



TOWN OF
VICTORIA PARK

Burswood South

Draft Streetscape Improvement Plan

OCTOBER, 2021

ASPECT Studios



HATCH | RobertsDay

Context

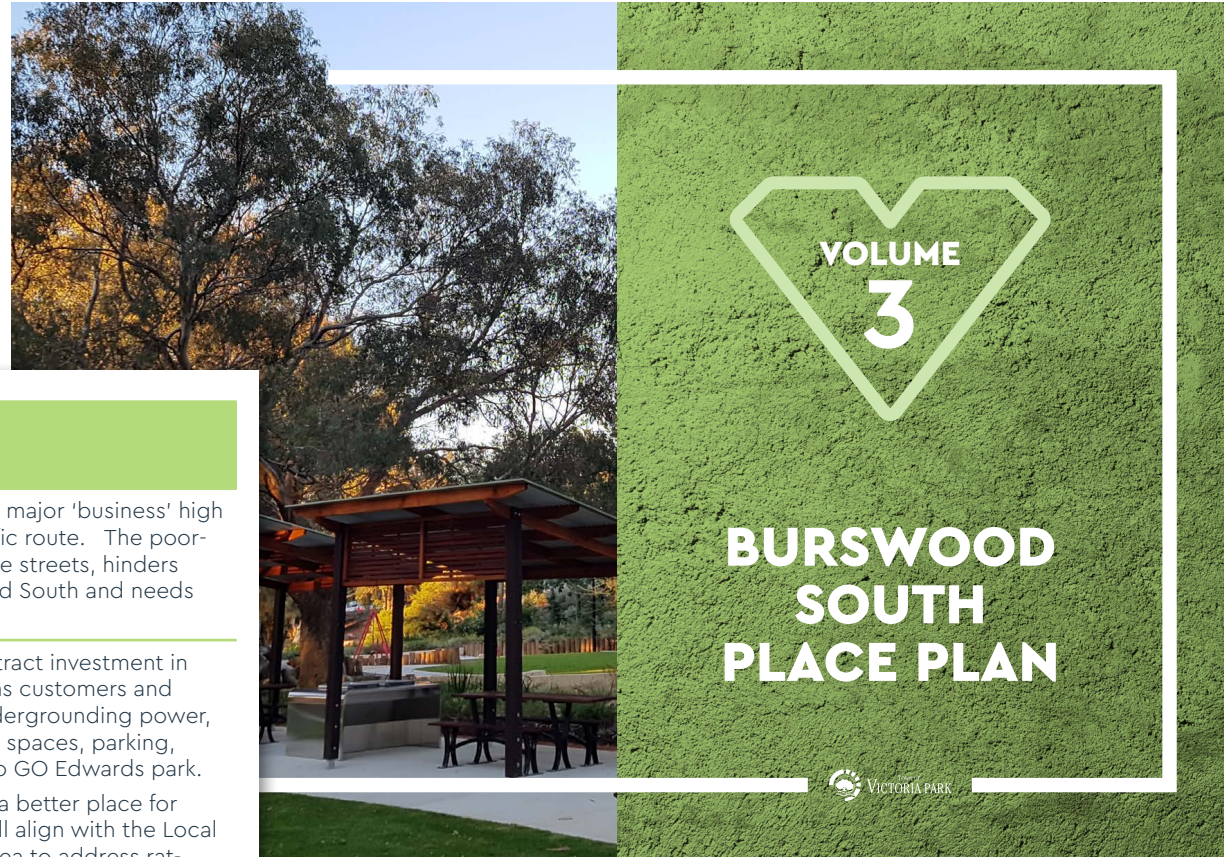
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Context

Project Mandate

Place Plan (adopted by Council 2020):

- Action 3.3 – Prepare and implement a Streetscape Improvement Plan for Teddington and Burswood Roads.
- Project scope expanded to all streets (2km length same as Archer St. streetscape plan).



Action 3.03

Streetscape Plan For Burswood and Teddington Roads



Burswood and Teddington Roads have the potential to form a major 'business' high street in the Town, but currently function mostly as a thru-traffic route. The poor-quality environment, parking and traffic access issues from side streets, hinders the attraction of investment in the redevelopment of Burswood South and needs addressing.



There is a need to rejuvenate this important streetscape to attract investment in redevelopment and attract more people to Burswood South as customers and residents. The Streetscape Improvement Plan will address undergrounding power, greening and shading, creating people-friendly footpaths and spaces, parking, vehicle access from side streets and people access through to GO Edwards park.

The Plan will create a better identity for Burswood South and a better place for business and people, while managing thru traffic. The Plan will align with the Local Area Traffic Management Plan being prepared for the wider area to address rat-running and access to Burswood Road.



Prepare and implement a Streetscape Improvement Plan for Teddington and Burswood Roads.



R1 R2 T2 

Project Area



Project Objectives

The objectives of the Streetscape Improvement Plan are:

- To rejuvenate and rebrand the image and character of the area as a highly desirable inner-city precinct for living and doing business.
- Provide for an attractive, safe and comfortable public realm, re-balancing priorities towards pedestrian accessibility and experience over through and circulating vehicles.
- To ensure streets contribute to a more sustainable and resilient urban environment (eg. mitigate heat island, better stormwater management, encourage walking and cycling).
- To ensure public investment is proportional to the economic and social value of the place, within the Town's capacity to fund and an incentive to private investment.

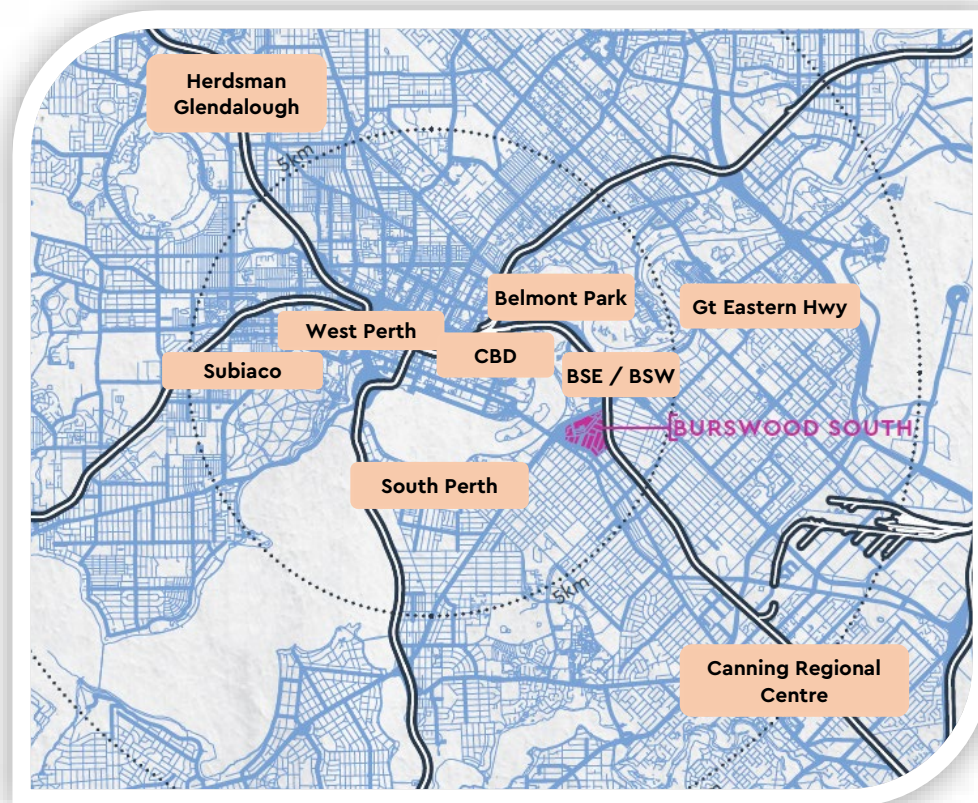


Strategic Context

The Burswood South is located within a competitive ring of existing and proposed inner city commercial areas on the doorstep of the Perth CBD. Burswood South has some advantage given proximity to the Perth airport, access to the regional road network and Welshpool-Kewdale industrial area.

While the key purpose of the streetscape plan is to rectify existing issues, provide a fit-for-purpose public realm and stimulate private investment, the streetscape plan also provides an opportunity for implementation of the Town's strategic goals (expressed through Informing Strategies):

- **Urban Forest Strategy** – contribute to biodiversity and mitigate urban island affect through street trees and native garden beds.
- **Environment Plan / Climate Emergency Plan / Stormwater Management Plan** – address groundwater and surface run off water quality and provide for aquifer recharge through water sensitive urban design (filtration / rain gardens).
- **Economic Development Plan** – attract knowledge-based jobs that add to the diversity of local employment options, attract inward investment and have multiplier effects through the local economy.
- **Transport Strategy** – create a healthy, safe, accessible and liveable place by re-dressing the balance between cars and active transit modes.



Planning Framework

- Current zone "Office/Residential".
- Current floorspace – 88,000 sqm 'mixed' business, 50% size of Albany Hwy.
- Current Local Planning Policy 22 :
 - heights generally 2–6 storeys
 - 6 sites @ 18 storeys
 - 2 sites @ 12 storeys
 - anticipates 2,300 residents + 3000 jobs
- commercial activation ground floor + building / parking design
- Draft Local Planning Strategy – recommends a review of the planning framework (ie. update LPP22) in the medium term (3–4 years)



Diagram of full development as per Local Planning Policy 22

Issues – Opportunity Survey

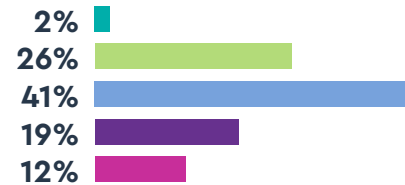
Survey open in March, 2021.

450 flyers distributed to business/workers, landowners and residents + social media.

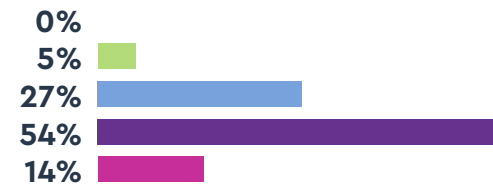
58 responses received.

Satisfaction Ratings (% total scores)

GENERAL QUALITY OF STREETS



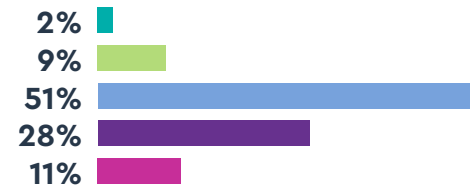
CYCLING ENVIRONMENT



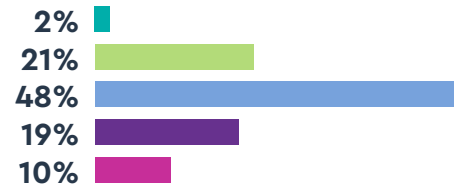
PARKING AVAILABLE



WALKING ENVIRONMENT



DRIVING ENVIRONMENT



● Excellent ● Good ● Just Okay ● Poor ● Very Poor

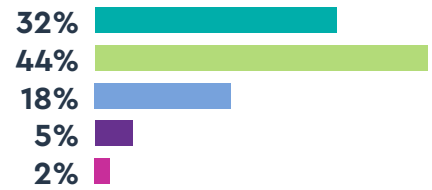
Notes

- high level of dissatisfaction with the quality of streets across the board.
- dissatisfaction with parking is not reflected parking occupancy survey (2017) which found of average occupancy of 22%, 45% in peak times.
- dissatisfaction with driving environment reflected in high % of qualitative comments received about recent changes to road network (Craig St) and side street access from residential areas/rat running.
- dissatisfaction with cycling environment was not repeated in qualitative comments.
- dissatisfaction with walking environment reflected in high % of qualitative comments received about ped crossing safety, comfort/amenity.

Issues – Opportunity Survey

Perception of Safety

FEEL SAFE DURING THE DAY



FEEL SAFE DURING THE NIGHT



● Strongly Agree ● Somewhat Agree ● Neutral ● Somewhat disagree ● Strongly disagree

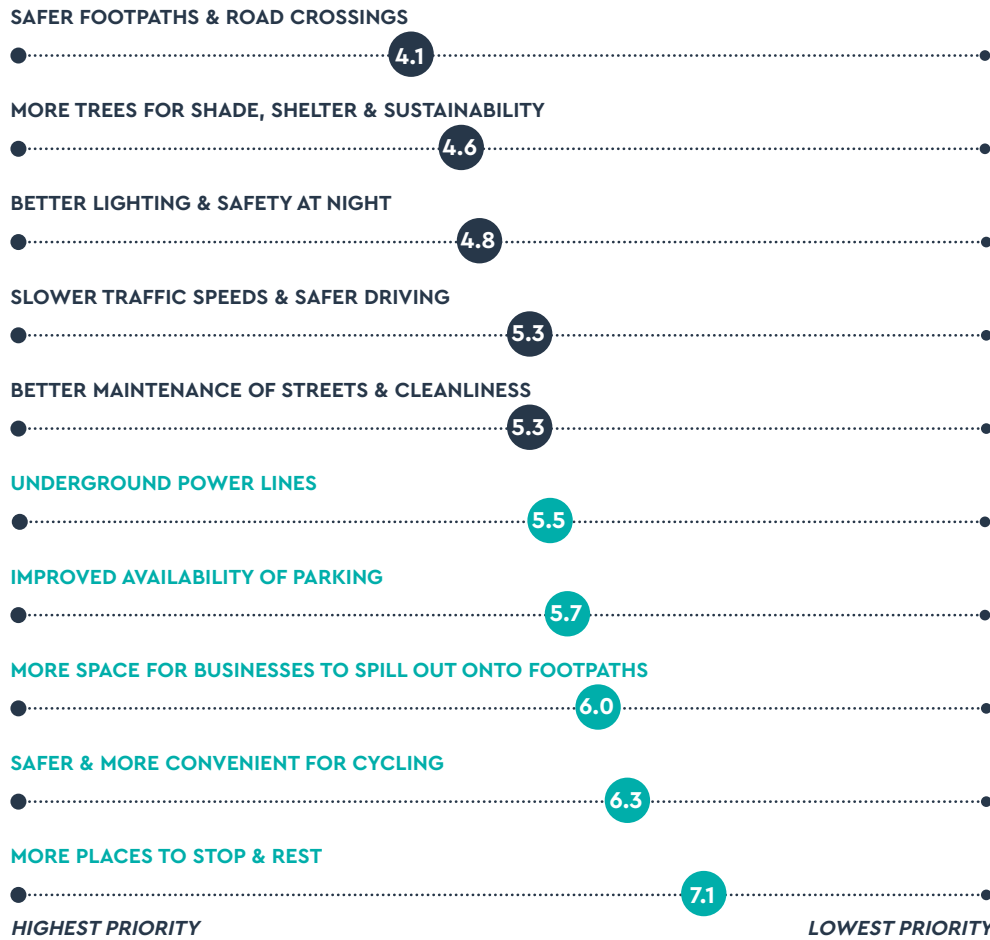
Notes

- 69% people feel unsafe at night.
- 24% people are neutral or disagree with feeling safe during the day, and 44% "somewhat agree". Could this be due to poor pedestrian-vehicle conflicts, road access issues from side streets?

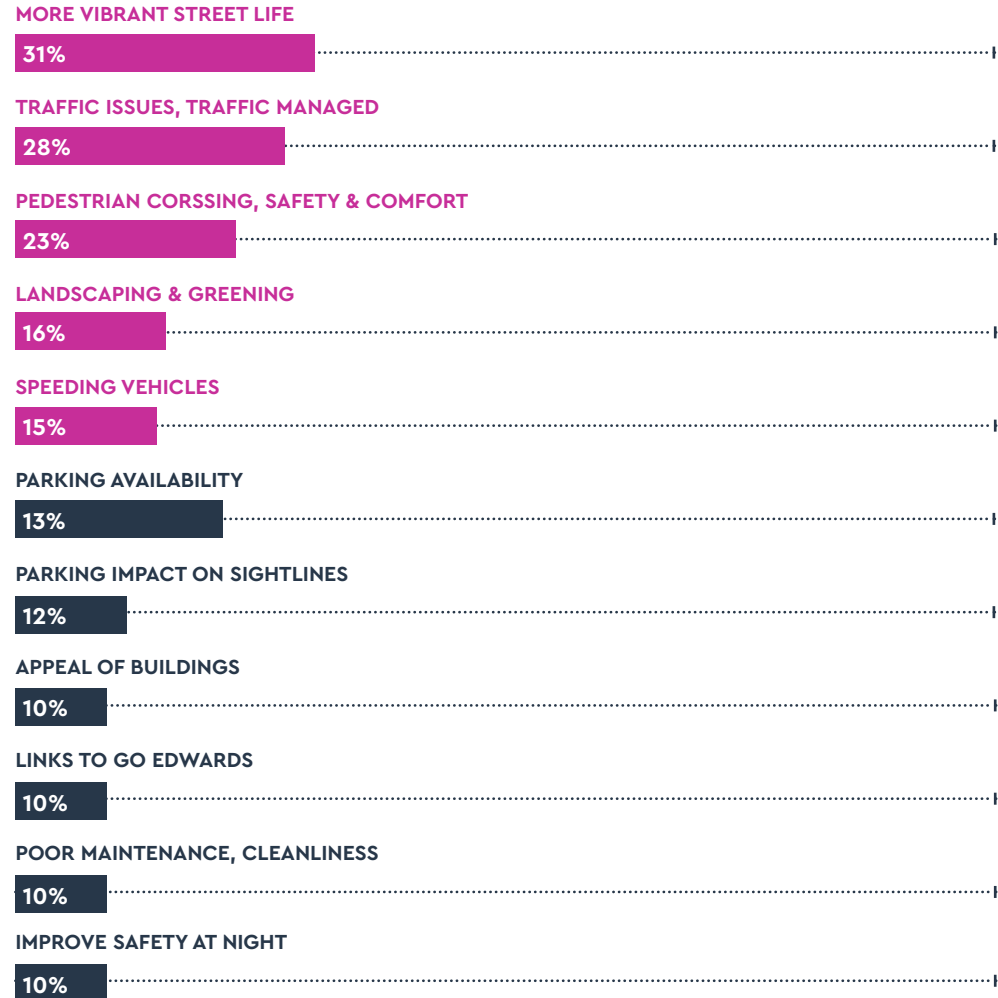
Issues – Opportunity Survey

Street Improvement Priorities (set options)

AVERAGE RANK 1-10



Issues / Aspirations (open ended)



Issues – Opportunity Survey

I think Burswood South would be a better place if the streets...

... "had distinctive streetscape that included parklets with seats, shade, sculptures, bins etc, it could become an interesting boulevard for urban art."

... "were safer, better night lighting on Hawthorne Place."

... "had less traffic and more control over speeding vehicles, more parking"

... "had underground power. verges kept mowed and clean."

... "had a few cafes, and retail options, without having to go to Albany Highway or Crown, more friendly and vibrant, with more cafes and shopfronts."

... "were well lit up and had more activity occurring in day and night, connected to the park properly."

