

# **SCARBOROUGH BEACH ROAD ACTIVITY CORRIDOR FRAMEWORK**

## **FREQUENTLY ASKED QUESTIONS**

1. Project description and status
2. The Framework
3. Transport
4. Other information

### **1. Project description and status**

#### **What is the Scarborough Beach Road Activity Corridor Framework?**

The Scarborough Beach Road Activity Corridor Framework (the Framework) provides an integrated and logical vision for the future development of Scarborough Beach Road. It responds to the growth of Stirling City Centre and other activity centres along its length. The Framework re-imagines how Scarborough Beach Road can best function and the role that public/non-motorised transport and better building design can play in its improvement over time.

It is a strategic document that will be used to guide detailed planning that will occur along different sections of the corridor.

#### **Why is the Scarborough Beach Road Activity Corridor Framework important for the Perth metropolitan area?**

The Perth metropolitan area is growing rapidly, and the State Government is committed to improving the existing urban area to provide better living, working and transport opportunities in existing activity centres and along activity corridors.

Scarborough Beach Road and its surrounds have experienced a significant amount of growth without a coordinated vision for transport and land use planning. This has contributed to a poor environment experienced by those living, working or visiting the corridor.

This Framework will guide detailed land use and transport planning along the corridor, forecasting the future growth and land use mix along each section of the road.

The Western Australian Planning Commission is also committed to ensuring the corridor can move people and goods efficiently by protecting the appropriate areas where future road infrastructure will likely be required.

If growth continues without a consolidated vision poor transport and land use outcomes will continue.

### **How has the project been structured and who is managing it?**

The Framework has been managed by the Department of Planning in collaboration with the City of Stirling, City of Vincent and State government transport agencies.

The Department of Planning has taken the lead role to set a vision for Scarborough Beach Road, as it runs through a number of priority activity centres and across two local governments.

### **How big is the Framework area?**

The Framework covers the entire length of Scarborough Beach Road, from Charles Street to West Coast Highway and generally provides land use guidance for lots abutting the road.

### **When will people be able to see improvements along Scarborough Beach Road?**

Improvement and redevelopment along Scarborough Beach Road is a long term proposition. It will depend on many factors, including funding and priority for infrastructure, and the appetite of landowners to redevelop / improve their properties. Setting an agreed Framework will help to coordinate that process as it provides a unified vision to guide State Government agencies, local governments and land owners.

#### Possible land redevelopment process



*1. SBR AC Framework, 2. Detailed planning process, 3. Progressive redevelopment by landowners*

#### Possible transport infrastructure upgrade process



*1. SBR AC Framework, 2. Detailed planning process, 3. Land redevelopment and resumption (where applicable), 4. Detailed road design, 5. Road construction*

## **2. The Framework**

### **Does this project have anything to do with Stirling City Centre and Scarborough Beach?**

The Framework recognises and responds to the detailed planning that has occurred in Stirling City Centre and Scarborough Beach, though it is a separate project to both.

Ensuring that Scarborough Beach Road can efficiently move public transport, vehicles, cyclists and pedestrians will contribute to the success of these centres as they grow.

### **What public consultation has taken place so far?**

Development of the Framework has been informed by a series of workshops held with the North Perth, Mount Hawthorn, Glendalough, Osborne Park, Herdsman Business Park and Stirling City Centre local communities since 2010. Recommendations from the Local Area Planning workshops undertaken by the City of Stirling for the Doubleview and Scarborough areas have also informed the Framework.

### **Can I provide my feedback on the Framework?**

A draft of the Framework was advertised in late 2012. Most feedback received supported the Framework. Some changes were made to improve the Framework based on this feedback, which is documented in the submissions report.

It is important to note that the Framework is not a substitute for detailed planning, which is undertaken by each local government (or the MRA in parts of Scarborough), and is subject to further community engagement and consultation.

### **What has been the response to public consultation?**

Generally, landowners and community members consulted have supported the vision, with many encouraging the proactive approach taken. It is widely recognised that current growth without a long term planning vision will further degrade the experience for those living, working or visiting the Scarborough Beach Road area.

