



City of Nedlands

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# *North Hollywood Precinct Land Use Strategy*

DRAFT 2012

PD33.12 – Attachment 1  
Draft North Hollywood Precinct  
Land Use Strategy

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## Executive Summary

The City of Nedlands North Hollywood Precinct Land Use Strategy is a long-term strategy for resolving how North Hollywood is likely to develop. This will establish a clear direction for the long-term future of the neighbourhood. Having a clear direction helps with making consistent decision making about land use planning, movement and placemaking.

As a long-term approach for establishing a clear direction for North Hollywood and providing the basis for consistent decision making, this strategy adopts a vision for North Hollywood:

*“North Hollywood will be developed in a coordinated manner that allows the area to reach its full potential in meeting the needs of the community. The neighbourhood will enjoy a movement network that is high quality and easily accessible. Cars will travel at speeds that are safe for a residential neighbourhood. Non-car modes will be embraced and parking will be managed to best meet the needs of the community. It will be a neighbourhood with the types of parks that its locals make excuses to spend time hanging out in. It will be a neighbourhood that will have attractive local shops, where it is pleasant to gather with friends. North Hollywood will be well maintained and have attractive native vegetation.”*

In order to reach a recommended development scenario, this Strategy has evaluated each of the four development scenarios – status quo, edge, incremental, and comprehensive.

Ultimately, this Strategy recommends that the Edge development scenario is implemented for North Hollywood. Under this development scenario, change is proposed along the edges of North Hollywood (Aberdare Road and Verdun Street). The majority of the neighbourhood remains unchanged.

The recommended edge development scenario comes with its own set of sub-recommendations related to land use planning, movement and placemaking. This means that recommended land use planning, movement and placemaking actions or strategies can be added or subtracted without altering the ultimate recommended development scenario.

In summary, this Strategy outlines a clear direction for how North Hollywood will develop and outlines a process for making consistent decisions regarding land use planning, movement and placemaking within that direction.

Please note: For recommendations, please turn to page 53

# Part 1: Background

## Introduction

### Purpose

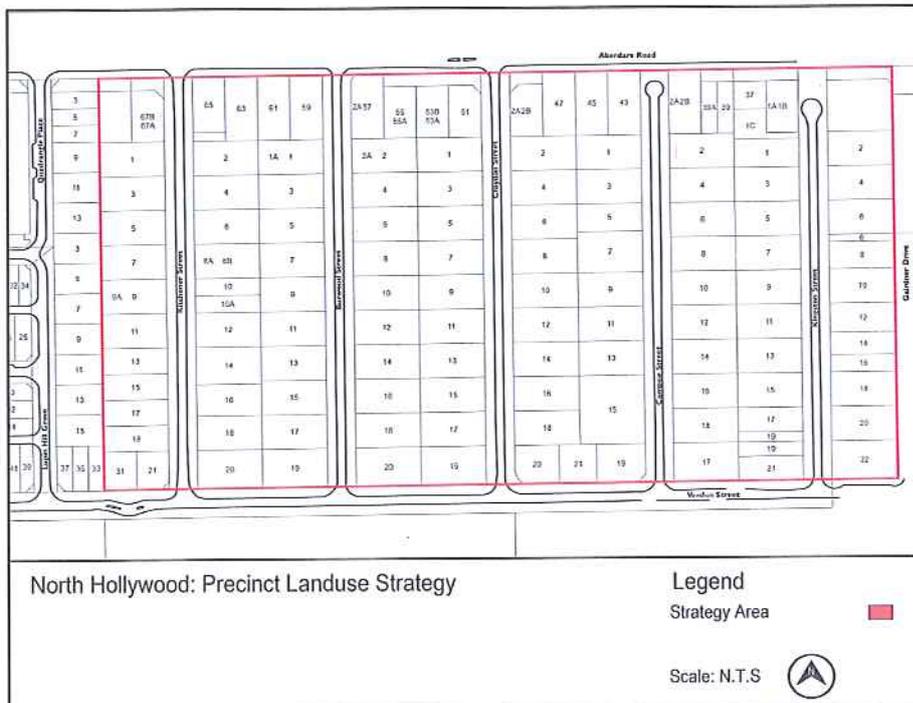
The purpose of this document is to enable Council to make an informed decision on the future of the North Hollywood Area. This document discusses four possible development scenarios in depth. From these development scenarios a range of subsequent actions have been explored relating to the public realm and movement through the area. Through exploring these scenarios a recommendation has been formulated.

### Description

The North Hollywood Precinct is bounded by Aberdare Road, Gardiner Drive, Verdun Street and the Hollywood High School redevelopment site. A prominent feature is the two hospitals, Hollywood Private Hospital and Queen Elizabeth II Medical Centre (QEII) that are adjacent to the precinct.

The study area consists of large lots (averaging above 1100m<sup>2</sup>) with the exception of a few smaller lots on Aberdare Road. Of these lots the area is largely Residential R10 with two areas, between Kitchener Street and the western border of the study area and a small area on the corner of Kingston Street and Aberdare Road, coded of R25. Within the area there are three additional uses, two being offices and one being a corner store style shop.

Access to the North Hollywood precinct is affected by road closures at the Aberdare Road end of Campsie Street and Kingston Street. Two hour street parking is permitted on one side of Kitchener Street, Burwood Street and Croydon Street. One hour street parking is permitted on Campsie Street and no parking on Kingston Street or Verdun Street. The small commercial node on Aberdare Road currently provides some onsite parking.



## How to use this document

A key assumption of the Strategy is that it is important to resolve how the neighbourhood is likely to develop. Each of the four development scenarios – Status Quo, Edge, Incremental, and Comprehensive are dealt with in this document. The draft Strategy then recommends a development scenario for the neighbourhood that has an accompanying set of land use planning, movement and placemaking implications.

In this regard, the Strategy comprises of three components – land use planning, movement, and placemaking. These components have been prepared in such a way to ensure that they are integrated with each other. To ensure a particular focus, they each have their own vision, objectives and outcomes.

The Strategy is also made up of three parts, which are explained in the table below.

Parts	Content
Part 1: Background	Introduction  Explanation on how to use the Strategy  Description of North Hollywood  A brief report on consultation already conducted
Part 2: The Strategy	Vision, objectives and outcomes for land use planning, movement and placemaking  Discussion of each of the four development scenarios in a land use planning, movement and placemaking context  Summary of the key points of each of the components  Recommendation
Part 3: Monitor and Review	Explanation of how the draft Strategy will be monitored.  Description of how each component – land use planning, movement and placemaking will be reviewed.
Appendices	Additional supplementary information.

## Consultation to June 2012

### Concept survey

In June 2011, a Hampden Broadway North Hollywood Precinct Study concept survey was conducted. A number of preliminary draft proposed development options were prepared for North Hollywood. These options were:

- Retain status quo
- Development along the edge (subdivision along Verdun Street and Aberdare Road)
- Incremental subdivision (subdivision throughout North Hollywood)
- Comprehensive redevelopment

The survey results were inconclusive:

- Each of the four options received twenty five percent support from those people completing the survey (as indicated in the table below).

Concept	Mean Response (out of 10)
Incremental Subdivision	5.5
Edge Development	5.3
Retain Status Quo	4.9
Comprehensive Redevelopment	4.7

- Analysis of the survey results identified that there did not appear to be any middle ground amongst the responses.
- People were either considerably for or against each of the proposed draft development options.
- It is noted that retaining the status quo was the second lowest response therefore there is support for action within the area.
- For a detailed overview of the results refer to Appendix A.

As consultation resulted in no clear direction, the need was identified for further study to develop a clear direction for the North Hollywood precinct and facilitate consistent decision-making. This was endorsed by Council at its meeting held in July 2011 when it adopted a revised project plan for the North Hollywood Precinct Study. To reflect the additional study required for this area, the project plan provided for the following outputs to be prepared:

- Land Use Planning Strategy
- Movement Strategy
- Placemaking Strategy

Each of these outputs have been combined into one strategy for North Hollywood.

### The Place Game

In June 2012, the 'Place Game' survey was conducted with the North Hollywood community.

The 'Place Game' survey was created by a leading placemaking organisation 'Project for Public Spaces' as a way of evaluating places. The Place Game includes the following features:

- It incorporates quantitative and qualitative techniques such as observation, interview and analysis.
- The quantitative aspect allows participants to evaluate sites themselves by rating the place according to three categories (comfort and image, access and linkages, and uses and activities) on a scale from 1 (being poor) to 3 (being good).

- The qualitative aspect enables participants to gain insights and develop different ideas by answering five questions that motivates them to look at the place from a user-oriented point of view.

The purpose of using the 'Place Game' was to invite the community to evaluate different places in North Hollywood prior to substantially commencing the placemaking component of this Strategy.

The information from the 'Place Game' survey has been used to:

- Inform the North Hollywood place vision.
- Confirm the focus areas for placemaking in North Hollywood.
- Identify the small wins that can be carried out lightly, quickly and cheaply.

This Strategy acknowledges 'Project for Public Spaces' as the creators of the 'Place Game'.

## Part 2: The Strategy

### Vision, Objectives, Outcomes

#### Vision

*“North Hollywood will be developed in a coordinated manner that allows the area to reach its full potential in meeting the needs of the community. The neighbourhood will enjoy a movement network that is high quality and easily accessible. Cars will travel at speeds that are safe for a residential neighbourhood. Non-car modes will be embraced and parking will be managed to best meet the needs of the community. It will be a neighbourhood with the types of parks that its locals make excuses to spend time hanging out in. It will be a neighbourhood that will have attractive local shops, where it is pleasant to gather with friends. North Hollywood will be well maintained and have attractive native vegetation.”*

#### Objectives

The objectives of this Strategy are:

- To explore a range of development scenarios for North Hollywood.
- To provide an insight in to the outcomes and objectives of each scenario.
- To wholly consider improvements to the movement networks in North Hollywood.
- To enable residents to easily travel to and through the precinct.
- To increase the role of non-car transport modes.
- To provide a comprehensive approach for upgrading the public realm in North Hollywood.
- To create the circumstances where local residents and visitors can continue enjoying and valuing the public realm in North Hollywood.
- To enable North Hollywood residents to advocate for their own ideas to be implemented, irrespective of preferred development scenario.

#### Outcomes

The outcomes of this Strategy will be:

- Informed decision making of the land uses in North Hollywood.
- Evidence based decision making covering all aspects of movement.
- Decision making that is flexible enough to allow for the impact of outside pressures.
- Consistent decision making for the public realm in North Hollywood.
- The right places in the public realm are improved through the right approach.
- Well-planned improvements to the public realm that align with the community view.



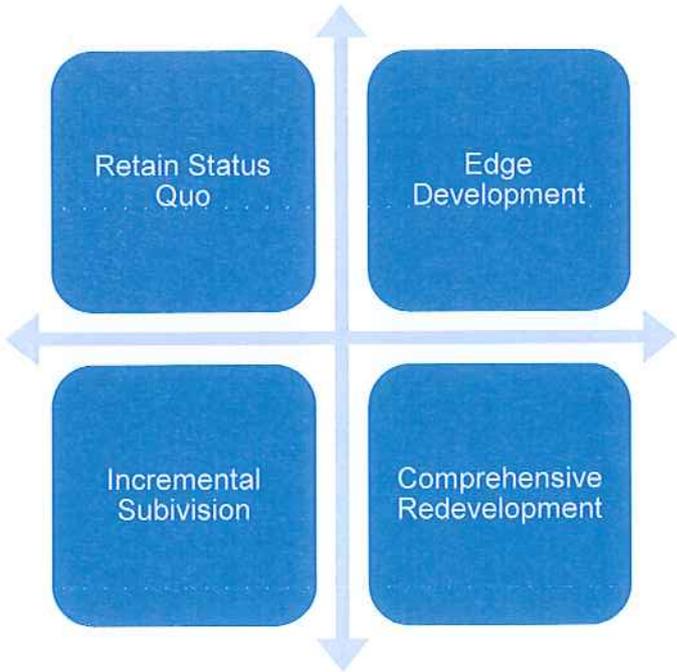
**Discussion**

**Land use**

**Introduction**

The Land Use Strategy aims to guide Council in the long-term decision making for the future of North Hollywood. It explores four possible development scenarios ranging from no change to more comprehensive change. Background information is provided for each development scenario along with a set of specific objectives and outcomes. Further to these details a series of non negotiables are listed as conditions of development which set the constraints for each development scenario. Based on the objectives, outcomes and non-negotiables the work required to carry out each development scenario is identified.

The four development scenarios are shown below:



## Retain Status Quo

### Description:

The development scenario with the least change for the future of North Hollywood is to retain the status quo. This means that the large lots on green title land that characterise the neighbourhood are retained and there are no subdivision possibilities. This scenario acknowledges that these large lots represent a particular type of housing choice. The small number of additional uses and smaller lots along Aberdare Road would remain.

Retaining the status quo means that no further increase in density or new housing types would be proposed unless significant forces for change emerge.

### Map:



### Objectives:

- To maintain a unique housing product within the locality.
- For North Hollywood to remain as land bank for future redevelopment.

### Outcomes:

- The residential character of North Hollywood is retained.
- The current housing style within the area is retained.

### Pros:

- North Hollywood's character remains.
- A niche housing product (single residential dwellings on large lots) is provided.

### Cons:

- No housing diversity is provided within the neighbourhood.
  - The area is already significantly developed.

- No residents have the option of redevelopment.
- Aberdare Road verge widening will not be implemented.

Conditions of implementation:

- Current housing type and large lots remain.
- No subdivisions and any scheme amendments.

Outputs required:

- None

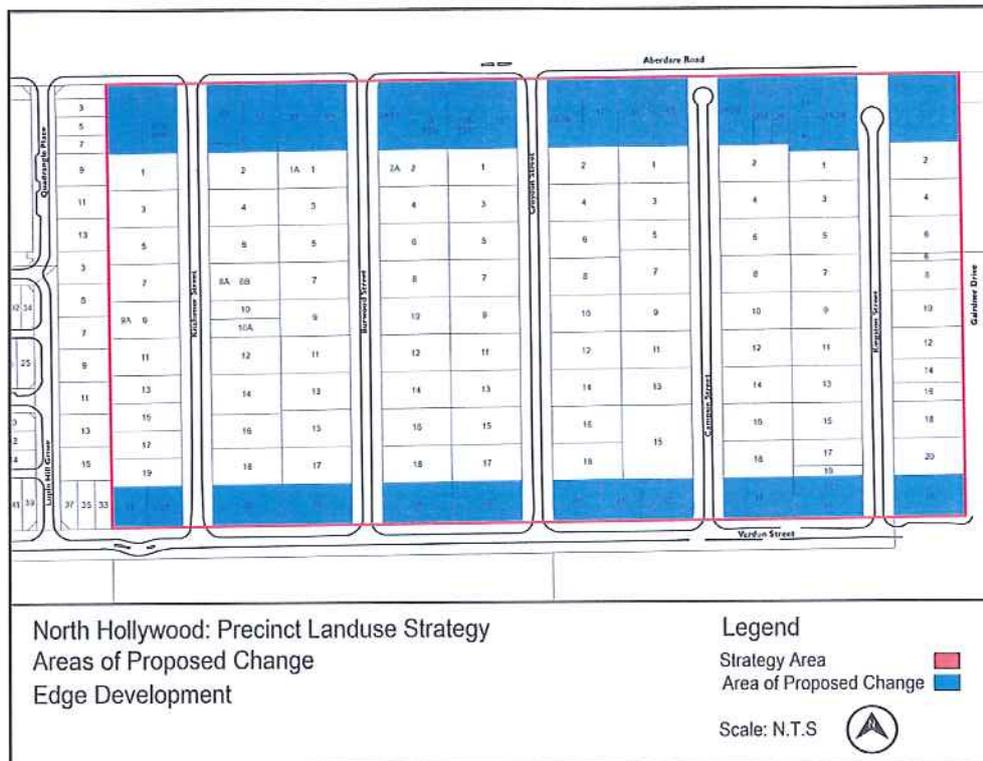
## Edge Development

### Description:

This scenario provides for moderate change. It allows subdivision along the edge of North Hollywood whilst retaining the status quo within the rest of the neighbourhood. This means allowing subdivision along Aberdare Road and Verdun Street.

By allowing subdivision along the edge of North Hollywood, some form of housing diversity can be provided whilst retaining the character for the majority of the area.

### Map:



### Objectives:

- Maintain the majority of North Hollywood's character.
- Increase housing diversity in North Hollywood.
- Streamlines development within the neighbourhood.

### Outcomes:

- Additional housing diversity is provided within North Hollywood, but the overall character is retained.

### Pros:

- A form of housing diversity is provided whilst retaining the character for the majority of the area.
- Housing diversity is restricted to roads on the edge of the neighbourhood that have high vehicle movement (not quiet streets).
- Creates a buffer between the hospital and the character area.
- Allows lots facing Verdun Street to take ownership of the verges.

- Streamlines existing planning of the area and achieve greenway corridor land in Aberdare Road.
- Scope for creating and promoting three distinct character areas.

Cons:

- Inequity of subdivision, not all residents have the option of redevelopment.

Conditions of implementation:

- New housing diversity is restricted to townhouse style development.
- On Aberdare Road and Verdun Street, lots will be allowed to subdivide into new resulting lots of minimum 300m<sup>2</sup> (R30).
- Current height restriction under Town Planning Scheme No. 2 to remain at 8.5 metres wall height and 10 metres roof height.
- Setbacks to be in accordance with the Residential Design Codes of Western Australia.
- The greenway corridor requirements are maintained along Aberdare Road.

Outputs required:

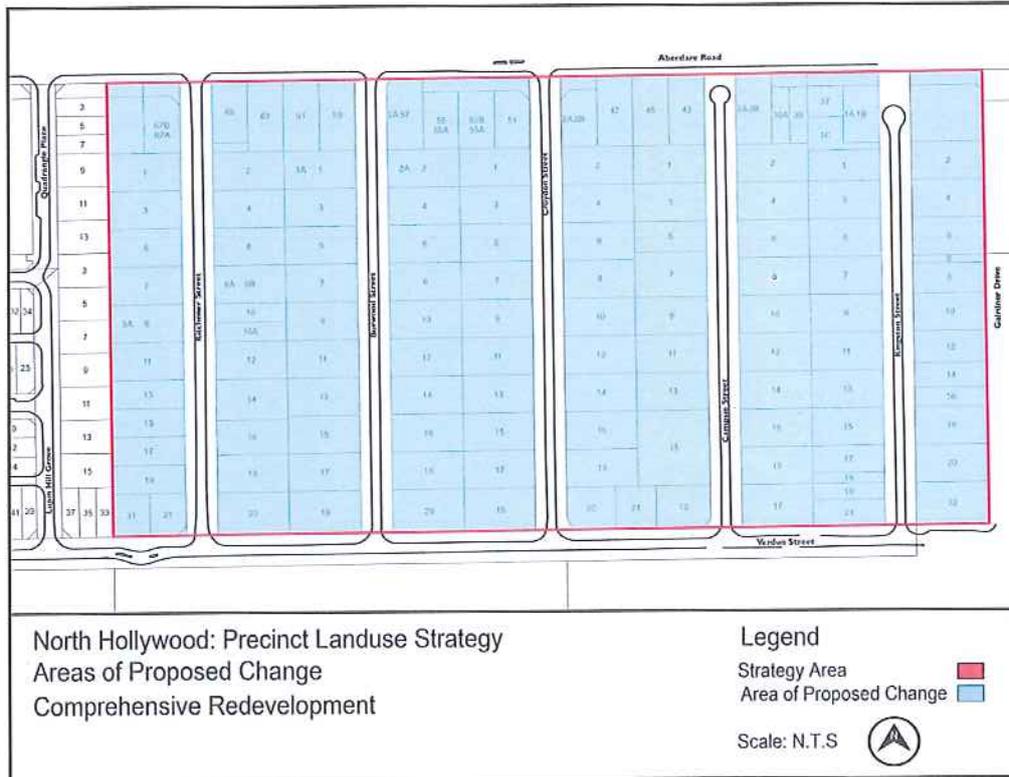
- Completion of Scheme Amendment No. 194 and the commencement of a new scheme amendment that rationalises Aberdare Road development;
- Creation of Verdun Street design guidelines; and
- Amend Aberdare Road design guidelines.