... "were treated to a higher standard with new underground power and lighting, new footpath and road pavements and street trees in the footpath area for shade and also in the middle of the roads to create an avenue effect."

... "were seen as an extension of Albany Hwy, rather than a passage between it and Great Eastern Hwy."

(Sample of responses)

What other street improvement are needed...

- ... "its really difficult for my kids to cross Burswood Rd with their grandparents to go to park. Burswood Rd also has a lot of blind corners due to all the parked cars. Would love more vibrancy in businesses too."
- ... "I regularly access Burswood road from Harvey street. It is a traffic nightmare, there are too many cars travelling along Burswood road, and parking can make access dangerous, and it is usually a significant wait. Many many cars use Rushton street and Harvey street as an access from Shepperton Road to Great Eastern highway, and visa versa."
- ... "need to beautify area with appropriate plants, paving fixtures etc. which increase the visual appeal. Verges in some areas in particular are an eyesore. All of this needs to be maintained regularly."
- ... "put in disabled but NOT on private property – this should be a council responsibility!"
- ... "and unsafe. I wouldn't walk there at night. My street is a 10min walk to the train station and we get a lot of break ins and have had our cars stolen. I'd love more safety measures."
- ... "underground power and remove trees and replace with ones which don't make such a mess, it is a nightmare to keep business environment clean."
- ... "we need to see a big tidy up, nice landscaping & some shady trees."
- ... "median island installation along Teddington/Burswood Roads with extensive tree planting on islands to create a canopy of shade along these stretches of roads and provide crossing places for pedestrians (think Subiaco Centro Avenue). .Provide a better link to the parkland area and create a reason for people to visit this park (ie cafe on the lake area). Installation of play equipment at the Hawthorne Place end of the park area as car parking is already in place. "
- ... "rezoning of commercial properties to have more cafe, brewery, restaurants. And linked to the park. Possibly pedestrianise some sections."
- ... "general tidy up of some visible buildings."
- ... "as more and more businesses move into the area, we need a lot more temporary parking for our customers/ clients as well as long term parking for employees. The development of Burswood Peninsula has some similarities to Docklands Development in Melbourne. My hope is that we create a balance between inviting businesses into the area whilst keeping it attractive for families through parks, and activities."

(Sample of responses)

Site Analysis

Movement

DRIVING



- Burswood Road District Distributor B. Wide vehicle carriageways.
- Functions as through-road given restrictions from Shepperton to Great Eastern Hwy and no-right turn Craig St to GEH.
- Must accommodate larger vehicles servicing businesses.
- Range of on-street parking with varying time limits.
- Council carpark on Hawthorne, under-utilised.

PUBLIC TRANSPORT



- Range of public transport modes within reasonable walking distance.
- Bus routes along Craig and Asquith Streets, Shepperton Road.

Movement

CYCLING



- Proximity to regional cycle network along Great Eastern Highway for access to Burswood Peninsula, Swan River and beyond.
- Burswood Road barrier for adjoining residential cyclists.
- No dedicated on-street bike parking facilities, likely low number end-trip facilities in older buildings.
- Constrained road space for on-road cycling lanes.

WALKING



- Footpaths on every street. No seating, except for cafes.
- Lots of driveway crossovers make footpaths unsafe and nuisance. Fair degree of cracking to edges of paths.
- No priority given to pedestrians other than 1 crossing on Burswood Road. Traffic speed and constant volume creates crossing issues.
- Lack of shade / patchy shade along all streets. Noisy.
- Network of rear laneways provide additional access although unwelcoming.

Night Audit



Low lighting levels, concentrated in sections, 4 lights not working



Burswood Rd reasonable, some businesses add to lighting and sense of activity



Very poor lighting directly off main road

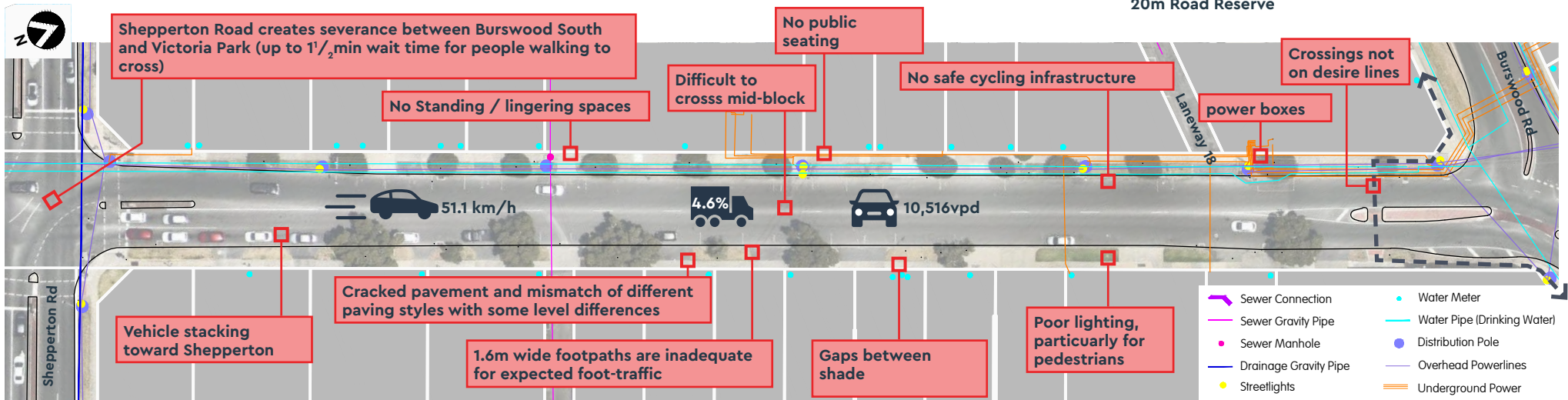
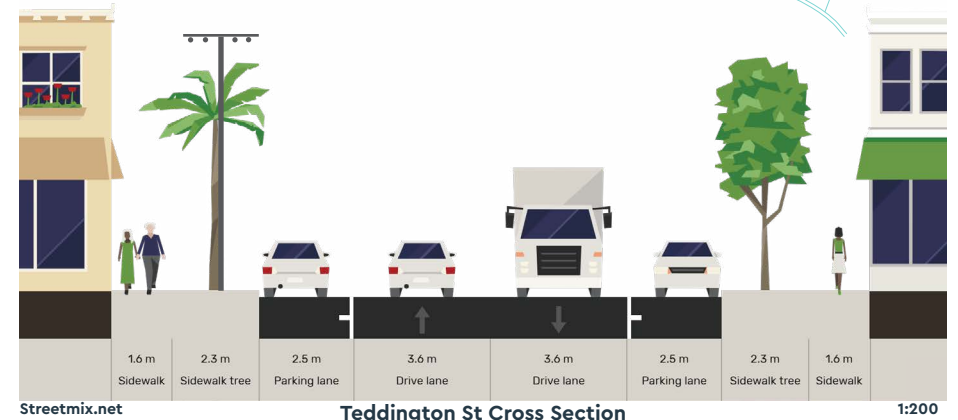


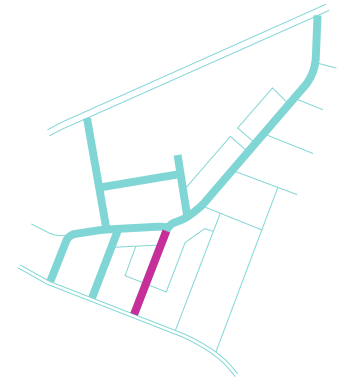
SITE ANALYSIS

Teddington Road

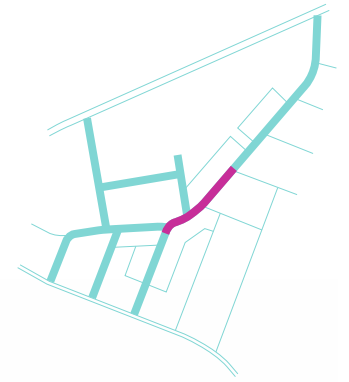
Positives

- No major interruptions to footpaths for 200m+
- Eclectic mix of uses
- Potential gateway / connection to Albany Hwy to the south-west.
- Separation of pedestrians from moving traffic.



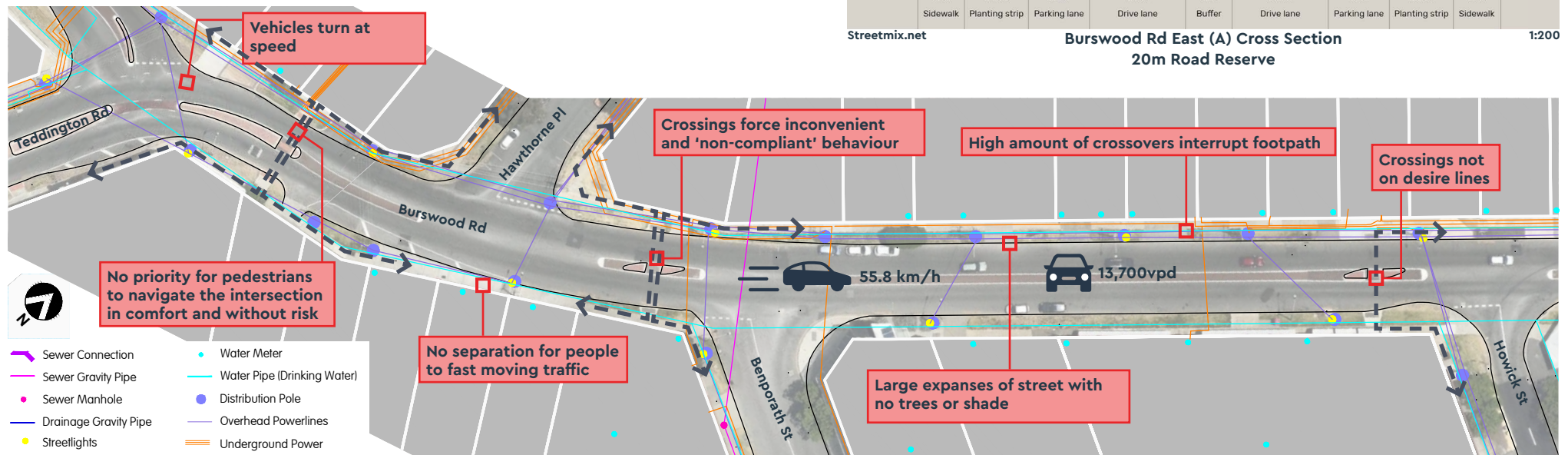
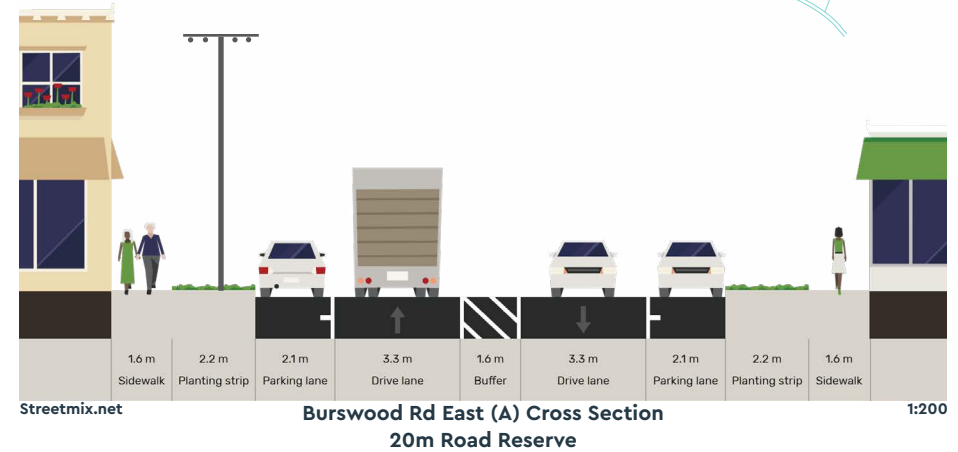


Burswood Road (East of Teddington A)

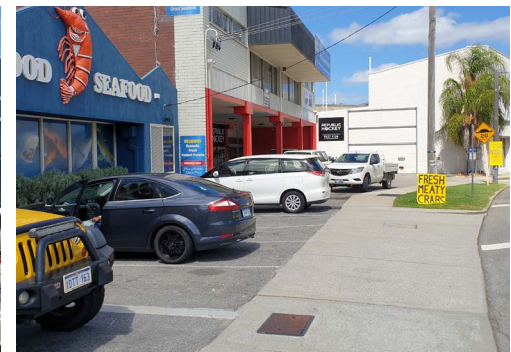
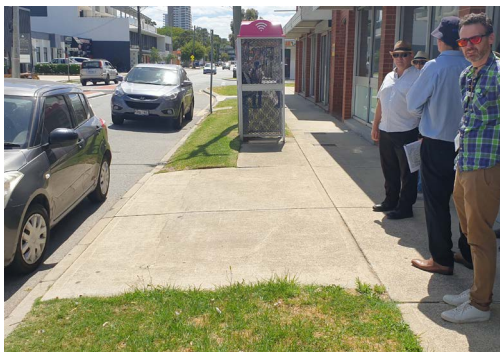
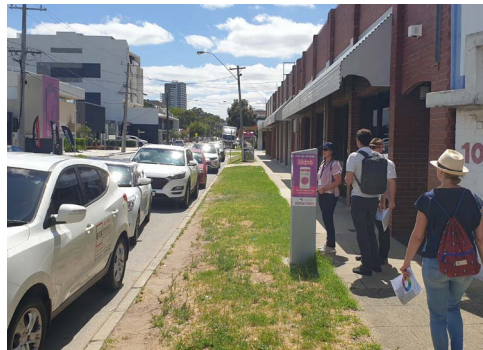
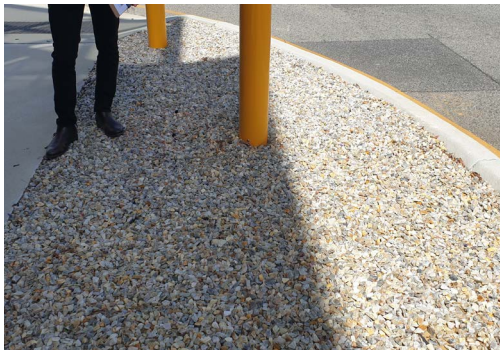
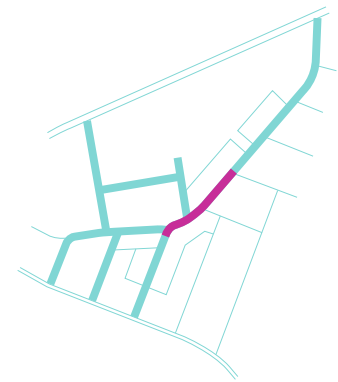


Positives

- Eclectic mix of uses
- New Mixed-Use building (development investment)
- Existing frontages enclose street, including older buildings – setbacks are urban.
- Median pedestrian crossing refuge.



SITE ANALYSIS

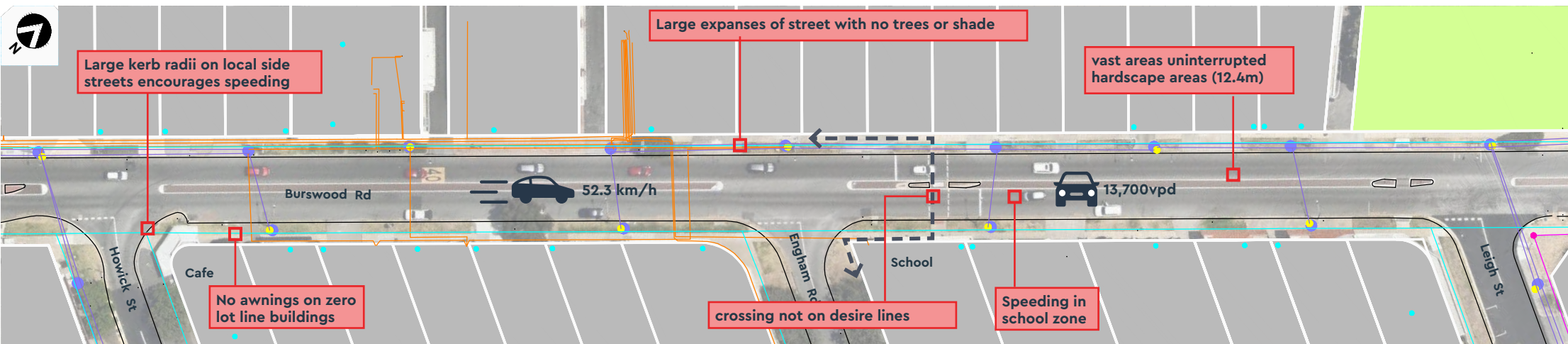
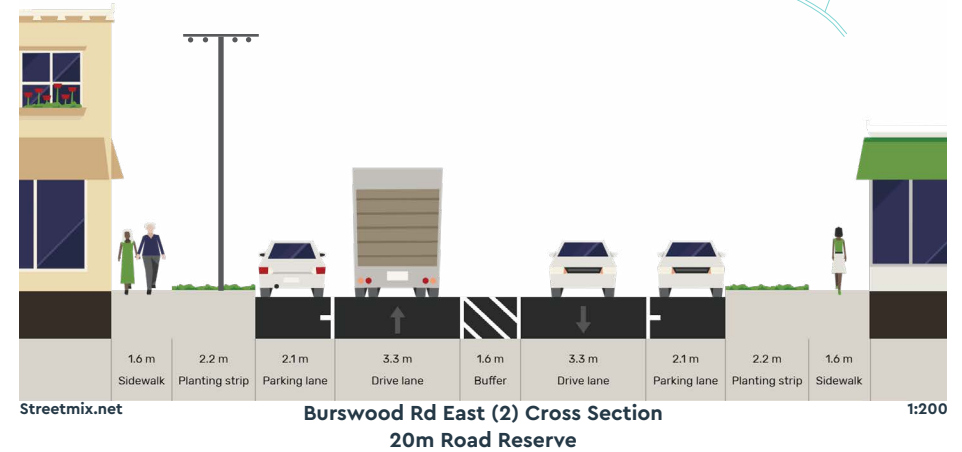


Burswood Road (East of Teddington B)

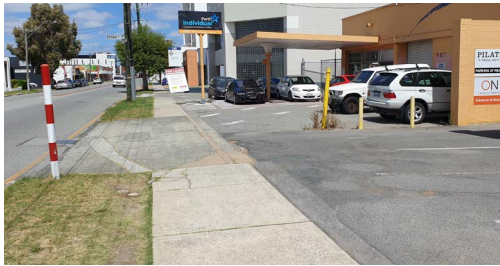
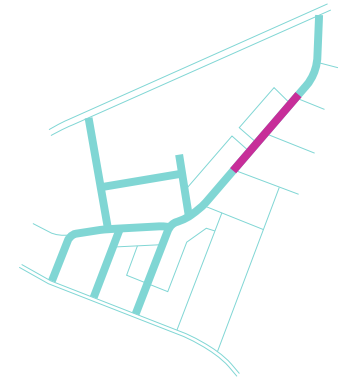


