



CITY OF VINCENT

LEEDERVILLE TOWN CENTRE PLACE PLAN COMMUNITY ENGAGEMENT REPORT



Executive Summary

The City of Vincent (Vincent) is developing a new place plan for the Leederville Town Centre. The new Leederville Town Centre Place Plan 2025/26 – 2029/30 (LTCPP 25/26-29/30) will deliver a series of place-based initiatives to improve the town centre in alignment with other strategic projects including the Leederville Precinct Structure Plan and associated Community Benefit Framework; and the Leederville Car Parks Redevelopment project.

Vincent developed a community engagement program to inform the new place plan and involve the local community in the decision-making process. The engagement process for the new place plan involved forming a community focus group (CFG) featuring commercial landowners, business owners, residents and other place stakeholders.

The engagement program intended to build upon the findings of past community engagement programs, review the success of the existing Leederville Town Centre Place Plan 2021/22 – 2024/25 (LTCPP 21/22-24/25) and explore additional issues and opportunities to be addressed in the new place plan.

Following a public Expression of Interest (EOI) process, Vincent formed a CFG and undertook three workshops:

- **Workshop 1 – Project Overview and Current Place Plan (16 attendees)**
Attendees were informed on the project context including updates on relevant Leederville projects. Engagement activities helped to close out the LTCPP 21/22-24/25.
- **Workshop 2 – Key Focus Themes – What is important for Leederville? (18 attendees)**
Attendees explored and provided feedback on all issues and opportunities raised as part of previous engagement processes.
- **Workshop 3 – Ideating Potential Place Actions (12 attendees)**
Attendees discussed the identified Opportunities and Constraints and ideated potential Place Actions for the new Place Plan.

Participants highlighted the following issues:

- Outdated public open spaces;
- Underutilised event areas due to limited usability;
- Poor access to the train station and freeway overpass;
- Poor connectivity to other Vincent precincts via public and active transport;
- Inconsistent parking management; and
- Safety concerns for cyclists and pedestrians along major roads.

Participants expressed a desire for the new LTCPP 25/26-29/30 to deliver:

- Multi-functional and high quality public open spaces;
- Improved sustainability and resilience;
- A more balanced and accessible transport system that encourages the uptake of active and public transport;
- A functional parking and traffic management supporting the town centre's diverse users.
- Safer streetscapes; and
- A vibrant town centre that reflects Leederville's unique identity and community.

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1.0 Introduction

1.1 Project Background

Vincent is committed to a place-based approach for future growth and success of our town centres and emerging precincts.

As part of the Local Government Integrated Planning and Reporting Framework, the City's Strategic Community Plan (2022-2032) affirms the place-based approach through six community-led priority areas:

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

The new place plan will manage the development of public land and the improvement of the Leederville Town Centre.

It will be a guiding document alongside the Leederville Precinct Structure Plan (LPSP) that was prepared between 2019 and 2021 with Council endorsing the draft LPSP on 14 September 2021. The draft LPSP is currently awaiting approval by the Western Australian Planning Commission. As part of obtaining this approval, Vincent is preparing a Community Benefit Framework (LCBF).

The new LTCPP 25/26-29/30 aligns with the projects identified in the Community Benefit Framework and, in addition, provides a filter for the place-based initiatives within Vincent's suite of informing strategies and plans.

This document serves as a summary of the community engagement undertaken to inform the new LTC PP 2025/26-2029/30.

1.2 Community Engagement Program

Vincent is committed to informing and involving the local community in our decision-making process. Community engagement is an essential practice that allows the City to deliver its services in a way that reflects the community's vision.

The City undertook engagement on the LTC PP 2025/26-2029/30 to:

- Encourage interest in and ownership of the project
- Update the community and stakeholders on the progress of actions of the current LTCPP 21/22-24/25 and communicate which actions are:
 - Complete;
 - On hold as they depend on other ongoing projects within the area (e.g. Car Park Redevelopment); or
 - Not complete.
- Seek feedback from the community focus group if an incomplete place plan action is:
 - Still relevant to the community AND still realistic for Vincent to deliver AND should be considered in the new LTCPP 2025/26 to 2029/30; or
 - Is no longer relevant to the community OR no longer realistic for Vincent to deliver AND should not be considered in the LTCPP 2025/26 to 2029/30.

- Present a summary of the key findings of all Vincent-led engagement undertaken between 2019 and 2024 (Key Focus Themes); the vision from the Leederville Precinct Structure Plan and to seek feedback from the community focus group on whether:
 - The key findings, vision and vision objectives are still relevant in 2025;
 - There are any new themes that are missing and need to be added; and
 - The identified Key Focus Themes can be prioritised with a focus on what can be achieved in/through the public realm and is in the scope of a place plan
- Inform the development of key opportunities and constraints; and
- Develop a place plan that reflects the views and vision of the local community.

In recent years, Vincent has engaged with the Leederville community on a number of projects and applications including:

- Leederville Precinct Structure Plan (2019 and 2021),
- Major Development Applications such as the 40 Frame Court DA (2021),
- Leederville Carparks Redevelopment (2023); and
- Community Benefits Framework (2024).

In addition, the local Town Team Leederville Connect prepared their UX 1 and UX 2 documents in collaboration with community members between 2017-2020 and are still consulting with the community regularly as part of their projects. Further information can be found on [Leederville's Connect website](#).

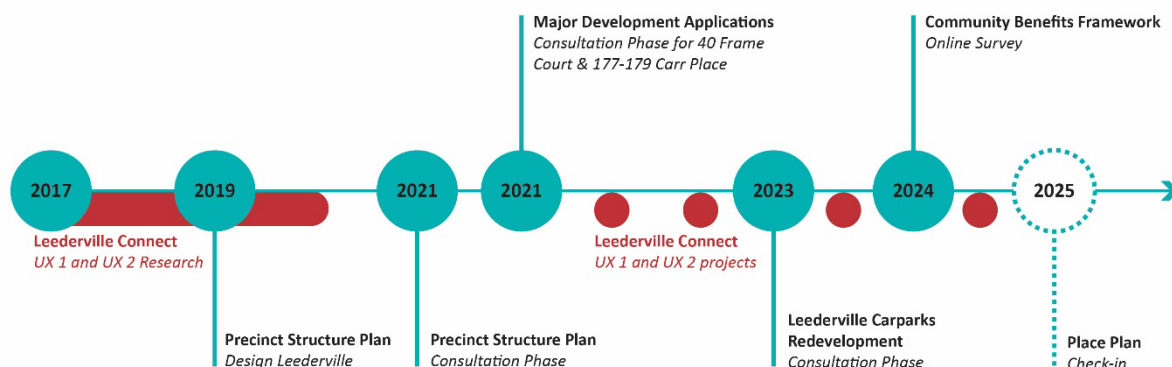


Figure 1: Stakeholder and community engagement programs timeline

To avoid engagement fatigue in informing the LTCPP 25/26-29/30, Vincent undertook a more targeted community engagement process by forming a community focus group following a public recruitment process.

The community focus group, consisting of interested local residents, visitors, workers, business owners, developers, commercial property owners and members of Leederville Connect, have been consulted in three workshops between March and May 2025.

1.2.1 Community Focus Group Recruitment

The call for Expression of Interest (EOI) to recruit the community focus group was open from 20 February to 4pm Tuesday, 4 March 2025. The recruitment process and the community engagement program were communicated through:

- A project page was published on Imagine Vincent on 20 February 2025
- Publishing a news item on the City of Vincent's website on 20 February 2025, 8 reach

- Sending 609 letters to all commercial property owners in the Leederville Town Centre
- Including the EOI opportunity in the City of Vincent's fortnightly E-News on 27 February (circulation 10k+) and in the E-Business News on 28 February (circulation 1.1k), 7,200 reach
- Going business to business and speaking to managers and owners while distributing 75 postcard flyers
- Fixating posters and laying out flyers in highly frequented places such as IGA Good Grocer, Loftus Centre, Loftus Library, Luna Cinema, Leederville Oval and North Metropolitan TAFE
- Inviting important stakeholders and community contacts directly via email (55 emails sent)



Posted 20 February 2025

Leederville Place Plan – Focus Group Opportunity

The City of Vincent is developing a new place plan for the Leederville town centre.

[READ MORE](#)

Figure 2: News Item on City of Vincent website



CONSULTATIONS

Leederville focus group opportunity

The City of Vincent is developing a new place plan for Leederville town centre. Place planning includes anything which affects the broader look and feel of public spaces and streets.

Anyone with a connection to Leederville is invited to become part of a community focus group that will help guide the direction of the town centre.

Visit [Imagine Vincent](#) to find out more and register your interest.

Submissions close 4pm Tuesday, 4 March 2025.

[Register your interest](#)

Have Your Say



Leederville Town Centre Place Plan - Community Focus Group

The City of Vincent is developing a new place plan for Leederville town centre.

Place planning includes anything which affects the broader look and feel of public spaces and streets, as well as its activation.

Anyone with a connection to Leederville is invited to become part of a community focus group that will help guide the direction of the town centre.

Visit [Leederville Place Plan | The City of Vincent](#) to find out more and register your interest.

Submissions close **4pm Tuesday, 4 March**.

Figure 3 and 4: News Items published on E-News and Business E-News

There were 71 total unique visits by 65 individual visitors to the Imagine Vincent project page, of which:

- 65 (100%) were *aware* - someone who has made at least one visit to the Imagine Vincent site (read the project info).
- 7 (11%) were *informed* - someone who has clicked on a link on the platform (to read more information, view photos or read supporting documents).

- 2 (3%) were *engaged* – someone who has contributed to a project (completed the workshop registration survey).

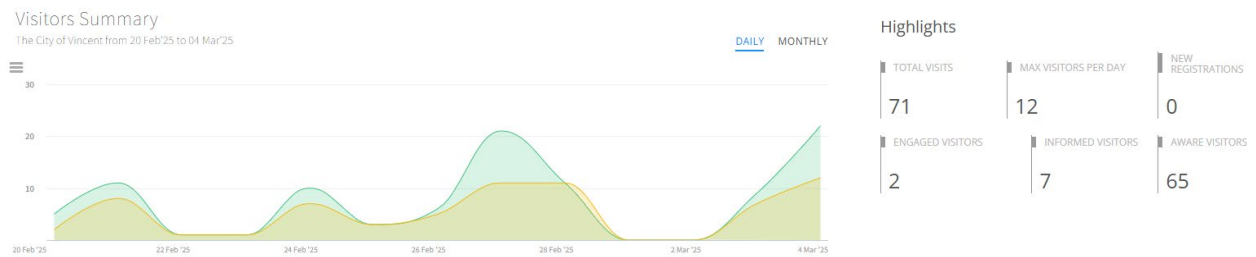


Figure 5: Visitor summary diagram (Imagine Vincent)

1.2.2 Engagement Process

Workshop 1 – Project Overview and Current Place Plan

The first workshop was held in-person (with the option to join online) at the City of Vincent Administration Building on Wednesday 12 March 2025 between 5:00pm and 6:30pm

The intent of the workshop was to:

- Inform about project background and the purpose of the community focus group
- Update on the Leederville Car Parks Redevelopment project including the temporary car park provision via Newcastle Street Car Park and relevant other projects
- Update on the Leederville Precinct Structure Plan and Community Benefit Framework
- Inform about the projects undertaken by the local Town Team Leederville Connect
- Give an update on the current place plan and the status of its place actions as well as how these might relate to the other redevelopment projects
- Seek feedback on existing place plan actions and if incomplete actions are still relevant for the new place plan

Workshop 2 – What is important for Leederville?

The second workshop was held in-person (with the option to join online) at City of Vincent Administration Building on Wednesday 19 March 2025 between 5:00pm and 6:30pm.

The intent of the workshop was to:

- Provide an overview of community engagement programs to date (LPSP, LTCPP 21/22-24/25, 40 Frame Court, Car Park Redevelopment, Leederville CNA/CBF)
- Seek feedback on identified Key Focus Themes summarising outcomes of past engagement
- Explore any additional themes that have not been captured yet and might have come up more recently
- Complement and prioritise identified Key Focus Themes

Workshop 3 – Exploring Opportunities and Constraints and Ideating Place Actions

The third workshop was held in-person (with the option to join online) at City of Vincent Administration Building on Wednesday 14 May 2025 between 5:00pm and 7:00pm.

The intent of the workshop was to:

- Seek feedback on the consolidated Opportunities and Constraints Analysis
- Ideate opportunities for place plan actions and explore potential constraints, stakeholders and the City's level of influence

1.3 The IAP2 Spectrum of Public Participation

The IAP2 Spectrum of Public Participation (the IAP2 Spectrum) was designed to assist with the selection of the level of participation that defines the public's roles in any public participation process (IAP2 International Federation 2018). This approach has informed Vincent's Community and Stakeholder Engagement Strategy and the Community and Stakeholder Engagement Policy.

The IAP2 Spectrum was considered throughout the development of the Community Engagement Program for the LTC PP 2025/26-2029/30. Due to the impact of the LTC PP 2025/26-2029/30 on the future development of the public realm of the Leederville Town Centre and in consideration with the previously undertaken extensive consultation of the broader community, the goal for public participation was to 'consult/involve' the members of the community focus group and to only 'inform/consult' the broader community.

In the IAP2 Spectrum, to 'consult' means to obtain public feedback on analysis, alternatives and/or decisions. Administration aims to keep the community informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

In the IAP2 Spectrum, to 'involve' means to work with the public to ensure their concerns and aspirations are consistently understood. As such, the Community Engagement Program set out to understand the community's current concerns and vision for the future of Leederville Town Centre.

In the IAP2 Spectrum, to 'inform' means to provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

After the first two community focus group workshops have been completed, Vincent drafted the Opportunities and Constraints Report with due regard to the concerns and aspirations of the community focus group.

In the final workshop the community focus group discussed the consolidated Opportunities and Constraints Report and ideated potential place plan actions as part of a group activity.

At the conclusion of the community engagement program with the CFG, Administration will formally advertise the draft LTCPP 25/26-29/30 where the broader public will have the opportunity to have their say.

2.0 Workshop Outcomes

2.1 Workshop 1 – Project Overview and Current Place Plan

The first of three community focus group workshops was held at the City of Vincent Administration Building on Wednesday 12 March 2025 between 5:00pm and 6:30pm. 23 registrations were received for the workshop with 16 people attending on the night.

The format of the workshop included:

- Vincent presenting on the background of the project, the purpose of the community focus group and next steps in the engagement program
- Several city officers providing updates on major Leederville projects for understanding the context in which the new Leederville Place Plan is to be developed
- The Town Team Leederville Connect presenting on their latest projects
- Vincent presenting on the status of place plan actions of the current place plan
- Facilitation of 1 engagement activity in groups of 5-6 people per table (3 groups) to review existing incomplete place plan actions for their relevance for the new place plan
- Vincent reconfirming next steps

Photos of all table activities have been attached in Appendix 2 – Workshop photos.

Workshop Activity 1 – Defining the relevance of current place plan actions

Groups were asked to review the incomplete place plan actions of the current LTCPP 21/22-24/25 including their most recent updates to determine if the incomplete action is:

- Still relevant (indicated by a green sticky dot);
- Relevant in an amended form (yellow sticky dot); or
- No longer relevant for the new place plan (red sticky dot).

Participants also had the opportunity to leave comments for justification or proposed changes.

