



Belvidere Street Revitalisation Plan

Summary of Scenarios For Community Consultation

Title	Belvidere Street Revitalisation Plan Summary of Scenarios for Community Consultation
Project	Belvidere Street Revitalisation Plan
Prepared For:	City of Belmont
Status:	Final
Version:	A
Date Of Release:	22/11/2022
Approved By:	Andrew Brodie

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Local Policy Context

The project is aligned to six City plans and strategies. Outcomes aligned to the project are outlined below:

Belvidere Main Street Precinct Design Guidelines

- Promote redevelopment of private land
- Focus activity at street level
- Streetscape enhancements

Sustainable Transport Plan 2019-2023

- Improve connections to Redcliffe Station
- Improve pedestrian crossings within the centre
- Reduce posted speed limits
- Rationalise parking and vehicle access

Community Placemaking Strategy 2018-2023

- Support community led placemaking
- Promote high quality public open spaces
- Accessible and inclusive place activation
- Celebrate Belmont's diversity and rich history
- Placemaking that supports local business

Strategic Community Plan 2020-2040

- + 9,467 dwellings by 2020-2041
- Vibrant, attractive, safe and sustainable activity centres
- Accessible, efficient and sustainable movement network
- Clean and green
- Support arts and culture
- Collaboration

Access and Inclusion Plan 2022-2026

- Cater for residents living with disabilities
- Access and inclusion included at all stages
- Leadership in the design of City buildings and facilities

Belvidere Street Environmental Considerations

- Reticulated sewage and free drain soils
- Low-moderate risk for Acid Sulfate Soils
- No significant vegetation

Public Life Analysis

Key Findings

To assist with the design process, the project team undertook a Public Life Analysis to see how people use the area currently. The findings are summarised below



Limited street activation due to shop frontages remaining shut and caged. Creates an intimidating environment.



Shopping centre and café generates most activity, but people do not stay and spend time in the public realm.



Anti social behaviours reduces sense of safety, especially at night.



Reasonable sense of community, but unattractive and uncomfortable public realm.



Very few reasons for people to stay and spend time in the street. Limited shade and greenery



Speeding traffic is dangerous for parked cars backing out, as well as pedestrians and cyclists.



Overhead powerlines dominate the streetscape on the northern side of the street. Conflicts between reversing parked cars, pedestrians and passing traffic



Bus stop was the only location where people were observed spending time on the street. No street trees or shade



Typical narrow footpaths with no space for alfresco and places to stop, rest and socialise. Inactive shopfronts and roller doors undermine perceptions of safety and streetscape quality



Alfresco currently provided is very well used, with the parklet demonstrating demand for additional footpath space for this purpose

Parking Analysis

Key Findings

To determine how vehicles used the space, the project team undertook a Parking & Traffic Analysis. Key findings are summarised below.

Total of 204 parking bays

85% of cars park for less than 2 hours

Zone 3 and 4 recorded highest level of occupancy, being located closest to the supermarket and tavern

Zone 7 and 8 comparatively less utilised except on Saturdays (presumably due to the cafe)

Zone 1 car park rarely exceeds 50% usage

Zone 2 overflow car park was much busier on Friday afternoon (possibly due to the tavern) compared to Saturday (max 46% usage)

Key take out: there is a substantial surplus of parking within the centre.