Positives

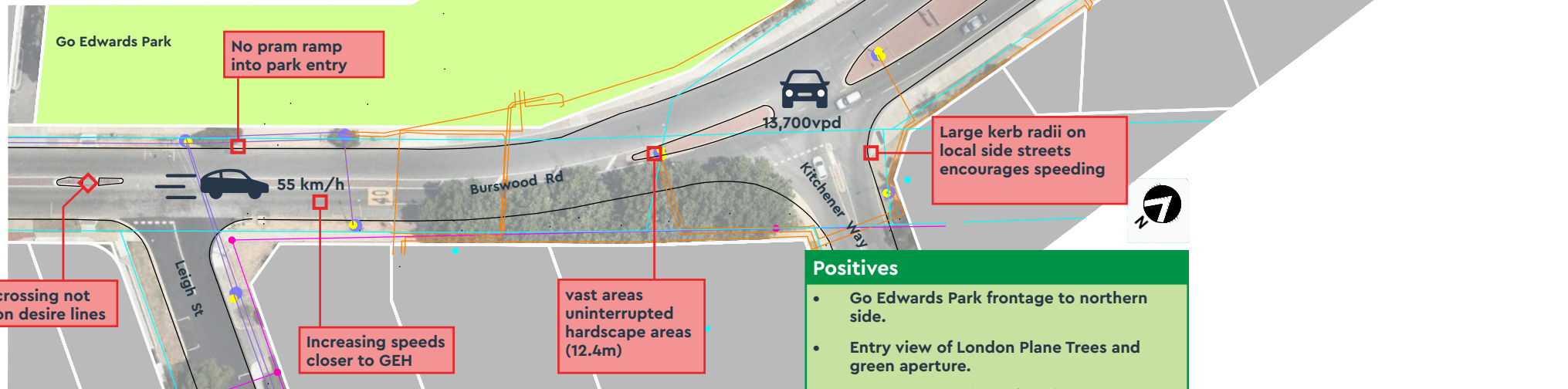
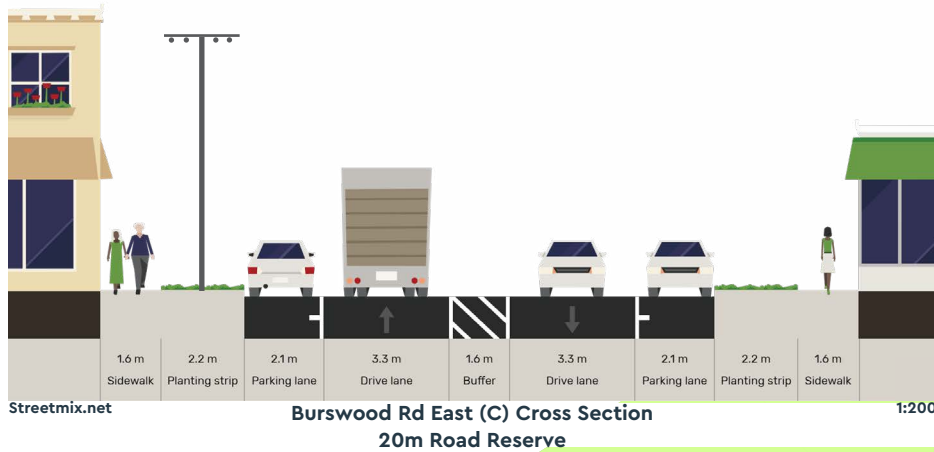
- Existing connections to Go Edwards Park through laneways.
- Landmark 'attractors' on corners to side streets (cafe and school).
- Median pedestrian crossing refuge.



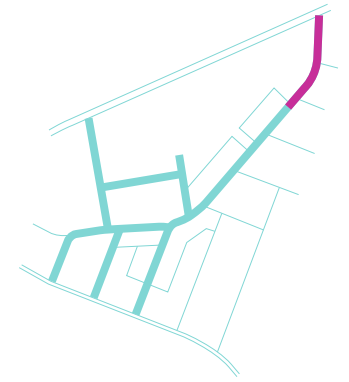
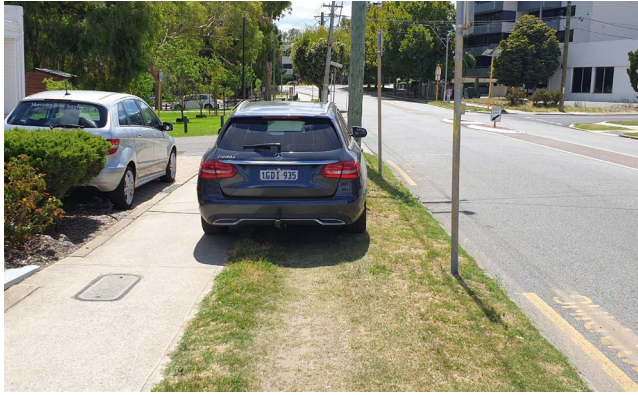
SITE ANALYSIS



Burswood Road (East of Teddington C)



- Positives**
- Go Edwards Park frontage to northern side.
 - Entry view of London Plane Trees and green aperture.
 - Median pedestrian refuge island.

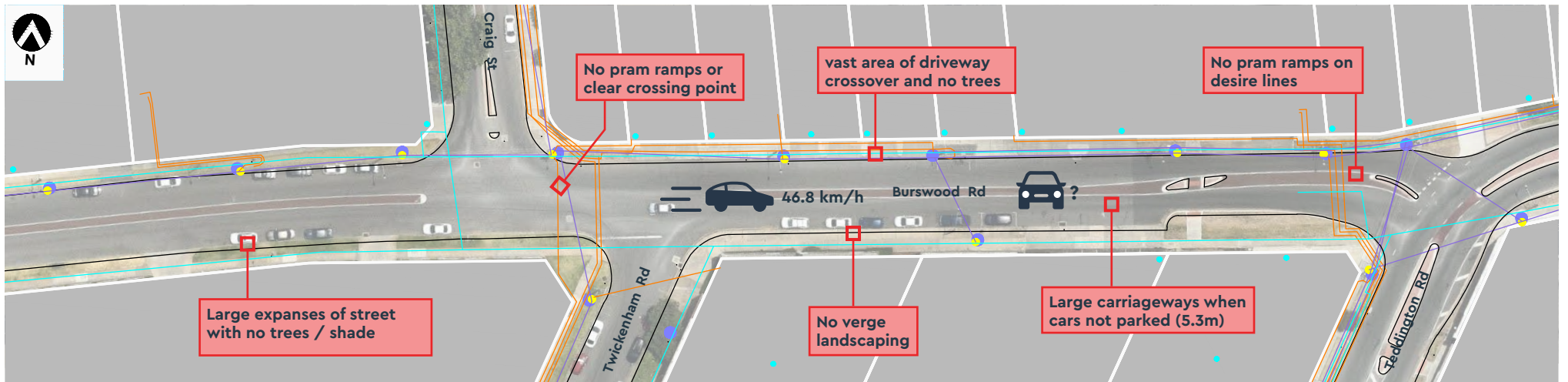
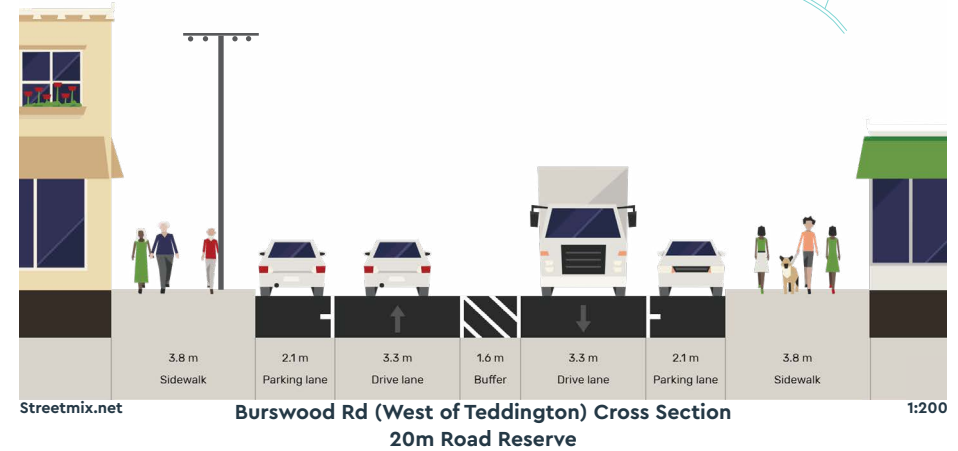


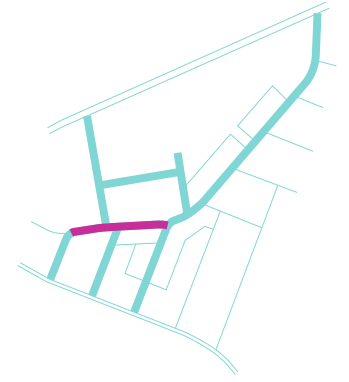
Burswood Road (West of Teddington)



Positives

- Low traffic volumes and noise levels.
- Bus movements only for special events.
- larger landholdings with opportunity for redevelopment.



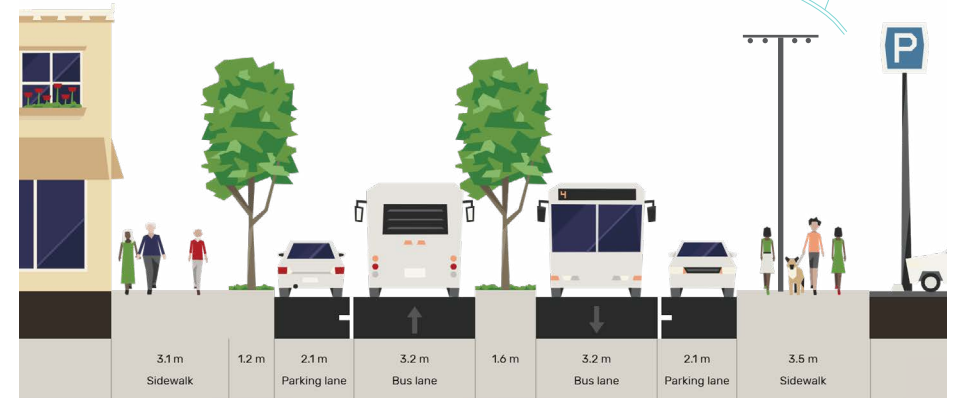


SITE ANALYSIS

Craig Street

Positives

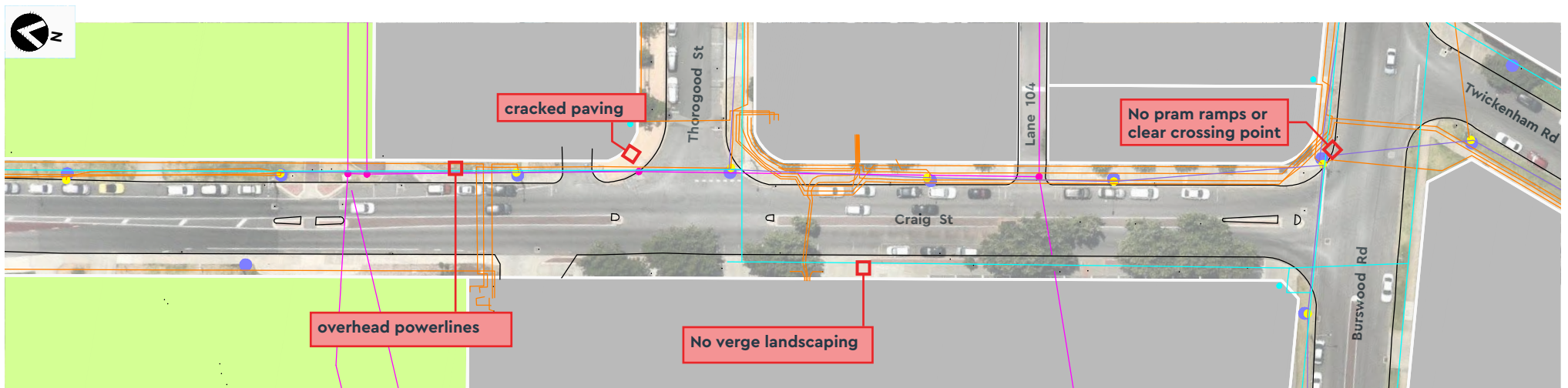
- Good median street tree planting
- Signalised intersection crossing over Great Eastern Highway towards River.
- Bus Route.
- Connections to Principal Shared Path network.
- Generous foot / shared path on eastern side.

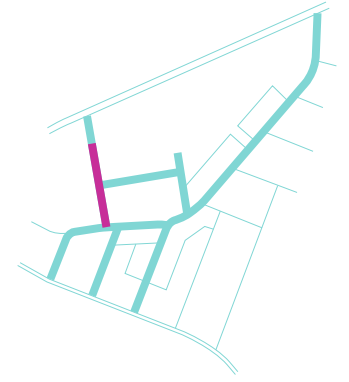


Streetmix.net

Craig St Cross Section
20m Road Reserve

1:200

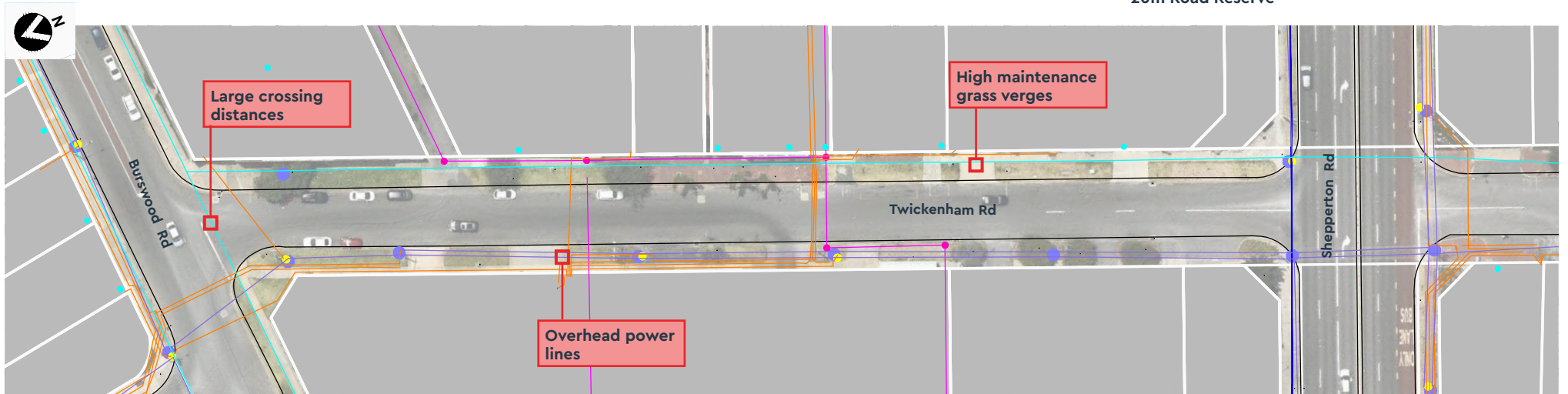
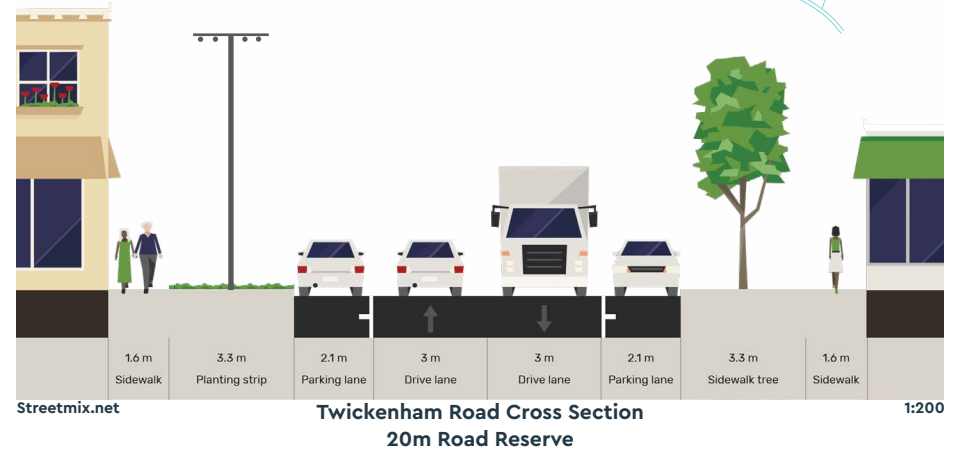
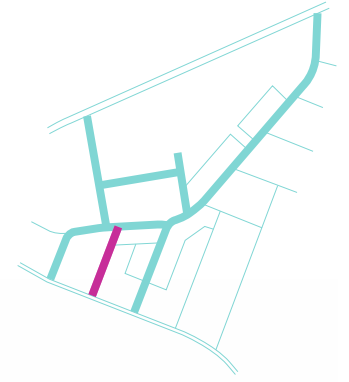


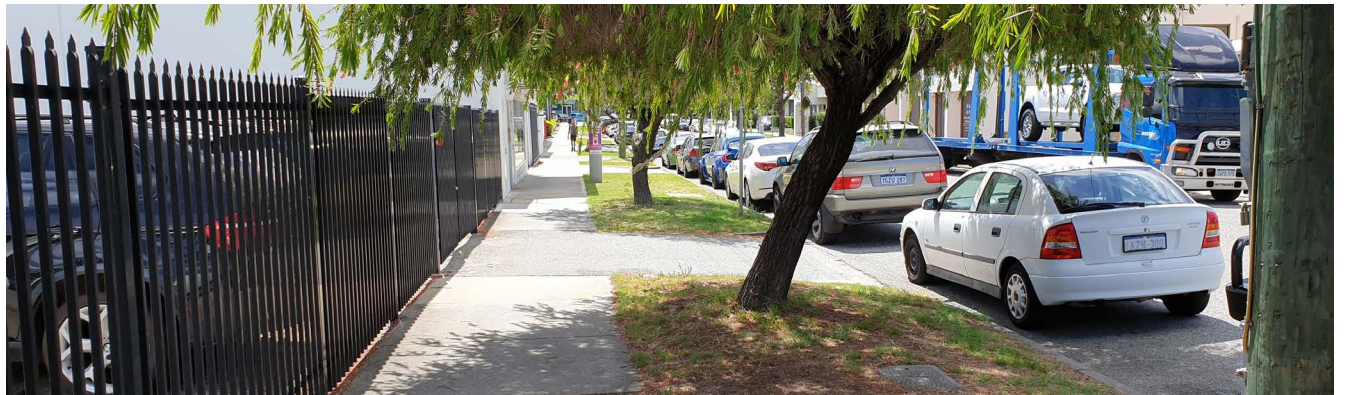
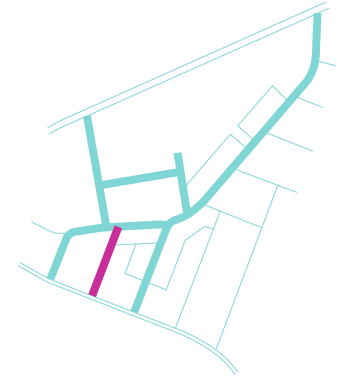
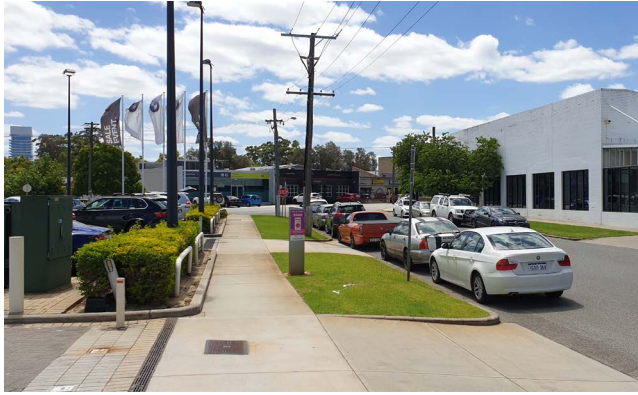


Twickenham Road

Positives

- Low traffic volumes and low road noise.
- Generous verges for tree planting.
- Eclectic mix of built form.