## Incremental Subdivision

### Description:

As part of this scenario, all lots within the neighbourhood will be allowed to subdivide into two smaller lots being a minimum of 500m<sup>2</sup> (R20). Subdivision layouts can take on a range of forms (refer Appendix B).

### Map:



### Objectives:

- To allow all properties the option of redevelopment.

### Outcomes:

- Equity of property development throughout the area.

### Pros:

- All residents have the option of redevelopment.
- Potential to retain streetscape of area.

### Cons:

- This type of subdivision does not promote a cohesive redevelopment model.
- Limits comprehensive redevelopment in the future.
- Results in ad hoc redevelopment which is not sound planning practice.
- Dramatic character change.
- Likelihood to lose existing mature vegetation on private land.

### Conditions of implementation

- All lots are able to subdivide with the resulting size being a minimum of 500m<sup>2</sup> (R20).
- Current height restriction under Town Planning Scheme No. 2 to remain at 8.5 metres wall height and 10 metres roof height.
- Front setback will remain at 9 metres.
- Side and rear setbacks to be in accordance with Residential Design Codes of Western Australia.

#### Outputs required

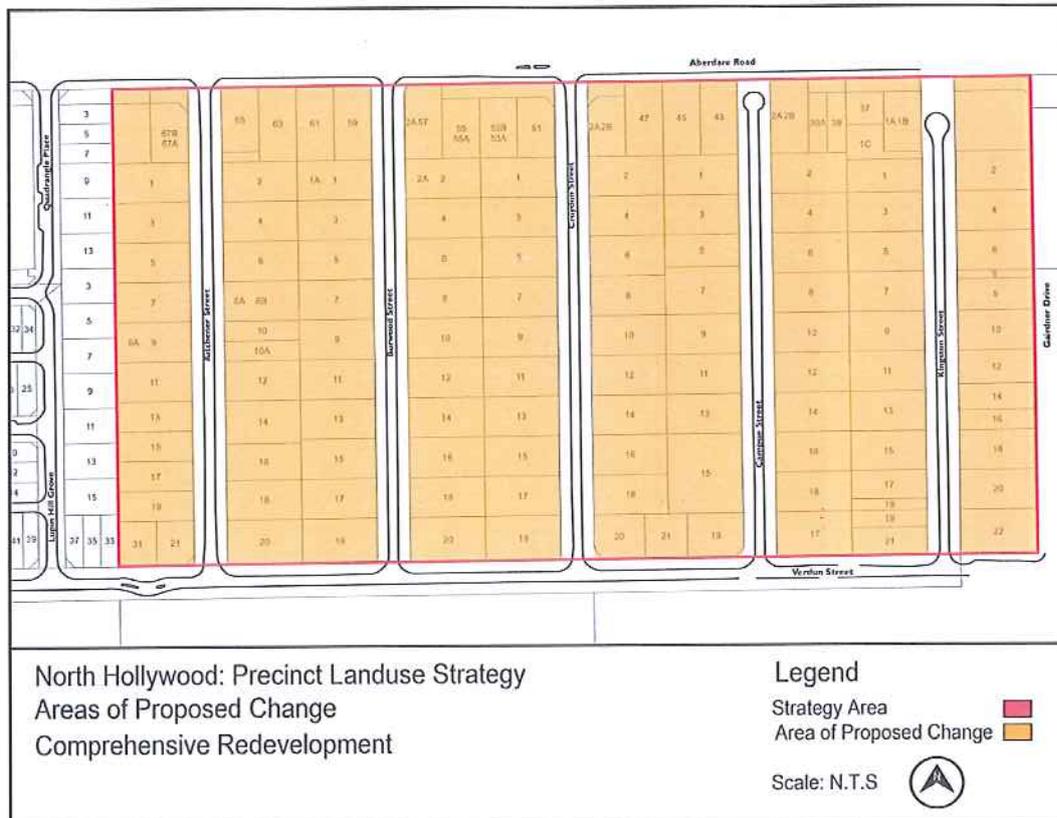
- A scheme amendment to change zoning for all lots.
- Design guidelines which specify preferred subdivision configuration.

## Comprehensive Redevelopment

### Description:

This scenario allows for the comprehensive redevelopment of the entire neighbourhood. This means potentially allowing high quality medium density villas, townhouses and apartments. Lots would be required to amalgamate to ensure that development can occur in a co-ordinated fashion. Subdivision layouts can take on a range of forms (refer Appendix C).

### Map:



### Objectives:

- To allow all properties the option of redevelopment.
- To dramatically increase housing diversity.

### Outcomes:

- Equity of property development throughout the area.
- A residential area that has been cohesively redeveloped.

### Pros:

- All residents have the option of redevelopment.
- Gaining a niche product.
- Redevelopment can be coordinated and integrated.
- Ability to retain mature vegetation as conditions of development approval.

### Cons:



- Dramatic character change.
- Will take time to be implemented.
- Likely to result in degradation of area before redevelopment occurs.
- Losing a niche product.

Conditions of implementation:

- Amalgamation of multiple lots required to allow for redevelopment.
- Minimum requirements for dwellings.
- Building height to be restricted.
- Built form guidelines being approved prior to commencing with rezoning.
- Landscaping plans being required as part of redevelopment.

Outputs required:

- A scheme amendment to convert all lots to a Special Control Area.
- Design Guidelines.

## Movement

### Introduction

In the interests of creating a holistic strategy, the movement network is considered to include walking, cycling, public transport, motor vehicles and parking and initiatives are recommended to address each of these aspects.

In order to reach a stage where initiatives could be recommended, a methodical approach was adopted that included site visits, data collection and dialogue with stakeholders. Additionally, a desktop review of a number of documents related to North Hollywood was undertaken in order to better understand the recent history of the area. This includes a number of documents related to planning and access to QEII, state planning documents and documents prepared privately for the City. The two documents that were particularly relevant, SKM Hollywood Ward Traffic Management Review 2004 and Cardno Verdun Street Precinct LATM Assessment 2012 are summarised in Appendix E.

### Key points

- The presence of QEII and its expansion is inevitable. Consequently the movement strategy should be flexible to best protect the local community from adverse effects.
- Some driver behaviour in the area will be influenced by the presence of QEII and Hollywood Hospital. Traffic management initiatives that work in other neighbourhoods may not have the same effect in North Hollywood.
- Transport modes are linked and changes to one aspect of the movement network may impact on another. For example, initiatives that slow or reduce traffic may increase the amenity of the walking and cycling environment.
- Movement initiatives should aim to increase the mode share of walking, cycling and public transport, but accept that car use is the predominant mode of travel in Perth.
- When determining the value of an initiative, the costs relative to benefits must be considered. Testing initiatives is recommended.

## **Making it happen**

There are three types of initiatives included in this strategy. Each type of initiative is explained below.

### **In progress and ongoing**

- Will complement and help achieve aims of strategy.
- May have been implemented outside of strategy.
- May already be completed.

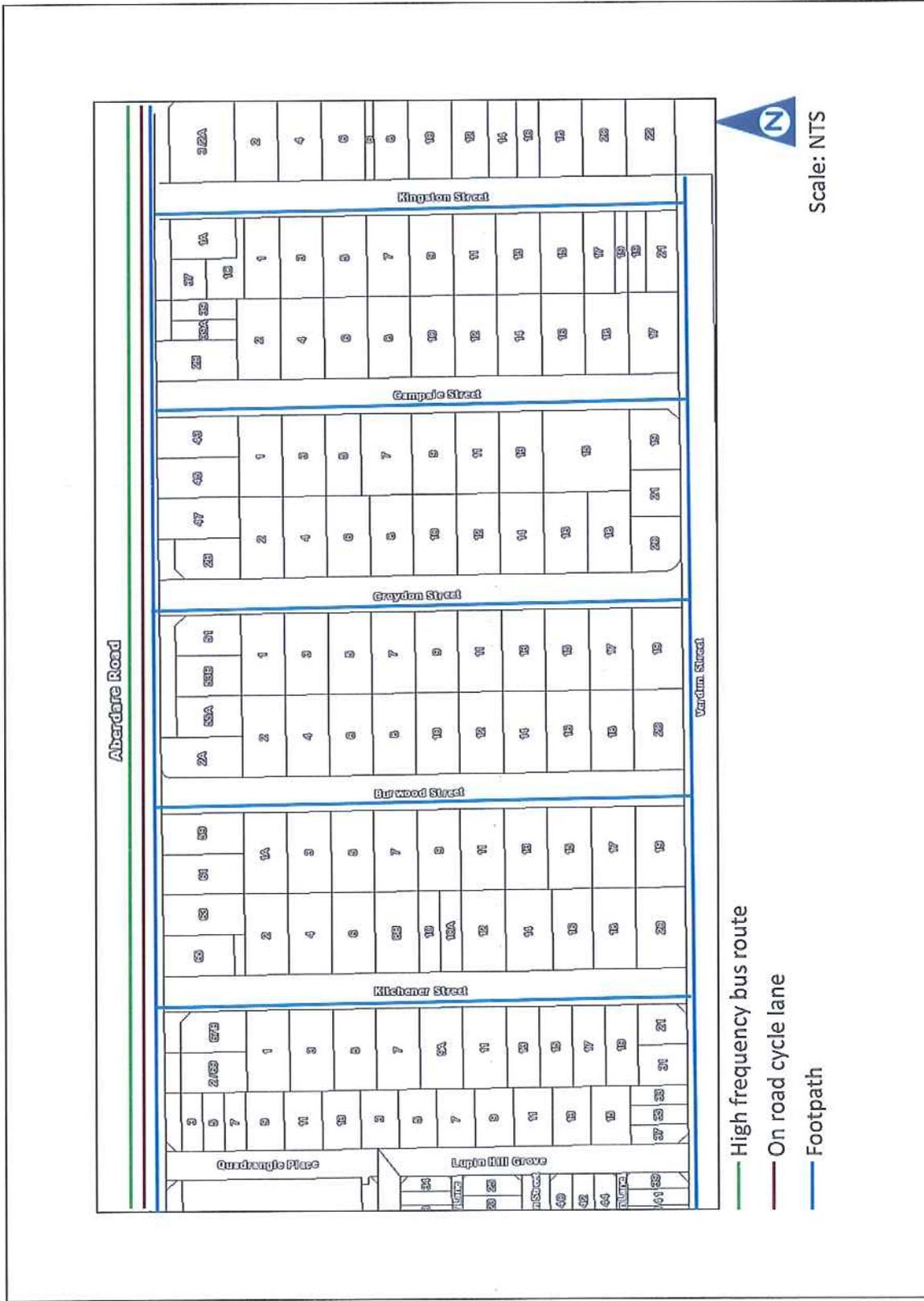
### **Recommended in all land use scenarios**

- Subject to resources and budgets being available.

### **Recommended for a specific land use scenario**

- Specific to one or two land use scenarios.
- Subject to resources and budgets being available
- May require special control area provisions to be developed before implementation.

The recommended initiatives relating to parking and traffic are discussed in more detail than those relating to walking, cycling and public transport. This is because these recommendations often have more complex advantages and disadvantages and the value (or the benefits and costs) may not be as clear.



## Walking

### Current situation

Currently the North Hollywood area has good pedestrian qualities (see Movement Map). Each of the north/south streets has a footpath on the western side, and both Aberdare Road and Verdun Street also have footpaths. Links to areas suitable for recreational walking are good (Karrakatta cemetery, Hollywood bushland, Rosalie Park and Kings Park), as are pedestrian links to public transport. Ease of pedestrian access to the hospital varies, due to current hospital construction phase.

### Moving forward

This strategy promotes walking as a legitimate transport choice and prioritises the needs of the pedestrian by;

- Ensuring pedestrian needs are to be considered whenever changes are made to the built environment in the area.
- Prioritising the monitoring, maintenance and collecting of feedback on the pedestrian environment.

Initiatives
Complete footpath audit, either as a stand-alone project or as part of a wider project.
Compile a list of footpath 'spot improvements' for budget consideration.
Liaise with QEII to coordinate pedestrian access (especially during construction periods), and implement changes where appropriate.

### Which development scenarios are appropriate for these initiatives?



## Cycling

### Current situation:

The cycling environment in the study area is currently fair (see Movement Map). The north-south roads have slow vehicle speeds and vehicle volumes are low enough to make cycling on road feasible. Footpaths are available for children (under 12) to ride on. The on road cycle lanes on Aberdare Road provide a link to the Principal Shared Path running along the railway lines, and to Winthrop Avenue/Kings Park.

Cycling links to the study area could be improved; however these are likely to be major infrastructure projects and are outside the scope of this strategy.

### Moving forward:

This strategy promotes cycling as a legitimate transport choice by;

- Ensuring cyclist needs are considered whenever changes are made to the built environment in the area, coming second to pedestrian needs only.
- Prioritising the monitoring, maintenance and collecting of feedback on the cycling environment.

Initiatives
Further investigate the avenues available to improve cycling movements through the Aberdare Road/Railway Road intersection (may require City of Subiaco cooperation to implement changes)
Complete an audit of the on road cycle lanes on Aberdare Road and list any 'spot improvements' or maintenance that should be completed (may require City of Subiaco cooperation to action maintenance).
Liaise with QEII to ensure cycle access to the site is maintained, especially during construction phases.

### Which development scenarios are appropriate for these initiatives?

Status Quo	Edge	Incremental	Comprehensive
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## Public Transport

### Current situation

Residents and visitors to the North Hollywood area currently enjoy good access to public transport (see Movement Map) which includes;

- Train - Shenton Park station is approximately 800 – 1500 metres north-west (10-15 minute walk),
- Bus - High frequency Circle Route runs along Aberdare Road and bus routes connecting to Claremont, Subiaco and the CBD are located nearby.
- Light rail - The state government has proposed a light rail link that will connect to UWA – QEII by 2020. This link is highly likely to have stops within one kilometre of the North Hollywood area and will add to the public transport options available in the area. Planning for the project is currently in very early stages however, the City of Nedlands will endeavour to achieve the most favourable outcome for its community.

### Moving forward

The residential access streets of North Hollywood are unlikely to ever play a role in the public transport network. However, a good pedestrian network linking residents to public transport routes is vital to reducing reliance on the private motor vehicle.

This strategy must aim to;

- Maintain the role of local government as an advocate for good strategic planning of the public transport network.

<b>Initiatives</b>
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Continue to work with the Public Transport Authority to ensure current levels of service in the local area are maintained (or improved, where possible).
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### Which development scenarios are appropriate for these initiatives?

Status Quo	Edge	Incremental	Comprehensive
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## Vehicle Access & Road Network

### Current situation

The North Hollywood area has a traditional grid road network with full road closures (cul de sacs) at the Aberdare Road (north) end of Campsie Street and Kingston Street. These two streets are accessed via Verdun Street. The table below details the characteristics of the streets in the study area.

Road Characteristics (February, March 2011)

Road name	Type of Road	Speed Limit	Road width	Average vehicles per day	85th percentile speed <sup>1</sup>	CV <sup>2</sup>
Aberdare Road (2010 data)	District Distributor A	60 km/h	10.7	10 573	59.0	511
Verdun Street (between Smyth & Burwood)	Access Road	50km/h	6.2	1 736	51.1	86
Verdun Street (between Croydon & Kingston)				1 196	54.4	141
Kingston Street	Access Road	50km/h	6.2m	348	31.7	11
Campsie Street	Access Road	50km/h	6.1m	318	32.8	6
Croydon Street	Access Road	50km/h	6.2m	575	36.0	35
Burwood Street	Access Road	50km/h	6.2m	462	50.4	10
Kitchener Street	Access Road	50km/h	6.7m	410	52.9	10

1. 85<sup>th</sup> Percentile speed is the speed at which 85% of vehicles are travelling at or below.

2. CV (Commercial Vehicles) are vehicles that do not fall within Austroads Class 1 – Light: short (Car, Van, Wagon, 4WD, Utility, Bicycle, Motorcycle)

Residential streets are not intended to carry a significant number of heavy vehicles and the City of Nedlands does wish to ensure streets in the North Hollywood area are used appropriately. Assessing the extent to which heavy vehicles related to QEII construction are using the residential streets is difficult to ascertain, and this means solutions are similarly difficult to settle on.

The Cardno 2012 study did attempt to quantify heavy vehicle volumes and concluded that between 8% - 15% of all vehicles moving through the streets studied were heavy vehicles.

Cardno classified heavy vehicles as:

- Genuine heavy vehicles
- Light vehicles with commercial branding
- Utes and vans.

Using this definition is likely to overestimate heavy vehicles as it does not account for residents who may drive these types of vehicles or those undertaking works for residential



properties in the surveyed streets. Also, strategies that may deter genuine heavy vehicles may act as no deterrent to light vehicles with commercial banding or utes and vans.

The initiatives listed below relating to vehicle access and parking are expected to be sufficient in reducing heavy vehicle use of residential streets.

### **Moving forward**

The table above shows the average vehicle per day counts (vpd) are well within the acceptable limits for access roads as provided by both Main Roads Western Australia (up to 3000 vpd) and Liveable Neighbourhoods (1000 – 3000 vpd). Vehicle speeds in the area are also generally acceptable. It is interesting to note that the streets that have shown high levels of on street parking (see Appendix D) are also experiencing low traffic speeds. This strategy must aim to;

- Ensure vehicle speeds remain at acceptable levels (based on 85<sup>th</sup> percentile speeds) is vital.
- Ensure vehicle volumes remain at acceptable levels (based on the design and type of road).
- Accept that some increase in traffic volumes is likely to occur as Perth grows, and the shift away from car oriented culture will be gradual.

