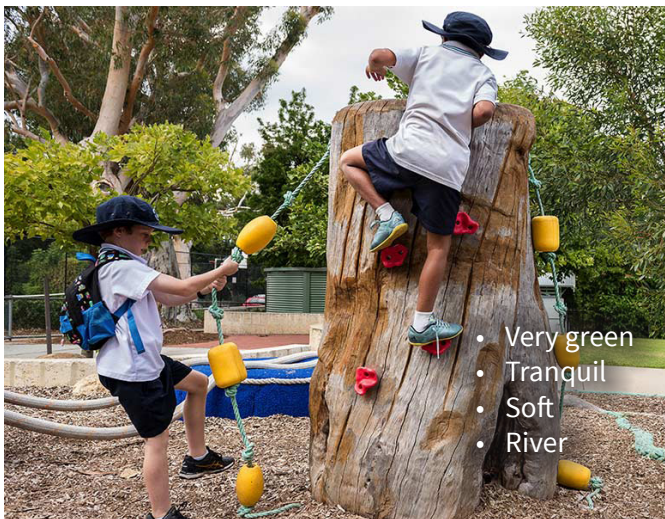
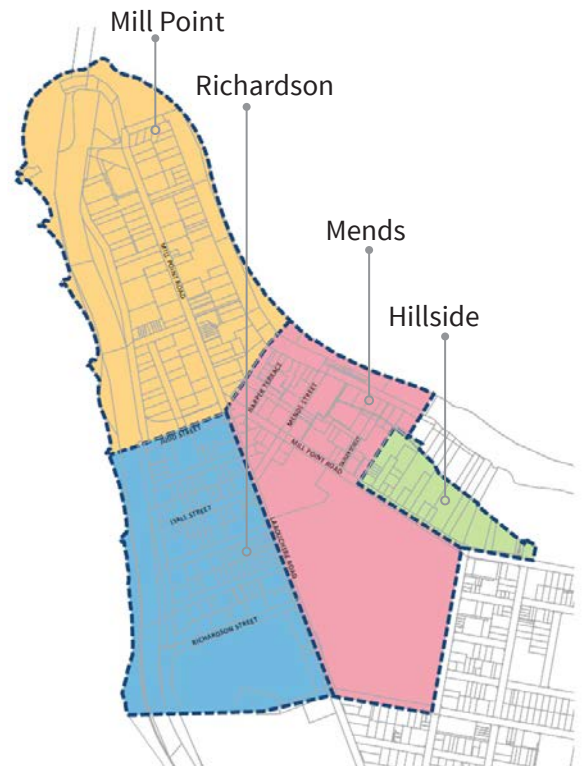
Street parks

Summary

Street parks provide traditional front and backyard experiences. Activities are provided close to home to service the local community, these spaces provide an opportunity for people to undertake backyard activities and to meet each other in a similar way to how people met their neighbours in front gardens. Parks should be located in collaboration with the local community or located adjacent new development sites.

Character areas

The aesthetic of each park should respond to the character areas defined in the Activity Centre Plan. To illustrate this principle, the images below interpret the character areas as different types of playground, the white text outlines the community's aspiration for each area.



Mill Point

Image courtesy of Nature Based Play

- Very green
- Tranquil
- Soft
- River



Richardson

Image courtesy of Space2place

- Vibrant
- Cottage feel
- Variety



Mends

Murray Street - Perth

- Culture
- History
- Heart



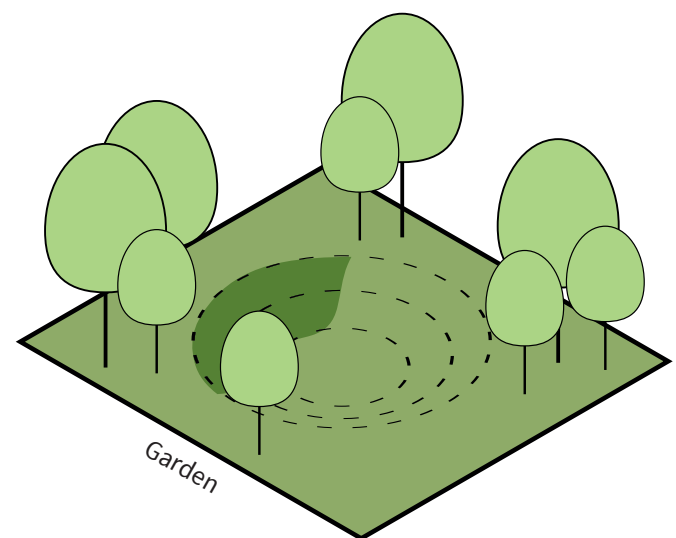
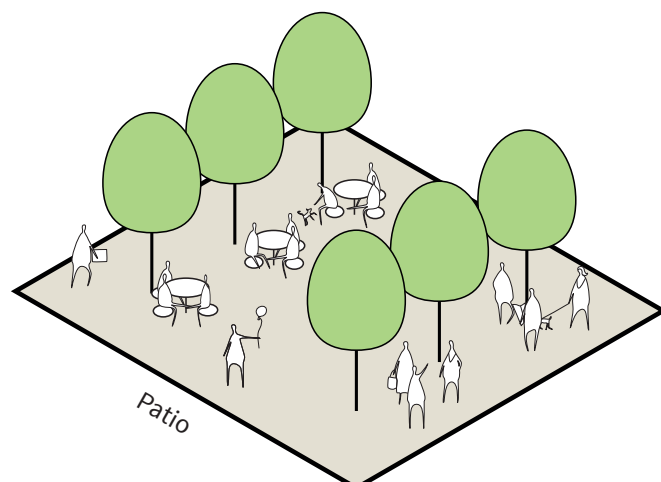
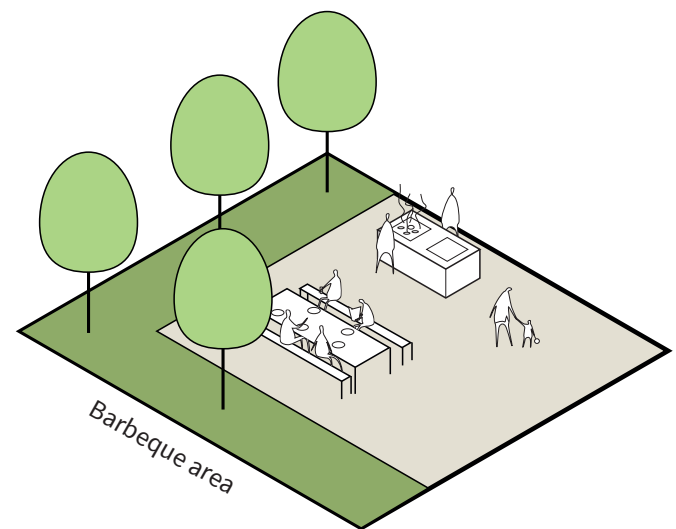
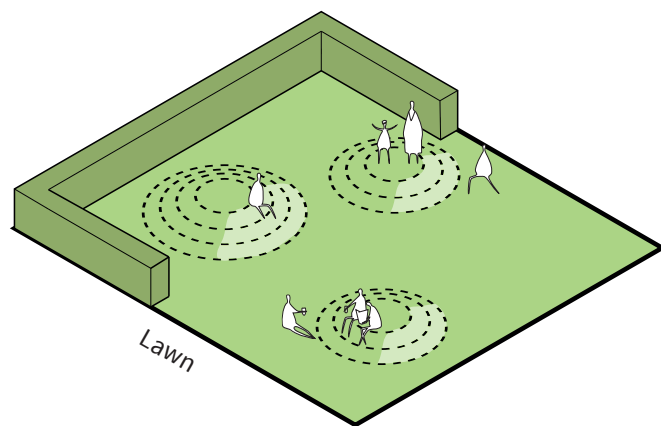
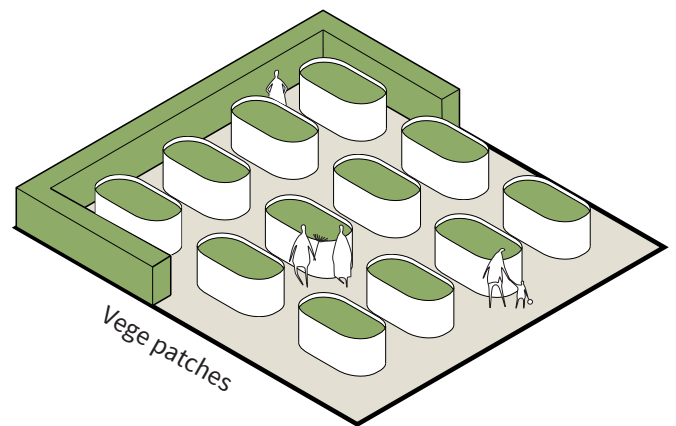
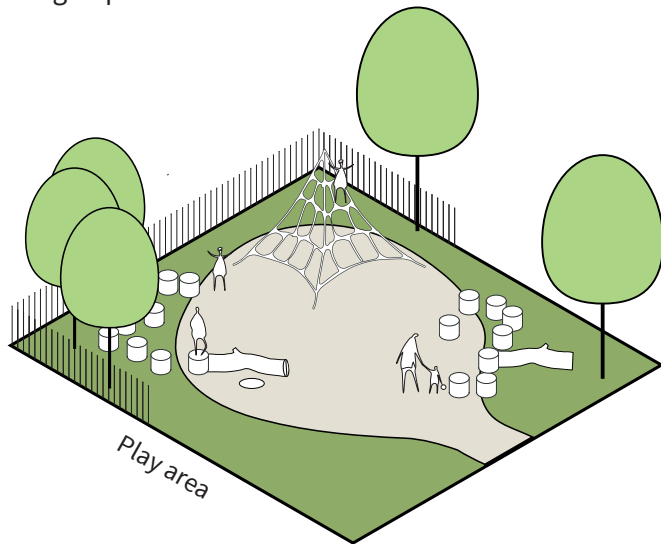
Hillside

Montario Quarter - Perth

- Topography
- Views
- Quiet

Street park ideas

Street parks should cater for the local community by facilitating a wide range of activities that are not currently available in the local vicinity while minimising disturbance to nearby residents. Below is a non-exhaustive list of design options to consider.