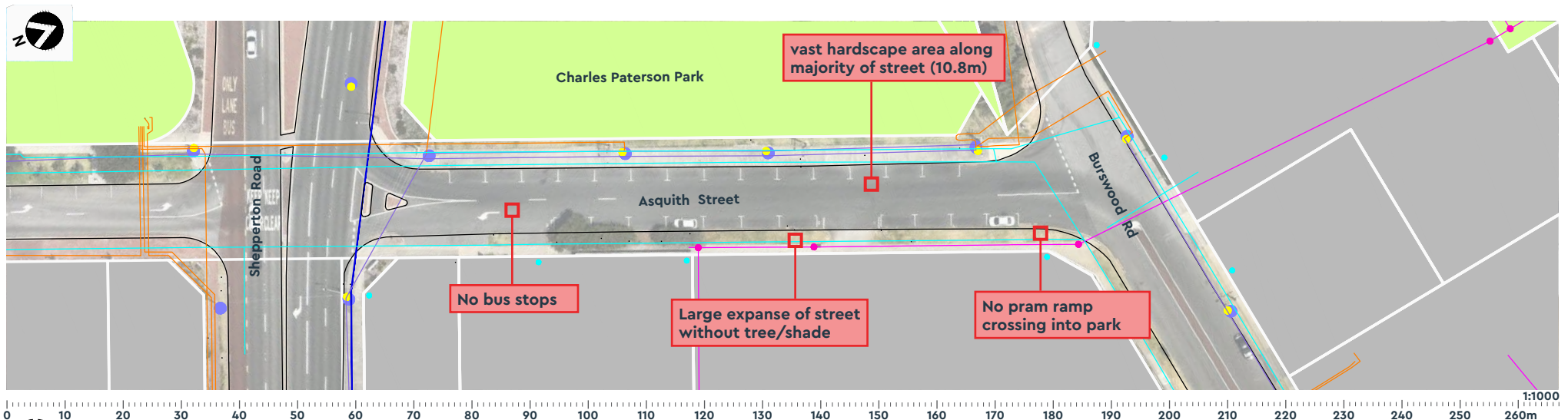
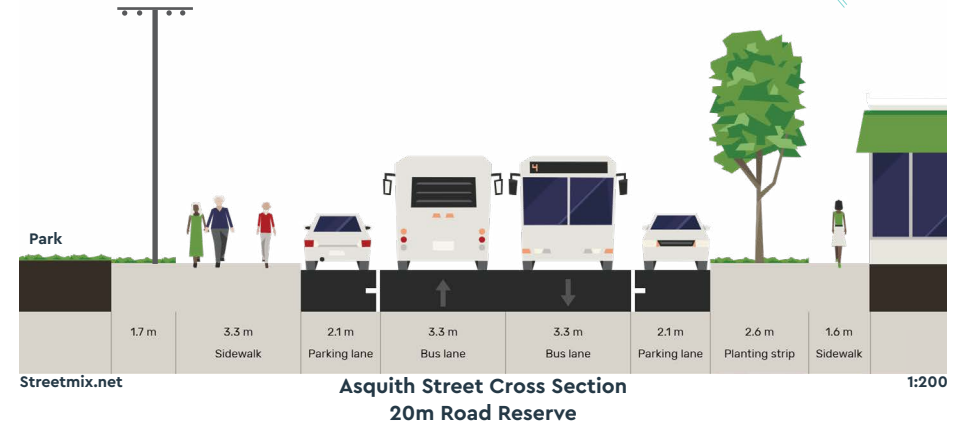


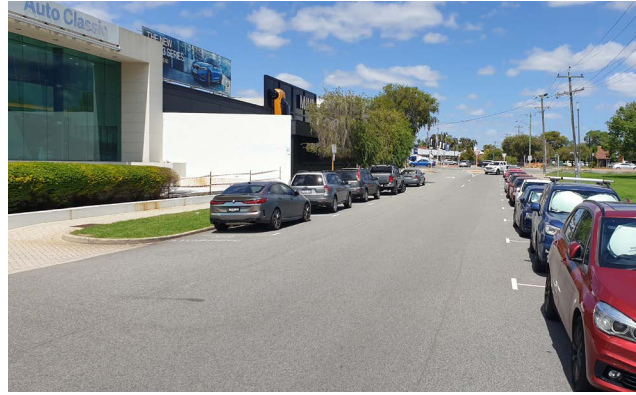


Asquith Street

Positives

- Park frontage
- Shared path on park side
- Generous verge for street tree planting
- Bus route



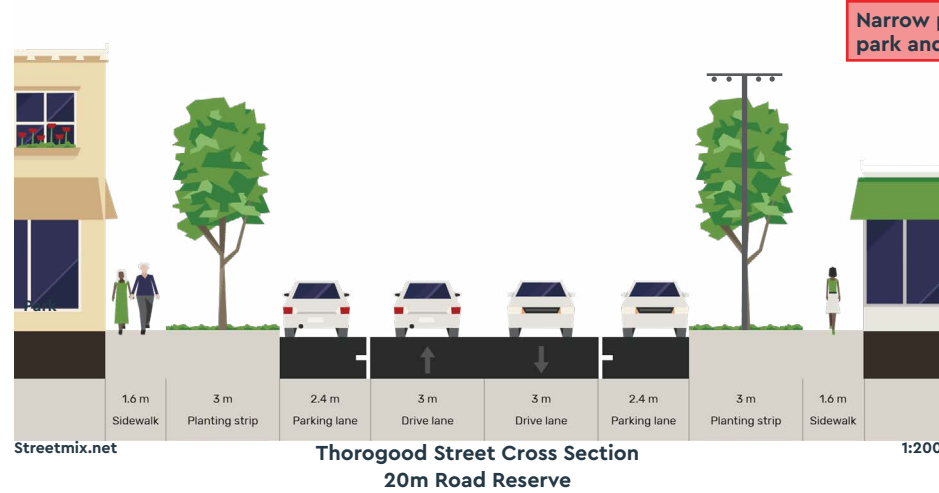
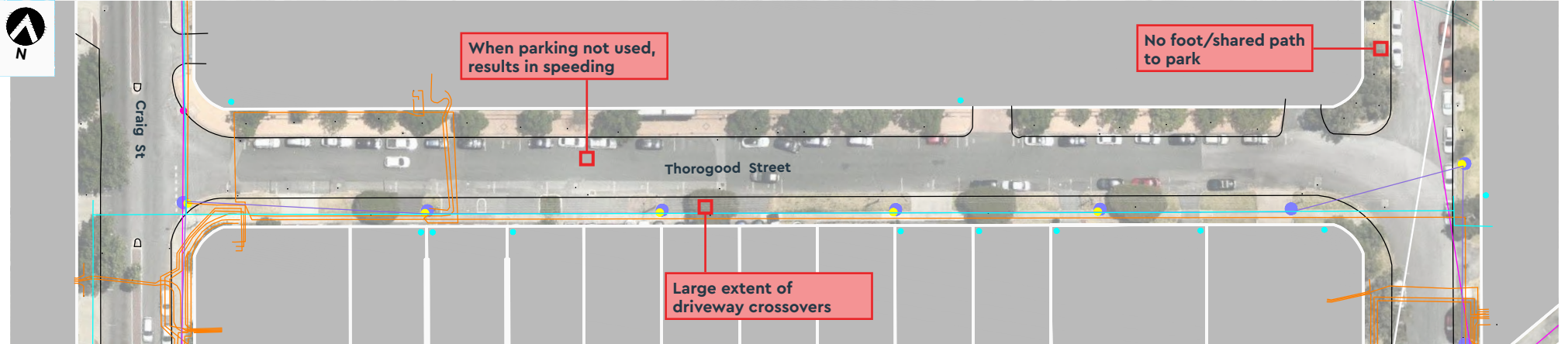
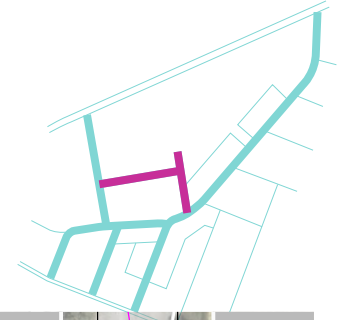


SITE ANALYSIS

Thorogood and Hawthorne

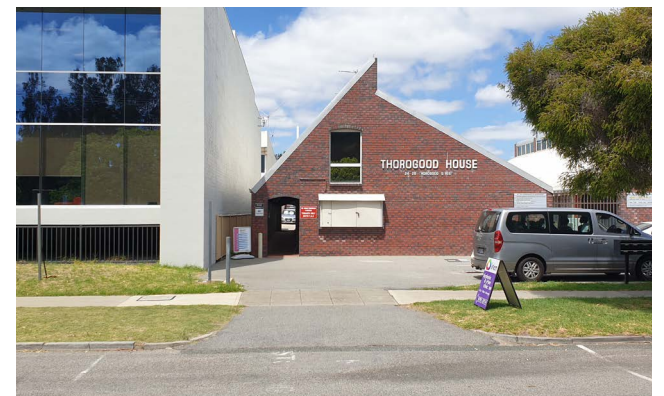
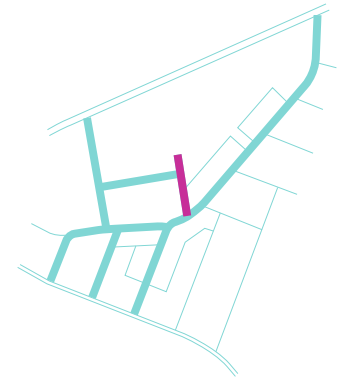
Positives

- Continuous row of good street trees / shade on one side
- Pedestrian scale light and paving on the same side
- Large public car park
- Access to the park.



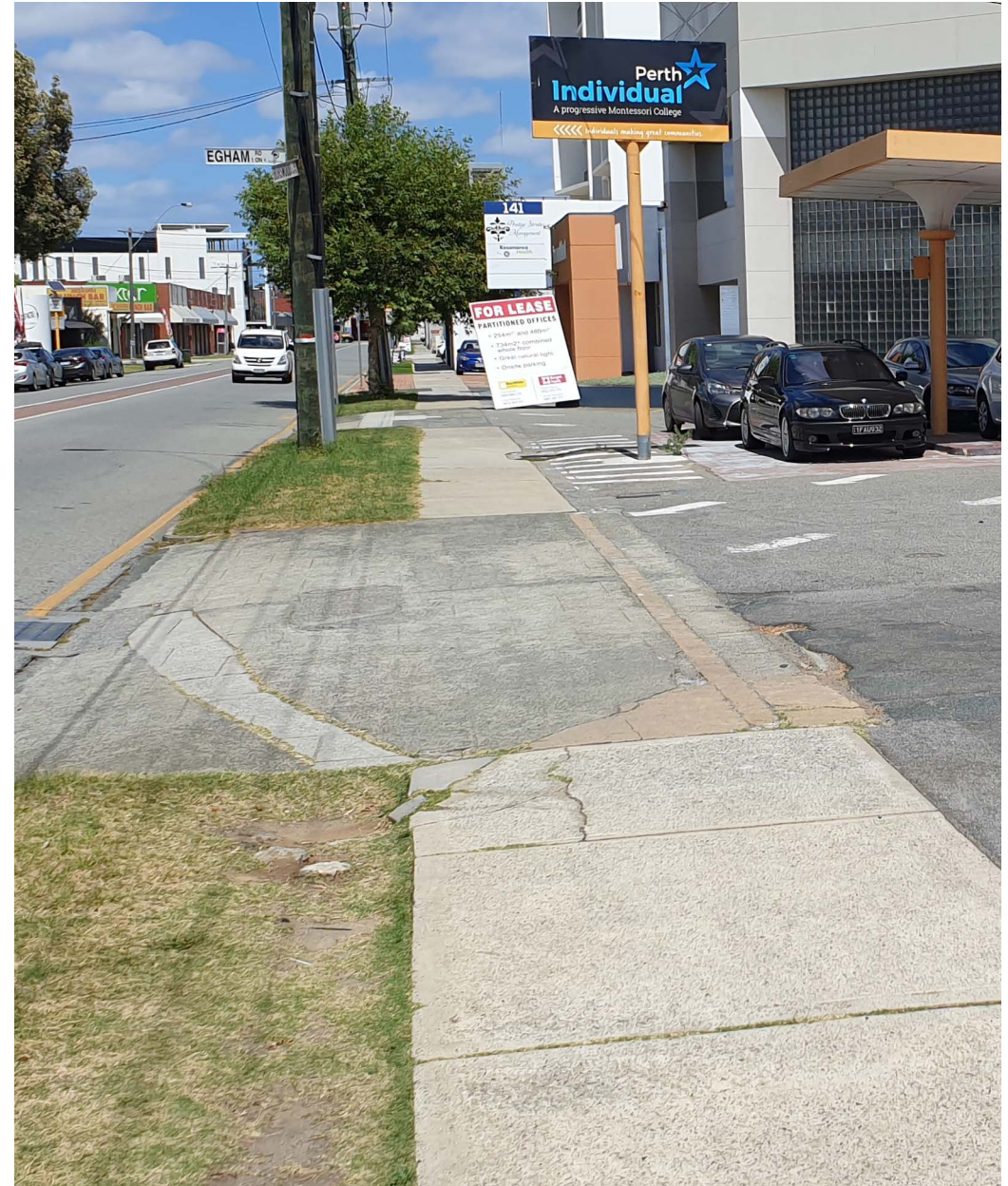
Narrow paths linking park and Burswood Road





Common / Key Issues


1. Lacking greenery and shade
2. Poor footpaths and crossings
3. Poor cycling opportunities
4. Speeding vehicles on Burswood and Teddington Roads
5. No identifiable heart or sense of place
6. Streetscape quality does not match strategic significance of the place

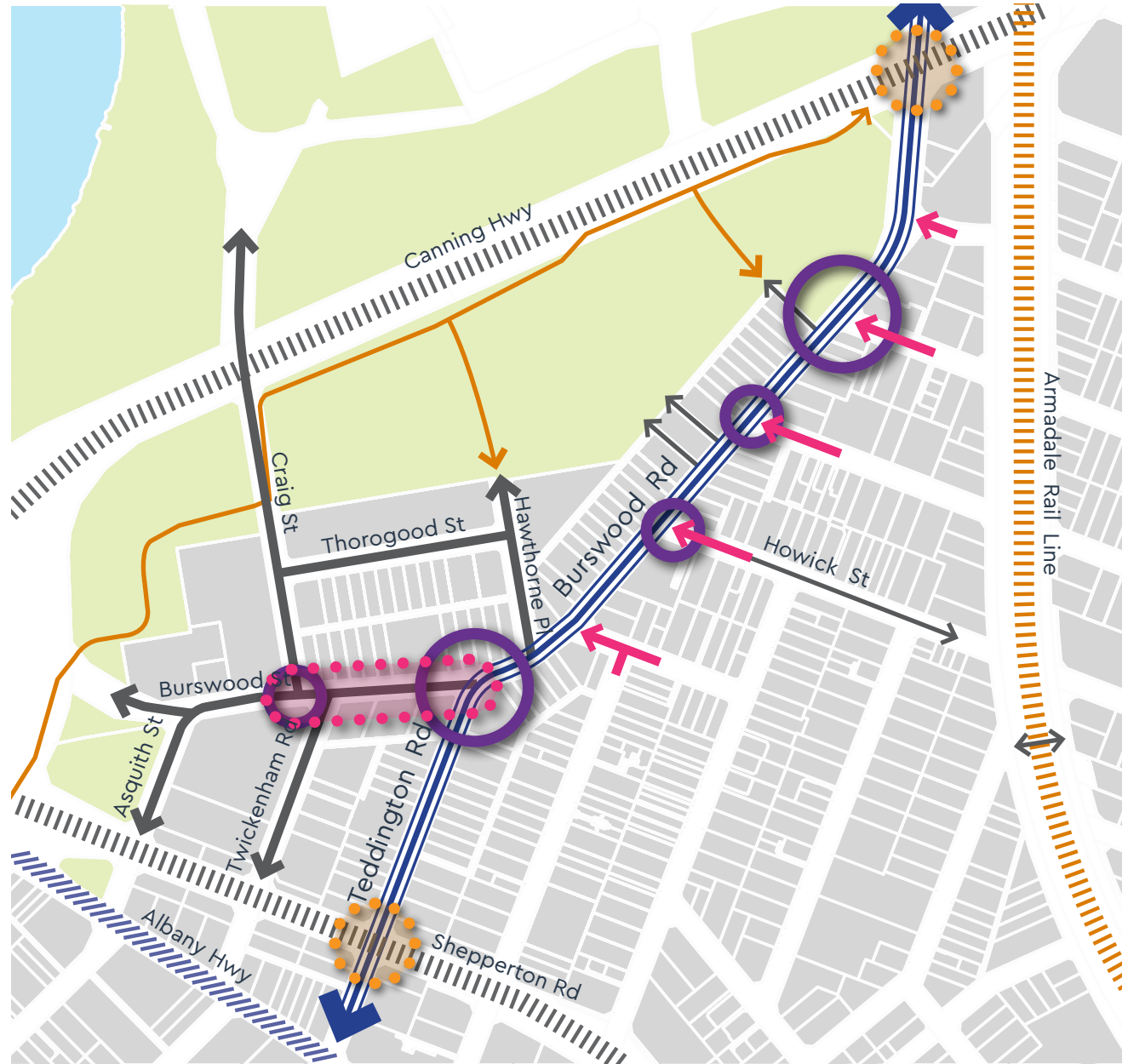


Issues and Opportunities (Summary)

Movement		Place	
Issues	Opportunities	Issues	Opportunities
<ul style="list-style-type: none"> Through traffic (no right-turn from Shepperton to Great Eastern Hwy, and Craig to GEH) causes higher volumes on Burswood-Teddington. High proportion of larger/service vehicles need to accommodate in road carriageway widths and turning. Limited space in road carriageway for dedicated on-road cycle lane. 	<ul style="list-style-type: none"> Introduce traffic calming on Burswood-Teddington to lower traffic speeds, improve pedestrian crossing safety, lower road noise, improve side street vehicle access. Improve quality and width of footpaths. Extend kerbs at side street intersections to decrease vehicle turning speeds, improve pedestrian priority along main street. Introduce obvious pedestrian crossing points to channel pedestrians and moderate driver behaviour and awareness. Reduce vehicle speed to improve on-street cycling. 	<ul style="list-style-type: none"> Space within the existing road reserve to accommodate multiple features eg. wide footpaths, trees in verge, central median. No identifiable central heart. 	<ul style="list-style-type: none"> Explore special places or focal points, places to hang-out, public seating for workers and visitors. Increase street trees and shade for better walking environment and sustainability. Improve verges and introduce garden beds for street appeal. Improve lighting / explore underground power. Proximity to CBD and sub-regional significance. Introduce rain gardens for water sensitive urban design (WSUD) especially given proximity.