### **Initiatives:**

The initiatives related to vehicle access and the road networks are grouped with the initiatives related to parking as they are so closely related.

## **Parking**

### **Current situation:**

All streets in the study area have some form of parking restriction. It is clear that the area has a high parking demand due to its proximity to the QEII and Hollywood Private Hospital.

Anecdotal evidence suggests that a range of people are seeking parking in the area including;

- Visitors to and patients of the hospitals
- Employees of the hospitals
- Employees related to hospital construction
- Patrons of the Croydon Street shops
- Residents and their visitors.

The current parking situation is best summarised in Appendix D. This is a report on the parking study undertaken by the City of Nedlands to improve the understanding of parking behaviour in the study area. Counts were undertaken on Mondays, Wednesdays and Fridays at 9am, 12pm, 3pm, and 6pm. This was conducted over three one week periods between 6 February 2012 and 4 May 2012. Cars were counted if they were parked either on the street, on the verge or at the Croydon Street shops. Both legally and illegally parked cars were counted.

### **Moving forward**

The volume of correspondence received by the City of Nedlands in recent years relating to parking in the area makes it clear that there is scope to improve parking management. There are many parking management strategies and it is likely that a combination of a number of initiatives will provide the best outcomes.

The strategy must aim to manage parking in a way that;

- Ensures residents and their own visitors have access to parking at or close to their home is important.
- Ensures parking is managed in a way that does not stifle the retail function of the shops on the corner of Croydon Street and Aberdare Road is important.
- Accepts that some on street parking is assists to reduce the speed and volume of traffic on local streets.

### **Initiatives**

The initiatives related to vehicle access, the road networks and parking begin on page 26.

Initiative	Discussion
Increased Ranger Services	<ul style="list-style-type: none"> <li>• Since May 2012 the City has employed an additional Ranger in order to increase parking enforcement. The officer patrols the entire City, but North Hollywood is one particular priority.</li> <li>• The increased number of infringements issued as well as the decreased number of phone calls reporting illegal parking suggests this initiative is already improving the parking efficiency of the area.</li> <li>• Illegal parking will continue to be enforced at this level for the foreseeable future.</li> </ul>
Work collaboratively with QEII	<ul style="list-style-type: none"> <li>• City officers have actively sought to improve the working relationship with key staff at QEII.</li> <li>• This will be an ongoing initiative to ensure effective communication and cooperation will follow.</li> </ul>
Audit of existing parking signs	<ul style="list-style-type: none"> <li>• Site visits confirmed that regulatory parking signage in the area was not always consistent or easily read.</li> <li>• Work has commenced on replacing odd, faded, damaged and stained signs.</li> <li>• Ensuring the City's parking rules are clear and easy to follow should help to reduce the incidence of illegal parking.</li> </ul>

**Which development scenarios are appropriate for these initiatives?**

In progress and ongoing, these initiatives are not linked to a land use scenario

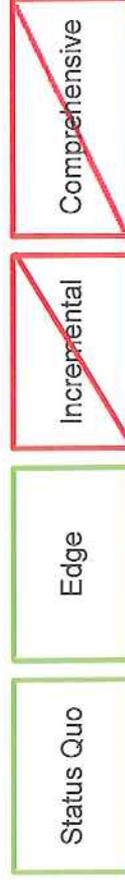
Initiative	Discussion
Improve traffic data collection	<ul style="list-style-type: none"> <li>Reliable and comparable data will assist in effective decision making and monitoring of initiatives.</li> <li>Traffic counters are placed on roads in a five year cycle.</li> <li>Due to the location of the residential area adjacent to major destinations, increasing the frequency of counting in North Hollywood to yearly will be extremely useful.</li> </ul>
Install 'Local Traffic Only' signs and appropriately sign construction site access points	<ul style="list-style-type: none"> <li>QEII have expressed a willingness to work with the City to ensure signage assists drivers to make appropriate decisions.</li> <li>While the signs are not regulatory, the installation of 'Local Traffic Only' signs on the entry to Croydon Street, Burwood Street and Kitchener Street is a relatively cheap way of reinforcing that these streets are not to be used for access to the hospital.</li> <li>Options to erect other directional signage should be explored to give some clarity to drivers wishing to access the extremely busy and dynamic construction site.</li> </ul>
Monitor approved accesses to the QEII site	<ul style="list-style-type: none"> <li>The City has the opportunity to approve particular routes be used to access the QEII construction site.</li> <li>The City must ensure that Kitchener Street, Burwood Street, Croydon Street, Campsie Street and Kingston Street are not used to access the site.</li> <li>Ensuring these conditions are agreed upon in writing allows enforcement should the need arise.</li> </ul>
Redesign (Verdun Street) QEII access points	<ul style="list-style-type: none"> <li>Closing Verdun Street at Gairdner Drive is an option to assist in reducing heavy vehicle traffic in the local area, however the closure cannot be recommended without further investigation.</li> <li>A basic costing must be completed and relevant parties at QEII must be consulted.</li> <li>An undesirable result would be an increase in heavy vehicle traffic travelling east along Verdun to access alternate entrances.</li> <li>There are also design changes to the Verdun Street entrances to QEII that may produce positive results.</li> <li>This would involve physically altering the entrance designs to stop undesirable turning movements.</li> <li>An excerpt from a report prepared by Cardno can be found in Appendix E that further explains these access points.</li> </ul>
Speed trailer program	<ul style="list-style-type: none"> <li>City owned speed display trailer is one way to improve driver behaviour, particularly in relating to speed.</li> <li>The trailer displays the speed of a passing vehicle as well as a message such as 'slow down' or 'thank you'.</li> <li>The trailer could be deployed randomly or when higher speeds have been recorded in routine traffic counts.</li> </ul>

**Which development scenarios are appropriate for these initiatives?**

Status Quo
  Edge
  Incremental
  Comprehensive

Initiative	Discussion
<p>Educate and inform residents of the City's rules relating to verge parking and offer a 'no parking on verge' sign free of charge for those properties</p>	<ul style="list-style-type: none"> <li>• This initiative will give all residents and land owners a clear and consistent message on their rights and responsibilities.</li> <li>• A site visit confirmed that not many houses were displaying a 'no parking on verge' sign.</li> <li>• The presence of 'no parking on verge' signs may deter visitors who are unfamiliar with the area and associated parking rules, and should assist in parking enforcement.</li> <li>• Anecdotal evidence suggests this approach was successful when implemented on Aberdare Road. A small cost to the City would be incurred.</li> </ul>
<p>Line mark on street bays on Kitchener Street, Burwood Street, Croydon Street and Campsie Street</p>	<ul style="list-style-type: none"> <li>• Line marking or delineation of parking spaces can be done with either unbroken white lines or with white 'T' and 'L' markings at the corner of the spaces only.</li> <li>• Line marking on street bays where time restricted parking is currently allowed would yield approximately the following: <ul style="list-style-type: none"> <li>○ Kitchener Street (east) – 23 bays</li> <li>○ Burwood Street (west) – 21 bays</li> <li>○ Croydon Street (west) – 23 bays</li> <li>○ Campsie Street (east) – 20 bays</li> </ul> </li> <li>• The primary advantage to this initiative is the reduction in illegal parking (particularly blocked driveway access) and improved parking efficiency. The initiative is relatively low cost (less than \$100 per bay) and low maintenance.</li> </ul>

Which development scenarios are appropriate for these initiatives?



<b>Initiative</b>	<b>Discussion</b>
Further investigate (design and cost) creating parking on the Verdun Street verge	<ul style="list-style-type: none"> <li>• Incremental development is likely to result in the loss of much of the current on street and verge parking space, due to the increase in number of crossovers.</li> <li>• Residents in the area may favour a small amount of Verdun Street verge being converted to parking, with the intention that this be managed to predominantly facilitate visitor parking.</li> <li>• This will come at a cost to the City, which would vary considerably depending on the location and design. Also, parking on the verge may be less visually attractive than a landscaped nature strip.</li> </ul>

**Which development scenarios are appropriate for these initiatives?**

Status Quo
  Edge
  Incremental
  Comprehensive

<b>Initiative</b>	<b>Discussion</b>
Best practice Special Control Area Provisions	<ul style="list-style-type: none"> <li>• If comprehensive redevelopment of the area is pursued, movement and access requirements must be considered as the Special Control Area Provisions are developed.</li> <li>• It is expected that the most important factor in ensuring vehicle traffic and parking is managed appropriately will be contained in the detail of these statutory documents.</li> <li>• Examples of aspects that would be required to be addressed in the Special Control Area Provisions that relate to parking and traffic include car parking requirements, provisions of bicycle parking and crossover</li> </ul>

**Which development scenarios are appropriate for these initiatives?**

Status Quo
  Edge
  Incremental
  Comprehensive

## Placemaking

### Introduction

In their feedback on four possible development scenarios for North Hollywood, the community focused on ensuring an integrated approach for improving the public and private realm. It was recognised that a broader strategy for the public realm was required to guide any future development of the precinct. With this understanding, Council is supporting a placemaking process that focuses on the public realm within North Hollywood.

Project for Public Spaces defines placemaking as:

*“...a multi-faceted approach to the planning, design and management of public spaces. Put simply, it involves looking at, listening to, and asking questions of the people who live, work and play in a particular space, to discover their needs and aspirations. This information is then used to create a common vision for that place. The vision can evolve quickly into an implementation strategy, beginning with small-scale, do-able improvements that can immediately bring benefits to public spaces and the people who use them”*

Keeping this definition in mind, this strategy acknowledges that placemaking in North Hollywood will involve Council, City of Nedlands Administration and the local community.

This strategy is a strategy in the truest sense of the word. It is a long-term document that will guide decision making. Accordingly, this strategy:

- Identifies a place vision for North Hollywood;
- Outlines the objectives and outcomes for achieving the place vision; and
- Establishes the focus for placemaking in North Hollywood.

### Key concept

#### Placemaking principles

Ten principles for guiding placemaking in North Hollywood are:

1. The community is the expert
2. Create a place, not a design
3. You can't do it alone
4. Some people will always disagree
5. Vision is the key
6. Support and maintain
7. Cluster objects and activities
8. Small wins
9. Doesn't have to cost the world
10. You are never finished

**Source:** Project for Public Spaces

## **Assumptions**

A number of assumptions have informed the preparation of the Placemaking Strategy. They will also influence carrying out placemaking in North Hollywood.

### **1. There is a link between level of development and level of placemaking**

The amount of development will determine the amount of placemaking needed. An implication of this assumption is that placemaking activities will be phased according to the scale of development.

### **2. Each development scenario may require a specific type of placemaking not currently identified**

This strategy does not include all of the answers. It is likely that new ideas and actions will emerge as the strategy is implemented. This means that the strategy will have to be tactically flexible. It also means that regular monitoring and review will be essential.

### **3. If provided with opportunities, the community will advocate and implement their own placemaking ideas**

One of the key principles of placemaking is that the community is crucial. This means the process for encouraging the community to suggest and implement their own placemaking ideas needs to be acknowledged in this strategy.

### **4. Change can be evolutionary rather than revolutionary**

This strategy assumes that all existing public spaces in the neighbourhood (including Highview Park etc.) will be retained. This means that placemaking in North Hollywood is likely to focus on:

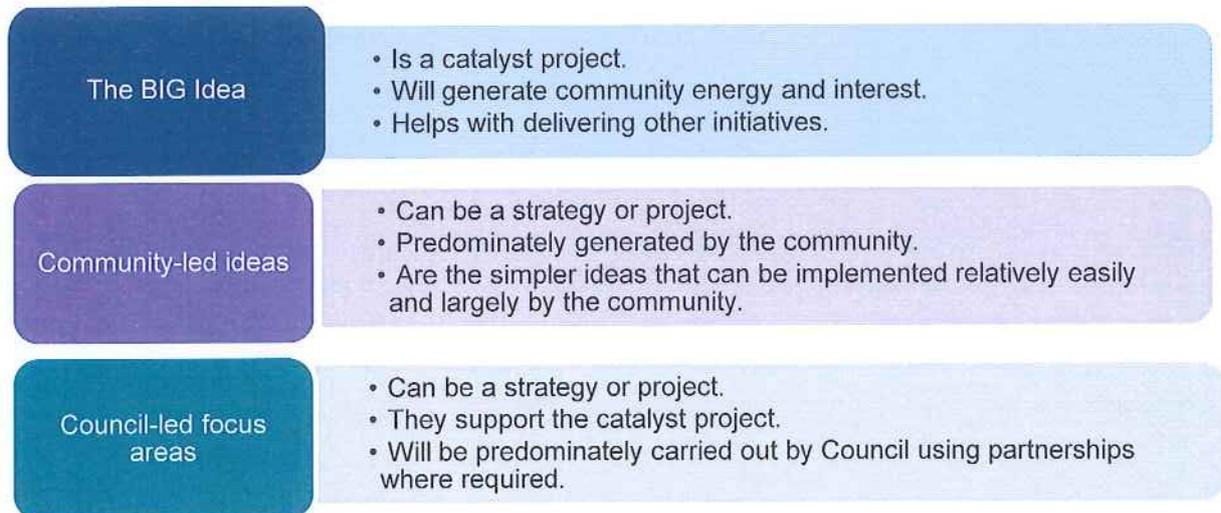
- Campsie Street park;
- Dot Bennett park;
- Part of Verdun Street verge facing the hospital;
- Local shops;
- Aberdare Road verge;
- Local roads; and
- Open spaces at the end of cul-de-sacs.

An implication of this assumption is that the strategy acknowledges that the neighbourhood is well served in its amount of public open space, especially as it is in close proximity to a regional open space network.



## Making it happen

This strategy identifies three specific approaches for making placemaking in North Hollywood happen.



The intent of this strategy is to provide a comprehensive approach for upgrading the public realm in North Hollywood. It is a long-term strategy which seeks to create the circumstances where residents and visitors can continue enjoying and valuing the public realm in this neighbourhood.

With this in mind:

- The community-led ideas that are referenced in this strategy represent suggestions only. They are predominately included to represent the importance that this strategy places on the role of the community in leading placemaking in North Hollywood.
- The detail for implementing the Council-led focus areas will come following the adoption of this strategy. Suggested implementation time frames are indicated using a traffic light system.



## The Big Idea

### The North Hollywood Placemaking Crew

A key principle of placemaking is to enable the community to unlock the potential of their neighbourhood. The community's motivation and involvement can be an asset for ensuring the best type of placemaking in North Hollywood.

A North Hollywood Placemaking Crew, focused on placemaking, formalises the work the community is already doing in the neighbourhood. It would provide opportunities for people interested in placemaking to connect as well as an outlet for the community's voice to be heard. The role of Council would be to ensure that the community's efforts are combined with Council's capabilities so that placemaking is not done in isolation.

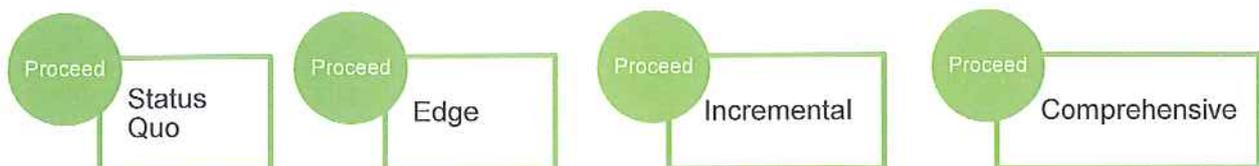
### Recommendation

- Council facilitates the creation of a North Hollywood Placemaking Crew

### Key success factors

- Level of community enthusiasm.
- Level of education and engagement with the community about placemaking for their neighbourhood.
- Consistent, transparent and fair way of determining Council's level of support and engagement with this organisation.

**Which development scenarios are appropriate for this initiative, and what is the timing of implementation?**



## Community-led Ideas

*“Desirable ends do not come of themselves. People must conceive them, further them, believe in them and execute them.”* Benjamin Franklin

A key principle of placemaking is that the community is crucial. In the same spirit as Benjamin Franklin’s quote above, this strategy strongly recommends that the North Hollywood community plays its part in conceiving, furthering, believing in and executing their own placemaking ideas.

By their nature the timing of community-led ideas will be inconsistent and vary in their numbers. Some of them may be carried out and some may be unfeasible. The important thing is that the community remains inspired and willing to lead ideas.

### **Recommendation**

- To encourage the community to play a significant role in placemaking for their own neighbourhood.

### **Key success factors**

- Level of community enthusiasm for placemaking.
- Level of education and engagement with the community about placemaking for their neighbourhood.
- Understanding what rules may hinder certain ideas and whether or not they can be modified or removed.
- Consistent, transparent and fair way of determining Council’s level of involvement, if it is requested.

### **If Council support is needed, what would be the process?**

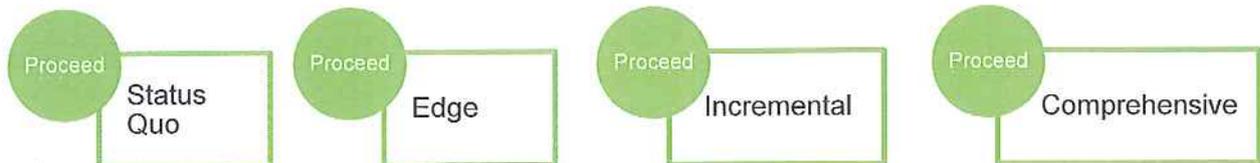
Not all ideas from the community will need Council support. However, it is reasonable to expect that the community may request some support be it financial, logistical, administrative, or information from Council. To facilitate effective support Council will require a policy.

### What are some possible ideas?

The ideas below represent suggestions only. They should not be considered recommended proposals or limit the ideas that could be generated.

<b>North Hollywood residents online</b> <ul style="list-style-type: none"><li>Residents use an online site (dedicated webpage, facebook etc.) to share information and ideas.</li></ul>	<b>Street competitions/social functions</b> <ul style="list-style-type: none"><li>Residents get together and arrange street competitions.</li></ul>	<b>Entry statements for each street/street banners/street murals</b> <ul style="list-style-type: none"><li>Residents of each street could contribute to the design of an entry statement/banner/mural in their street.</li></ul>
<b>Placemaking Kit</b> <ul style="list-style-type: none"><li>Residents bring together a placemaking kit that can be used to facilitate events.</li></ul>	<b>Fruit trees for each street</b> <ul style="list-style-type: none"><li>Residents in each street of North Hollywood plant one type of fruit tree in their front yards that can be shared.</li></ul>	<b>Street furniture</b> <ul style="list-style-type: none"><li>Playful street furniture such as swings or a basketball ring can help to bring activity to local streets.</li></ul>

Which development scenarios are appropriate for this initiative, and what is the timing of implementation?



## Council-led Focus Areas

Council can play a significant role in achieving the North Hollywood place vision. The following focus areas indicate where Council can take the lead in placemaking for the neighbourhood.