Mixed Use Streets

Typical existing street

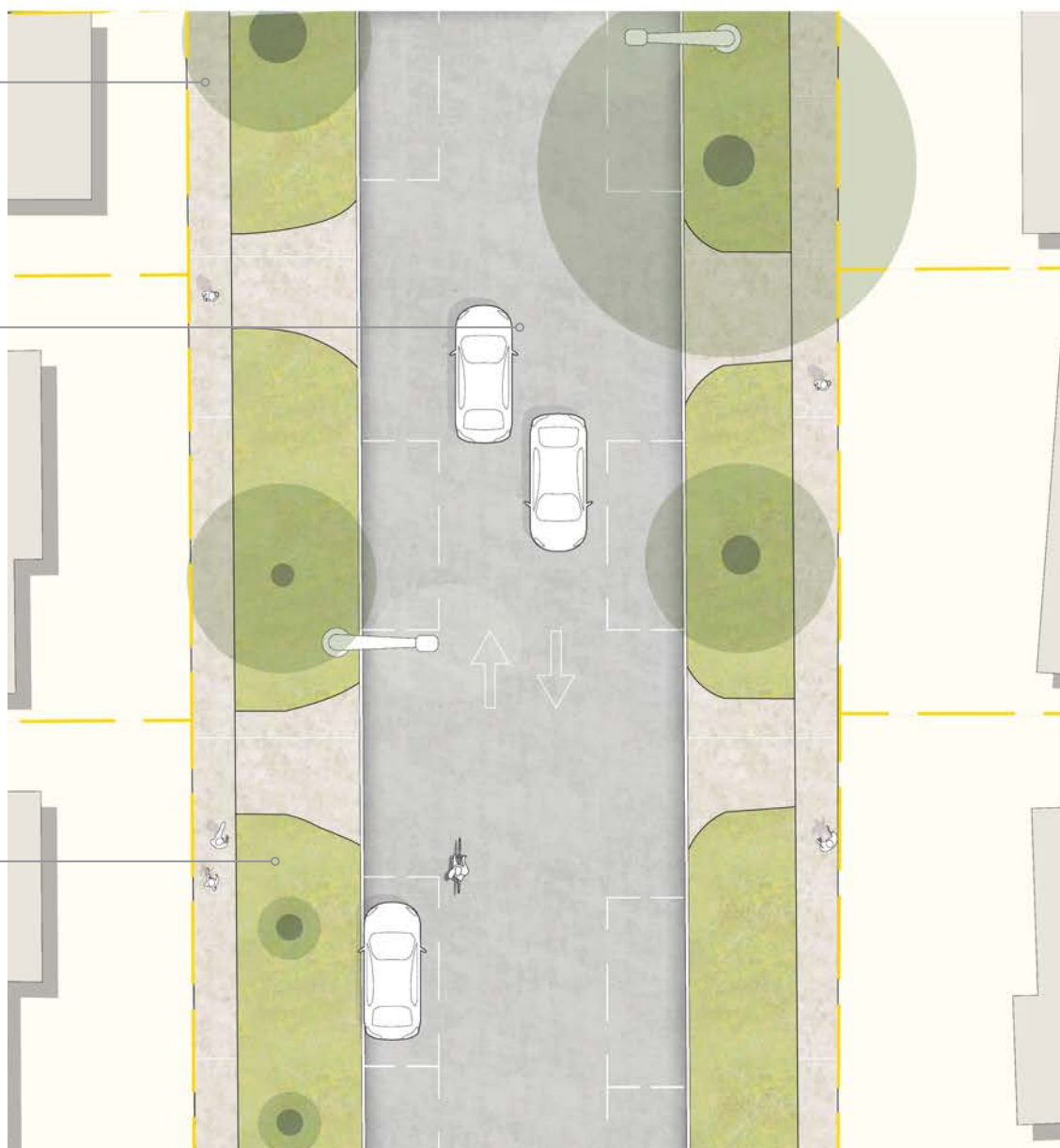
Vehicle priority streets with good tree canopy cover



Narrow footpaths
discourage
pedestrians and
casual cyclists

Very wide road
invites speeding

Narrow verges
negatively affect
leafy street
character

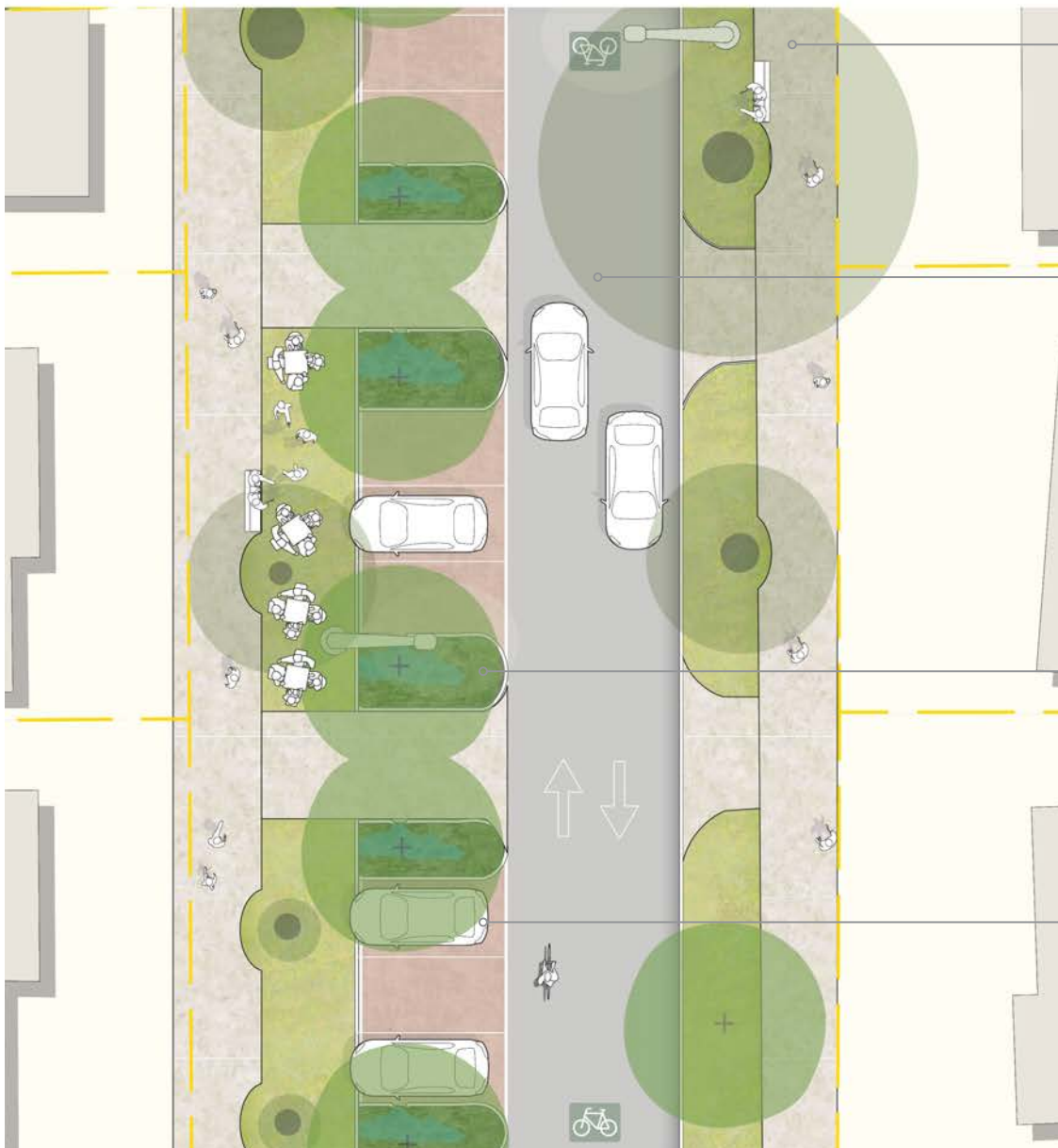
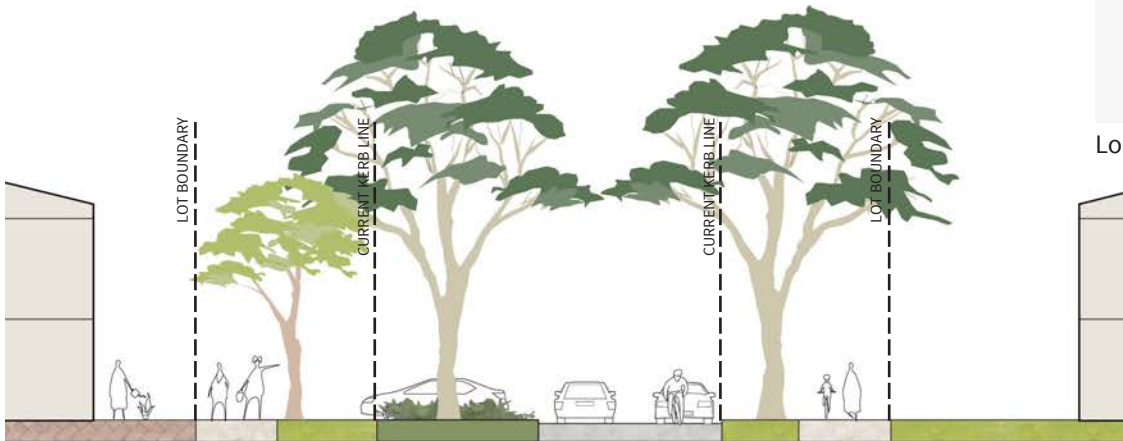


Typical proposed streets

Safer and greener streets



Location



- Wider footpaths improve walkability and provides a safe space for inexperienced cyclists
- Confident cyclists can safely use the road due to slower vehicle speeds
- Planted nubs use stormwater to maintain native planting and trees
- Lower speed limit enables safe, right angled parking

Image of existing typical mixed use street

Lyall Street

Lyall Street is the longest of mixed use street in the South Perth Activity Centre. This street connect pedestrians and cyclists from the future South Perth trainstation to the zoo and Mends Street precinct.



Artists impression of typical mixed use street

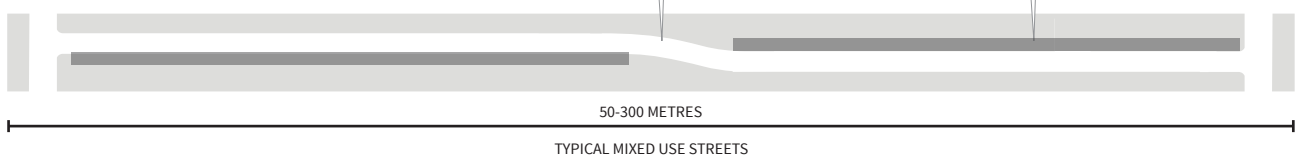
Lyall Street

The proposed upgrades provide more space for trees and greenery that make the road feel more narrow, reducing traffic speed to make the area safer and quieter. There is no planned net loss of car bays. Footpaths are widened to accommodate casual cyclists and pedestrians.