Opportunities and Constraints

-  Links to Regional Bike Path
-  Local Streets – trees and paths
-  High Street tree-lined boulevard, high quality people environment, reinforce links to Albany Hwy and Burswood Peninsula
-  Improve access from side streets, create tranquil seating areas etc
-  Reinforce gateways
-  Focal Points / Dwell Places / Shaded Seating
-  Major Focal Point / Central Hub
-  Potential Mini Main Street (longer-term)





Streetscape Design

Key Moves



**Slow
Traffic**



**Safer
Footpaths
& Crossings**



**Green & Shade
the Street**



**Create Distinct
People Places**



**Enhance Identity
& Vibrancy**



**Strengthen
Walking & Cycling
Connections**

Movement Types



**1. Business High Street
(Vibrant Street)**



**2. Future Mini Main Street
(Street for People)**



**3. Bus Avenue
(Local Street – Major)**



4. Local Street



5. Shared Lane



**6. Walking & Cycling
Connections**

Place Types



1. Hub



2. Green Gateway



3. Micro Plaza



4. Micro Green



5. Green Break

Place Design Framework

Legend

Movement Types

-  1. Business High Street (Vibrant Street)
-  2. Future Mini Main Street (Street for People)
-  3. Local Street (Bus Avenue)
-  4. Local Streets
-  5. Shared Lane
-  Cycling
-  New/Improved Cycling

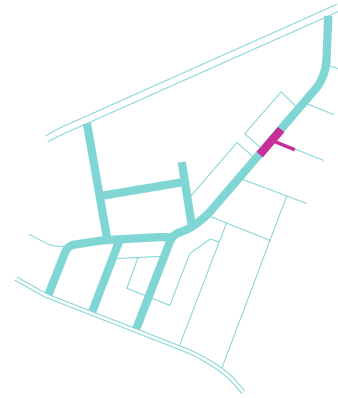
Place Types

-  1. Hub
-  2. Green Gateway
-  3. Micro Plaza
-  4. Micro Green
-  5. Green Break



Business High St & Micro Plaza

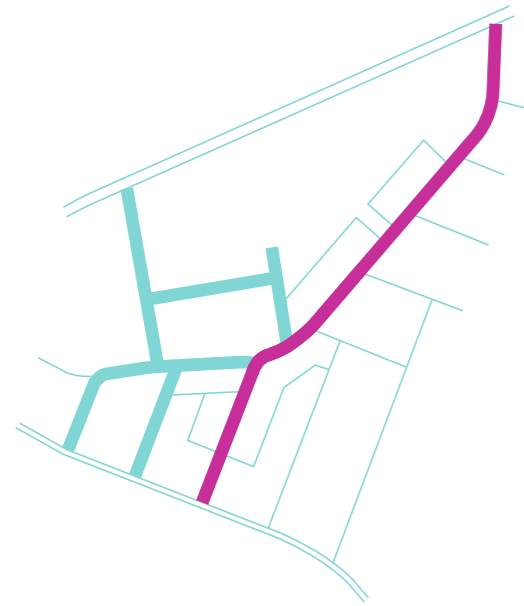
Opposite is visualization depicting all Key Moves of the Streetscape Improvement Plan in the one location. It illustrates the vision for Burswood Road (east of Teddington) to be transformed over time into a Business High Street (Vibrant Street), consisting of a 'string of pearls' or distinct people places. In this image, a play and learn Micro Plaza that wraps around the corner of Egham Road adjacent to the existing activity node of Perth Individual School.



Movement Type 1

Business High Street (Vibrant Street)

Create a highly desirable business address with exposure to passing traffic, with a high amenity and pleasant boulevard of street trees and shaded footpaths.



Streetscape Elements

Location	Teddington Rd and Burswood Rd (East)
Total Reserve Width	20m
Design Speed	40km/hr
Travel Lanes	Asphalt
Parking	Parallel both sides upright kerb
Median	Canopy trees shrubs flush kerb existing driveway access
Landscape Strip	Canopy trees shrubs existing driveway crossovers retention of paperbarks eastern side of Teddington Rd. Investigate retention and additional canopy tree planting on western side
WSUD Options	Rain gardens and permeable paving
Paths	2.5m shared path both sides Narrower path widths may be required for tree retention on Teddington Rd
Street Furniture	Pedestrian scale street lights occasional public seating
Other	2 x Mid block crossings

Key Moves

Slow Traffic

1. Minimise travel lane widths
2. On street parking
3. Street tree enclosure

Green and Shade the Street

4. Underground powerlines
5. 3 x rows of canopy trees
6. Shrub planting

Safer Footpaths and Crossings

7. Widen path by 1m both sides
8. Fix uneven surfaces
9. Mid block crossings & traffic calming. Widen median

Create Distinct People Places

10. Urbane Business High Street
11. Pause points

Promote Vibrancy and Identity

12. Provide a desirable address
13. Future additional people spaces – transition away from driveways to rear access
14. Continuous tree canopy

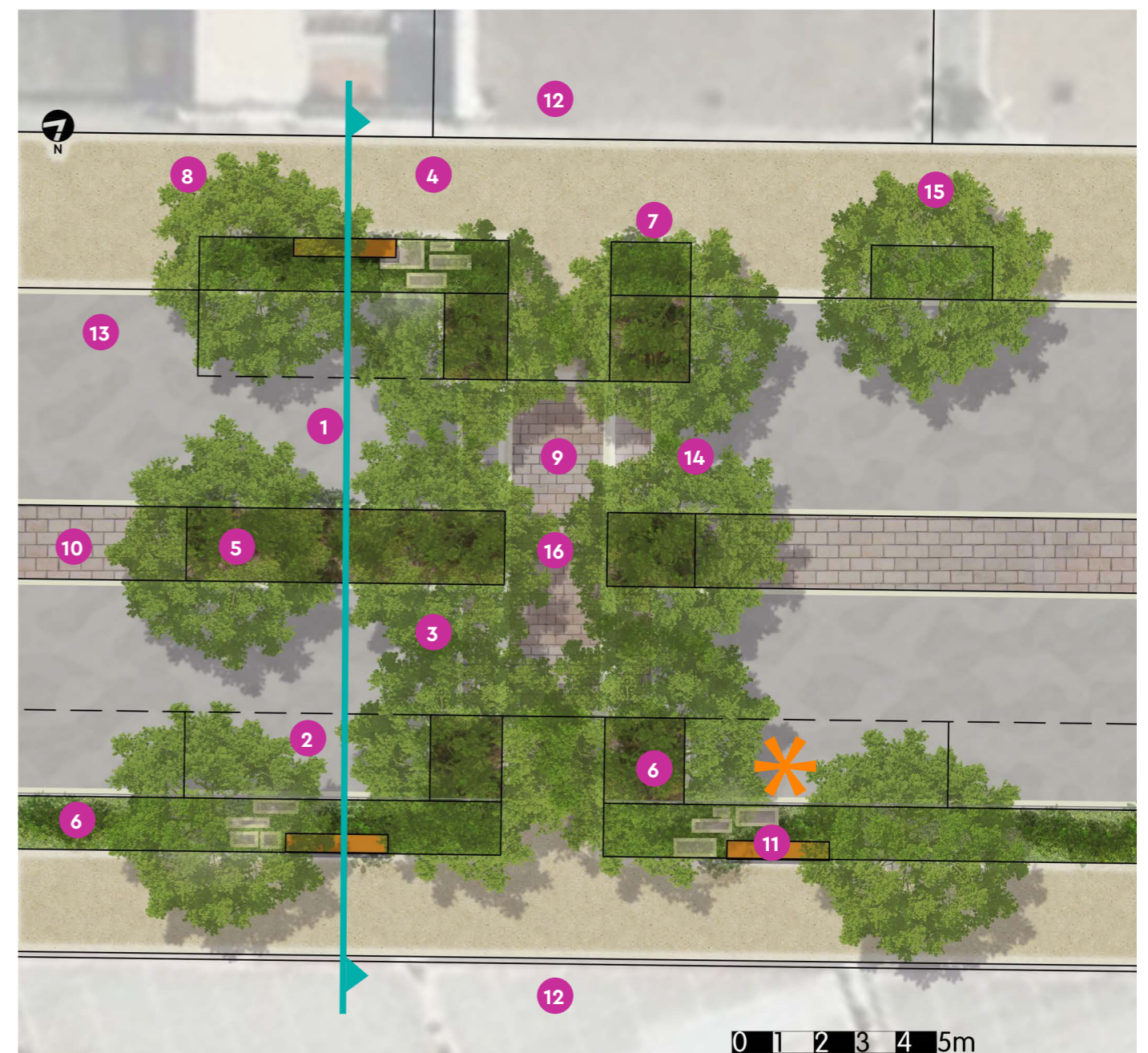
Strengthen Walking & Cycling Connections

15. Shared paths for local movement
16. Median refuge for crossing

✳ Opportunity for occasional parklet to complement adjoining cafe/retail



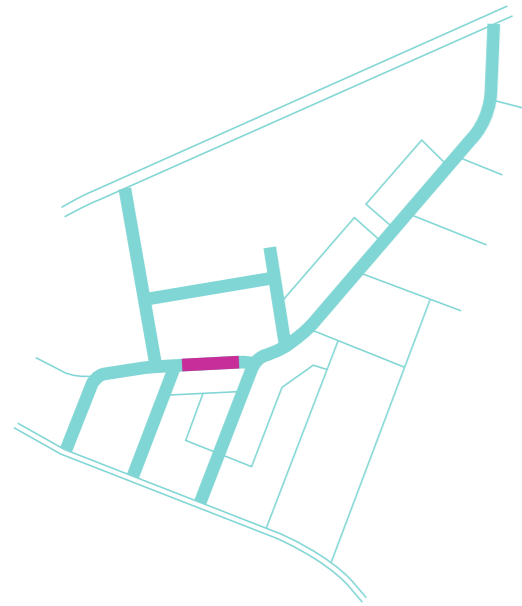
DESIGN



Movement Type 2

Future Mini Main Street (Street for People)

A longer-term proposal for a slow traffic, low noise shared space suitable for alfresco cafes, to service future residents and workers.



Streetscape Elements

Location	Burswood Rd (West) between Teddington Rd and Burswood Rd (East)
Total Reserve Width	20m
Design Speed	40km/hr
Travel Lanes	Feature treatment
Parking	Parallel both sides between driveways flush kerb
Median	Remove existing median and widen path space
Landscape Strip	Canopy trees between existing driveway crossovers with base shrub planting
WSUD Options	Rain gardens and permeable paving
Paths	Flexible and generous path space both sides (up to 6.7m)
Street Furniture	Pedestrian scale street lights generous public seating bike racks drinking fountains
Other	Public Art potential to introduce horizontal deflections to further slow cars, including 1 way pinch points

Key Moves

Slow Traffic

1. Minimise travel lane widths
2. Friction from on street parking
3. Street tree enclosure

Green and Shade the Street

4. Underground powerlines
5. Maximise canopy tree cover
6. Shrub planting

Safer Footpaths and Crossings

7. Widen path space by 0.8m both sides
8. Flush surface for regular universally accessible crossing
9. Transition away from driveways to rear access

Create Distinct People Places

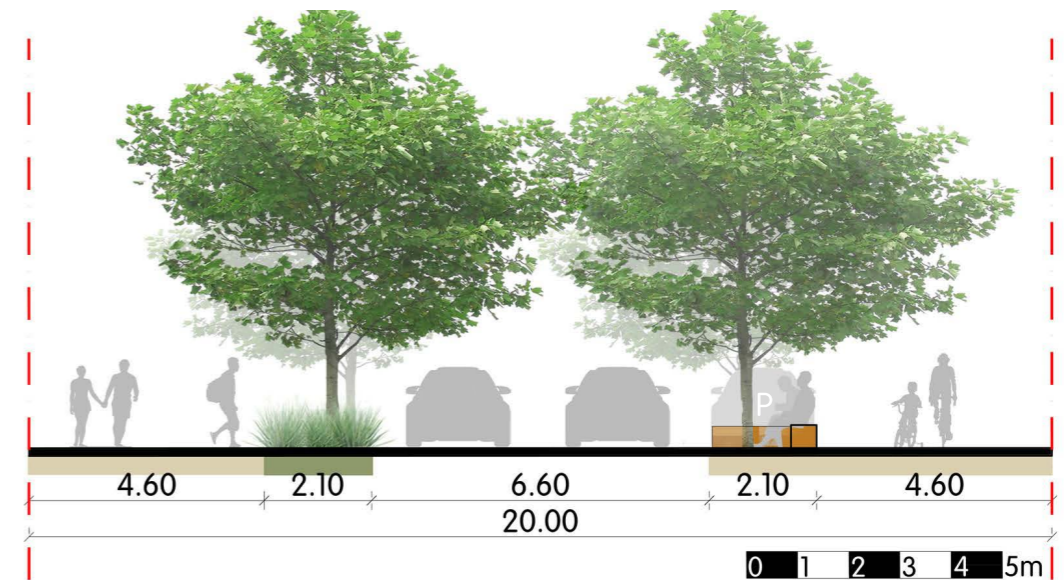
10. Urbane Business High Street
11. Pause points and parklets
12. Future alfresco opportunities (north facing)

Promote Vibrancy and Identity

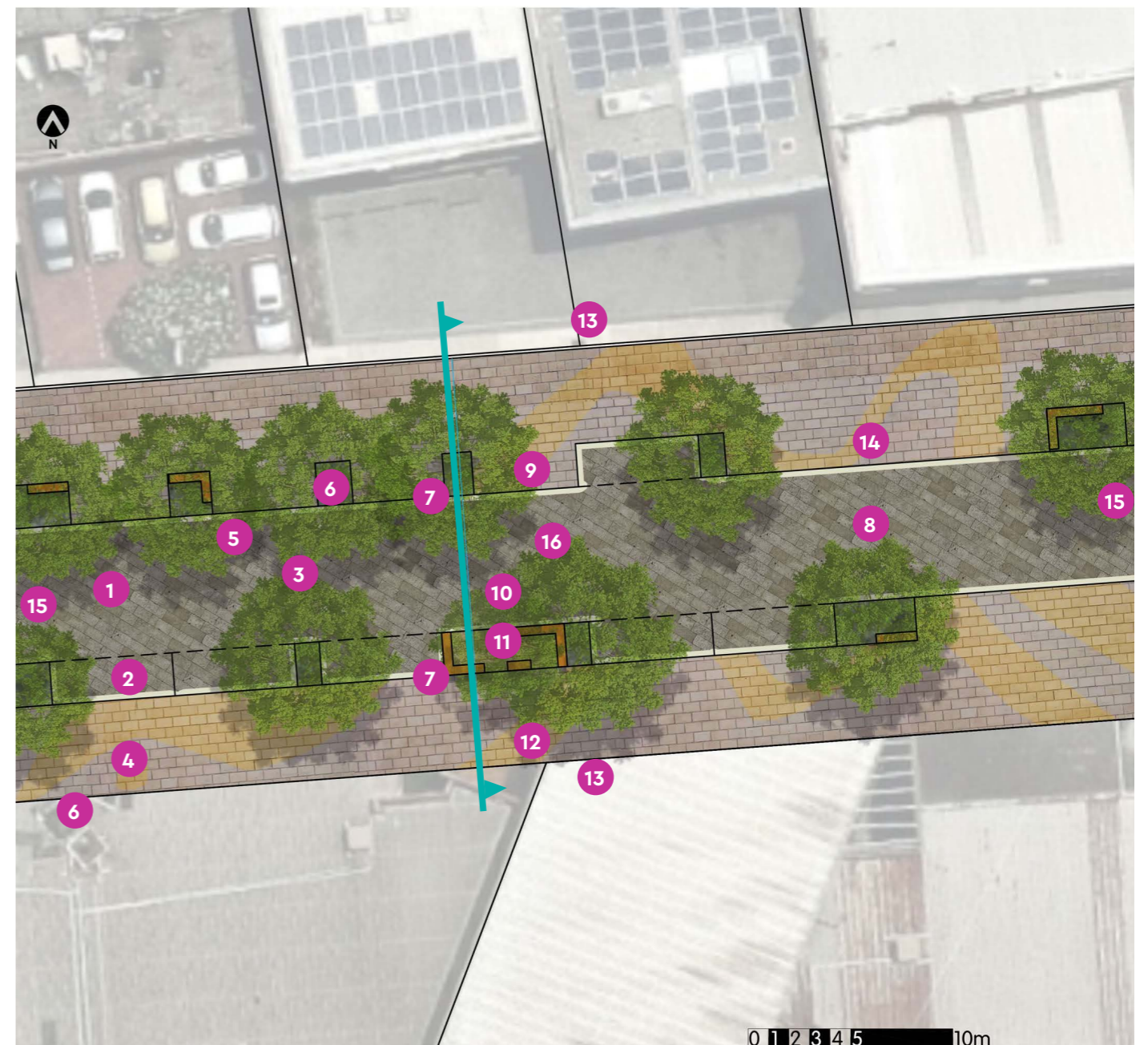
13. Promote active edges day and night through redevelopment
14. Future additional people spaces – transition away from driveways to rear access
15. Hub and Green Gateway Place Types at either end to strengthen identity

Strengthen Walking & Cycling Connections

16. Space for unobstructed movement
17. Safe cycling on street



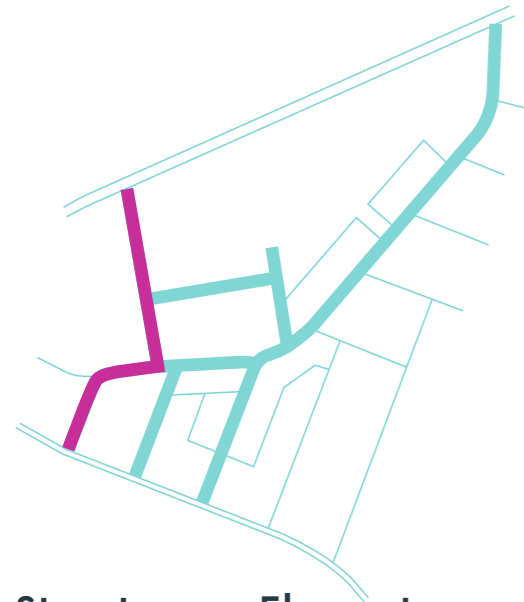
DESIGN



Movement Type 3

Local Street (Bus Avenue)

Extend the current design of Craig Street to Asquith St and west end of Burswood Rd. Create strong green link through street trees to the River.