No.	ID	Focus area	Reason
001	CSP	Campsie Street Park	A popular little park. There are opportunities to build on the success of this park so that it can continue being used and enjoyed by locals.
002	DBP	Dot Bennett Park	One of the main parks for the neighbourhood. Opportunities exist to provide additional activities at the park to make it an attractive destination.
003	VSV	Verdun Street verge facing the hospital	Under-utilised space that is caught between the hospital and the residential neighbourhood, and provides identity building opportunities.
004	ARV	Aberdare Road verge replanting	Improves the look of the neighbourhood. Opportunity to carry out small wins.
005	PA	Public art	Involves the community in telling the story of their neighbourhood. If strategically located can help with slowing traffic and attracting people.
006	LS	Local shops	Currently under-utilised space. Represents an opportunity to become a better destination where residents can gather.
007	CDS	Cul-de-sacs	Potential opportunity for simple placemaking initiatives.
008	PFD	Placemaking for dogs	Walking dogs is a popular pastime. Making it easier, simpler and more convenient to walk dogs around the neighbourhood represents a small win.
009	SCI	Support community-led ideas	Some of the best ideas for placemaking in North Hollywood are likely to come from the community. It'll be good to have a process in place so that Council can respond rather than react to ideas.
010	DC	Developer contributions	Depending on the development scenario this becomes more appropriate as it is reasonable that if the neighbourhood is ever comprehensively developed in the long-term future that contributions are made to fund placemaking initiatives.

Focus areas have varying degrees of complexity and some are more appropriate to certain development scenarios than others. Some focus areas are broader than others and potentially involve a wider range of initiatives and funding implications.

Additional information for each focus area is provided as follows.

## 001 CSP Campsie Street Park

The park on Campsie Street is one of two parks in the immediate neighbourhood. It is a small intimate park and can be enjoyed in different ways than the larger Dot Bennett Park. Currently this park has a small, standard playground surrounded by an enclosed sandpit. The park is enclosed on all sides except for its frontage to Campsie Street. It is used by local residents and hosts the annual street Christmas party.

### Desired outcome

Campsie Street Park is a small intimate local park that is well used, enjoyed and valued by residents.

### Key success factors

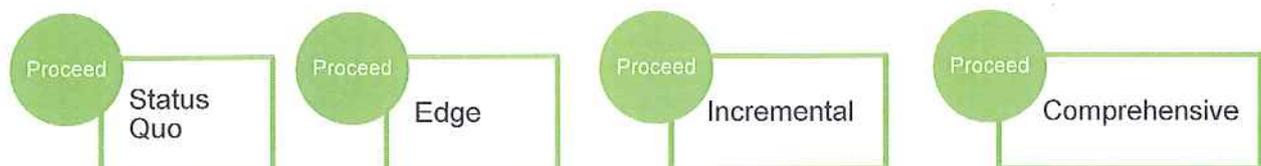
- Comfortable options for people to sit in and use the park.
- Include features that local residents want and need to create a destination.
- Provide options for people to gather for socialising.
- Avoid dysfunctional features.

### What are some possible ideas?

The ideas below represent suggestions only. They should not be considered recommended proposals or limit the ideas that could be generated.

Starting small	Getting the party started	The big stuff
<ul style="list-style-type: none"> <li>• Name the park and create an entry statement.</li> <li>• Replant a new native tree that flowers around Christmas.</li> <li>• Install a community notice board.</li> <li>• Promote the park to new residents.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve seating options.</li> <li>• Add a pole and frame so that kids can build playhouses.</li> <li>• Plant some fruit trees and provide possibility for planting a mini herb/vegetable garden.</li> </ul>	<ul style="list-style-type: none"> <li>• Redesign the park to include a more imaginative playscape for children and adults.</li> </ul>

### Which development scenarios are appropriate for this initiative, and what is the timing of implementation?



**002 DBP Dot Bennett Park**

The park on the corner of Smyth Road and Aberdare Road is the other of two parks in the neighbourhood. It is a larger park that offers different opportunities for recreation and gathering than the smaller, more intimate Campsie Street Park. Currently this park offers the opportunity for people to exercise and to kick a football. The park is unenclosed on all sides. A limited number of community events are held at this park.

**Desired outcome**

Dot Bennett Park acts as a space that caters for more extensive and expansive activities than Campsie Street park and is the ideal space for community events.

**Key success factors**

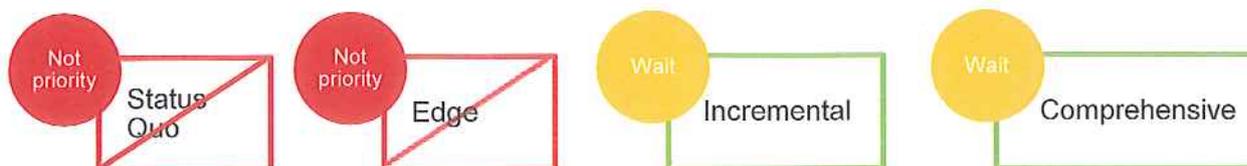
- Comfortable options for people to use the park.
- Features that will attract recreational exercisers.
- Provide opportunities for people to gather for socialising.
- Avoid dysfunctional features.

**What are some possible ideas?**

The ideas below represent suggestions only. They should not be considered recommended proposals or limit the ideas that could be generated.

Starting small	Getting the party started	The big stuff
<ul style="list-style-type: none"> <li>• Plant additional trees including some fruit trees.</li> <li>• Include fitness exercise equipment as permanent features.</li> <li>• Add a pole and frame to enable kids to build playhouses.</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage use for community events (such as a farmers market)</li> <li>• Provide better seating and gathering options.</li> <li>• Improve lighting.</li> <li>• Improve shade.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider potential for a performance space.</li> <li>• Create a BBQ zone.</li> </ul>

**Which development scenarios are appropriate for this initiative, and what is the timing of implementation?**



**003 VSV Verdun Street verge facing the hospital**

The study area is affected by the Verdun Street that abuts the QEII and the Hollywood Private Hospitals. This verge ranges in width from 2m -8m and accommodates:

- 3 crossovers that provide access to various parts of the Hospitals
- Frontage to the temporary child care centre
- Various mature trees
- Grassed areas
- Parking signs that prohibit verge parking
- Spaces where employees and construction workers have smoke or lunch breaks.

**Desired outcome**

A place that is a transition zone between the hospitals and residential area that is used and enjoyed by residents and hospital visitors (of differing ages) as well as hospital employees at different times of the day and week.

**Key success factors**

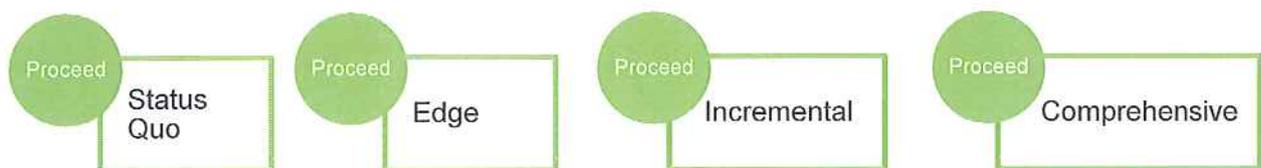
- Comfortable options for people to sit in and use the area.
- Include features that people want and need.
- Avoid dysfunctional features.

**What are some possible ideas?**

The ideas below represent suggestions only. They should not be considered recommended proposals or limit the ideas that could be generated.

Starting small	Getting the party started	The big stuff
<ul style="list-style-type: none"> <li>• Plant additional trees including some fruit trees.</li> <li>• Include urban furniture such as seating, exercise equipment and child friendly activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide an enclosed meeting or gathering area with community notice board</li> <li>• Provide interactive, child-friendly public art.</li> </ul>	<ul style="list-style-type: none"> <li>• Redesign the verge to create a more elaborate space to allow for multiple uses.</li> </ul>

**Which development scenarios are appropriate for this initiative, and what is the timing of implementation?**





## 004 ARV Aberdare Road verge replanting

There is an opportunity to improve the look of the Aberdare Road verge. This is an example of a less complex focus area.

### Desired outcome

A well planted and maintained Aberdare Road verge.

### Key success factors

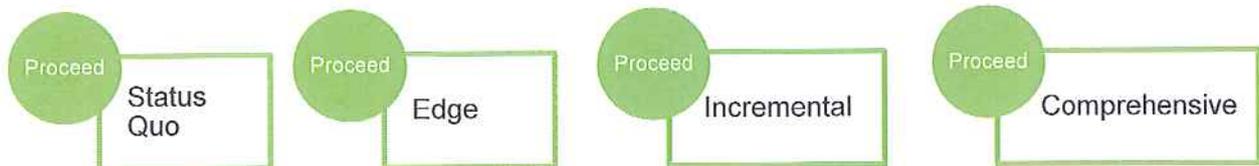
- The verge appears neat and well maintained.

### What are some possible ideas?

The ideas below represent suggestions only. They should not be considered recommended proposals or limit the ideas that could be generated.

Starting small	Getting the party started	The big stuff
<ul style="list-style-type: none"><li>• Replant Aberdare Road verge fully with grass.</li></ul>	<ul style="list-style-type: none"><li>• Replant Aberdare Road verge fully with grass and everlasting flowers.</li></ul>	<ul style="list-style-type: none"><li>• Replant Aberdare Road verge fully with grass, everlastings flowers and fruit trees.</li></ul>

**Which development scenarios are appropriate for this initiative, and what is the timing of implementation?**



**005 PA Public art**

Public art can provide some useful placemaking opportunities for North Hollywood’s local streets. It beautifies the area, provides identity, could be theme based and can be diverse in cost. Public art provides the opportunity to tell North Hollywood’s story and to make the neighbourhood more distinctive. As well as sending a message that people care about their local streets, well designed and located public art also has the benefit of slowing traffic. This type of public art serves to make the street more interesting for locals and people passing through.

**Desired outcome**

- Residents and visitors passing through North Hollywood are proud and intrigued by the public art installed in strategic locations.

**Key success factors**

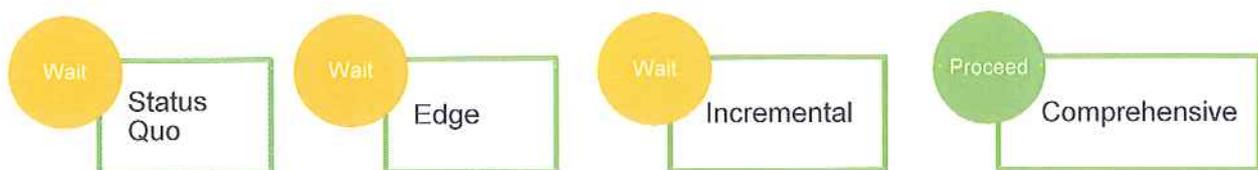
- Enthusiasm and demand for public art in the community, which adds to the area’s identity.
- Public art that is:
  - built up to quality and not down to a standard; and
  - interactive and child-friendly.
- Community are engaged in the very early stages of any public art project.

**What are some possible ideas?**

The ideas below represent suggestions only. They should not be considered recommended proposals or limit the ideas that could be generated.

Starting small	Getting the party started	The big stuff
<ul style="list-style-type: none"> <li>• Ideas for public art competition held to identify demand.</li> <li>• Identify expertise in the local community and provide materials to create pieces of public art.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide the infrastructure (poles and hooks) to hang banners across a street.</li> <li>• Artistically designed street benches placed in the verge/front yard and shared by the street.</li> <li>• Street trees or bushes with creative forms.</li> </ul>	<ul style="list-style-type: none"> <li>• Invest in popular public art ideas from locally run competition for each park and street in the neighbourhood.</li> </ul>

**Which development scenarios are appropriate for this initiative, and what is the timing of implementation?**



**006 LS Local shops**

The local shops on the corner of Croydon Street and Aberdare Road offer another great opportunity for some placemaking. To maximise the potential of the site and encourage greater use, an upgrade is required of the private property and surrounding verges. The difficulty in placemaking for the local shops is that the site is in private ownership.

**Desired outcome**

The local shops on the corner of Croydon Street and Aberdare Road is a place that encourages people to gather and linger for a while, providing an opportunity for community members to meet.

**Key success factors**

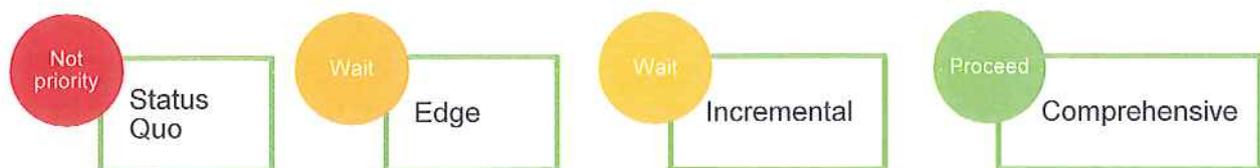
- Enthusiasm and acceptance of placemaking for the local shops by the private landowner(s).
- Public and private seating that is comfortable and encourages people to linger.
- Shops are easily accessible by walking and cycling.

**What are some possible ideas?**

The ideas below represent suggestions only. They should not be considered recommended proposals or limit the ideas that could be generated.

Starting small	Getting the party started	The big stuff
<ul style="list-style-type: none"> <li>• The City approaches the traders and landowners about their plans for upgrading the site.</li> <li>• Investigate opportunity to provide interesting and interactive seating on adjoining verge facing Aberdare Road.</li> </ul>	<ul style="list-style-type: none"> <li>• A Council policy that provides incentives to encourage local businesses to undertake placemaking.</li> <li>• Provide facilities for bikes and bike parking.</li> <li>• Encourage development of an alfresco area on site.</li> <li>• Ensure statutory planning documents encourage innovative development.</li> </ul>	<ul style="list-style-type: none"> <li>• A business case for a public private partnership on the site so as to allow the City more control over placemaking.</li> </ul>

**Which development scenarios are appropriate for this initiative, and what is the timing of implementation?**



**007 CDS Cul-de-sacs**

North Hollywood includes two cul-de-sacs at the northern end of Kingston Street and Campsie Street. Where the street has been blocked off from Aberdare Road native trees have been planted. These spaces are road reserves and are the City’s responsibility. The limited number of traffic on these streets at these cul-de-sacs provides some opportunities to do some simple placemaking.

**Desired outcome**

The cul-de-sacs at the northern end of Kingston Street and Campsie Street are places that people would consider gathering and enjoying.

**Key success factors**

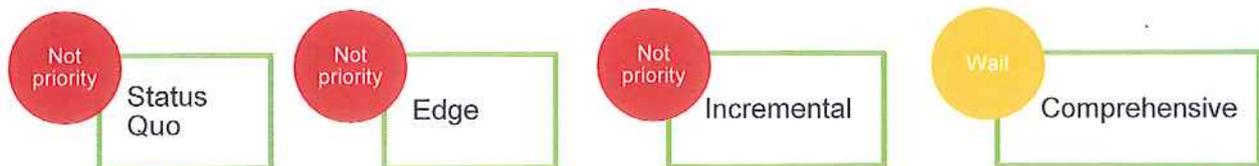
- Enthusiasm and use of cul-de-sacs by residents who live on these streets.
- Community ownership of cul-de-sacs.
- Safety is not compromised.

**What are some possible ideas?**

The ideas below represent suggestions only. They should not be considered recommended proposals or limit the ideas that could be generated.

Starting small	Getting the party started	The big stuff
<ul style="list-style-type: none"> <li>• Encourage community ownership of cul-de-sacs by asking people in the street what they want and need.</li> <li>• Invest in maintaining the landscaping of the green areas near the cul-de-sacs ensuring there are useable play spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Consider installing or providing things that can be used for nature based play.</li> <li>• Consider some creative lighting</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

**Which development scenarios are appropriate for this initiative, and what is the timing of implementation?**



**008 PFD Placemaking for dogs**

Owning a dog provides benefits for exercise and for getting to meet people in the neighbourhood. Providing a dog friendly environment provides opportunity to build community spirit, demonstrated by the success of Carrington Street Park.

**Desired outcome**

North Hollywood is a dog friendly neighbourhood with dog-friendly infrastructure being focused around Highview Park, Dot Bennett Park and Campsie Street Park.

**Key success factors**

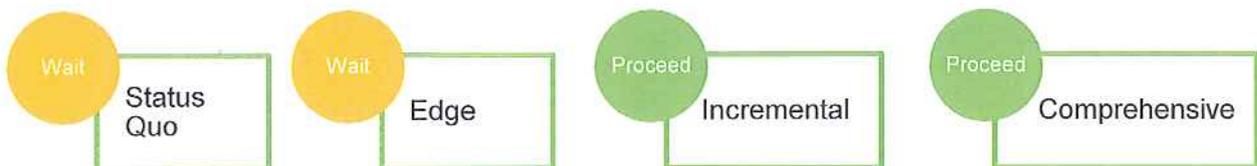
- High level of use of dog friendly facilities.

**What are some possible ideas?**

The ideas below represent suggestions only. They should not be considered recommended proposals or limit the ideas that could be generated.

Starting small	Getting the party started	The big stuff
<ul style="list-style-type: none"> <li>• Provide dog-friendly infrastructure (predominately for drinking) in strategic locations around the neighbourhood.</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate opportunities for preparing dog walking trails. (Note: This initiative could be applied across the City of Nedlands)</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

**Which development scenarios are appropriate for this initiative, and what is the timing of implementation?**



## 009 SCI Supporting community-led ideas

The initiatives that are the most successful are generally those that are conceived, organised and led by local residents. A key component of successful placemaking for neighbourhoods is to help the local community to help themselves. Supporting community led initiatives ranges from active involvement (providing funding and resources) to passive involvement (facilitating change through Council policy)

### Desired outcome

Community-led ideas that align with the objectives and outcomes of this Strategy are consistently supported.

### Key success factors

- High level of community enthusiasm for placemaking.
- Ongoing education and engagement with the community about placemaking for their neighbourhood.
- Understanding what rules may hinder certain ideas and whether or not they can be modified or removed.
- Consistent, transparent and fair way of determining Council's level of involvement, if it is requested.

### If Council support is needed, what would be the process?

Not all ideas from the community will need Council support. However, it is reasonable to expect that the community may request some support be it financial, logistical, administrative, or information from Council. If this occurs, a policy is needed.

### What are some possible ideas?

The ideas below represent suggestions only. They should not be considered recommended proposals or limit the ideas that could be generated.

Starting small	Getting the party started	The big stuff
<ul style="list-style-type: none"><li>• Review red tape that may limit opportunities.</li><li>• Prepare a Council Policy.</li></ul>	<ul style="list-style-type: none"><li>• Allocate funds in the annual budget to support approved community-led placemaking ideas.</li></ul>	<ul style="list-style-type: none"><li>• Identify relevant staff dedicated to assisting with Council involvement in community-led ideas.</li></ul>

### Which development scenarios are appropriate for this initiative, and what is the timing of implementation?

Refer to pages 35-36

**010 DC Developer Contributions**

One of the fundamental assumptions of this strategy is that the level of placemaking is linked to the level of development allowed in North Hollywood. This focus area is predicated on acknowledging that if the neighbourhood is ever comprehensively redeveloped in the long term it would be reasonable to require developers to contribute to placemaking.

