



Belvidere Street Revitalisation Plan

Summary of Scenarios
For Community Consultation



Title	Belvidere Street Revitalisation Plan Summary of Scenarios for Community Consultation
Project	Belvidere Street Revitalisation Plan
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Local Policy Context

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

Belvidere Main Street Precinct Design Guidelines

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

Sustainable Transport Plan 2019-2023

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

Community Placemaking Strategy 2018-2023

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

Strategic Community Plan 2020-2040

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

Access and Inclusion Plan 2022-2026

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

Belvidere Street Environmental Considerations

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

Public Life Analysis

Key Findings

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



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



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



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



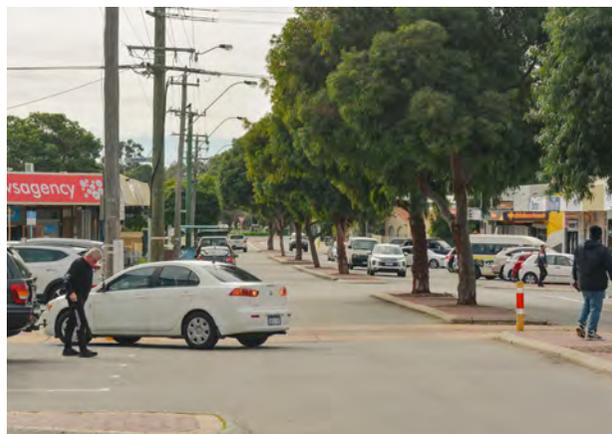
Reasonable sense of community, but unattractive and uncomfortable public realm.



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



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



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



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



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



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

Parking Analysis

Key Findings

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

Total of 204 parking bays

85% of cars park for less than 2 hours

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

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

Zone 1 car park rarely exceeds 50% usage

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

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



Traffic Analysis

Key Findings

6890 vehicle per day

The vast majority of vehicles are not stopping at the centre

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

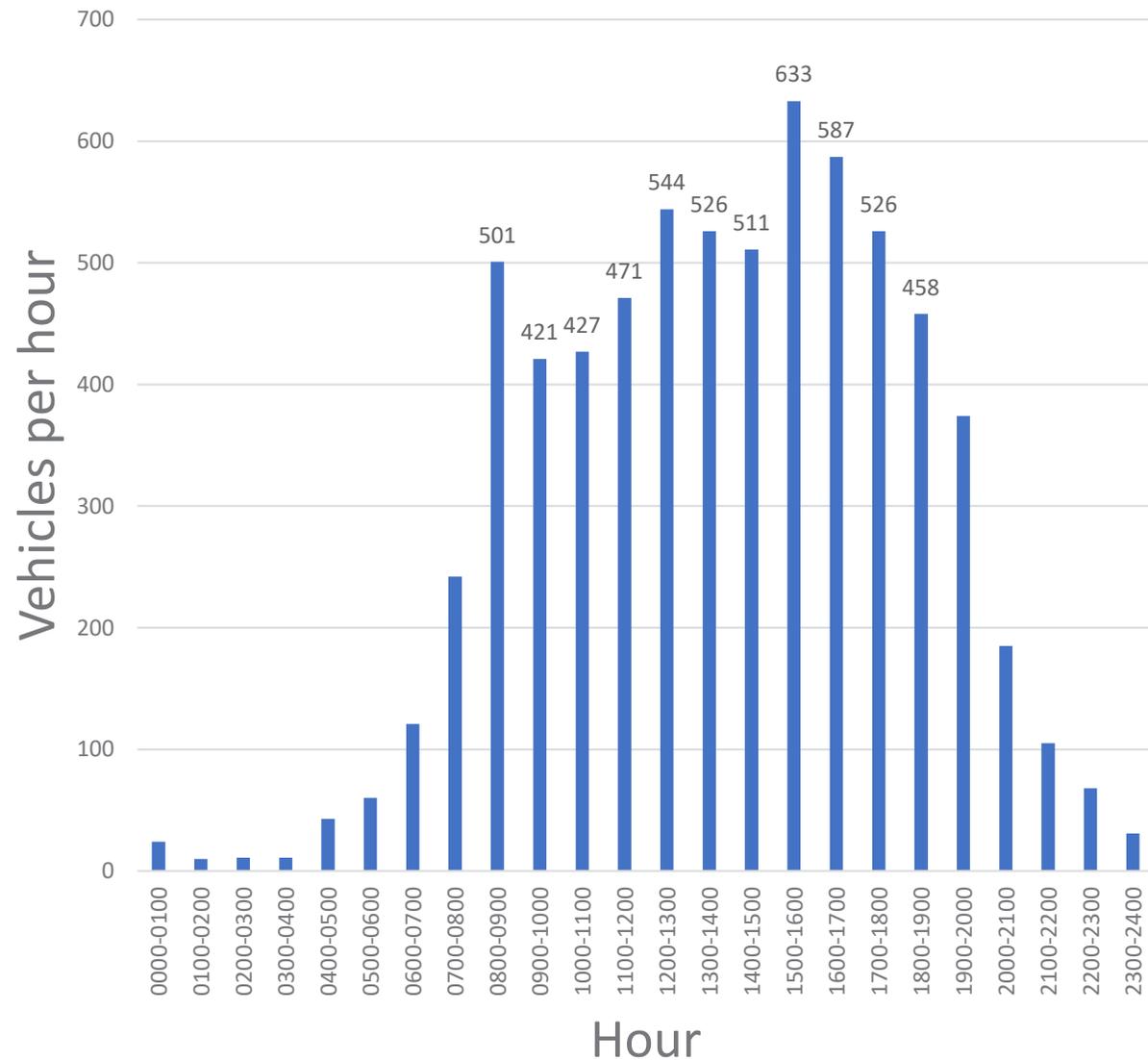
The dominant vehicle speed is 20-30 km hr (47%)