Streetscape Elements

Location	Craig St, Asquith St, and Burswood Rd (West) between Twickenham St and Asquith St
Total Reserve Width	20m
Design Speed	40km/hr
Travel Lanes	Asphalt
Parking	Parallel both sides except for bus stops upright kerb
Median	Canopy trees shrubs flush kerb existing driveway access NA for Asquith St
Landscape Strip	Canopy trees shrubs at base existing driveway crossovers
WSUD Options	NA
Paths	1.5m min footpath one side and 2.5m min shared path other side
Street Furniture	Pedestrian scale street lights occasional public seating bus stops at existing locations
Other	Asquith St – add trees in between parking bays on the park side (every 2 spaces) + mid block crossing offering improved park access (refer to Business High Street)

Key Moves

Slow Traffic

1. Minimise travel lane widths
2. Friction from on street parking
3. Street tree enclosure

Green and Shade the Street

4. Underground powerlines
5. Continuous canopy cover (3 rows)
6. Shrub planting at base of trees

Safer Footpaths and Crossings

7. Tree buffer between traffic and pedestrians
8. Additional median trees to protect pedestrians crossing

Create Distinct People Places

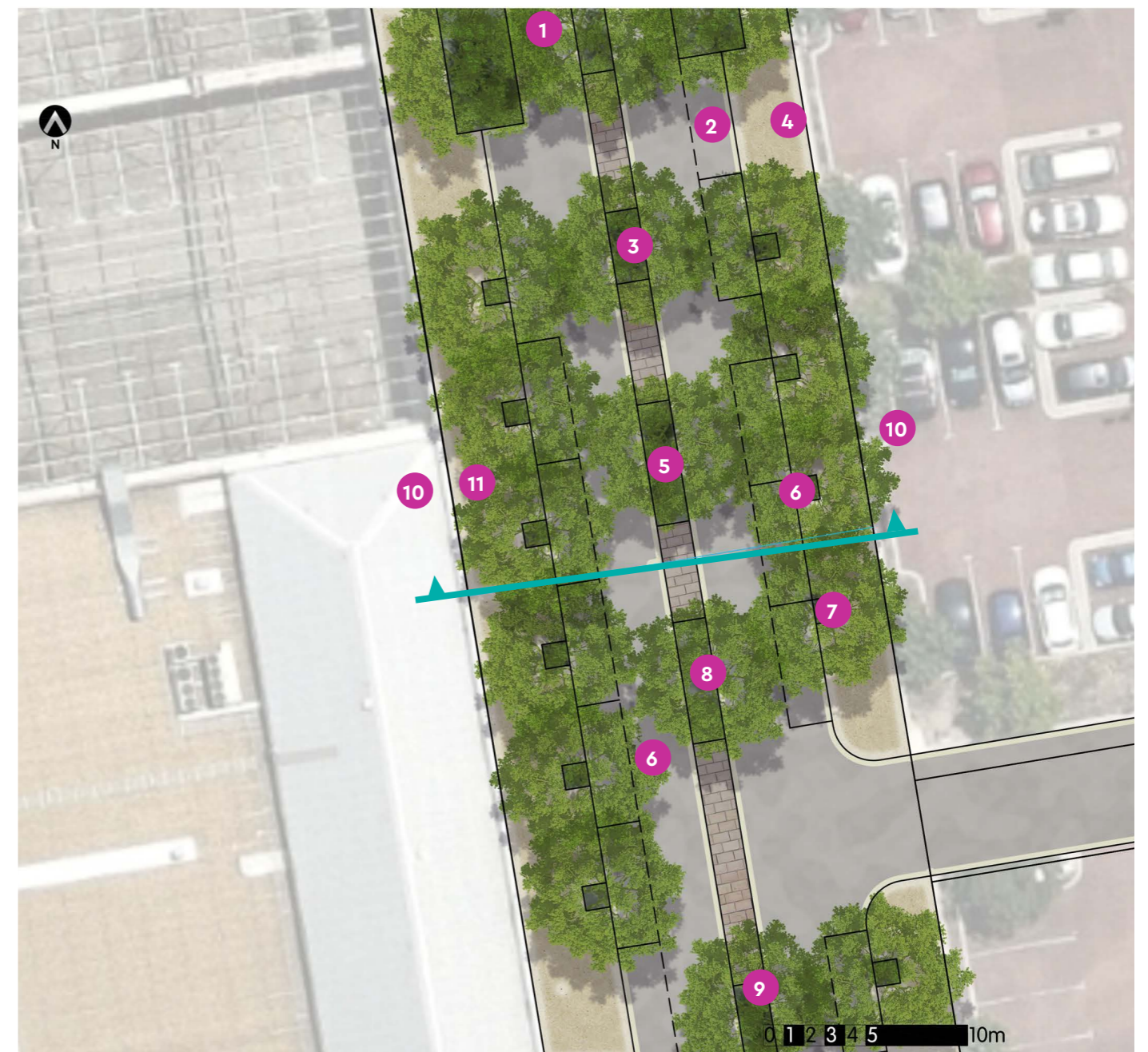
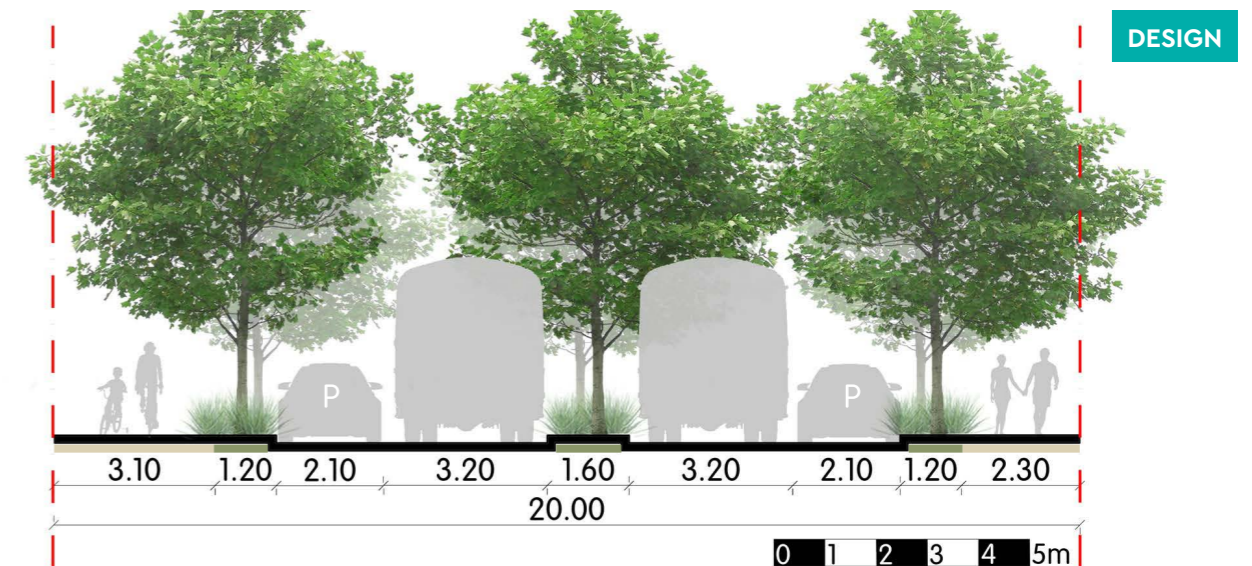
9. Green avenue link between different parts of GO Edwards Park and river foreshore

Promote Vibrancy and Identity

10. Increased amenity to promote redevelopment

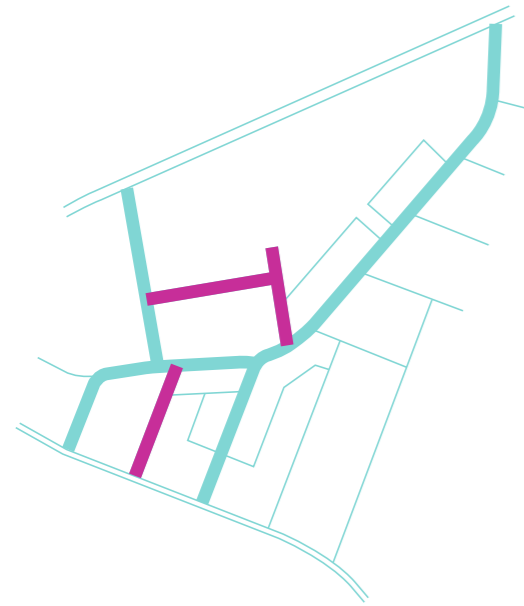
Strengthen Walking & Cycling Connections

11. Shared paths for local movement, particularly river foreshore



Movement Type 4 Local Streets

Create pleasant and shaded local places for workers, customers and future residents.



Streetscape Elements

Location	Twickenham St, Asquith St, Thorogood St and Asquith St
Total Reserve Width	20m
Design Speed	40km/hr
Travel Lanes	Asphalt
Parking	Parallel both sides upright kerb
Median	NA
Landscape Strip	Canopy trees shrubs existing driveway crossovers
WSUD Options	NA
Paths	1.6m footpath both sides 2.5m shared path one side on Hawthorne Pl
Street Furniture	Pedestrian scale street lights occasional public seating
Other	1 x Mid block crossings

Key Moves

Slow Traffic

1. Retain existing travel lane widths
2. Retain friction from on street parking
3. Street tree enclosure

Green and Shade the Street

4. Underground powerlines
5. Maximise canopy cover
6. Shrub planting in existing verges
7. Mid block greening

Safer Footpaths and Crossings

8. Mid block crossings
9. Fix uneven surfaces

Create Distinct People Places

10. Low key, people-friendly local street
11. Pause points

Promote Vibrancy and Identity

12. Enhance identity through greenery

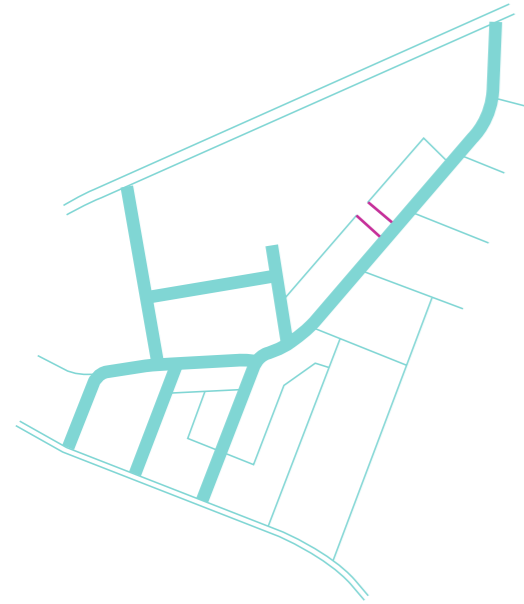
Strengthen Walking & Cycling Connections

13. Shared paths for local movement
14. Median refuge for crossing



Movement Type 5 Shared Laneway

Create safe and well lit links to GO Edwards Park, encouraging adjacent buildings to activate the laneway through side openings.



Streetscape Elements

Location	Lane 59 and 59a
Total Reserve Width	5m
Design Speed	10km/hr
Travel Lanes	Feature treatment flush kerb
Parking	NA
Median	NA
Landscape Strip	Staggered planter boxes
WSUD Options	NA
Paths	Shared pedestrian, cyclists and vehicle movement
Street Furniture	Suspended feature lighting
Other	

Key Moves

Slow Traffic

1. Horizontal deflections
2. Yielding to oncoming traffic
3. Minimise travel lane (3m)

Green and Shade the Street

4. Shrubs in planter boxes
5. Abutting built form for shade

Safer Footpaths and Crossings

6. Slow traffic
7. Maintain sight lines above greenery

Create Distinct People Places

8. Urbane people friendly lane day and night

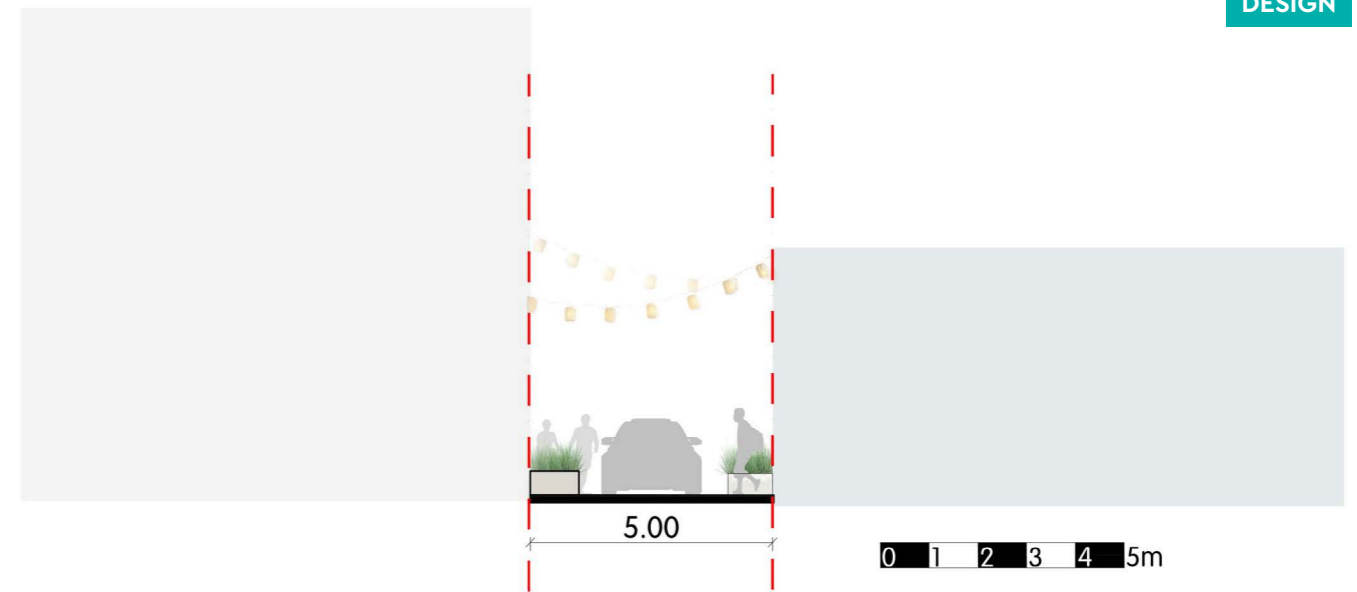
Promote Vibrancy and Identity

9. Greenery and feature lighting
10. Mural artworks on adjoining walls

Strengthen Walking & Cycling Connections

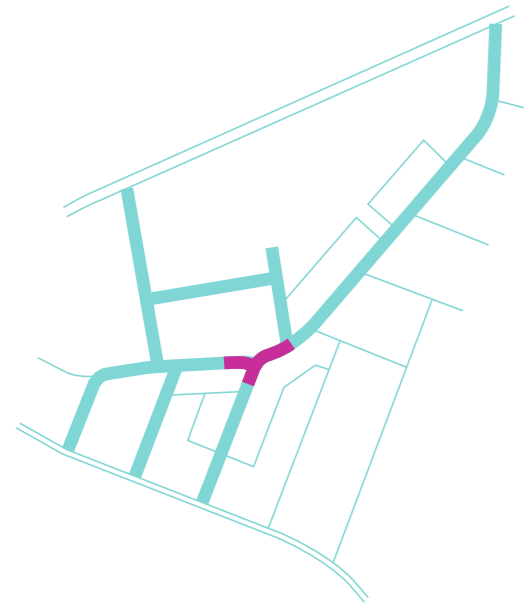
11. Pedestrian and cyclist connection between park, Business High Street, school and housing to east

✳ Place-making opportunity – kids space, mural etc.



Place Type 1 Hub

Create a distinctive and unifying heart for Burswood South with additional space for people, slower traffic and safer pedestrian crossing points.



Streetscape Elements

Location	Cnr Burswood Rd and Teddington Rd
Total Reserve Width	20–25m
Design Speed	20km/hr
Intersection Treatment	Raised flush intersection all sides
Travel Lanes	Feature treatment flush kerb
Parking	Nil
Median	Nil
Landscape Strip	Canopy and feature trees shrubs existing driveway crossovers
WSUD Options	Rain gardens and permeable paving
Paths	Shared space 2.5m min pedestrian thoroughfare clearance
Street Furniture	significant public seating bike racks drinking fountain
Other	Public Art