**Desired outcome**

If North Hollywood is ever comprehensively redeveloped developers contribute funds towards implementing placemaking initiatives in the neighbourhood.

**Key success factors**

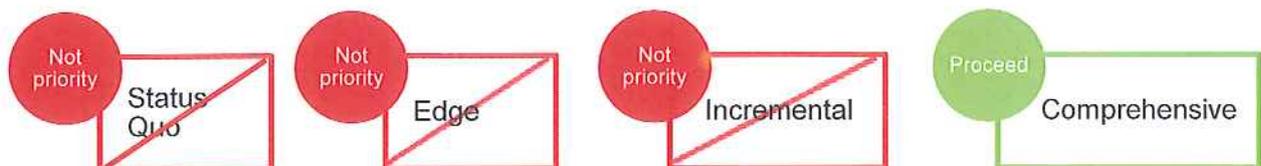
- Understanding what State Government planning rules or policies may hinder the process of requiring developer contributions.
- A rigorous set of planning and implementation documents that are in place prior to allowing comprehensive redevelopment to occur.

**What are some possible ideas?**

The ideas below represent suggestions only. They should not be considered recommended proposals or limit the ideas that could be generated.

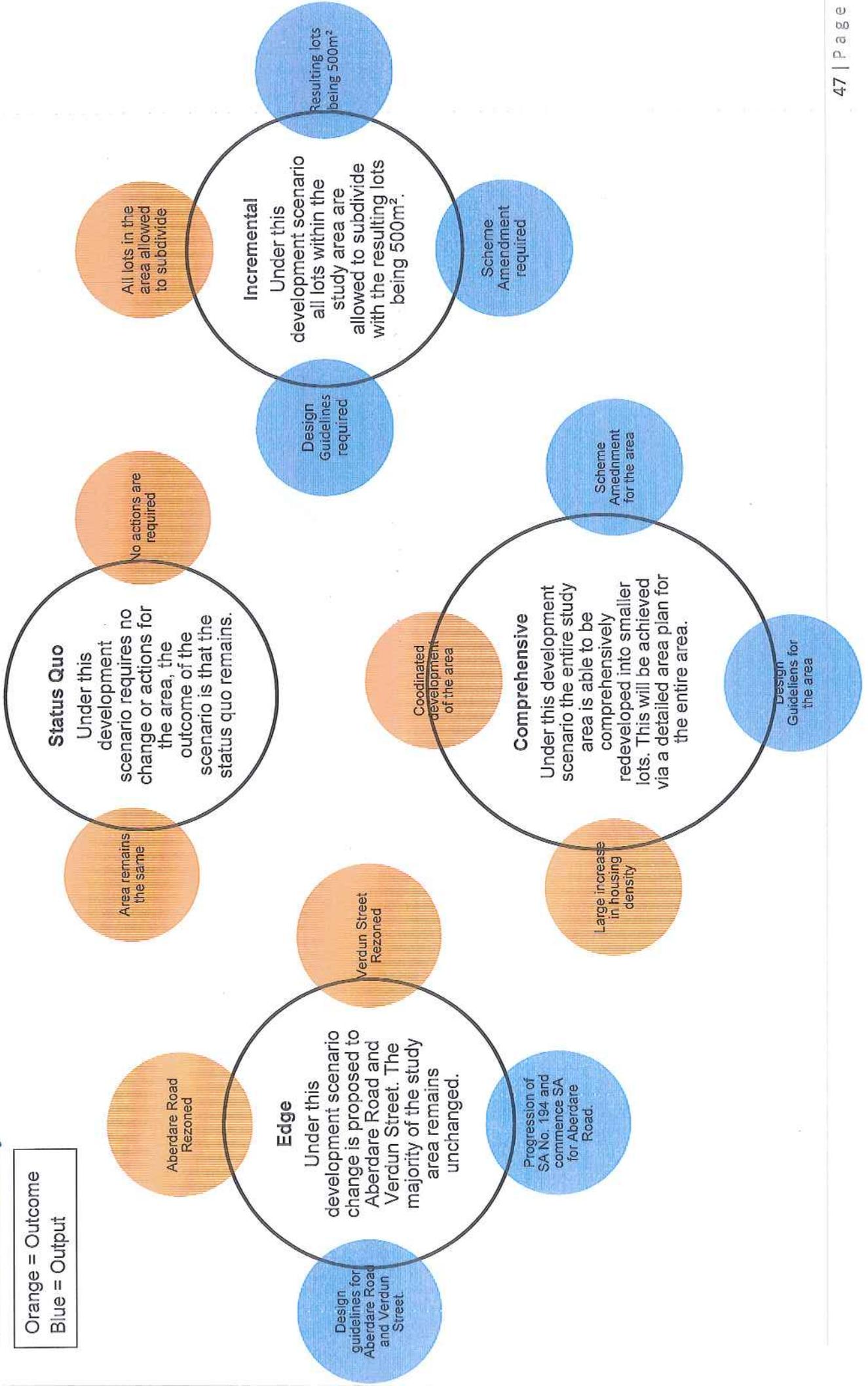
Starting small	Getting the party started	The big stuff
• N/A	• Prepare a Council Policy	• Scheme Amendment

**Which development scenarios are appropriate for this initiative, and what is the timing of implementation?**



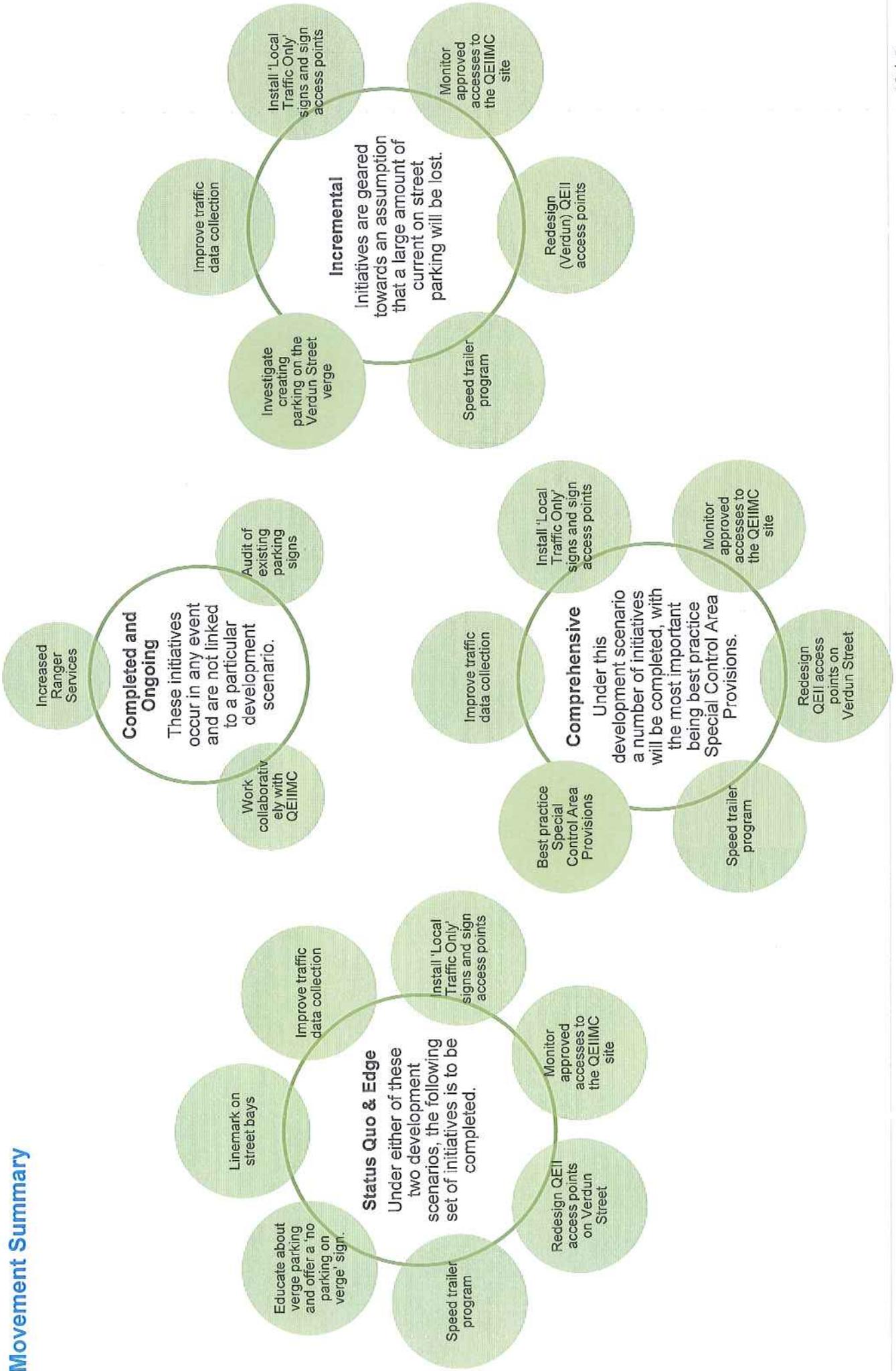
# Land Use Summary

Orange = Outcome  
Blue = Output



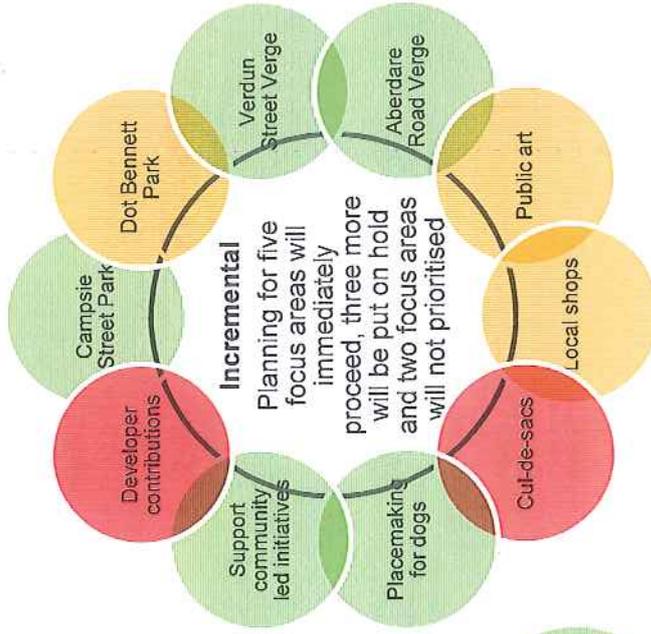
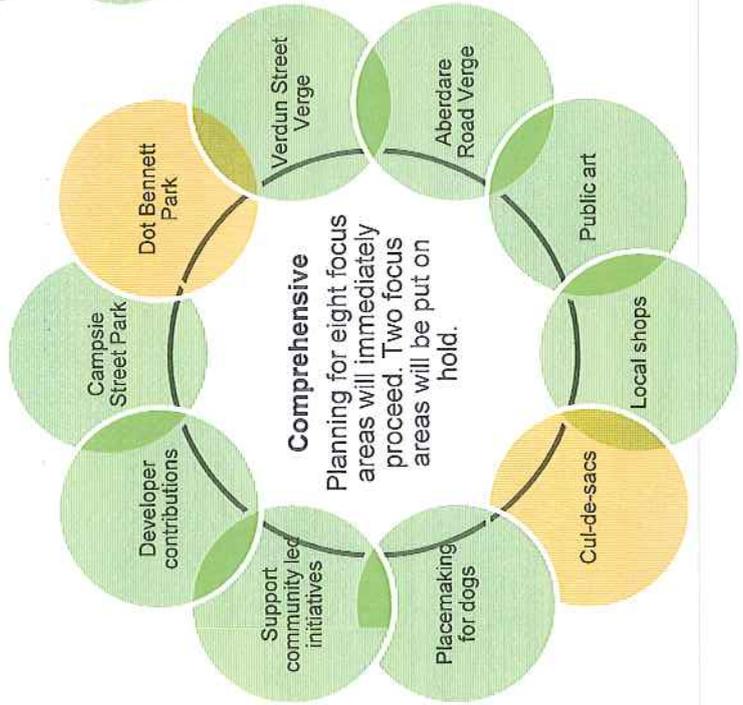
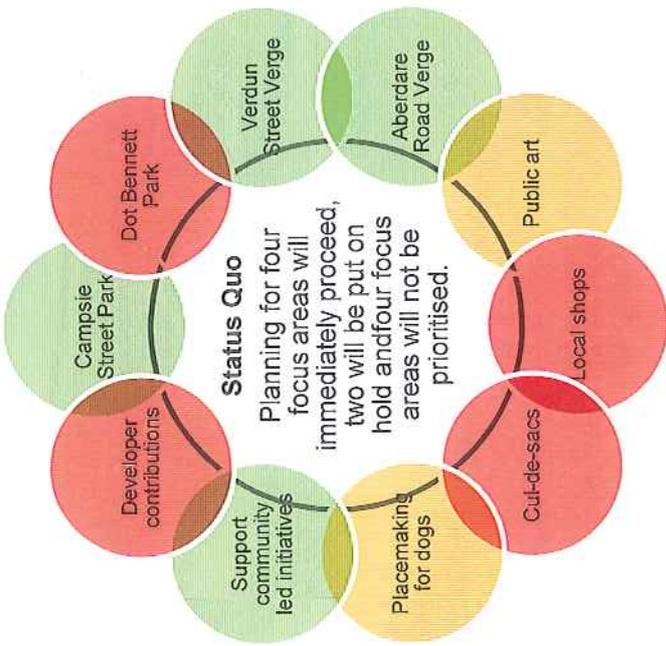
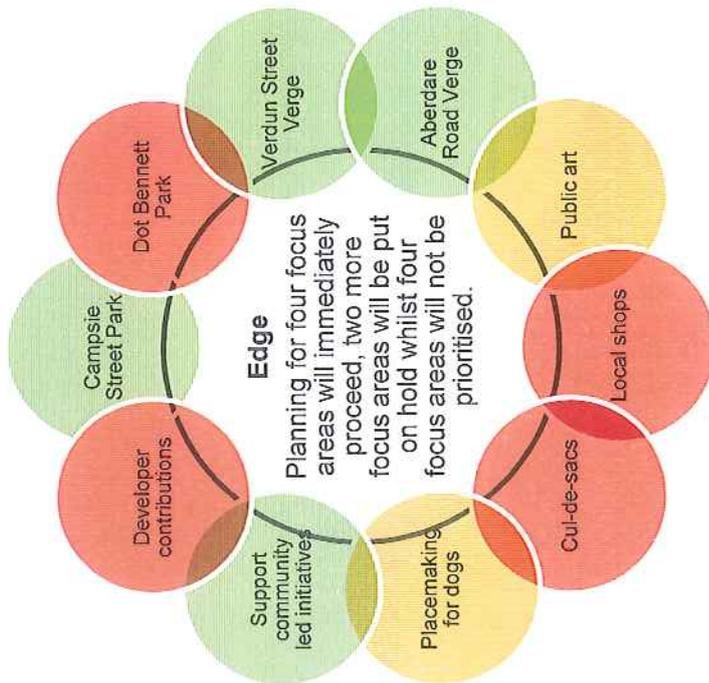


# Movement Summary



# Placemaking Summary

Green = Proceed  
 Orange = Wait  
 Red = Not a priority



## Recommendation

The fundamental purpose of the Strategy is to establish a clear direction for the long-term future of North Hollywood in order to assist with consistent decision making for the area.

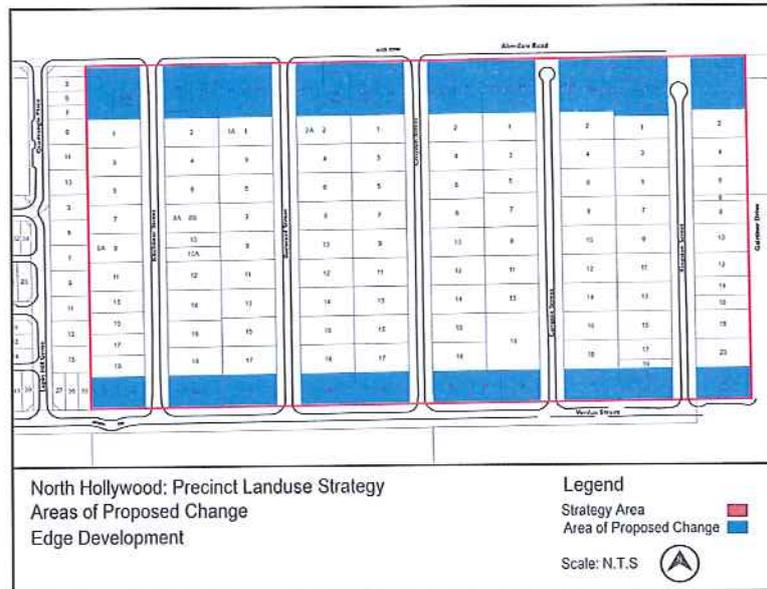
In order to reach a recommended development scenario, this Strategy has dealt with each of the four development scenarios – status quo, edge, incremental, and comprehensive, and has come to the following conclusion;

### Recommended development scenario

This Strategy recommends that the edge development scenario be implemented for North Hollywood.

Under this development scenario, change is proposed along the edges of North Hollywood (Aberdare Road and Verdun Street). The majority of the neighbourhood remains unchanged as indicated in the accompanying map.

Edge development provides an opportunity to allow the area to diversify its housing stock whilst retaining a large proportion of the area character.



If value equals benefit over cost, this scenario currently represents the best value option for orderly and proper planning for the area.

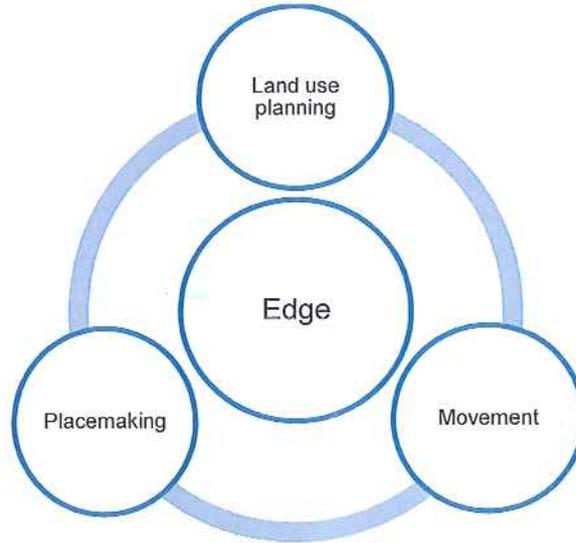
### What about the other development scenarios?

