

ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Status	Timing						Status – April 2023	Status – August 2024
					21/22	22/23	23/24	24/25	25/26	26+		
Table 1. Create a safe transport environment.												
1.1 Create active, sustainable transport networks that are safe and legible.	1.1.1: Review Vincent's Bike Network Plan taking into consideration relevant State Planning Policy to ensure the provision of a dense network of cycling routes to support cycling as a safe alternative transport mode to private vehicles. The review of the Bike Network Plan will consider: <ul style="list-style-type: none"> • Appropriate network links to destinations within the City; • Implementing a wayfinding strategy to support the Bike network; • Providing infrastructure consistent with current standard; • Focus on improving network crossings. Including the provision of toucan crossings at intersections and safe mid-block crossings; • Provide access to and through all areas of open space within the City; • Where possible, consider the introduction of segregated cycle lanes along activity corridors; • Consider the introduction of parallel route connections to activity and transit corridors where there are corridor constraints and segregated cycle lanes are not feasible; • Advocate for slow vehicle speeds where on-street cycle lanes are unable to be segregated; • Extend existing infrastructure to fill network gaps; and • Ensure sufficient connection exists to and within with transit nodes. 	\$60,000	Engineering	Completed	•	•					Between December 2022 and February 2023, community engagement to inform the development of the Bike Plan (previously the Cycling Plan and the Bike Network Plan) occurred. The draft Bike Plan incorporating community feedback was presented to administration by Flyt Transport Consultancy in March 2023. Following internal review, the draft Bike Plan was presented to Council Workshop in April 2023. The draft Bike Plan is to be presented to June Ordinary Council Meeting for adoption.	Council adopted the Bike Plan 2023-2028 at its 23 July 2023 Ordinary Council Meeting.
	1.1.2: Implementation of the Bike Network Plan.	\$1,000,000 p.a.	Engineering	On Track		•	•	•	•	•	Implementation of the Bike Plan will commence following adoption. A range of funding sources will be considered, and all initiatives will be subject to budget approval through the budget review process.	The City is currently progressing a detailed design for the Norfolk Neighbourhood Safe Active Street. PJA Consultants were awarded the contract for the 100% design in December 2023 and further community consultation is being planned in the 2024/25.
	1.1.3: Develop and implement a consistent wayfinding and signage strategy across the City. This should consider parking, cycling and pedestrian transport modes, and provide appropriate localised details for each town centre and activity and transit corridors.	\$50,000	Urban Design & Strategic Projects	On Track	•	•					The Wayfinding and Signage Plan was adopted by Council at its 15 November 2022 (Item 9.4) Ordinary Meeting.	The City and Studio Found have undertaken detailed design of the wayfinding signs to be installed in the City's town centres.
		\$500,000	Engineering	On Track		•	•	•	•	•	Following adoption, \$198,000 from the cash-in-lieu for carparking reserve as approved by Council in the 2022/23 financial budget was allocated to the implementation of the Wayfinding Signage Plan.	In 2024/25, the City will undertake procurement to fabricate and install the Wayfinding Signage in the City's town centres.

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												The City has progressed this action by developing an RFQ for a consultant. The RFQ is currently out for advertising and a consultant is due to be appointed in May 2022.	
1.2 Ensure pedestrian and cycling routes (including schools) are of a high quality and safe for all users.	1.2.1: Develop a high quality, safe pedestrian path network which supports all mobility levels and is accessible to all. This includes: <ul style="list-style-type: none"> Undertaking an audit of network crossings including intersections, mid-block crossings and high traffic crossovers. Priority should be given to areas surrounding schools, key routes to town centres and mixed-use areas, activity corridors, and transit nodes; Identifying midblock crossing opportunities. Provision should be made for crossings for clocks over 150m long; At intersections, ensure pedestrian priority traffic lights are in place and allow sufficient time for crossings; and Use planning requirements to manage streetscape development and temporary obstructions. 	\$250,000 p.a.	Engineering	Not Started			•	•	•	•		This project has been delayed due to resourcing. Resourcing will be considered during the 2023/24 financial year budget process and the action progressed accordingly. This will involve the development of project scope with input from the asset management business team.	This project has been delayed due to resourcing. Resourcing will be considered during the 2024/25 financial year budget process and the action progressed accordingly. This will involve the development of project scope with input from the asset management business team.