Key Moves

Slow Traffic

1. Minimise travel lane widths
2. Tighten corner radius
3. Tighten kerb radii

Green and Shade the Street

4. Underground powerlines
5. Mass tree planting
6. Shrub planting

Safer Footpaths and Crossings

7. Channelise pedestrians to cross at safe locations
8. Slow traffic to 20km/hr
9. Maintain clear sight lines

Create Distinct People Places

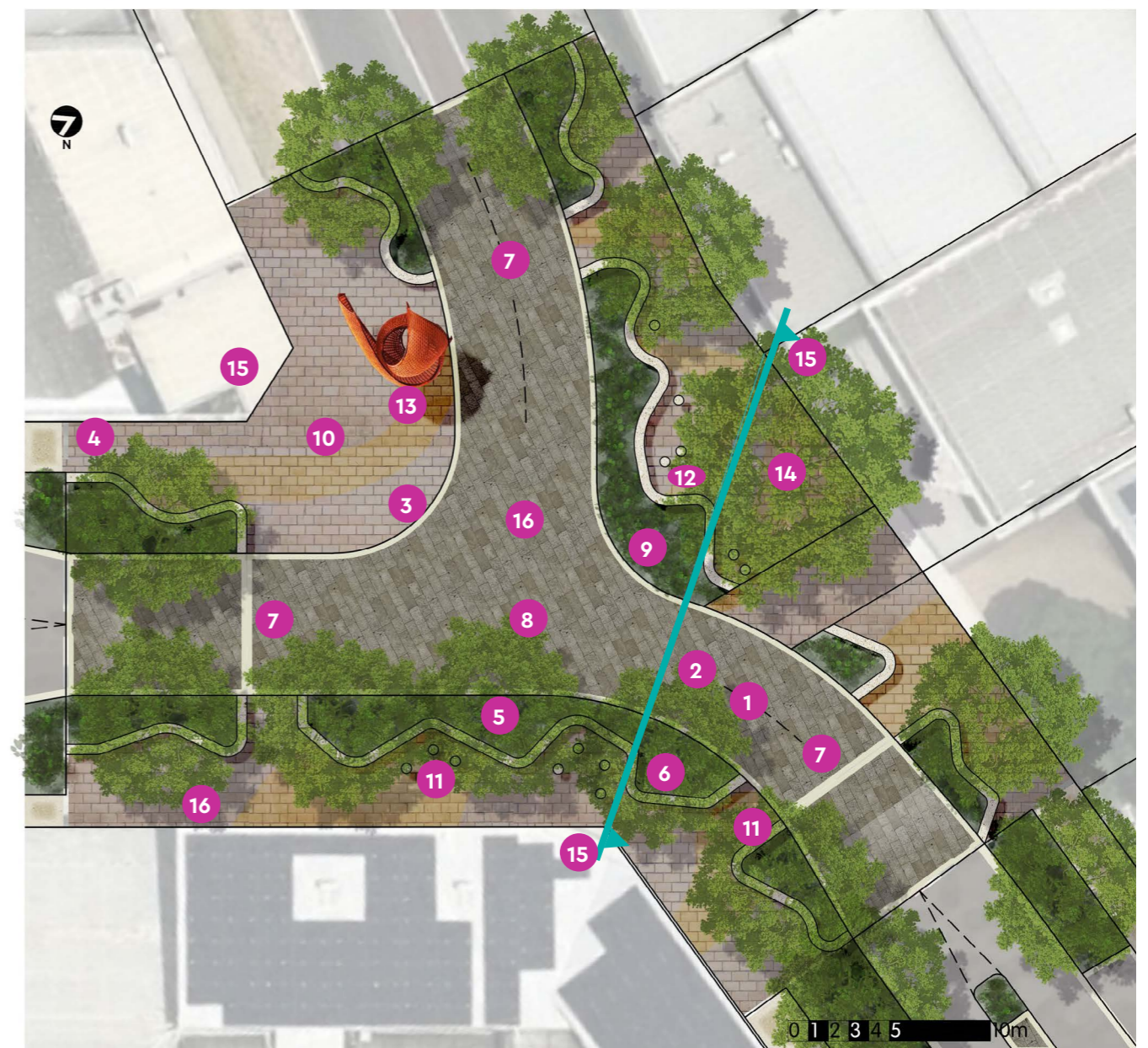
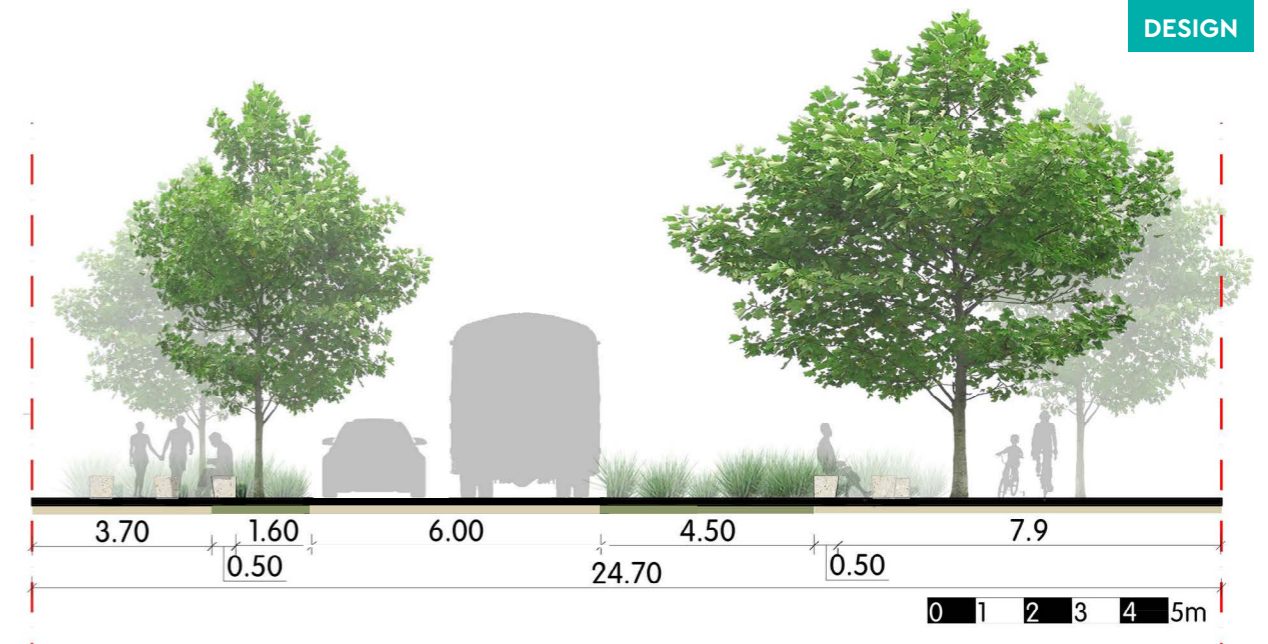
10. Highest order people priority
11. Pause points | alfresco | socialising | meeting place

Promote Vibrancy and Identity

12. Highly identifiable central Hub
13. Public art on key view-line (south-west down Teddington)
14. Feature tree on on key view-line (north up Teddington)
15. Active edge built form and land use opportunities

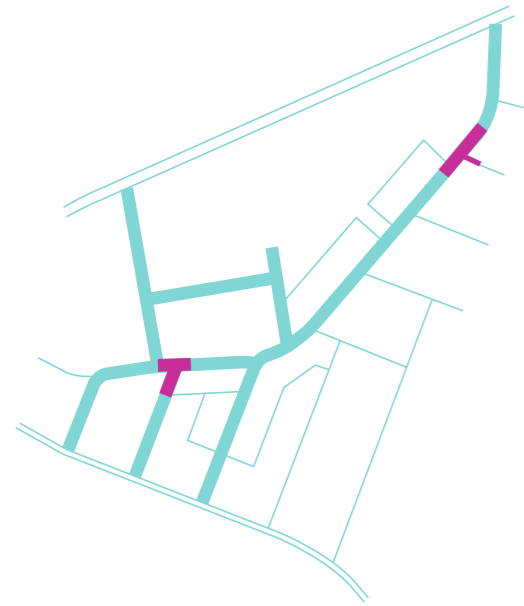
Strengthen Walking & Cycling Connections

16. Slow speed / dismount shared cycling environment



Place Type 2 Green Gateway

Create memorable green gateways that extend the amenity from surrounding parklands into the precinct.



Streetscape Elements

Location	Cnr Burswood Rd (East) and Leigh St Cnr Burswood Rd (West), Craig St and Twickenham St
Total Reserve Width	20m
Design Speed	30km/hr
Intersection Treatment	Raised crossing on side street
Travel Lanes	Asphalt upright kerb
Parking	Nil
Median	Nil
Landscape Strip	Mass canopy tree and shrub planting
WSUD Options	Rain gardens and permeable paving
Paths	2.5m shared path both sides of Burswood Rd and one side of Leigh St
Street Furniture	Pedestrian scale street lights public seating
Other	Gateway to GO Edwards Park direct pedestrian and cyclist paths

Key Moves

Slow Traffic

1. Minimise travel lane widths and kerb radii
2. Horizontal deflection
3. Street tree enclosure

Green and Shade the Street

4. Underground powerlines
5. Dense canopy tree planting
6. Widen landscape strip by 2m+ both sides for mass Shrub planting

Safer Footpaths and Crossings

7. Widen path by 1m both sides
8. Fix uneven surfaces
9. Maintain laneway access

Create Distinct People Places

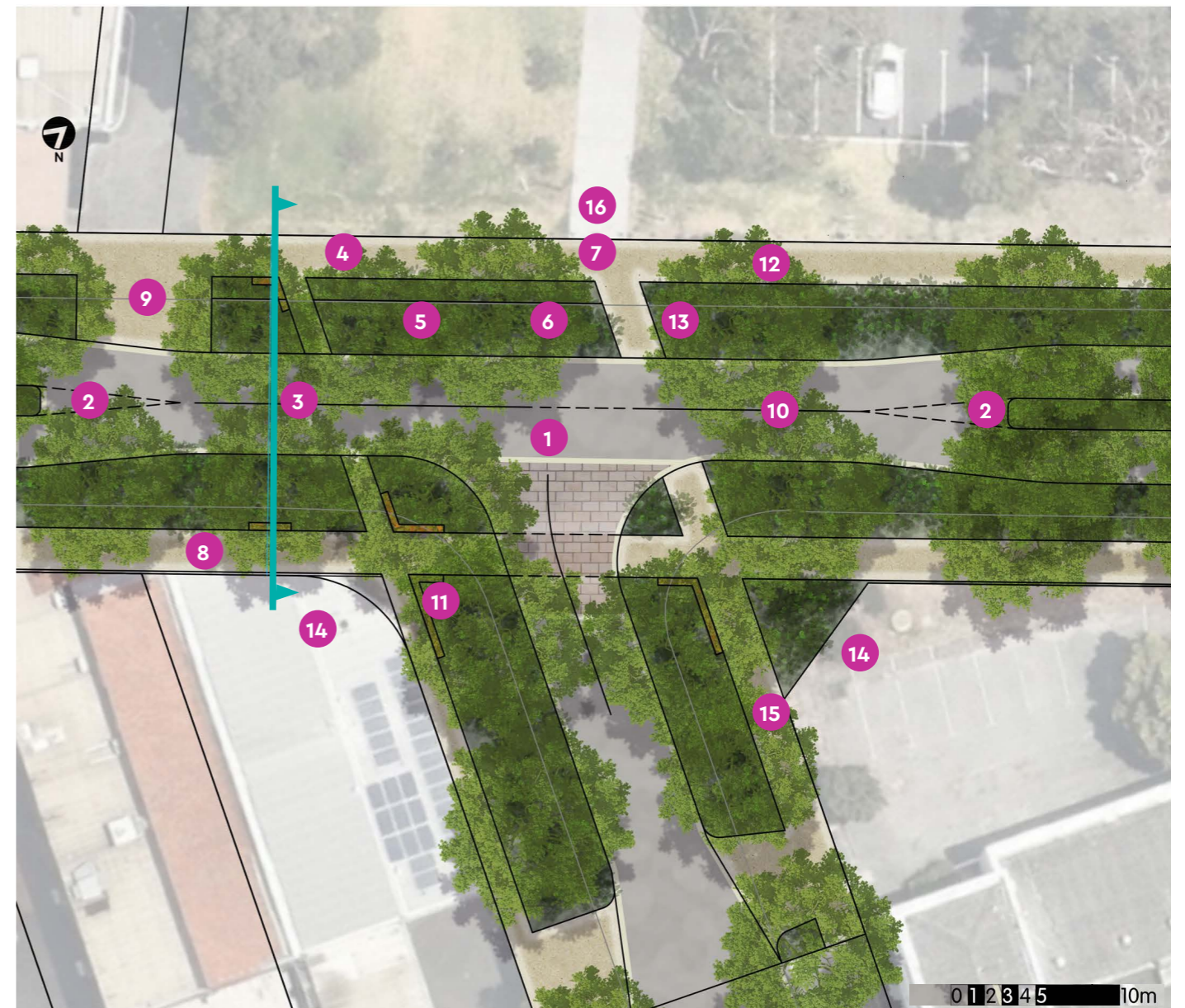
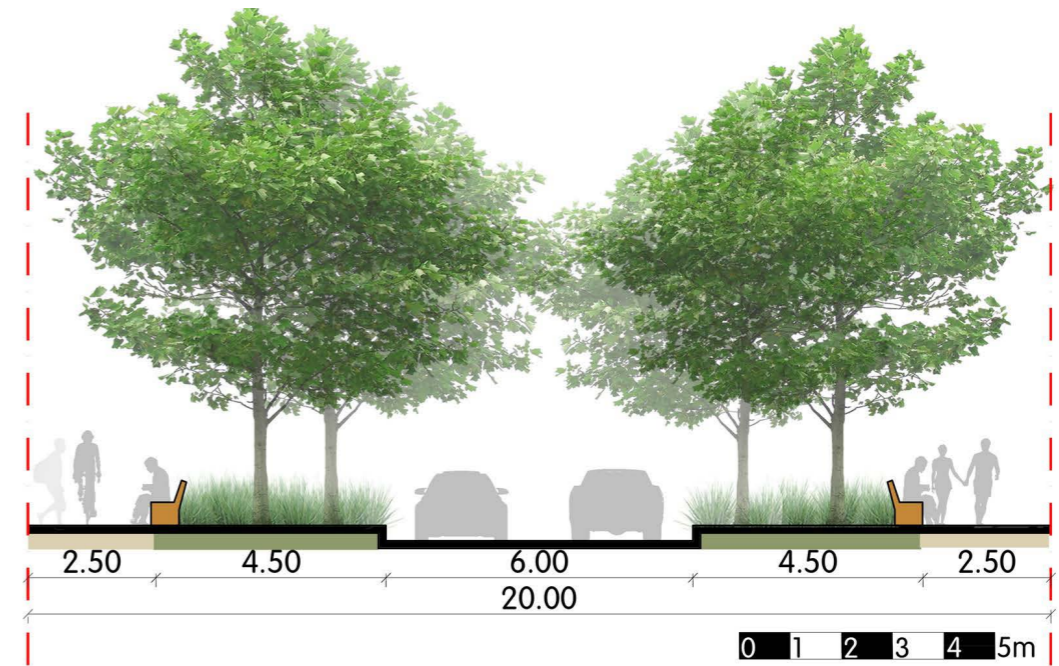
10. Memorable Green gateway into precinct
11. Pause points

Promote Vibrancy and Identity

12. Create feeling of moving through a park
13. Public art / wayfinding to highlight park entry
14. Provide a desirable address

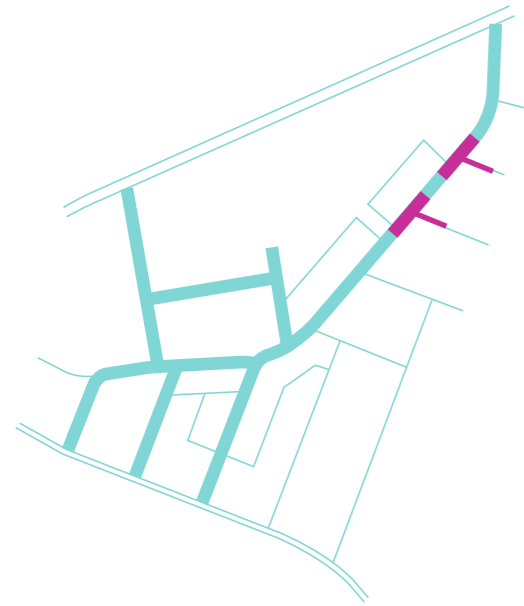
Strengthen Walking & Cycling Connections

15. Shared paths for local movement
16. Key link to park network, river foreshore and City



Place Type 3 Micro Plaza

Create raised platforms along Burswood Road to slow traffic, improve side street vehicle access and create safe pedestrian crossing points.



Streetscape Elements

Location	Cnr Burswood Rd (East) and Howick St Cnr Burswood Rd (East) and Egham St
Total Reserve Width	20m
Design Speed	30km/hr
Intersection Treatment	Raised flush surface on both streets
Travel Lanes	Feature treatment flush kerbs
Parking	Nil
Median	Canopy trees shrubs flush kerb Existing driveway access
Landscape Strip	Canopy trees shrubs Existing driveway crossovers Flexible Micro Plaza adjacent to existing school and cafe. Detailed design in consultation with these user groups
WSUD Options	Rain gardens and permeable paving
Paths	2.5m shared path
Street Furniture	Public seating bike racks pedestrian scale street lights
Other	Public art

Key Moves

Slow Traffic

1. Minimise travel lane widths and kerb radii
2. Vertical deflection
3. Street tree enclosure

Green and Shade the Street

4. Underground powerlines
5. Dense canopy trees
6. Shrub planting

Safer Footpaths and Crossings

7. Slow vehicles
8. Transition away from front driveway access
9. Widen median refuge

Create Distinct People Places

10. Linger node around existing active uses

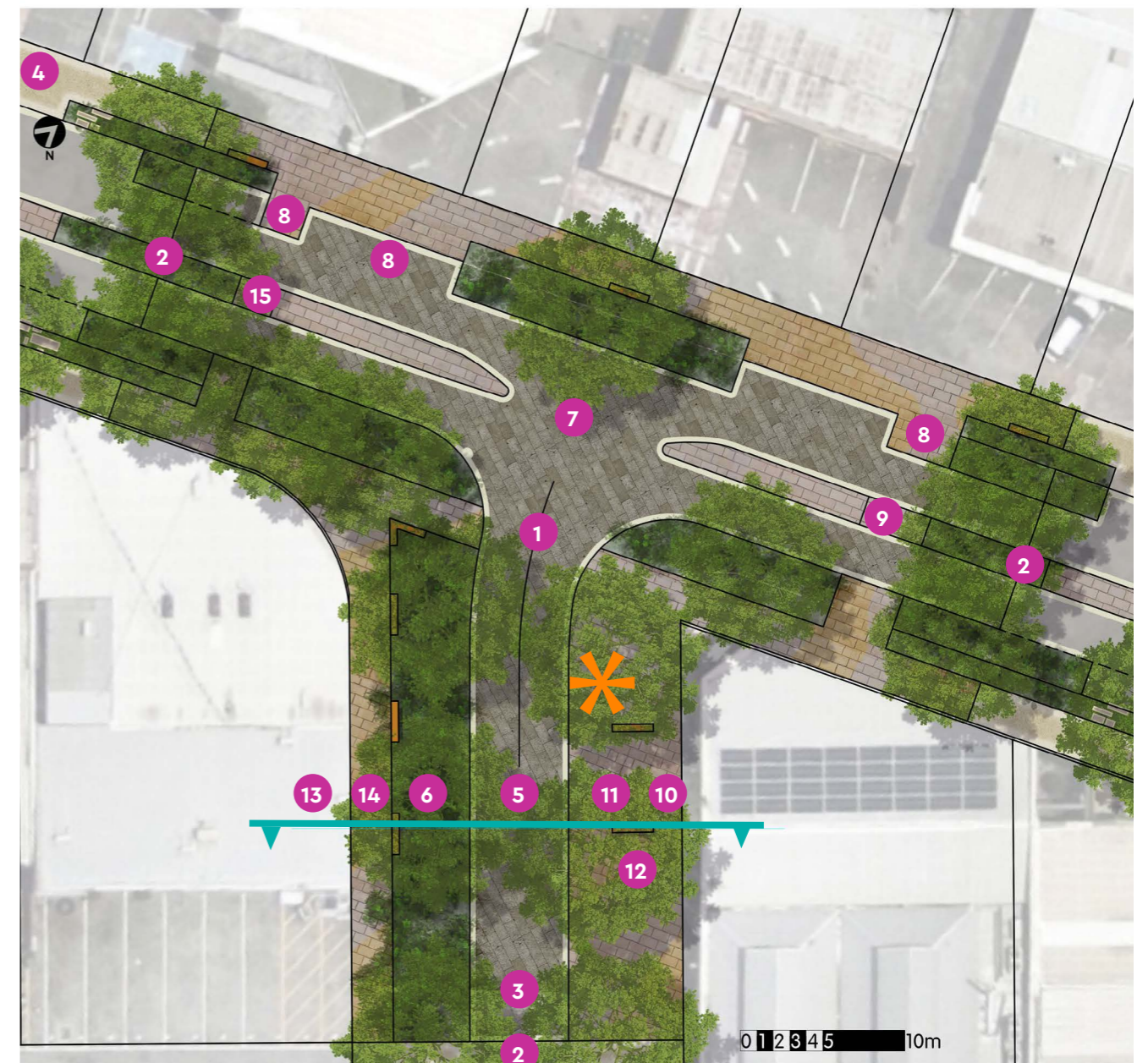
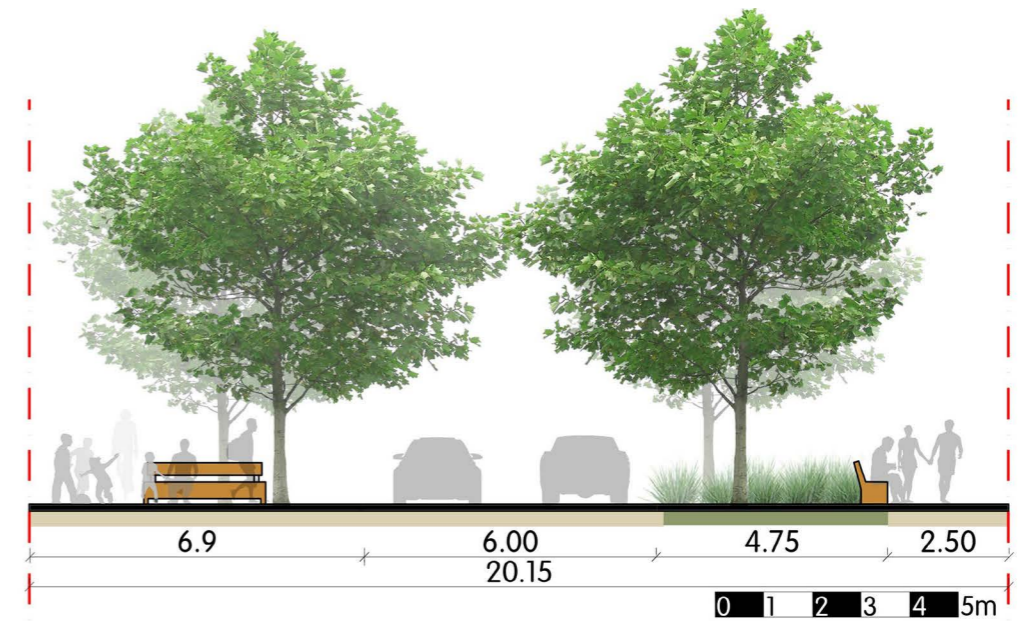
Promote Vibrancy and Identity

