

WILLIAM STREET TOWN CENTRE PLANNING FRAMEWORK
COMMUNITY ENGAGEMENT REPORT



CITY OF VINCENT

Executive Summary

The City of Vincent has commenced work on developing a Town Centre Planning Framework (TCPF) for the William Street Town Centre. The William Street Town Centre Planning Framework (WSTCPF) will function as both a Local Planning Policy to guide development and a Place Plan to deliver a series of place-based initiatives to improve the town centre.

As part of the development of the WSTCPF, Vincent developed a community engagement program to inform and involve the local community in the decision-making process. These engagement opportunities were divided into two phases: This program was divided into the following two phases:

1. The Visioning phase; and
2. The Design phase.

The intent of the Visioning phase was to capture the community's vision for the William Street Town Centre and incorporate as much of this vision as possible into the WSTCPF. It included the following two engagement opportunities:

- A survey hosted on Imagine Vincent which 113 respondents completed; and
- An in-person workshop hosted at Hotel Northbridge with 60 attendees.

The Design phase was designed to capture the community's opinion on specific planning controls and public realm initiatives such as heights, transitions, streetscape improvements, etc. This phase included four opportunities to engage:

- Two in person 'walkshops' in which 16 people attended;
- An in-person workshop at Hotel Northbridge with 30 attendees; and
- A survey hosted on Imagine Vincent which 49 respondents completed.

The key findings from the engagement highlighted the following issues

- Urban blight;
- high traffic volumes;
- poor pedestrian experience; and
- poor community comfort and safety.

Participants expressed a desire for the WSTCPF to deliver:

- streetscape and public realm improvements;
- safer roads for pedestrians and bike riders
- high quality development that is compatible with the surrounding heritage and character neighbourhoods; and
- increased business diversity and residential population.

This feedback will go on to inform the private and public realm components of the WSTCPF. Overall, respondents provided positive feedback about the engagement, stating that it was engaging, educational and constructive. The Vincent administration found the engagement to be informative and reassuring. We will ensure that all feedback is considered as we move begin work on drafting the WSTCPF.

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1.0 Introduction

1.1 Project Background

Vincent is committed to a place-based approach to guide the future growth and success of our Town Centre's and strategic precincts.

As part of the Local Government Integrated Planning and Reporting Framework, the 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 WSTCPF will manage development of public and private land within our town centres and precincts and their 400 metre walkable catchments. Initially adopted as a Local Planning Policy, the WSTCPF have the potential to be adapted as a Precinct Structure Plan under State Planning Policy 4.2 Activity Centres

The William Street Planning Framework (WSPF) will function in two parts:

- *Part 1: Private Realm* will function a Local Planning Policy (LPP) in accordance with the *Planning and Development Act 2005* (P&D Act). This section articulates the preferred design outcomes for the precinct area by providing design guidance. The principles guide contemporary built form and deliver a wide range of outcomes through new development and urban renewal.
- *Part 2: Public Realm* will take the form of a Place Plan. This section provides a filter for the place based initiatives within Vincent's suite of informing strategies and plans, and directly informs the Community Benefit Framework (CBF).

This document serves as a summary of the community engagement undertaken to inform the WSTCPF.

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 by involving them in the decision-making process.

The City undertook engagement on the WSTCPF to:

- Encourage interest in and ownership of the project.
- Involve the community in the visioning process.
- Generate a good range of voices and ideas/views.
- Capture feedback which will help shape the design phase.
- Understand the reactions and develop alternatives where needed.

- Improve proposals.
- Help to develop a TCPF that reflects the views and vision of the local community.

To inform the WSTCPF, Vincent have split the community engagement program into two phases.

1. Visioning phase

Purpose

- Generate and capture open-ended opinions and preferences: love, like, dislike, want to see more of.
- Document ideas and feedback and incorporate as much as possible into the TCPF Design phase of the program.

Engagement opportunities

- Online survey hosted on Imagine Vincent from 25 March – 30 April 2024.
- In-person workshop held at Hotel Northbridge on Thursday 16f April 2024 between 6pm and 8pm.

2. Design phase:

Purpose

- Generate and capture specific opinions and preferences about specific planning controls and place plan actions that will be featured in the WSTCPF.
- Document ideas and feedback and use them to inform planning controls (e.g. building heights and developer contributions, etc.) and place plan actions (minor streetscape improvements, greening, public places, etc.).

Engagement opportunities

- In-person workshop held at Hotel Northbridge on Thursday 30 May 2024 between 6:00pm and 8:30pm
- An In-person Streetscape Character ‘walkshop’ held on Saturday 8 June between 10:00am and 12:00pm
- An In-person Streetscape Character ‘walkshop’ held on Thursday 13 June between 6:00pm and 8:00pm
- Online survey hosted on Imagine Vincent from the 21 June to the 5 July 2024

The community engagement program was communicated through:

- A project page was published on Imagine Vincent on 25 March 2024
- Sending 3575 letters to all residents and ratepayers of the William Street Town Centre and its surrounding 400-metre walkable catchment
- Inclusion in the City of Vincent’s fortnightly E-News on 17 & 30 May (circulation 10k+) and in the E-Business News on 31 May (circulation 1.2k)
- Going business to business and speaking to managers and owners
- Three social media posts each on Facebook, Instagram and LinkedIn
- Advertising on RTRFM

As of 29 August 2024, there were 1200 total visits by 848 individual visitors to the Imagine Vincent project page, of which:

- 848 (100%) were *aware* - someone who has made at least one visit to the Imagine Vincent site (read the project info).
- 372 (43.9%) were *informed* - someone who has clicked on a link on the platform (to read more information, view photos or read supporting documents).
- 207 (24.4%) were *engaged* – someone who has contributed to a project (completed a survey, including the workshop registration surveys).

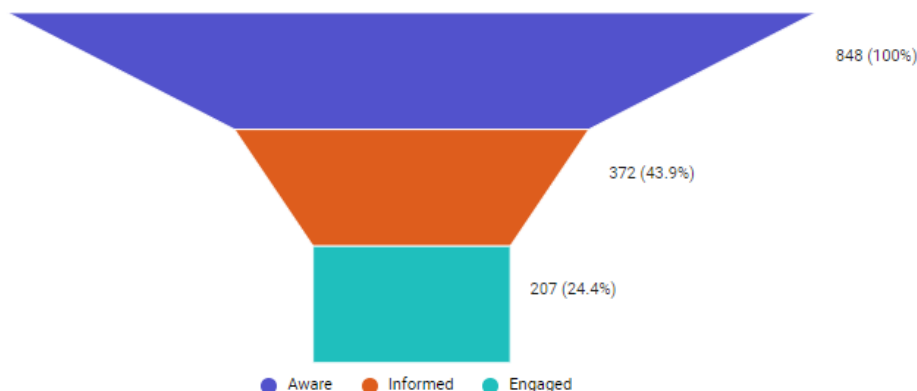


Figure 1: Imagine Vincent Engagement Results

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 WSTCPF. Due to the impact of the WSTCPF on the future development of the public and private realm of the William Street Town Centre, the goal for public participation was to 'involve' the community rather than just 'consult.'

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 William Street.

Now that the Visioning and Design phases of engagement have been completed, Vincent will begin writing the WSTCPF with due regard to the concerns and aspirations of the community. The next phase of engagement will be the 'did we get it right?' phase, where the public will have the opportunity to review and comment on the draft WSTCPF. Vincent will clearly communicate how community feedback will influence decision making.

2.0 Visioning Phase

2.1 Visioning Survey

The Visioning Survey was open on the City's Imagine Vincent page from 25 March 2024 to 30 April 2024. 113 responses were received. The respondent's connection to the William Street Town Centre can be seen below in figure 2.

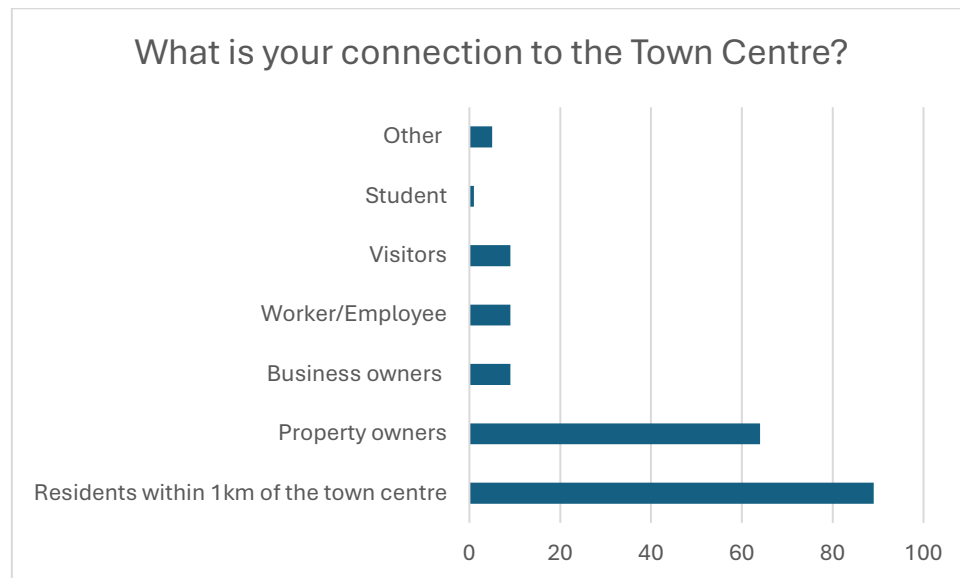


Figure 2: Visioning Survey Question 5 Results

The survey featured two mandatory questions (Questions 1 and 2) and two optional questions (Questions 3 and 4). Results from the four questions in the survey have been detailed below.

Question 1 – What are the most important factors/elements/themes to you when describing your ideal neighbourhood?

This was a mandatory question that asked; “What are the most important factors/elements/themes to you when describing your ideal neighbourhood?” It featured a five-point Likert Scale where 1 = ‘not at all important’, 3 = ‘neutral’ and 5 = ‘extremely important’. The results can be seen below in figure 3:

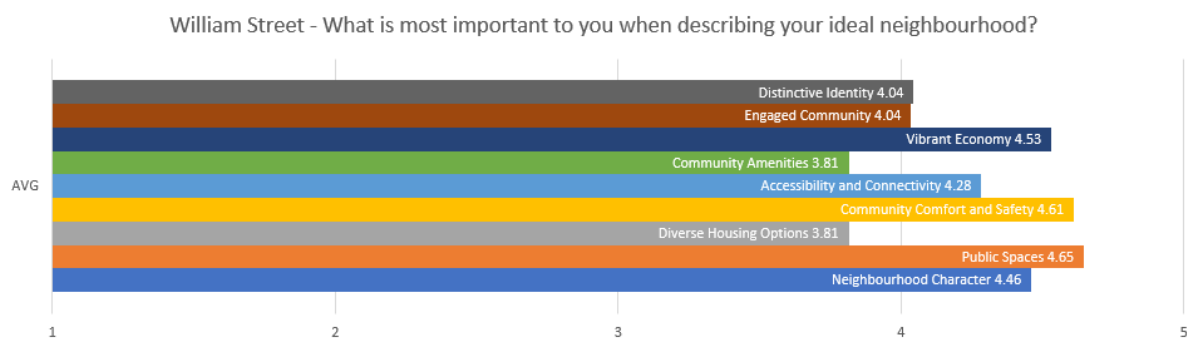


Figure 3: Visioning Survey Question 1 Results

The results indicated that the most important elements are public space, community comfort and safety and vibrant economy. Diverse housing options and community amenities fell behind the other elements in terms of importance.

Question 2 – How is the William Street Town Centre and surrounds currently performing in regard to the following factors/elements/themes?

This was a mandatory question that asked; “How is the William Street Town Centre and surrounds currently performing regarding the following factors/elements/themes? It featured a five-point Likert Scale where 1 = ‘poor’, 3 = ‘good’ and 5 = ‘excellent’. The results can be seen below in figure 4:

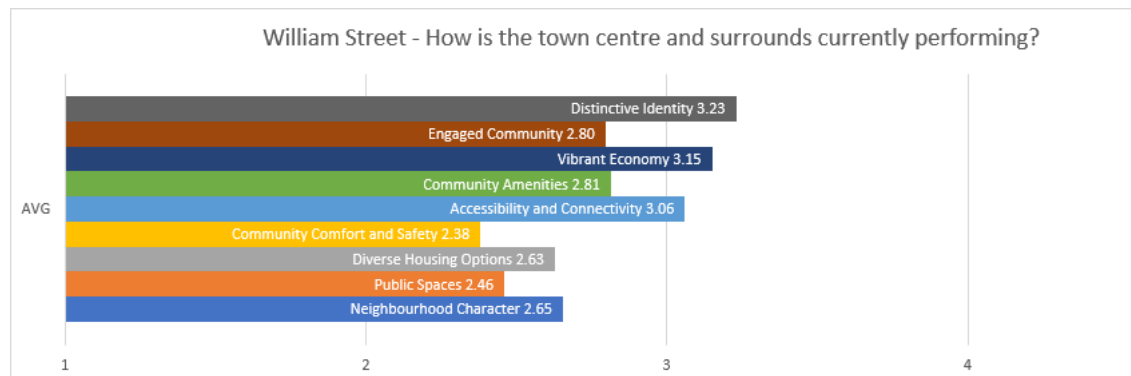


Figure 4: Visioning Survey Question 2 Results

In terms of performance, respondents indicated that the William Street Town Centre is performing averagely. Respondents believe that it has a distinctive identity and vibrant economy, comfort and safety and public spaces are performing poorly.

By comparing the average reported importance (Question 1) with its associated average reported performance (Question 2), the disparity between the importance and performance can be seen.

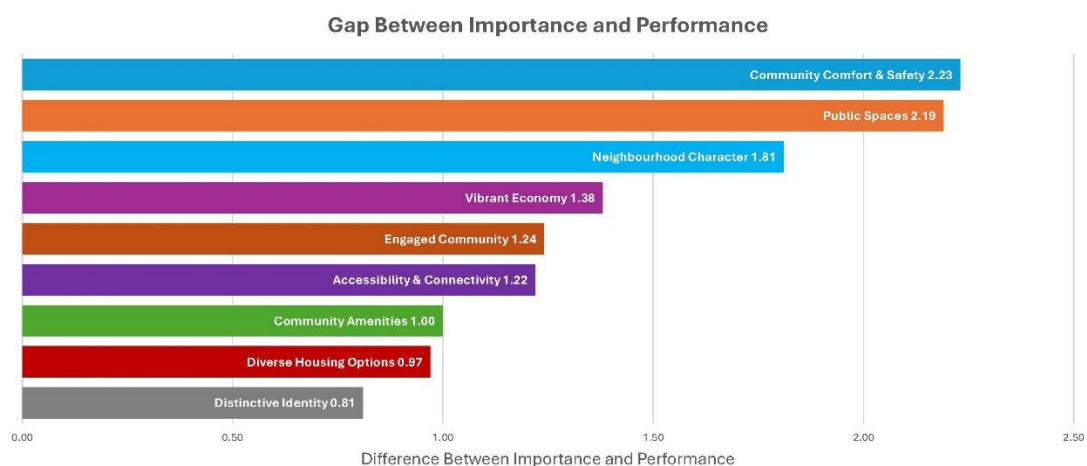


Figure 5: Visioning Survey Question 1 & 2 Results – Gap Between Importance and Performance

The William Street town centre can be seen to be performing below the reported level of importance across the board. The biggest disparity can be seen in Community Comfort and Safety and Public Spaces with 2.23 and 2.19 difference between importance and performance.

This indicates the communities concern on the safety of the town centre as well as the dearth of public spaces.

By comparing the median reported importance (Question 1) with its associated average reported performance (Question 2), Vincent can quantify the community's level of importance and there rating of the town centres current performance into strengths (green), issues (red) and considerations (blue).

Figure 6 indicates that public spaces, community comfort and safety, and neighbourhood character are all elements that require prioritised improvements. Accessibility and connectivity emerged as the town centres strengths, while the remainder of the elements can be seen to be considerations.



Figure 6: Visioning Survey Question 1 & 2 Results - Strengths, Issues & Considerations

Question 3 – What do you see as the key priorities for making the William Street Town Centre and surrounds a better place over the next 15 years?

This was an optional, open-ended question that asked; “What do you see as the key priorities for making the William Street Town Centre and surrounds a better place over the next 15 years?”

This was a qualitative, open-ended question. Respondents focused on the need to address key issues including heavy traffic, poor pedestrian experience, safety and antisocial behaviour. There was an emphasis on enhancing the town centres unique identity, investing in the public realm, increasing the residential population and attracting a wider variety of businesses. There was a strong desire to improve the overall cleanliness and vibrancy of the town centre. Respondents wanted to see more residential development in the town centre, however their responses were mixed on the appropriate height of development.

Most respondents noted the need to improve safety and introduce measures to prevent antisocial behaviour. This included improving lighting and surveillance within the town centre. General cleanliness and maintenance of the town centre was seen as a top priority. This included tackling the town centres graffiti problem.

Residents pointed out the numerous empty properties in and around the town centre. They want the City to take action, arguing that these vacant sites are stalling the town's progress and increasing incidents of anti-social behaviour

High-density living was supported by some who noted benefits such as increasing population to support local businesses. There was also a strong sentiment for preserving the area's current density and character that promotes human scale at the street level.



Figure 7: Visioning Survey Question 3 Results – Word Cloud

Question 4 – Do you have any other comments on the William Street Town Centre or the City's intention to develop a Planning Framework?

This was an optional, open-ended question that asked; Do you have any other comments on the William Street Town Centre or the City's intention to develop a Planning Framework?

The comments echoed the sentiment of answers to the previous question 3. Respondents identified several areas they felt the WSTPF should address.

Respondents emphasized the multicultural character of William Street, expressing a desire to preserve this identity amid redevelopment. They urged the City of Vincent to tackle the high vacancy rates of empty shops and activate unused land.

A recurring request was for the Framework to include traffic calming measures and enhance pedestrian safety and comfort. Suggestions included adding safe pedestrian crossings and bicycle lanes. On-street parking was a contentious issue; while some supported removing parking bays and eliminating minimum parking requirements, others were concerned about maintaining sufficient parking to avoid affecting nearby residential areas.

Residents also highlighted the town centre's close proximity to the Perth CBD and stressed the importance of boosting the residential population to enliven the area and improve safety. Any new development should complement existing hospitality and entertainment businesses to preserve the town centre's vibrancy.

While there was support for increasing residential development, opinions were divided on its scale. Local residents wanted to avoid issues like overshadowing and loss of privacy. The development should be sustainable, inclusive, and in harmony with the existing residential environment.

Some said the Framework should ensure access and inclusivity for disabled and elderly people, and more community services for the homeless and indigenous populations.

Many suggested the Framework needed to address crime and antisocial behaviour, particularly around vacant sites, lack of lighting and proliferation of graffiti.

Regarding the public realm, the need for public toilets, additional greening and civic spaces were emphasised. Many wish to see improvements in the overall cleanliness and maintenance to create a more pleasant town centre environment. There were also calls for more art installations.

There were comparisons made between the town centre and nearby William Street town centre. Others referred to a notable contrast between the City of Vincent and City of Perth sides of William Street, with calls for better integration and consistency between the two areas.

2.2 Community Visioning Workshop

The Community Visioning Workshop was held at the Northbridge Hotel on Thursday 18 April 2024 between 6pm and 8pm. 71 registrations were received for the workshop with 60 people attending on the night.

The format of the workshop included:

- Vincent presenting on the background on the project, the expected timeline and the next steps;

- Facilitation of a Question wall exercise;
- Facilitation of three activities in smaller groups of 5-7 per table;
- Vincent reconfirming the next steps.

Activity 1 - Question Wall

This activity allowed attendees to ask any questions of the City about the local government, the local area, the purpose of the planning framework and place plan and all other. Administration answered questions that were able to be answered on the night with the rest taken on notice. The responses to all questions were sent to all attendees as per **Appendix A**.

Activity 2 – Where is the Heart?

For exercise one, community members were asked to discuss where they saw the heart of the William Street Town Centre. It could be a landmark, historic location, meeting place or central business area. Each group was given 3 heart stickers to identify the heart.

For many, the heart encompassed the entire town centre, owing to its vibrant mix of businesses. Some community members observed that the heart of the town shifted depending on the time of day. During the day, it was located in the southern portion of the town centre, where the grocers and other daytime traders were situated. In the evening, it shifted north towards the hospitality businesses.

The heart also extended beyond the existing town centre boundaries to include areas such as Brisbane Street, with its grocers and hospitality venues; Stuart Street Reserve; Lake Street, which features Hotel Northbridge, 7 Grams, Miller+Baker, and Sayers Little Sister; and Hyde Park.

Some community members envisioned the future heart being located at Tu Do Park to the north.

Additionally, some felt that the town centre currently lacked a central heart and that improvements were needed from both the business community and the City of Vincent.

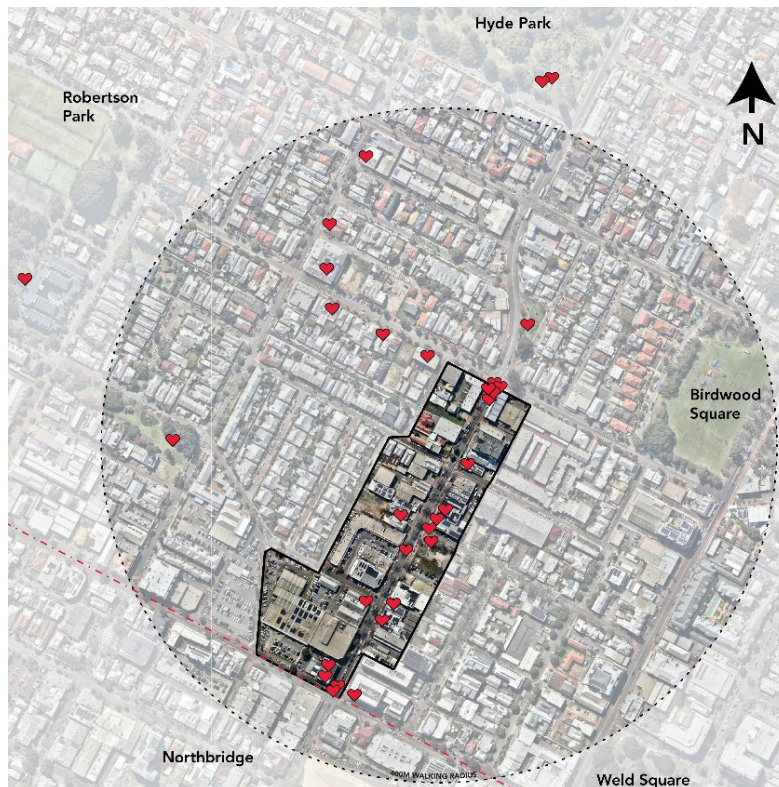


Figure 8: Where is the Heart?