Traffic Analysis

Key Findings

6890 vehicle per day

The vast majority of vehicles are not stopping at the centre

99% of vehicles drive below the posted speed limit of 50km/hr

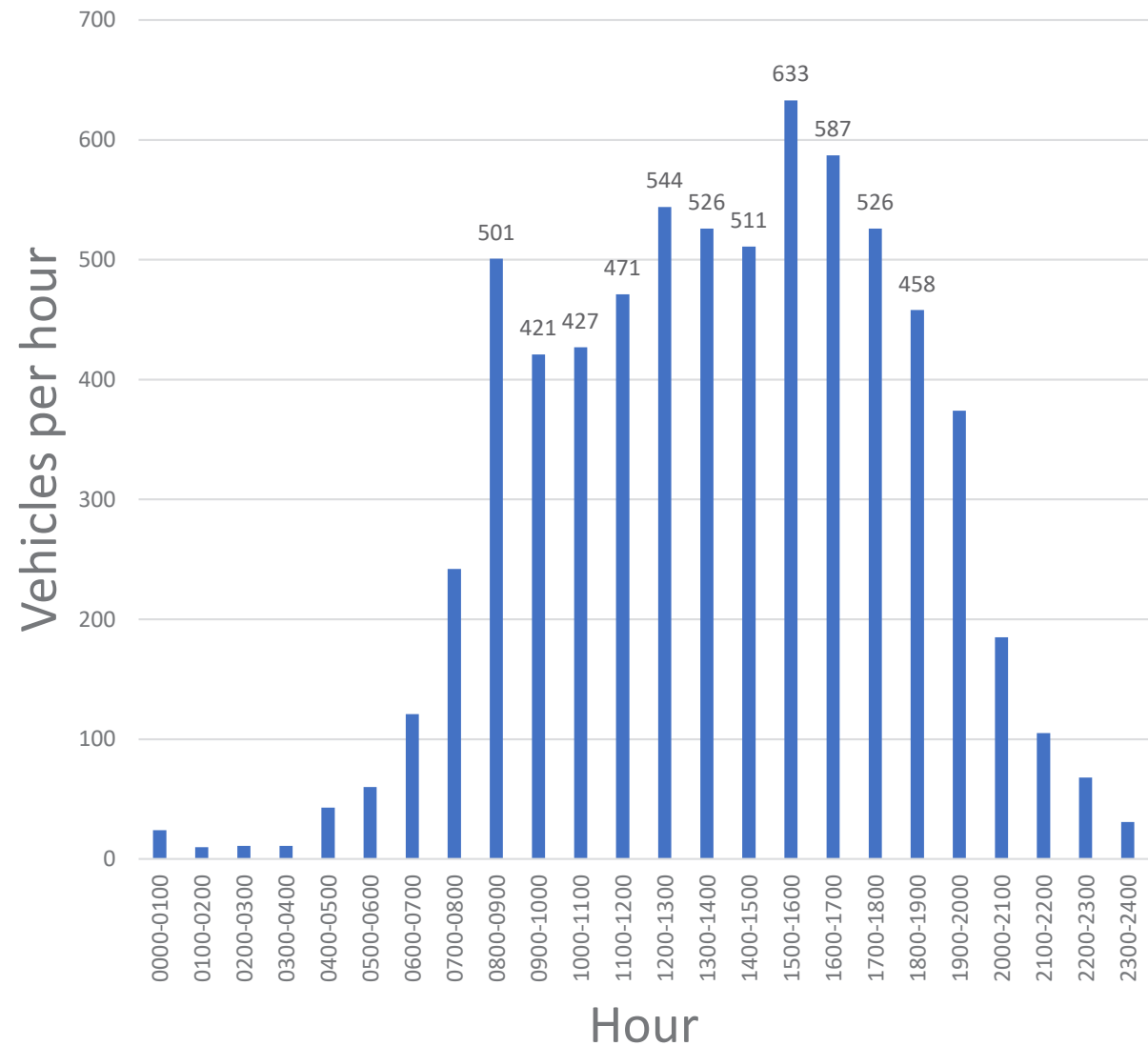
The dominant vehicle speed is 20-30 km hr (47%)

35% of vehicles traveling above 30km/hr, with some dangerous 'hoon' driving

Key take outs:

Belvidere street appears to be used as a 'rat-run'

A large proportion of vehicle speeds are excessive for an activity centre main street environment



Scenario Guiding Principles

Following a summary of key findings from the technical studies, six key principles have been used to guide the design scenarios



Slow Traffic



Increase Visitation



**Add Greenery
and Amenity**



**Prioritise Pedestrians
and Cyclists**



**Enhance Safety
and Image**



**Create a
Point of Difference**

Snapshot of Scenarios



Scenario 1

- Retention of overhead power-lines
- Footpath widening adjacent to supermarket and tavern
- Some landscape, lighting and CCTV improvements
- Lower intervention and Cost



Scenario 2

- Under-grounding of power-lines
- Footpath widening throughout
- Significant landscape and lighting improvements + additional CCTV
- Protected cycle lanes as part of future cycle network improvements
- Higher Intervention and cost
- Some landscape and lighting improvements



Scenario 3

- Under-grounding of power-lines
- Small park and community focal point
- Slow speed shared space that prioritises pedestrians and cyclists
- Significant landscape and lighting improvements + additional CCTV
- Higher Intervention and cost