11. Intergenerational play and learning space
12. Seating for pick-up and drop off
13. Mural opportunity

Strengthen Walking & Cycling Connections

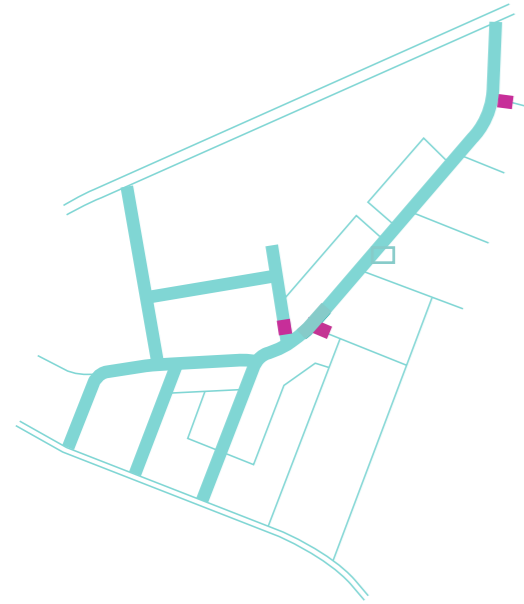
14. Shared paths for local movement
15. Median refuge for crossing

✳ Place-making opportunity – kids space, mural etc.



Place Type 4 Micro Green

Create tranquil pockets of green relief, with continuous, raised footpath crossings along Burswood Road, and opportunities for rain gardens.



Streetscape Elements

Location	Cnr Hawthorne and Burswood Rd (East) Cnr Benporath and Burswood Rd (East) Cnr Kitchener Way and Burswood Rd (East)
Total Reserve Width	20-26m
Design Speed	30km/hr
Intersection Treatment	Raised flush path across side street
Travel Lanes	Asphalt upright kerb
Parking	Nil
Median	NA
Landscape Strip	Canopy trees shrubs existing driveway crossovers
WSUD Options	Rain gardens and permeable paving
Paths	2.5m shared path one side of the street
Street Furniture	Pedestrian scale street lights occasional bench seating bike racks

Key Moves

Slow Traffic

1. Minimise travel lane widths
2. Vertical deflection
3. Street tree enclosure

Green and Shade the Street

4. Underground powerlines
5. Dense canopy trees
6. Widen landscape strip (by 2-7m) for mass shrub planting

Safer Footpaths and Crossings

7. Slow turning vehicles
8. Maintain sight lines
9. Transition away from driveway access

Create Distinct People Places

10. Passive pause point

Promote Vibrancy and Identity

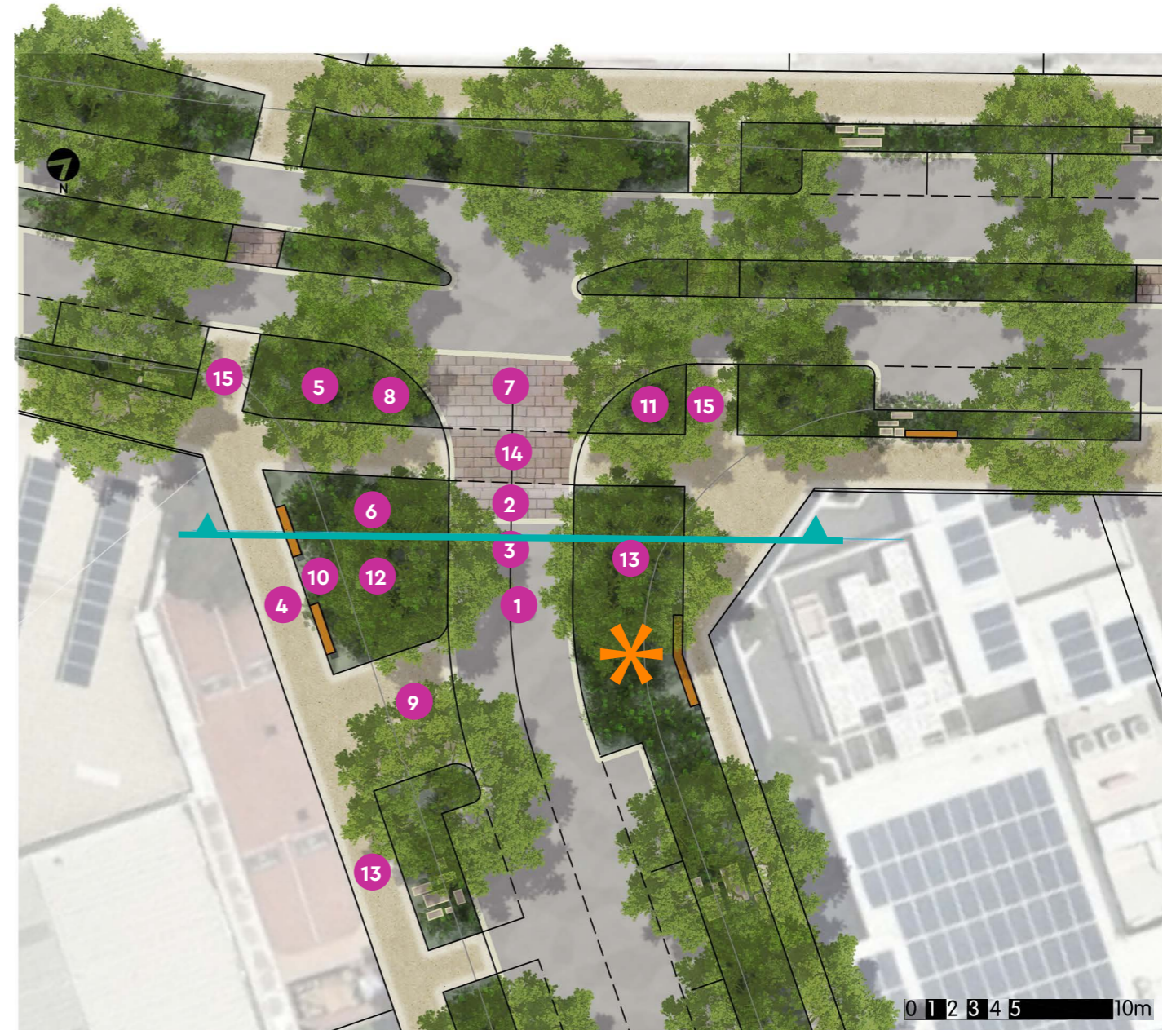
11. Green relief on Burswood Rd (East)
12. Amenity to promote adjacent redevelopment (wider verge)

Strengthen Walking & Cycling Connections

13. Shared paths for local movement
14. Flush surface crossing
15. Crossings on desire lines

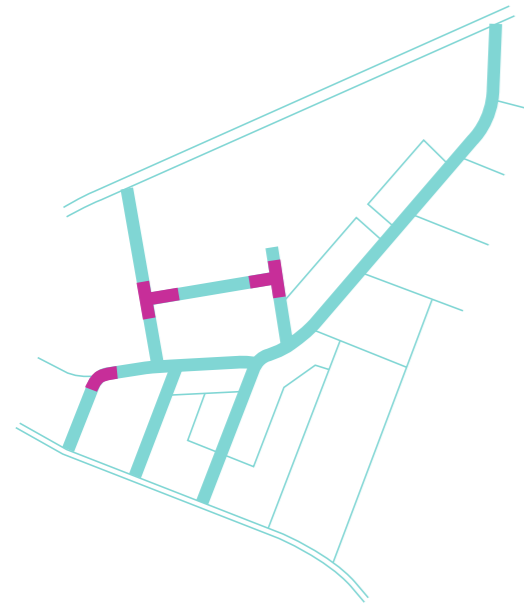
✱ Place-making opportunity

DESIGN



Place Type 5 Green Break

Green relief within the local street network, improved pedestrian access and opportunities for rain gardens.



Streetscape Elements

Location	Cnr Asquith St and Burswood Rd (West) Cnr Craig St and Thorogood St Cnr Thorogood St and Hawthorne Pl
Total Reserve Width	20–26m
Design Speed	40km/hr
Intersection Treatment	Kerb extensions
Travel Lanes	Asphalt upright kerb
Parking	Nil
Median	NA
Landscape Strip	Canopy trees shrubs existing driveway crossovers
WSUD Options	Rain gardens and permeable paving
Paths	2.5m shared path one side of the street min
Street Furniture	Pedestrian scale street lights occasional bench seating

Key Moves

Slow Traffic

1. Minimise travel lane widths
2. Street tree enclosure
3. Reduce kerb radii

Green the Street

4. Underground powerlines
5. Widen landscape strip by 2m for shrub planting and breathing space for canopy trees

Safer Footpaths and Crossings

6. Slow vehicles
7. Maintain sight lines
8. Transition away from front driveway access

Create Distinct People Places

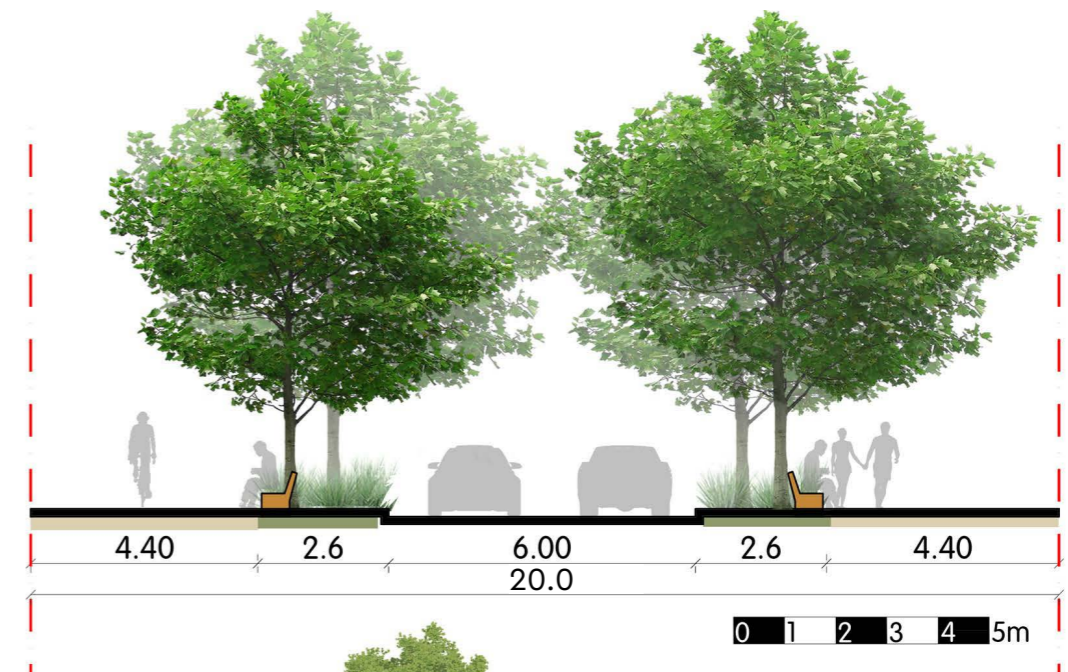
9. Low key local pause points

Promote Vibrancy and Identity

10. Green relief within local street network
11. Mirror existing quality paving and street trees on Thorogood St
12. Promote redevelopment on important corner sites

Strengthen Walking & Cycling Connections

13. Improve key connection to river
14. Reduce crossing distance



Implementation

Implementation

The Place Design Framework defines street types and place types which provide the strategic basis for the revitalisation of the Burswood South mixed-use precinct. The Place Design Framework recommends an extensive set of interventions across many different parts of the streetscape, which range in size, complexity and cost. The plan does not recommend any specific staging at this point in time, as implementation requires further detailed design and feasibility assessment, understanding the priority and timing for underground power, and consideration of long-term funding strategies.

There is flexibility to deliver the plan as a series of projects over the next 10 years through a combination of:

- Existing programs of the Town eg. street tree planting.
- Planned upgrade of existing assets eg. renewal of footpaths or road surfaces.
- Creation of new assets (eg. rain gardens, pedestrian crossings).

How Businesses, Landowners and Residents Can Assist

Local businesses and resident can also play a role in revitalising the area by upgrading building frontages, replacing poor signage or applying for a Town of Victoria Park Place Grant for improving public spaces outside businesses, for example constructing a parklet (see victoriapark.wa.gov.au/Business/Grow-your-business/Vic-parklets and victoriapark.wa.gov.au/Around-town/Community-development/Vic-Park-Funding-Program/Place-grants).

The following actions are required to implement the Streetscape Improvement Plan following adoption by the Council:

IMPLEMENTATION

		Responsibility	Timeframe	Resources
1	Streetscape Maintenance Increase the mowing of verges from quarterly to monthly.	Infrastructure Operations	December 2021	Within existing verge maintenance program.
2	Underground Power Feasibility Continue investigating the feasibility of undergrounding power with Western Power.	Infrastructure Operations, Place Planning	Ongoing	TBC
3	Funding Strategy / Long Term Financial Plan Prepare a funding strategy to inform: <ul style="list-style-type: none"> Allocation of funds in the Town's Long-Term Financial Plan to implement the plan in stages over 10-year period. Consideration of contributions from landowners. Ongoing monitoring of external grant opportunities from State and Federal Government grants. Any opportunities for advocacy for external funds from State and Federal Governments. Alignment with the Transport Strategy (2021) recommendation for a Parking Benefit District that would reinvest parking revenues into place improvements. Present the Funding Strategy to the Council for consideration and adoption prior to commencement of detailed design.	Place Planning, Finance, Project Management	December 2021- June 2022	n/a
4	Implementation Plan / Detailed Design + Staging Plan Following final adoption of the Streetscape Plan, carry out further investigations and prepare detailed plans including: <ul style="list-style-type: none"> Consider any implications arising from the Town's Drainage Asset Assessment. Investigate the sensitivity of existing paperbark trees on Teddington Road in relation to underground power tunnelling. Investigate the ability to plant trees under powerlines ahead of any potential undergrounding power tunnelling. Project staging plan for implementation over a 10-year period – note that staging will be influenced by multiple factors including (but not limited to): <ul style="list-style-type: none"> Progressing the feasibility of underground power. More immediate priorities such as improving pedestrian crossings. Availability of funds through the Long-Term Financial Plan and other external sources (eg. grants and/or landowner contributions) Management of traffic during works to minimise disruption. 	Project Management	TBC	TBC

		Responsibility	Timeframe	Resources
5	<p>Urban Forest – Street Tree Program Prioritise the planting of street trees in secondary streets in the shorter-term – Twickenham, Craig, Burswood (west), Thorogood and Hawthorne Streets.</p> <p>Submit a project proposal form to the Urban Forest Strategy Implementation Working Group for consideration before end November 2021.</p>	Infrastructure Operations	2022	Within existing Urban Forest programs (Leafy Streets).
6	<p>Parking Occupancy Review Consider any recommendations of the regular parking occupancy survey and review being conducted for the Burswood area.</p>	Parking	2021–2022	Within existing Parking program.
7	<p>Public Art Theme Develop a place-specific public art theme to create a strong and cohesive sense of place and identity through consistency or connection between individual public art pieces. For example, the theme could reflect Aboriginal culture and/or stories associated with the Swan River and surrounds, for example.</p> <p>The theme will guide the delivery of public art under the Streetscape Plan and potentially public art delivered through private redevelopment as per the Town's Local Planning Policy 29 Public Art Private Developer Contribution.</p>	Community (Events Arts and Funding), Place Planning	2022–2023	\$5,000
8	<p>Right of Ways Ensure the transfer of ownership of ROWs from deceased estates to the Town as per the recommendations of the Town's Local Planning Strategy, through the revised Rights-of-Way Strategy.</p>	Property and Leasing, Place Planning	2024–2025	n/a
9	<p>Business Frontages and Signage Provide information to businesses about the benefits of consolidating signage and improving business frontages to add to the attractiveness of the area.</p>	Place Planning	2022	n/a
10	<p>Place Grants Encourage businesses to apply for Place Grants for parklets and other improvements to public spaces outside their properties that align with this plan.</p>	Place Planning	Ongoing	Within existing Vic Park Funding Program.
11	<p>Place Activation Consider setting aside \$50,000 in the Town's 2022–2023 and 2023–2024 budget for several small-scale place activation projects (eg. parklet, temporary landscaping, murals) to temporary and semi-permanent improvement to the precinct prior to detailed design and construction of the streetscape plan.</p>	Place Planning	2022–2023 2023–2024	\$50,000
12	<p>Community Safety Funding Encourage businesses to apply for funding from the Town to implement community safety initiatives such as CCTV.</p>	Place Planning	Ongoing	Within existing Vic Park Funding Program.