Activity 3 – Visioning

For this activity, community members were asked to discuss the following questions:

1. What are the most important factors/elements/themes to you when describing your ideal neighbourhood?
2. How is the William Street Town Centre and surrounds currently performing?
3. What do you see as the key priorities for making the William Street Town Centre and surrounds a better place over the next 15 years?

3.1 What factors describe your ideal neighbourhood.

This activity was a repeat of the same question put forward in the Visioning Survey, with the intent of promoting further discussion as a group and to solidify a vision of their ideal neighbourhood. It was clarified in the workshop that this activity intended to capture attendees' vision of their ideal neighbourhood, not their ideal vision for William Street. This resulted in more aspirational responses than those captured in the survey.

In envisioning the ideal neighbourhood, several key elements emerge. A connected community is crucial, enabling residents to interact and support one another with ease. Safety is paramount, ensuring a secure environment for everyone. High-quality amenities are essential for daily convenience. A vibrant mix of local businesses that cater to the wider community enhances the area's appeal. Communal spaces are important, providing places where people can meet and socialise. Lastly, the ideal neighbourhood should prioritise people over vehicles, fostering a more welcoming and pedestrian-friendly environment.

3.2 How is the William Street Town Centre and surrounds currently performing

Respondents described how the William Street Town Centre and its surrounding areas are highly walkable, which makes getting around convenient and pleasant. The area is home to a diverse range of businesses, extending beyond just retail and hospitality to include various services, contributing to a vibrant local economy. Community support for local businesses is strong, enhancing the area's appeal and fostering a sense of local pride. The town centre boasts a unique character that sets it apart from town centres and recent improvements have further enhanced its overall attractiveness.

However, respondents noted several areas needing improvement. The town centre would benefit from increased activity through new residential and commercial developments to invigorate the area. Drainage issues require attention to prevent potential flooding and maintain cleanliness. Urban blight is evident, with several lots remaining vacant for extended periods and graffiti tarnishing the landscape. Safety concerns arise from inadequate street lighting and the presence of vacant properties, which create unsafe conditions. The area is currently dominated by cars, making it dangerous for pedestrians and cyclists. The interface between the Brookman and Moir heritage precinct and adjacent commercial properties needs better integration. There is also a need for additional pedestrian spaces to enhance walkability. Increased car parking is necessary to prevent overflow into surrounding residential areas. The Toyota site represents a key opportunity for redevelopment. Additionally, public toilets are lacking, impacting convenience for visitors. Finally, a noticeable divide exists between the Cities of Perth and Vincent, affecting the cohesion and functionality of the area.

3.3 Key priorities for the William Street Town Centre and surrounds for the future

As noted previously, activating vacant properties is key topic from consultation. Respondents highlighting how this issue was proving a detriment to the health of the town centre and also increasing incidents of anti-social behaviour. These incidents include the high prevalence of graffiti. In addressing this, some respondents stated that Vincent should incentivise their activation via grants and other forms of assistance. Others suggested that the City should increase the rates for these vacant sites.

Respondents highlighted that any increase in density should be located in town centre and areas east of William Street (Money and Lindsay). This was to protect surrounding heritage and character homes. This increase in density would include both residential and commercial land uses. A key site highlighted for redevelopment was the Toyota card yards located on Newcastle Street.

Participants wished to see an increase in overall green canopy across the town centre and surrounding areas. Whilst many appreciated the mature plane trees along William and Money streets, they wished to see alternative species selected as these trees are prone to damaging the paving and obstructing street drains.

Places for the community continue to be highlighted with many respondents noting that the town centre lacks places for the community to gather and rest. Such spaces range from public piazzas through to more parklets.

Respondents wish for a future town centre to not be constrained by traffic congestion, with active transport and public transport options preferred. Many wished for car parking to be contained to off street locations outside of the current town centre boundaries.

Robertson Park

Street Furniture Would be good

Geared spaces designed for people

View of side events and North Park connection

Recreate above ground level

Monterey William Place

NO PARK IN THUNDERBOLT

LOTS OF CONVENIENCE USE

RETAIL/WHOLESALE FOOD VEG

VACANT STREET (FUTURE WILLIAM) (OPPOSITE)

CAN NEED BECAUSE

CHILDREN MEDICAL [MISSING]

Lighting

DRY ACTIVITY

Northbridge

Weld Square

Birdwood Square

PEDESTRIAN MINIMUM

CYCLING SHORTCUT

CONNECTION CBD

NO CROSSING NO SPEED HUMP ARE THERE

NO PARKING

2 times Daytime activity Evening activity Pedestrians at night

Change Post 17 2-3

This activity was a map-based exercise that asked attendees to identify opportunities and constraints in the town centre relating to four categories:

- ## 4.1 Transport

- How do you move through the area?
- How can movement be improved?

Many of the attendees lived in surrounding areas and praised the walkability of the town centre. Walking was preferred over other forms of active transport (such as cycling and micro-mobility) as well as private motor vehicles. Whilst its walkability was praised, its usability is hindered by limited pedestrian crossings and the dominance of private motor vehicles. The high levels of traffic along William and Newcastle streets also impacts pedestrian amenity, through noise and pollution. The experience of pedestrians is also impacted by the disjointed nature of awnings, leaving pedestrians without protection from the elements.

Buses along William Street and nearby William Street are heavily utilised by attendees, with many praising the frequency and accessibility of the buses. However, these participants also highlighted that these buses also contributed to the traffic congestion and presented safety concerns for both pedestrians and cyclists when moving along William Street. Many noted the lack of east-west public transport connections.

Overhauling intersections, adding pedestrian crossings, and improving maintenance were identified as opportunities to enhance walkability. There was also an emphasis on enforcing the 40kmh speed limit on William Street that is often not observed by road users.

Cycling is a popular mode of transport amongst attendees, however William Street itself is deemed unusable for cycling due to the dominance of motor vehicles and a lack of dedicated cycling infrastructure. Whilst some participants advocated for dedicated cycling infrastructure along William Street, other noted that cyclists should be directed down parallel streets such as Lake Street and for Little Parry Lane to be upgraded to serve as a east-west route.

Attendees noted taxis, rideshare and food delivery services are well utilised by visitors to travel to and from nighttime businesses and drinking venues. Some noted a lack of dedicated pick-up/drop-off areas, which leads to traffic safety issues outside nighttime businesses.

4.2 Public Realm

Attendees were asked:

- What public spaces and places do you like?
- What is constraining the public realm?
- How can we improve the public realm?

Participants highlighted that the town centre was well serviced by public open space (POS), with Hyde Park, Robertson Park, Birdwood Square, Stuart Street Reserve and Weld Square located nearby. What was missing however were smaller area of open space such as a piazza. Nearby Mary Street Piazza was highlighted as a form of POS could be accommodated in the town centre, be that on an existing side road or as part of future development. Attendees proposed creating removing street parking and providing parklets and beautifying laneways to alleviate the scarcity of public open space.

There was a consensus that the streetscape was run down and lacking street furniture, alfresco, and shade. The footpaths were criticised for being too narrow and broken, causing accessibility concerns. Attendees advocated for streetscape improvements, footpath improvements and better maintenance and cleaning to combat these issues.

The prevalence of private motor vehicles within the town centre was identified as a major factor contributing to the unpleasantness and difficulty accessing the public realm. Many suggested that improvements be made to William Street to slow down traffic and direct traffic to alternative roads.

Whilst the town centre did have some public art, respondents noted that they were tired and in need of improvement. New public art could provide further activation and community pride for the town centre. This could be in the guise of unique street furniture and laneway murals.

A lack of comfort and safety due to anti-social behaviour and poor lighting was identified. There was a consensus that the town centre needed improved lighting and increased levels of surveillance as well as the activation of vacant sites to improve these issues.

Vacant sites within the town centre, most notably on the corner of William and Monger streets were highlighted as a blight on the public realm. Participants remarked that these spaces should be activated with short term uses such as parking, open space or pop-up venues. To incentivise these uses, rate freezes or rises were highlighted.

Lastly, respondents highlighted the lack of public toilets in this area and the need for this form of infrastructure to be provided in a town centre.

Activity 4.3 – Activity and Uses

Attendees were asked:

- What businesses do you frequent?
- What businesses would you like to see?

Attendees were highly appreciative of the variety on offer, ranging from grocers to bars and restaurants. The amount of multicultural businesses present was a key theme contributing to the town centre's identity. However, some participants wished to see more variety in business, highlighting the number of grocers and butchers in the town centre. Some participants wished to see more offices located in the town centre as they could provide further trade for existing businesses.

Places favoured by the participants were Golden Choice, Wines of White, Vincent Wines and the former Peoples Cafeteria. Participants also noted that many businesses were small and local.

As discussed previously, the number of vacant sites and shopfronts in the town centre was a key concern for all participants. Many wished to see these spaces activated, particularly at nighttime.

Attendees emphasised the importance of improving the overall appeal and attractiveness of the town centre. They also want to see more alfresco dining options to activate the streetscape and make the town centre more vibrant.

Activity 4.4 - Development

Attendees were asked:

- How should William Street and surrounds develop and what represents good development to you?
- What character elements, places should be retained?
- What don't you want to see?

There was widespread agreement among attendees that the town centre was an ideal place to see greater levels of development and is currently ripe for renewal. They wished to see high quality development that preserves and complements the precincts heritage and character.

Sustainability was a priority for many, with calls for new development to include solar panels and urban greening initiatives such as wall and rooftop gardens. It was also suggested that new development feature green, open space that is open to the public. This would enhance the area's amenity and liveability.

Images of the maps used for the exercises can be found in **Appendix B**.

Vision Workshop Evaluation Form

38 of attendees completed an evaluation form at the conclusion of the workshop with 84% of respondents reporting their overall satisfaction with the workshop as 'very satisfied' or 'satisfied'. Other results include:

- 100% of respondents rated the topics covered in the workshop as 'very relevant' or 'somewhat relevant'
- 97% of respondents felt the workshop material was presented in a clear and informative way that was easy to understand
- 100% of respondents felt encouraged to participate during the workshop
- 92% of respondents rated the activities completed during the workshop as 'excellent' or 'good'

The comments left on the evaluation forms indicated that the workshop was engaging, educational and constructive. Some constructive criticism was left which included comments regarding the detail and purpose of the workshop and wider project, the acoustics of the venue and general crown control.

The responses to the evaluation form have been attached in **Appendix C**.

3.0 Design Phase

For the Design phase, City staff undertook the following activities

1. Design workshop
2. Streetscape Character 'walkshop'
3. Pedestrian Safety and Lighting Audit 'walkshop'

3.1 Community Workshop – Design

The Community Workshop – Design was held at Hotel Northbridge on Thursday, 30 May between 6pm and 8.30pm. 30 registrations were received for the workshop with 30 people attending on the night.

The format of the workshop included:

- Discussion and recap of the project so far.
- The 'why' of the project.
- Facilitation of five community engagement activities in five groups of six per table.
- An evaluation form to measure attendee satisfaction of the workshop.

Photos of the exercises are included in Appendix D.

Activity 1 – What is your town centre?

This first activity served as a segue from the previous phase of engagement whereby participants would discuss where their heart was. Participants were given five coloured dots which symbolised the following:

- Living – where you live, where your friends live, where you own property (Blue)
- Occupation – where you work and learn (Red)
- Daily needs - where you shop, have appointments, complete errands (Pink)
- Discretionary – where you dine, shop and find entertainment (Yellow)
- Recreation – where you gather, exercise, linger and take your pets. (Green)

The objective of this activity was to discover participants ‘villages’. This would aid in formulating the eventual boundary of the planning framework. It was also important to contextualise a map of William Street that would be used for later activities

Areas outside of the mapping area that people identified were shown on the periphery of the map. All tables’ maps are combined in the image below.

The results indicate that many attendees lived or owned property within the 500m catchment of the town centre. Limited numbers of participants stated that they worked in the town centre, with the majority being in nearby hospitality venues or at home.

Regarding their daily needs, the grocers were largely highlighted with discretionary purchases being located at the number of shops and hospitality venues across the town centre.

Green dots, indicating locations used for recreation and exercise, were placed at Hyde Park, Stuart Street Reserve, Roberston Park and Birdwood Square. This highlighted the ample open space that residents of the town centre have accesses to.

Overall, the results indicate that the future planning framework boundary should extend past the current commercial centre, as to capture this large range of users.

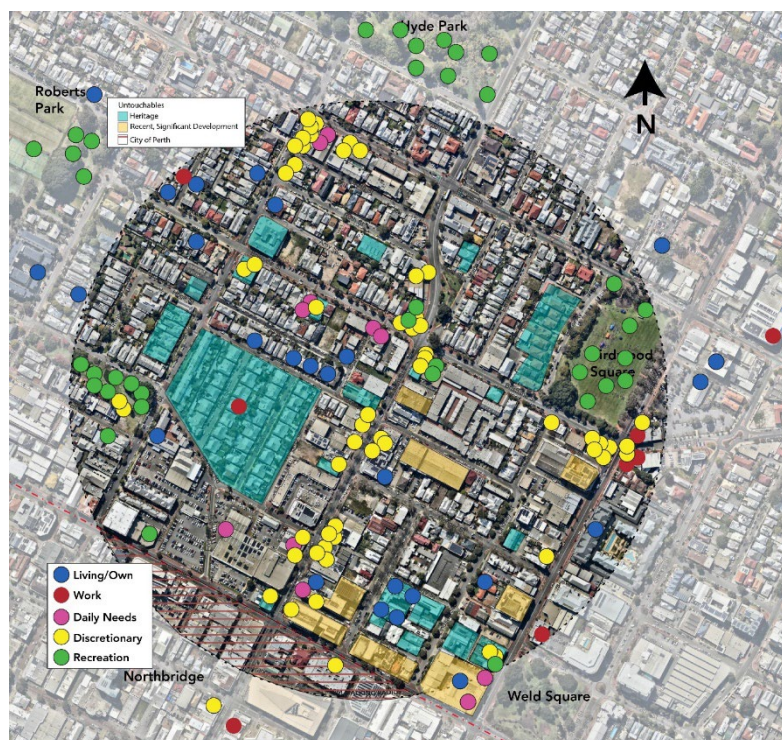


Figure 11: Activity 1 What is your town centre?

Activity 2 –Movement and Public Realm

Activity 2 was split into two activities:

- Movement and the Public Realm
- Public Realm Improvements

The activities each began with an education piece explaining what we had heard from the previous workshops and surveys, what we will consider in terms of existing City strategies and the negotiables and non-negotiables.

2.1: Movement and the Public Realm

The purpose of this activity was to ascertain the level of improvements needed to manage vehicle movement and improve pedestrian safety.

For the first part of this activity, participants were each given five dots to vote on their favourite interventions. The results of this are shown below.

As seen from Figure 11 and 12, Multiple forms of creating safe spaces for pedestrians and cyclists and interventions to slow down traffic were the favoured approaches for participants. These included pedestrian refuge, speed humps and bumps and protected bike lanes. Of interest, 12 votes were given to pedestrianise William Street.

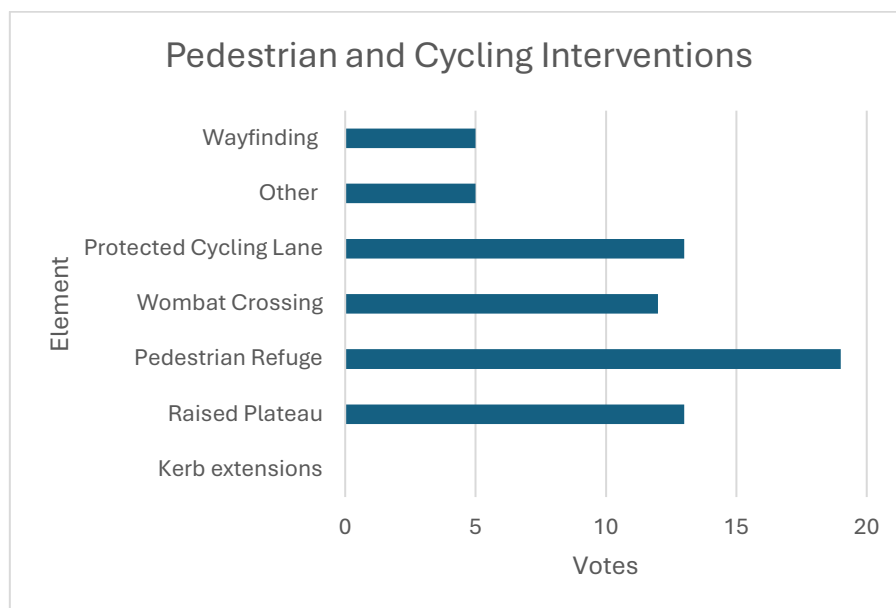


Figure 12: Activity 2.1 Pedestrian and Cycling Interventions

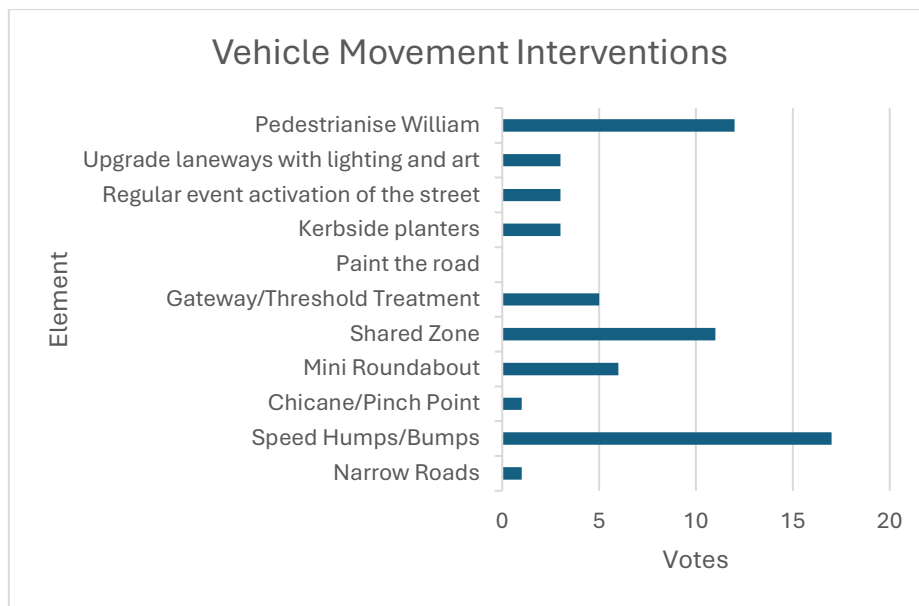


Figure 13: Activity 2.1 Vehicle Movement Interventions

For the second part of this activity, participants were given red and blue counters with each allocated a number as in Figure 13. Each table was then advised to place the three most popular road interventions onto a map. The results of this are shown in Figure 14 below.

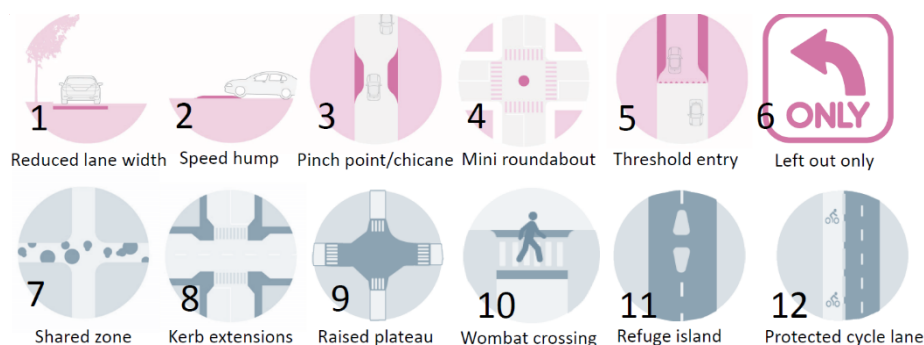


Figure 14: Activity 2.1 Index of Interventions

Participants wished to see alternative bike lanes provided on roads parallel to William, namely Lake Street and Money Street. Participants noted that William Street is too busy for bike riders and suggested that alternative routes be provided. Past survey data and workshop activities noted the difficulty faced by pedestrian when trying to cross William Street. To alleviate this, participants suggested a range of improvements, including speed humps, raised plateaus, wombat crossings and refuge islands. A wombat crossing and shared zone was suggested at the intersection of Monger and William streets with refuge islands spread throughout.

Speed humps were suggested along Bulwer, William, Lindsay and Wellman Lane.

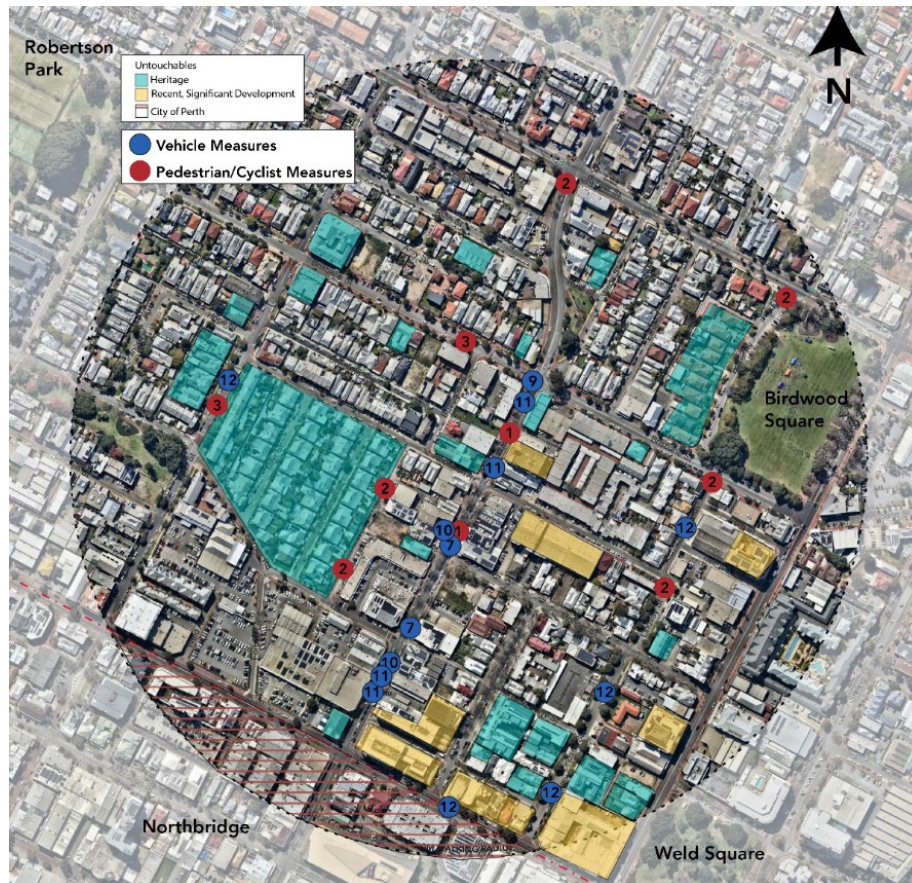


Figure 15: Map of Priority Interventions

2.2: Public Realm Amenities

The second part of this activity was to identify specific areas where public realm improvements could be made.