	1.2.2: Upgrade and improve paths based on the condition assessment undertaken every 3 years. Ensure a high-quality pedestrian environment which is accessible to all is maintained throughout Vincent.	\$200,000 p.a.	Engineering	On Track		•	•				•	A full road and footpath condition survey was completed by a qualified and independent management consultant in early 2023. Data is currently being analysed. This will inform the associated program of proposed works.	The program of works is currently being developed. The full road and footpath condition survey has been completed and translated into a heat map. This will inform the program of works which is still under development.
	1.2.3: Promote compact roundabout geometry through the conversion of existing roundabouts and new roundabouts (where deemed appropriate) in the City to reduce vehicle speeds; <ul style="list-style-type: none"> Support only compact alignment on new and upgraded roundabouts; and Retrofit existing roundabout alignments to compact alignment with priority given to those located close to schools. 	\$20,000 – 50,000 per location / \$100,000 p.a.	Engineering	On Track	•	•						The 'mini' roundabout follow-up data collection inclusive of traffic accidents, traffic speeds and volumes to ascertain their effectiveness as an appropriate treatment will be completed before June 2023. Based on results, the treatment could be included in future traffic calming measures and recommendations may be made to modify existing (full sized) roundabouts.	The City are currently liaising with Main Roads WA in regards to the monitoring and evaluation of the 'mini' roundabouts.
	1.2.4: Develop and implement a comprehensive program to support students and staff using education facilities to travel using sustainable and active transport modes which are safe and have a high level of amenity. <ul style="list-style-type: none"> Ensure safe crossing opportunities close to schools, specifically along key routes and near school entrances; 	\$100,000 p.a.	Engineering	Not Started			•	•	•			Resourcing for the delivery of this action is currently being assessed. Once determined, the action progressed accordingly. This will involve the development of project scope with input from the asset management business team.	Resourcing for the delivery of this action is currently being assessed. Once determined, the action progressed accordingly. This will involve the development of project scope with input from the asset management business team.

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	<ul style="list-style-type: none"> Ensure access to schools is provided at-grade where possible; Support safe desireline paths; Use traffic management techniques (including the development of Safe Active Streets) to reduce traffic speeds and volumes on streets surrounding schools; Work with schools to support active travel through resources and programs, including route maps and education programs; Encourage bicycle and scooter parking to be located in accessible, safe areas close to school entrances; Locate school drop-off points away from entrances; and Conduct access and safety audits for key pedestrian and cycling routes to schools, including assessing kerb alignments and cuts; surface conditions; eye-level hazards; shade; orientation, etc. 											
	1.2.5: Work with schools (students, parents and staff) and the Department of Transport to support active travel through resources and programs, including route maps and education programs. Encourage schools to join the Your Move program so that journey to school data can be collected and appropriate mode shift targets created.	\$50,000 p.a.	Engineering	On Track	•	•	•	•	•	•	The City continues to support the Department of Transport in its delivery of the 'Your Move' program to schools within the City. Further initiatives of the program are likely to resume following the assessment of current resourcing capacity.	The City continues to support the Department of Transport in its delivery of the 'Your Move' program to schools within the City. Further initiatives of the program are likely to resume following the assessment of current resourcing capacity.