The detailed results can be seen in Appendix 1 – Detailed Outcomes.

Outcomes Workshop Activity 1

The CFG considers most of the incomplete place plan actions as still relevant for the new place plan.

The following actions were identified as high priority:

- Action 2.1 – Upgrading the Leederville Train Station and freeway overpass;
- Action 2.3 – Creating safe pedestrian accesses to the town centre;
- Action 2.5 – Improving the cycling infrastructure; and
- Action 4.5 – Formalising the Water Corporation Drainage Reserve.

The community emphasises the need to enhance the usability of Leederville Village Square as an events space and to address illegal parking by third-party delivery and on-demand transport providers in the town centre.

Opinions within the community focus group varied regarding the re-routing of bus route 15 (Action 2.2). Some members support retaining the current central route for convenience, while others advocate for re-routing it around the town centre to improve the Square's usability for events

There was widespread agreement of expanding Oxford Street Reserve (Action 1.1) to create a high quality multi-functional public open space potentially allowing for event use and connecting to an upgraded pedestrianised Water Corporation link.

2.2 Workshop 2 – What is important for Leederville?

The second community focus group workshop was held at the City of Vincent Administration Building on Wednesday 12 March 2025 between 5:00pm and 6:30pm. 26 registrations were received for the workshop with 18 people attending on the night.

The format of the workshop included:

- Vincent summarising the outcomes of Workshop 1 with the opportunity for the community focus group to explain their opinion or ask questions
- Vincent presenting on the outcomes of previous community engagement processes as part of the LPSP, Leederville Car Parks Redevelopment, Major Development Applications and the Community Benefit Framework
- Vincent presenting on summarised Key Focus Themes based on all issues and opportunities raised by the community within the past 5 years
- Facilitation of 1 engagement activity in rotating groups of 4-6 per table and an open discussion on the review of these Key Focus Themes
- Vincent confirming next steps and upcoming timeframes

Photos of all table activities have been attached in Appendix 2 – Workshop photos.

Administration presented Key Focus Themes which were developed through reviewing:

- The outcomes of previous engagement processes in the Leederville Town Centre; and
- The Context Analysis and SWOT undertaken as part of the Precinct Structure Plan.

The Key Focus Themes describe opportunities for Leederville Town Centre and strongly relate to findings of previous community engagement programs. By prioritising the different themes and potentially adding additional themes, the community focus group helps to define the most pressing issues for Leederville Town Centre to be tackled by the new place plan while confirming or correcting the vision for Leederville at the same time.

The detailed Key Focus Themes including the description of each theme can be found in Appendix 1 – Detailed Outcomes.

Workshop Activity 2 – Reviewing the Key Focus Themes (The World Café)

Groups of 4-6 people were asked to review the identified Key Focus Themes organised in the following categories:

1. Public Realm and Streetscapes;
2. Transport; and
3. Social Infrastructure and Services.

The groups were provided with worksheets including a theme map, the summarised Key Focus Themes and space for comments or additional themes. After reviewing the themes of one of the categories, the individual group would rotate to the next category and build upon the feedback of the previous group until everyone has reviewed all Key Focus Themes of all categories. The detailed results can be seen in Appendix 1 – Detailed Outcomes.

Outcomes Workshop Activity 2
Public Realm and Streetscapes (A)

Category	Sub-Category	Key Focus Theme
Public Realm and Streetscape (A)	Sustainability (1)	• A 1.1 Responding to climate change • A 1.2 A sustainable town centre • A 1.3 Retain and increase tree canopy • A 1.4 A healthy and productive Leederville Town Centre
	Green Spaces and Streetscapes (2)	• A 2.1 Leveraging on Leederville's existing Public Open Space assets • A 2.2 Green Linkages • A 2.3 Pedestrianised Water Corporation Link • A 2.4 Enhance opportunities for all-ages play • A 2.5 Activated streets • A 2.6 Reflect Leederville's unique character in its streetscape

In their review of the identified Key Focus Themes, the attendees were supportive of all key focus themes. They identified the following as the most important:

- **A 2.1 Leveraging Leederville's existing public open space assets;**
- **A 2.2 Green linkages; and**
- **A 2.3 Pedestrianised Water Corporation link.**

The CFG proposed several additions to this theme category aiming to enhance Leederville's sustainability, green spaces and streetscapes including:

- **Policies and minimum targets for retaining and expanding tree canopy**
Some community members said that policies should ensure tree retention on private land and set minimum targets for the urban tree canopy in the town centre.
- **Community education offers**
For some workshop attendees a healthy and productive town centre can be supported by creating a community garden, which offers healthy food options, learning opportunities, and community interaction. Additionally, locals should be encouraged to create water-wise verges with native trees and plants.
- **Supporting the YMCA Headquarter as a vibrant community space**
Before and after the redevelopment of Oxford Street Reserve it is important to strengthen the YMCA headquarter as an important community space that needs to be accessible and up-to-standard as well as re-activated through (live music) events.

Key Outcomes for Sustainability (Subcategory 1)

While reviewing the identified Key Focus Themes, the community proposed the following additions:

- **Responding to climate change (A 1.1)** requires incentives for more sustainable behaviour in various fields from i.e. recyclable containers for events, a takeaway-deposit scheme for

hospitality businesses or the uptake of more sustainable commuting/transport options for local workers.

- **A sustainable town centre (A 1.2)** can be achieved when the City of Vincent encourages and supports locals in creating water-wise verges and in planting native trees and plants.
- **To retain and increase the tree canopy (A 1.3)** it is important to avoid inadequate tree species and to promote the planting of native Australian trees and plants to increase the urban forest's overall resilience and adaptability to climate change. Furthermore, policies can ensure the retention of trees on private land and nominate minimum targets for urban tree canopies.
- **A healthy and productive Leederville Town Centre (A 1.4)** can be achieved through the creation of a community garden which allows for healthy food options in combination with learning opportunities and community interaction. It is understood that this would require passive surveillance and management by the community. Additionally, the community are in support of vertical gardens or rooftop gardens.

Key Outcomes for Green Spaces and Streetscapes (Subcategory 2)

While reviewing the identified Key Focus Themes, the community proposed the following additions:

- To be able to **leverage on Leederville's existing Public Open Space assets (A 2.1)** Oxford Street Reserve urgently needs to be upgraded to become a high quality and safe public open space. There is also a need for diverse multi-functional green spaces that are not limited to sports uses and allow for the integration of learning and (food) production spaces.
- The **pedestrianised Water Corporation Link (A 2.3)** is supported by the community and is seen to bring benefits to the surrounding businesses, although it needs to be designed in consideration of these businesses and their needs.
- To **enhance opportunities for all-ages play (A 2.4)** the upgrade of Oxford Street Reserve needs to be considered in combination with the skate park and needs to include design considerations especially for the needs of teenage girls. Playscapes as part of businesses could also support the overall availability of all-ages play.
- The **reflection of Leederville's unique character in its streetscape (A 2.6)** could be achieved with some guidance for shop owners about the "look" of storefronts while there should not be an overly prescriptive style guide to avoid creating a sterile environment through the loss of Leederville's diversity

Theme Category Transport (B)

Category	Sub-Category	Key Focus Theme
Transport (B)	Active Movement (1)	• B 1.1 Improve the town centre's active transport experience • B 1.2 Enhance cycling network • B 1.3 Improve pedestrian arrival points • B 1.4 Improve pedestrian accessibility at Leederville's fringes • B 1.5 Enhance pedestrian network throughout the precinct
	Public Transport and Micro-Mobility (2)	• B 2.1 Promote mode shift through infrastructure and incentives • B 2.2 Improve access to the train station • B 2.3 Connect Vincent via public and active transport options • B 2.4 Support mode shift through innovative micro-mobility
	Car Traffic (3)	• B 3.1 Efficient parking management • B 3.2 Importance of convenient parking options for local businesses • B 3.3 Designated pick-up points for on-demand vehicles

In their review of the identified Key Focus Themes, the attendees were supportive of all key focus themes. They identified the following as the most important themes to be explored in the new Place Plan:

- **B 2.1 Promote mode shift through infrastructure and incentives;**
- **B 2.2 Improved access to the train station; and**
- **B 3.2 Importance of convenient parking options for local businesses.**

The CFG proposed several additions to this theme category aiming to enhance Leederville's transport experience for all modes of transport:

- **Bus loop connecting Leederville to other precincts**
There is also a call for better transit options, such as a CAT Bus connecting Leederville to other precincts. It was also suggested to use a bus connecting Leederville to the Pickle District on weekends or during events.
- **Investigate/understand the need for on-street parking**
It has been said that the need for on-street parking supporting local businesses should be investigated and confirmed through data collection and/or consulting a reference group to understand their needs and how increased pedestrian movement could be beneficial.

Key Outcomes for Active Transport:

While reviewing the identified Key Focus Themes, the community proposed the following additions:

- To **improve the Town Centre's active transport experience (B 1.1)**, there is a need for more designated bike parking and the need to provide a safe environment for all transport modes both on the local streets and the Principal Shared Path (PSP).
- An **Enhanced cycling network (B 1.2)** will ease the demand for parking while it is important to create more bike-friendly streets and to prepare the town centre for an increase in bicycle and e-bike users.
- To **improve pedestrian arrival points (B 1.3)** and to create a more pedestrian friendly town centre it is important to combine these entry points with pick-up/drop-off areas for on-demand vehicle services, public off-street car parking and welcoming signage. It has been raised that the Stamford Street/freeway off-ramp needs attention in terms of landscaping, waste and accessibility issues. There could be an opportunity to enhance it as a key entry point to Leederville.
- **Improved pedestrian accessibility at Leederville's fringes (B 1.4)** is in terms of the Galup (Laker Monger) connection less of a priority while it is essential to increase the safety of the Loftus Street/Vincent Street intersection.
- An **Enhanced pedestrian network throughout the precinct (B 1.5)** can be achieved through extending and improving walking routes with continuous awnings, active frontages and legible and direct pathways.

Key Outcomes for Public Transport and Micro-Mobility

While reviewing the identified Key Focus Themes, the community proposed the following additions:

- To **promote mode shift through infrastructure and incentives (B 2.1)** it is important to increase broader transit options (i.e. CAT Bus) and to promote cycling as a way to commute to work via specific incentives or benefits for workers (i.e. lunch vouchers).
- **Improving the access to the Leederville Train Station (B 2.2)** and overpass to West Leederville is urgently needed in terms of accessibility and safety for all user groups.
- To **connect Vincent via public and active transport options (B 2.3)** there is the need for an efficient and convenient bus route connection, i.e. a loop bus connecting Leederville with other precincts such as Northbridge, Mount Hawthorn and Highgate.
- To **support mode shift through innovative micro-mobility (B 2.4)** the community sees the opportunity to create a shared space or car-free environment on Oxford St south and it is important to improve end-of-trip facilities, parking and bike lanes for already existing e-scooter and cycling users.

Key Outcomes for Car Traffic

While reviewing the identified Key Focus Themes, the community proposed the following additions:

- **Efficient parking management (B 3.1)** could solve existing parking issues through increased parking fees and maximum parking limits in public car parks to avoid long-term/all-day parking in the town centre.
- The **importance of convenient parking options for local businesses (B 3.2)** while there was the general notion of reducing on-street parking, it was acknowledged that essential short-term parking in proximity to certain businesses should be available while longer-term parking is to be located to the edges of the town centre.

- Central **designated pick-up points for on-demand vehicles (B 3.3)** should be created in strategic locations to avoid additional traffic along Oxford Street. A potential pick-up point could be created on Newcastle Street or Carr Place.
- As an **additional theme**, it is necessary to consider an additional car access to Carr Place outside of Newcastle Street.

Theme Social Infrastructure and Services (C)

Category	Sub-Category	Key Focus Theme
Social Infrastructure and Services (C)	Connected Community (1)	• C 1.1 Leederville as a place for everyone • C 1.2 A multi-generational Leederville • C 1.3 A central community hub • C 1.4 A safe and welcoming town centre • C 1.5 Considered density with diverse housing opportunities
	Thriving Town Centre (2)	• C 2.1 Support the local art scene • C 2.2 Functional event spaces • C 2.3 Enhance the representation of Leederville's cultural history • C 2.4 Enable local innovation • A 2.5 Support Leederville's unique business hub

In their review of the identified Key Focus Themes, the attendees were supportive of all key focus themes. They identified the following as the most important:

- **C 1.5 Considered density with diverse housing opportunities;**
- **C 2.2 Functional event spaces; and**
- **C 2.5 Support of Leederville's unique business hub.**

The CFG proposed several additions to this theme category aiming to enhance Leederville to achieve a connected community and thriving town centre:

- **Interim public open spaces**
The community has emphasised the need for central places where people can meet and feel connected, potentially through the temporary re-purposing of under-utilised central land.
- **Public open spaces responding to changing demographics**
Public space designs should cater to all generations, especially vulnerable user groups. It has been said that Leederville should have public open spaces and facilities that respond to its changing demographics, creating a multi-generational environment
- **Major event space on Oxford Street Reserve and the Skate Park**
Some community members see a great opportunity for a large outdoor event space on Oxford Street Reserve, the skate park area and Frame Court car park which could represent an alternative to Leederville Village Square.
- **Streamlined event approval process for Leederville Village Square**
It has been suggested to explore a streamlined event approval process and supporting 'noise policies' for potential events on Leederville Village Square including a pre-approved traffic

management plan which would make it more affordable for event organisers to use the space.

Key Outcomes for Connected Community (Subcategory 1):

While reviewing the identified Key Focus Themes, the community proposed the following additions:

- To **make Leederville a place for everyone (C 1.1)**, there is a need for central places for the community to meet and feel connected potentially through the temporary re-purposing of under-utilised and undeveloped central land. It is important that public space designs consider the different needs of all generations, especially of vulnerable user groups.
- A **multi-generational Leederville (C 1.2)** should have public open spaces and facilities that respond to Leederville's changing demographics and allow for intergenerational connection.
- A **central community hub (C 1.3)** can be achieved through marking it with welcoming and accessible entry points and through providing high quality central meeting places.
- Leederville as a **safe and welcoming town centre (C 1.4)** needs to consider also sound and noise improvements next to improving the lighting throughout the town centre. It is important to create a safe environment for pedestrians, enable the community to facilitate the activation of public space and laneways and to include dedicated community space in private developments.
- **Considered density with diverse housing opportunities (C 1.5)** requires incentives to create more affordable housing such as built-to-rent developments. Requirements for new high-rise developments to include vertical gardens and greenery will help to retain the 'suburban' look of the town centre.

Key Outcomes for Thriving Town Centre (Subcategory 2):

While reviewing the identified Key Focus Themes, the community proposed the following additions:

- To **support the local art scene (C 2.1)** it is important to strengthen the connection to and accessibility of the Pickle District potentially via (free) bus routes. In Leederville empty walls along the freeway and bridges could be utilised for public art and temporary art trails could help to promote local artists. Community facilities such as Loftus Centre potentially could offer additional art and gallery spaces within the town centre.
- There is a need for **functional event spaces (C 2.2)** and it is important to improve the usability of Leederville Village Square as an events space also regarding its affordability and safety for event uses. The community are in support of more (temporary) street closures for events and improved town centre activation.
- While one community focus group member does not see the need for more representation of the culture of First Nation People in Leederville town centre, most of the workshop attendees want to see an **enhanced representation of Leederville's cultural history (C 2.3)**. This could be achieved with an interactive heritage trail app with different stations and through encouraging more representation of Traditional Owners and their culture at local events.
- To **support Leederville's unique business hub (C 2.5)** it is important to discourage franchise shops and to support local businesses as well as to encourage more mixed-use developments including co-working spaces. Solving the on-demand transport/food-delivery traffic issue is seen as crucial for Leederville's business operations.