Scenario I

● Power pole



Slow Traffic

1. Traffic calming (+ 40km/hr speed limit)
2. Some narrowing of vehicle space
3. Bus stop in traffic lane



Increase Visitation

4. Limited new flexible alfresco and public seating areas



Add Greenery and Amenity

5. Median tree planting
6. Shrub and tree planting (replacing some parking)
7. Some small tree planting near overhead power-lines



Prioritise Pedestrians and Cyclists

8. Raised pedestrian crossing
9. Limited footpath widening (and wall removal)



Enhance Safety and Image

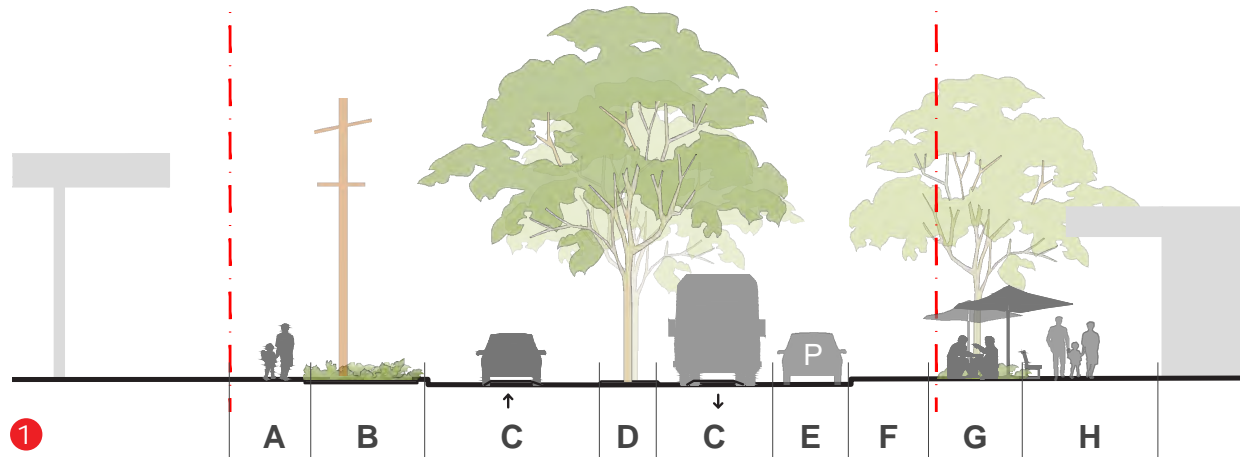
10. Limited additional people presence within street
11. New Lighting on this side of the street
12. Additional CCTV
13. Limited improvements to streetscape look & feel



Create a Point of Difference

14. Road surface artwork

Scenario I



A. Existing footpath width

B. Verge shrubs

C. Travel lane

D. Median trees

E. Parallel parking

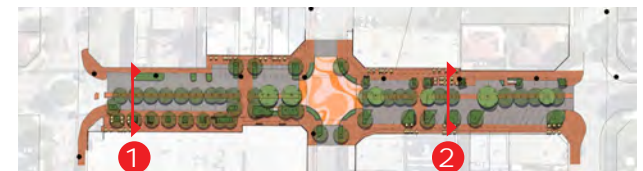
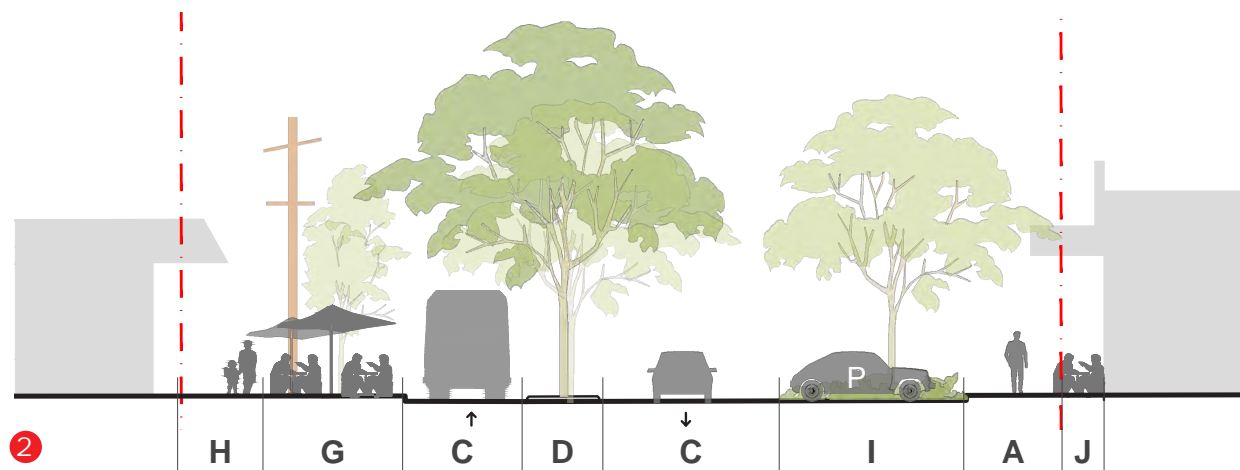
F. Underground services