In assessing the other three development scenarios it was found that:

- Comprehensive redevelopment is the best option for providing housing choice, but at this stage presents as an unfeasible option. Reserving the neighbourhood in its current form (large blocks) means that this scenario remains as an option in the very, very long-term.
- Incremental development is equitable in so much that it provides the option for all landowners in North Hollywood to subdivide. However, this option would dramatically alter the current residential character of the neighbourhood. It also reduces the long-term potential of comprehensively redeveloping the area by reducing the size of the blocks.
- Status quo was not recommended on the basis that in the June 2011 survey approximately 75% of respondents supported the three alternative development scenarios. This option reserves the neighbourhood in its current form meaning that North Hollywood's residential character is retained. It also means that no new housing options for people are provided.

## Implementing the right initiatives

The recommended edge development scenario comes with its own set of sub-recommendations related to land use planning, movement and placemaking. These can be added or subtracted without altering the ultimate recommended development scenario.



### Land use Focus Areas

ID	Focus area	Recommendation
001	VS	Finalise scheme amendment No. 194 and include design guidelines.
002	AR	Initiate Scheme amendment for rezoning and amendment to Aberdare road design guidelines.

VS = Verdun Street AR= Aberdare Road

### Implementation

ID	Focus area	Required for Project	Not Required
001	VS	X	
002	AR	X	

**Movement  
Focus Areas**

ID	Focus area	Recommendation
001	W	Complete footpath audit, either as a stand-alone project or as part of a wider project.
002	W	Compile a list of footpath 'spot improvements' for budget consideration.
003	W	Liaise with QEII to coordinate pedestrian access (especially during construction periods), and implement changes where appropriate.
004	C	Further investigate the avenues available to improve cycling movements through the Aberdare Road/Railway Road intersection (may require City of Subiaco cooperation to implement changes)
005	C	Complete an audit of the on road cycle lanes on Aberdare Road and list any 'spot improvements' or maintenance that should be completed (may require City of Subiaco cooperation to action maintenance).
006	C	Liaise with QEII to ensure cycle access to the site is maintained, especially during construction phases.
007	PT	Continue to work with the Public Transport Authority to ensure current levels of service in the local area are maintained (or improved, where possible).
008	TP	Improve traffic data collection.
009	TP	Install 'Local Traffic Only' signs and appropriately sign construction site access points.
010	TP	Monitor approved accesses to the QEII site.
011	TP	Redesign (Verdun Street) QEII access points.
012	TP	Speed trailer program.
013	TP	Educate and inform residents of the City's rules relating to verge parking and offer a 'no parking on verge' sign free of charge for those properties.
014	TP	Line mark on street bays on Kitchener Street, Burwood Street, Croydon Street and Campsie Street.

W = Walking   C = Cycling   PT= Public Transport   TP = Traffic and Parking

## Implementation

ID	Focus area	✓	⌚	\$
001	Walking		X	
002	Walking		X	
003	Walking	X		
004	Cycling		X	
005	Cycling		X	
006	Cycling	X		
007	Public Transport	X		
008	Traffic and Parking	X		
009	Traffic and Parking			X
010	Traffic and Parking	X		
011	Traffic and Parking			X
012	Traffic and Parking	X		
013	Traffic and Parking			X
014	Traffic and Parking			X

- ✓ This initiative can be absorbed into normal operations.
- ⌚ This initiative requires extra time and will be scheduled to be completed as resources become available.
- \$ This initiative requires budget that is currently not allocated, work will be progressed to a stage that allows for budget consideration.

## Placemaking

### Focus areas

ID	Focus area	Recommendation
001	CSP	Campsie Street Park remains as a small intimate park but is upgraded so that the park can continue to be enjoyed by residents.
002	DBP	Dot Bennett Park remains as a larger park and is upgraded so that the more activities are included as part of the park and that community events can be held at the park.
003	VSV	Verdun Street verge facing the hospital is upgraded to be a place that can be used and enjoyed by residents and hospital visitors (of differing ages) as well as hospital employees at different times of the day and week.
004	ARV	Aberdare Road verge to be well planted and maintained.
005	PA	Provide public art in North Hollywood. Preferred locations to be established through continued engagement.
006	LS	Upgrade the local shops on the corner of Croydon Street and Aberdare Road so that it becomes a place that encourages people to gather and linger for a while.
007	CDS	Investigate opportunities to build the social life of the cul-de-sacs at the northern end of Kingston Street and Campsie Street.
008	PFD	North Hollywood is made more dog friendly with dog-friendly infrastructure focused around Highview Park, Dot Bennett Park and Campsie Street Park.
009	SCI	Community-led ideas that align with the objectives and outcomes of this Strategy and are subject to a Council Policy are consistently supported.
010	DC	When it is needed, a Council Policy is prepared that requires a percentage of the cost of development (over a certain amount) to be allocated to placemaking initiatives.

CSP = Campsie Street Park      DBP = Dot Bennett Park      VSV = Verdun Street Verge

ARV = Aberdare Road Verge      PA = Public Art      LS = Local Shops

CDS = Cul-de-sacs      PFD = Placemaking for dogs

SCI = Support community-led initiatives      DC = Developer contributions

## Implementation

ID	Focus area	Proceed	Wait (on hold)	Not a priority
001	Campsie Street Park	X		
002	Dot Bennett Park			X
003	Verdun Street verge	X		
004	Aberdare Road verge	X		
005	Public art		X	
006	Local shops		X	
007	Cul-de-sacs			X
008	Placemaking for dogs		X	
009	Support community ideas	X		
010	Developer contributions			X



## Part 3: Monitor and Review

### Reviewing the North Hollywood Precinct Land Use Strategy

Reviewing this Strategy is important to ensure that it remains relevant. The overall Strategy and its sub-sections have different review requirements.

#### Objectives

- To ensure that the overall Strategy is remains relevant.
- To ensure the content of the overall Strategy is accurate.

#### Outcomes

- A review establishes whether or not the vision, objectives and outcomes of the Strategy still aligns with community needs and expectations and relevant Council and State Government documents.
- A review confirms that the recommendation of the Strategy is still appropriate.
- The content of the Strategy is up-to-date.

#### Time frame for review

- In five years a minor review of the overall Strategy is to be completed.
- In ten years a major review of the overall Strategy is to be completed.

### Reviewing land use

The objectives, outcomes and timing for reviewing the land use component of the Strategy are:

#### Objectives

- To report on the progress of implementing the land use recommendation.
- To establish that the land use recommendation is still appropriate.

#### Outcomes

- The progress of implementing the land use recommendation is documented.
- Any lessons learnt and project successes are documented.
- An assessment of the feasibility of any further development is documented and understood.

#### Time frame for review

- Every five years.

### Reviewing movement

The movement component of the Strategy has a number of external influences on travel behaviour. Factors that may influence travel behaviour that are not within in the City's control;

- Changes to parking availability or management in neighbouring areas (City of Subiaco, QEII or Hollywood Private Hospital).
- Commencement or completion of construction projects at QEII.
- Petrol prices

The City will monitor by

- Traffic counts (vehicles volumes and speed)
- Residents feedback (as captured in the City's normal record keeping system)
- Ranger evidence
- Regular communication with QEII

The objectives, outcomes and timing for reviewing the movement component of the Strategy are:

#### **Objectives**

- To report on the progress of implementing movement related recommendations.
- To establish that movement related recommendations are still appropriate.

#### **Outcomes**

- The progress of implementing movement related recommendations is documented.
- Any lessons learnt and project successes are documented.

#### **Time frame for review**

- Every two years.

### **Reviewing placemaking**

The objectives, outcomes and timing for reviewing the placemaking component of the Strategy are:

#### **Objectives**

- To report on the progress of placemaking for the focus areas and involving the community.
- To establish that the placemaking focus areas are still appropriate.

#### **Outcomes**

- The progress of carrying out placemaking for the focus areas and involving the community is documented.
- Any lessons learnt and project successes are documented.

#### **Time frame for review**

- Every two years.

## Appendices

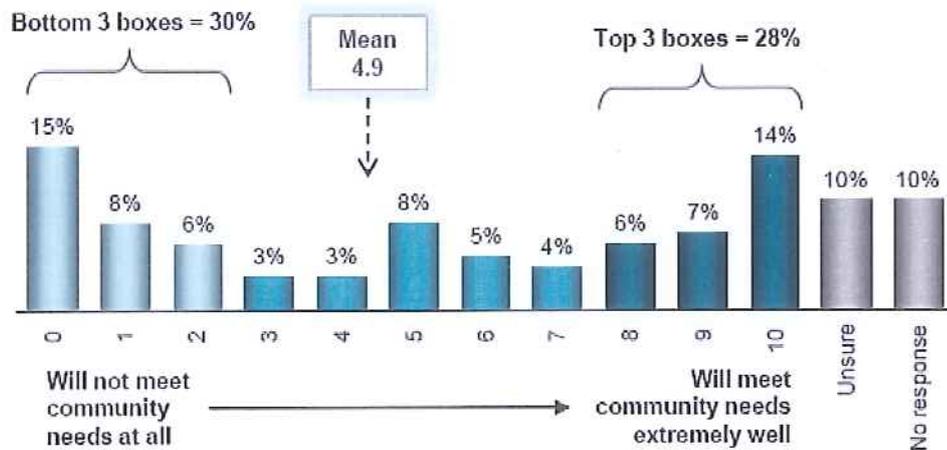
### Appendix A

#### June 2011 Survey results

The following graphs show the survey result of the concepts survey conducted in March 2011, each scenario was tested in relation to how it would meet the needs of the community.

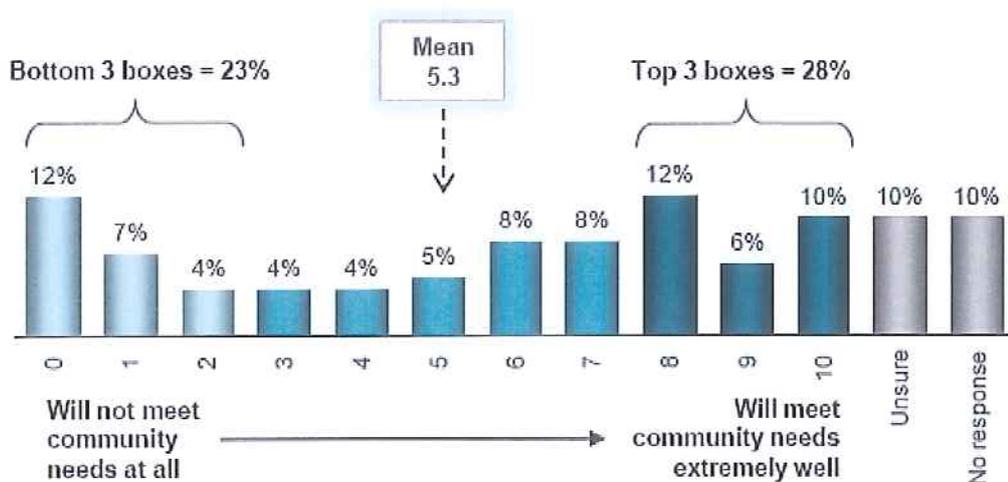
#### Status Quo

Question: How well do you feel retaining the status quo in North Hollywood will meet community needs?



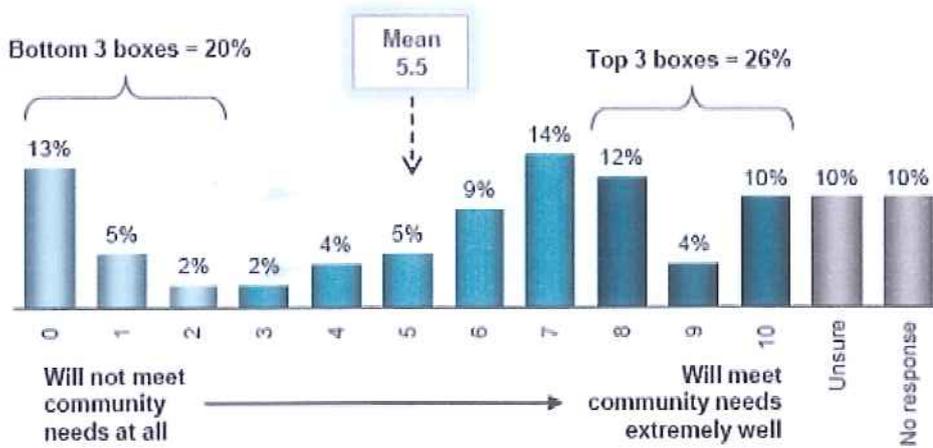
#### Edge

Question: How well do you feel edge development in North Hollywood will meet community needs?



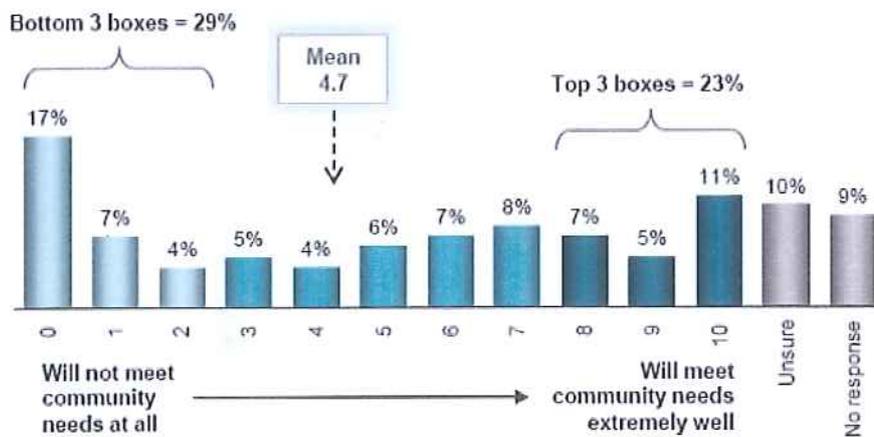
### Incremental

Question: How well do you feel incremental subdivision in North Hollywood will meet community needs?



### Comprehensive

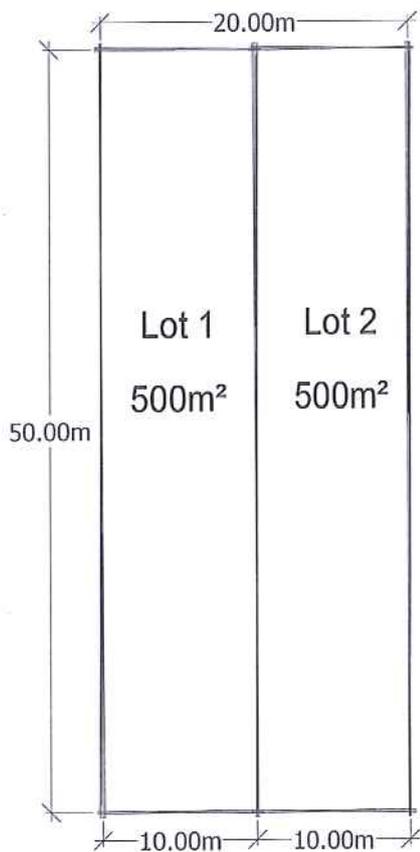
Question: How well do you feel comprehensive redevelopment in North Hollywood will meet community needs?



## Appendix B

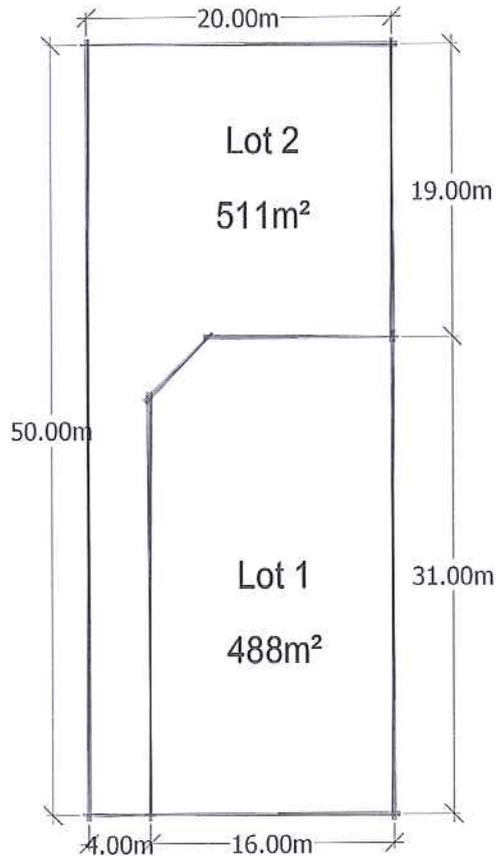
With regard to incremental development scenario subdivision styles can take on a range of forms with the two most common styles being side by side and battleaxe. Please find below a description of both styles.

### Side by Side



As the name implies, side by side subdivisions are two lots side by side. They are mostly preferred over battleaxe subdivisions as they present a uniform streetscape.

### Battleaxe



Battleaxe subdivisions create new lots at the rear of an existing property and use and access leg down one side of the property for vehicular access.

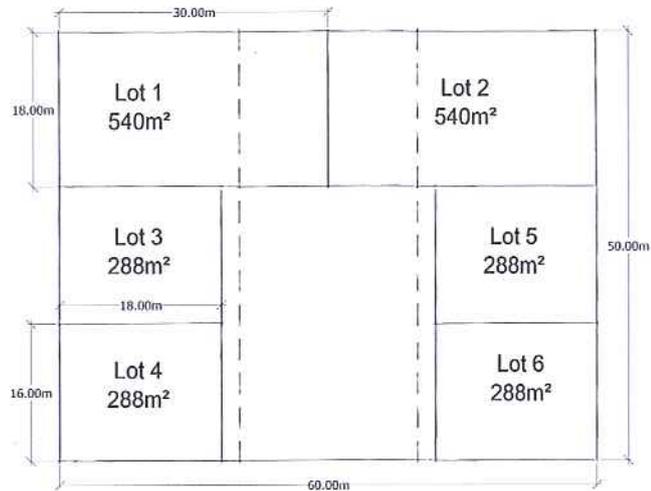
## Appendix C

### Comprehensive redevelopment options

Comprehensive redevelopment can take on a wide variety of forms. For the purposes of comprehensive redevelopment it is assumed that three lots will be amalgamated for subdivision to take place. If redevelopment is to occur on a single lot it will be built form based. The following three are examples of possible development styles.

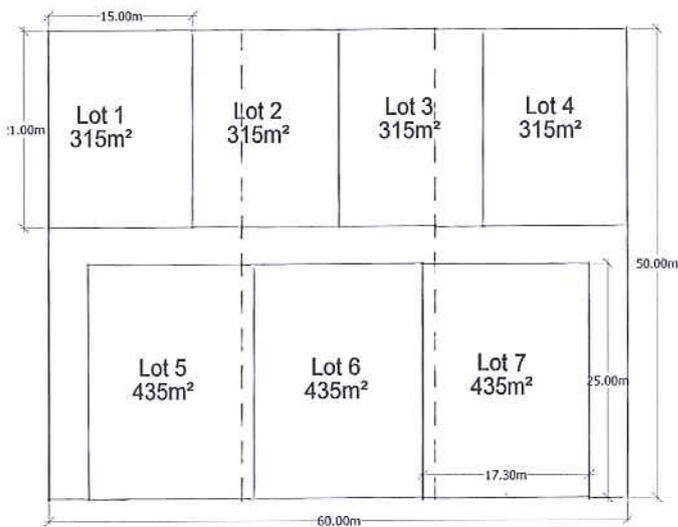
#### Indicative Option 1

Seven lots can be created by amalgamating three existing lots and creating a central courtyard. This option provides two large lots at the rear with four smaller uniform lots at the front.