2.3 Workshop 3 –Exploring Opportunities and Constraints and Ideating Place Actions

The third and final community focus group workshop was held at the City of Vincent Administration Building on Wednesday 14 May 2025 between 5:00pm and 7:00pm. 16 registrations were received for the workshop with 12 people attending on the night.

The format of the workshop included:

- Vincent presenting on the key opportunities and constraints for the new Leederville Town Centre Place Plan
- Facilitation of open discussions around the proposed opportunities and constraints including the complete Opportunities and Constraints Report which was shared with the CFG members prior to the workshop
- Facilitation of 1 engagement activity in three groups of 4-6 people where the CFG members ideated potential place actions, identified key stakeholders, the role of the City of Vincent as well as their timeframes or dependencies
- Vincent concluding the community focus group engagement and confirming upcoming timeframes

Photos of all table activities have been attached in Appendix 2 – Workshop photos.

Outcomes Workshop Activity 3

The CFG generally agrees with the identified Opportunities and Constraints for Leederville Town Centre. There was an additional comment around parking with the suggestion to prohibit verge parking along Carr Place to protect the existing tree canopy and to create water-wise verges instead. It was highlighted again that it is important to avoid all-day parking on the public car parks.

In the group activity, the CFG members worked on ten potential place actions for the following opportunities:

1) Put People First on Oxford Street South (related to 4.1.8 in Opportunities and Constraints Report):

All three groups chose to work on this potential place action suggesting the following:

- Phase 1: Trial occasional/recurring temporary road closures for event activation
- Phase 2: Test longer term impacts either through complete street closure during eg. the Christmas period, or through modifying the streetscape towards a shared space environment

Throughout all phases it is important to work with key stakeholders such as the PTA, event organisers, local businesses and the local community to find streamlined solutions and to monitor potential impacts or concerns. One group was not supportive of a permanent road closure.

The working groups identified the role of the City to be leading the process, partnering with community groups and event organisers to implement the trial and advocating for the road closure to Main Roads and other authorities.

2) Opportunities for All Ages Play (related to 4.1.5 in Opportunities and Constraints Report):

With the City in a leading, partnering and supporting role, the community focus group sees the opportunity to incentivise developers to include incidental play (spaces) within the streetscape, while simultaneously retaining and reviving popular existing play elements such as the ping pong tables and YMCA basketball court.

- 3) Active (new) laneways** (related to 4.1.9 in Opportunities and Constraints Report):
It has been suggested that the City offers development incentives to private land owners in terms of providing new activated frontages. The overall pedestrian experience starting from the train station access ramp is to be enhanced by implementing effective traffic management and improving the visibility of important thoroughfares such as the tip top arcade.
- 4) Water Corporation Main Drain** (related to 4.1.4 in Opportunities and Constraints Report):
This existing Place Plan action is supported with the City in a leading and partnering role.
- 5) Improved connection to Galup** (related to 4.2.5 in Opportunities and Constraints Report):
It has been suggested to improve the availability and clarity of pedestrian crossings in order to avoid dangerous behaviour by pedestrians, joggers and cyclists.
- 6) Incentives for sustainable behaviour** (related to 4.1.11 in Opportunities and Constraints Report):
In this potential place plan action the City is to take on several roles. The City could be leading the implementation of a 'sustainable behaviour incentives strategy' and the establishment of receptacles/collection points within the town centre. The City could partner with other key stakeholders to deliver joint incentive programs. The City could also support the local community and event organisers in applying sustainable behaviour, i.e. waste reduction and sharing.
- 7) Promote mode shift through incentives** (related to 4.2.7 in Opportunities and Constraints Report):
The community sees the need for an enhanced cycling experience on Oxford Street and Vincent Street and more bike parking. For this the City is to lead the improvement of city-owned assets and to advocate for the upgrade of assets owned by the Public Transport Authority.
- 8) Holistic Parking Management** (related to 4.2.10ff in Opportunities and Constraints Report):
The community focus group agreed with the proposed actions and highlighted the need to reduce the maximum parking hours on off-street public car parks. Other suggestions were to stop verge parking on Carr Place to protect the existing tree canopy as well as reducing the number of loading bays on Newcastle Street/Carr Place. The City is to lead this potential place plan action.
- 9) Functional Event Spaces** (related to 4.1.6 in Opportunities and Constraints Report):
The working group identified two ways of improving the provision of event spaces in Leederville Town Centre with the City in the role of an advocate and partner:
 - 1) Leederville Village Square as an event space could be improved by conducting a trial to regularly close off the road on weekend nights - ideally through automated bollards.
 - 2) Oxford Street Reserve could be expanded towards a future car-free Oxford Street South and together with the skate park area it could form a major event space.
- 10) Multi-Generational Leederville** (related to 4.3.2 in Opportunities and Constraints Report):
The working group identified the need for more benches throughout the town centre as well as providing public toilets serving various user groups. It has also been suggested to better control the implementation of the smoke-free town centre. The City is to lead this potential place plan action.

The detailed outcomes for each of these potential place actions can be found in Appendix 1 – Detailed Outcomes.

3.0 Conclusion

Vincent are undertaking a community engagement program for the LTCPP 25/26-29/30 between 20 March and 14 May 2025.

The program was communicated through Imagine Vincent, letters to commercial property owners, Vincent's Business eNews, the fortnightly eNews, speaking to business owners and managers and sending email invitations to identified key stakeholders.

Vincent ultimately received 28 EOI responses and an average of 15 attendees at the workshops. Figures 1 and 2 summarise the attending community focus group members' relationship with the town centre. Each workshop consisted of a core focus group of approximately 12 people. In addition, some members participated only in one or two of the three workshops.

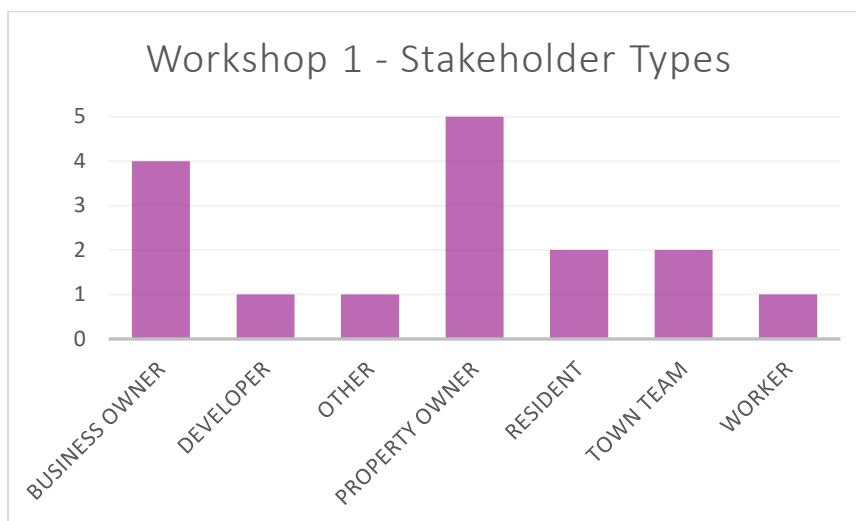


Figure 6: Stakeholder types attending Workshop 1 (16 in total)

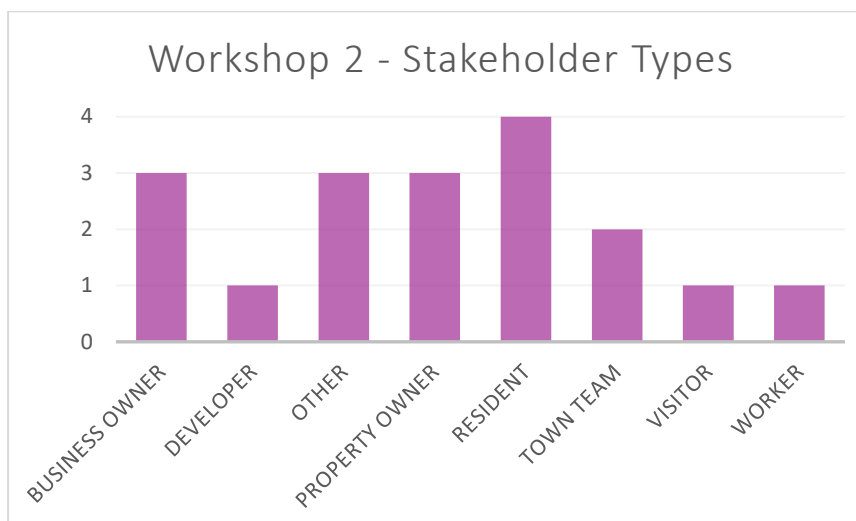


Figure 7: Stakeholder types attending Workshop 2 (18 in total)

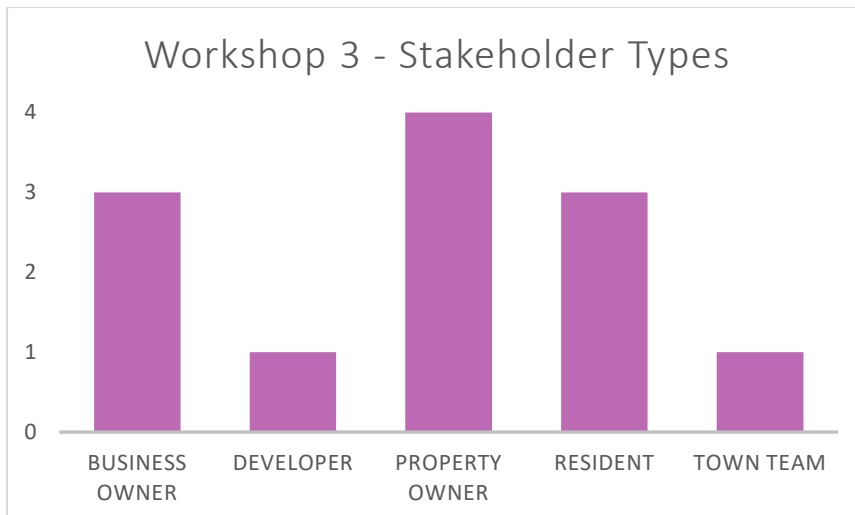


Figure 8: Stakeholder types attending Workshop 3 (12 in total)

The interaction with the community focus group sought to check in on the community's priorities within the public realm to determine the focus of the new place plan and to prepare appropriate place plan actions. The community focus group highlighted a clear vision of Leederville Town Centre as a vibrant, safe, sustainable and walkable community hub. There is a strong desire for the LTC PP 2025/26-2029/30 to enhance accessibility and traffic safety for all modes of transport, reduce car traffic and all-day parking within the core town centre, create functional event spaces and inviting public spaces catering for a multi-generational and diverse community. The importance of supporting Leederville's unique character and local business hub was also emphasised.

Workshop 3 has gone into greater detail regarding actual place plan actions and how these could address the identified opportunities and challenges. These findings help to draft realistic place plan actions by identifying key stakeholders, process steps and desired timeframes.

3.1 Key Learnings

Even though the recruitment process was limited to two weeks only, Administration was able to recruit a community focus group of 23 members. The most successful way to recruit members for the community focus group was through direct invitations via email or letters, whereas only 2 people used the Expression of Interest (EOI) survey on Imagine Vincent.

There was only a limited response rate to the distribution of flyers, but it effectively increased the community's awareness of the EOI process and place plan project. In future, it is suggested to extend the recruitment process period to reach more people via Imagine Vincent and responses to distributed flyers.

In the formal evaluation forms that were handed out after workshop 3, participants stated that the workshops were engaging, informative, constructive and well-organised.

Participants wished for the city officers' presentations to be more precise to allow for more time for the group activities and open discussions. It was acknowledged that some delays might have been caused by questions and concerns raised by individual community members throughout the presentation. Some community focus group members suggested a soft close of the workshops to allow for table discussions to continue and for the focus group members to further connect. It has been suggested that the workshops are complemented by the opportunity for individual stakeholder

discussions to reduce the amount of questions and discussions during the presentations while still addressing individual concerns.

While the workshop agenda and crucial public documents were sent out before each workshop, one workshop attendee suggested to also send out the workshop activity sheets beforehand in preparation for the next workshop. This should be considered in a case-by-case situation and as part of the overall workshop program.

Throughout all CFG workshops the group slightly varied in size with a core group of at least 12 members at all workshops. Business owners made up 22% of the engagement audience and were slightly underrepresented when considering their stake in the project. In future engagement programs, there could be a separate engagement activity, catered specifically towards different business operators, that is better suited towards their hours of operations.

Visitors and workers made up 2% and 4% of the engagement audience and were underrepresented when considering the importance of these user groups to the town centre economy. In future, more efforts could be made to advertise the engagement to visitors and workers. Since the City has no contact details for visitors, efforts to attract more visitors to the engagement could take the form of on-site advertisements in the town centre featuring links to Imagine Vincent. The engagement format could also be complemented by providing the option of participating in an online survey only (i.e. about the visitor experience).

The limited timeframe for recruiting the community focus group potentially hindered the reach of visitors and workers signing up via the public EOI and caused the significant under-representation of these user groups. The upcoming formal advertising should be focussed on reaching this specific target group. In the community engagement evaluation, it was suggested to create better incentives for the participation in the format, i.e. through financial reimbursement or goody-bags with gift vouchers that would also support local businesses.

3.2 Next Steps

The intent of the community engagement program was to check in on the community's priorities within the public realm to determine the focus of the new place plan and to prepare appropriate place plan actions. The aim is to incorporate as much of this feedback as possible into the new LTC PP 2025/26-2029/30. The program was set out to understand the community's current concerns and priorities for the future of Leederville Town Centre.

In developing the LTC PP 2025/26-2029/30, there will be a high level of regard to the concerns and aspirations of the community, and feedback will be provided to the community about how public input influenced decision making.

The LTC PP 2025/26-2029/30 will provide a filter for the place-based initiatives within Vincent's suite of informing strategies and plans and is interlinked with the Leederville Community Benefit Framework (LCBF). The place plan will have a five-year lifespan. At the conclusion of the place plan, the City will undertake a Major Review and draft a new place plan for a further five-year period. The received feedback highlights many areas where improvement is required for place-based initiatives to address including:

- **Public Realm and Streetscape Improvements** by upgrading Leederville's existing open spaces to diverse and multi-functional green links and spaces, extending the urban forest with adequate plant species and introducing different incentives to encourage sustainable behaviour within the community;

- **Transport-related issues** such as creating a safe environment for all modes of transport with safe and accessible arrival points, improving the train station access and connections to other precincts and creating a pedestrian-friendly town centre with functional parking and car traffic management; and
- **Social Infrastructure and Services** by ensuring new developments maintain the vibrancy and diversity of the town centre, creating functional event spaces that become meeting places for Leederville’s multi-generational community, supporting Leederville’s unique business hub and showcasing its cultural identity.

After workshop 3 the community focus group engagement program has been concluded, and Vincent will develop the draft place plan for Council to endorse for formal advertising.

Formal advertising will include publishing the draft place plan on the Imagine Vincent website along with a ‘did we get it right’ survey for the public to provide feedback.