G. Alfresco and public seating

H. Footpath widening

I. Nose-in parking retained

J. Limited alfresco



Scenario I



Surface artwork cnr of Belvidere & Gardiner St



Additional lighting south side of street



Footpath widening adjacent to supermarket



Existing power-lines and trees

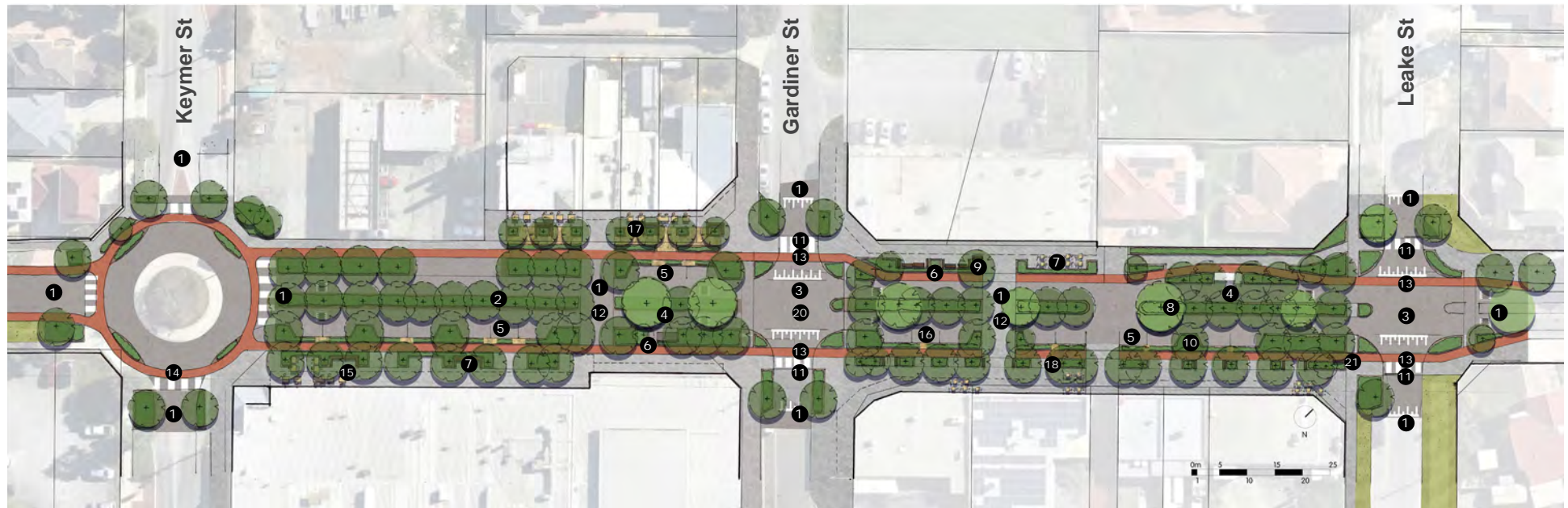


Street trees inbetween car bays where possible



Garden beds between car bays

Scenario 2



Slow Traffic

1. Traffic calming (+ 30km/hr speed limit)
2. Narrower vehicle space (carriageway and trees)
3. Tighten intersection geometries
4. Bus stop in traffic lane



Increase Visitation

5. On street parking bays
6. Significantly improved cyclist access and parking
7. Flexible alfresco and public seating areas



Add Greenery and Amenity

8. Median tree and shrub planting
9. Verge tree and shrub planting
10. Parking nib tree and shrub planting



Prioritise Pedestrians and Cyclists

11. Zebra crossings at raised side streets
12. Raised pedestrian crossing
13. Cyclist priority on raised side streets
14. Dedicated cycle lanes through roundabout
15. Overall footpath widening (& wall removal here)