Participants were given four coloured stickers with corresponding numbers representing in Figure 15.

Outside of William, Money and Lindsay Street, participants overwhelmingly wished to see an improvement in tree canopy across the study area. Due to the limited space in the public realm, the Brookman and Moir precinct proposes difficulties in planting new trees. However, these issues can be alleviated as part of the wider underground power project.

Street infrastructure and additional spaces for bike parking are primarily located around hospitalities venues. Many participants wished to see public electric vehicle charging points spread throughout the precinct. One participant wished to see a charger placed in close proximity to the Brookman and Moir precinct due to the precincts lack of off-street parking.

Participants wished to see public art is spread throughout the precinct, with focal points being Stuart Street Reserve, and the Brisbane/William Street Intersection.



Figure 15: Activity 2.2 Index of Interventions



Figure 16: Activity 2.2 Map of Priority Interventions

Activity 3: Development

The final activity was based on building density and community benefit. Attendees were first briefed on the development related findings from the visioning workshop and survey and advised on the context of why the City was asking questions about increased density within the centre.

3.1: Where Should Density Go?

For the first part of this activity, attendees were then given 200 plastic building-block toys that represented building heights with each individual block representing three storeys of development. Attendees were asked to disperse all 200 blocks throughout a map of the town centre and surrounds to achieve a hypothetical housing target of 600 storeys.

The map used for this activity was the same that had been used activities one and two. This map had been populated with stickers that denoted where group members live, work, shop and go

for entertainment, leisure and exercise as well as the general public realm improvements. The map depicted 'protected areas' that are unlikely to be redeveloped due to heritage or be recently developed. Participants were also advised of the existing permissible heights and of the local government boundary.

The purpose of this activity was to gain insight into what areas of the town centre and surrounds attendees felt are appropriate for increased building heights. It was intended to encourage discussion between attendees about the benefits and concerns relating to heights. The composition of building heights chosen by each table is shown in figures 17 - 22.

There was a clear pattern across all 5 tables to focus development along William, Newcastle and William Streets and the City Toyota site. The remaining density was located east at Money and Lindsay streets, small increases along Brisbane and Bulwer streets and the residential precincts west of William largely untouched.



Figure 17: Design Workshop Activity 4 – Table 1 Results

Table 1 concentrated development on the City Toyota site and Beaufort Street. Of interest, at the City Toyota site they placed large internal setbacks as to retain viewing corridors to the Perth CBD. Two sites on William street were chosen for development of six and nine storeys. The remaining development was pushed to Beaufort Street, with a node located next to Hotel Northbridge and the intersection of Bulwer and William streets.



Figure 18: Design Workshop Activity 4 - Table 2 Results

Table 2 looked to focus density not just on the transport corridors, but also on land bordering Stuart Street Reserve and Tu Do Park. The City Toyota site was also identified, however the development was pushed up to Newcastle Street, providing a buffer to the Brookman and Moir Precinct.

Table 3 sought to contain all the density to the City Toyota site, the vacant site on the corner of Monger and William and nodes of density on Brisbane, Bulwer and William Streets.



Figure 19: Design Workshop Activity 4 - Table 3 Results

Table 4 sought to contain development to William, Newcastle and Beaufort streets. Like table 1, they provided setbacks to all development within the City Toyota site. Small levels of density were located near Stuart Street Reserve and Brisbane street



Figure 20: Design Workshop Activity 4 - Table 4 Results

Outside of placing development in similar areas as the other four table, table 5 places more development on the southern portion of lake Street (near Stuart Street), a near Chu Bakery opposite Hyde Park and a section on Weld Square.



Figure 21: Design Workshop Activity 4 - Table 5 Results

3.2: Community Benefits

The final activity was a 'dotmocracy' voting exercise based on development incentives for community benefit. This exercise began with an explanation of the concept of providing incentives for developers to build and the community receiving a tangible benefit from this development taking place. This was framed within the concept of urban consolidation, as well as the lack of authority the City has to approve or refuse large scale development.

They were then provided with a list of community benefits that they could choose from in exchange for this additional height. Each attendee received five dots to allocate to their chosen benefits. The list of community benefits included:

- Sustainable building initiatives (Green walls, roof gardens)
- Universal access dwellings (To allow ageing in place)
- Prioritization of dwelling mix:
 - Aged or dependent persons homes
 - Student housing
 - Key workers
 - One bedroom/Affordable housing
 - Family apartments
- Bonuses for heritage protection
- Identification and protection of key character-building elements (i.e. Character facades retained)
- Money diverted to streetscape improvements for broader community benefit (i.e. Piazzas, Pocket Parks)
- Provision of pedestrian or vehicle right of ways or laneways
- Community group spaces
- Co-working spaces

The combined results can be seen in figure 22 below.

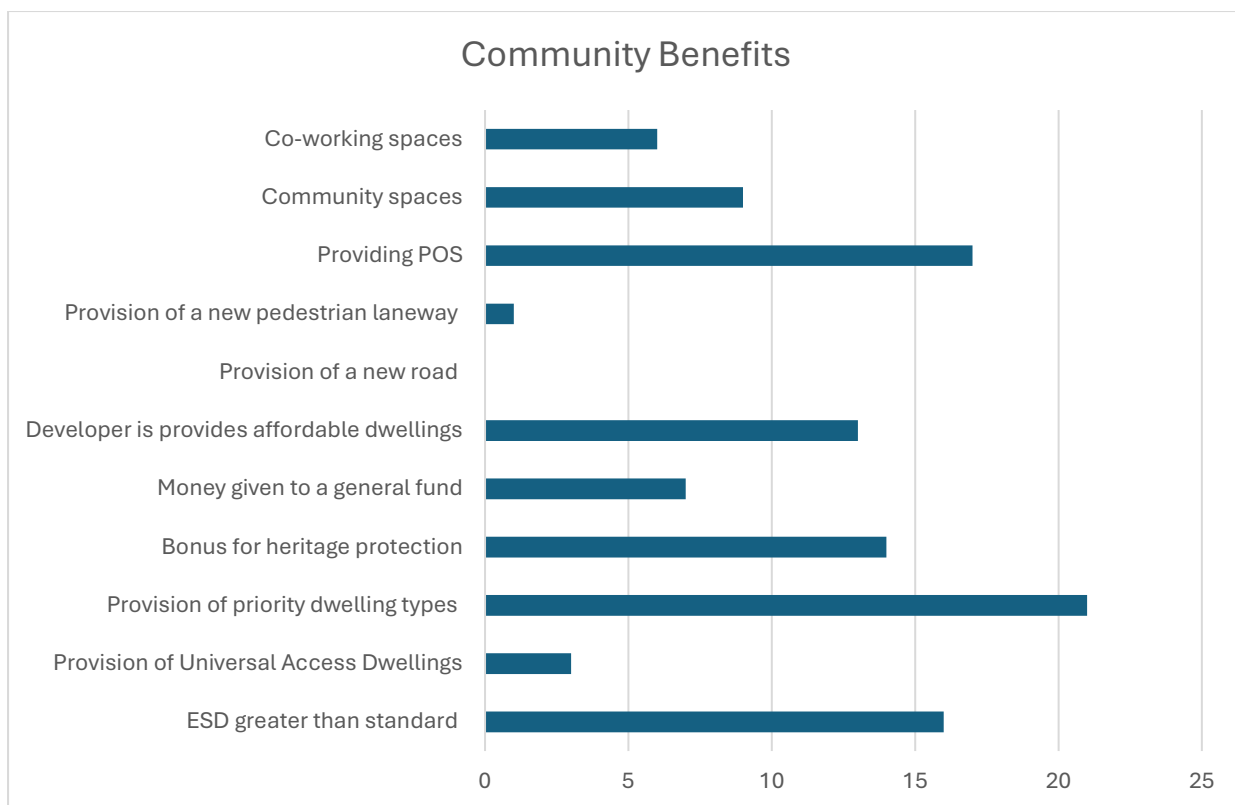


Figure 22: Design Workshop Community Benefit Results

The provision of priority dwelling types was the most popular choices, reflecting a wish by participant to see a greater population for the town centre. Similarly, many wished to see more open space in the town centre. Sustainable building initiatives was also highly sought after. Heritage protection was a popular response, a sentiment expressed across every engagement exercise showing that the community valued their built heritage and wished to see it retained.

Design Workshop Evaluation Form

23 of attendees completed an evaluation form at the conclusion of the workshop with 82.6% of respondents reporting their overall satisfaction with the workshop as 'very satisfied' or 'satisfied'. Other results include:

- 100% of respondents rated the topics covered in the workshop as 'very relevant' or 'somewhat relevant'
- 87% of respondents felt the workshop material was presented in a clear and informative way that was easy to understand
- 100% of respondents felt encouraged to participate during the workshop
- 82.6% of respondents rated the activities completed during the workshop as 'excellent' or 'good'

The comments left on the evaluation forms indicated that the workshop was engaging, educational and constructive. Some constructive criticism was left including comments on explanations of certain exercises and additional time for certain activities.

The responses to the evaluation form have been attached in **Appendix C**.

The Streetscape Character Walkshop begun at Stuart Street Reserve on 8 June between 10am and 12pm. 13 registrations were received for the workshop with 11 people attending on the day.



Attendees were divided into two groups with each auditing group auditing 8 locations (see Figure 23). These locations were chosen as they represented key parks, street and laneway typologies offered in and around the town centre.

Stuart Street Reserve was praised by the attendees, discussing how it functioned as the community's local park and many commending the opening of Parkside Coffee for providing further activation to the park. These comments were balanced however, by many noting the lack of weather protection outside of tree canopy and the lack of seating. Regarding built form, attendees noted that the park was surrounded by single storey character homes and two storey heritage terraces. This enabled the park to feel open and allowed for views of the City skyline. Some attendees expressed concern that a portion of this view will be blocked by a recently approved seven storey development.

Attendees noted that Washing Lane was an active laneway which provided retail and hospitality options for visitors. It was preferred over William Street which was noisy and unsafe due to the

lack of safe crossing points. The built form of this stop was characterised by a six storey apartment building to the corner, with the height dropping to a four then two storeys after. The design of Washing Lane was noted as being bland and some expressed displeasure over the design of the Salvation Army building.

Money Street was characterised as quiet and historic with plentiful greenery and minimal commercial activation. The built form ranged from single storey cottages to a 4 storey state heritage building and a new seven storey apartment development. One attendee noted that it had a good sense of enclosure and scale.

QUANTITATIVE AUDIT

PLACE: Stuart Street Reserve

Task:

What is the character of the place in respects to the following

Built Form & Scale Number of stories, bulk of the building etc	
Facades and Frontages Verandas, awnings, windows, signs	
Colours & Materials	

Sense of Enclosure & Setbacks Distance of buildings the public realm, width of road	
Identity and land use mix Residential, commercial, mixed use	
Visual Order Similar building/style	
Any other?	

Figure 24: Extract from Streetscape Character workbook

Robinson Avenue was classed as ‘bland, no vibe and just a service street’ with ‘no effort to meet community expectations and dedicated to ordinariness’. It was noted as being quiet and lacking shade due to limited tree coverage. The built form was primarily two storeys with no uniform design. The land use was a mix of residential and commercial with the Great Southern Hotel dominating the street.

At the corner of William and Brisbane, many discussed how they felt unsafe on the footpath due to the speed of traffic heading south on William Street. Regarding the character it was noted for being historic and tree lined with a significant view of the CBD skyline. Buildings provided ample weather protection through awnings and didn’t exceed two storeys. Attendees discussed the level of activation of the street with its wine bars and Vietnamese restaurants. A couple of attendees wished to see the former gun shop activated. Similar responses to these were received for the stop at the corner of William Street and Lake streets.

The corner of William and Bulwer streets was noted for having a completely different vibe then the area of William Street south of Brisbane Streets. This stop was loud, not pedestrian friendly and focused more as a place to pass through instead of a place to linger.

Lastly, the Robinson Avenue, Moir Street stop was noted as having a consistent built form. Federation cottages along Moir Street and Robinson Avenue comprising of two and three storey

townhouses. The stop functioned as the residential heart of the tour and had significant views of the Perth skyline.

The workbook handed out to attendees is included in **Appendix D** and the results can be found in **Appendix E**.

3.3 Pedestrian and Lighting Audit

The Pedestrian and Lighting Audit begun at Tu Do Park on 13 June 2024 between 6pm and 8pm. 11 registrations were received for the workshop with five people attending on the night.

The intention of this audit was to assess and improve the safety and comfort of walking environments in our town centre. This audit involves a thorough examination of the current state of pedestrian footpaths, crossings, and the lighting that supports visibility and security for people walking in the area.

The audit divided attendees into two groups, with each group auditing 10 locations (see figure 11). These locations were chosen as they represented key park, street and laneway typologies offered in the town centre.



Figure 25: Route for the Pedestrian Safety and Light Audit Walkshop

Attendees were provided with audit booklets. These booklets contained both a qualitative and quantitative rating systems measuring how attendees felt each location was performing in relation to a few elements (see below). Regarding the quantitative system, each location that measured how attendees felt each location was performing in relation to six ‘design elements’. Green indicated good performance, yellow was ok and red was poor. The qualitative system asked participants how they felt on three elements. Attendees could also insert their own design elements and provide comments. Refer to figure 26.

Washing Lane was scored the highest in both the quantitative and qualitative rating system. This was due to its ample lighting, activated shop fronts, high-quality streetscape finishing and clear separation between pedestrians and vehicles. The Newcastle and Brisbane ends of William street were praised for their levels of vibrancy and feelings of safety.

Outside of Washing Lane, William Street and Brisbane Street, lighting scored poorly across the town centre. However, many noted that the additional lighting was needed on mature trees on William Street as their canopy blocked the streetlights.

Outside of the traditional ‘main streets’ of William and Brisbane streets, shelter from the elements was lacking across the town centre. Newcastle Street was highlighted as being unpleasant to walk down in summer or on a rainy-day due car yards not providing any shelter along the street boundary.

As reflected across previous consultation exercises, many discussed the need for safe pedestrian crossing points across William Street. Footpath quality, crossings and shelter scored ok to poor across all locations. Forbes Lane had poor accessibility due to its narrow footpath.

Walking down Lindsay Street, Forbes Lane and Forbes Street, participants noted that the lack of lighting, activation and spaces for concealment all contributed to feelings of discomfort concern for safety. Some participants noted that they felt safer to walk in the middle of the road then on the footpath.

The Lake Street stop was noted to be quiet and peaceful, reflecting its nature as a residential road. The road had pinch points which slowed down traffic, however the designs of the build outs were utilitarian in nature with room remain to be designed in more of an interesting/usable manner. One participant stated that would walk on the street in the night due to street trees obscuring light poles.

PLACE: TU DO PARK
QUALITATIVE AUDIT
How does the place make you feel?

Accessibility	
Visibility	
Activity	
General Comments	

QUANTITATIVE AUDIT
How well have the following elements been provided for?

Street lighting	
Ambient lighting	
Pedestrian clearway	
Footpath quality	
Crossings	
Shelter	
Other elements	

Figure 26: Pedestrian Lighting Audit Activities

The workbook handed out to attendees is included in **Appendix F** and the results found in **Appendix G**.

3.3 Design Survey

The Design Surveys were open on the City's Imagine Vincent page from 21 June to 5 July 2024.

Two surveys of differing lengths were produced to encourage as much community participation as possible

- Short Survey was estimated to take 5 minutes and featured four mandatory questions and one optional question. 13 responses were received.
- Long survey was estimated to take 15 minutes and featured seven mandatory questions and two optional questions. 36 responses were received.

The results are detailed as below. As some questions were consistent across both surveys, the results have been grouped together.

Question 1 (Long Survey) - What is Your Connection to the William Street Town Centre?

The question was mandatory and asked respondents what their connection to the William Street town centre is out of a list of possible connections. Respondents were free to select all that apply. The results can be seen below in figure 27.

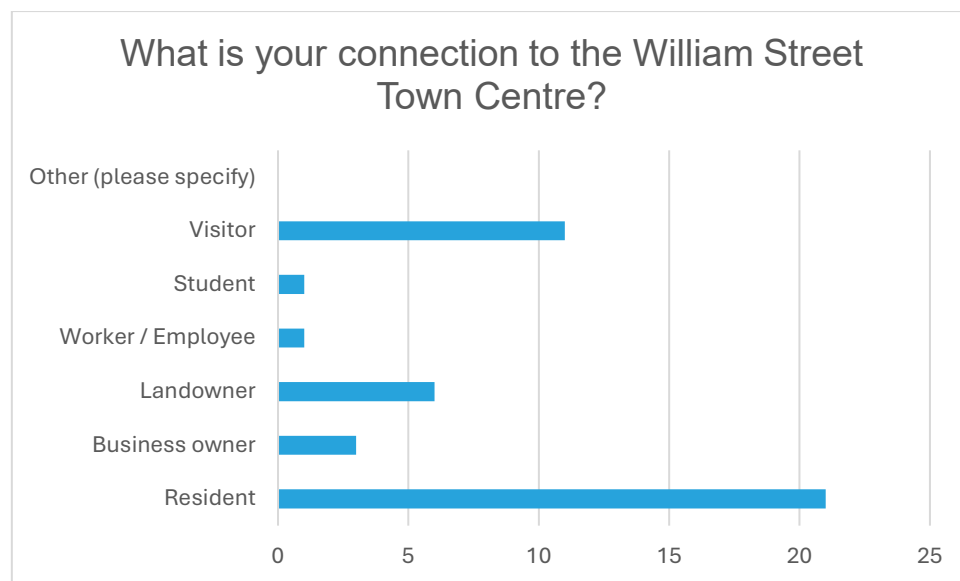


Figure 27: Design Survey (Long) Question 1 Results

Question 2 (Long Survey) - Select Your Opinion on the Following Strategies for Future Development

This question was mandatory and asked respondents to rate their opinion as either ‘negative’, ‘neutral’, ‘positive’, or ‘unsure’ towards several strategies for future development in the town centre. The strategies and results can be seen below in figure 28:

The results indicate that opinions were split on increasing height along major transport corridors such as William Street and Newcastle Street and uniformly increasing development potential precinct wide. However, there was a strong positive sentiment for increasing development potential alongside areas of public open space. This was reflected in the results from the Design Workshop.

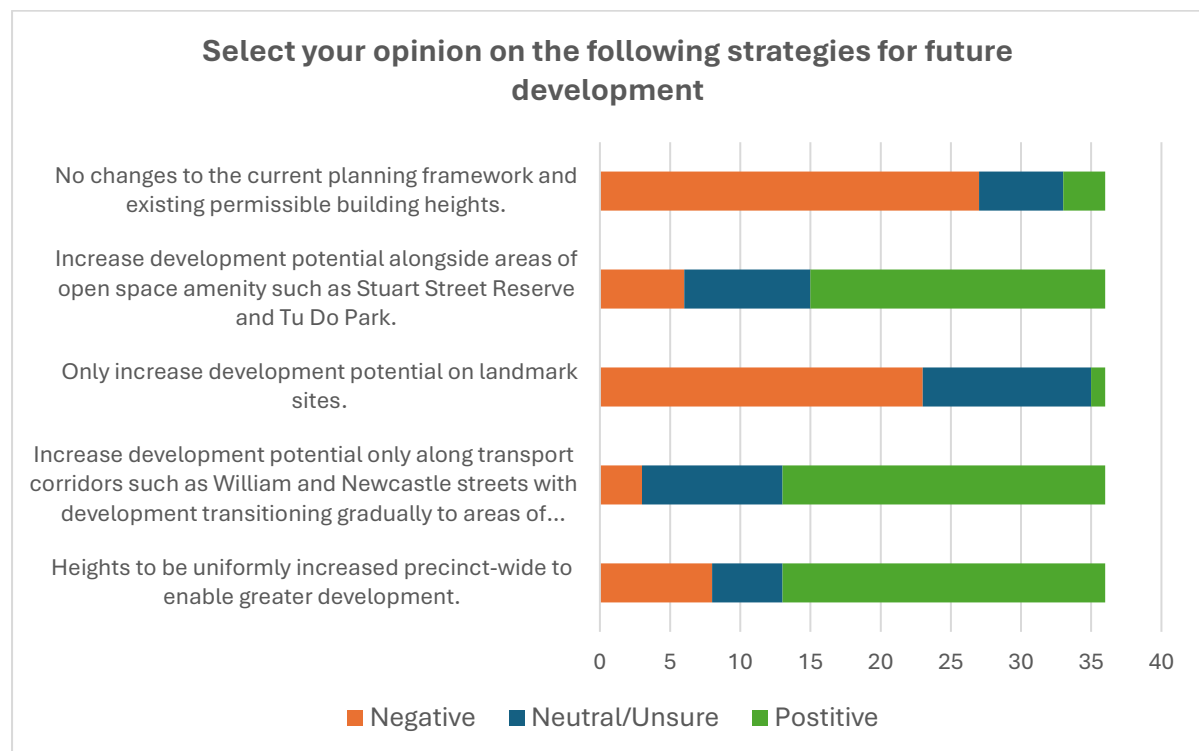


Figure 29: Design Survey (Long) Question 2 Results

Question 1 (Short Survey) - Which Area(s) Should Support the New Developments Necessary to Meet State Housing Targets for the William Street Town Centre and the Surrounding Area?

This question was a mandatory multiple-choice question that asked respondents which area(s) they believe should support the new developments necessary to meet State housing targets for the William Street Town Centre and surrounds. Respondents were asked to select all areas that apply from the below map (figure 30).