Vincent will make changes as required and Council will consider the final place plan at an Ordinary Council Meeting in late 2025 or early 2026.

Appendix 1 – Detailed Outcomes

Workshop Activity 1 (Workshop 1) – Incomplete place plan actions of current place plan

The following incomplete actions of the current Place Plan LTCPP 2021/22-2024/25 have been identified as still relevant for the new place plan. The community focus group suggested the following amendments to the existing place plan actions:

Existing Place Action	Suggested amendments by the CFG
Action 1.1 Oxford Street Reserve Develop a concept plan to enhance the community use, connectivity, and vibrancy of Oxford Street Reserve	Group 1 - Add 663 Newcastle St to the plan (knowing it is private) - Design for events in new space - Link wayfinding to the project - Agitate (community)
	Group 2 No amendments suggested
	Group 3 - Possible expansion (Leederville Connect ideas) - YMCA to be included
	Additional support via ranking in Workshop 2 No amendments suggested
Action 2.1 Leederville Station Upgrade Advocate to the Public Transport Authority for a Leederville Station upgrade	Group 1 No amendments suggested
	Group 2 - Enclosed Railing - Lifts
	Group 3 No amendments suggested
Action 2.2 Reroute Bus Route 15 Advocate to the Public Transport Authority for bus route 15 to be rerouted around the perimeter of the Town Centre	Group 1 No urgent but good. Needs to tie into other things.
	Group 2 Service is convenient for Newcastle Street residents.
	Group 3 - Central transit options are very important - Routing of buses significantly impacts ability to deliver events in Leederville Village Square and Oxford Street
Action 2.3 Loftus Street Crossing Improvements Prepare a plan to improve the pedestrian and cyclist environment crossing Loftus Street	Group 1 People Power
	Group 2 Bridge or tunnel would be nice
	Group 3 Underground passage at Carr St and Watercorp Drain
Action 2.4 Lake Monger Connection Collaborate with the Town of Cambridge and Main Roads to plan upgrades to the Lake Monger connection	Group 2 - Yes! Flat crossings. - Make it a pleasant journey
	Group 3 No amendments suggested
Action 2.5 Oxford/Vincent Street Cycling Route	Group 1 - Very important!

Plan improvements to the Oxford Street and Vincent Street cycling and pedestrian environment	- Links with potential for reducing lane width/parking in main centre area – help with more space for people
	Group 2 - For Cyclists - Keep cars in mind
	Group 3 No amendments suggested
Action 2.7 On-Demand Transport & Delivery Partners Investigate the feasibility and impact of designated pick-up points for on-demand transport and third party delivery partners and plan design solutions to deter parking in the Leederville Village Square median.	Group 1 - Sort them out!
	Group 2 - Good idea - Depends on the location - Potentially have more than one - Combine with taxi rank
	Group 3 No amendments suggested
Action 3.1 Collaborate with youth services Seek opportunities to collaborate with YMCAHQ, Foyer Oxford and TAFE to activate the Town Centre	Group 1 No amendments suggested
	Group 3 Public realm/greening opportunity around TAFE
	Additional comments in Workshop 2: Fantastic idea. These were formative programs in my youth (esp. YMCA HQ) and seem to have faded slightly, esp. live music
Action 4.1 Event furniture & fixtures storage space Support Leederville Connect to investigate locations for event furniture and fixtures storage space in the Town Centre.	Group 1 Would be good
	Group 2 Running events in Leederville needs: - Low cost traffic control - More usable public spaces – get rid of Carr Place/Newcastle St lantern artwork - Streamline event approvals - Support “It’s okay to make noise” policy
Action 4.4 Streetscape Improvements Undertake a streetscape audit and prepare and implement a Streetscape Improvement Plan	Group 1 - Fix dead plants - Add trees/more shade - Add community garden
	Group 2 - Make sure parklets are open to all
Action 4.5 Water Corporation Drainage Reserve Negotiate the formalisation of the main drain pedestrian corridor with the Water Corporation for implementation in appropriate stages	Group 1 - Very important priority - Will help relocate use of the park and events - Will contribute to a walkable Leederville
	Group 3 Consider daylighting the drain
Action 5.2 Streetscape Style Guide Develop a streetscape style guide	Ranked by one group as relevant No amendments suggested
	Additional comments in Workshop 2:

	Variety and diversity of parklet designs is a feature, not a bug.
Action 6.2 LED Streetlights Install LED streetlights along Oxford Street	Ranked by one group as relevant No amendments suggested
	Additional comments in Workshop 2: Explore colour options, something slightly warmer can feel more welcoming and comfortable. For example, office lights vs. festoons.
Action 6.3 Public Toilets Plan public toilet improvements	Ranked by one group as relevant No amendments suggested
	Additional support via ranking in Workshop 2 No amendments suggested

Workshop Activity 2 (Workshop 2) – Review of Key Focus Themes

The community focus group reviewed the following identified Key Focus Themes and had the opportunity to complement them with additional comments. Support or disagreement to either the Key Focus Theme or comments that have been made could be expressed via green or red sticky dots.

A – Public Realm and Streetscape

A1 – Sustainability

Key Focus Theme	Comments
Responding to climate change Leederville Town Centre should become more resilient by enabling it to adapt to higher temperatures and the impacts of climate change. For this, changes are needed both in the public and private realm such as increasing deep soil areas, promoting de-paving of surfaces (e.g. car parks), and implementing WSUD principles. (1 green sticky dot)	For events: Use recyclable single use containers/cups like at Scarborough Sunset Market/ Waste warriors
	- Water harvesting off hard surfaces to maintain tree health - Interrupted kerbing to allow water ingress
	"Ride/Commute to work" - day
	More trees, less cars
	Promote car sharing
	Remove kerbs/curbs from around street trees
	House developers -> more laws to prevent them from cutting down trees
	Is there a way to find air quality data - and then what can we do?
A sustainable town centre Our climate is changing and Vincent has committed to action on climate change. There is a desire for requirements for sustainable building practices, integration of landscaping	Can the city introduce a policy to be zero carbon for energy by 2030 and net zero operation and construction by 2040? Similar to State Government Policy.
	Food waste

and energy efficiency above industry standards as part of significant development projects. Some community members would like Leederville to become a world class example of sustainable urbanism. (2 green sticky dots)	Encourage locals to get waterwise verge and plant native trees/plants.
	Take-away deposit scheme: Reusable food/drink containers for take-away for a small fee, return and get money back. All hospitality venues in Leederville to be involved. (2 green sticky dots)
	- Fruit trees in Community Garden - Sponsor native/waterwise verge plantings (like Town of Vic Park) - free seedlings
Retain and increase tree canopy The vision for the City of Vincent aims for a leafy city which is synonymous with quality design and sustainability. Increasing the urban forest by planting new trees in the private and public realm can achieve this and will strongly enhance the amenity of the Town Centre by reducing the urban heat island effect. The tree canopy in Leederville should be improved and existing mature trees should be kept healthy. (1 green sticky dot)	Yes! The native Australian plant verges in North Perth are a great example.
	John Carey rejected the private land tree retention policy. Follow the WA Tree Canopy Association ideas. (2 green sticky dots)
	Fruit tree planted on private land open to public
	Fruit trees for residents - guidance on management and location will be critical.
	Tree types in wrong place (1 red sticky dot)
	Dead dead trees need watering. Bring a spade!! (2 red sticky dots)
	Fruit trees - Pests!!
A healthy and productive Leederville Town Centre The research undertaken in the Nourishing Leederville project indicates a lack of healthy food options and food production within Leederville Town Centre. For this, the Town Team has partnered with ECU to explore opportunities of integrating food production into the urban context. It is understood that the community are in favor of establishing a community garden, which could also strengthen social connections through the self-management of the facility. Alternatively, existing community gardens in the neighbouring suburbs could be made more accessible for the Leederville community through clearer links between the localities. (2 green sticky dots)	Community Gardens! More plant-based food options.
	Raised garden beds
	Need passive surveillance and ownership by local cafes and restaurants and community kitchens
	Cooking classes in community garden with food grown there
	Vertical gardens! Gardens on rooftops.

A2 – Green Spaces and Streetscapes

Key Focus Theme	Comments
Leveraging on Leederville's existing Public Open Space assets With the Leederville Oval and the Oxford Street Reserve Park, there are major public open space facilities of regional importance located within the Town Centre. Both spaces are not reaching their full potential due to their lack of accessibility and usability. The Oxford Street Reserve Park and Skate Park have reached their end of life and are planned to be upgraded to central public spaces as part of the Car Parks Redevelopment project. This has been identified as a priority project in the Community Benefit Framework. (3 green sticky dots)	Brisbane South Bank as a green space example: - diverse POS spaces - integrated learning spaces (1 green sticky dot)
	The park (Oxford St Reserve) is a real safety risk. My 4 and 6-year olds were playing there and could have easily have been injured. It needs to be upgraded. The ping pong tables are great. Please don't lose those.
	Green space doesn't have to be turf. Turf is usually sports orientated (great!) but not good for all plus water-hungry!
Green Linkages Most of Leederville's public open spaces are located at the fringes of the town centre. The community are in favor of improving their access to green spaces through green linkages and/or a connected green network. Opportunities to achieve this are through greening laneways and creating pocket parks. (3 green sticky dots)	
PEDESTRIANISED WATER CORPORATION LINK There is great potential to develop the existing Water Corporation Main Drain Corridor as an attractive, green and pedestrianised link through the centre of Leederville. The Car Parks Redevelopments strengthen the importance of the Water Corporation Corridor as a central pedestrian connection and provide opportunities to extend the existing walkway between Oxford St and Avenue Car Park. This is identified as the top social infrastructure need for Leederville in Leederville Connect's Social Infrastructure study. (3 green sticky dots)	Water Corp Link could do food carts to help activate and help businesses
	Good idea! Just don't knock down my courtyard. Love, Hip-E Club.
Enhance opportunities for all-ages play Leederville Town Centre lacks play areas for different aged children (particularly mid-teens). Where play infrastructure is located it is generally focused on small children and toddlers. The community prioritises all-ages play that cater to different age groups. With the improvement of Leederville's streetscapes, there is an opportunity to include additional	Playground Oxford St Reserve - unsafe litter around concrete - Lip edge in some areas, unsafe - Ping Pong Tables are great!
	YMCA Basketball court is under-used. Could it be/ is it open to public?
	Can businesses provide playscapes? "Build it and they will come"

incidental play in public spaces outside of the existing playgrounds. (2 green sticky dots)	Public space for teens (esp. girls) Could design new skatepark and Oxford St Reserve together to target this
	Water playground similar to Bayswater (1 green sticky dot)
	Activation of area adjacent the skate park as an area for youth - Enhanced playground - Skating and sports - Live music (YMCA HQ)
Activated streets The community are in favor of closing off streets for car traffic on a regular basis and for dedicating the space to pedestrians and events. Next to the activation of Leederville's laneways, the community are in favor of more regular temporary road closures to improve the pedestrian experience (e.g. on weekends) and some community members see the opportunity to transform the south end of Oxford Street into a pedestrian zone. The Community Benefit Framework identifies several priority projects for enhancing existing road design to become more pedestrian and cycling friendly. (1 green sticky dot)	Why do cars need to go through the town centre? Leederville Pde, Vincent St and Newcastle St provide access.
Reflect Leederville's unique character in its streetscape Leederville Town Centre has a distinct main street character along Oxford Street and Newcastle Street. With the Car Parks Redevelopment and other projects, the fringes of the precinct will undergo major transformations. These redevelopment processes reflect an opportunity for improving the path network and for creating new pedestrian spaces within the Town Centre. A consistent streetscape style guide enables to link up old and new public spaces, and to reflect Leederville's unique character throughout the precinct.	Close off Leederville Centre along Oxford St and Village Square for cars on weekends in summer, so local restaurants can increase their outdoor seating and safety for pedestrians. Uber access only between Carr Pl and Newcastle St.
	- Some guidance to shop owners about the "look" of storefronts - Very mixed and make-shift
	There may be a risk here that overly prescribed character leads to a sterile environment
What is missing?	Encourage water-wise verges. They are thriving wherever they were put in place.

B – Transport

B1 – Active Movement

Key Focus Theme	Comments
Improve the Town Centre's active transport experience The community support promoting cycling as an alternative mode of transport especially through adequate end-of-trip facilities and safe bike storage opportunities. Connected paths and improved streetscapes could provide safe and attractive environments for pedestrians and cyclists while increasing the functionality of all traffic movement. (2 green sticky dots)	More designated bike parking
	Streets are very narrow already. Cars have to avoid cyclists on road. How many people actually cycle?
	Get rid off the yellow bike lane dividers, they are very dangerous for cyclists (Oxford St North)
Enhanced cycling network While the Principal Shared Pathway (PSP) located along the eastern side of Mitchell Freeway provides a safe and efficient link to other precincts, the cycle lanes and cycle paths within the Town Centre are disconnected. There are dedicated cycle routes along the major roads, however some streets such as Vincent Street are unattractive for cycling due to the dominance of vehicle movement and dysfunctional streetscape design. In the Community Benefits consultation, the community have identified Links and Connection as a high priority for Leederville Town Centre and see high potential for improvement of the cycling infrastructure along major corridors such as Oxford St and Vincent St. Upgrades of the cycling routes on Oxford St and Vincent St have been identified as priority projects in the Community Benefit Framework. (2 green sticky dots)	Cycling accessibility will ease demand for parking (1 green sticky dot)
	Be prepared for E-Bike adoption
	PSP is great for cyclists but terrifying for pedestrians despite being most direct
	Bike paths need to connect to each other
	Remove parking bays on Oxford St to make it more bike friendly between Camera House and cinema
Improve pedestrian arrival points Leederville Town Centre has a unique character that attracts visitors from all over Perth and its community are in favor of the retention and reflection of the Village character in the public realm. Strong pedestrian arrival points could mark the character area and, when located at major intersections, could prompt drivers that they are entering a shared environment. Improvements to the train station access ramp will enhance the arrival experience for public transport users when entering Leederville Town Centre.	Relate this to Destination-Uber drivers, etc?
	Have car arrival points to keep town centre mostly pedestrianised
	Make the entry to Leederville coming from Lake Monger more prominent. Maybe a sign over the street like in Northbridge.