Enhance Safety and Image

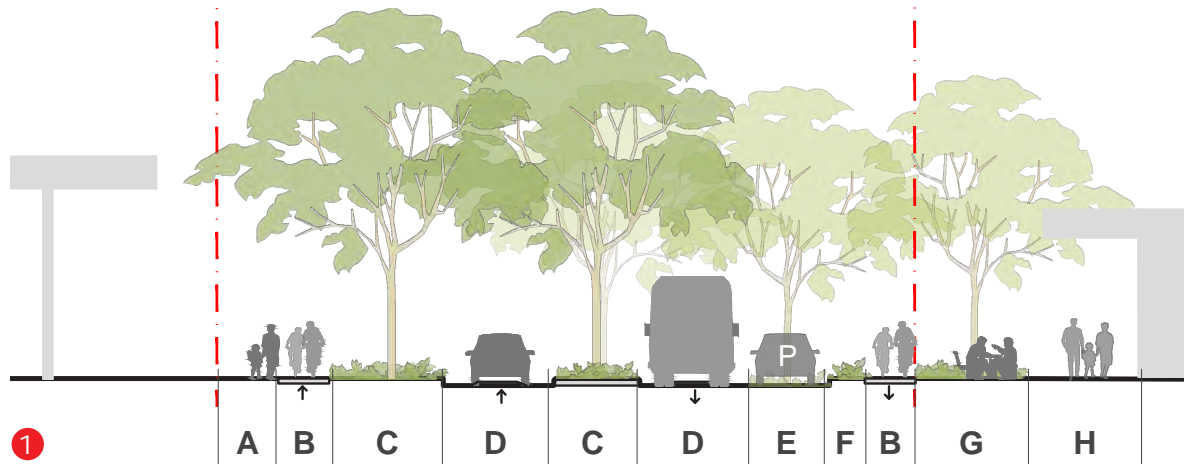
16. Replace all reversing parking with parallel bays
17. Enhanced people presence within the street
18. Enhanced streetscape look and feel
19. New Lighting throughout the street
20. Additional CCTV