	1.2.6: In collaboration with the DoT and PTA develop a high quality and safe pedestrian environment between Claisebrook Station and Perth Oval.	\$500,000	Urban Design & Strategic Projects	On Track	•	•	•	•	•		Flyt Transport Consultancy are progressing the PTA Station Access Strategy project and the City has engaged with the PTA as a key stakeholder. The draft North Claisebrook Planning Framework (NCPF) informed by the ACS, proposes actions to improve pedestrian and cycling accessibility throughout the precinct. The NCPF will be presented to Council in May 2023 before being advertised for public comment.	Council adopted the North Claisebrook Planning Framework at its 23 August 2023 OCM. The Place Plan includes an action that supports this initiative. The City are advocating to Main Roads WA and PTA for a signalised crossing on Lord Street in proximity to the intersections of Lord Street and Edward Street or Lord Street and Brewer Street
			Engineering	On Track		•	•				This project has not been progressed in line with the 2023 FIFA Women's World cup due to limited resourcing and funding opportunities. Further action will be progressed as per the draft NCPF.	Traffic management (slower speeds and lane reductions) is now in place on Lord Street for all major events at Perth Rectangular Stadium.
Table 2. Ensure Consistent Accessibility into, around and beyond Vincent												
2.1 Advocate for connected and	2.1.1: Advocate for additional public transport infrastructure along corridors including:	\$20,000 p.a.	Urban Design &	On Track	•	•	•	•	•	•	The City continues to advocate for additional transport infrastructure along corridors. Advocacy includes the City's	The City continues to advocate for additional transport infrastructure along corridors. Advocacy includes the City's

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reliable public transport.	<ul style="list-style-type: none"> Modifying road layouts to introduce bus-priority infrastructure along corridors where it is not existing; Extending existing bus-priority along Charles St; and Investigate the introduction of other public transport modes including trams, light rail and trackless trams.		Strategic Projects								position on the Wanneroo Road Urban Corridor and METRONET Mid-Tier Transport Planning working groups. Further to the above, at its 15 November 2022 (Item 9.6) Ordinary Meeting, Council endorsed the City's submission in opposition to Main Roads WA's Charles Street "duck-and-dive". This submission led to the project being abandoned and Charles Street retains the opportunity to become a future high frequency public transport corridor.	position on the Wanneroo Road Urban Corridor and METRONET Mid-Tier Transport Planning working groups.
	2.1.2: Using the Link and Place framework, incorporate an appropriate level of pedestrian amenity along bus priority routes.	\$1,000,000 +	Engineering	Not Started			•	•	•	•	Project to commence following the completion of the Link and Place guidelines in the 2023/24 financial year.	The City procured Hames Sharley, Arup and UDLA as a consultant team to draft the development of the Link & Place Guidelines. The draft Guidelines are now complete. In 2024/25, Administration will review the Guidelines from an operational perspective and produce a condensed version for publication on the City's website. Administration will also determine how to align the Guidelines into existing street renewal projects.
	2.1.3: Advocate for and support improved east-west public transit connectivity. <ul style="list-style-type: none"> Prepare a business case to put to the PTA for a Vincent circular service to connect the City's town centres; and Advocate to PTA for additional bus routes which provide east-west links.	\$50,000	Engineering	On Track	•	•	•	•	•	•	The City continues to seek opportunities to advocate for improved east-west public transit connectivity through the Wanneroo Road Urban Corridor and METRONET Mid-Tier Transport Planning working groups.	The City continues to seek opportunities to advocate for improved east-west public transit connectivity through the Wanneroo Road Urban Corridor and METRONET Mid-Tier Transport Planning working groups.
2.2 Reallocate road and verge space, including on street parking, throughout Vincent to prioritise vulnerable users according to user hierarchy and road hierarchy.	2.2.1: Develop a set of link and place guidelines to guide future streetscape improvements.	\$100,000	Urban Design & Strategic Projects	Completed		•	•				The City has progressed this action by developing an RFQ for a consultant. The RFQ is currently out for advertising and a consultant is due to be appointed in May 2023. It is anticipated that the guidelines will be finalised in the 2023/24 financial year.	The City procured Hames Sharley, Arup and UDLA as a consultant team to draft the development of the Link & Place Guidelines. The draft Guidelines are now complete. In 2024/25, Administration will review the Guidelines from an operational perspective and produce a condensed version for publication on the City's website. Administration will also determine how to align the Guidelines into existing street renewal projects.