(2 green sticky dots)	
Improve pedestrian accessibility at Leederville's fringes Leederville precinct is framed by major vehicle-dominated corridors with limited pedestrian crossing opportunities such as Loftus Street, Leederville Parade and Vincent Street. These streets serve regional car traffic routes and are managed by Main Roads which limits the City in undertaking improvements for pedestrians. Another important, yet highly unattractive, entry point is the underpass connection toward Galup (Lake Monger). The City is currently investigating improvements to the existing underpass connection in collaboration with the neighbouring Town of Cambridge. Intersection upgrades (for pedestrian crossings) and other improvements of the connection to Galup (Lake Monger) have been identified as a priority project in the Community Benefit Framework. (2 green sticky dots)	Lake Monger Connection - lovely, but not priority Loftus St/Vincent St intersection is dangerous (left turning vehicles)
Enhance pedestrian network throughout the precinct The town centre is structured by long street blocks east of Oxford Street resulting in limited North-South connections for pedestrians between major roads such as Vincent Street and Newcastle Street. Enhancing the pedestrian amenity of existing laneways and integrating effective wayfinding signage improves the precinct permeability for pedestrians. For the long-term, the community sees the importance of additional mid-block linkages, i.e. as part of future redevelopments. (1 green sticky dot)	- Undercover walkway - Get rid of cars incentive Increase walking routes throughout the town Safe, legible, direct, active frontages

B2 – Public Transport and Micro-Mobility

Key Focus Theme	Comments
Promote mode shift through infrastructure and incentives Leederville represents an ideal location for transit-oriented development (TOD) as most of its town centre is within walking distance to the train station. Yet, most of the employees travel to work by car. The Leederville Precinct Structure Plan aims to increase active transport of workers in Leederville to almost 50% by 2031 and as the centre develops and new developments are undertaken that also generate work places, there will be an opportunity to promote greater mode shift towards public and active transport over private car use. (3 green sticky dots)	Increase transit options, i.e. CAT Bus Infrastructure is priority
	Broader transit network issues
	Lunch vouchers if you cycle a certain amount to work
Improve access to the train station Pedestrian access to the station platform is via a steep spiral ramp on the Leederville side and a set of stairs or via a spiral ramp on the West Leederville side. The current design limits the access to the train station and freeway overpass for some user groups. An upgrade of the existing access would improve the amenity, connectivity and safety to the train station and the Town of Cambridge. Given the high use of public transport by local workers and residents, improving the access and connection to the train station to existing paths, routes and connections as well as activity and transport links will be an important asset for the Town Centre. (4 green sticky dots)	Access from the train station needs to be streamlined and suitable for all
	Connection to West Leederville
	Station access needs urgent health and safety upgrade
Connect Vincent via public and active transport options There is poor east-west connectivity between Leederville and other city precincts for active and public transport modes. Leederville is well connected to the CBD, Perth inner city and Mount Hawthorn but it is very difficult to get to other Vincent destinations such as Beaufort Street, North Perth or Hyde Park. The community are in favor of improving the cycling and pedestrian infrastructure along Vincent Street and of exploring the opportunity of a bus route to reduce car dependency.	Local CAT Bus or similar connecting Northbridge, Leederville, Mount Hawthorn and Highgate
	Bus route diversion that doesn't get stuck in traffic
	Parking bays (on road) need to be available for 9-5 business community – essential (2 red sticky dots)

(1 green sticky dot, 1 red sticky dot)	
Support mode shift through innovative micro-mobility Leederville represents an ideal location for transit-oriented development (TOD) as most of its town centre is within walking distance to the train station. A key element to support mode shift is to fill the 'first and last mile' void and to enhance micro-mobility opportunities within Leederville Town Centre. Next to providing adequate infrastructure (i.e. cycling paths, etc.) and end-of-trip facilities (i.e. bike parking, charging stations, etc.), this void could be filled with innovative shared micro-mobility. Various types of fast on-demand services could be tested via controlled pilot trails to explore the most efficient solution for Leederville. (1 green sticky dot)	Oxford St from the train station to Luna Cinemas should be closed to car traffic. The road area then repurposed to suit other modes of transport and shared space. E-Scooters are already here. Facilities, parking and bike lanes need to be better.

B3 – Car Traffic

Key Focus Theme	Comments
Efficient parking management The Accessible City Strategy identified that Leederville generates a substantial proportion of the overall requirement for parking in Vincent's town centres. However, this needs to be considered in the context of Leederville being the largest town centre. With the redevelopment of Leederville's two major public car parks, the Avenue and Frame Court car park, Leederville town centre could be most at risk of parking issues and there is a need for a holistic precinct car parking strategy during the construction phases. In combination with this, wayfinding is important to promote the availability and close proximity of the off-street car parks in order to reduce on-street car parking.	Increase parking fees for all parking bays to discourage TC parking
	Increase costs for longer parking limits (lower cost for shorter time). Exponential increase for longer parking limit.
	Maximum parking limit between 8am and 8pm should be no more than 3 hours
Importance of convenient parking options for local businesses Some local businesses are seen to rely on accessible parking within the Town Centre and some members of the community note a shortfall of existing car parking at the present time. A lack of parking is also seen as a threat to Leederville being a popular destination for visitors. (5 red sticky dots)	Reduce parking. More parking induces demand and creates a negative feedback loop (i.e. we need more parking, and more parking, and more...)
	Is this a myth? What does the data say? Less cars = more pedestrians? Is this true? Data driven decisions, not emotions. Explain to concerned businesses how they will benefit. (1 green sticky dot)
	This needs validation. What is the pedestrian access to businesses vs. car access?
	On-street parking (1hr) is essential for the 9-5 business community in Leederville. There is an overuse of restaurant parklets. Should be moveable if required by hospitality renter after 5pm. (2 red sticky dots)
	- discourage all-day parking by local workers - Encourage public transport uptake - = more short-term accessibility of parking
	10, 15, 30 and 1-hr parking bays in proximity to convenient retail business. Longer term parking at edges of precinct.
Designated pick-up points for on-demand vehicles Vincent's town centres have not kept pace with the recent disruption in transport from rideshare and food delivery companies. This issue is especially apparent in restaurant and cafe hubs such as Leederville Town Centre. The	Uber pick up on Frame Court. Ubers could head straight through Water Corp to Newcastle St, avoiding the need to turn around.
	Great idea. Take out 3 parking spaces on Newcastle St.
	Yes - out of the centre!!

community see issues with on-demand rideshare and food delivery vehicles blocking traffic or parking on the verge. (2 green sticky dots)	The poor outcome is caused by too many restaurant parklets available during the day.
	Keep them off Oxford St. Create pick up spot either along Newcastle St or Carr Place. Close off LVS for cars!
What is missing?	Give Carr Place an alternative access off Vincent St or Newcastle St
	Carr Place is a mini media hub. Does not need an alternative access route to Carr Place

C – Social Infrastructure and Services

C1 - Connected Community

Key Focus Theme	Comments
Leederville as a place for everyone The community expressed their desire to make Leederville a place for everyone and to ensure the provision of facilities and spaces for vulnerable user groups. These could include programs or care facilities for older user groups and short-stay or crisis accommodation as well as accessible public facilities for rough sleepers such as public bathrooms with showers, etc. (1 green sticky dot)	Provide central places to come together and feel connected. Re-purpose land-banked land to engage community.
	Lots of free green spaces which are safe for 15 year old girls and there are activities which kids can do.
	Victoria Park - Community Garden - Intergenerational groups come together - Workshops/guest speakers - Supported by Town of Vic Park - Very well attended by mums and bubs
A Multi-Generational Leederville Despite having a young demographic in Leederville now, our population is aging and there is a need to ensure the possibility to age in place. The highest growth rates from 2021-2046 are likely to be in the age groups above 55-year-olds suggesting an ageing population. It is also suggested that there will be a slight increase in families with children. There is a need for multi-generational, flexible, shared public spaces within the town centre, which can also support the well-being and needs of future demographics such as families and the ageing population. The community envisions Leederville to be a place for everyone and for the City to provide events, facilities and spaces for all user groups allowing for intergenerational interaction. It is important to provide public open spaces that are functional and accessible for all user groups. (1 green sticky dot)	There is a need for a primary school in Leederville. This could go into one of the new buildings. (1 green sticky dot)
	In light of demographics this is key!! The POS therefore need appropriate facilities - seats, bathrooms, shade
A central community hub With the redevelopment of Frame Court car park and re-design of the Oxford Street Reserve, some community members see the opportunity for creating a centrally located modern community hub at the end of the highly activated Oxford Street. This would include the co-location of different public institutions currently located at the Loftus Centre and Civic Centre complex. (1 green sticky dot)	This could/should include a redevelopment of the station
	Have key entry points that are safe for members to enter the CBD of Leederville
	Potential for two community hubs with axis of movement between both
	Utilise parks as a meeting place, set up amphitheatres, allow for food gardens for education and supply - like South Bank in Brisbane

Safe and welcoming town centre Leederville town centre caters for a wide range of activities and user groups. To ensure it is a welcoming and safe place for everyone, it is important to provide optimal lighting in all laneways and public areas within the town centre.	Not just lighting but other senses - sound is very evocative - not only "piped" sound but generated sound (traffic) Is noise abatement possible via design?
	More lighting between ABN building and Leedy Oval - very dark at night and feels dangerous
	Need to reduce vehicles and increase pedestrian crossings. Either close off cars from start of Oxford St to Vincent St or make pedestrian crossings much safer.
	Require developments to provide a % of sqm to activate community, i.e. community kitchen, meeting space, local residents sharing knowledge
	A part of the street where only pedestrians and cyclists are allowed / no cars. Car-free zones/ car-free days (1 green sticky dot)
	Safe and welcoming also extends to a safe pedestrian experience All laneways can't be activated, so strong support for lighting
	Utilise laneways to reduce unsavory behaviours, by adding fruit trees, vegetable gardens. CoV needs to simplify applications to facilitate.
Considered density with diverse housing opportunities Gentrification processes linked to urban re-development projects are seen as a threat to Leederville's vibrancy, diversity and affordability. There are several proposed developments in the pipeline within the town centre area. Significant levels of new infill development are expected to lead to a more diverse population mix. There are concerns that developers want to maximise their financial return but do not recognise that it is an inclusive and diverse community that makes places culturally and socially rich. There is a need to provide broader housing choices for families, singles, older people and multi-generational families. (2 green sticky dots)	High rise building only when vertical gardens involved - creating more greenery and contributes to suburban look
	Incentives for more diverse housing, i.e. Build-to-rent and affordable (1 green sticky dot)

C2 – Thriving Town Centre

Key Focus Theme	Comments
Support the local art scene The community would like to see more spaces for artists within the town centre, however the nearby Pickle District in West Perth caters for many of the studio, artist, gallery and maker spaces. It is suggested that links between this area and the town centre should be improved. The connection to the Pickle District was highlighted as important to build on the local art hub growing in this space. (1 green sticky dot)	Shuttle bus to Pickle District, i.e. on weekends or events OR CAT Bus or Loop routes
	Create more spaces for street artists. Utilise empty walls along highways/bridges (2 green sticky dots)
	Loftus Centre - Include Arts Spaces, Gallery, etc.
	Art trail but not permanent - occasional events which promote and support local artists
Functional event spaces Although designed as a village square able to be closed off for car traffic and to host events, Leederville Village Square in its current form is not functioning well because of the lack of supporting (technical) infrastructure. The community have identified the need for an upgrade of Leederville Village Square to become a functional community event space. The city is currently investigating potential enhancements of Leederville Village Square as an event venue (e.g. bollards, power points). (2 green sticky dots)	Major events space Maybe at Oxford St Reserve and Skate Park? 2000+ capacity There is a huge opportunity for a large outdoor amphitheatre in the city. Yagan square could have been it. CoV has an opportunity for revenue. Can be a public space when not in use.
	Promotion of all-ages live music at YMCA HQ (1 green sticky dot)
	Oxford St + Skate Park area + Frame Court as the major event space rather than Leederville Village Square. Need to consider businesses in LVS who like no events and don't want business to be taken away.
	Fix Leederville Village Square bollards Develop a plan with PTA to reroute bus 15 for events
	Close off LVS for cars longer periods over summer when the area is buzzing

	Make it affordable, easy and safe to shut Leederville Village Square - bollards - ongoing and pre-approved traffic management plan (why create and review new one every time? \$\$) (2 green sticky dots)
	Support more street closures for civic events and entertainment Carr or Newcastle St off Oxford?
Enhance the representation of Leederville's cultural history As a place of rich history, there is the need for better representation and understanding of indigenous culture and local history. Leederville Town Centre is in close proximity to historical sites of regional importance such as Galup (Lake Monger). The integration of signage, heritage trails and interpretation of sites as well as Noongar artwork in prominent locations could help to raise the public awareness about the history of the place. (1 green sticky dot)	An app with different stations, scan/photo
	There is already too much on the First Nation peoples. No Need (3 red sticky dots)
	Where are the TO voices at events like this? Can TO reps for the LGA present at these events and speak to the history of the LGA?
Enable local innovation Leederville Connect's work on the UX documents proposes to develop Leederville as a place of local innovation. The community see the opportunity to support innovative industries and start-ups by providing affordable ground plane tenancies in new developments. It is argued that these bring vibrance, long-term economic futures and an active/creative street life and help to ensure that Leederville remains differentiated and does not follow other generic precincts.	Incentives to encourage take-up of ground plane (i.e. innovative industries and start-ups) Could it be a requirement on development?

Support Leederville's unique business hub The Leederville town centre is known for its café culture and there is a wide range of small local businesses that provide key services and amenities for the area. Like in many other town centres small local business owners compete with franchises in a very competitive rental market. It is important to support local shops in order to retain Leederville's uniqueness and diversity. (3 green sticky dots)	Create Uber/Food delivery pick up place between Carr Place and Newcastle Street Keep them off Oxford Street
	- More co-working - Allow multi-use spaces (retail, hospitality, office, etc.)
	- Ban global / australian-wide franchises in Leederville TC. - Give financial support for local small businesses (1 green sticky dot)
What is missing?	Stamford/Freeway off ramp needs attention - more trees - less rubbish - pole bases haven't been cut flush and need to be removed - Welcome to Leederville Signage
What is missing?	Malaysia - Travelator Covered space down Newcastle St to support a car park on the periphery. To support closing Oxford (Leederville Pde to Vincent to cars) (1 green sticky dot)

Workshop Activity 3 (Workshop 3) – Ideating potential Place Actions

The CFG was given 12 options of identified key opportunities from which they could choose up to 4 worksheets to prepare potential place actions. As part of the worksheets, the groups had to describe the action, identify key stakeholders, determine the level of influence for the City of Vincent and consider potential timeframes or dependencies.