Chicane in long roads to slow traffic

Parking side changes to allow for chicane



Proposed street diagram

Mill Point Rd-North

Existing

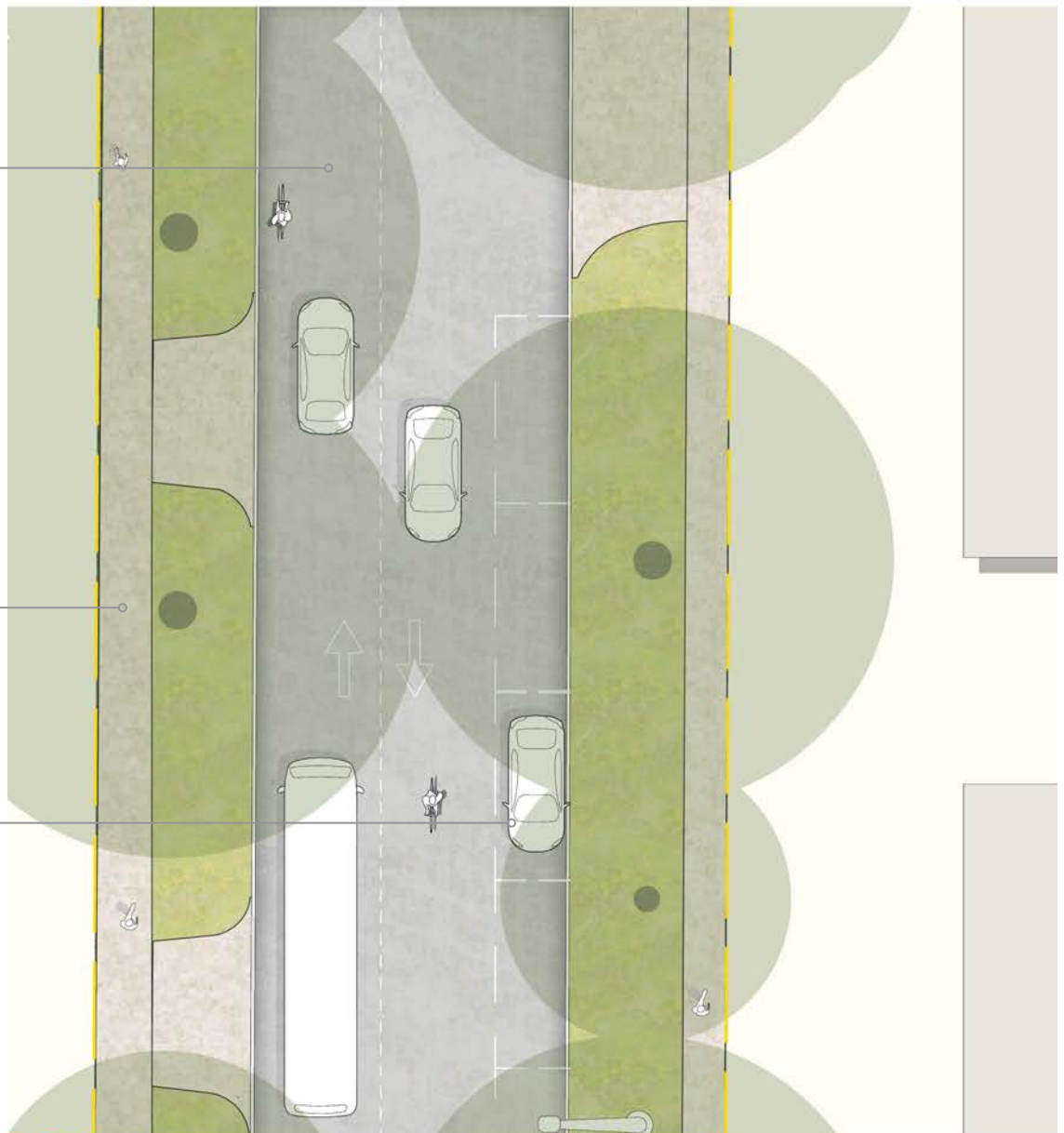
Iconic existing street



Buses require a wide carriageway so there is limited opportunity to reduce the road width

Tightly spaced mature trees and driveways constrain the footpath width

More significant changes could be made if parking demand subsides following rise of automated vehicles

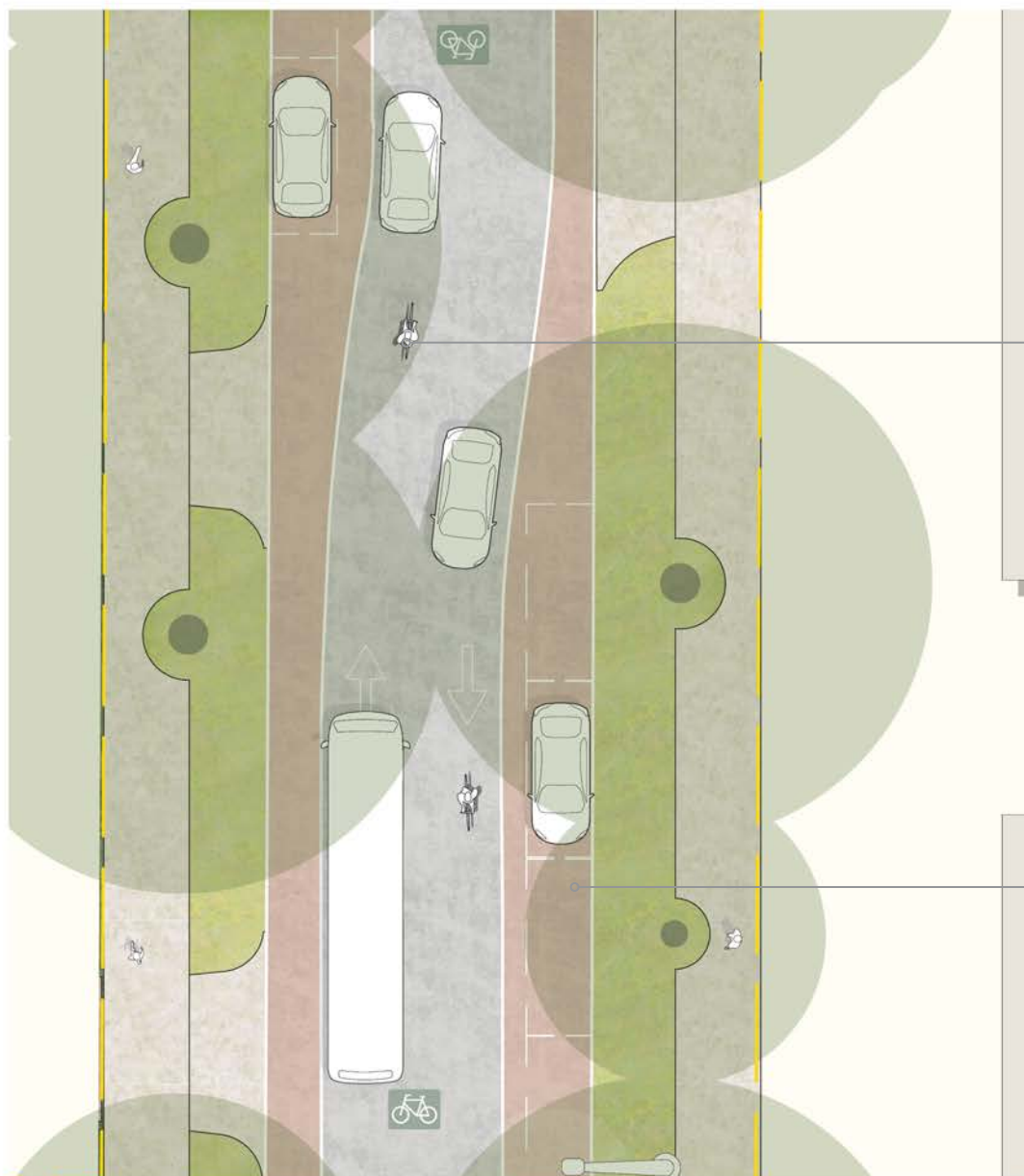


Proposed

Iconic street with upgrades to improve safety



Location



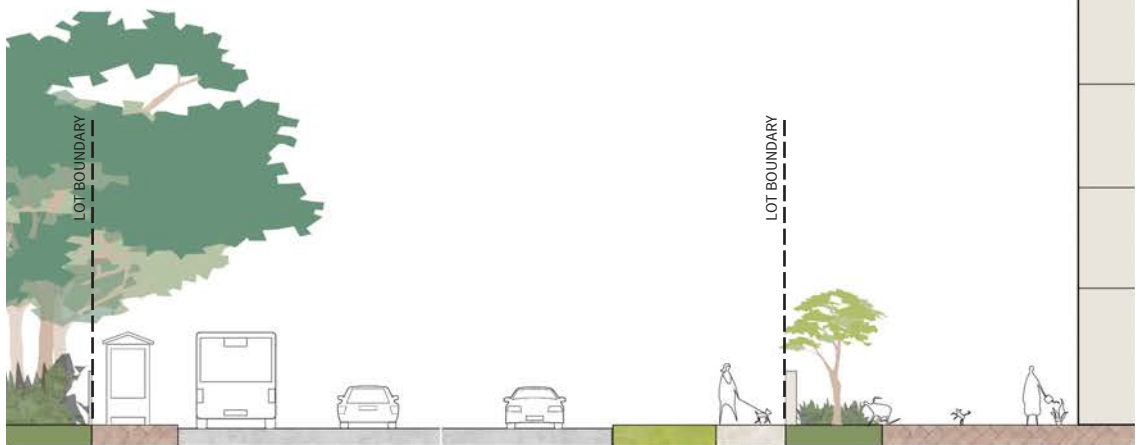
• Cyclists are encouraged to ride on the carriageway rather than beside parked cars, away from potentially dangerous car doors.

• Red asphalt visually narrows street but still provides required width for buses. Subject to Public Transport Authority approval upon detailed design

Mill Point Rd-South

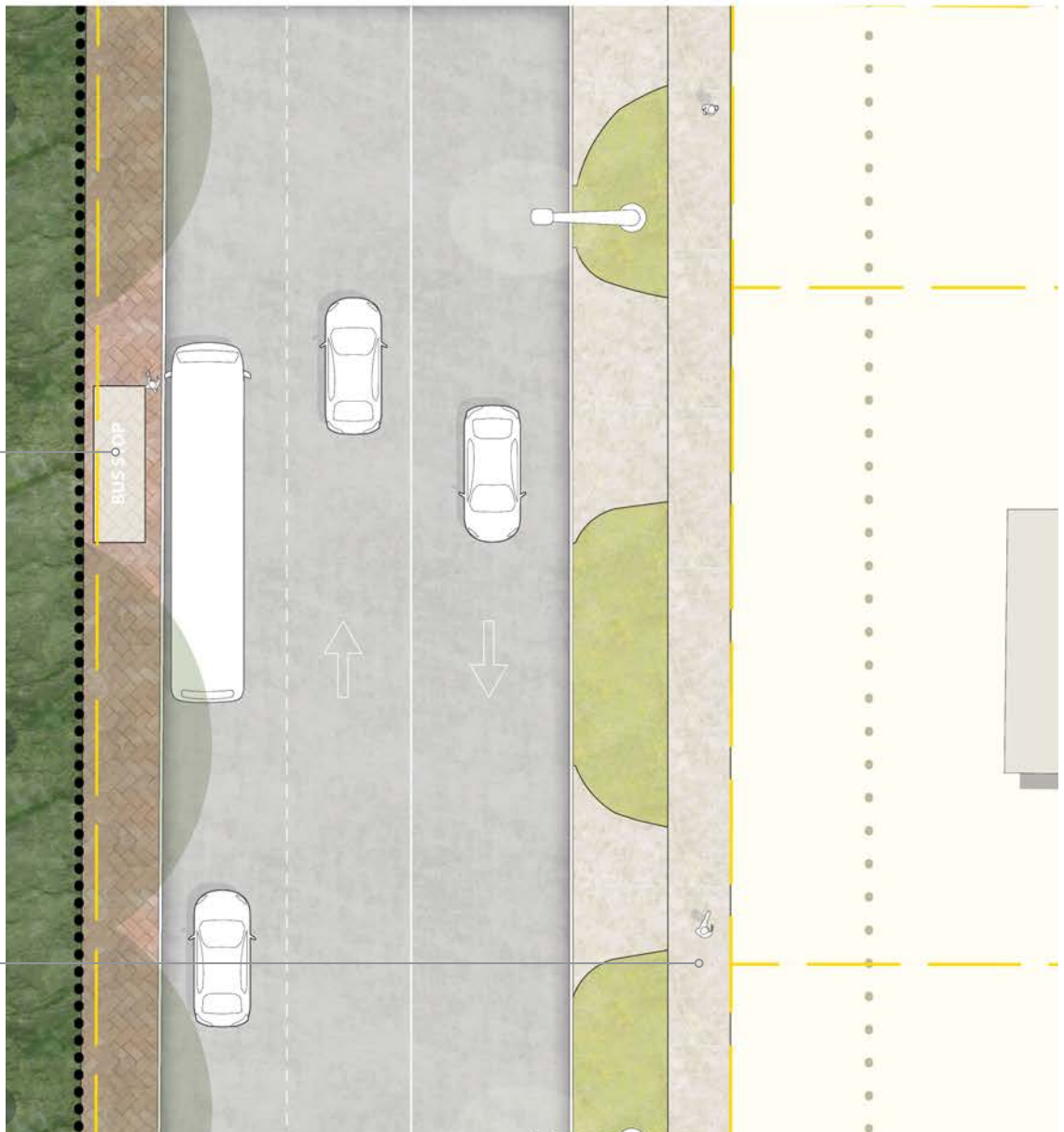
Existing

Wide road that invites speeding in off-peak periods



Bus stop creates
pinch point for
pedestrians and
cyclists

Limited public
access to the
foreshore for
cyclists and
pedestrians

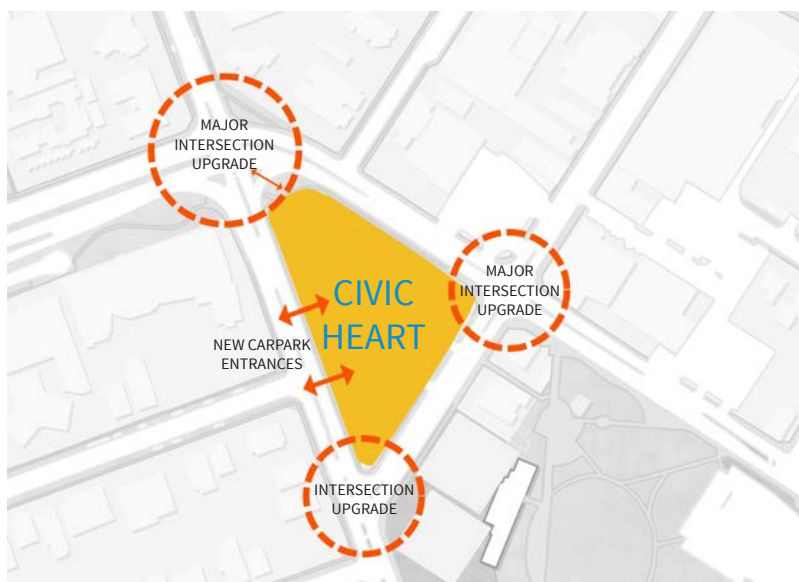


Proposed

To be confirmed



Location



Mill Point Rd - South is a significant connector, the design is pending a number of key elements so the City can more accurately assess the required capacity for buses, private vehicles, pedestrians and cyclists. The design will be resolved once the City have more certainty regarding traffic movements upon completion of the Civic Heart development.