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

Key take outs:

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

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



Scenario Guiding Principles

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



Slow Traffic



Increase Visitation



**Add Greenery
and Amenity**



**Prioritise Pedestrians
and Cyclists**



**Enhance Safety
and Image**



**Create a
Point of Difference**

Snapshot of Scenarios



Scenario 1

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



Scenario 2

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



Scenario 3

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

Scenario I

● Power pole



Slow Traffic

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

Increase Visitation

- 4. Limited new flexible alfresco and public seating areas

Add Greenery and Amenity

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

Prioritise Pedestrians and Cyclists

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

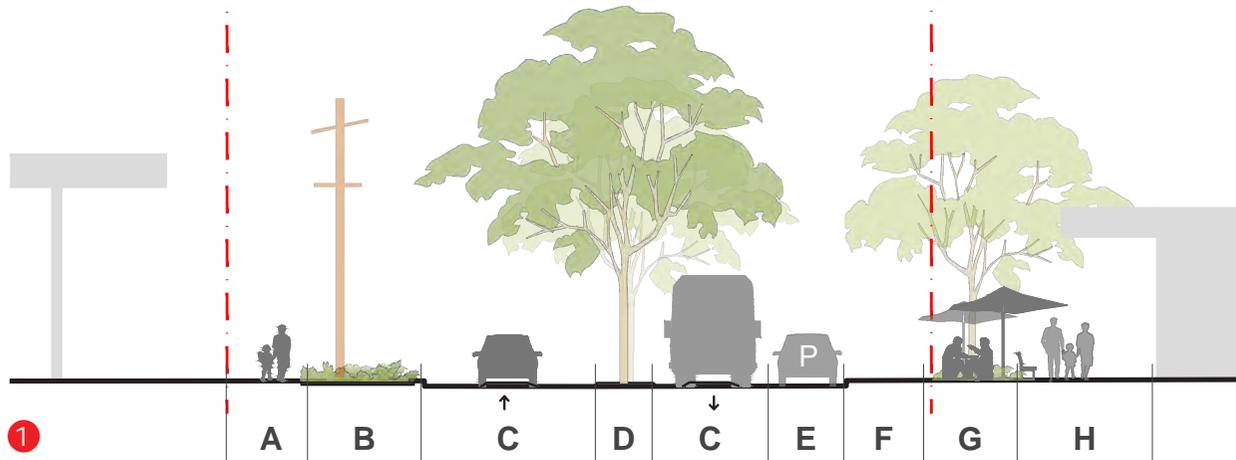
Enhance Safety and Image

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

Create a Point of Difference

- 14. Road surface artwork

Scenario I



A. Existing footpath width

B. Verge shrubs

C. Travel lane

D. Median trees

E. Parallel parking

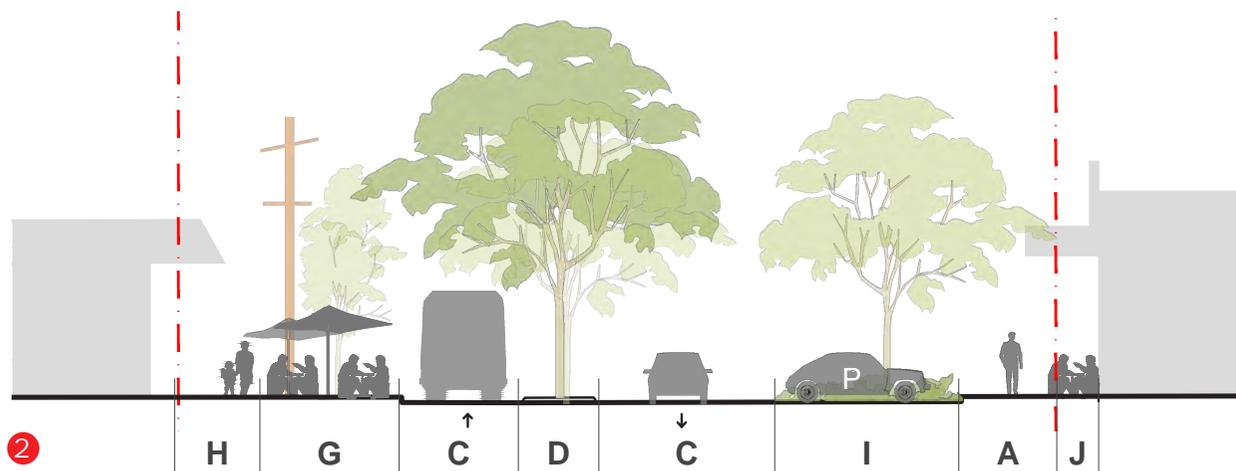
F. Underground services

G. Alfresco and public seating

H. Footpath widening

I. Nose-in parking retained

J. Limited alfresco



Scenario I



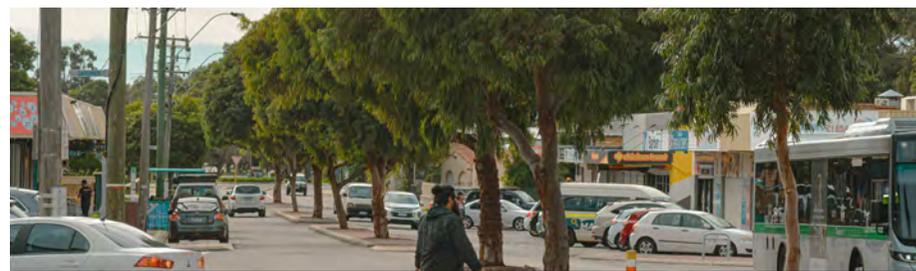
Surface artwork cnr of Belvidere & Gardiner St