Figure 30: Design Survey (Short) Question 1 Map

The results can be seen below in figure 31:

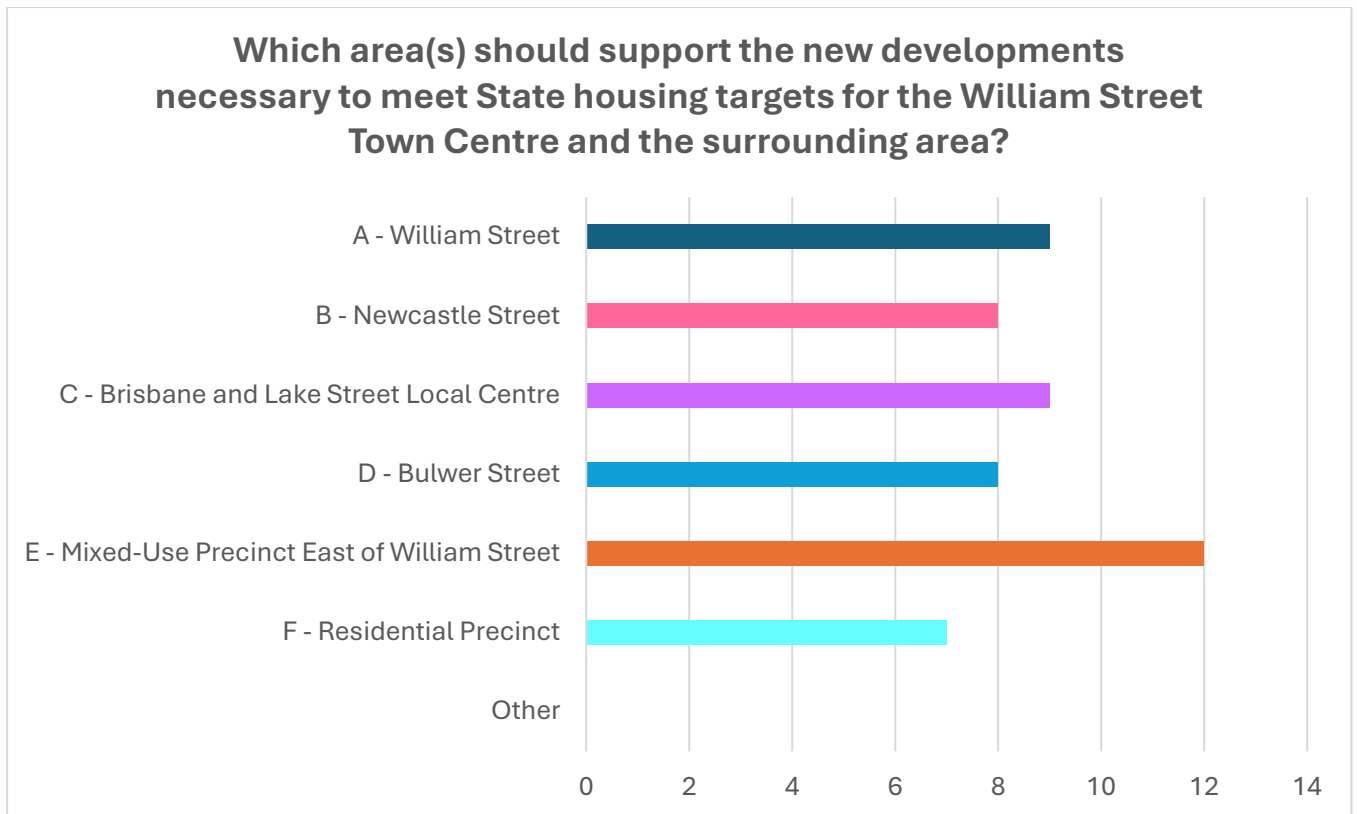


Figure 32: Design Survey (Short) Question 1 Results

The results show that most respondents wished to see the most development in the mixed-use precinct. The remaining results are relatively evenly spread across the areas, indicating that some form of new development is supported in all areas

Question 2 (Short Survey) & 3 (Long Survey) - What Form of Development Are You Most Supportive of in Each of the Zones?

Respondents of both the short and long survey were asked to select the form of development they are most supportive of in each of the zones. The forms of development and the zones can be seen below in figure 33.

The forms of development included: 1. Single House; 2. Terrace; 3. Low Rise; 4. Medium Rise, and 5. High Rise.



Figure 33: Design Survey Question 2 (Short) & 3 (Long) – Development Form and Map

The results can be seen below in Figure 34.

These results indicate relatively strong support among respondents to medium and high density along William and Newcastle streets. Zone's C, D and E were all identified for medium rise development. There is some support for medium rise development in the residential precinct, however the terrace typology is strongly preferred.

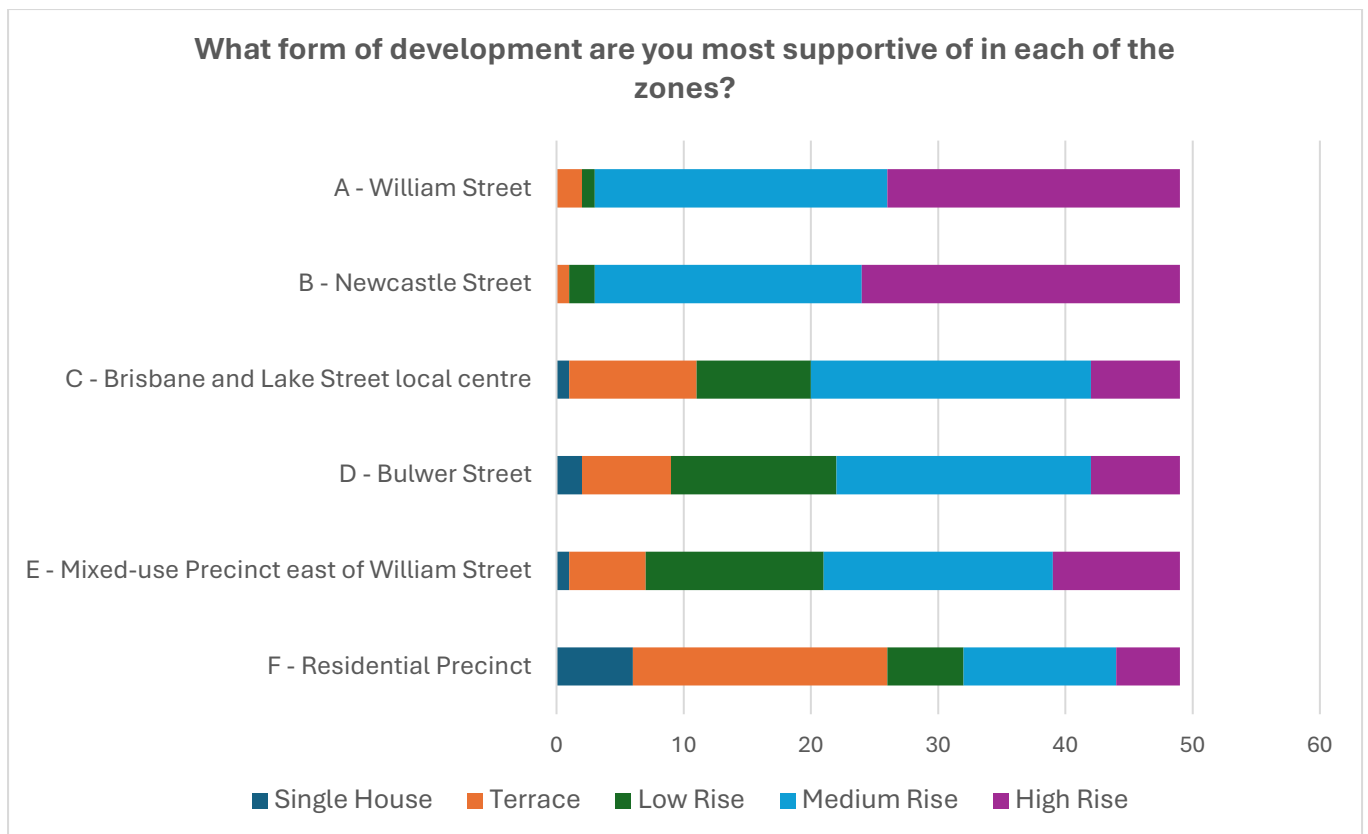


Figure 34: Design Survey Question 2 (Short) & 3 (Long) Results

Overall, the results of this survey largely follows that of the above, with an overall preference to contain medium and high-density development to William and Newcastle streets, medium density across the all precincts other than residential, which seeks to maintain the existing low-density character.

Question 3 (Short Survey) and Question 4 (Long Survey) - What Improvements Do You Want to See Prioritised in the Public Realm of the William Street Town Centre and Surrounding Area?

This was a mandatory question that asked respondents what improvements they want to see prioritised in the public realm of the William Street Town Centre and surround. This question was designed to capture public sentiment on which public realm improvements should be prioritised to understand where Vincents efforts will be most effectively directed.

A list of improvements was provided as options to choose from. Respondents were also allowed to select and specify 'other' improvements. This list included:

- Street greening such as trees and planting
- Meeting and civic place such as a plaza
- Street furniture such as lighting, bins or bike parking
- Public art
- Public amenities such as parklets and public toilets

- Vehicle traffic calming on William Street
- Pedestrian crossings on William Street
- Other (please specify)

Respondents of the short survey were not given a limitation on the number of improvements they could choose. Respondents of the long survey were asked to select just three improvements.

Due to an error during the survey design process, respondents of the long survey were not limited to three selections. As a result, fourteen responses were recorded that contained above or below three selections. To maintain the accuracy of the responses to the long survey, these fourteen responses have been added to the short survey results, which did not have a limit on the number of responses required.

For the short survey, 13 respondents chose 132 improvements. The results have been detailed below (figure 35).

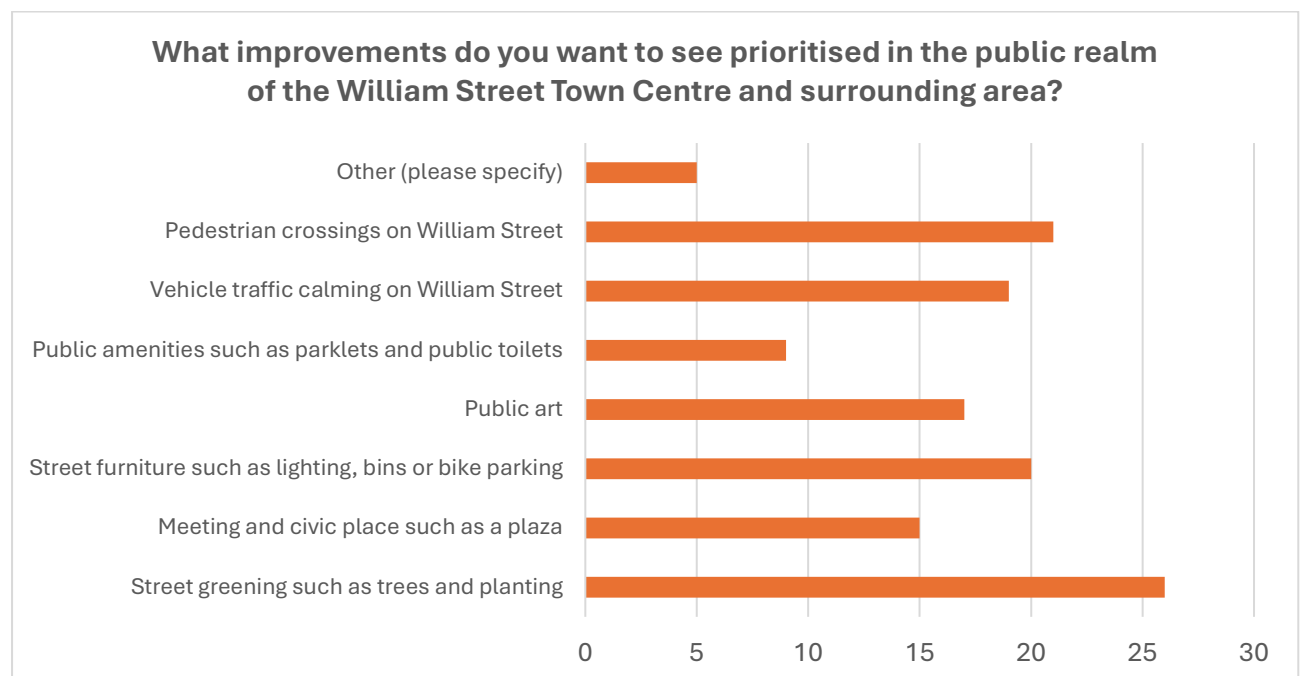


Figure 35: Design Survey Question 3 (Short) Responses

For the long survey, 22 respondents chose 19 improvements. The results have been detailed below (figure 36).

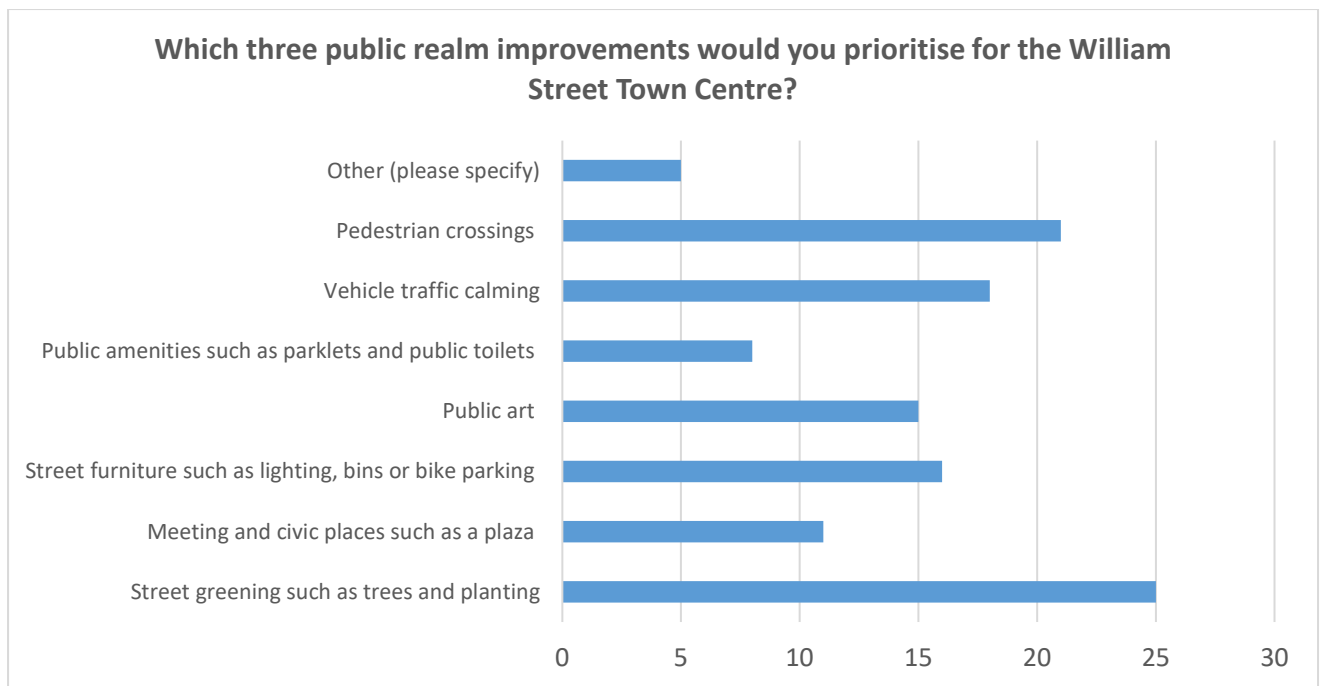


Figure 36: Design Survey Question 3 (Long) Responses

Both survey results show street greening as the most chosen improvement to be prioritised. 26 responses in the short survey, and 25 responses in the long survey, were allocated towards street greening.

In the short survey, street greening was followed by pedestrian crossings (21), street furniture (20) and traffic calming (19). Public amenities received the least number of responses at nine.

These responses were largely reflected in the long survey, with pedestrian crossings (21), traffic calming (18) and street furniture (16) following street greening and public amenities having the least number of responses at eight.

Both surveys allowed respondents to select 'other' public realm improvements. Five respondents from each survey selected 'other' and specified the following suggestions for 'other' improvements:

- Provision of bike and scooter lanes on William Street
- Wider pedestrian footpaths with reduced traffic widths
- Pedestrian focused sidewalk lighting
- Space for markets and food trucks
- Reduced street parking

Question 5 (Long Survey) - Do You Have a Specific Location in Mind For Any/All the Improvements You Specified Above?

This was an optional question that asked respondents where specifically in the town centre and surrounds they would like to see the improvements selected in their responses to the previous question implemented.

44% of the long survey respondents identified a specific location they had in mind for the public realm improvements they selected.

Most respondents wished to see some form of pedestrian crossings and other traffic calming measures along William Street and Newcastle Street, notably at each intersection of William Street and a side street. Some preferred that these crossing points either be raised or signalised.

There were suggestions for more public art in the precinct, however one respondent noted that these would need to be appropriately managed as to protect from graffiti and destruction.

Some suggested that the vacant land on the corner of William and Monger would be an ideal location for a new public space. The intersection of William and Brisbane streets was identified for further calming also public art opportunities. This was to complement the general activity which is occurring here.

Participants suggested that improved lighting was required across the precinct. This would improve perceptions of safety and in turn drive further foot traffic.

Respondents suggested street planting seen along William and Money streets should be replicated across the precinct, with one suggesting Brisbane Street.

Question 6 (Long Survey) - How Suitable Do You Feel the Following Community Benefits Are For the William Street Town Centre?

This was a mandatory question that asked respondents how suitable they feel certain community benefits are for the William Street Town Centre.

Across Perth, new planning frameworks are incorporating a Community Benefit Framework which will require developers to contribute to the improvement of a place. These benefits often include upgrades to the public realm or the provision of community spaces. The purpose of the question was to understand what benefits the community would deem appropriate.

A list of community benefits was provided for respondents. This list included:

- Greater standards of Environmentally Sustainable design than the norm
- Greater provision of dwellings designed for universal access than the norm (current requirement is 20%)
- Priority Dwelling typology such as. aged and dependent dwellings, Student housing, key worker housing, apartments designed for families and one bedroom dwellings.
- Money provided for a general fund to contribute the improvement to the wider precinct.
- Developer provides for a minimum amount of affordable housing in larger development in partnership with a recognised provider.
- Provision of a new road
- Provision of a pedestrian laneway
- Provision of addition open space such as a pocket park
- Community spaces
- Other (please include)

This question asked respondents to rate their opinion as either 'negative', 'neutral', 'positive', or 'unsure' in response to each of the above benefits. The results are detailed below in figure 37.

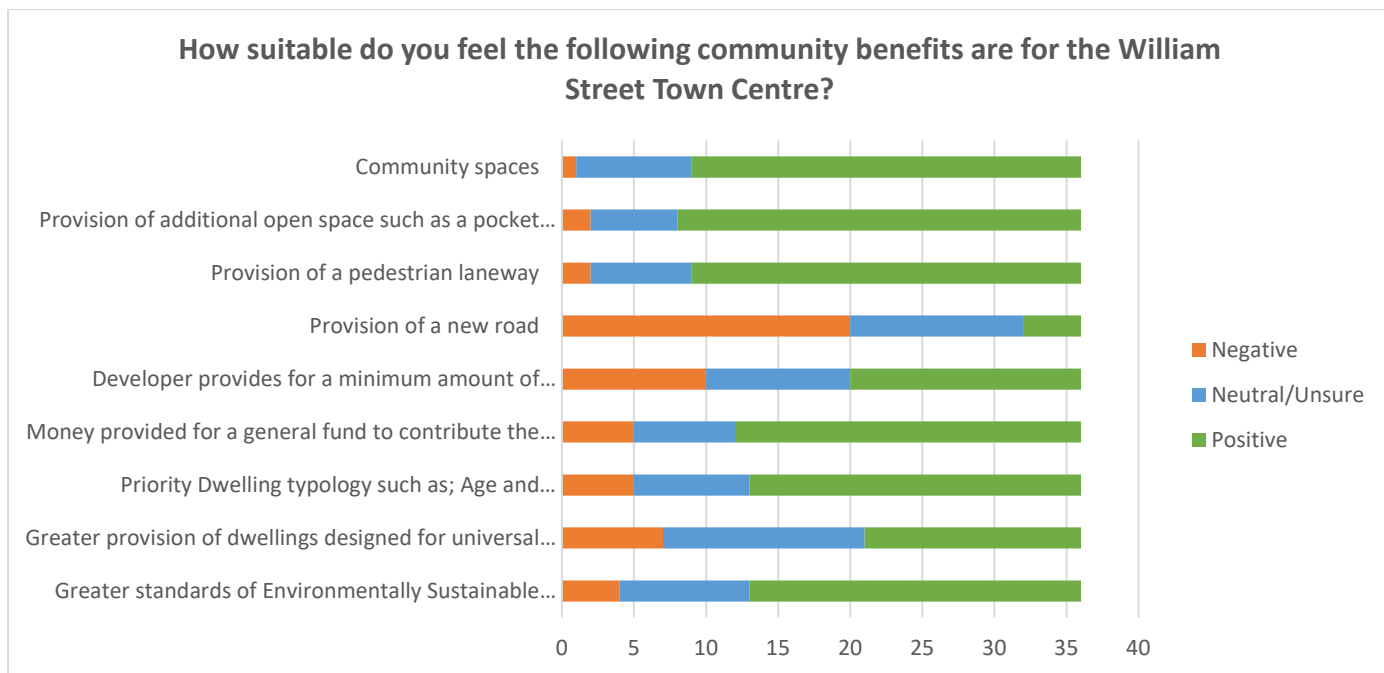


Figure 37: Design Survey Question 6 (Long) Results

The results indicated a generally positive response towards all community benefits. However, a significant amount felt negative about the provision of a new road on a development site, and many felt neutrally about the provision of universally accessible homes and affordable homes.

Question 4 (Short Survey) & Question 7 (Long Survey) - Do You Have Any Further Comments on the William Street Town Centre?

Safety was a key concern. Respondents noted that they did not feel safe during the night with the quality of street lighting and vacant properties being the prime reason.

Most respondents emphasised that more needs to be done in activating vacant land and empty buildings. Notable examples which have been vacant for more than 10 years included:

- The lots on the corner of William and Monger streets;
- The lot between Brisbane Street and Brisbane Terrace; and
- The lot between William Street and Brisbane Place.

Respondents stated that these vacant lots as well as empty buildings were inhibiting the development of the town centre and encouraging anti-social behaviour such as graffiti and property damage. This in turn lead to negative perceptions of comfort and safety.

Respondents noted that the City could encourage owners to activate these sites through grants or allowing temporary activation. Other participants requested that the City should implement penalties such as fines or increased rates to incentivise activation.

In line with the City's Accessible City's Strategy, participants wanted to see pedestrian, bike riders and public transport uses prioritised over private vehicles. Extending the cat bus through along William Street and provide safe crossing points along William Street were highlighted.

Car parking elicited a mixed response. Some respondents wished to see the removal of on-street carparking as to allow more outdoor dining opportunities. Others wished to see the City

remove barriers to development and activation through the reduction or removal of car parking requirements, stating the town centre's location incentives walkability and public transport use of private vehicles. However, others stating that there isn't enough car parking and that visitors were taking street parking away from surrounding residents.