Within a place plan action, the level of influence for the City can be:

- To lead
- Partner with (other stakeholders)
- Support (other stakeholders)
- Advocate for/Facilitate

1) Potential Place Action for 'Functional Event Spaces'	
Related Opportunity in the Opportunities and Constraints Report	4.1.6 Functional Event Spaces, 4.1.3 Upgrade Oxford Street Reserve
Place Action Name	-
Description	A) Improving Leederville Village Square: - Recurring closure of space via automated bollards - Autotimer for closure - Conduct trial period for timer system - Proposed closure: Friday & Saturday night from 5:30pm B) Potential Event Space on Oxford Street Reserve: - Investigate expansion towards Oxford St South - Oxford St and Skate Park as a major event space (one business owner offered to help/contribute to costs)
Key Stakeholders	Event organisers
Level of Influence - CoV	Advocate For (Street Closure) and Partner With (Event Space on Oxford Street Reserve)
Timeframes/Dependencies	-

2) Potential Place Action for a 'Multi-Generational Leederville'	
Related Opportunity in the Opportunities and Constraints Report	4.3.2 Multi-Generational Community
Place Action Name	-
Description	- Need for public toilets - change babies nappies in IGA Car Park - Benches for elderly - Smoke-free zone (better control of smoke-free TC) - Noise control - Benches in laneway - Take away parklets
Key Stakeholders	Community
Level of Influence - CoV	Lead
Timeframes/Dependencies	Immediately

3) Potential Place Action for 'Connection to Galup (Lake Monger)'	
Related Opportunity in the Opportunities and Constraints Report	4.2.5 Improve the connection to Galup (Lake Monger)
Place Action Name	-
Description	- Foot & bike path on the north side - Many joggers run over the street/ freeway off-ramp which is dangerous - Traffic lights to prioritise pedestrians/cyclists and extra crossings on north side
Key Stakeholders	-
Level of Influence - CoV	-
Timeframes/Dependencies	-

4) Potential Place Action to 'Promote Mode Shift Through Incentives'	
Related Opportunity in the Opportunities and Constraints Report	4.2.7 Promoting Mode Shift
Place Action Name	Active Transport Prioritisation

Description	- Bike storage shelter (PTA & CoV) - D-Lock purchase program (eg. Worm farm), or education program - More bike racks (in view of CCTV) - Extend bike lane to Oxford St/Vincent St or remove lane of traffic. Play with road colours. - Remove on-street parking in Oxford St - add more parklets and make safer for bikes
Key Stakeholders	Bicycle users, PTA/Transperth, businesses
Level of Influence - CoV	Lead (CoV owned assets) Advocate for (PTA assets)
Timeframes/Dependencies	-

5) Potential Place Action to 'Put People First on Oxford Street South'	
Related Opportunity in the Opportunities and Constraints Report	4.1.8 Investigate Oxford Street South as a shared space or a permanent road closure
Place Action Name	Oxford Square
Description	- Step 1: Do Friday closures in this space to test and trial in short stints (Leederville Connect Activations) - Step 2: Use water filled barriers to create longer term closures (eg. During fringe or school holidays or christmas periods and convert more on-street bays to parklets. - Step 3/Parallel: Work with PTA on access plans
Key Stakeholders	Businesses
Level of Influence - CoV	Lead (CoV) Partner with (Leederville Connect) Advocate for (MRWA)
Timeframes/Dependencies	- Long term for total closure - Short-term for Step 1 - Medium-term for Step 2 - Short-term for Step 3 (begin discussions)

6) Potential Place Action to 'Put People First on Oxford Street South'	
Related Opportunity in the Opportunities and Constraints Report	4.1.8 Investigate Oxford Street South as a shared space or a permanent road closure
Place Action Name	-
Description	- in support of occasional temporary road closures for events (markets, food trucks) to trial - better to close-off a larger segment of street to enhance activation, without producing a worse traffic outcome - Create shared space for a (multi-year) trial period before full closure - Concerns around traffic impact of permanent closure
Key Stakeholders	Leederville Connect, shop owners, community users
Level of Influence - CoV	Lead Partner with Advocate for
Timeframes/Dependencies	-

7) Potential Place Action to 'Put People First on Oxford Street South'	
Related Opportunity in the Opportunities and Constraints Report	4.1.8 Investigate Oxford Street South as a shared space or a permanent road closure

Place Action Name	Flush Paving
Description	- Upgrade road for better car access. Keep road for cars at a slower speed. - Too many parklets taking up car parking spaces - Option 2 (permanent closure) is not acceptable; cars need to access South Oxford St; such a small section -> unnecessary diversion - Investigate signal phasing - Further investigation - too many loading bays Newcastle St/Carr Place
Key Stakeholders	Commercial businesses, land owners, general community, property owners
Level of Influence - CoV	Lead
Timeframes/Dependencies	2 year maximum

8) Potential Place Action to 'Holistic Parking Management'	
Related Opportunity in the Opportunities and Constraints Report	4.2.10 Holistic plan for managing parking in the town centre
Place Action Name	-
Description	- agree with proposed actions - stop verge parking - stop all-day parking - 2-4 hours & 15 mins parking - Max 3 hours parking in off-street parking areas - less loading bays on Carr Place (convert in car bays)
Key Stakeholders	-
Level of Influence - CoV	Lead
Timeframes/Dependencies	ASAP

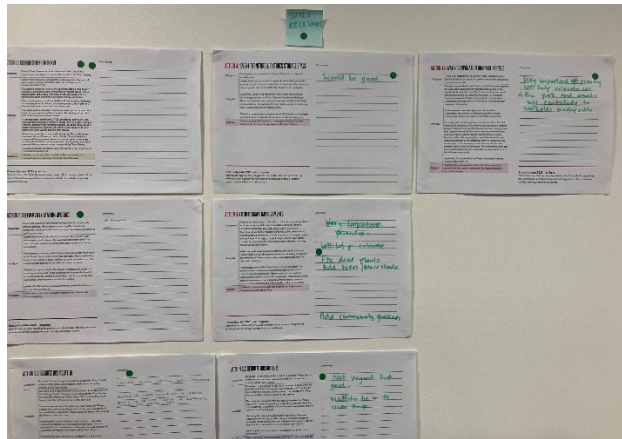
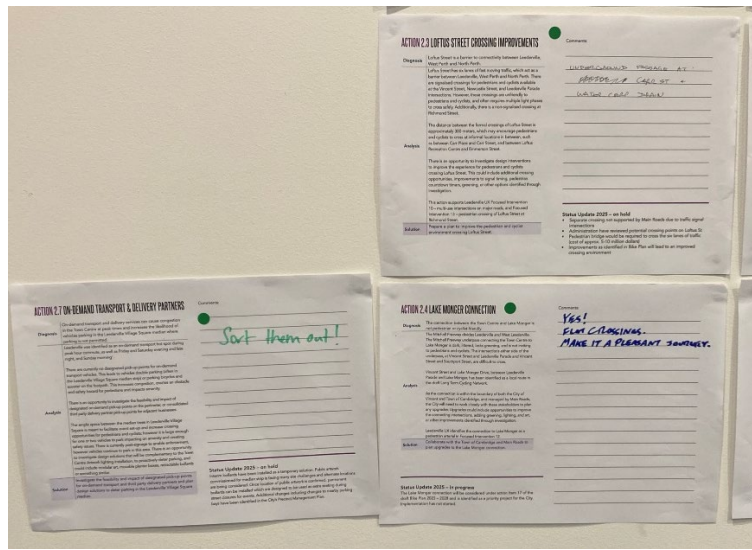
9) Potential Place Action for 'Opportunities for All Ages Play'	
Related Opportunity in the Opportunities and Constraints Report	4.1.5 Investigate the provision of play spaces catering to different age groups
Place Action Name	-
Description	- Don't lose the table tennis tables - Activate the basketball court of YMCA - Ensure play areas don't compromise event/function spaces - Play spaces for different age groups can be temporary to garner support or popularity - Incentivise developers to include incidental play (spaces) along streetscape
Key Stakeholders	Leederville Connect, Community (visitors)
Level of Influence - CoV	Lead Partner with Support
Timeframes/Dependencies	-

10) Potential Place Action for 'Active (new) Laneways'	
Related Opportunity in the Opportunities and Constraints Report	4.1.4 Upgrade of the Water Corporation Main Drain into a key pedestrian corridor
Place Action Name	-
Description	- offer development incentives to private land owners in terms of providing new activated frontages - integrated and legible pedestrian experience STARTING from train access ramp - improving visibility and opening hours of tip-top arcade - effective traffic management to ensure pedestrian friendliness - Tsuke Bar alfresco
Key Stakeholders	Private land owners
Level of Influence - CoV	-
Timeframes/Dependencies	-

11) Potential Place Action for 'Water Corporation Main Drain'	
Related Opportunity in the Opportunities and Constraints Report	4.1.10 Future redevelopments (eg. Car Parks Redevelopment) will create new laneways
Place Action Name	-
Description	Good idea - no objection
Key Stakeholders	-
Level of Influence - CoV	Lead Partner with
Timeframes/Dependencies	Sooner rather than later

12) Potential Place Action for 'Incentives for Sustainable Behaviour'	
Related Opportunity in the Opportunities and Constraints Report	4.1.10 Future redevelopments (eg. Car Parks Redevelopment) will create new laneways
Place Action Name	Waste-free town centre
Description	Prepare a strategy to work closely with businesses in the LTC to: - Find a pathway to supporting re-usable containers (more than keep cups) via a 'responsible cafes' incentives - Establish partnerships with wastewarrior and boomerang alliance to collect compostibles (not home) - Establish receptacles/collection points and education program for businesses and customers - work with businesses and providers such as OzHarvest to establish a left-over food 'library'/pantry - - Work with health to smooth the path
Key Stakeholders	Local businesses, CoV Planning, CoV Health, CoV Parks, all stakeholders mentioned in the description
Level of Influence - CoV	Lead (first stage/implement) Partner with (delivery) Support (delivery)
Timeframes/Dependencies	ASAP

Please find a consolidated summary of all comments in Appendix 1 – Detailed Outcomes



Workshop photos Activity 2 (Workshop 2)





Outcomes Activity 2 (Workshop 2)

SUSTAINABILITY

Please review the proposed key focus themes and discuss in your group if they are still relevant or if there is anything you would like to change or add. Note down your comments on the work sheet and add any additional themes in the empty rows of the table.

Proposed Key Focus Theme

RESPONDING TO CLIMATE CHANGE
Leederville Town Centre should become more resilient by enabling it to adapt to the impacts of climate change. For this, changes are needed in the public and private realm such as increasing deep soil areas, promoting green roofs, and implementing WSUD principles.

A SUSTAINABLE TOWN CENTRE
Our climate is changing and it is a desire for requirements for energy efficiency above and beyond the minimum standards as part of significant development. Some community members would like Leederville to become a world class sustainable urbanism.

TREE CANOPY
Vincent aims for a leafy city which is synonymous with quality of life. Increasing the urban forest by planting new trees in the private realm will strongly enhance the amenity of the town centre in the long term. The tree canopy in Leederville should be maintained and new trees should be kept healthy.

COMMUNITY GARDEN
The community garden project indicates a local food production within Leederville Town Centre. For this, the Town Centre has partnered with ECU to explore opportunities of integrating food production into the urban context. It is understood that the community are in favour of establishing a community garden, which could also strengthen social connections through the self-management of the facility. Alternatively, existing community gardens in the neighbouring suburbs could be made more accessible for the Leederville community through clearer links between the localities.

WHAT IS MISSING?

LEGEND

- ★ TOWN CENTRE
- PUBLIC SQUARE
- REDUNDANT STREET
- LANDMARK
- INFORMAL PROPORTION
- FUTURE CONNECTION
- UNDEVELOPED LAND
- TREES IN PUBLIC REALM
- RESIDENTIAL ZONE
- LOCAL GREEN SPACES
- UNDEVELOPED STREET RESERVE
- WILLIAM TRENKLE PARK
- WILLIAM TRENKLE PARK
- KATHA PARK
- KATHA PARK
- KATHA PARK
- KATHA PARK

STICKY NOTES:

- water recycling
- tree canopy
- community garden
- food sharing
- water recycling
- tree canopy
- community garden
- food sharing
- water recycling
- tree canopy
- community garden
- food sharing

[illegible]

[illegible]

IMPROVE THE TOWN CENTRE'S ACTIVE TRANSPORT EXPERIENCE
The community support promoting cycling as an alternative mode of transport especially through adequate end-of-trip facilities and safe bike storage opportunities. Connected paths and improved streetscapes could provide safe and attractive environments for pedestrians and cyclists while increasing the functionality of all traffic movement.

While the Principal Street Pathway (PSP) located along the eastern side of Mitchell Freeway provides a safe and efficient link to other precincts, the cycle lanes and cycle paths within the Town Centre are disconnected. There are dedicated cycle routes along the major roads, however some streets such as Vincent Street are unattractive for cycling due to the dominance of vehicle movement and dysfunctional streetscape design. In the Community Benefits consultation, the community have identified Links and Connection as a high priority for Leederville Town Centre and see high potential for improvement of the cycling infrastructure along major corridors such as Oxford St and Vincent St. Upgrades of the cycling routes on Oxford St and Vincent St have been identified as priority projects in the Community Benefit Framework.

Leederville Town Centre has a unique character that attracts visitors from all over Perth and its community are in favour of the retention and reflection of the Village character in the public realm. Strong pedestrian arrival points could mark the character area and, when located at major intersections, could prompt drivers that they are entering a shared environment. Improvements to the train station access ramp will enhance the arrival experience for public transport users when entering Leederville Town Centre.

led by major vehicle-dominated corridors with limited pedestrian facilities such as Loftus Street, Leederville Parade and Vincent Street. Regional car traffic routes and are managed by Main Roads which limits the City in undertaking improvements for pedestrians.

Another important, yet highly unattractive, entry point is the underpass connection toward Galup (Lake Monger). The City is currently investigating improvements to the existing underpass connection in collaboration with the neighbouring Town of Cambridge. Intersection upgrades (for pedestrian crossings) and other improvements of the connection to Galup (Lake Monger) have been identified as a priority project in the Community Benefit Framework.

The town centre is structured by long street blocks east of Oxford Street resulting in limited North-South connections for pedestrians between major roads such as Vincent Street and Newcastle Street. Enhancing the pedestrian amenity of existing laneways and integrating effective wayfinding signage improves the precinct permeability for pedestrians. For the long-term, the community sees the importance of additional mid-block linkages, i.e. as part of future redevelopments.

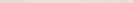
more disorganized
like parking

Quests are being moved
already. Cars have to
avoid bicyclists on road.
How many people
actually walk?

PSP is great for cyclists but

Be prepared for
- other variations

→ relate to Postmodernism - User drives etc?



not directly

left turning vehicles

- Got rid of cars in court

active + passive

Community Focus Group 02/06/20

PUBLIC TRANSPORT AND MICRO-MOBILITY

The map illustrates the Leederville area in Perth, Australia, with a focus on the proposed Leederville Light Rail line. The map shows the Leederville Station, Leederville Parade, and surrounding streets including Richmond Street, Vincent Street, Carr Place, Melrose Street, and Green Cat Bus. A legend identifies various line types: Village Square (pink), Oxford Street (yellow), Laneways (red), Ineffective Thoroughfares (dashed red), Future Connections (dotted red), Train Line (black), Bus Line (blue), and Bus Stop (black square). A scale bar indicates 0m to 100m.

PROMOTE MODE SHIFT THROUGH INFRASTRUCTURE AND INCENTIVES

Leedsville represents an ideal location for transit-oriented development (TOD) as most of its town centre is within walking distance to the train station. Yet, most of the employees travel to work by car. The Leedsville Precinct Structure Plan aims to increase active transport of workers in Leedsville to almost 50% by 2031 and as the centre develops and new developments are undertaken that also generate work places, there will be an opportunity to promote greater mode shift towards public and active transport over private car use.

Access to the station platform is via a steep spiral ramp on the Leederville side and a set of stairs or via a spiral ramp on the West Leederville side. The current design limits the access to the train station and freeway overpass for some user groups. An upgrade of the existing access would improve the amenity, connectivity and safety to the train station and the Town of Cambridge.

Given the high use of public transport by local workers and residents, improving the access and connection to the train station to existing paths, routes and connections as well as activity and transport links will be an important asset for the Town Centre.

There is poor east-west connectivity between Leederville and other city precincts for active and public transport modes. Leederville is well connected to the CBD, Perth inner city and Mount Hawthorn but it is very difficult to get to other Vincent destinations such as Beaufort Street, North Perth or Hyde Park. The community are in favour of improving the cycling and pedestrian infrastructure along Vincent Street and of exploring the opportunity of a bus route to reduce car dependency.

Levensville represents ideal location for transit-oriented development (TOD) as most of its town centre is within walking distance to the train station. A key element to support mode shift is to fill the 'first and last mile' void and to enhance micro-mobility opportunities within Levensville Town Centre. Next to providing adequate infrastructure (i.e. cycling paths, etc.) and end-of-trip facilities (i.e. bike parking, charging stations, etc.), this void could be filled with innovative shared micro-mobility. Various types of fast on-demand services could be tested via controlled pilot trials to explore the most efficient solution for Levensville.