	2.2.2: Advocate for the use of the Perth Parking Management Area (PPMA) funds for Vincent public transport services, transport studies, and transport infrastructure improvements or a reduction in the levy paid.	\$10,000	Urban Design & Strategic Projects	On Track	•	•	•	•	•	•	In February 2023, the State Government announced its intention to review the PPMA to expand the range of projects and the area that Levy funds could be applied to.	The City continues to advocate to the State Government for the use of PPMA funds for balanced transport initiatives within the PPMA boundary.

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												As a key stakeholder, the City will engage with the State Government during this review to advocate for the inclusion of transport and public realm initiatives within the City (outside areas included in the PPMA) for funding consideration. The City continues to advocate to the State Government for the use of PPMA funds for balanced transport initiatives within the PPMA boundary. The draft NCPF and West Perth Planning Framework (WPPF) propose actions to support this initiative.	Council adopted the North Claisebrook Planning Framework and the Pickle District Planning Framework at its 23 August 2023 OCM. Both Planning Frameworks include actions that support this initiative.
2.3 Be a leader in adaptability and technology.	2.3.1: Be aware of emerging transport technologies and the benefits they can provide, as well as the negative impacts and how these might be mitigated.	\$50,000	Urban Design & Strategic Projects	On Track	•	•	•	•	•	•	The City continues to monitor emerging technologies and their effect on the transport network. The City recently opened Expressions of Interest (EOI) for its E-Scooter share system trial, with roll-out expected in September 2023. The City also continues its partnership with the Mid Tier Transport Consortium and forms part of the METRONET Mid-Tier Transport Planning working group.	The City continues to monitor emerging technologies and their effect on the transport network and its partnership with the Mid Tier Transport Consortium and forms part of the METRONET Mid-Tier Transport Planning working group. The E-Scooter share system trial commenced in 2023/24 with Neuron Mobility launching in November 2023 and Beam launching in February 2024. The trial will conclude in December 2024 with the possibility for an extension.	
	2.3.2: Require car parking configurations be adaptable to alternative uses for future development.	\$5,000	Urban Design & Strategic Projects	Completed	•	•					At its 14 March 2023 (Item 9.4) Ordinary Meeting, Council approved to advertise The review of Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1). The review has not considered the adaptable reuse of car parking configurations. This is to be captured in the review of Local Planning Policy 7.7.1 – Built Form Policy taking place in the 2023/24 financial year and is accounted for in State Planning Policy 7.3 R-Codes Volume 2 – Apartments.	Project complete in 2022/23	
	2.3.3: Ensure all new and existing high-density residential development has access to EV charging bays: <ul style="list-style-type: none"> Amend LPP 7.7.1 to require EV parking bays for new developments; Support the retrofit of existing private car parking to provide EV bays; and Provide EV charging bays in public lots.	\$5,000 (resource) \$50,000 p.a. (infrastructure)	Urban Design & Strategic Projects	Completed	•	•	•	•	•	•	At its 14 March 2023 (Item 9.4) Ordinary Meeting, Council approved to advertise the review of Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1).	Council adopted Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1) at its 20 June 2023 (Item 9.3) Ordinary Meeting. LPP 7.7.1 includes the following objective:	

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											<p>Draft LPP 7.7.1 now includes the following objective: <i>To support a shift towards active and sustainable transport modes through the consideration of: the capability to provide electric charging bays from the outset or in the future through the provision of necessary provisions.</i></p> <p>Advertising was undertaken for a period of at least 21 days and closed on 21 April 2023. Following this, feedback will be assessed and presented to Council.</p>	<p><i>To support a shift towards active and sustainable transport modes through the consideration of:</i></p> <ul style="list-style-type: none"> <i>the capability to provide electric charging bays from the outset or in the future through the provision of necessary provisions.</i>