Many wished to see more development in the centre, particularly an increase in the residential and worker population. This would help in creating an active and vibrant town centre, in turn, increasing the safety of the centre. The City Toyota site was identified by many as a key redevelopment area. Any increase in density would need to ensure that the existing character of surrounding neighbourhoods was maintained.

The overall goal expressed by the respondents was to improve safety, activate vacant properties, enhance public transport, and create a vibrant, walkable, and sustainable urban environment.

4.0 Conclusion

Vincent undertook a community engagement program for the WSTCPF between 25th of March and 5th of July 2024. The program was communicated through Imagine Vincent, letters to residents and ratepayers, Vincent's Business eNews, speaking to business owners and managers, posts on Vincent social media accounts and advertising on RTRFM.

Vincent ultimately received 162 survey responses and 113 attendees at the workshops and walkshop. Figure 38 summarises both Vision and Design Survey respondent's relationship with the town centre. Similar data was not captured from the workshop attendees.

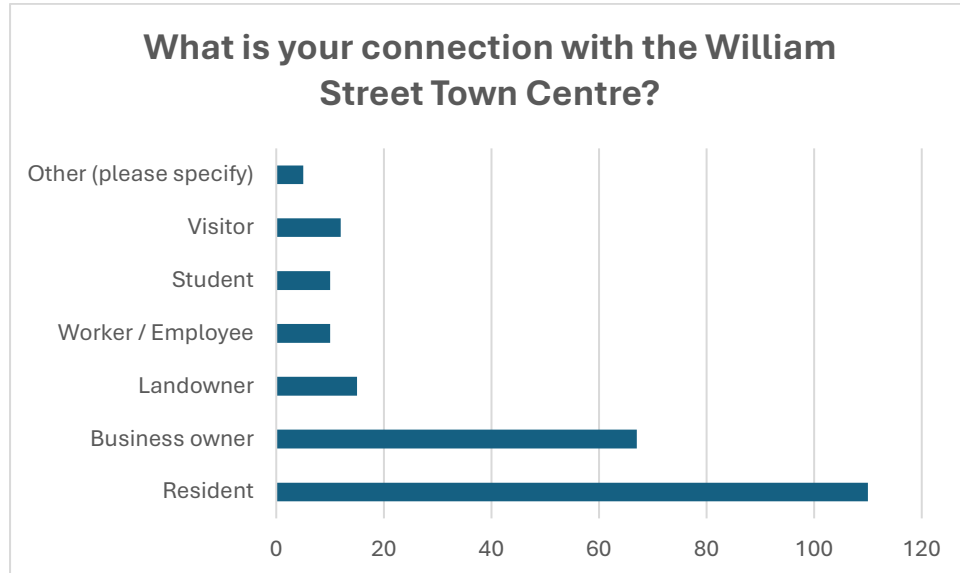


Figure 38: Combined Visioning & Design Survey Respondent Demographic Data

**Note: participants could select multiple 'connections'*

The visioning phase sought to determine a vision for the future of the William Town Centre. Respondents highlighted a clear vision of William Street as a vibrant, safe, and walkable community hub. There is a strong desire for the WSTCPF to enhance pedestrian and traffic safety, improve public transport and create inviting public spaces. The importance of a diverse and resilient business community was also emphasised.

The design phase of engagement went into greater detail regarding development outcomes, streetscape design and community benefits. There was an emphasis on the need for public realm improvements such as urban greening and minor streetscape improvements including street greening and pedestrian crossings.

4.1 Key Learnings

67 people attended the Visioning Workshop, while only 30 attended the Design Workshop. This was a significant drop off in attendance and potentially represents a significant loss in interest in the project. Formal evaluation forms were handed out for attendees for each workshop with the verbal feedback received being generally positive. This suggests that in future, more needs to be done to maintain the community's interest in engagement across multiple workshops.

Several participants found the tasks in the Design Workshop confusing, notably Activity 2.1 and 2.2. These exercises will need to be reworked and simplified if used at future workshops. Similarly, several participants failed to fill out the workbooks for both workshops. As evaluation forms were not provided, it is difficult to interpret why this occurred. It is recommended that these participants be provided forms similar to those in the workshops to aid the review of these exercises.

The William Street Town centre draws in visitors from across the metropolitan region, however they made up 5.24% of the engagement audience. In future, more efforts could be made to advertise the engagement to visitors. 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.

4.2 Next Steps

The intent of the community engagement program was to capture the community's vision for the William Street Town Centre and incorporate as much of this vision as possible into the WSTCPF. The Program set out to understand the community's current concerns and vision for the future of William Street.

In writing the WSTCP, 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 WSTCPF will function in two parts.

- Part 1: Private Realm will function as a Local Planning Policy (LPP) in accordance with the *Planning and Development Act 2005* (P&D Act). This section articulates the preferred design outcomes for the precinct area by providing design guidance. The principles guide contemporary built form and deliver a wide range of outcomes through new development and urban renewal. The engagement feedback highlights the importance of promoting high quality, sustainable development that respects the exiting character of the town centre and surrounds. Participants stressed the need for new development making a positive contribution to the public realm.
- Part 2: Public Realm will take the form of a Place Plan. This section provides a filter for the place-based initiatives within Vincent's suite of informing strategies and plans, and

directly informs the Community Benefit Framework (CBF). 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 feedback highlights many areas where improvement is required for place-based initiatives to address including public realm improvements, creating small-scale urban public spaces and addressing traffic related issues including congestion, pedestrian safety and the dominance of private motor vehicles over other alternative forms of transportation.

Vincent will develop the draft Planning Framework and Place Plan for Council to endorse for formal advertising.

Formal advertising will include publishing the draft report 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 Planning Framework and Place Plan at an Ordinary Council Meeting.

Appendices

Appendix A – Vision Workshop - Responses to Question Wall

Appendix B - Vision Workshop - Table Activities

Appendix C – Vision and Design Workshop Evaluation Surveys

Appendix D – Streetscape Character Audit Booklet

Appendix E – Streetscape Character Walkshop Booklet Results

Appendix F – Pedestrian Safety and Lighting Audit Walkshop Booklet

Appendix G – Pedestrian Safety and Lighting Audit Walkshop Booklet Results

Appendix A:
Vision
Workshop
Responses to
Question Wall

WILLIAM STREET TOWN CENTRE VISIONING WORKSHOP NOTES



CITY OF VINCENT

DATE: 18 April 2024
TIME: 6.00pm
LOCATION: Hotel Northbridge, 210 Lake Street Perth

BACKGROUND:

The City of Vincent is preparing a planning framework for the William Street Town Centre and is asking the community to share their vision for the area.

The purpose of the planning framework is to guide new development, address current issues and identify opportunities for upgrades or improvements to the town centre.

The framework will influence the next five to 15 years of development, including where and how new development is introduced.

A vision workshop was held at Hotel Northbridge where community members discussed their vision for William Street by undertaking a number of exercises.

This workshop complemented an existing online survey on Imagine Vincent.

QUESTIONS TAKEN ON NOTICE

1. What is the timeline for this project?

The William Street Planning Framework project commenced in mid 2023 with the preparation of a Context Analysis Report to understand the existing conditions, opportunities and constraints within the William Street town centre.

The City is now undertaking community consultation to understand the community's vision and aspirations for the City. Following this, a draft Planning Framework including Place Plan will be developed for William Street and presented to Council.

Once endorsed by Council, the draft William Street Planning Framework will be formally advertised for comment. This is expected to occur by early 2025.

The endorsed William Street Planning Framework will be in place for the next 10 years, with a formal review in five years.

2. How far into the future should the community's vision look to?

The William Street Planning Framework will include policy provisions and place actions to guide development in the private and public realm over the next 10 years, however the City encourages community members to look as far into the future as desired when imagining a vision for the town centre.

3. What is the link between this policy and the planning scheme?

Once adopted, the William Street Planning Framework will sit within the City's planning framework as a Local Planning Policy (LPP).

The Local Planning Scheme (LPS) sets out the way land is to be used and developed, classifies areas for land use and includes provisions to coordinate infrastructure and development within the local government area. This is set out via scheme text and maps.

WILLIAM STREET TOWN CENTRE

VISIONING WORKSHOP NOTES



CITY OF VINCENT

Local Planning Policies (LPPs) guide development of individual sites, precincts or town centres within the City, and clearly explain what Council aims to achieve through development control.

The planning framework and wider consultation process could also lead to changes in zoning and land use permissibility.

4. Where will this consultation activity fit on the IAP2 framework?

The International Association for Public Participation (IAP2) is a framework for community engagement. The Visioning Survey, Visioning Workshop and Design Workshop sit within the 'Involve' category on the Public Participation spectrum.

This means that the City is seeking the community's input of their concerns and aspirations that will then be directly reflected in the options and scenarios developed in the Planning Framework. The City will also provide feedback on how the community's input affected the final draft of the Planning Framework.

5. What is happening with the Lindsay Street Carpark development? If the goal is to increase density, why was Lindsay Street approved?

The application for a Car Park, Restaurant/Café and Small Bar at No. 29 Lindsay Street was determined by the Joint Development Assessment Panel (JDAP) on 17 June 2020. Information on the determination is available [here](#) and [here](#). While No. 29 Lindsay Street is capable of supporting higher density development at up to 4 storeys in height, lower density development is permitted where it can be demonstrated that the proposed land uses and overall design meet the standards and objectives prescribed under the relevant planning framework. In determining the appropriateness of the development, the JDAP concluded that:

- The proposal meets the planning framework for the site. The proposed Restaurant/Café and Small bar design and interface with Little Parry Street and Lindsay Street are considered to positively contribute to area and streetscape.
- The car park landscaping, screening treatments, security are appropriate.
- The land uses are considered appropriate in this location with various conditions.

In regards to the future of the subject site, included as part of the determination was a condition to time limit the approval for a period of 10 years. The purpose of this was to allow the site to be activated in the short term, and still allow for the site to be redevelopment at a higher density in the future. In this way, the development potential of the site in delivering a higher density development would not be realised until this time. However, it would be available for the owner to seek a further approval to extend the term of approval beyond the 10 year period. This means that there is no certainty that the development would not be existence longer than the 10 year period. It is anticipated that market conditions and commercial viability would be a key driver in the timing of the redevelopment of the site in the future, of which it is difficult to predict.

WILLIAM STREET TOWN CENTRE

VISIONING WORKSHOP NOTES



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Notwithstanding the above, as part of the future William Street planning framework, the City can investigate objectives and land use permissibility changes that other development options.

Antisocial behaviour

The City has been working with the property owner to address numerous compliance issues including planning conditions that have not been met and antisocial activities that have occurred on the site. Should members of the public notice any new antisocial activity, they are encouraged to contact the Police and the City's Rangers so that a response can be made.

6. We are worried about the increase of developments such as the Lake and Church Street development. How can this be prevented?

Future land use planning and development within the City is guided by the City's [Local Planning Strategy \(LPS\)](#). The LPS provide the long term direction to assist future decision making in response to population growth and change. The LPS identifies William Street as falling within a Town Centre area in the Perth precinct, intended to accommodate a mix of compatible commercial and residential uses. This area currently has a height standard of six storeys and can accommodate higher density development. Areas surrounding William Street to the south and east (including the Lake Street site) are identified for high density development, including mixed use and residential developments. This area currently has a height standard of four to six storeys and can also accommodate higher density development.

For the Perth precinct, the community vision outlines that well placed higher density developments that respect the character of the area can exist within this precinct. Higher density development similar to the development on Lake Street would not be inconsistent with the long term vision for William Street and the surrounding area. The Local Planning Strategy does acknowledge that a diverse mix in housing and housing densities is part of both the current and future character of the area. Future development would need to demonstrate that the proposal meets the relevant planning framework, and that it is compatible with its surrounding context.

Notwithstanding the above, as part of the future William Street Planning Framework, the City can investigate changes to the prescribed height standards.

7. Why does the City allow people to demolish homes and leave vacant?

The current planning framework does not require a landowner to seek development (planning) approval to demolish an existing home, unless it is heritage listed. This is a standard that is set under State Planning Framework, and which applies to all homes within Western Australia. As such, the City is unable to prevent demolition, unless homes are heritage listed.

8. How can we advocate for the activation of vacant land (private and public)?

WILLIAM STREET TOWN CENTRE VISIONING WORKSHOP NOTES



CITY OF VINCENT

As part of the development and implementation of the William Street Planning Framework, the City intends to engage with owners of vacant land in the town centre and find ways to incentivise their development, as well as ways to activate this land in the interim.

9. How will the City manage heritage and the impact of new development?

The [City's Policy No 7.6.1 – Heritage Management](#) and [Local Planning Policy: Heritage Area Guidelines](#) contains guidelines which help protect heritage listed places. The guidelines encourage the appropriate conservation and restoration of heritage listed places and ensure that new works on heritage listed site, and new works on sites adjacent to heritage listed sites respect the heritage significance. All new developments that are subject to a development (planning) approval would be required to demonstrate how they meet the relevant standards of the policies and demonstrate how the heritage significance is being retained. The Heritage Area Guidelines also include standards specifically in relation to Stage heritage listed places on Brookman and Moir Street, located to the west of William Street.

During the assessment of new works that impact heritage places, the City also seeks independent design advice from the Design Review Panel (DRP). The City's DRP assists the City in ensuring that new development is complimentary and compatible with existing and surrounding heritage places.

Notwithstanding the above, as part of the future William Street planning framework, the City will investigate standards that could be imposed to managed transition between Heritage properties and high density development.

10. When will the e-Scooter trial end?

The 12 month e-scooter trial will end in December 2024. More information about the e-scooter trial is available on the City's website [here](#).

11. Graffiti is a particularly big issue in the William Street precinct.

○ What has the City previously done to manage graffiti in this area?

The City received funding from the State Graffiti Hotspot Fund Grant 2020/2021, to implement for graffiti management initiatives on William Street between Brisbane Street and Newcastle Street. These included:

- Direct, in-person business engagement and provision of graffiti management information and removal products
- Engagement of local artists to paint artwork on 8 public assets
- Application of anti-graffiti coating on assets and artworks in the precinct
- Translation of Graffiti information resources with WA Police Force which were distributed to culturally and linguistically diverse (CALD) businesses, to raise awareness of reporting, removing and preventing graffiti vandalism.
- Engagement of an external graffiti removal service to undertake graffiti removal on private property, where approved by the property owner during the project period
- In partnership with WA Police Force, a trial of vinyl wrapping City of Vincent street poles with artwork to deter graffiti vandalism.

WILLIAM STREET TOWN CENTRE

VISIONING WORKSHOP NOTES



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- **What was the outcome of these efforts?**
- In regard to graffiti management, the City faces many challenges in managing graffiti in this precinct for reasons including:
 - a. Much of the graffiti vandalism in this precinct falls outside of the scope of the City's internal graffiti removal service (ie. It is at height or not accessible from adjoining public property).
 - b. Any removal of at height graffiti vandalism by an external contractor would likely require traffic management, road closures and hire of specialist access equipment, making it a complex multi-agency coordination effort requiring ongoing engagement and consultation with affected businesses.
 - c. Lack of reporting graffiti vandalism (damage) offences to WA Police by property owners, which means police are not able to investigate and prosecute offenders. *Property owners, as the victim of this type of crime, must make the report to Police. Reports to the City are for the purposes of accessing clean up services/products.*
- Graffiti and anti-social behaviour around William Street, Beaufort Street, and Weld Square can be prevalent due to close proximity to licensed premises and entertainment precincts, as well as health and social services that support street presence and other vulnerable individuals in the community.
- As part of the Vibrant Public Spaces Policy permit, businesses are required to remove graffiti from their Parklets, Eatlets and other spaces, at their own cost.
- Other public asset owners do not undertake proactive graffiti removal services, and the support of the broader community is required to report to these agencies to initiate clean-up of assets (ie. Telstra, MRWA, Western Power). These reports can be made through [Goodbye Graffiti](#).

- **What is the City planning on doing in the future?**
- The City is expecting to run a graffiti removal program that business owners can participate in. This will occur in the new financial year. The City of Vincent's [Graffiti Management Policy](#) was reviewed and adopted by Council in 2023.
- Where requested, The City can provide support regarding other graffiti removal and prevention options such as lighting, CCTV, police support and graffiti removal kits.
- The City engages with the WA Police Graffiti Team as well as community and public asset owners, to monitor trends, seek specialist support and coordinate responses.

12. When Rangers are in the area, why are they not self-reporting the graffiti as they see it?

- Graffiti on City property is reported by Rangers and other staff, however, if on private property then it is up to the landowner to report/rectify.
- Graffiti vandalism is a damage offence and as such, property owners as the victims of this type of crime need to report incidents.
- As per the City's Graffiti Management Policy the City is moving towards requiring a police report number to provide graffiti removal assistance or products to residents and businesses. Such reports are vital to assist police and the City in addressing the prevalence of graffiti vandalism in Vincent and gathering data to evidence resourcing.

WILLIAM STREET TOWN CENTRE VISIONING WORKSHOP NOTES



CITY OF VINCENT

- Everyone - staff and community - can report graffiti vandalism on public assets (ie. Main Roads WA, Western Power, Water Corporation etc) through the Goodbye Graffiti platform. [Reporting Form | Goodbye Graffiti](#) so that assets can be cleaned accordingly.

13. How are we managing the safety issues caused by dark alley ways, narrow streets and uneven pavement in the William Street precinct?

- The City has a lighting laneway program where residents can nominate a laneway by contacting the City's Infrastructure team.
- As part of the preparation of the William Street Planning Framework, the City will be conducting a pedestrian lighting and safety audit on 6 June 2024. This will inform an improvement and replacement plan for lighting and accessibility issues in the public realm. Members of the community are encouraged to attend this audit.
- Through the Safer Vincent program, the City offers free motion sensor solar lights to businesses and residents, to assist in improving safety. [Application for Safer Vincent Solar Power Sensor Light » City of Vincent](#).
- The community is encouraged to report faulty or dim streetlights directly to Western Power for attention <https://www.westernpower.com.au/issues-enquiries/reporting-issues/report-a-faulty-streetlight/>.
- Locations flagged as requiring lighting improvements are being noted through the City's Underground Power program and shared with Western Power for consideration during the design phase for each precinct.

14. How is the security of construction sites maintained?

- It's the responsibility of the property owner to establish a no trespassing mandate with WA Police on construction sites as the City's rangers do not have powers to enforce this.
- The City of Vincent works to support businesses by encouraging property owner/representative engagement with WA Police and provide this connection where appropriate.

15. When vandalism has been reported, what is the timing for action to be taken, or fines to be issued?

- This falls within the jurisdiction of the WA Police Force.
- Under the *Graffiti Vandalism Act 2016*, graffiti offences can be punishable by fines, imprisonment and court-based community orders.
- The City has a memorandum of understanding (MOU) with the WA Police Force to support their Juvenile Graffiti Clean Up Program, and when requested, assist in identifying suitable local locations for program supervisors and juveniles to clean up through this program.
- To initiate a police response or investigation, graffiti vandalism or damage offences on private property, it must be reported by the victim of the crime – ie. property owner, tenant, agent or representative.

16. How is the City going to manage parking in the future?

- Will current residents lose their bays if more people move in?

WILLIAM STREET TOWN CENTRE VISIONING WORKSHOP NOTES



CITY OF VINCENT

The City is currently developing Precinct Parking Plans to manage parking throughout our town centres. This will be presented to Council late 2024. w

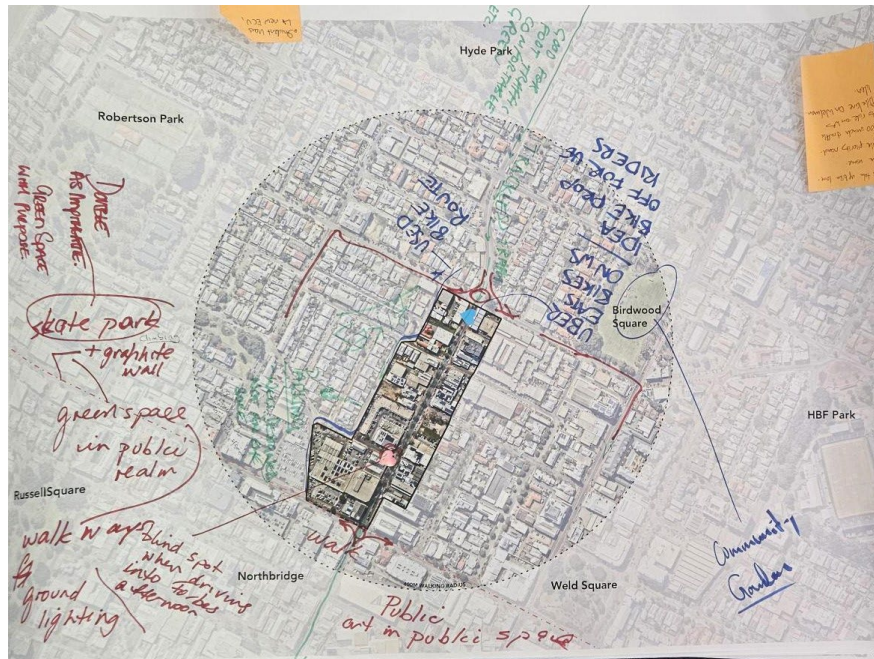
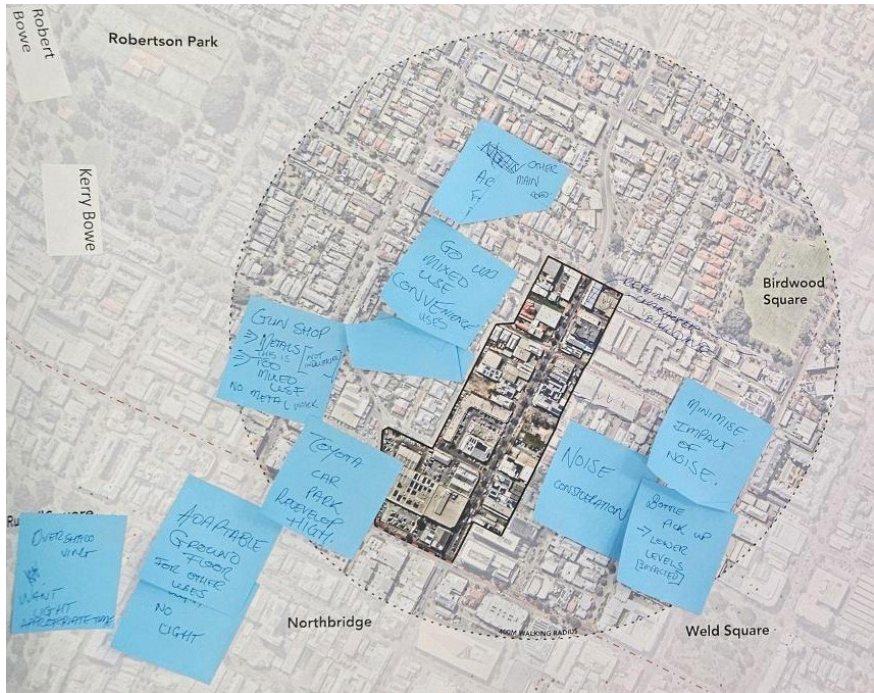
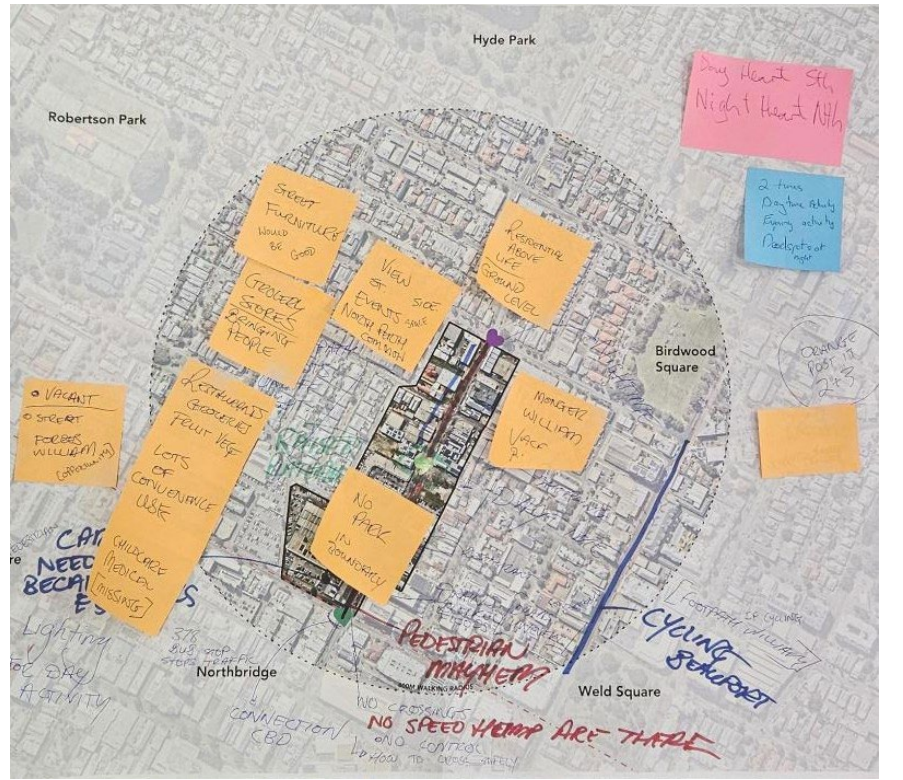
17. Can the bus stops on William Street be upgraded to materials that are not as easily damaged, including the lighting?