Three sticky notes are shown. The leftmost note is green and contains the text: 'Increase transit options as let by Transportation in parking'. The middle note is light blue and contains the text: 'increase transit network issues'. The rightmost note is pink and contains the text: 'lunch vouchers if you cycle a certain amount to work'.

Access from the main station
needs to be streamlined and
simple for all.

Connection
to West Leckerville

Station access
needs vigorous
health and
safety measures

OR SIMILAR
CONNECTING
NORTHBRIDGE
LEADS INT. HATH

traffic

9. Swamp to Lake (Swamp)
Should be closed to per
mits.

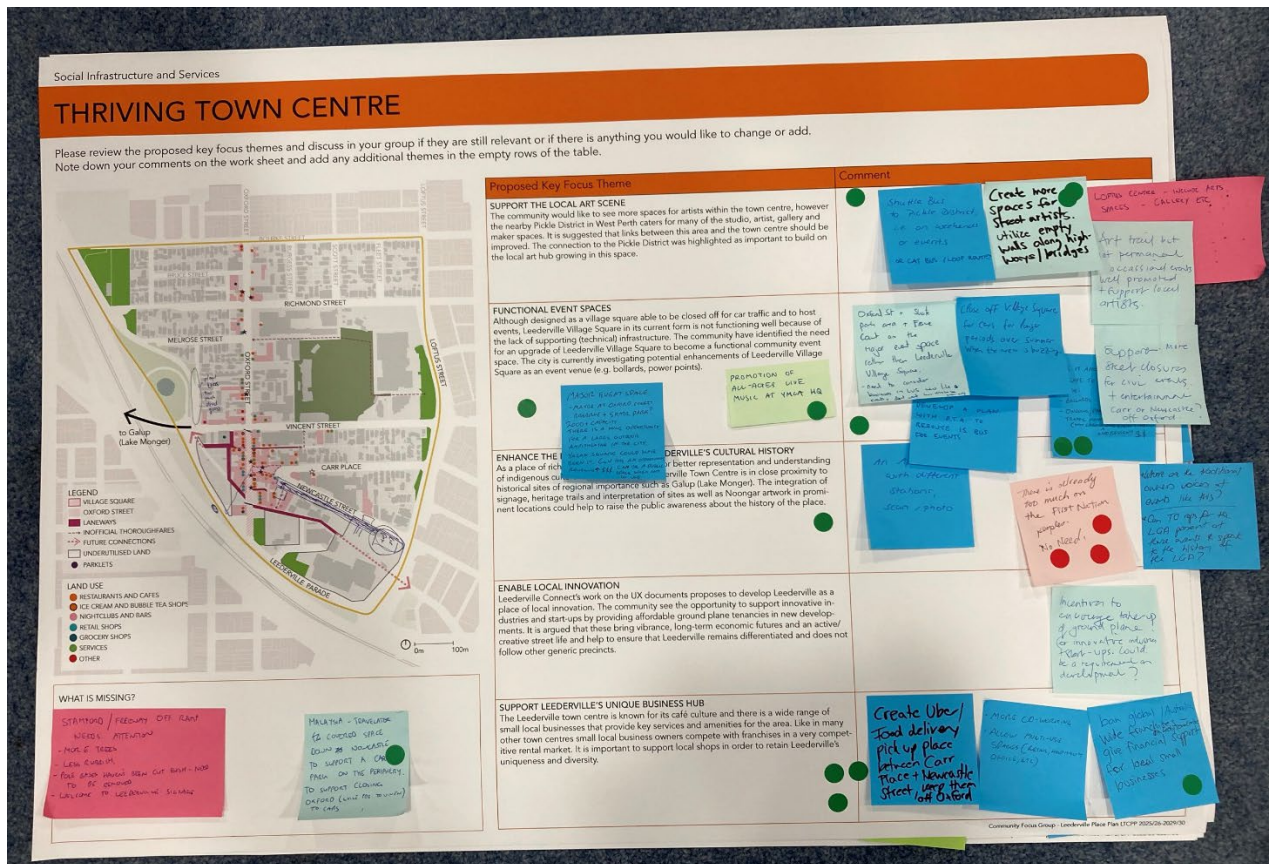
to be better.

Community Focus Group - Leederville Place Plan (LCPP 2025/26-2026/30)

[illegible]

Proposed Key Focus Theme	Comment
EFFICIENT PARKING MANAGEMENT The Accessible City Strategy identified that Leederville generates a substantial proportion of the overall requirement for parking in Leederville's town centres. However, this needs to be considered in the context of Leederville being the largest town centre. With the redevelopment of Leederville's two major public car parks, the Avenue and Frame Court car park, Leederville town centre could be most at risk of parking issues and there is a need for a holistic precinct car parking strategy during the construction phases. In combination with this, wayfinding is important to promote the availability and close proximity of the off-street car parks in order to reduce on-street car parking.	Increase parking fees for all parking lots to discourage parking Increase costs for longer parking limits (lower cost for shorter time) experimental increase for longer parking times Maximise parking links between train and bus should be no more than 3 hours
IMPORTANCE OF CONVENIENT PARKING OPTIONS FOR LOCAL BUSINESSES Some local businesses are seen to rely on accessible parking within the Town Centre and some members of the community note a shortfall of access car parking at the present time. A lack of parking is also seen as a threat to Leederville being a popular destination for visitors.  Reduce parking via parking meters demand will reduce a negative feedback loop (ie we need more parking, and more parking, and more...) IS THIS A MYTH? HAVE COSS THE BEST DATA CAR CLOSURE PROGRAM AT THE MUSEUM LOCAL BUSINESS CONCERN ABOUT VISITORS NOT FINDING EASY ACCESS TO CENTRE	TIME BUDGETS IN ADDITIONAL WHAT IS THE PROBLEM? TO DISRUPTED VS CAR ACCESS (on-street parking) ie it is too hard to find + 5-10 minutes opportunity to see something or do something or purchase or make a call or make a payment to have things done while they wait 10, 15, 30 and one hour long in proximity to convenient retail business major train parking at edges of precinct more car parking = more short-term accessibility of precinct
DESIGNATED PICKUP/DROPP OFF ZONE ON-DOWN VEHICLES Vincent's town centres have not kept pace with the recent disruption in transport from rideshare and food delivery companies. This issue is especially apparent in restaurant and cafe hubs such as Leederville Town Centre. The community eye issues with on-demand rideshare and food delivery vehicles blocking traffic or parking on the verge.  USE PICKUP AND DROPP OFF PLANE COURT, UNDER COVER, NEXT STREET PLANNED WALKWAY CLOSE TO HOSPITALITY VENUE, APPROX 10M FROM ST	CURRENT IDENTIFY THIS OUT TO PREVIOUSLY OFFER ON DEMANDABLE ST. Yes - out of the centre!! The above actions are essential so my customers/patrons aren't driving the keep them off Oxford St Create pickup spot either along footpath or car table Close off Village Square for cars!
WHAT IS MISSING?	RIDE SHARE ST AND ALTERNATIVE ADDRESS OR VISITOR OR NEIGHBOUR Car Place is a main node hub travel need an alternative car place to Car Place

Proposed Key Focus Themes	Comment
LEEDSVILLE AS A PLACE FOR EVERYONE The community expressed their desire to make Leedsville a place for everyone and to ensure the provision of facilities and care facilities for vulnerable user groups. There could include programs or care facilities for older user groups and short stay or crisis accommodation as well as accessible public facilities for rough sleepers such as public bathrooms with showers, etc.	They expressed their desire to make Leedsville a place for everyone and to ensure the provision of facilities and care facilities for vulnerable user groups. There could include programs or care facilities for older user groups and short stay or crisis accommodation as well as accessible public facilities for rough sleepers such as public bathrooms with showers, etc. There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library. There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library.
A MULTI-GENERATIONAL LEEDSVILLE Despite having a young demographic in Leedsville now, our population is aging and there is a need to ensure the possibility to age in place. The highest growth rates from 2011-2046 are likely to be in the age groups above 55-year-olds suggesting an ageing population. It is also suggested that there will be a slight increase in families with children. There is a need for multi-generational, flexible, shared public spaces within the town centre, which can also support the well-being and needs of future demographics such as families and the ageing population. The community envision Leedsville to be a place for everyone and for the City to provide events, facilities and spaces for all user groups allowing for intergenerational interaction. It is important to provide public open spaces that are functional and accessible for all user groups.	There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library. There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library. There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library.
A CENTRAL COMMUNITY HUB With the redevelopment of Frame Court car park and re-design of the Oxford Street Reserve, some community members see the opportunity for creating a centrally located modern community hub at the end of the highly activated Oxford Street. This would include the co-location of different public institutions currently located at the Loftus Centre and Civic Centre complex.	There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library. There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library. There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library.
SAFE AND WELCOMING TOWN CENTRE Leedsville town centre caters for a wide range of activities and user groups. To ensure it is a welcoming and safe place for everyone, it is important to provide optimal lighting in all laneways and public areas within the town centre. More lighting between A&N and Leederville road - very dark at night (residential) Need to make streets at parking canopy. Low rise car park. Use a lot of green in the park of public parking canopy. Park zone.	There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library. There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library. There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library.
CONSIDERED DENSITY WITH DIVERSE HOUSING OFFORT Generation programs linked to urban re-development project Leedsville's vibrancy, diversity and affordability. There are several proposed developments in the pipeline within the town centre area. Significant levels of new mill development is expected to lead to a more diverse population mix. There are concerns that developers want to maximise their financial return but do not recognise that it is an integral part of this diverse community that makes places culturally and socially rich. There is a need to provide broader housing choices for families, singles, older people and multi-generational families.	There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library. There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library. There is a need for a primary school, day care, and a library. The council can take control of the school and the library. The council can take control of the school and the library.



Outcomes Activity 1 (Workshop 3)

Leederville Place Plan Community Focus Group - Potential Place Actions

Functional Event Spaces

Related Key Focus Theme:
Although designed as a village square able to be closed off for car traffic and to host events, Leederville Village Square in its current form is not functioning well because of the lack of supporting (technical) infrastructure. The community have identified the need for an upgrade of Leederville Village Square to become a functional community event space. The city is currently investigating potential enhancements of Leederville Village Square as an event venue (e.g. bollards, power points).

Community's comments from Workshop 1 and 2:

- There is a need to streamline event applications and traffic management for Leederville Village Square
- There is an opportunity for a major event space at Oxford St Reserve/Skate park

Potential Constraints

- Budgetary restrictions and high costs of upgrading the Leederville Village Square
- Consideration of needs of surrounding businesses and residents
- State Health and Safety requirements determine approval process

Existing Actions:

- Action 4.1: Identify locations for power points in Leederville Village Square
- Action 2.7: Plan design solutions to deter parking in the Leederville Village Square median

Initial ideas:

- Improve usability and affordability of Leederville Village Square via pre-approved traffic management plans
- Develop a plan with PTA to reroute bus 15 for events
- Close off Leederville Centre along Oxford St and Village Square for cars on weekends in summer
- Support more street closures for civic events and entertainment

Place Action Name:

Description:

- Daily reoccurring closure of space with bollards
- Use investigation
- Auto-riser
- Try periods for timer system
- Friday and Saturday night 5:30 →
- Investigate expansion towards Oxford South
- Oxford Street and Skate Park Mason Events Space

Key Stakeholders:

Event Organisers

Level of Influence - City of Vincent:

☒ LEAD ☒ PARTNER WITH ☐ SUPPORT ☒ ADVOCATE FOR

Timeframes/Dependencies:

Multi-Generational Leederville

Related Key Focus Theme:

Despite having a young demographic in Leederville now, our population is aging and there is a need to ensure the possibility to age in place. It is also suggested that there will be a slight increase in families with children. There is a need for multi-generational, flexible, shared public spaces within the town centre, which can also support the well-being and needs of future demographics such as families and the ageing population. The community envisions Leederville to be a place for everyone and for the City to provide events, facilities and spaces for all user groups allowing for intergenerational interaction. It is important to provide public open spaces that are functional and accessible for all user groups.

Leederville as a place for everyone also includes the provision of facilities and spaces such as short-stay or crisis accommodation as well as accessible public facilities for rough sleepers such as public bathrooms with showers, etc.

Community's comments from Workshop 2:

Create Public Open Spaces and facilities in response to Leederville's demographics, i.e. for families and elderly people



Potential Constraints

- Limited public open space availability within Leederville Town Centre
- Major POS upgrades depend on progress of Car Parks Redevelopment projects



Existing Actions:

- POS Strategy Action 3: Establish Management Agreements with private land owners to enable short/medium term conversion to POS
- Existing Action 3.1: Seek opportunities to collaborate with YMCAHQ, Foyer Oxford, and TAFE to activate the Town Centre



Initial ideas:

- Provide central places for the community to meet and feel connected via temporarily re-purposing under-utilised private land
- Undertake an audit against the relevant disability discrimination act and healthy street principles
- Ensure there are appropriate facilities in the Public Open Space
- Provide events and activities catering for all age groups

Place Action Name:

Description:

- * NEED PUBLIC TOILETS - CHANGE BABIES DIAPERS - ID IGA CAR PARK.
- * BENCHES FOR ELDERLY.
- * SMOKE FREE ZONE
- * NOISE CONTROL
- * BENCHES IN LADEWAY
- * TAKE AWAY PARKLETS

Key Stakeholders: COMMUNITY.

Level of Influence - City of Vincent:

☒ LEAD ☐ PARTNER WITH ☐ SUPPORT ☐ ADVOCATE FOR

Timeframes/Dependencies:

IMMEDIATELY

Connection to Galup (Lake Monger)

Related Key Focus Theme:

Another important, yet highly unattractive, entry point is the underpass connection toward Galup (Lake Monger). The City is currently investigating improvements to the existing underpass connection in collaboration with the neighbouring Town of Cambridge. Intersection upgrades (for pedestrian crossings) and other improvements of the connection to Galup (Lake Monger) have been identified as a priority project in the Community Benefit Framework.

Community's comments from Workshop 2:

- Should be improved to become a pleasant journey for pedestrians and cyclists
- Make the entry to Leederville coming from Lake Monger more prominent.



Potential Constraints

- Involvement of other stakeholders such as Town of Cambridge and Main Roads
- Highly frequented road (car traffic)



Existing Actions:

Existing Place Plan Action 2.4 Lake Monger Connection Collaborate with the Town of Cambridge and Main Roads to plan upgrades to the Lake Monger connection



Initial ideas:

- Improve safety of pedestrians and cyclists
- Improve clarity of crossings on left turn slip lanes
- Consider road signage and pavement markings
- Combine improved connection with elements of heritage interpretation, wayfinding and public art

Place Action Name:

Description:

- Foot - Bike path on the north side
- Many joggers run over the street/offramp on-ramp
- ↳ dangerous
- * traffic lights to prioritise pedestrians/cyclists and extra crossings on north side

Key Stakeholders:

Level of Influence - City of Vincent:

☐ LEAD ☐ PARTNER WITH ☐ SUPPORT ☐ ADVOCATE FOR

Timeframes/Dependencies:

Promote Mode Shift Through Incentives

Related Key Focus Theme:

Leederville represents an ideal location for transit-oriented development (TOD) as most of its town centre is within walking distance to the train station. Yet, most of the employees travel to work by car. The Leederville Precinct Structure Plan aims to increase active transport of workers in Leederville to almost 50% by 2031 and as the centre develops and new developments are undertaken that also generate work places, there will be an opportunity to promote greater mode shift towards public and active transport over private car use.