The principles of the street design will be consistent with this guideline.

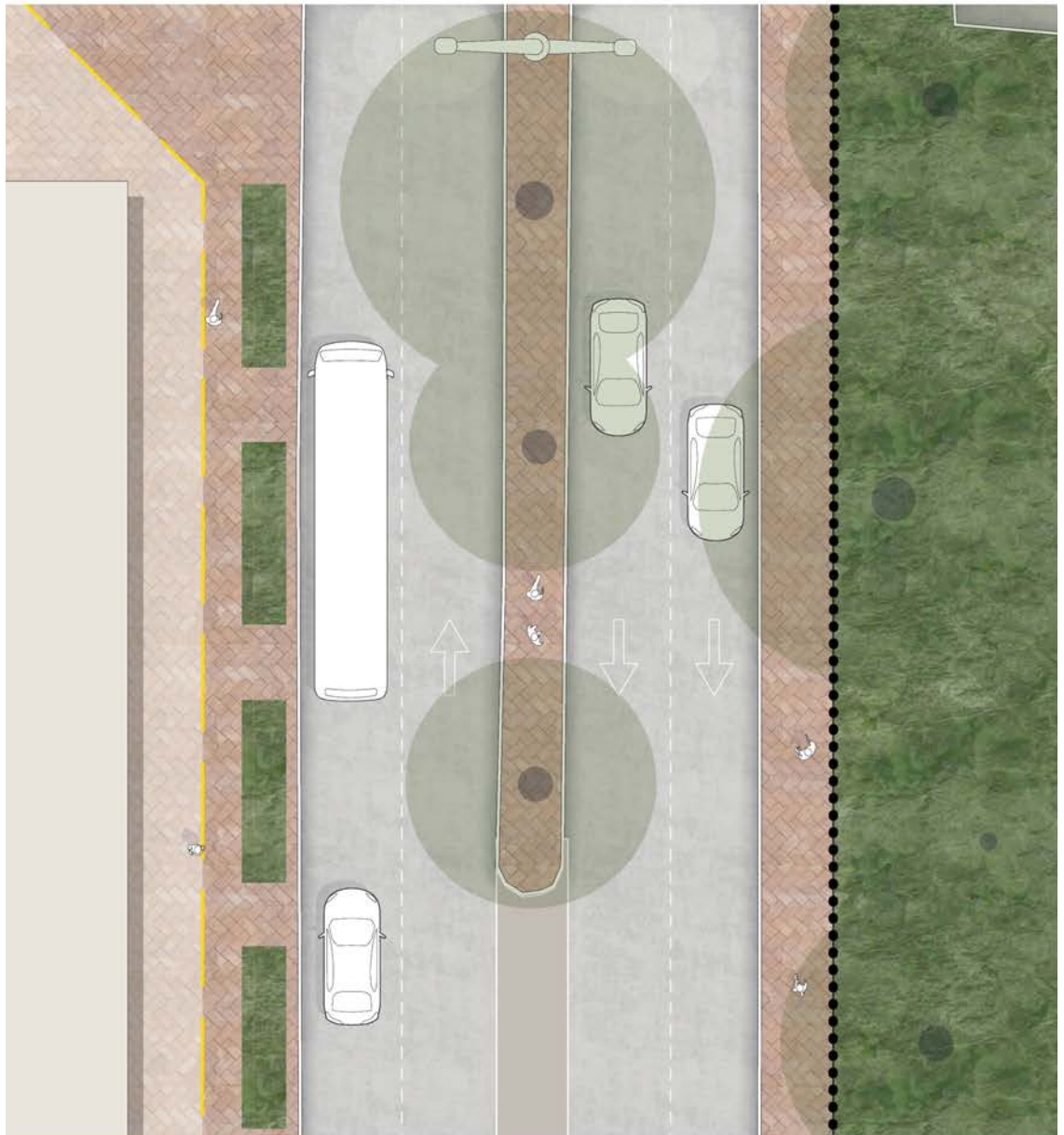
These are to;

- achieve 40km/hr speeds as per the Activity Centre Plan
- provide more space for people and greenery particularly at bus stops which form pinch points and improve the visual connection with the zoo
- provide options for cyclists and improve connections to the foreshore cycle paths
- achieve a flexible design that allows for the necessary vehicle flow during peak periods while controlling speeds in off-peak times

Labouchere Rd

Existing

Wide road that invites speeding in off-peak periods

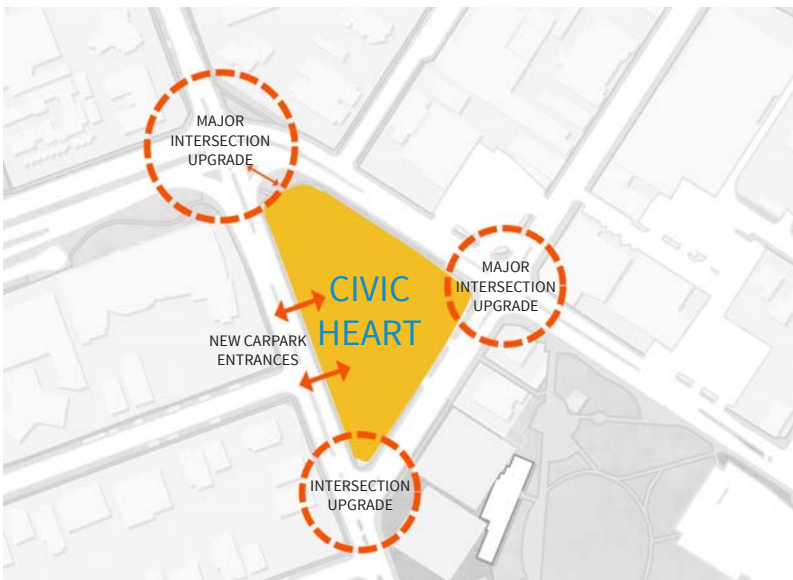


Proposed

To be confirmed



Location



Mill Point Rd - South is a significant connector, the design is pending a number of key elements so the City can more accurately assess the required capacity for buses, private vehicles, pedestrians and cyclists. The design will be resolved once the City have more certainty regarding traffic movements upon completion of the Civic Heart development.

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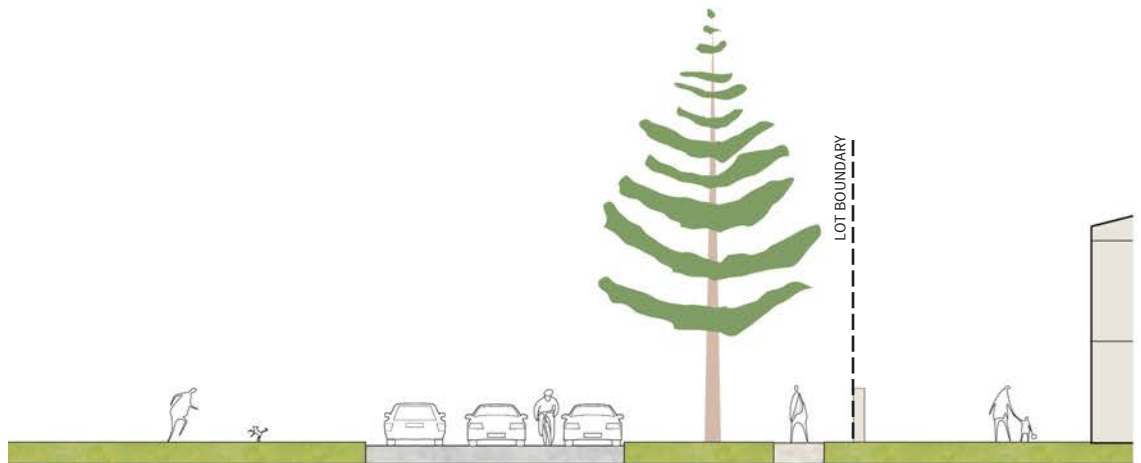
These are to;

- achieve 40km/hr speeds as per the Activity Centre Plan
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- provide options for cyclists and improve connections to the foreshore cycle paths
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Melville Pde North