Additional lighting south side of street



Footpath widening adjacent to supermarket



Existing power-lines and trees



Street trees inbetween car bays where possible



Garden beds between car bays

Scenario 2



Slow Traffic

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

Increase Visitation

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

Add Greenery and Amenity

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

Prioritise Pedestrians and Cyclists

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

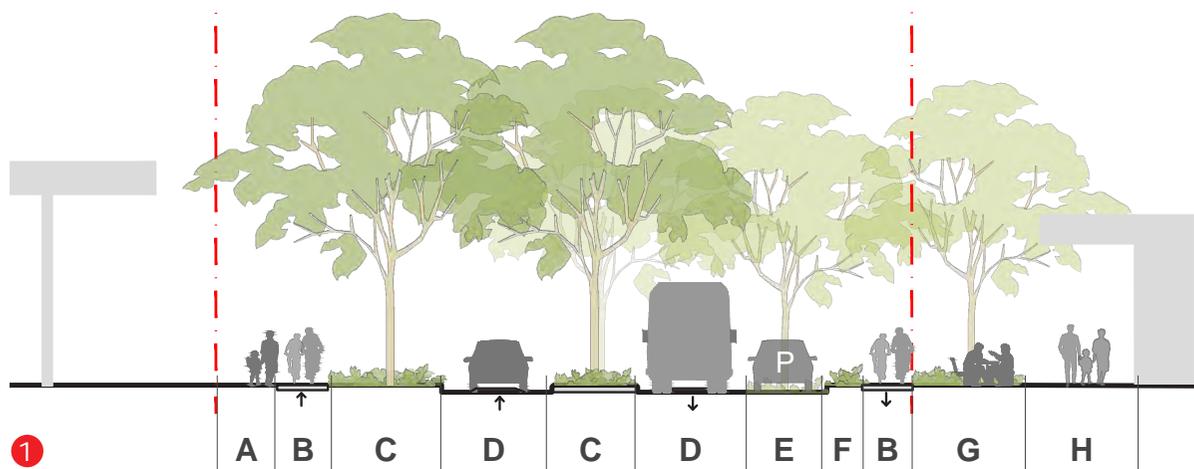
Enhance Safety and Image

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

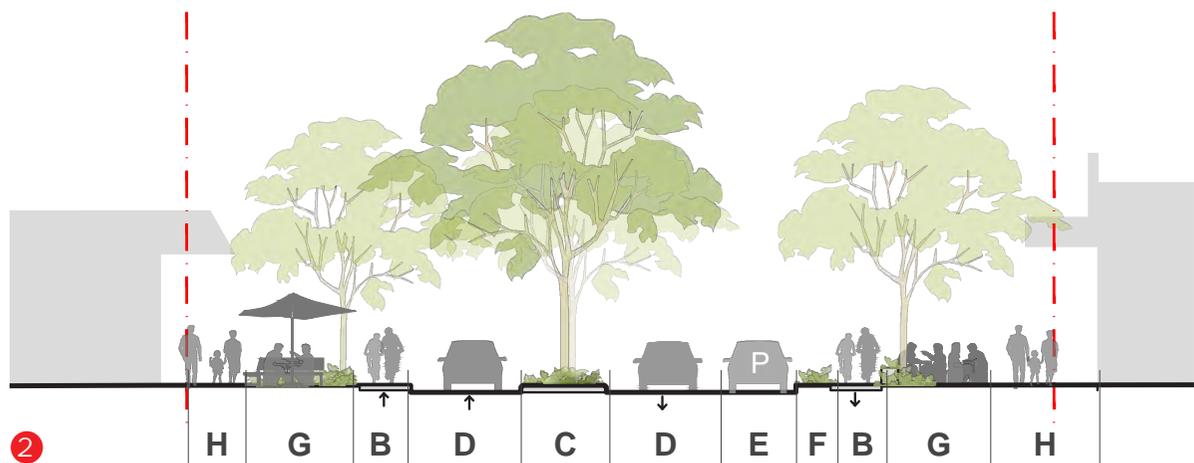
Create a Point of Difference

- 21. Highly pedestrian and cycle friendly

Scenario 2



- A. Footpath
- B. Cycle path (footpath level. 1 way each way)
- C. Street trees and shrubs
- D. Travel Lane
- E. Parallel parking
- F. Buffer/underground services
- G. Alfresco and public seating
- H. Footpath widening