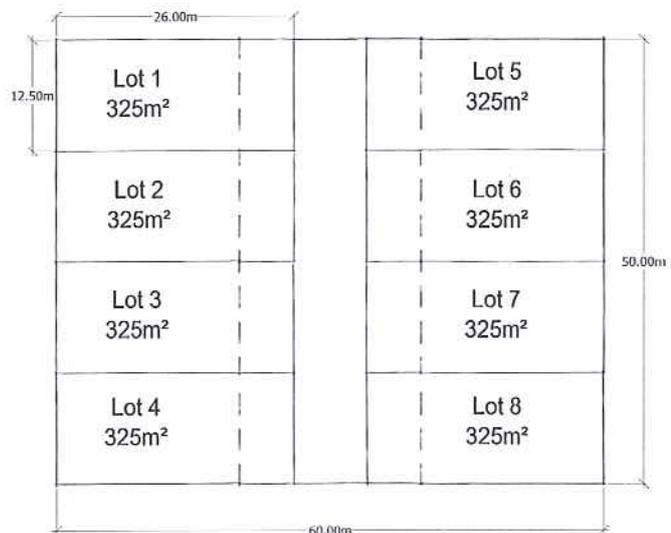
#### Indicative Option 2

Seven lots can be created by amalgamating three existing lots and creating a 'U' shaped access way through the middle. This option provides three larger lots fronting the road and four smaller lots at the rear of the property.



#### Indicative Option 3

Eight lots can be created by amalgamating three existing lots and creating a central access way through the middle. This option creates eight uniform lots.



## Appendix D

### Results of parking counts

This is a report on the parking study undertaken by the City of Nedlands to improve the understanding of parking behaviour in the study area.

#### Method

- Counts were undertaken on Mondays, Wednesdays and Fridays at 9am, 12pm, 3pm, and 6pm.
- This was conducted over three one week periods between 6 February 2012 and 4 May 2012.
- Cars were counted if they were parked either on the street, on the verge or at the Croydon Street shops. Both legally and illegally parked cars were counted. Results were collated and analysed.

#### General observations

- Parking was consistent over the week.
- It is assumed that cars counted at 6pm are predominantly the cars belonging to residents of the area and their visitors.
- With the exception of Verdun Street, car parking peaks between 9am and 12pm and is significantly reduced in the evening.
- Streets that experience high levels of verge parking tend to have lower levels of on street parking, the reverse is also true.



Figure 1: On street parking averages for comparison.

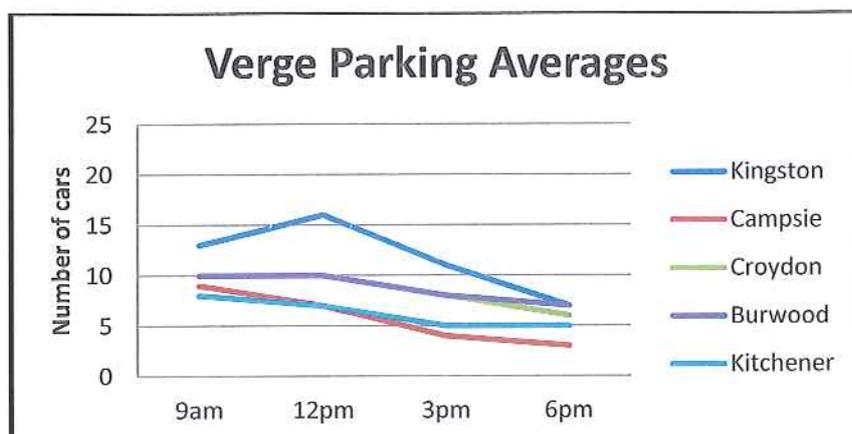


Figure 2: Verge parking averages for comparison.

### Kingston Street

Street parking is prohibited on both sides of Kingston Street. As a result, very few cars are observed to park on the street. Verge parking is allowed, with the consent of the adjoining land owner. The results of the parking count show verge parking does occur, and it is worth noting that up to eight cars were often parked on the verge of 6 Kingston Street (Water Corporation pumping station).

Seventy eight infringements were issued on Kingston Street during the 2011-12 financial year.

Table 1: On street parking count results, Kingston Street.

	Min	Max	Average
9am	0	2	1
12pm	0	1	0
3pm	0	1	1
6pm	0	1	0

Table 2: Verge parking count results, Kingston Street.

	Min	Max	Average
9am	0	25	13
12pm	13	19	16
3pm	7	17	11
6pm	6	11	7

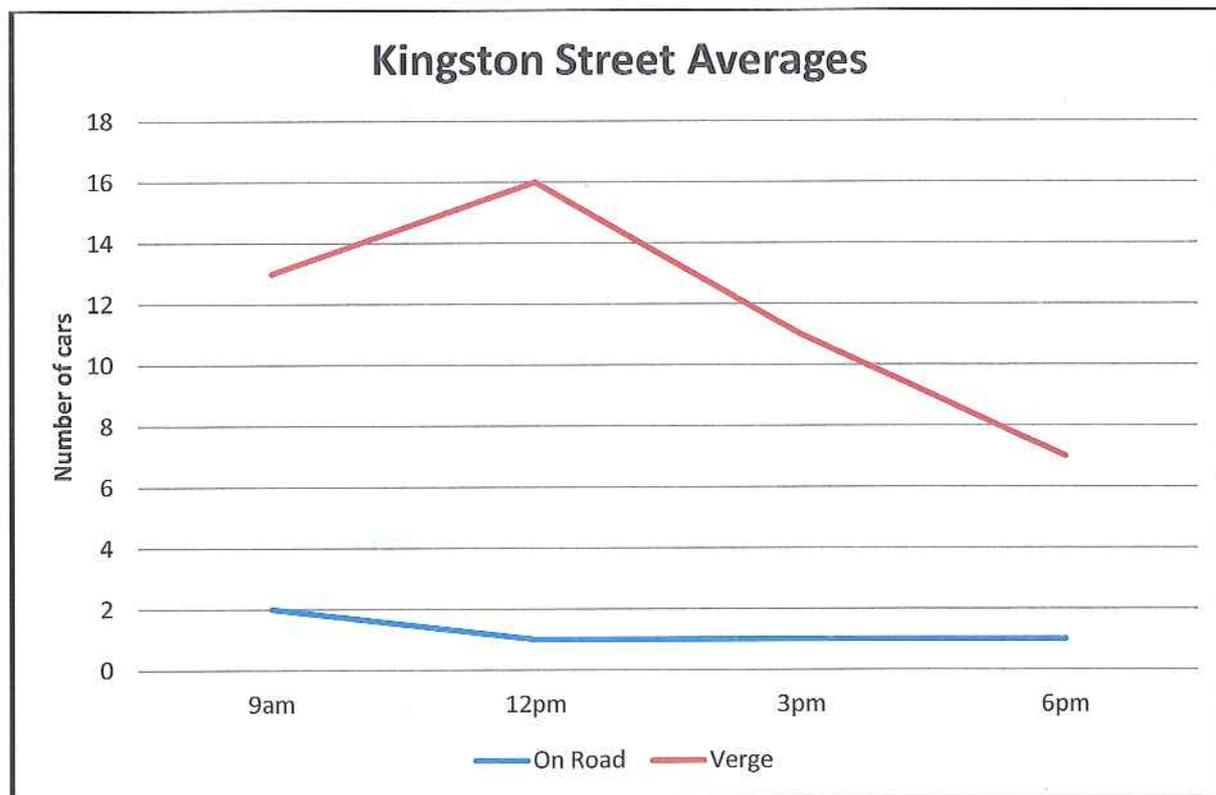


Figure 3: Average parking counts for Kingston Street.



### Campsie Street

Street parking is prohibited on the western side of Campsie Street and one hour parking (Monday to Friday, 8am – 5pm) on the eastern side. Verge parking is allowed, with the consent of the adjoining land owner. The results of the parking count show both on street parking and verge parking does occur, but not in large amounts.

Three hundred and forty five infringements were issued on Campsie Street during the 2011-12 financial year.

Table 3: On street parking count results, Campsie Street.

	Min	Max	Average
9am	5	16	10
12pm	6	16	11
3pm	2	11	7
6pm	1	4	3

Table 4: Verge parking count results, Campsie Street.

	Min	Max	Average
9am	3	17	9
12pm	3	10	7
3pm	1	6	4
6pm	1	6	3

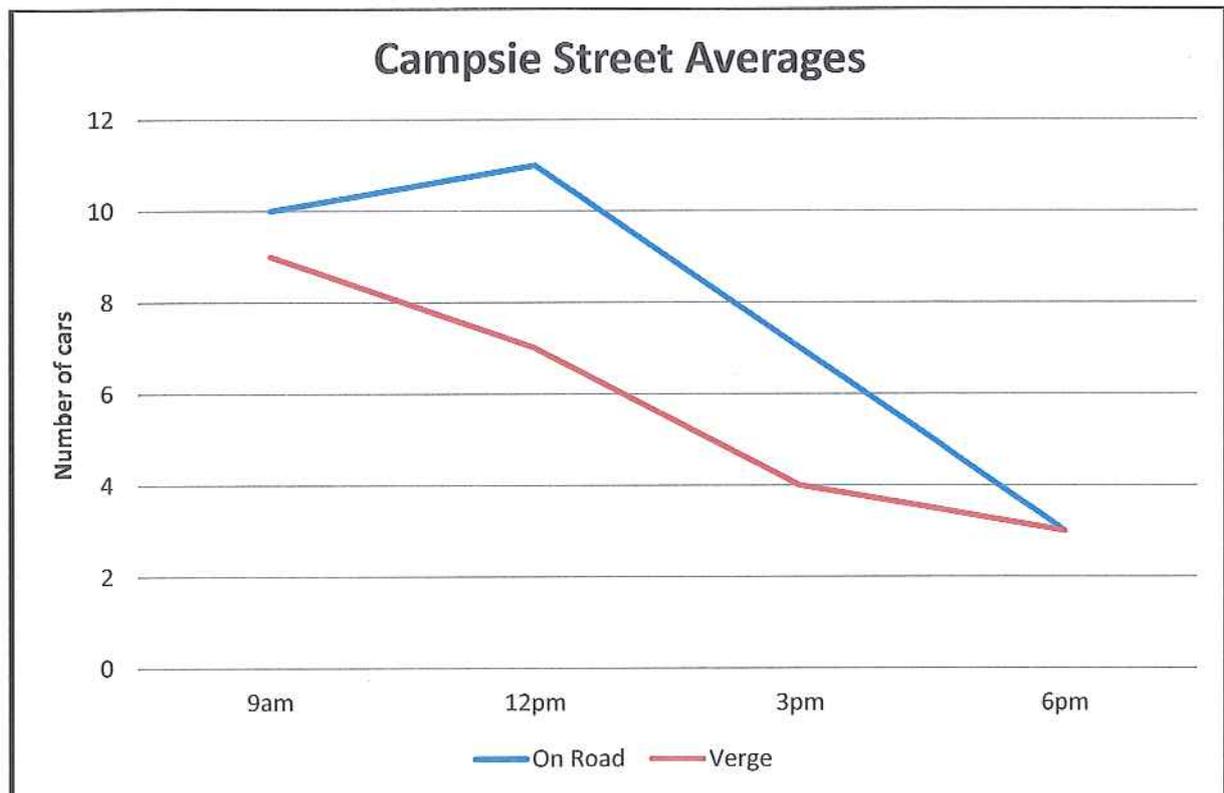


Figure 4: Average parking counts for Campsie Street.

### Croydon Street

Street parking is prohibited on the eastern side of Croydon Street and two hour parking (Monday to Saturday, 8am – 6pm) on the western side. Verge parking is allowed, with the consent of the adjoining land owner. The results of the parking count show both on street parking and verge parking does occur, in significant amounts.

Three hundred and fifty seven infringements were issued on Croydon Street during the 2011-12 financial year.

Table 5: On street parking count results, Croydon Street.

	Min	Max	Average
9am	18	22	20
12pm	12	26	21
3pm	4	14	9
6pm	0	5	2

Table 6: Verge parking count results, Croydon Street.

	Min	Max	Average
9am	2	17	10
12pm	3	15	10
3pm	6	15	8
6pm	4	8	6

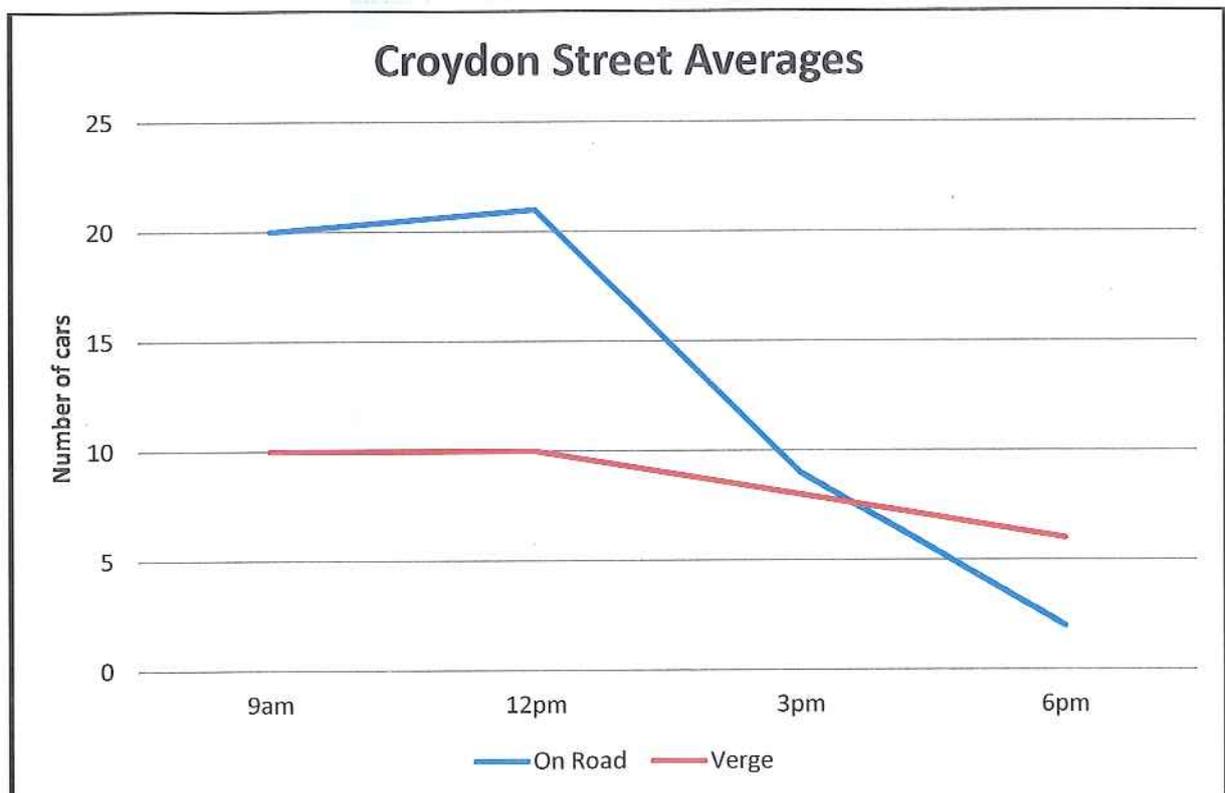


Figure 5: Average parking counts for Croydon Street.

**Burwood Street**

Street parking is prohibited on the eastern side of Burwood Street and two hour parking (Monday to Saturday, 8am – 6pm) on the western side. Verge parking is allowed, with the consent of the adjoining land owner. The results of the parking count show both on street parking and verge parking does occur, in significant amounts.

One hundred and fifteen infringements were issued on Burwood Street during the 2011-12 financial year.

Table 7: On street parking count results, Burwood Street.

	Min	Max	Average
9am	3	17	11
12pm	2	11	7
3pm	3	9	5
6pm	0	4	1

Table 8: Verge parking count results, Burwood Street.

	Min	Max	Average
9am	5	16	10
12pm	5	18	10
3pm	3	15	8
6pm	4	10	7

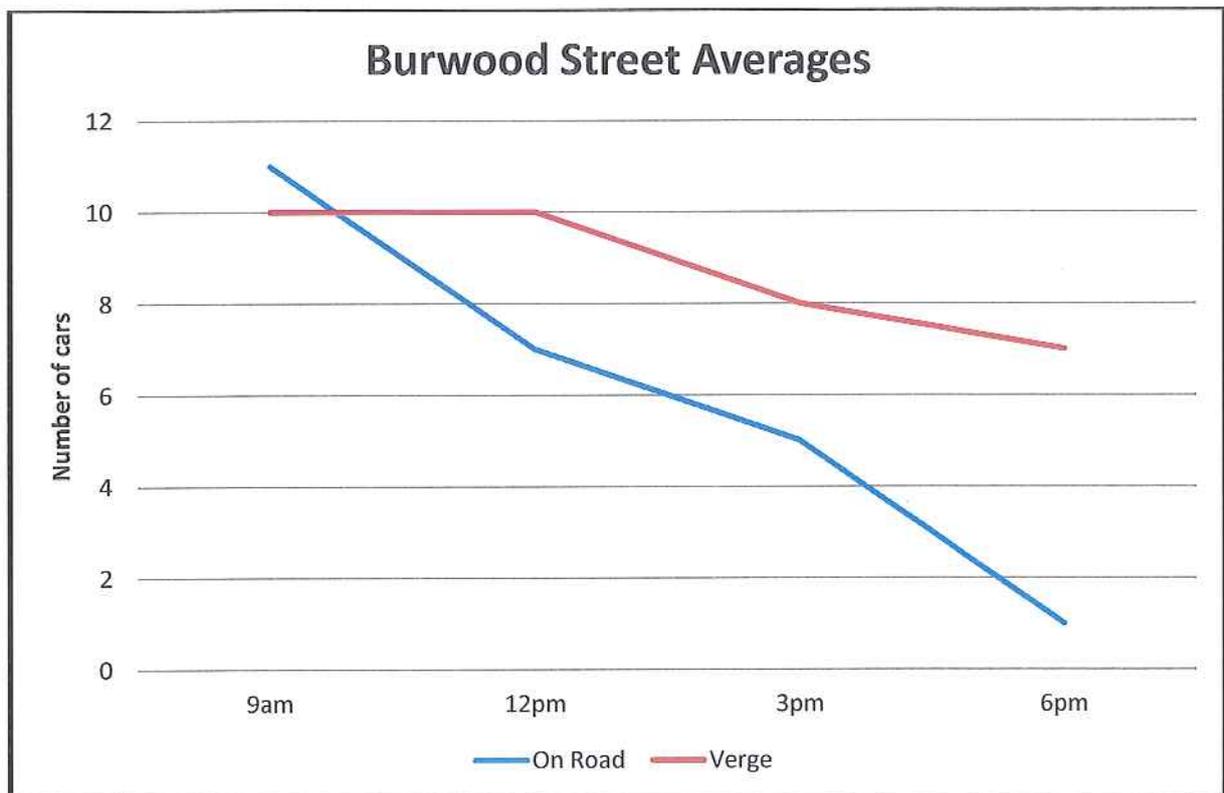


Figure 6. Average parking counts for Burwood Street.