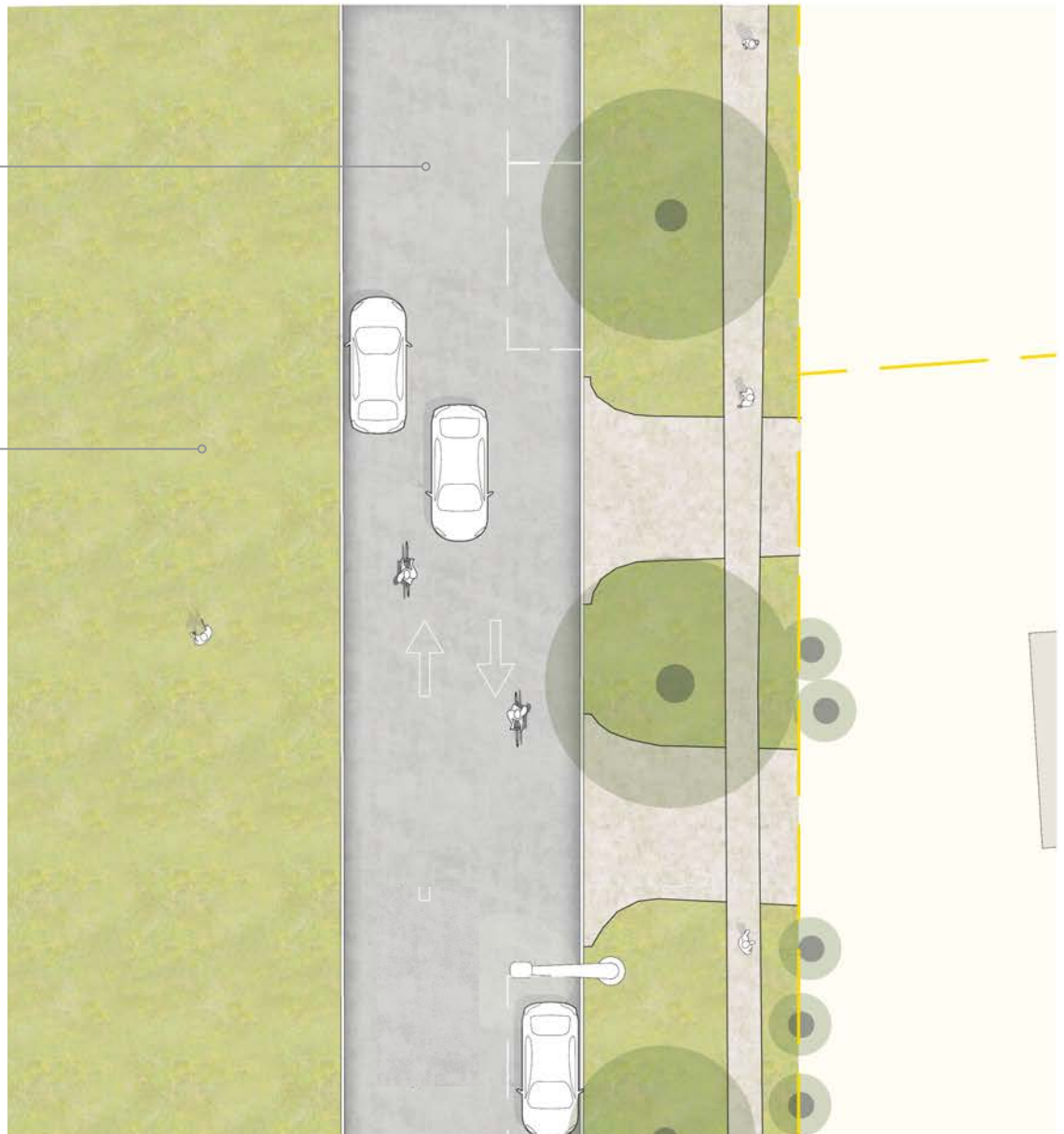
Existing

Street with an adjacent greenspace



Wide road invites speeding

North section of Melville Pde includes a wide turfed area

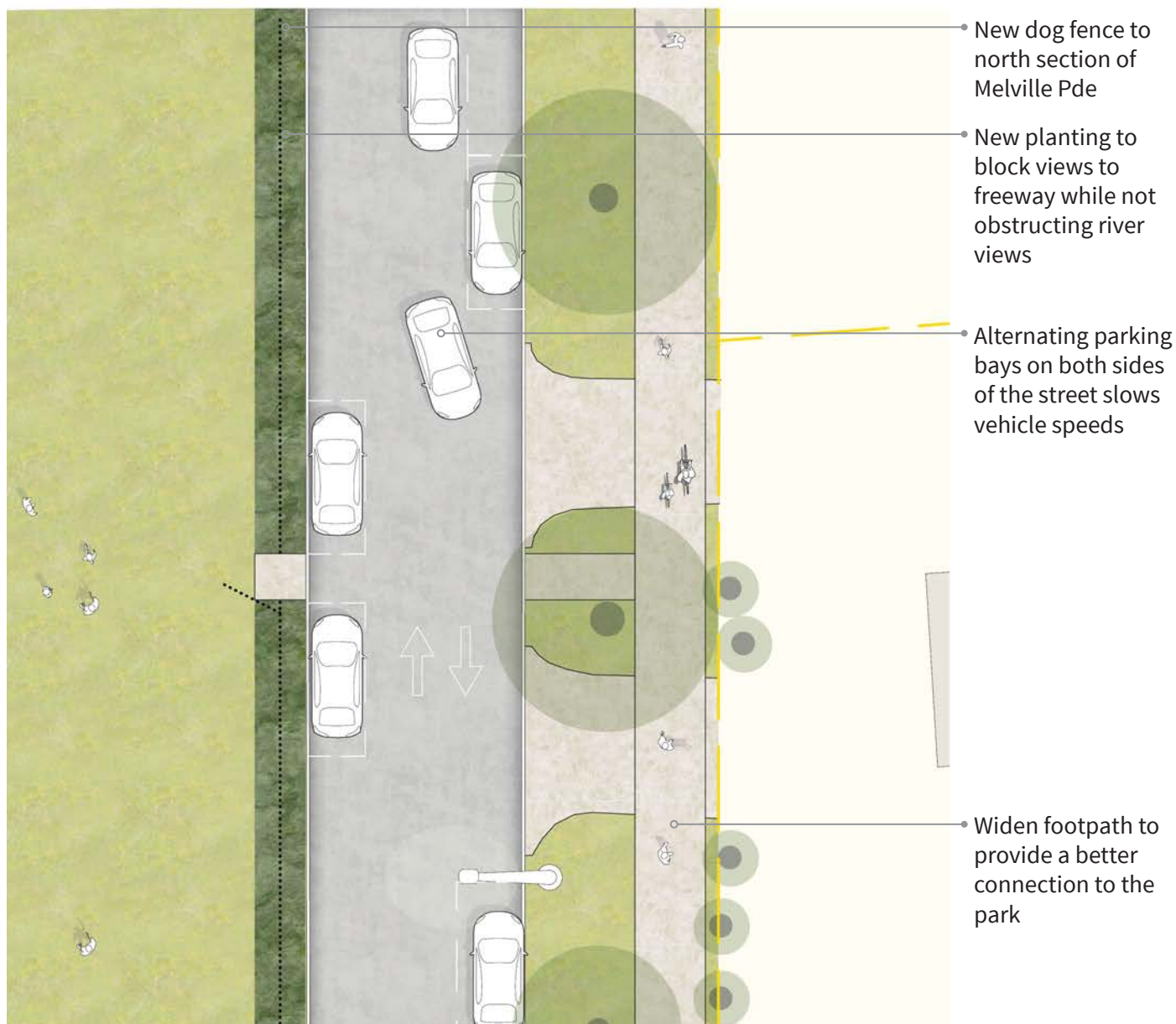


Proposed

Safer street with an upgraded park



Location



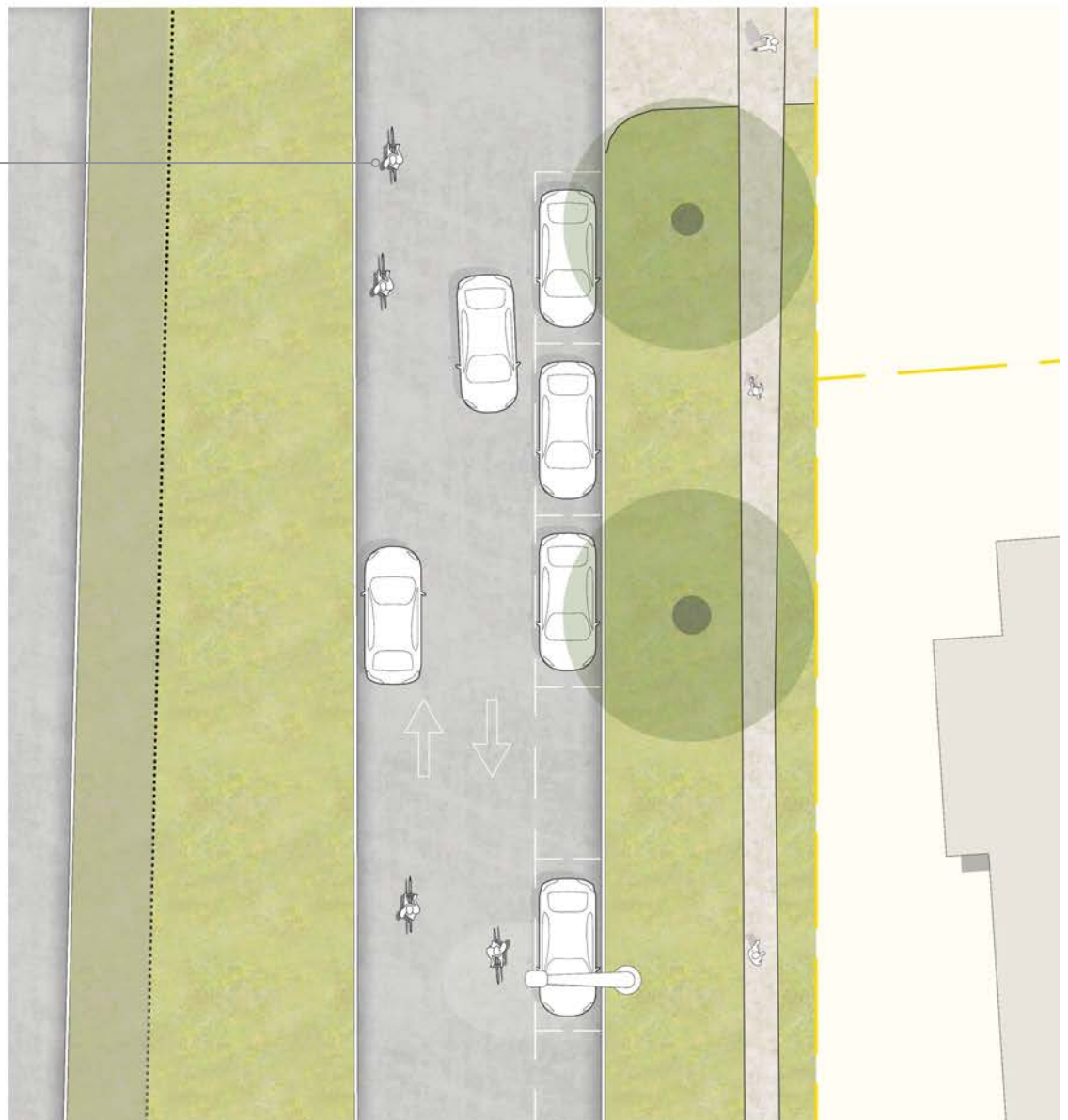
Melville Pde South

Existing

Street with a lot of commuter cyclists

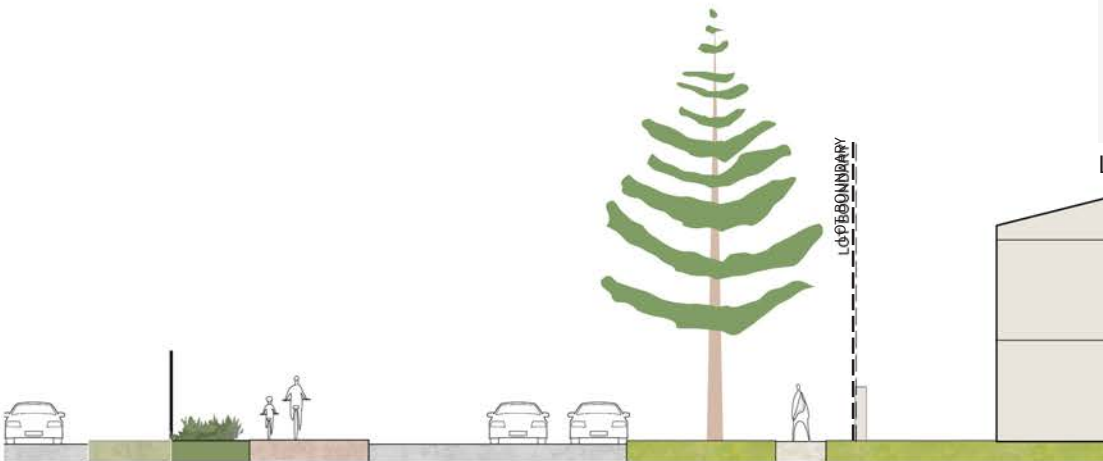


Southern section of Melville Pde is frequented by cyclists who use the freeway overpass especially when the Kwinina Freeway bike path is flooded