The City has currently requested repairs to the damaged bus stop on William Street, including the lighting, but can investigate redesigning this bus stop to deter further vandalism. This project can be an action of the Place Plan in the future William Street Planning Framework.

18. Is there a business owners' group?

The City is not currently aware of any local groups for business owners specifically, however the [Northbridge Common](#) Town Team is a community group that includes business owners, residents and other volunteers that seek to do local projects and events in the local area. Town Teams run independently from the City but do receive funding for some projects and events.

Appendix B:
Vision Workshop
Table Activities



Appendix C:
Vision and Design
Workshop
Revelation Surveys

City of Vincent Community Engagement Evaluation Survey William Street Town Centre Planning Framework Vision Workshop - 18 April 2024					
	Very Relevant	Somewhat Relevant	Neutral	Not Relevant	Very Relevant
Workshop Content	27	11			
Workshop Presentation	Yes	No			
	37	1			
Engagement and Interaction	Yes	No			
	38				
Workshop Format	Excellent	Good	Fair	Poor	
	13	22	3		
Overall satisfaction with workshop	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied
	14	18	6		
Comments					
Great Facilitators. Good listeners. Little bit time short. Clearly know and love the neighbourhood. Love the drawing on maps. Also, would love to see more short-term initiatives to promote growth in the meantime. We can't wait 15 years for things to get better					
Great to have local govt. team members to help steer the conversation and level different table discussions. Lovely being able to meet fellow community members. Local govt. to petition State Govt. regarding development and local landlord negotiation and incentivisation of space. Would love and short-term ideology (6-12-24 months) to promote growth in the meantime.					
Thanks for gathering info from the residents					
Very satisfied with the meeting					
Well presented. Our table facilitator Emma was very good and interactive					
Good information and link to prepare before event					
Good to encourage and support businesses to improve business opportunities to support daily living					
CoV planning to be open minded to new plans and ideas					
Thanks for the opportunity					
Need to keep attendees "on topic" so that we don't digress into other general CoV related topics i.e. graffiti, pavements, etc. Try and encourage quieter table members to contribute, not over focus on the loudest people					
As a commercial owner in Northbridge, it was very interesting to hear the locals view on William St. Great to know what they do or don't want					
Ryan was good					
A great initiative to get the best outcomes for the future planning of William St and surrounds					
It was very informative and beneficial to be able to engage with different members of the community to discuss various aspects of the town centre					
It would've been helpful to have survey results prior to the workshops					
Would be better to understand demographic of people in the workshop (i.e. business owners and residents versus other interested parties). If these groups were themed to different people, it might allow more ideas to be shared openly					
Purpose & strategic nature of the workshop should've been better explained at the outset. Too much time given to minute issues and not enough high-level strategic focus					
Interaction & collaboration with community is essential. Thank you for your time and consideration					
It was very hard to hear during the table discussions (acoustics of the room were terrible). The presenters also seemed to let the room get away from them. There was a lot of chatter from participants during the presenters talking and what seems to be off topic complaints during the wrong part of the workshop. Could have been benefited from stronger guiding hand at the front of the tables.					
Better microphones please. Some table speakers were difficult to hear					
Excellent time management. Good choice of venue					
The area is filthy. Prompt graffiti removal required. Shade trees need in street leading into William St. Business owners group needs to be formed and supported. Street numbering needed					
Venue - acoustics difficult. Quite easy to see the big screen. Good process. Well delivered. Hard to overcome confused participants. Good vibe					
The meeting was well organised and well set up					

City of Vincent Community Engagement Evaluation Survey William Street Town Centre Planning Framework Design Workshop – 30 May 2024					
	Very Relevant	Somewhat Relevant	Neutral	Not Relevant	Very Relevant
Workshop Content	20	3			
Workshop Presentation	Yes	No	50/50		
	20		3		
Engagement and Interaction	Yes	No			
	23				
Workshop Format	Excellent	Good	Fair	Poor	
	11	11	1		
Overall satisfaction with workshop	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied
	6	13	4		
Comments					
When creating/influencing public space please consider the visual messaging you communicate to the broader community i.e. spending money on TESLA charging stations over public showers/toilets/clean freash drinking water clearly prioritises the wealthy. Consider the low income earners who are not here tonight due to life! Create "Palaces for the People" (great book) seating, lighting and shelter.					
Some of the options seemed somewhat arbitrary					
Great work team!					
Great to be invited to participate, though some areas of design need specialist consultants input rather than residents					
Thoroughly enjoyed - especially meeting all the lovely characters					
Really well explained trade-offs. Block exercise worked really well and got people thinking about key sites and how development and activity are linked. Areas of focuse were relevant and well thought out					
Try Mentimeter survey tool for interventions. It is too easy for people to rate with all their tokens to determine the way forward.					
Needed more time to understand what we were voting for or send them out in advance to read. Didn't understand the traffic/pedestrian options so couldn't make informed vote. Not enough time to consider the blocks - building heights.					
Perhaps more focus on other areas than William Street, particularly Beaufort & Bulwer					
Local residents should decide the future of the neighbourhood, not developers. Keep height at 6 stories					
Not too much high rise					

Appendix D:
Streetscape
Character
Walkshop Audit
Booklet

William Street - Streetscape Character Walkshop



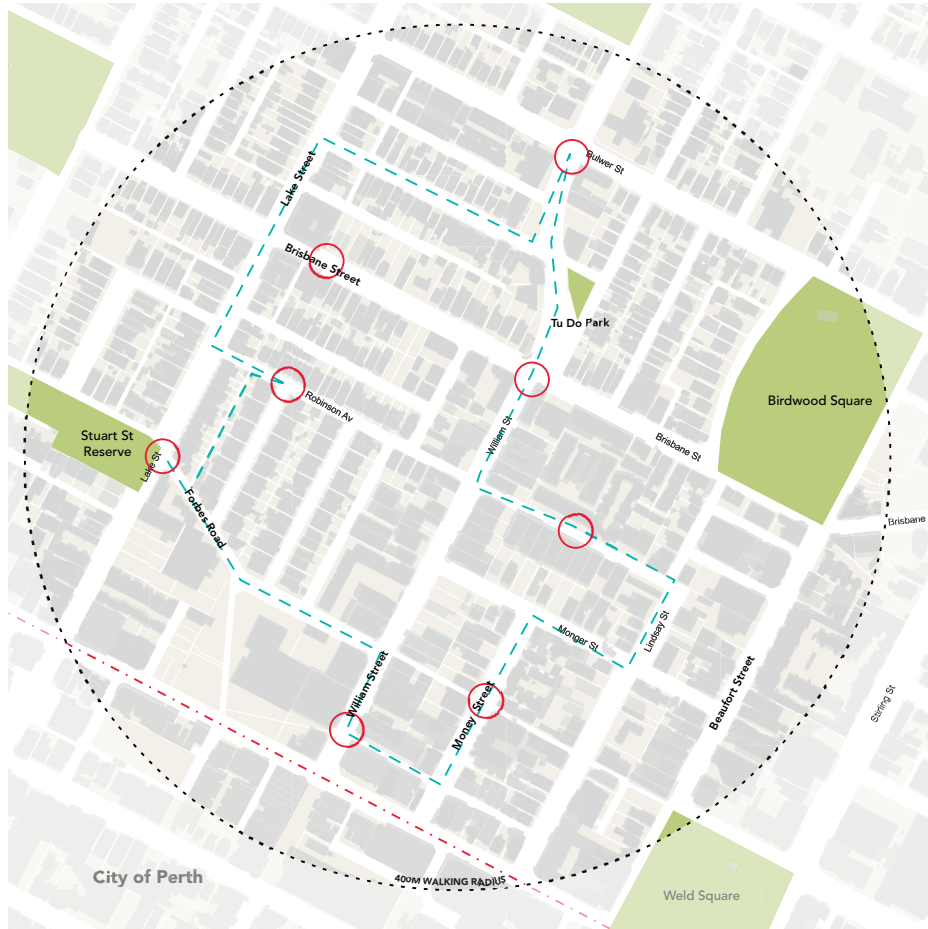
CITY OF VINCENT

William Street - Streetscape Character Walkshop



CITY OF VINCENT

Planned Route



Stops

1. Stuart Street Reserve
2. William Street intersection with Newcastle Street at Washing Lane
3. Mid-Block of Money Street
4. Midblock of Robinson Avenue
5. William/Brisbane Intersection
6. William Bulwer Intersection
7. Brisbane Street Local Centre - Corner of Brisbane and Lake
8. Moir Street and Robinson Avenue Intersection

Participant Details

Name:

Occupation:

Age:

What is the Purpose of Today?

This 'walkshop' is an opportunity to identify the unique features, materials, activity uses and heritage fabric that make William Street a distinct place. Participants will be guided through the town centre and will make observations about the positive and negative qualities they see in the existing buildings and on the street. These observations will inform character statements for sub-precincts, streetscape palettes and built form policy provisions that are developed for the William Street Planning Framework.

Your Role as a Community Auditor:

Active Observation: Pay close attention to the elements of the street-scape. Your observations will help create a comprehensive picture of the current streetscape.

Feedback and Suggestions: Share your thoughts on potential improvements and any specific concerns you may have.

Collaboration: Work together with other community members and the City's Strategic Planning and Place teams to ensure that all perspectives are considered and that the final recommendations truly reflect the needs of our neighborhood.

Staff Contact Numbers

Michael - 9273 6069

Satya - 6112 5861

Education

Imageability is the quality of a place that makes it distinct, recognizable, and memorable.

Legibility refers to the ease with which the spatial structure of a place can be understood and navigated as a whole. The legibility of a place is improved by a street or pedestrian network that provides travelers with a sense of orientation and relative location and by physical elements that serve as reference points.

Enclosure refers to the degree to which streets and other public spaces are visually defined by buildings, walls, trees, and other elements. Spaces where the height of vertical elements is proportionally related to the width of the space between them have a room-like quality.

Human scale refers to a size, texture, and articulation of physical elements that match the size and proportions of humans and, equally important, correspond to the speed at which humans walk. Building details, pavement texture, street trees, and street furniture are all physical elements contributing to human scale.

Transparency refers to the degree to which people can see or perceive what lies beyond the edge of a street or other public space and, more specifically, the degree to which people can see beyond the edge. Physical elements that influence transparency include walls, windows, doors, fences, landscaping, and openings into midblock spaces.

Linkage refers to physical and visual connections from building to street, building to building, space to space, or one side of the street to the other which tend to unify disparate elements.

Complexity refers to the visual richness of a place. The complexity of a place depends on the variety of the physical environment, specifically the numbers and kinds of buildings, architectural diversity and ornamentation, landscape elements, street furniture, signage, and human activity.

Coherence refers to a sense of **visual order**. The degree of coherence is influenced by consistency and complementarity in the scale, character, and arrangement of buildings, landscaping, street furniture, paving materials, and other physical elements.

Tidiness refers to the condition and cleanliness of a place. A place that is untidy has visible signs of decay and disorder; it is in obvious need of cleaning and repair. A place that is tidy is well maintained and shows little sign of wear and tear.

What is Character?

Character can include physical characteristics of a place such as the architectural elements of the built form, where that be the building typology and the form and scale. It can also include the layout of the street and natural elements such as trees and parks.

The land use mix of a place also contributes to its character, for example a place could have a residential character due to housing being its predominate land use. There can also be 'non physical' aspects such as a place's identity, feel or ambiance.

Built form and Scale

This includes a building's height, 'bulkiness', coverage of a building etc.

Façade and Frontage

A building's façade can include windows, verandahs, balconies and awnings. The relationship between a building or land and the street or road onto which it faces is referred to as the 'frontage'. This can include fencing and car parking.

Colours and Material

The materials and textures of building and public realm features combine to inform and reflect a local sense of place.

Identity and land use mix

Is the place primarily residential? Is it a main street with commercial etc.

User Groups

User groups can include; pedestrians, both able bodied and those with mobility issues. It can also include parents with kids, bike riders, and vehicles.

Public Realm Qualities

Comfort - is there protection from the weather, is it noisy, is the pavement narrow or uneven?

Safety – is there adequate separation between different user groups? Think pedestrians, cyclists and vehicles. Is there adequate surveillance of the public realm? This could be from active land uses, low walls between housing and the street etc.

Activities – what activities are on the street that provide interest to the user – ie cafes, offices homes etc.

QUALITATIVE AUDIT

PLACE: Stuart Street Reserve

Task:

Using the following prompts, which **users** are best catered for in this place in regards to the following:

Comfort Think weather protection, footpath quality, noise etc.	
Safety Think separation from other users, surveillance	
Activities Think weather protection, footpath quality, noise etc.	

What are the significant views, vistas of the space Skyline, parks, trees, art etc.	
What do you like?	
What don't you like?	
What is missing?	

QUANTITATIVE AUDIT

PLACE: Stuart Street Reserve

Task:

What is the character of the place in respects to the following

Built Form & Scale Number of stories, bulk of the building etc	
Facades and Frontages Verandas, awnings, windows, signs	
Colours & Materials	

Sense of Enclosure & Setbacks Distance of buildings the public realm, width of road	
Identity and land use mix Residential, commercial, mixed use	
Visual Order Similar building/style	
Any other?	

QUALITATIVE AUDIT

PLACE: William/Newcastle Intersection at Washing Lane

Task:

Using the following prompts, which **users** are best catered for in this place in regards to the following:

Comfort Think weather protection, footpath quality, noise etc.	
Safety Think separation from other users, surveillance	
Activities Think weather protection, footpath quality, noise etc.	

What are the significant views, vistas of the space Skyline, parks, trees, art etc.	
What do you like?	
What don't you like?	
What is missing?	

QUANTITATIVE AUDIT

PLACE: William/Newcastle Intersection at Washing Lane

Task:

What is the character of the place in respects to the following

Built Form & Scale Number of stories, bulk of the building etc	
Facades and Frontages Verandas, awnings, windows, signs	
Colours & Materials	

Sense of Enclosure & Setbacks Distance of buildings the public realm, width of road	
Identity and land use mix Residential, commercial, mixed use	
Visual Order Similar building/style	
Any other?	

QUALITATIVE AUDIT

PLACE: Mid-Block of Money Street

Task:

Using the following prompts, which **users** are best catered for in this place in regards to the following:

Comfort Think weather protection, footpath quality, noise etc.	
Safety Think separation from other users, surveillance	
Activities Think weather protection, footpath quality, noise etc.	

What are the significant views, vistas of the space Skyline, parks, trees, art etc.	
What do you like?	
What don't you like?	
What is missing?	

QUANTITATIVE AUDIT

PLACE: Mid-Block of Money Street

Task:

What is the character of the place in respects to the following

Built Form & Scale Number of stories, bulk of the building etc	
Facades and Frontages Verandas, awnings, windows, signs	
Colours & Materials	

Sense of Enclosure & Setbacks Distance of buildings the public realm, width of road	
Identity and land use mix Residential, commercial, mixed use	
Visual Order Similar building/style	
Any other?	

QUALITATIVE AUDIT

PLACE: William/Brisbane Intersection

Task:

Using the following prompts, which **users** are best catered for in this place in regards to the following:

Comfort Think weather protection, footpath quality, noise etc.	
Safety Think separation from other users, surveillance	
Activities Think weather protection, footpath quality, noise etc.	

What are the significant views, vistas of the space Skyline, parks, trees, art etc.	
What do you like?	
What don't you like?	
What is missing?	

QUANTITATIVE AUDIT

PLACE: William/Brisbane Intersection

Task:

What is the character of the place in respects to the following

Built Form & Scale Number of stories, bulk of the building etc	
Facades and Frontages Verandas, awnings, windows, signs	
Colours & Materials	

Sense of Enclosure & Setbacks Distance of buildings the public realm, width of road	
Identity and land use mix Residential, commercial, mixed use	
Visual Order Similar building/style	
Any other?	

QUALITATIVE AUDIT

PLACE: William/Bulwer Intersection

Task:

Using the following prompts, which **users** are best catered for in this place in regards to the following:

Comfort Think weather protection, footpath quality, noise etc.	
Safety Think separation from other users, surveillance	
Activities Think weather protection, footpath quality, noise etc.	

What are the significant views, vistas of the space Skyline, parks, trees, art etc.	
What do you like?	
What don't you like?	
What is missing?	

QUANTITATIVE AUDIT

PLACE: William/Bulwer Intersection

Task:

What is the character of the place in respects to the following

Built Form & Scale Number of stories, bulk of the building etc	
Facades and Frontages Verandas, awnings, windows, signs	
Colours & Materials	

Sense of Enclosure & Setbacks Distance of buildings the public realm, width of road	
Identity and land use mix Residential, commercial, mixed use	
Visual Order Similar building/style	
Any other?	

QUALITATIVE AUDIT

PLACE: Brisbane St Local Centre - Corner of Brisbane and Lake

Task:

Using the following prompts, which **users** are best catered for in this place in regards to the following:

Comfort Think weather protection, footpath quality, noise etc.	
Safety Think separation from other users, surveillance	
Activities Think weather protection, footpath quality, noise etc.	

What are the significant views, vistas of the space Skyline, parks, trees, art etc.	
What do you like?	
What don't you like?	
What is missing?	

QUANTITATIVE AUDIT

PLACE: Brisbane St Local Centre - Corner of Brisbane and Lake

Task:

What is the character of the place in respects to the following

Built Form & Scale Number of stories, bulk of the building etc	
Facades and Frontages Verandas, awnings, windows, signs	
Colours & Materials	

Sense of Enclosure & Setbacks Distance of buildings the public realm, width of road	
Identity and land use mix Residential, commercial, mixed use	
Visual Order Similar building/style	
Any other?	

QUALITATIVE AUDIT

PLACE: Moir Street and Robinson Avenue Intersection

Task:

Using the following prompts, which **users** are best catered for in this place in regards to the following:

Comfort Think weather protection, footpath quality, noise etc.	
Safety Think separation from other users, surveillance	
Activities Think weather protection, footpath quality, noise etc.	

What are the significant views, vistas of the space Skyline, parks, trees, art etc.	
What do you like?	
What don't you like?	
What is missing?	

QUANTITATIVE AUDIT

PLACE: Moir Street and Robinson Avenue Intersection

Task:

What is the character of the place in respects to the following

Built Form & Scale Number of stories, bulk of the building etc	
Facades and Frontages Verandas, awnings, windows, signs	
Colours & Materials	

Sense of Enclosure & Setbacks Distance of buildings the public realm, width of road	
Identity and land use mix Residential, commercial, mixed use	
Visual Order Similar building/style	
Any other?	