**Kitchener Street**

Street parking is prohibited on the western side of Kitchener Street and two hour parking (Monday to Saturday, 8am – 6pm) on the eastern side. Verge parking is allowed, with the consent of the adjoining land owner. The results of the parking count show both on street parking and verge parking does occur, but not in large amounts.

Twenty nine infringements were issued on Kitchener Street during the 2011-12 financial year.

Table 9. On street parking count results, Kitchener Street.

	Min	Max	Average
9am	1	11	4
12pm	1	11	5
3pm	1	6	3
6pm	0	5	2

Table 10. Verge parking count results, Kitchener Street.

	Min	Max	Average
9am	5	12	8
12pm	5	10	7
3pm	3	10	5
6pm	1	7	5



Figure 7: Average parking counts for Kitchener Street.

**Verdun Street**

Verdun Street has some indented on street parking (two hour parking, Monday – Friday 8am -5pm), areas of no parking on road and areas of no parking road or verge. In some areas verge parking is allowed, with the consent of the adjoining land owner. The results of the parking count show both on street parking and verge parking does occur, however this varies significantly. Verdun Street does not experience the same parking patterns at other streets in the study area.

Forty two infringements were issued on Verdun Street during the 2011-12 financial year.

Table 11: On street parking count results, Verdun Street.

	Min	Max	Average
9am	0	21	6
12pm	1	11	5
3pm	0	20	7
6pm	0	11	7

Table 12: Verge parking count results, Verdun Street.

	Min	Max	Average
9am	0	21	12
12pm	7	25	14
3pm	0	16	9
6pm	0	17	6

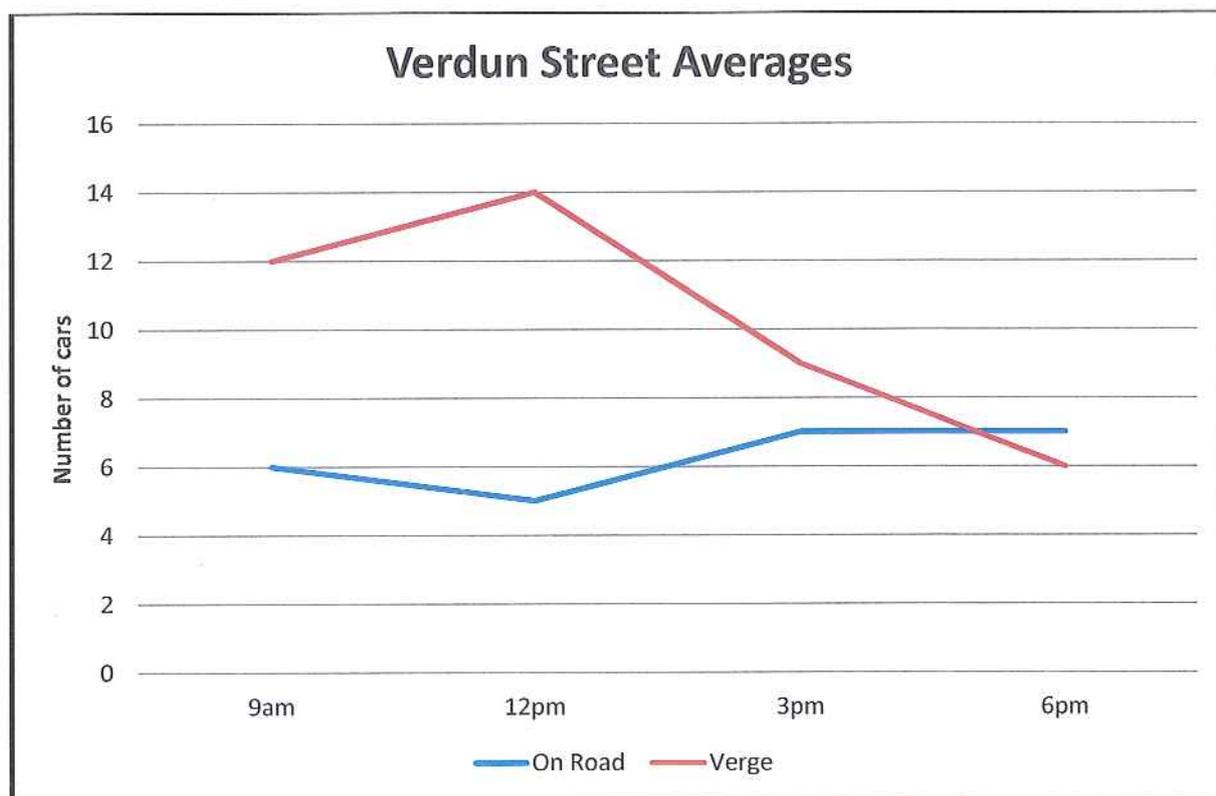


Figure 8. Average parking counts for Verdun Street.

**Croydon Street shops.**

There are 23 bays available in the Croydon Street shops (51 Aberdare Road). Some of the bays are reserved for businesses and some are unrestricted parking. The results of the parking count (Table X) indicated there is no parking problem in this area and is often underutilised. Rangers do patrol the area and respond to complaints of illegal parking as required.

Table 13: Parking count results, Croydon Street Shops.

	<b>Average number of bays occupied</b>	<b>Average percentage full</b>
<b>9am</b>	8	35%
<b>12pm</b>	10	43%
<b>3pm</b>	5	22%
<b>6pm</b>	2	9%

**Aberdare Road**

Aberdare Road was not included in the parking counts as there is no street parking allowed and in late 2011 the City installed signs on a number of verges prohibiting verge parking.

Thirty five infringements were issued on Aberdare Street during the 2011-12 financial year.

## Appendix E

### Literature Review: Traffic related studies

#### **Hollywood Ward Traffic Management Review (SKM, 2004)**

This document is a review of relevant studies, paper and actions spanning 1988 – 2004. It was commissioned by the City of Nedlands with a view to gather independent advice on how to control and reduce the speeding and volume of extraneous traffic through the whole Hollywood ward.

The review provides useful background information and the key issues that were identified (listed below) are still relevant today and have been considered in the Movement Strategy wherever possible.

- High stakeholder expectations
- Road hierarchy plan
- Extraneous traffic
- Residential amenity
- Crashes
- Hospitals
- University of Western Australia
- Senior citizens village
- Cyclists
- Public transport
- Role of adjacent councils and Main Roads Western Australia

The review includes 17 recommendations. Since the review was released some of these recommendations have been acted upon, some are ongoing and some (for various reasons) have not been pursued.

#### **Verdun Street Precinct Local Area Traffic Management Assessment – Cardno 2012**

This document is a local area traffic management assessment of Verdun Street, Croydon Street, Burwood Street, Kitchener Street and Quadrangle Place. Cardno carried out their assessment with traffic counts (recording vehicle volumes and speed) and a video survey of traffic. The data collected via these methods has been used to inform the recommended initiatives for the North Hollywood Movement Strategy. A gap in the report is the lack of consideration given to parking. Parking was outside the scope of Cardno's brief; however this has resulted in a set of recommendations that do not necessarily address the main concerns of local residents.

The Cardno assessment proposes nine possible treatment options and then scores and ranks these options, giving two recommended proposals.

- Minor works
  - i) flat top road humps (two each on Kitchener Burwood and Croydon),
  - ii) diagonal road closure between Lupin Hill Grove and Quadrangle Place, and
  - iii) two LED speed signs on Verdun Street.
- Major works
  - iv) All minor works,
  - v) left in, left out treatment at the northern end of Kitchener, Burwood and Croydon.

These recommended proposals have been carefully considered and discussed further in the body of this strategy.

Further to the recommendations above, Cardno have commented on the functionality of the QEII access points at Verdun Street. The excerpt below is taken from the Cardno report and discusses initiatives the City will pursue in conjunction with QEII.

#### **COMMENTARY ON QEII ACCESS POINTS**

The design treatments of two access points to QEII have been assessed, located on the east of Campsie Street and west of Campsie Street, at Verdun Street.

The access to the east of Campsie Street is approximately 9 metres wide with the kerb line oriented towards the right hand side. There is also a mid-block median installed on Verdun Street with a No Right Turn sign (R2-6) and a Keep Left sign (R2-3) to prohibit eastbound traffic from turning right into the QEII parking area.

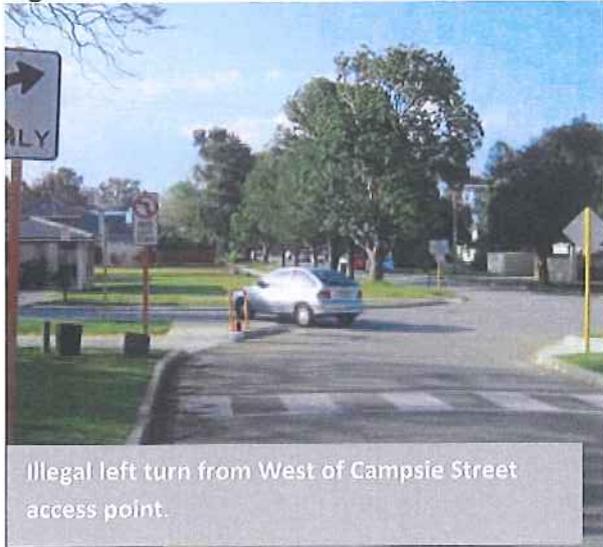
The access to the west of Campsie Street is approximately 7 metres wide with the kerb line oriented towards the right hand side. A No Left Turn sign (R2-6) and an All Traffic Turn Right sign (R2-14) are also installed. There is a No Right Turn sign (R2-6) installed on Verdun Street to prohibit eastbound traffic from turning right into the QEII parking area. These treatments are installed with the same intentions as for the east of Campsie Street access point above. Due to limitation of space, a mid-block median treatment is not able to be installed on Verdun Street.

The intention of these traffic management measures is to direct traffic towards Gairdner Drive when accessing or egressing the Verdun Street Precinct. This limits the volume of traffic using local residential streets to access the QEII.

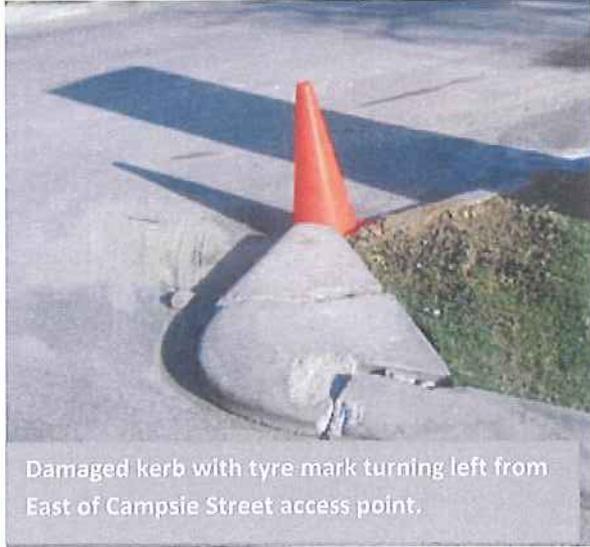
It has been noted that there is evidence that vehicles currently make illegal left turns at both access locations, as illustrated in **Figure 12**.



**Figure 12 QEll Access Points on Verdun Street East and West of Campsie Street**



Illegal left turn from West of Campsie Street access point.



Damaged kerb with tyre mark turning left from East of Campsie Street access point.

To reinforce the intended local area traffic management, the following treatments are suggested for the access east of Campsie Street:

- Installation of No Left Turn sign (R2-6) and All Traffic Turn Right sign (R2-14) to prohibit egress traffic making left turn onto Verdun Street.
- Narrow the width of the access by kerb extension on left hand side or installation of mid-block median.

The following treatments are proposed for the access point west of Campsie Street:

- Modify the access point to entry only and direct egress traffic to the access east of Campsie Street, or other access points.
- Narrow the width of the access point to a one-way lane by kerb extension, along with the above treatment.

## Appendix F

### Movement related initiatives investigated but not recommended at this stage

Initiative	Description	Discussion
Do nothing.	Take no further action relating to movement networks and parking in the area.	<ul style="list-style-type: none"> <li>The volume of correspondence the City of Nedlands receives regarding parking and traffic in the area shows that taking no action is unacceptable.</li> </ul>
No verge parking.	Verge parking prohibited for all, including residents and their visitors.	<ul style="list-style-type: none"> <li>Current Local Law Relating to Parking and Parking Facilities prohibits parking on a verge without the adjacent land owners consent.</li> <li>Unnecessarily prohibitive to residents and their visitors.</li> <li>Would require enforcement.</li> <li>Aesthetically pleasing.</li> </ul>
Permit only verge parking.	Verge parking prohibited, unless a valid permit is displayed.	<ul style="list-style-type: none"> <li>Strain on resources is expected (especially as there is currently no cost to residents to apply for or receive parking permits)</li> <li>System as it is currently implemented at the City is also unlikely to afford some residents the number of permits they would require.</li> <li>May disadvantage those who have a rental tenancy.</li> <li>Other residential areas with parking pressures may feel they should be offered a similar arrangement.</li> <li>The current process of residents reporting illegal verge parking to the City does yield results.</li> </ul>
No street parking.	Street parking prohibited for all, including local residents and their visitors.	<ul style="list-style-type: none"> <li>Vehicle speeds likely to increase significantly, as parked cars on a street do slow traffic.</li> <li>Traffic volumes also have the potential to increase as it becomes easier for traffic to flow quickly and unimpeded down the streets.</li> <li>Highly restrictive for residents and patrons of the local shops.</li> </ul>
Permit only street parking.	Street parking prohibited, unless a valid permit is displayed.	<ul style="list-style-type: none"> <li>Strain on resources is expected (especially as there is currently no cost to residents to apply for or receive parking permits)</li> <li>System as it is currently implemented at the City is also unlikely to afford some residents the number of permits they would require.</li> <li>May disadvantage those who have a rental tenancy.</li> </ul>

		<ul style="list-style-type: none"> <li>• Other residential areas with parking pressures may feel they should be offered a similar arrangement.</li> <li>• The current process of enforcement does yield results.</li> <li>• Would still restrict permit parking to one side of the street.</li> <li>• Vehicle speeds likely to increase significantly, as number of parked cars would be expected to decrease.</li> </ul>
Closing Kitchener Street and/or Burwood Street and/or Croydon Street at the northern end.	Full closure of nominated streets, preventing vehicle access.	<ul style="list-style-type: none"> <li>• Aim to eliminate non-local traffic.</li> <li>• Approximately \$40 000 each.</li> <li>• Landscaping opportunity.</li> <li>• Disrupts the grid system, impacting access for residents.</li> <li>• Effectiveness may be compromised by driver behaviour; the proximity of these streets to the hospital mean drivers may be 'searching' for access and parking.</li> <li>• Can be designed to allow cyclist and pedestrian access.</li> </ul>
Road humps or speed cushions.	Raised and marked speed reduction devices. Can be installed to varying widths and profiles.	<ul style="list-style-type: none"> <li>• Aims to reduce speeds and discourage through traffic.</li> <li>• Creates a cycling hazard.</li> <li>• Would require two per street, at a cost of approximately \$5 000 each.</li> <li>• Can be noisy, however night time traffic volumes are low.</li> <li>• Politically sensitive.</li> </ul>
Left in – left out at the northern end of Croydon Street and Burwood Street.	A partial road closure that uses raised median islands to prevent right hand turns (across traffic) into and out of a street.	<ul style="list-style-type: none"> <li>• Aims to reduce through traffic</li> <li>• Reduces intersection conflict as no right turn movements can be made.</li> <li>• Cost approximately \$25 000 per treatment.</li> <li>• Restricts access for residents.</li> <li>• Effectiveness may be compromised by driver behaviour; the proximity of these streets to the hospital mean drivers may be 'searching' for access and parking.</li> </ul>
Creating one way streets (Croydon Street, Burwood Street and Kitchener Street).	Design, landscaping and signage modifications to restrict vehicles to travelling one way on the street.	<ul style="list-style-type: none"> <li>• Aims to reduce through traffic.</li> <li>• Will restrict access for residents</li> <li>• Potential to increase traffic speeds as vehicles will not have to slow or stop to allow contraflow to pass.</li> <li>• Costs approximately \$40 000 per street.</li> <li>• Cardno only recommends this solution for northbound traffic,</li> </ul>

		<p>meaning access to all the north-south streets will be from Verdun Street and must exit via Aberdare Road.</p>	
<p>Entry statements on any or all north-south streets.</p>	<p>Coloured and/or textured sections of road surface to alert drivers they are entering a different driving environment.</p>	<ul style="list-style-type: none"> <li>• The difference in surface would be expected to slow drivers and deter through traffic.</li> <li>• Extent of effectiveness is questionable.</li> <li>• Average cost of \$15 000 per treatment plus ongoing maintenance.</li> </ul>	<ul style="list-style-type: none"> <li>• Aim is to physically slow traffic.</li> <li>• Will most likely result in a loss of some on street parking.</li> <li>• Landscaping opportunity.</li> <li>• Deter through traffic.</li> <li>• Average cost \$20 000.</li> <li>• Politically unpopular.</li> </ul>
<p>Design and install slow points on Kitchener, Burwood and Croydon Streets.</p>	<p>Narrow or angle the roadway at a certain point and potentially introduce a median if required.</p>	<ul style="list-style-type: none"> <li>• Aim to reduce vehicle speeds and improve driver awareness of local speed limit.</li> <li>• Solar powered units can be used.</li> <li>• Costs are approximately \$15 000 per location.</li> <li>• More suitable option will be the use of the City's existing speed display trailer on the streets that are experiencing higher speeds.</li> </ul>	<ul style="list-style-type: none"> <li>• Aim to improve cycling environment.</li> <li>• Most common origin and destination points are likely to be private houses, where bicycle parking is provided privately.</li> <li>• Natural link to Placemaking Strategy.</li> </ul>
<p>Speed display signs on Verdun Street.</p>	<p>Road side signs that measure and display vehicle speed, with a 'slow down' or 'thank you' message.</p>	<p>Assessing where bicycle parking already exists and identifying where new bicycle parking should be installed.</p>	
<p>Bicycle parking audit</p>			