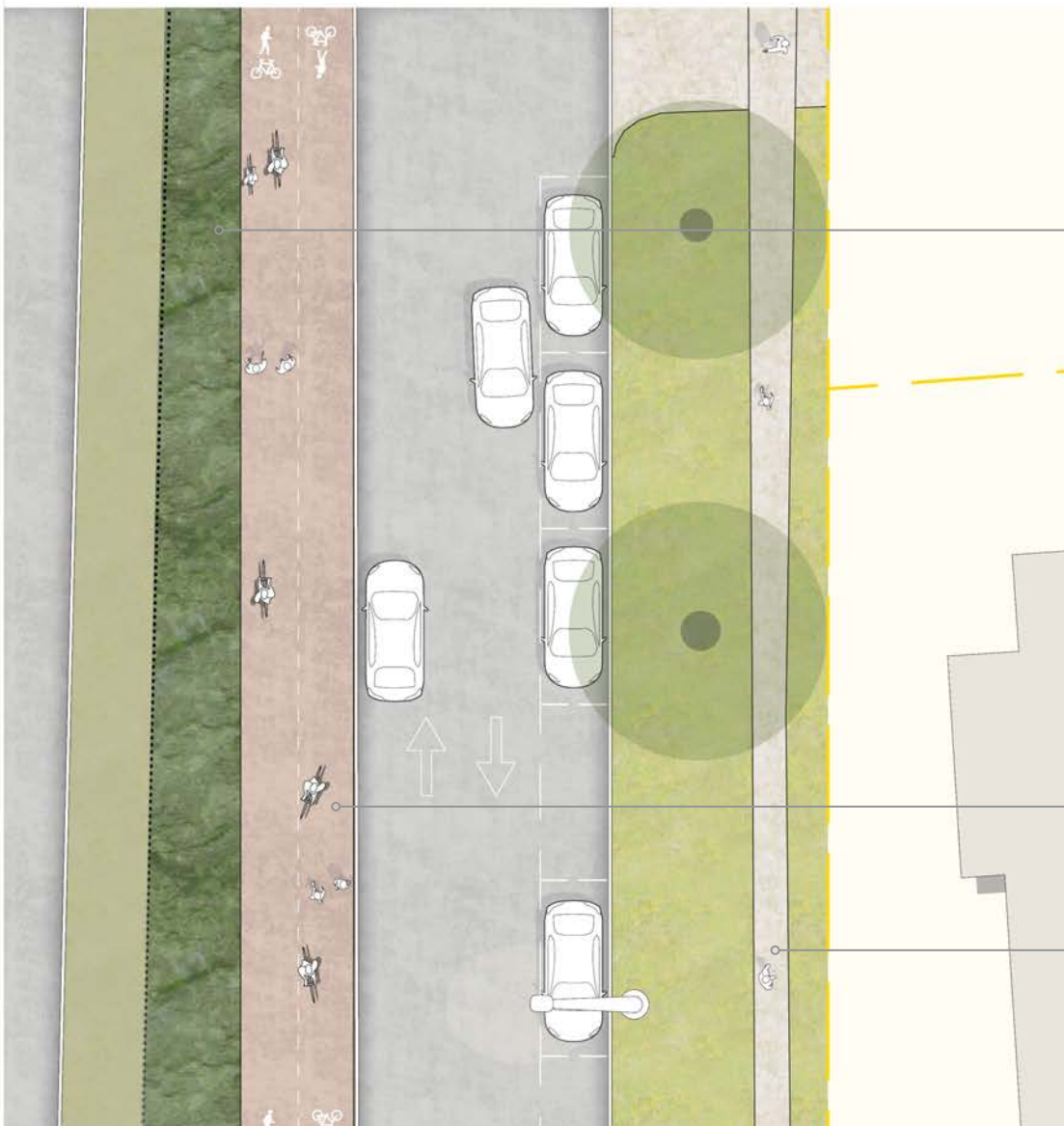


Proposed

Safer street with a shared path



Location



• New planting to block views to freeway while not obstructing river views

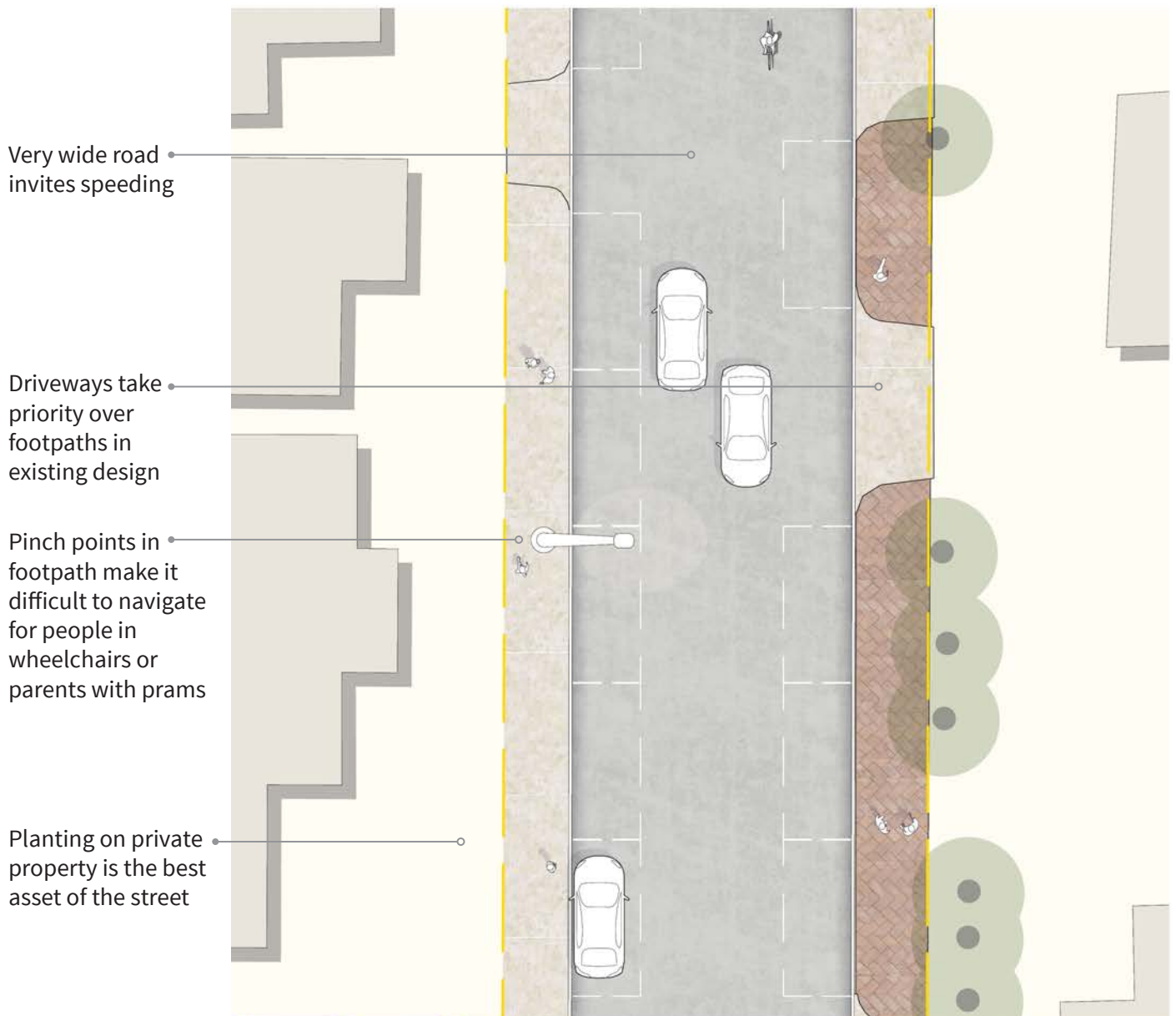
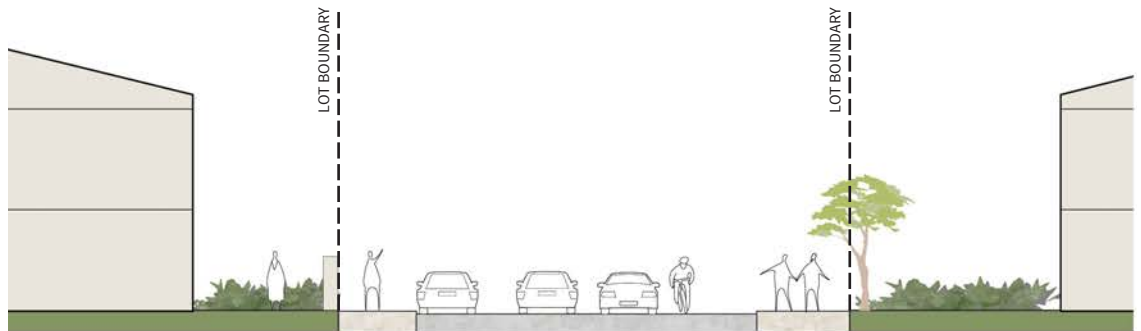
• Shared path for cyclists and pedestrians

• Keep narrow path for pedestrians that don't feel comfortable sharing a path with cyclists

Stirling St

Existing

Mostly paved street with a wide carriageway

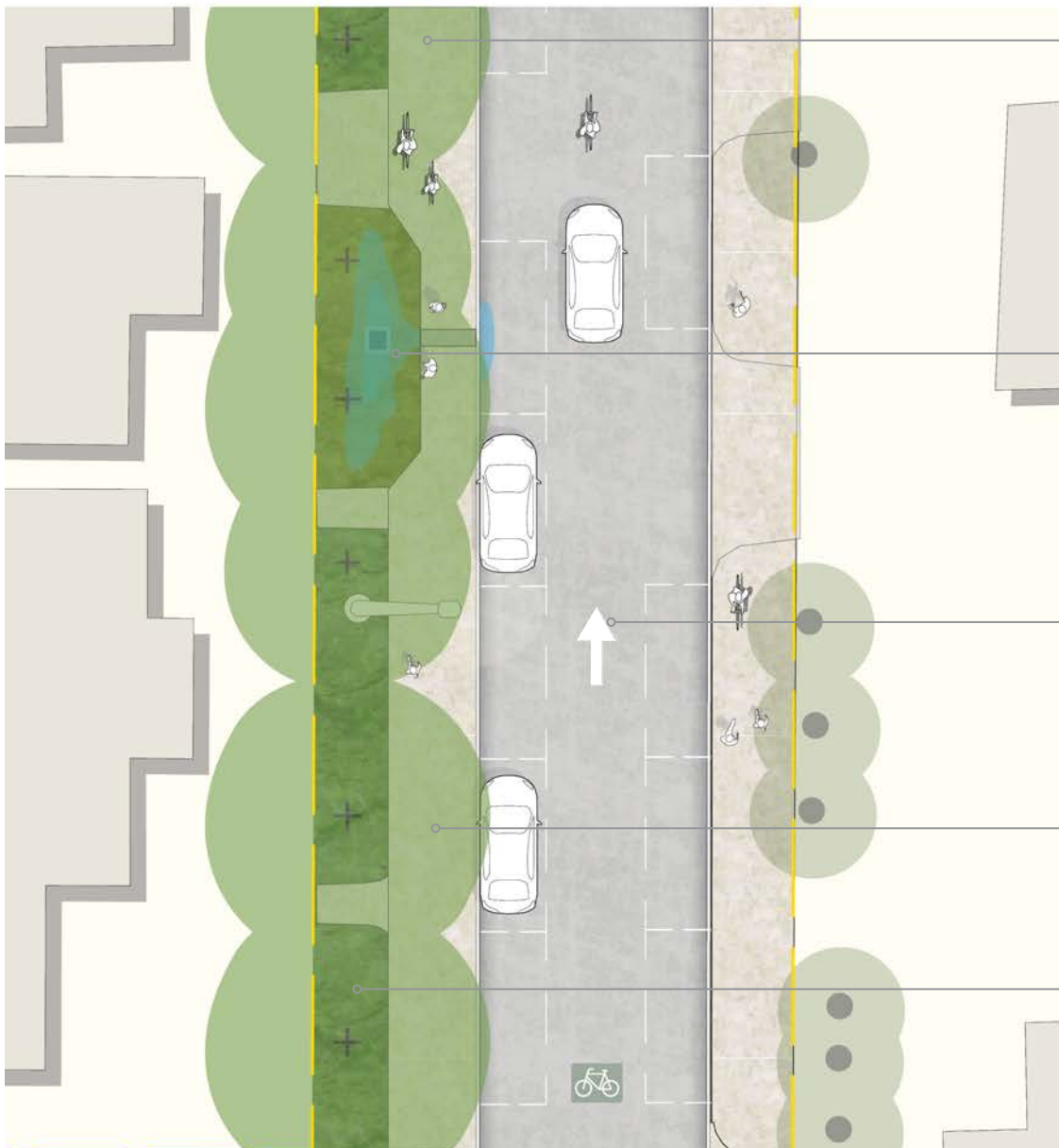
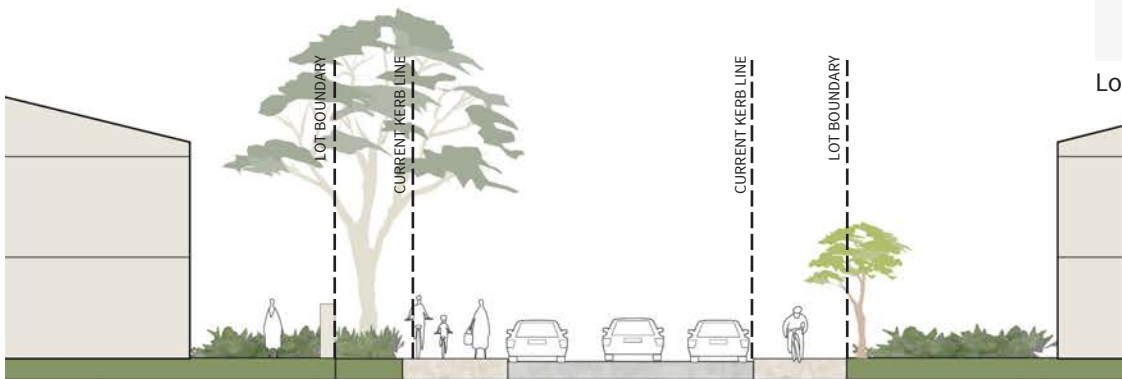