Create a Point of Difference

21. Highly pedestrian and cycle friendly

Scenario 2



A. Footpath

B. Cycle path (footpath level. 1 way each way)

C. Street trees and shrubs

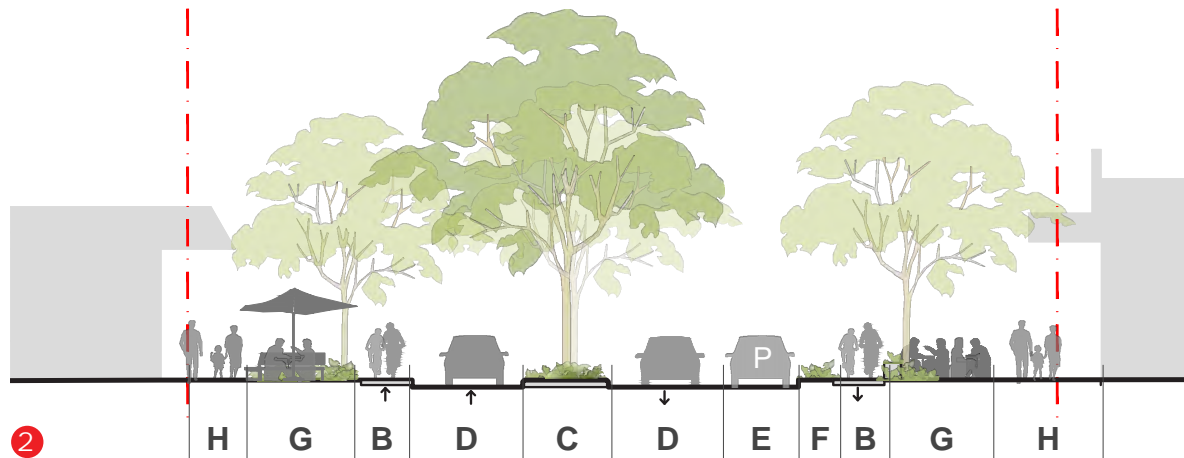
D. Travel Lane

E. Parallel parking

F. Buffer/underground services

G. Alfresco and public seating

H. Footpath widening



Scenario 2



Pedestrian and cyclist priority at side streets



Protected bike lanes



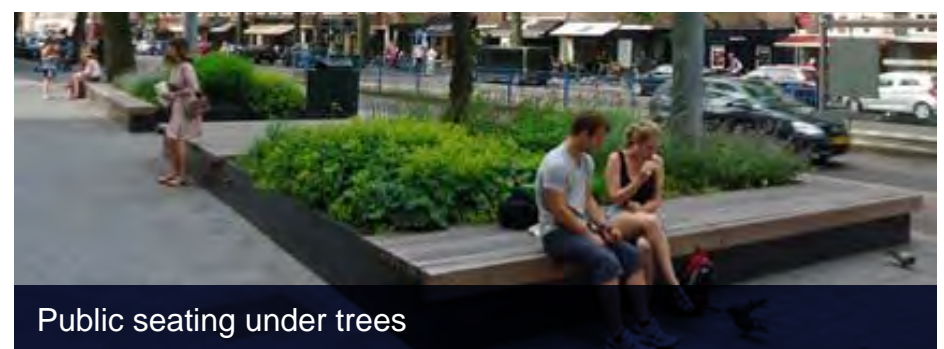
Bike parking



Raised mid-block crossings



Significant additional alfresco with green buffer



Public seating under trees

Scenario 3



Slow Traffic

1. Traffic calming (+20km/hr speed limit)
2. Offset intersection to force cars to slow down
3. Narrower vehicle space (carriageway and trees)
4. Bus stop in traffic lane



Increase Visitation

5. Flexible green space - markets, movie nights, unstructured play and performances
6. Stage - entertainment and flexible seating
7. Children's playground with nature play element
8. Flexible alfresco and public seating areas



Add Greenery and Amenity

9. Small local park
10. Median tree and shrub planting
11. Verge tree and shrub planting
12. Parking nib tree and shrub planting



Prioritise Pedestrians and Cyclists

13. Accessible flush surface shared space treatment
14. Cars give way to crossing pedestrians
15. Cyclists share space with cars in safe 20km/hr environment
16. Cyclist & pedestrian priority crossing at side streets



Enhance Safety and Image

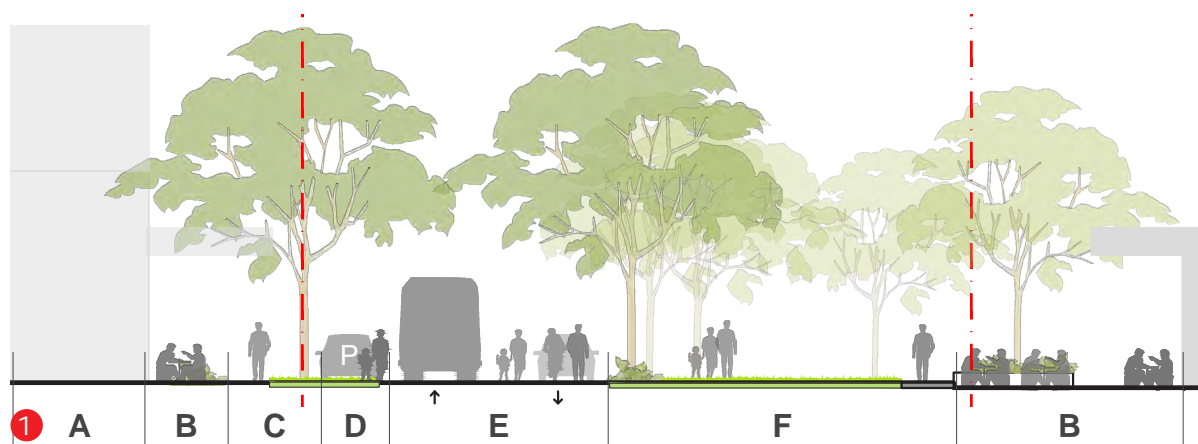
17. Replace all reversing parking with parallel bays
18. Significantly enhanced people presence within the street
19. Significantly enhanced streetscape look and feel



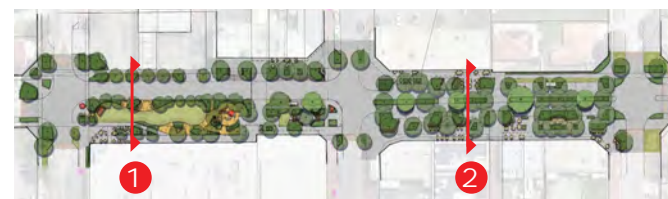
Create a Point of Difference

20. Community, entertainment, play and relaxation focus
21. Green and public art views on arrival
22. North facing tavern alfresco with direct frontage to park and performance space