The Framework provides a transport and land use vision that promotes public transport priority, addresses safety and access concerns and enhances the amenity of the pedestrian environment. More information can be found in the *Scarborough Beach Road Activity Corridor Framework Submissions Report*.

### 3. Transport

#### How will Perth's transport system change to include future improvements along Scarborough Beach Road?

The Framework sets a vision for future transport upgrades to each section of Scarborough Beach Road, depending on the current and future function of the road. This work reflects the draft *Public Transport for Perth 2031* plan, which recommends dedicated public transport lanes to run along certain sections of the road. The Framework generally recommends:

- Minor upgrades could occur within the *Mount Hawthorn* and *North Perth* sections of the road to improve safety and amenity (including clearer connections for cyclists).
- Ultimate road designs between in *Glendalough*, *Osborne Park* and *Stirling City Centre* (Main Street and Odin Road) that would introduce priority public transport lanes, dedicated cycling facilities and generous pedestrian paths. This design significantly increases the amount of people Scarborough Beach Road can move; especially during peak times where priority public transport can alleviate traffic congestion.
- Highlights the need for improving pedestrian and cyclist safety, comfort and public transport efficiency in *Doubleview* and *Scarborough* (Odin Road to West Coast Highway), although further detailed design work for the road reserve is required to determine the ultimate configuration of the reserve.

The Department of Transport, Main Roads WA and Public Transport Authority have been involved in the road concept designing process to ensure road designs will improve the efficiency to move people along Scarborough Beach Road.

#### **Road designs haven't been included for the section west of Odin Road. Why not?**

The area of Scarborough Beach Road from Odin Road west is still subject to further road concept designing with a detailed planning phase to follow. This work will be undertaken in consultation with landowners and the surrounding community.

The Framework recommends a better public transport, pedestrian and cyclist connection to Scarborough Beach and because this section of the road does not carry as many vehicles and people its design can be much narrower to fit in with the local context.

The section of Scarborough Beach Road from Main Street to Odin Road suffers from a much higher level of traffic congestion and pedestrian/cycle severance, and as a consequence has been deemed as a priority section of the road to design and set a future road reservation.

## What provision has been made for cyclists and pedestrians?

A key component of activity corridor planning is to ensure all users have high quality access to and along the road, including cyclists and pedestrians. Road designs that have been developed from Main Street to Odin Road recognise this, by providing generous pedestrian paths and dedicated separate cycle paths on each side of the road. It is expected that upon final realisation of the ultimate road design, these facilities will further encourage walking and cycling in the area.

The Framework recommends a better public transport, pedestrian and cyclist connection to Scarborough Beach (Odin Road to West Coast Highway) though as this section of the road does not carry as many vehicles and people, its design can be much narrower to fit in with the local context.

Mount Hawthorn and North Perth sections of the road are much narrower and some parts cannot easily fit additional space for cyclists. The Framework recommends a design that clearly marks the Mt Hawthorn town centre as a clearly signed and slower moving bicycle boulevard. The designs include on-street cycle lanes from Main Street to Kalgoorlie Street and Oxford Street to Charles Street.

## What about the current car parking in front of large format retail buildings in Osborne Park?

The Framework suggests that, upon redevelopment, car parking situated in-front of buildings through Osborne Park could be adequately designed behind. This would improve the connection between each building and the street, reduce the level of confusion for drivers and pedestrians, and increase the exposure of retailers to visitors.

It is now common for large format retailers in inner city areas of other Australian cities to adopt this design approach.

Coordinated and clear signs can direct vehicles behind buildings, with electronic signage at the street level indicating the availability of bays.



*An example of large format retail building built to the pedestrian path, with clear signage to explain parking opportunities to vehicles. Brisbane, Australia.*

#### 4. Other Information

##### **Why is the State Government planning for more and smaller dwellings in these areas?**

As demographics and lifestyles change it is important to ensure there is a suitable dwelling mix to meet the needs of all members of the community — including retirees, young people and large and small families.

Demographic trends (analysed from Scarborough Beach Road and its surrounds) show there are increasing numbers of lone households, an ageing population and affordability issues for those living in the area. These trends all highlight the need to provide a mix of housing types to accommodate all members of the community as it changes over time. The Framework provides examples of a range of quality large, medium and smaller dwellings that could be encouraged within each centre along the road.