Community's comments from Workshop 1 and 2:

The community focus group is in favor of incentives to encourage sustainable behaviour in various fields. Next to these incentives it is important to enhance facilities, parking and bike lanes.

Potential Constraints

- Change in behaviour depends on willingness of local businesses, residents, visitors and workers
- City of Vincent as an enabler and advocate but incentive schemes are to be implemented by other stakeholders or in partnership

Existing Actions:

E-Scooter Pilot Trial

Initial ideas:

- Introduce incentives to promote cycling as a way to commute to work
- Lunch vouchers if you cycle a certain amount to work
- Increase transit options, i.e. CAT Bus infrastructure is priority

Place Action Name:

Active Transport Prioritisation.

Description:

- Bike storage shelter (rip + cov)
- D-LOCK purchase program (eg. worm farm) → or education program.
- More bike racks. (rip in view of CCTV).
- Extend bike lane to Oxford/Vincent or remove lane of traffic. Play with road colours.
- Remove on-street parking in Oxford Street - Add more parklets and make safer for bikes -

Key Stakeholders:

Bike users, PTA/Transperth, businesses.

Level of Influence - City of Vincent:

☒ LEAD ☐ PARTNER WITH ☐ SUPPORT ☒ ADVOCATE FOR

Timeframes/Dependencies:

Put People First on Oxford Street South

Related Key Focus Theme:

The community are in favour of closing off streets for car traffic on a regular basis and for dedicating the space to pedestrians and events. Next to the activation of Leederville's laneways, the community are in favour of more regular temporary road closures to improve the pedestrian experience (e.g. on weekends) and some community members see the opportunity to transform the south end of Oxford Street into a pedestrian zone. The Community Benefit Framework identifies several priority projects for enhancing existing road design to become more pedestrian and cycling friendly.

Community's comments from Workshop 2:

- General agreement that a pedestrian-friendly town centre reflects Leederville's character
- Opportunity to enhance overall town centre experience through car-free/pedestrian friendly Oxford Street (South)

Potential Constraints

- Potential impact on traffic in surrounding streets
- Re-location of Kiss&Ride parking bays
- Potential concerns/objections of adjacent businesses
- Long-term opportunity to be implemented slowly

Existing Actions:

N/A

Initial ideas:

- Testing of impact through temporary closure of Oxford Street South
- Activation through events
- Shared space with reduced vehicular speed and priority on bicycle and pedestrian movement

Place Action Name:

Oxford Square

Description:

- Leedy Connect Activators
- ① Step 1 → Do Friday closures in this space to test and trial in short stints.
 - ② Step 2 → Use water filled barriers to create longer term closures eg. during fringe, or school holidays or christmas periods + convert more on-street bays to parklets
 - ③ Also → Work with PTA on access plans.

Key Stakeholders:

Businesses.

Level of Influence - City of Vincent:

☒ LEAD ☒ PARTNER WITH ☐ SUPPORT ☒ ADVOCATE FOR

Timeframes/Dependencies:

Long term for total closure. Short for Step 1
Medium for Step 2. Begin discussion ③ short term.

Put People First on Oxford Street South

Related Key Focus Theme:

The community are in favour of closing off streets for car traffic on a regular basis and for dedicating the space to pedestrians and events. Next to the activation of Leederville's laneways, the community are in favour of more regular temporary road closures to improve the pedestrian experience (e.g. on weekends) and some community members see the opportunity to transform the south end of Oxford Street into a pedestrian zone. The Community Benefit Framework identifies several priority projects for enhancing existing road design to become more pedestrian and cycling friendly.



Community's comments from Workshop 2:

- General agreement that a pedestrian-friendly town centre reflects Leederville's character
- Opportunity to enhance overall town centre experience through car-free/pedestrian friendly Oxford Street (South)



Potential Constraints

- Potential impact on traffic in surrounding streets *→ concern around traffic impact of permanent closure*
- Re-location of Kiss&Ride parking bays
- Potential concerns/objections of adjacent businesses
- Long-term opportunity to be implemented slowly



Existing Actions:

N/A



Initial ideas:

- Testing of impact through temporary closure of Oxford Street South ✓
- Activation through events ✓
- Shared space with reduced vehicular speed and priority on bicycle and pedestrian movement ✓

Place Action Name:

Description:

- in support of occasional temp. road closures for events (markets, food trucks) to trial
- better to close off a larger segment of street to enhance activation, without producing a worse traffic ~~activation~~ outcome
- Create shared space ~~on~~ a trial (multi-year) period before permanent full closure.

Key Stakeholders:

Council, shopowners + community users.

Level of Influence - City of Vincent:

☒ LEAD ☐ PARTNER WITH ☐ SUPPORT ☐ ADVOCATE FOR

Timeframes/Dependencies:

Holistic Parking Management

Related Key Focus Theme:

The Accessible City Strategy identified that Leederville generates a substantial proportion of the overall requirement for parking in Vincent's town centres. However, this needs to be considered in the context of Leederville being the largest town centre. With the redevelopment of Leederville's two major public car parks, the Avenue and Frame Court car park, Leederville town centre could be most at risk of parking issues and there is a need for a holistic precinct car parking strategy during the construction phases. In combination with this, wayfinding is important to promote the availability and close proximity of the off-street car parks in order to reduce on-street car parking.



Community's comments from Workshop 2:

- Discourage all-day parking on public car parks ✓
- Encourage uptake of active and public transport ✓
- For some local businesses on-street parking is essential ✓
- Differentiated parking fees (lower cost for shorter time) ✓
- Make data-driven decisions about parking ✓



Potential Constraints

- Importance of nearby on-street parking for some businesses
- Impact on overall provision of car parking during Car Parks Redevelopment project



Existing Actions:

Precinct Parking Management Plan



Initial ideas:

- Concentrate short-term parking in proximity to retail businesses and locate longer-term parking to the edges of the town centre
- Solve parking issues through parking fees/ management of public car parking, i.e. avoid long-term/all-day parking maximum parking limits, reduce permits, increase fees for on-street parking
- Investigate the need and location for short-term parking via data & consultation of affected businesses
- Better utilisation of private parking for customers/clients

Place Action Name:

Description:

- * AGREE WITH PROPOSED ACTIONS
- * ~~REJECT~~ CAUTION ON VEHICLE PARKING
- * ~~PLAN VEHICLE TO ARRIVE AT~~
- * STOP VEHICLE PARKING
- * STOP ALL DAY PARKING
- * 2-4 HOURS + 15 MINS
- * ~~MAX 30~~ parking in off-street parking areas
- * LESS LOADING BAYS ON CARR STREET

Key Stakeholders:

Level of Influence - City of Vincent:

☒ LEAD ☐ PARTNER WITH ☐ SUPPORT ☐ ADVOCATE FOR

Timeframes/Dependencies:

ASAP.

Put People First on Oxford Street South

Related Key Focus Theme:

The community are in favour of closing off streets for car traffic on a regular basis and for dedicating the space to pedestrians and events. Next to the activation of Leederville's laneways, the community are in favour of more regular temporary road closures to improve the pedestrian experience (e.g. on weekends) and some community members see the opportunity to transform the south end of Oxford Street into a pedestrian zone. The Community Benefit Framework identifies several priority projects for enhancing existing road design to become more pedestrian and cycling friendly.

Community's comments from Workshop 2:

- General agreement that a pedestrian-friendly town centre reflects Leederville's character
- Opportunity to enhance overall town centre experience through car-free/pedestrian friendly Oxford Street (South)

Potential Constraints

- Potential impact on traffic in surrounding streets
- Re-location of Kiss&Ride parking bays
- Potential concerns/objections of adjacent businesses
- Long-term opportunity to be implemented slowly

Existing Actions:

N/A

Initial ideas:

- Testing of impact through temporary closure of Oxford Street South
- Activation through events
- Shared space with reduced vehicular speed and priority on bicycle and pedestrian movement

Place Action Name:

FLUSH PAVING

Description:

- Upgrade road for better car access. KEEP ROAD FOR CARS AT A SLOWER SPEED.
- TOO MANY PARKLETS TAKING UP CAR PARKING SPACES.
- OPTION 2 NOT ACCEPTABLE: CARS NEED TO ACCESS SOUTH OXFORD ST. SUCH A SMALL SECTION - UNNECESSARY DIVERSION.
- INVESTIGATE SIGNAL PHASING.
- FURTHER INVESTIGATION - KEEP STAKE too many loading bays Newcastle/Car Place.

Key Stakeholders:

COMMERCIAL - BUSINESSES - LAND OWNERS
GENERAL COMMUNITY - PROPERTY OWNERS

Level of Influence - City of Vincent:

☒ LEAD ☐ PARTNER WITH ☐ SUPPORT ☐ ADVOCATE FOR

Timeframes/Dependencies:

2 YEAR MAXIMUM

Opportunities for All Ages Play

Related Key Focus Theme:

Leederville Town Centre lacks play areas for different aged children (particularly mid-teens). Where play infrastructure is located it is generally focused on small children and toddlers. The community prioritises all-ages play that cater to different age groups. With the improvement of Leederville's streetscapes, there is an opportunity to include additional incidental play in public spaces outside of the existing playgrounds.

Community's comments from Workshop 1 and 2:

- POS design should consider the needs of teenage girls
- Central youth service facilities need to be accessible and up-to-standard. The existing youth spaces seem to be under-used and should be re-activated.

Potential Constraints

- Comprehensive upgrade of Oxford Street Reserve depends on progress of Car Parks redevelopment
- Potential dependency on other stakeholders to support the provision of these spaces (i.e. youth services, businesses)

Existing Actions:

Action 3.1 Seek opportunities to collaborate with YMCA HQ, Foyer Oxford, and TAFE to activate the Town Centre.

Initial ideas:

- Can businesses provide playscapes?
- Provide opportunities for incidental play within streetscape (i.e. play parklets)
- Investigate and consider the needs of especially teenage girls in public open space upgrades

Place Action Name:

Description:

- Don't lose the public tennis tables
- Denote the basketball court as YMCA
- Ensure play areas don't compromise spaces event/function spaces.
- Play spaces for different age groups can be temporary to garner support or popularity.
- Incentivise developers to include incidental play (spaces) along streetscape.

Key Stakeholders:

Council + community (visitors).

Level of Influence - City of Vincent:

☒ LEAD ☒ PARTNER WITH ☒ SUPPORT ☐ ADVOCATE FOR

Timeframes/Dependencies:

Active Laneways

Context:

The proposed built form within the Leederville Car Parks Redevelopment project will create new building frontages shaping activated laneways, i.e. on The Avenue car park.

Existing buildings on neighbouring lots currently back onto these new developments and will need to respond to these newly created thoroughfares.

Community's comments from Workshop 1 and 2:

- Create safe, legible, direct, active frontages
- Utilise laneways to reduce unsavory behaviours, by adding fruit trees, vegetable gardens. CoV needs to simplify applications to facilitate.

Potential Constraints

- Dependency on private land owners
- Practical constraints, i.e. parking, access, storage/bin locations
- Staged approach needed to allow for progress/development over time

Existing Actions:

N/A

Initial ideas:

- Temporary pop-up activation with food trucks or sea containers similar to South Terrace in Fremantle
- Alfresco areas and pop-up parks
- Facilitate incremental development of built form on abutting lots

Place Action Name:

Description:

- offer development incentives to private land owner in lieu of providing new activated frontages
- integrated and legible pedestrian experience STARTING from train access ramp
- improving visibility + opening hours of tip-top arcade
- effective traffic management to ensure pedestrian friendliness
- TAKE BOV alfresco

Key Stakeholders:

private land owners

Level of Influence - City of Vincent:

☐ LEAD ☐ PARTNER WITH ☐ SUPPORT ☐ ADVOCATE FOR

Timeframes/Dependencies:

Water Corporation Main Drain

Related Key Focus Theme:

There is great potential to develop the existing Water Corporation Main Drain Corridor as an attractive, green and pedestrianised link through the centre of Leederville. The Car Parks Redevelopments strengthen the importance of the Water Corporation Corridor as a central pedestrian connection and provide opportunities to extend the existing walkway between Oxford St and Avenue Car Park. This is identified as the top social infrastructure need for Leederville in Leederville Connect's Social Infrastructure study.

Community's comments from Workshop 1 and 2:

The formalisation of the Water Corporation Link is considered as a key opportunity to create a pedestrianised (green) link through the town centre

Potential Constraints

- Limited opportunities due to underground main drain
- Water Corporation owned easement - upgrades require permission from Water Corporation
- ✓ • Need to consider surrounding businesses and their needs

Existing Actions:

Existing Place Plan Action 4.5: Water Corporation Drainage Reserve: Negotiate the formalisation of the main drain pedestrian corridor with the Water Corporation for implementation in appropriate stages.

Initial ideas:

- Activating the space through events
- Creating (temporary) active frontages along the future pedestrian corridor
- ✓ • Upgrading the Water Corporation Main Drain as a public open space including landscaping, paving, urban furniture, etc.

Place Action Name:

Description: Good idea - no objection

Key Stakeholders:

Level of Influence - City of Vincent:

☒ LEAD ☒ PARTNER WITH ☐ SUPPORT ☐ ADVOCATE FOR

Timeframes/Dependencies:

SOONER RATHER THAN LATER

A Sustainable Town Centre - Incentives

Related Key Focus Theme:

Our climate is changing. Vincent has committed to action on climate change. Some community members would like Leederville to become a world class example of sustainable urbanism.

In order to become a sustainable town centre, it requires change in the behaviour of the local community.

Community's comments from Workshop 1 and 2:

The community focus group is in favor of incentives to encourage sustainable behaviour in various fields.

Potential Constraints

- Change in behaviour depends on willingness of local businesses, residents, visitors and workers
- City of Vincent as an enabler and advocate but potential incentive schemes are to be implemented by other stakeholders

Existing similar Action:

Existing Place Plan Action 6.4: Develop and deliver a smoke-free town centre project with involvement from the community, health partners, and local businesses.

Initial Ideas:

- Recyclable containers for hospitality/events; *Business*
- Incentives to avoid (food) waste, i.e. through town centre wide take-away deposit scheme
- Incentives for using more sustainable commuting/transport modes
- Sharing schemes to avoid waste, i.e. library of things

Place Action Name:

Waste-free town centre

Description:

Prepare a strategy to work closely with businesses in LTC to;

- Find a pathway to supporting re-useable containers (more than keep cups) → "responsible cafes" incentive
- Establish partnership with Wastewarrior + boomerang alliance to collect compostables (not)
- Establish receptacles/collection points and home education program for businesses and customers
- ~~work with businesses + provider such as OzHarvest to~~ establish a leftover food "library"
- Work with health to smooth the path

Key Stakeholders:

Local business, Planning, health, parks ↑ all the pplc above.

Level of Influence - City of Vincent:

☒ LEAD ☒ PARTNER WITH ☒ SUPPORT ☐ ADVOCATE FOR
first stage LEAD delivery PARTNER + SUPPORT

Timeframes/Dependencies:

ASAP