Proposed

Safer one way, greener street with a comfortable footpath



Location



- Verge widened on the roadside with the least number of driveways to provide a continuous footpath
- Rain garden
- Street changed to one-way to prevent through traffic and to make the street safer
- Footpath widened and relocated away from light poles and street signs
- New planting in front of boundary walls with street planting

Existing image of Stirling St

Stirling street has a narrow road reserve compared to most other streets in the Activity Centre, the wide road means that there is little space for footpaths and no space for verge planting or street trees.



Artist's impression of Stirling St

The changes provide space for tree planting, vegetation and a wider footpath on one side of the street. The verge has been increased on the side of the road with the fewest driveways to minimise the conflict between pedestrians and vehicles. This is the only one-way street proposed in the precinct.



South Perth Esp

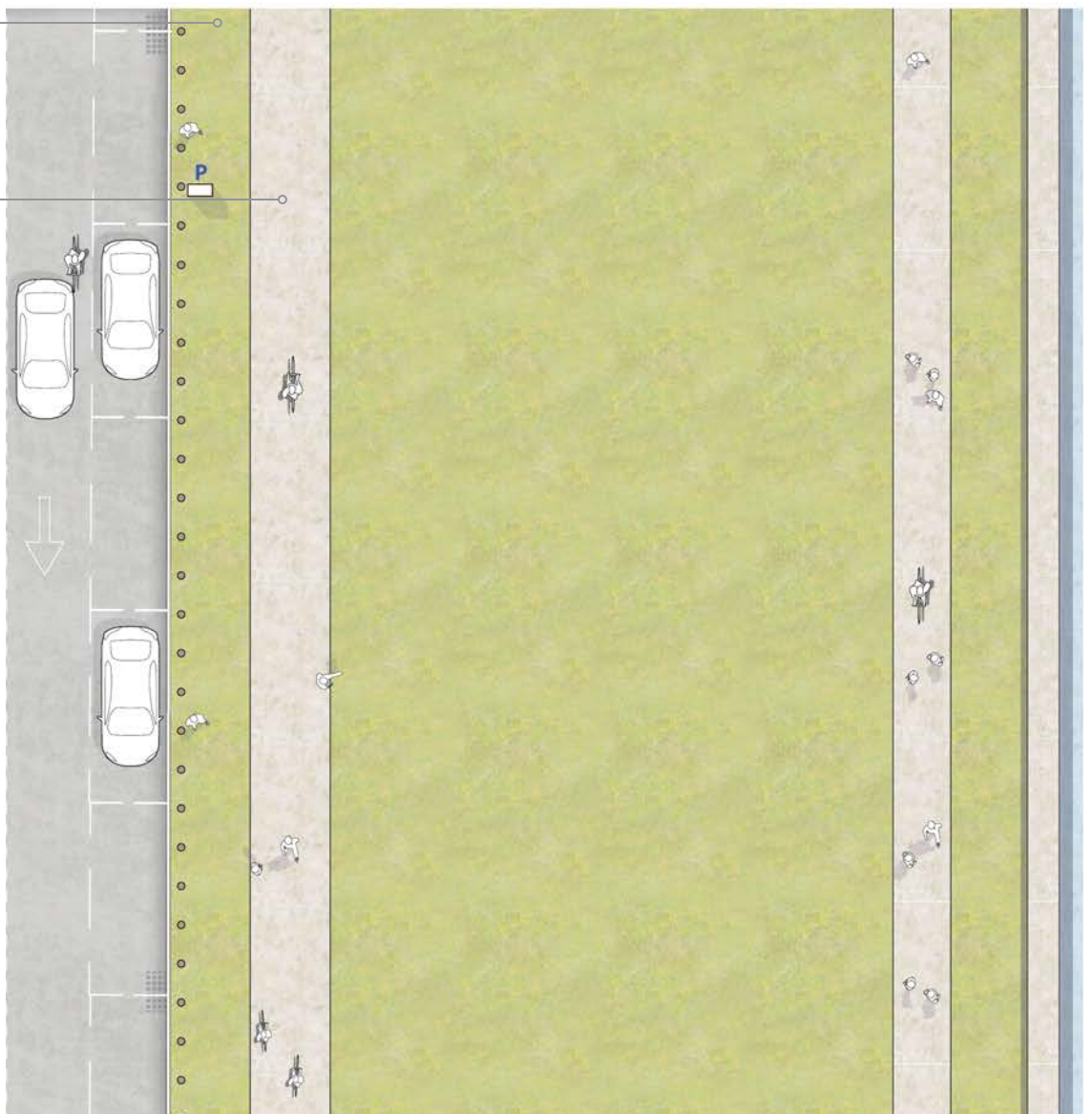
Existing

An open turf area mostly used for walking, exercising and cycling. Lack of separation creates hazards for users.



Bollards in the narrow turf strip incur significant maintenance costs

Very old, narrow footpath creates user conflict between cyclists and pedestrians. A dedicated cycle path exists throughout most of the foreshore that is suitable for all types of cyclists.



Proposed

A safe, attractive waterfront promenade



Location



- Red asphalt cycle path with raised kerbs to connect to greater network.
- Footpath for pedestrians to get to and from their parked cars. A wider, more desirable pedestrian path is provided adjacent the foreshore.
- Bollards in planting areas to significantly reduce maintenance and provide a more long term solution

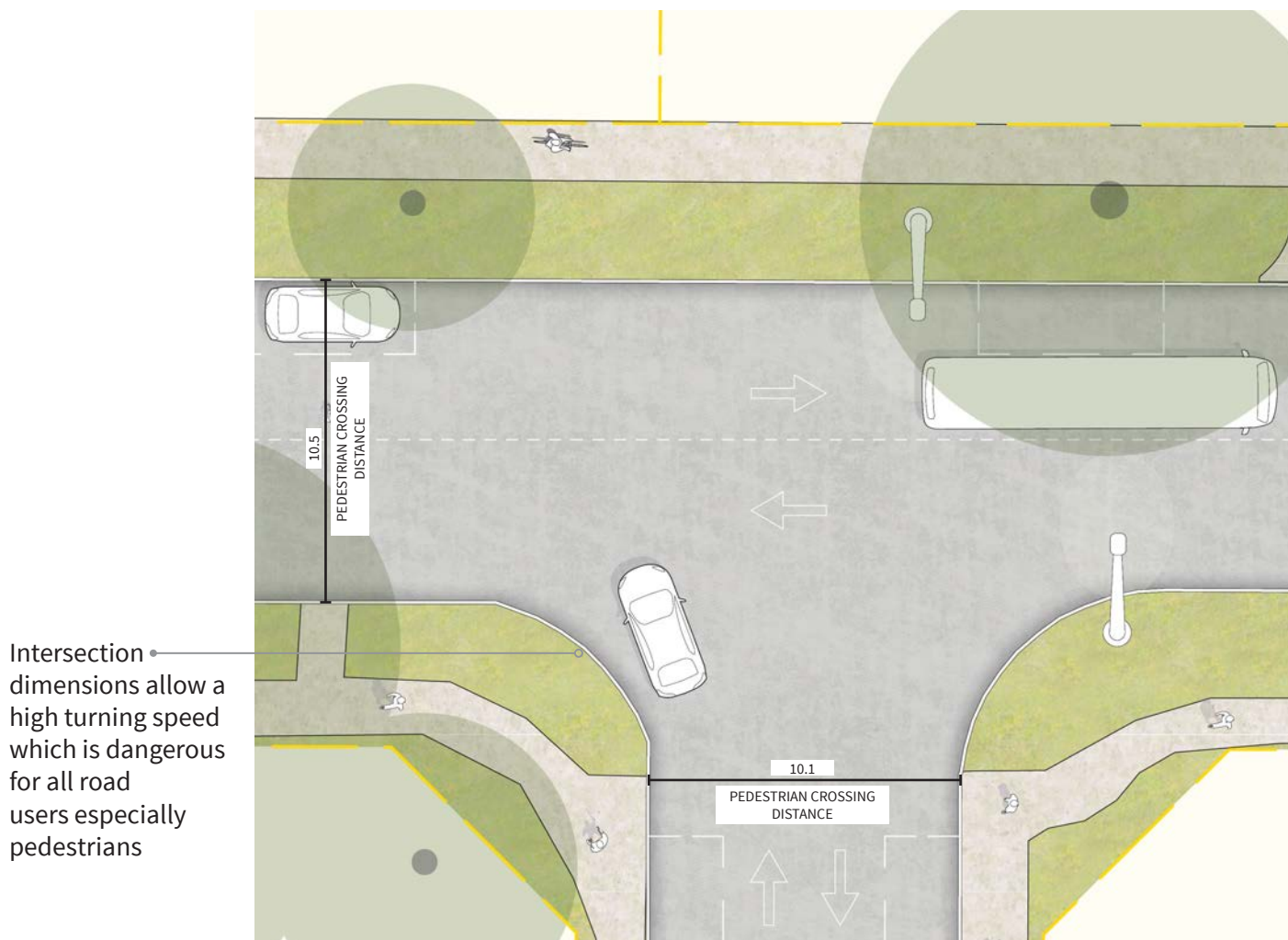
Intersections on local roads

Existing

Very wide intersections that are easy to speed around and difficult for pedestrians to cross