Appendix E:
Streetscape
Character
Walkshop Audit
Results

William Street Streetscape Character Walkshop - Quantitative Audit										
		Comments								
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6	Booklet 7	Booklet 8	Booklet 9
Stuart Street Reserve	Built Form & Scale	more trees	max two storeys good level of density	low scale - which is very appropriate	quiet but well needed 0 pleasant noises, dogs, kids, conversations trees provide shelter in summer not a lot of rain protection quality footpaths	one converted commercial warehouse at two storeys, feels like this could be higher area	inclusive natural elements important park	low level - each block has views	single storey semidetached mixed with 2 storey terraces	older homes 1-33 storey, some commercial/warehouse
	Facades and frontages			open views to houses		terraces and nice setbacks		red brick buildings	tin roof, wrought iron verandahs	federation feel
	colours and materials		heritage black and white	multi coloured paint red brick green trees and grass		brick, render, colourful terraces	red brick character of Bakers cottage	red brick buildings		mostly softer fed style colour - palette + red brick
	Sense of enclosure and setbacks		generous tight setbacks to streets but still feels generous	houses are close to the street narrowness of Stuart street works well to slow traffic		feels appropriate for area - on street parking helps calm traffic	Stuart street is narrow and two ways dangerous with cars going both ways as a pedestrian		road slows traffic	narrow quite roads, low buildings, open space
	Identity and land use mix		mixed	mostly residential commercial parking barista training shop		Opportunity to increase density on vacant sites	residential below old buildings (with the Willing Development)		residential - primary Toyota, warehouse vacant land	res/commercial
	visual order		industrial and heritage						good mix of character and renovated residential	general federation style
	any other		nice amount of open space	need to avoid fake heritage don't gentrify					trees and path are valuable amenity for area	

				keep grungy I like the graffiti						
William Street/Newcastle @ Washing	Built Form & Scale	Vacant properties/vacant land is problematic	2-6 storeys	low scale, seems appropriate lovely vibe lots of trees minimal traffic	6 storey comers 2-4 for the rest bulky buildings and nil setback	2 - 5 storey, washing lane building tallest			low scale - could be higher	1-3 salvo is ugly
	Facades and frontages		nice mis-match	laneways could be used as a bike path through to little parry	mixed facades, restaurants and alfresco	washing lane is beige			awnings are a bit ugly	shop fronts
	colours and materials		grey and beige		grey and brown, poor quality new builds, some quality heritage					mixed with signs
	Sense of enclosure and setbacks				good enclosure and human scale, however the street setbacks do not allow for alfresco				good	good scale
	identity and land use mix		mixed use, could use more residential		diverse mix of F&B and commercial, limited residential in small pockets		commercial		commercial with multi storey apartments feels appropriate	commercial
	visual order		no style		messy order but this adds interest and character				somewhat disjointed	mixed with signs
	Any other	multicultural trading precinct, predominantly Asian style businesses servicing the community	washing lane doesn't feel inviting and is bland				Salvation army HQ needs better activation to the street			active
Mid Block money	Built Form & Scale				2 storey street, larger setbacks so its not immediately visible (six storey on one)			pleasant designed 6 storey building	1-2 storey res	1-3 storey

	Facades and frontages				mixed with terraces, residential businesses with sign			varied, most frontages setback	heritage	historic facades/buildings
	colours and material				new development doesn't interact with the street					terra cotta/cream - heritage palette
	Sense of enclosure and				good sense of enclosure and scale	mixed setbacks, nice road width			good	wide verge narrow roadway
	identity and land use mix				the stepping back of new development work well to maintain this				primary residential	res/commercial
	visual order				mixes resid and commercial				coherent	historic
	any other							something at end of Lindsay street to help cross Newcastle street to access restaurants		trees are great
Mid Block Robinson	Built Form & Scale		two storeys	two storey - too close to the street angle parking for residential is bad	2 storeys	1-2 storeys, transition to hotel with ugly façade		1 - 3 (hotel) hotel is an eyesore by serves a function	1-3 storey	2-3 storey
	Facades and frontages		complete mis mash	north side is ok, south is poor		beautiful rayon flats - functional and liveable		no effort to meet community expectations - dedicated to ordinariness	very unappealing - in your face	hotel on pacing
	colours and material		brick, panel, limestone, rendered concrete		grey			grey	buildings dominate	blue/grey
	Sense of enclosure and		decent setbacks on the north, minimal to the south						commercial - residential apartments - not inclusive	narrow

	identity and land use mix		mainly residential plus hotel		mixed commercial, residential and hotel					res/commercial
	visual order		none at all							Modern
	Any other		love the Rayon Flats - beautiful and perfect density		feels soulless					hotel is ug
William/Brisbane	Built Form & Scale		1-2 storeys - comfortable but could be higher	on the street low is good, high rise wouldn't be bad	two storeys - good scale new development should retain existing facades and setback upper levels try and retain existing facades where possible	1 - 2 storeys feels local in scale				1-2 storey
	Facades and frontages		nice mix of business and signage		good awnings active windows interesting facades	awnings offer shade and weather protection quality facades			one side has character other side is shabby	heritage style
	colours and materials		red brick, beige rendered concrete graffiti is a constant issue		mix of colour and material variety but cohesive quality buildings	quality colours and materials				mix
	Sense of enclosure and setbacks		nice/comfortable		trees provide enclosure and the building enough breathing space	enclosure feels comfortable with plenty of space for people to use the public realm				
	identity and land use mix		mismatch	mixed use	diverse mix - res, bars, restaurants business	mix of uses - more separated commercial and residential which well in this context			commercial - good use	
	visual order		NE corner needs be activated - activate the park more	Yossi building is beautiful	cohesive yet individual the scale assists in providing a similar visual order	storey visual order that should be maintained			west side is shabby	

	any other			corner businesses are fab, could be high rise behind						
William Bulwer	Built Form & Scale			three		1-3 storey Telstra building nice grass setback			homes are pred 1 storey with 3 storey apartments	1-3storeys
	Facades and frontages			not much, car related business					commercial and vehicle-oriented driveway mixed and not cohesive	art deco service station tyres
	colours and materia			bob jane yellow					noise commercial/industrial	bright coloured signs
	Sense of enclosure and setbacks			low scale development is appropriate setback. High rise would be bad			wide road - speed cars			
	identity and land			mixed use					commercial and industrial	res/commercial
	visual order			very commercial			Telstra building is an eyesore		not coherent	commercial
	any other							can we utilise empty blocks? Chu has brought people to Hyde Park		not a place I like to spend time
Brisbane/Lake	Built Form & Scale	low - medium density		Nb hotel is tall but everything else is low and of a suitable scale		nice street width and setbacks			1 storey, single residential, scale is appropriate for amenity of the area	1-2 levels street parking
	Facades and frontages			good setbacks lovely street character loads of trees great character		some heritage and awnings			restaurant box awnings	pub - federation style
	colours and materials			various					tin roofs, brick build	mix - pub very dour and tired

	Sense of enclosure			seems appropriate					good setbacks for style of buildings	road and street awnings are ok
	identity and land	mixed use		residential, mixed use					residential with local cafe grocers	res/commercial
	visual order								common building style creates coherent landscape	mostly older fed and pre war2
	any other								high local ped use	like a country town
Moir Street/Robinson Avenue	Built Form & Scale	Irrelevant - state heritage		1-3 storeys three storeys on Robertson is setback, terrace homes are boundary to boundary Moir is homogeneous		1- 2 storey	great form and scale, character retained		single storey residential, single dwelling	mostly single storey
	Facades and frontages					beautiful porches and verandahs providing opportunity for interaction and neighbourliness on street	consistent		heritage style verandahs	fed style
	colours and materials	mis-match - not cohesive					great look and feel		brick - tuckpointing	red brick, terrace colourful, gable roof, paving, brick paved road
	Sense of enclosure and setbacks								one way roads narrow with parking, small verandahs on homes	
	identity and land use mix						mostly residential with heritage buildings throughout		residential	residents

[illegible]

William Street Character Streetscape Qualitative Audit										
		Comments								
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6	Booklet 7	Booklet 8	Booklet 9
Stuart Street Reserve	Comfort	Consider more canopy cover - replacement of removed tree	large old fig tree good footpaths could use more shade	nature sounds unprotected from rain trees to shelter from the sun no seats	quiet but well needed 0 pleasant noises, dogs, kids, conversations trees provide shelter in summer not a lot of rain protection quality footpaths	shade is provided by trees but not much protection from the rain Quiet but active	poor weather protection from elements unless provides by the café (umbrellas) and seating. Ok footpaths would benefit from additional seating	benches are provided, footpath is ok.	open, no seating, good paving	open grass area - good needs more trees and replace removed trees
	Safety	Good during the day, not at night	open space lots of houses looking onto the park	open views lots of passing walkers	uses surrounding make it feel safe - surrounding homes provide passive surveillance café adds use and another reason to use the park and for people to linger might feel different at night when café is closed - moderate lightning	nicely setback from the road but still visible from houses and footpath	open, important space, feels safer them before due to clearing of scrubs and trees. Passive surveillance? Narrow street, dangerous for bikes users - too many cars going both ways	empty block to the south, low level buildings	need lighting	quiet streets - good lighting?
	Identity	use to be a spot for antisocial behaviour - café has changed this now a community/family area	terraces old tree	the park space trees and grass babies and dogs	kids and diverse community Morton bay figs transition between industrial warehouses and reside local vs regional park in comparison to Hyde	mixed activity with families hanging out and playing footy café has created a focal point and activated the space as a destination	unique, important park for family groups, pedestrians and cyclists to meet - great Australian spot	beautiful trees - nature City views	dogs, families, coffee	café enhances the space
	Significant views	Can see the City	city skyline	bakers terrace sky trees city	city skyline is close, but it is very quiet mix of veg planting and trees provides a variety of spaces and interesting uses	heritage terraces, red brick	great coffee shop, friendly and quiet park neighbourhood unique trees retained may benefit from out on pathways	views of trees and city	mature trees	surrounding older homes give character

William Street Character Streetscape Qualitative Audit										
		Comments								
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6	Booklet 7	Booklet 8	Booklet 9
	what do you like	Community gathering space for recreation	Parkside coffee pleasant sense of community	nature low scale development space	mix of spaces and edges community feel size and enclosure	greenery, trees, different pockets, slopes and flat areas	mixed use	open area children and dogs coffee shop	trees, open space, meeting place	openness, quiet, green
	what don't you like	the café is quite rudimentary - more canteen	toilets, playground are needed - will further support the café	rear of high-rise development on church street and Toyota storage site no space to play sport			Stuart street	fate of empty block (willing development)		cut down trees need to be removed
	what is missing	More shade in summer	toilets, public art reference to history of the wetlands more shade structures flowering plants	places to play sport seating toilets	toilets	formal seating area and cover from rain		playground could be bigger or have a playground each end of park		more seating options and shade
William Street/Newcastle @ Washing	Comfort		ok weather protection	lack of shade	mix of awnings quality footpath a lot of noise - traffic and people	noisy with cars no street activation or music from shops cafes footpath is fair			good footpaths and coverage	awnings - good, trees good
	Safety	needs an all at once pedestrian crossing/signalling (like oxford)	good width footpath, lots of onlooking apartments and shops	very safe vehicles passing at an appropriate speed to allow safe crossing more bikes and e-scooters	pedestrian crossing is really dangerous and long waiting times - especially at the lights	speeding cars and lack of trees for safety barriers, limited surveillance at this time of say, not safe for bikes			easy traffic to negotiate	nice shopping/restraint street
	Identity	it is a gateway intersection	eclectic architecture/mismatch Land use – hospitality and Asian restaurants	needs bike infrastructure on Lindsay street that links up to the City	diverse mix of buildings and businesses/land use Vietnamese and Asian groceries	view to the city, character buildings mix of cultures smells of Asian food			salvos - very ugly	eating and shopping
	Significant views	washing lane avenue of trees ECU - City campus	best view of the city, mix of building heights		view lines to the City, framed by trees		city skyline			trees salvos at street level ugly with not much happening

William Street Character Streetscape Qualitative Audit										
		Comments								
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6	Booklet 7	Booklet 8	Booklet 9
	what do you like		always feels busy and activated good level of activity		variety + diversity still gritty and interesting smells		unique character, good mix of heights and city views		mix of use	trees and vibrance
	what don't you like	pedestrian user experience at traffic light crossing	no alfresco dining to capitalise on the views new buildings are boring		lack of ped priority, cycling is dangerous	needs to be made safer for peds and cyclists	seating in washing lane fronts the shops, should change as so people can face each other and the road		Salvos	traffic
	what is missing	allied health at ground level	more density more planter boxes (like the moon)		cycling infrastructure		street drainage rubbish on footpaths tree roots and leaves clogging the drain			street seating and eating
Mid Block money	Comfort		bits of shade and leafy pleasant level of noise		shade quality footpaths quiet away from William	beaty trees and sound of birds			quiet, well lit	quiet, trees and shade
	Safety	Little Parry to Beaufort feels safe	pedestrian friendly at little parry lane		some passive surveillance but not really active with lots of blinds and blank facades	feels safe during he say, not any active surveillance limited passive surveillance	Laneway too dark, unsafe, Little Parry Street has improved lighting, needs public art			open
	Identity	trees	plane tees beautiful workers cottage Buddhist temple, mixed		heritage and trees	mixed buildings, m large established trees			character warehouse residential	trees, historic buildings
	Significant views	trees			low view line under the streets				trees	streetscape

William Street Character Streetscape Qualitative Audit										
		Comments								
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6	Booklet 7	Booklet 8	Booklet 9
	what do you like	character homes	feels inviting and sheltered + diverse buildings Buddhist temple, new building		trees		mix of housing and old cottages		trees	trees/old builds
	what don't you like	needs more pedestrian focused lighting	neglected verge				overlooked greenery overlooked frontages littered pathways		vans blocking little parry	
	what is missing									
Mid-Block Robinson	Comfort			not feeling comfortable - people fighting no weather protection and lack of tees	narrow footpaths no trees		very quiet	no wings, no trees	no coverage very narrow footpaths	no shade/protection from rain
	Safety			good footpaths, however, too many crossovers	mixed surveillance		well lit	narrow pavement, congested parking driveway + street doesn't help	narrow footpath on path	not much traffic
	Identity			no activity	heritage maisonette apartment		varied architecture avoid knocking down character homes	not much ging on	homelessness	hotel - pretty ugly
	Significant views			no views, no art minimal trees	inland view west		trees			not much to see
	what do you like			not much			great trees, nice quiet street	not much		residential homes aren't terrible
	what don't			its yucky	no trees		laneway parking shouldn't be allowed	just bland, no vibe, just a service street	bulk of hotel	hotel ugly no transition to street

William Street Character Streetscape Qualitative Audit										
		Comments								
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6	Booklet 7	Booklet 8	Booklet 9
	what is missing			the road is prioritised as a service street				personality	trees	shade, trees activation of streetscape/hotel
William/Brisbane	Comfort	Nice, wide footpaths	good canopy alfresco dining	lots of shelter, too many parklets dirty footpaths	comfortable good wide footpaths trees and shade noisy traffic	footpath is good condition with nice tress	unsafe for pedestrians and bikes due to buses and cars		covered and comfortable	awnings - good traffic fast and noisy shade trees in park
	Safety		transition - commercial and residential	would be great for 40km to extend to Bulwer	buses moving fast lots of surveillance - busy and active footpaths feel safe	cars too fast, noise from traffic, doesn't feel safe on footpath near wines of wile from cars	Viet Community park if there was a coffee shop similar to Stuart street, the park will be improved	traffic a bit grubby	well lit	traffic fast Wines of White seating is dangerous
	Identity	this is the northern gateway to William Street	alfresco dining and wide pavements beautiful old buildings okay restaurant needs love		mix of uses and buildings small tenancies diversity and gritty bars and restaurants vibrant character buildings redefined	character buildings awnings red brick, outdoor dining, chairs and table		character buildings unique shops varied restaurants	Yossi character (state heritage building), wine bars, start of restaurant strip	historic shop front
	Significant views		best view of the city		views to the city, tree lined = amazing important that the vistas are maintained	trees, parklet outdoor tables		small park and City	view to the city through tree lined avenue	trees and historic shop fronts
	what do you like		well activated Tu Do Park		mix of small, local businesses feels like a local community centre vibrant gritty and interesting	wide footpath outdoor dining and active street	good character buildings, theatre, restaurants, food shop mix	benches trees on William restaurant	trees	as above
	what don't you like		NE corner should be activated (gun shop) - i.e. café and planting		traffic speed, buses in particular		unused buildings - terry Yossi gun shop	can something be done to gun shop	traffic moving too fast Asian world travel building	traffic speed, unkept gun shop

William Street Character Streetscape Qualitative Audit										
		Comments								
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6	Booklet 7	Booklet 8	Booklet 9
	what is missing		activation of Tu Do Park		ped crossings more alfresco			temporary activation		more action
William Bulwer	Comfort	traffic noise increasing	love the plan trees for trade	very noisy it is a linkage street	noisy traffic, cars too fast				noisy, high traffic, not ped friendly	wide road, lots of traffic, noisy, car exhaust
	Safety	feels like a transitory link	busy traffic, not inviting	traffic is prioritised should bikes be on Brisbane	fast cars			traffic thoroughfare - issues for peds and bikes		dangerous to cross
	Identity	light industry and less people	petrol station, Telstra building and car mechanic	diversity	loess character			small businesses like car repair, butcher shop	industrial soulless, commercial	old Telstra building - run down vehicle service - fuel, tire etc
	Significant views	Western Power poles and lines		skyline, trees	views to Hyde park and city				service station	road and commercial
	what do you like	Ruther and Edith Street		not much					facilities -service station	not much
	what don't you like	minimal density		Telstra building is derelict					noise, lack of ambiance, Telstra substation, traffic fast flowing	noisy
	what is missing	density	development of the Telstar building with setbacks to capitalise on the shade from the plane trees	quiet somewhere to sit	functional area but not attractive maybe it just works though				trees and character	trees
Brisbane Lake	Comfort	Nice, wide footpaths	very comfortable	good weather protection	comfortable quiet quality footpath	wide path, awnings and outdoor dining	footpath widey	green and peaceful	wide road but quiet	awnings are good street is a bit busy, but speed is good

William Street Character Streetscape Qualitative Audit										
		Comments								
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6	Booklet 7	Booklet 8	Booklet 9
	Safety		northbridge hotel is rundown	very safe feeling	feels safe for all users		safe		safe, slow traffic	works well
	Identity	heritage and character	heritage pub nice mix of residential and hospitality	golden choice	local community smaller scale mix of businesses transitioning to residential character		Northbridge Hotel, character buildings, res and commercial mix	range of businesses - like butcher, greengrocer, pub	pub and café/restaurant single storey res	pub - community centre
	Significant views		great city views and the thoroughfare	trees, city skyline, views to Robo park	views to city and surrounding residential, high spot of the area	trees and city skyline		Robo Park, recreation etc	city skyline, well trees	view to Robbo park/trees city down lake
	what do you like	higher land elevation, golden choice supermarket	heritage buildings and flowing gums	paid times parking	local, huge potential for future	neighbourhood vibe	great mix of shops, hotel, golden choice and residential buildings	parks businesses skyline restaurants	Quiet residential with lower facilities character res of similar scale	good scale like a country town
	what don't	Hotel Northbridge - under activated		future congestion	not hugely active			need to better preserve old buildings	colour of pub	overhead power
	what is missing	people	better flow for cyclists is required plus more residential density		businesses maybe don't reflect local needs pub could be great café on the south side utilising northern aspect			some more businesses		
Moir Street/Robin	Comfort	lacking - power poles on the footpath	aesthetically beautiful	comfortable, noise		lovely and quiet narrow street with mixed surfaces		street parking provide protection petty crime is an issue	character paving's, quiet, narrow footpaths	narrow streets = quiet not much shade and trees hot in summer

William Street Character Streetscape Qualitative Audit										
		Comments								
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6	Booklet 7	Booklet 8	Booklet 9
	Safety		quiet and inviting	good footpaths, slow streets = safe for bikes and other vulnerable road users		cars parked on the street and narrow street helps slow cars and increase safety			safe and open	quiet
	Identity	heritage areas	heritage	heritage	character and heritage are really important here	heritage terraces, red brick tuck pointed	community sense - Moir, Robinson, Brisbane Terrace, mixed cultural space - mosque	Heritage Precinct all homes identical	character heritage and single residential	houses are all the same era and well maintained
	Significant views	Skyline provides to location, but isn't necessarily a beautiful view	city skyline	not enough trees city skylines views		amazing view of the city skylines	great city views	City views mosque adds character	city skyline	city view few trees o/h power street parking
	what do you like		uniformity shallow setbacks residents care about the façade	heritage		quiet street character/heritage homes, neighbourhood feel, greenery, maintained street	quietness vista to city sense of community close to city ped friendly	unique heritage history explained n Brookman St	quiet	character of housing
	what don't	power poles		cobblestones on Moir			empty blocks	no street trees in Moir - ugly power lines	lack of trees	lack of trees
	what is missing		more street trees	trees - need to protect private trees			once power lines are moved - opportunity for increase planting Forbes especially	trees	shade	

Appendix F:
Pedestrian
Safety and
Lighting Audit
Booklet



CITY OF VINCENT

WILLIAM STREET PEDESTRIAN SAFETY AND LIGHTING AUDIT



Planned Route



Stops

1. Tu Do Park
2. Lindsay & Robinson Avenue
3. Little Parry Lane and Money Street
4. Washing Lane
5. Forbes Lane/Newcastle Street Intersection
6. Forbes Road/Brookman Street Intersection
7. Corner of William Street and Monger Street
8. Mid-block Lake Street
9. Mid-block Brisbane Street (at Golden Choice)
10. William Street/Brisbane Street

Participant Details

Name:

Workshop Details

What is the purpose of this activity?

A pedestrian safety and lighting audit is an important tool designed to assess and improve the safety and comfort of walking environments in our town centre. This audit involves a thorough examination of the current state of pedestrian footpaths, crossings, and the lighting that supports visibility and security for people walking in the area.

Your role as a Community Auditor

Active Observation: Pay close attention to any obstacles, unsafe areas, or places where lighting is insufficient. Your observations will help create a comprehensive picture of the current conditions.

Feedback and Suggestions: Share your thoughts on potential improvements and any specific concerns you may have.

Collaboration: Work together with other community members and the City's Strategic Planning and Place teams to ensure that all perspectives are considered and that the final recommendations in the William Street Planning Framework truly reflect the needs of our neighbourhood.

Staff Contact Numbers

Michael - 9273 6069
Satya - 6112 5861

Crime Prevention through Environmental Design

The Western Australian Planning Commission (WAPC) has released the *Safer by Design Guidelines* (Guidelines) to support the creation of well-designed built environments through the principles of 'Crime Prevention Through Environmental Design' (CPTED)

CPTED is the application of best practice principles and processes to the design of the built environment to minimise crime and fear of crime for enhanced community safety. The use of CPTED supports high quality design outcomes to create safer environments, and great places for community enjoyment.



Department of Planning,
Lands and Heritage



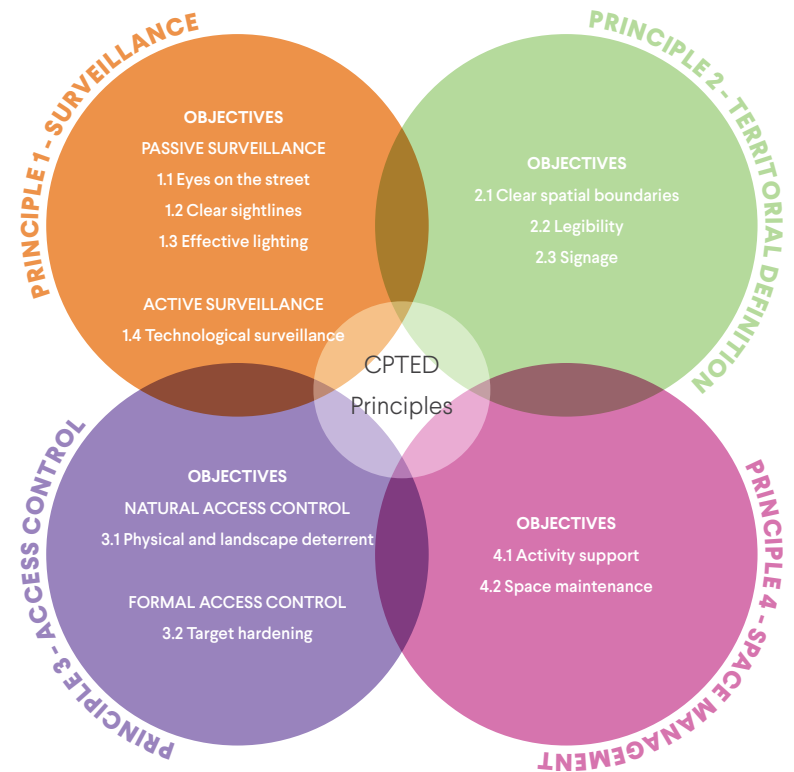
Safer Places by Design

Crime Prevention through Environmental Design
Planning Guidelines



What are the Principles of CPTED?