Scenario 3



- A. Potential future mixed use development
- B. Alfresco
- C. Footpath
- D. Parallel parking
- E. Shared space
- F. Green space
- G. Median trees and shrubs
- H. Alfresco, public seating and greening



Scenario 3



Flexible green space - markets and entertainment



Playground in park



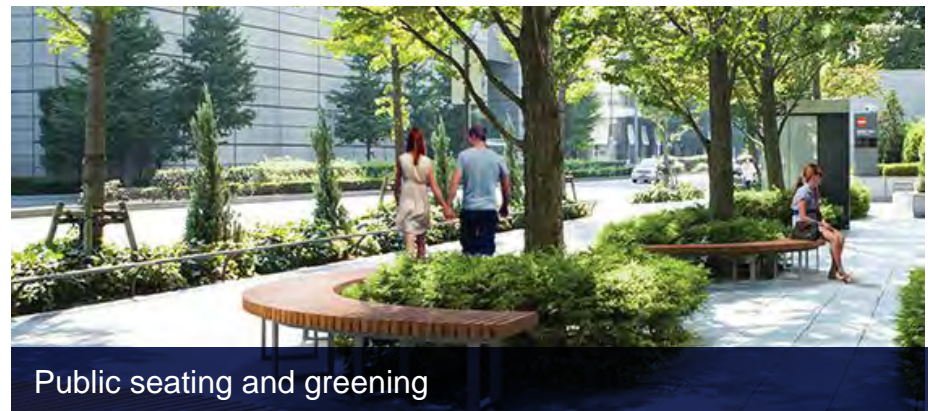
Park front alfresco for tavern



Steps near tavern



Slow speed shared space and alfresco



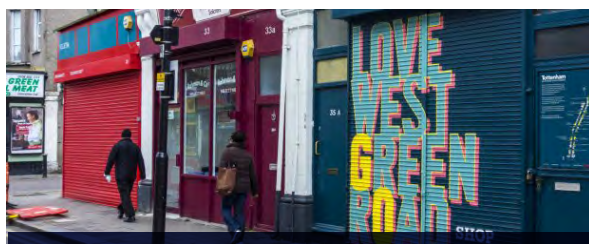
Public seating and greening

Additional Opportunities

Quick Wins



Shopfront Improvement Grants
Painting, greenery, signage, displays and alfresco



Wall Art Program
Blank street walls and hostile roller shutters



Events and Place Activation
Including temporary street closures and 'pop ups' (Quick Win and Ultimate Outcome)

Ultimate Outcome



Cycle Network Upgrades
To Redcliffe Station & Belmont City Centre (Quick Win line-marking)



Strengthening Character and Identity
Getting the design details right in the next phase



Shopfront Design Guidelines for New Development
For an engaging street level experience

Potential Funding

BELMONT
CITY OF OPPORTUNITY



City of Belmont
Municipal Funding



Government of Western Australia
Western Australia Bicycle Network Grants Program (WABN)



RAC
Reconnect WA Program

Preliminary Cost Summary

	Scenario 1	Scenario 2	Scenario 3
Demolition and New Works	\$650,000	\$2,863,000	\$3,724,000
Total Construction Costs	\$650,000	\$2,863,000	\$3,724,000
Design Contingency	\$65,000	\$287,000	\$373,000
Construction Contingencies	\$72,000	\$315,000	\$410,000
Professional Fees	\$119,000	\$416,000	\$541,000
Western Power Works P Sum	Excluded	\$1,843,000	\$1,843,000
Development Approval	\$12,000	\$12,000	\$13,000
Building Code of Australia Compliance	\$4,000	\$18,000	\$23,000
Public Artwork	Excluded	Excluded	\$46,000
Escalation (to Nov 2025)	\$135,000	\$841,000	\$1,019,000
Estimated Total Commitment (Excl. GST)	\$1,057,000	\$6,595,000	\$7,992,000

**Your feedback is very valuable to us, so head over to
<https://connect.belmont.wa.gov.au/belvidere-street>
and fill out the survey to tell us your thoughts**