Corner of Mill Point Rd and Stirling Street



Proposed

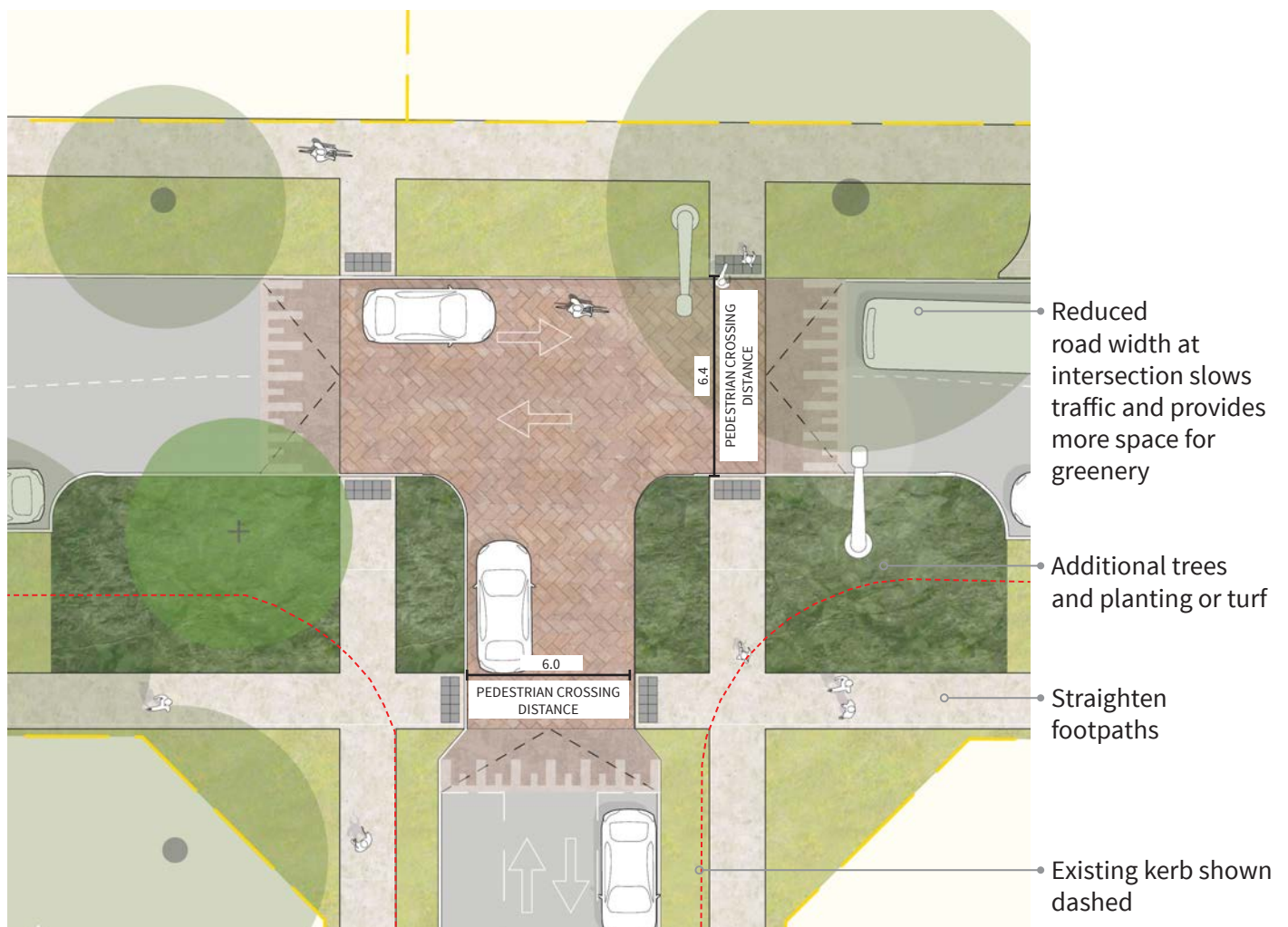
Greener, safer intersections



Location



Corner of Mill Point Rd and Stirling Street



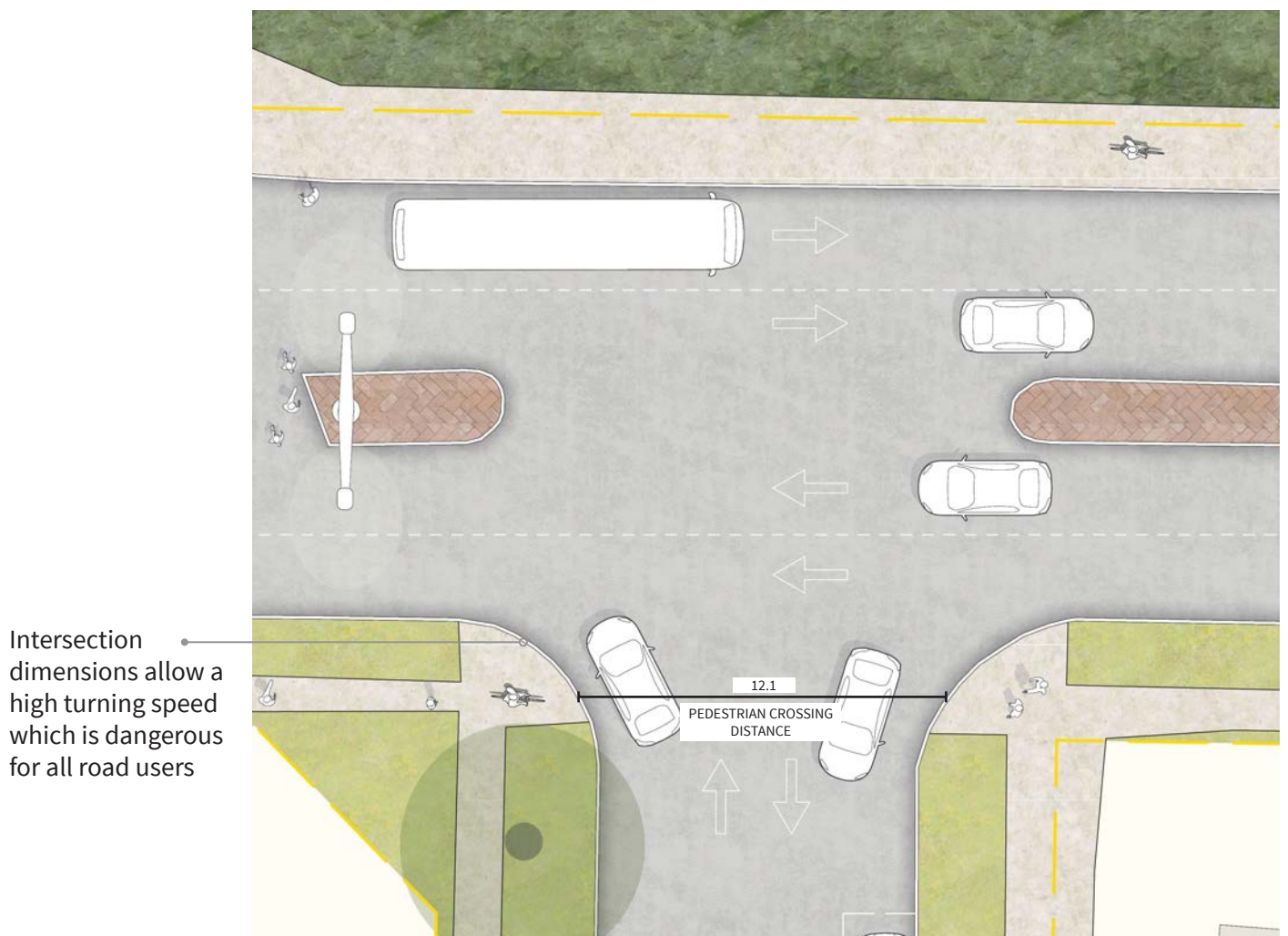
Intersections on connector roads

Existing

Very wide intersections that are easy to speed around and difficult for pedestrians to cross



Existing view



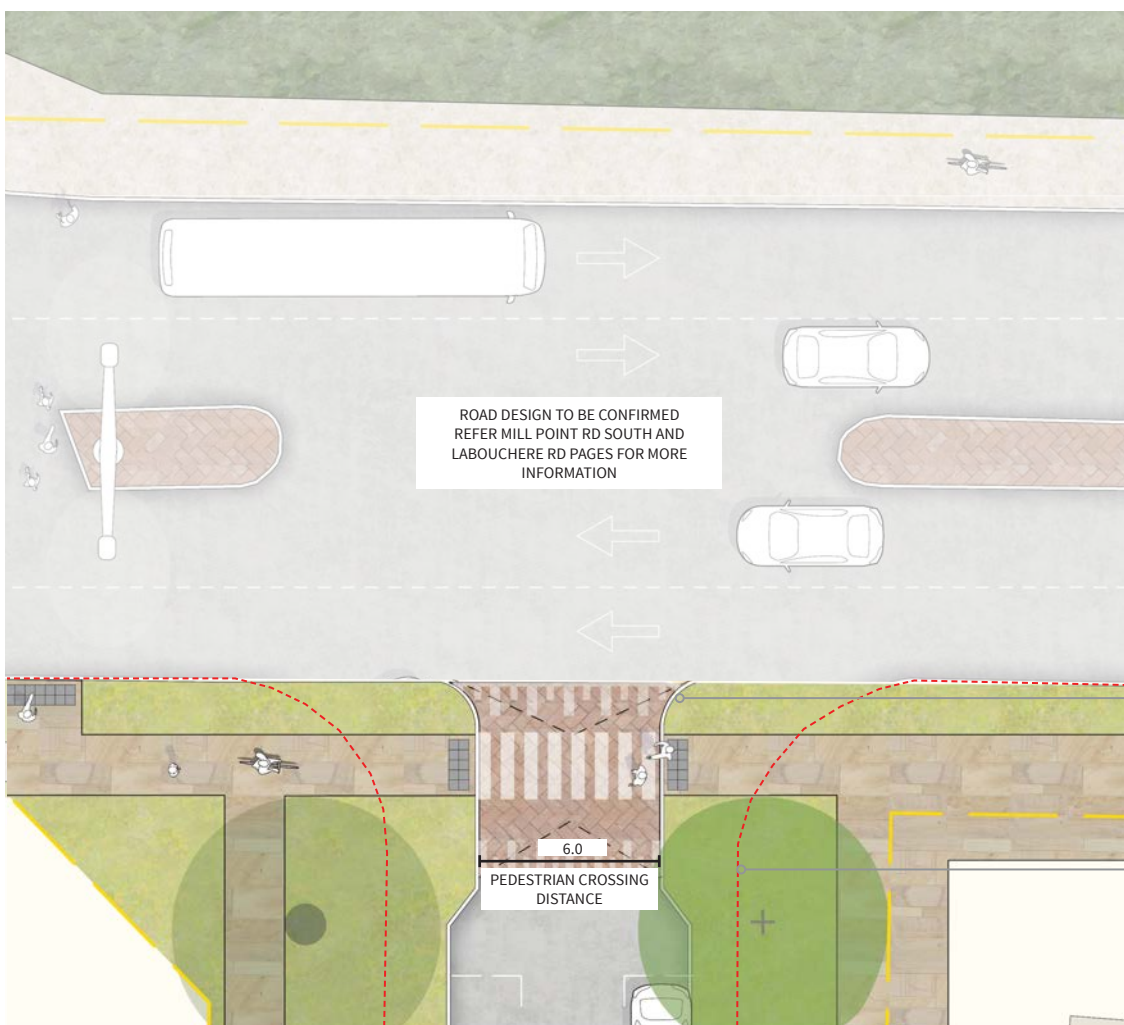
Intersection dimensions allow a high turning speed which is dangerous for all road users

Proposed

Greener, safer intersections



Artist impression



- Tight radius means that vehicles need to slow down before they turn
- Existing kerb shown dashed