The Guidelines provide support for decision-making authorities, local government, proponents and designers to implement enabling CPTED principles to be integrated into design and assessment processes of new developments to manage crime risk.



Principle 1: Surveillance

Intent:

'To see and be seen'. The design of an environment should maximise the number of people using a space to encourage good passive surveillance. Effective surveillance can make crime targets less attractive.

Why?

Criminals do not want to be observed. An environment that feels overlooked, with physical features, activities and good passive surveillance, discourages crime and antisocial behaviour. Perceptions of safety and security for users also increases.

Design focus:

The built environment design should maximise opportunities for appropriate passive surveillance, with active surveillance measures (such as CCTV and security patrols) employed only where passive surveillance is not achievable or sufficient to prevent antisocial or criminal activity.

What to avoid:

Lack of lighting, Blank walls to streets and open space (i.e. solid fencing and roller shutters), footpaths/access ways without overlooking, concave building footprints which create concealed areas such as alcoves.



- Passive surveillance is facilitated by the balcony, alfresco and large, open windows. Range of uses extend hour of trading, co-locating pedestrians, cyclists and PT intensifies activity.
- Sightlines are maintained from buildings to public spaces
- Road, footpaths and entrapment spaces are well lit.

Principle 2: Territorial Definition

Intent

To provide clear demarcation between public and private space and encourage community ownership of public space.

Why?

People are inclined to protect their own space, be it as individuals or a community, and have a certain respect for the space of others. When people feel ownership over regularly used routes and public areas, they are more likely to recognise and challenge inappropriate behaviour.

Design focus

Approaches to territorial definition should be sensitively integrated to avoid creating spaces that are hostile, excluding or unwelcoming. Visual cues, like changes in level, vegetation, paving materials and low fences can assist by indicating a space's intended use while still being welcoming.

What to avoid

The creation of small, unusable areas that are difficult to maintain and susceptible to neglect. Isolated corners and spaces with poor levels of surveillance.



Photo 2.22 While visually appealing, this pathway may create spaces for concealment.



Photo 2.21 Fence design with sparse landscape and lowered courtyard may lead to a feeling of exposure for occupants.

Principle 3: Access Control

Intent:

Design for access control should attract people and vehicles to some places and restrict them from others.

Why?

Access control reduces the opportunity for crime, increases the effort needed to commit crime, and makes inappropriate access obvious to surrounding 'eyes on the street'.

Design focus:

The built environment should maximise opportunity for natural access control, with formal access control measures employed where natural control is unachievable or insufficient to prevent anti-social or criminal activity

What to avoid:

Obscuring sightlines and natural surveillance, blocking surveillance with walls and fence

Principle 4: Space Management

Intent

Public places should appear owned and well-cared for. Effective management and regular maintenance are necessary to ensure the continued use of spaces for their intended purpose. The presence of people improves surveillance and perceptions of safety.

Why?

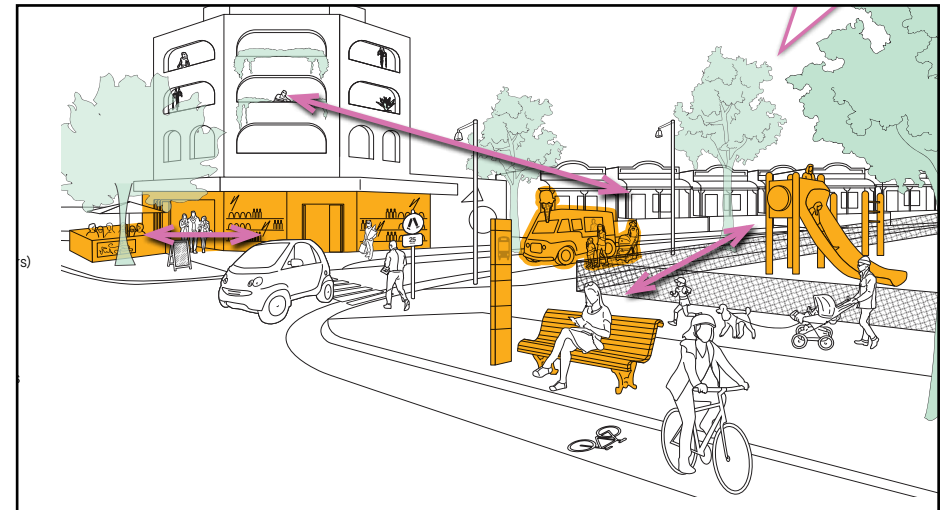
Well-maintained public spaces improve our perception of safety and supports our desire to spend time in these places, sustaining appropriate activity. People often feel comfortable in and more likely to visit, places which feel owned and cared for.

Design focus

A built environment response should include robust materials and finishes to minimise servicing and maintenance. Complementary users should be co-located, such as a park and playground near homes and transport routes. Ground floor activity should be encouraged.

What to avoid

Conflicting uses or activities such as a liquor store adjacent to a playground,
Blank walls that may attract graffiti.



PLACE: TU DO PARK

QUALITATIVE AUDIT

How does the place make you feel?

Accessibility
Visibility
Activity
General Comments

QUANTITATIVE AUDIT

How well have the following elements been provided for?

Street lighting			
Ambient lighting			
Pedestrian clearway			
Footpath quality			
Crossings			
Shelter			
Other elements			

PLACE: LINDSAY STREET/ ROBINSON AVENUE INTERSECTION

QUALITATIVE AUDIT

How does the place make you feel?

Accessibility
Visibility
Activity
General Comments

QUANTITATIVE AUDIT

How well have the following elements been provided for?

Street lighting			
Ambient lighting			
Pedestrian clearway			
Footpath quality			
Crossings			
Shelter			
Other elements			

PLACE: LITTLE PARRY LANE/MONEY STREET INTERSECTION

QUALITATIVE AUDIT

How does the place make you feel?

Accessibility
Visibility
Activity
General Comments

QUANTITATIVE AUDIT

How well have the following elements been provided for?

Street lighting			
Ambient lighting			
Pedestrian clearway			
Footpath quality			
Crossings			
Shelter			
Other elements			

PLACE: WASHING LANE

QUALITATIVE AUDIT

How does the place make you feel?

Accessibility
Visibility
Activity
General Comments

QUANTITATIVE AUDIT

How well have the following elements been provided for?

Street lighting			
Ambient lighting			
Pedestrian clearway			
Footpath quality			
Crossings			
Shelter			
Other elements			

PLACE: FORBES LANE/NEWCASTLE STREET INTERSECTION

QUALITATIVE AUDIT

How does the place make you feel?

Accessibility
Visibility
Activity
General Comments

QUANTITATIVE AUDIT

How well have the following elements been provided for?

Street lighting			
Ambient lighting			
Pedestrian clearway			
Footpath quality			
Crossings			
Shelter			
Other elements			

PLACE: FORBES ROAD/BROOKMAN STREET INTERSECTION

QUALITATIVE AUDIT

How does the place make you feel?

Accessibility
Visibility
Activity
General Comments

QUANTITATIVE AUDIT

How well have the following elements been provided for?

Street lighting			
Ambient lighting			
Pedestrian clearway			
Footpath quality			
Crossings			
Shelter			
Other elements			

PLACE: WILLIAM STREET/MONGER STREET INTERSECTION

QUALITATIVE AUDIT

How does the place make you feel?

Accessibility
Visibility
Activity
General Comments

QUANTITATIVE AUDIT

How well have the following elements been provided for?

Street lighting			
Ambient lighting			
Pedestrian clearway			
Footpath quality			
Crossings			
Shelter			
Other elements			

PLACE: MID BLOCK LAKE STREET

QUALITATIVE AUDIT

How does the place make you feel?

Accessibility
Visibility
Activity
General Comments

QUANTITATIVE AUDIT

How well have the following elements been provided for?

Street lighting			
Ambient lighting			
Pedestrian clearway			
Footpath quality			
Crossings			
Shelter			
Other elements			

PLACE: MID BLOCK BRISBANE STREET (GOLDEN CHOICE)

QUALITATIVE AUDIT

How does the place make you feel?

Accessibility
Visibility
Activity
General Comments

QUANTITATIVE AUDIT

How well have the following elements been provided for?

Street lighting			
Ambient lighting			
Pedestrian clearway			
Footpath quality			
Crossings			
Shelter			
Other elements			

PLACE: WILLIAM STREET/BRISBANE STREET INTERSECTION

QUALITATIVE AUDIT

How does the place make you feel?

Accessibility
Visibility
Activity
General Comments

QUANTITATIVE AUDIT

How well have the following elements been provided for?

Street lighting			
Ambient lighting			
Pedestrian clearway			
Footpath quality			
Crossings			
Shelter			
Other elements			

Appendix G:
Pedestrian
Safety and
Lighting Audit
Booklet Results

William Street Pedestrian Safety and Lighting Audit - Quantitative Audit							
		Comments					
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6
Tu Do Park	Street lighting						
	Ambient Lighting						
	Pedestrian Clearway						
	Footpath Quality						
	Crossings						
	Shelter						
	Other Elements	crossing not aligned with bus stop, too far from William?	Bus stop needs more lighting	William Street side of the park is well lit, the remainder is dark	No crossing point from Ruth over William	I like the different level of lighting e.g. street lights plus footpath lights. It may be nice for the big fig tree to be uplift to create more character but it also gets a lot more darker to the southern end of the park (due to the tree canopy). Recommendation - continue the footpath lights down south, further past the bus stop to help with visibility for people walking to the bus	
Mid Block Brisbane Street	Street lighting						
	Ambient Lighting						
	Pedestrian Clearway						
	Footpath Quality						
	Crossings						
	Shelter						
	Other Elements				Graffiti and empty, trashed lots make the area feel unsafe and unpleasant. The street feels messy (streetlights colour/design not consistent, bent poles, temporary fencing)	some businesses provide their own light which is greater - explore incentives to encourage this further (BEGs) footpaths are fairly ide crossing road - might be hard to see around perpendicular bays but also slows cars down	Two street lights are out

Green = Good, Orange = Neutral, Red = Negative

William Street Pedestrian Safety and Lighting Audit - Quantitative Audit							
		Comments					
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6
						shelter - more canopy coverage in general than other streets but less awnings	
William Street/Brisbane Street	Street lighting						
	Ambient Lighting						
	Pedestrian Clearway						
	Footpath Quality						
	Crossings						
	Shelter						
	Other Elements				Love the outdoor seating and parklets		
Mid Block Lake Street	Street lighting						
	Ambient Lighting						
	Pedestrian Clearway						
	Footpath Quality						
	Crossings						
	Shelter						
	Other Elements			Dark areas are along Lake	Quality and character of the houses along the street makes this pleasant to walk down. Pinch points slow cars down and makes the road quieter/safer The build out could be designed to be more interesting/useable for other purposes like art/seating	On Robertson I would be more likely to walk down the centre of the road because of the parallel cars creating concealed spots. The road is pretty well lit though The multi storey residential building with balconies to the street makes it feel like there is more of a chance for passive surveillance	
F or	Street lighting						

Green = Good, Orange = Neutral, Red = Negative

William Street Pedestrian Safety and Lighting Audit - Quantitative Audit							
		Comments					
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6
	Ambient Lighting						
	Pedestrian Clearway						
	Footpath Quality						
	Crossings						
	Shelter						
	Other Elements			feels reasonably safe	Heritage area could be better introduced and celebrated Cant event tell that Forbes lanes goes through to Newcastle Street and can be used (lack of signage). Forbes Lane is quit fast, footpath width and quality is poor and cleaning is bad		
Forbes Lane/Newcastle Street	Street lighting					Did not fill out	
	Ambient Lighting						
	Pedestrian Clearway						
	Footpath Quality						
	Crossings						
	Shelter						
	Other Elements	Footpath needs to be repaired	Critical access point should sites get developed	Forbes footpath is narrow and not safe	very unpleasant to walk down on a hot or rainy day - long stretch of no shelter along the car lots		Crumbling pathway, pedestrian ramp/lamp also sucks unused verge garden plots sip quite a bit and creates a ditch
Washing Lane	Street lighting					Did not fill out.	
	Ambient Lighting						
	Pedestrian Clearway						
	Footpath Quality						

Green = Good, Orange = Neutral, Red = Negative

William Street Pedestrian Safety and Lighting Audit - Quantitative Audit							
		Comments					
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6
	Crossings						
	Shelter						
	Other Elements	Replicate this across the centre	Mall opening coming soon (new bollards)		Really nice, clean, active lane that could have even more potential if closed to cars Good example of what other lanes could be like		
Little Parry Lane/Money Street	Street lighting					Did not fill out	
	Ambient Lighting						
	Pedestrian Clearway						
	Footpath Quality						
	Crossings				N/A		
	Shelter						
	Other Elements		Money street: a most charming street, iconic, needs more lighting (esp. west)	Laneway has a number of alcoves - safety issue			
Lindsay Street/Robinson Avenue	Street lighting					Did not fill out	
	Ambient Lighting						
	Pedestrian Clearway						
	Footpath Quality						
	Crossings				N/A		
	Shelter						
	Other Elements			Trees block the street lighting	Feels like a random back of house, unused street corner		
William Street/Monger	Street lighting	Did not fill out				Did not fill out	
	Ambient Lighting						
	Pedestrian Clearway						
	Footpath Quality						

Green = Good, Orange = Neutral, Red = Negative

William Street Pedestrian Safety and Lighting Audit - Quantitative Audit							
		Comments					
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6
	Crossings						
	Shelter						
	Other Elements		Better lighting outcomes for pedestrians needs to be considered	Vacant block and pacing in front is not well lit			

William Street Pedestrian Lighting and Safety Audit Qualitative Audit							
		Comments					
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6
Tu Do Park	Accessibility	Reasonable, concern over entry from William Street	Too dark	Good	Can't cross from Wade Street onto footpath of park is on wheels (no curb break)	None of the footpaths in Tu Do appear to have a step up which is good	Going from the end of Wade St onto Brisbane Street is hard. More visible, open pathways would make the place feel more inviting
	Visibility	Good	Low visibility	Other than the portion along William, the park is dark	Seems well lit but doesn't feel that way	Lots of eyes on the street from cars, bikes and people walking south to the bus stop along William. This may change once public transport stops	The lightning that is here is harsh
	Activity	Plenty of Road Traffic	too dark for night activity or gatherings	easy to navigate	always feels empty and as such unsafe	a few aggressively yelling people on bikes passing through the space a lot less commercial activity than other spaces	I would not come here
	General Comments		where are the two flags needs LED flood lighting		Feels like a missed opportunity at end of wade street speed of traffic on William and nearby graffiti covered buildings gives the place a bad vibe/unpleasant space to linger art sculpture is a weird bulk mass at night	Former northbridge motors closed down makes the area feel a little unsafe. However, the chain fence does help to not create an enclosed space, rather than a solid fence	If the path from Brisbane to the corner of wade and ruth was well lit, I would walk/skate down the street more often
Mid-block Brisbane Street	Accessibility	Good	Good	uneven paving and kerbs Open Street Low speed traffic	no comment	not too many obstructions on the footpath which is good quite visible with the bright streetlights and quite a lot of cars/pedestrians	pretty happy with the accessibility of the street
	Visibility	Depends on time of day	Good	Good lighting	Streetlights out to the east of Golden Choice Streetlights above golden choice are very bright and glaring	lots of people using the grocers most of residential fences are transparent for over a metre	lighting on the north side of the street is worse and gives a hostile vibe

William Street Pedestrian Lighting and Safety Audit Qualitative Audit							
		Comments					
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6
	Activity	Depending on time of day, very busy	Golden Choice has been key to activity in this section.	some pedestrian activity	golden choice activates the space lots of abandoned, fenced off lots make the area not as pleasant as it could be - unsafe felling	the streetlights are brighter above the grocers than the orange lighting which helps with the context	I come here during the day for golden choice
	General Comments	Footpath needs repairs	Park and pedestrian strategy are needed to make the area safer and pedestrian friendly - 'shared street'	Generally, feels safe there is homeless activity around vacant lots	zebra crossings and speed bumps slow traffic somewhat, but still quite a lot of cars and they seem to be going pretty fast		empty lots give of an unsafe vibe. Worst part of the street. The tagging is also quite ugly
Mid-block Lake Street	Accessibility	Mixed bag, extremely difficult to crossroad	Just ok	Good paving	Good, I detour to use this as a path to skate to work in the City, because the path quality is good, and the streets are smooth, relatively fewer cars and slower	Footpaths are quite wide and flat	Great road and side streets to walk and run down. The pathways are easy to skate, I often go out of my way to skate/drive down lake street
	Visibility	depends on time of day	Ok	good lighting	good, wide and uncluttered	the street itself doesn't have many concealment spots and there is good territorial definition	cafes, 7 grams, social runs
	Activity	depends on time of day, dead spot between lake and Robinson	Not many people (primarily residential)	traffic low and slow	7 grams brings good activity to a portion of the street	Less activity is an outcome of a residential street	
	General Comments		Footpath needs more lighting				
William Street/Brisbane Street	Accessibility	Good	Good	Ok	no comment		easy to walk/skate lots of pallet seating
	Visibility	Poor to just ok	Good	Lighting is good	Lighting could be less harsh/white		fantastic
	Activity	shops close earlier in this section	Great	faster traffic	Outdoor dining makes this a vibrant area. Especially the wine bars have really good connection with the street and make sit feel active and safe		would be nice if there were festoon lights or art to make the place more inviting (great already, but could be better)

William Street Pedestrian Lighting and Safety Audit Qualitative Audit							
		Comments					
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6
	General Comments	trees significantly impacting lighting levels	Well lit				
Forbes Road/Brookman Street Intersection	Accessibility	Reasonable	good	Good due to wide foot path	no comment		no comment
	Visibility	Needs more street lighting	Lighting too dim	low lighting but ok	the curve in the road makes it feel dangerous to skate/ride down (sightlines are poor) around the bend		the blind corner is a bit scary and it's hard to tell where I am/where to go
	Activity	Depends on time of day	A thoroughfare feels, new businesses fronting the street would help	active street, lots of traffic	feels deserted and empty except for occasional cars	Almost no activity beside cars - people either know the area or are directed there by google maps	
	General Comments	Forbes Lanes needs to be more pedestrian friendly	feels like a meeting point of zoning boundaries		Chain-link fence and back of house area for commercial property gives it an unpleasant/unsafe feeling	the road looks like it is a dead end or a private road. A great example of a lack of territorial definition	coming from William Street I am drawn to the car yad as the lights direct me that way. The fencing is start though and makes me feel trapped
Forbes Lane/Newcastle Street Intersection	Accessibility	Footpath too narrow	Poor	Good	Pedestrian crossing difficult - official crossing is too far apart, busy road with cars going fast		
	Visibility	Good	Good	Good, along Newcastle, poor along Forbes	Well lit		
	Activity	Fairly busy	Low	Newcastle is busy with traffic; Forbes is used as a rat run	Car lot not a pleasant use of space for a pedestrian/retail/dining area		
	General Comments	Road needs to be widened	Currently used as a 'connector'	feels safe			
Washing Lane	Accessibility	Excellent	Great	Good. Low traffic, which is slow, surveillance is good	great, safe footpath and road		fantastic, I like to walk down the middle
	Visibility	Excellent	Very good	Commercial and active	no comment		fantastic, a good mix of ambient and street lighting
	Activity	Excellent	people dining and walking	no comment	open small trees and well lit outdoor seating late at night dining makes it feel very safe		fun cafes

William Street Pedestrian Lighting and Safety Audit Qualitative Audit							
		Comments					
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6
Little Parry Lane and Money Street	General Comments	Excellent	becoming iconic		Would be really nice if totally closed off to cars and make it into a pedestrian activity space		I would love if this street was made pedestrian only
	Accessibility	It is ok	Good	Good	no comment		vans between money and William obstruct the pathway
	Visibility	A lot of dark areas	Trees obscure street lighting on Money Street	Good lighting along the lane Money Stret lighting poor and obstructed by trees Light from 14 Money is goo	lanes do not feel like they encourage eyes on the street for safety		lighting is ok but cold
	Activity	Reasonable	People are present on the street due to residential development, but still too dark on the western side (no lighting)	Lots of pedestrian activity, short term parking, people coming and going	no comment		
	General Comments			West side of money is very dark	The lane feels very back of house, graffiti		festoon lights would make the place seem less shabby
Lindsay & Robinson Avenue	Accessibility	Ok	Too dark	Ok	no comment		Nice enough some overgrown hedges blocking the path
	Visibility	Poor Visibility, needs improved lighting	Relatively low	Insufficient lighting	no comment		very clear, not an interesting spot, the streets branching off from here have more relaxed lightning
	Activity	Mixed, needs to improve lighting on the commercial (west) side	Not inviting	Doesn't feel safe	no pedestrian activity just occasional cars very back of house		none
	General Comments	Needs to be improved without losing canopy	Needs LED lighting	Dark			hard to way find from here
Corner of William Street and Monger	Accessibility	uneven paving	good	Pavement poor due to tree roots	Needs more zebra crossings across William - people have to jaywalk because the official crossing son Brisbane and Newcastle are too far apart.		at least one pedestrian crossing is needed

William Street Pedestrian Lighting and Safety Audit Qualitative Audit							
		Comments					
		Booklet 1	Booklet 2	Booklet 3	Booklet 4	Booklet 5	Booklet 6
	Visibility	Mixed, quiet spots near vacant site	poor to just ok	lighting ok at intersection, dark spots along William	no comment		the parked cars make it hard to tell when it is safe to cross the road
	Activity	mixed, busy during the day. Can be quiet at night	shops closer earlier int this section	high car and pedestrian traffic	lots of activity during the day and early evening, but empty at night and feels unsafe		grocery shopping and dinner - fun and lively
	General Comments		trees significantly impacting lighting levels	feels reasonably safe but some dodgy spots	lots of graffiti, empty lots, trash build up and huge puddles (lack of drainage) detract from the potential of this street as a great/vibrant retail/dining hub		the vacant lots are not great