Scenario 2



Pedestrian and cyclist priority at side streets



Protected bike lanes



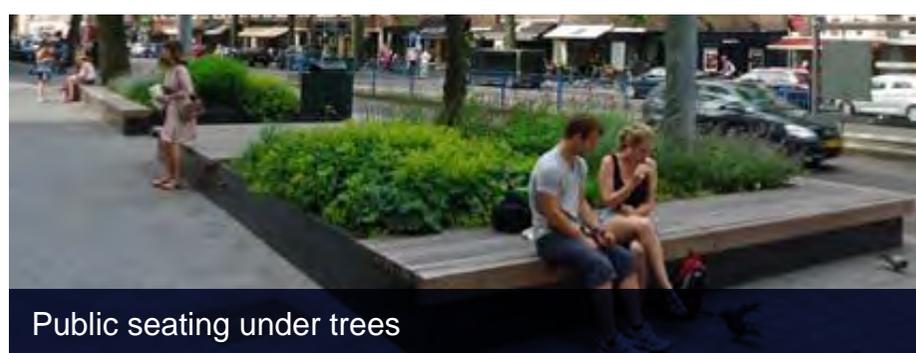
Bike parking



Raised mid-block crossings



Significant additional alfresco with green buffer



Public seating under trees

Scenario 3



Slow Traffic

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

Increase Visitation

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

Add Greenery and Amenity

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

Prioritise Pedestrians and Cyclists

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

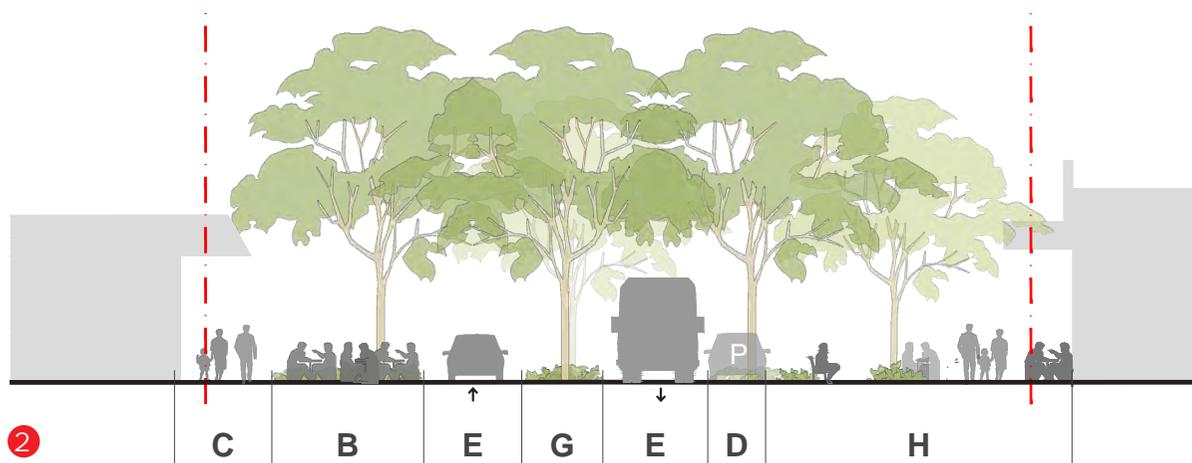
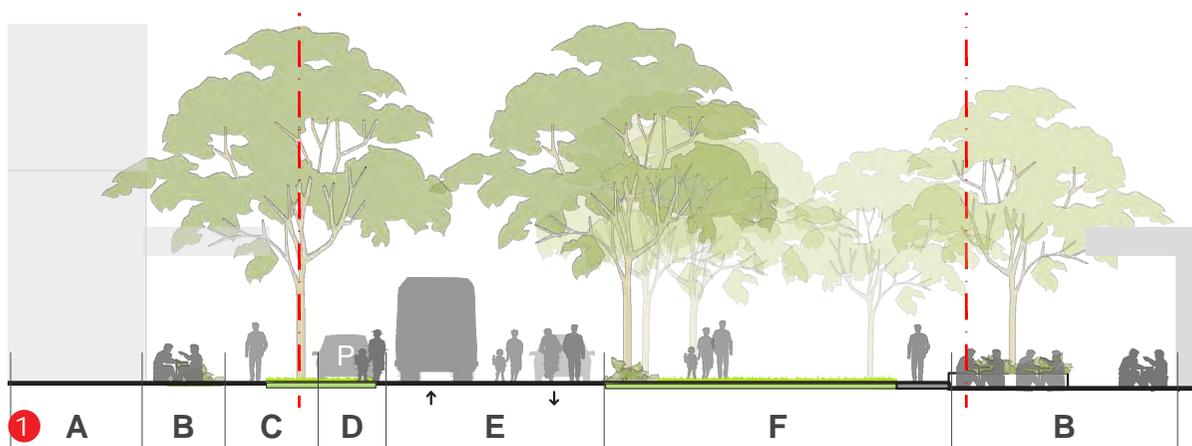
Enhance Safety and Image

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

Create a Point of Difference

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

Scenario 3



A. Potential future mixed use development

B. Alfresco

C. Footpath

D. Parallel parking

E. Shared space

F. Green space

G. Median trees and shrubs

H. Alfresco, public seating and greening



Scenario 3



Flexible green space - markets and entertainment



Playground in park



Park front alfresco for tavern



Steps near tavern



Slow speed shared space and alfresco



Public seating and greening

Additional Opportunities

Quick Wins



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

Ultimate Outcome



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

Potential Funding

BELMONT
CITY OF OPPORTUNITY



City of Belmont
Municipal Funding



Wall Art Program
Blank street walls and hostile roller shutters



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



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



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



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



RAC
Reconnect WA Program

Preliminary Cost Summary

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

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