	2.3.4: Explore supporting the provision of increased bicycle and scooter usage by investigating concepts such as locating bike share docks, e-cargo, e-bikes and e-scooters within town centres and mixed-use areas. One option is to locate bike share docks or e-bike chargers within existing car parking bays.	\$20,000	Engineering	Complete	•	•					<p>The City of Perth declined to proceed with a joint e-scooter initiative with the Inner City Group of Councils.</p> <p>Following this decision, the City has commenced the EOI for its own e-scooter share system trial. Roll-out of the program is expected in September 2023.</p>	<p>The E-Scooter share system trial commenced in 2023/24 with Neuron Mobility launching in November 2023 and Beam launching in February 2024. The trial will conclude in December 2024 with the possibility for an extension.</p>
	2.3.5: Ensure there is adequate policy to support the introduction of car sharing within Vincent.	\$5,000	Urban Design & Strategic Projects	On Track	•	•					<p>Following the review of LPP 7.7.1, the Car Sharing Policy (CSP) is to remain as a separate policy and shall include options for other modes of transport (i.e. bikes and scooters). The review will be informed by the City's Active Transport Officer and the Inner City Working Group.</p>	<p>Council adopted Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1) at its 20 June 2023 (Item 9.3) Ordinary Meeting.</p> <p>LPP 7.7.1 includes the following objective:</p> <ul style="list-style-type: none"> <i>vehicle sharing initiatives (i.e. communal vehicles that can be booked and returned).</i> <p>The Car Sharing Policy is scheduled for review in 2025/26.</p>
Table 3. Promote environmentally friendly and healthy transport modes and initiatives												
3.1 Reduce carbon emissions caused by the transport network.	3.1.1: Advocate for the introduction of State and Federal economic incentives to improve mode shift.	\$50,000	Urban Design & Strategic Projects	Not Started		•	•				<p>The City continues to provide comment and advocate to the State and Federal Government on initiatives that support this action. Administration has not yet proposed proactive advocacy of economic incentives, further detail of the timing of this will be included as the action is progressed.</p>	<p>The City continues to provide comment and advocate to the State and Federal Government on initiatives that support this action. Administration has not yet proposed proactive advocacy of economic incentives, further detail of the timing of this will be included as the action is progressed.</p>

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3.2	Prioritise and encourage the use of active and sustainable transport modes.	\$20,000	Engineering	Not Started			•	•			Project to commence 2023/24.	This project has been delayed due to resourcing. Resourcing will be considered during the 2023/24 financial year.
	3.2.2: Ensure appropriate end of trip facilities are provided within town centres, mixed use centres and major parks in accordance with LPP7.7.1.	\$20,000 p.a.	Urban Design & Strategic Projects	Completed	•	•					At its 14 March 2023 (Item 9.4) Ordinary Meeting, Council approved to advertise the review of Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1).	Council adopted Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1) at its 20 June 2023 (Item 9.3) Ordinary Meeting. LPP 7.7.1 includes the following objective: <i>To support a shift towards active and sustainable transport modes through the consideration of:</i> <ul style="list-style-type: none"> the number and location of parking for other active modes (e.g. bicycles or scooters) that are convenient and adequate enough to meet the demand of the development during the hours of operation <i>end of trip facilities provided to support active transport modes</i>
3.3	Manage car parking (including supply and pricing) to improve efficiency and support mode shift.	\$50,000	Parking	On Track	•	•					An initial RFQ was advertised in mid 2022, however the submissions received were deemed inadequate. A further RFQ was advertised. A consultant was appointed November 2022, and the project has commenced including site visits to the City's town centres in February 2023. The City will review the consultant's findings and recommendations and these will be presented to Council.	The consultant completed the Parking Precinct Management Plans in November 2023. The City will review the consultant's findings and recommendations and these will be presented to Council in 2024/25.
	3.3.2: Ensure precinct plans provide the right amount of parking, in the right locations to support reduced car dependence.	\$50,000	Urban Design & Strategic Projects	Completed		•					In July 2022, the City commenced the preparation of precinct planning frameworks for North Perth, West Perth and North Claisebrook. The draft planning frameworks will be presented to May 2023 Ordinary Council Meeting for approval to advertise. To support the WPPF, a transport study will be undertaken, funded through the PPL. The City is investigating whether a similar transport study can be undertaken for	Council adopted the North Claisebrook Planning Framework and the Pickle District Planning Framework at its 23 August 2023 Ordinary Council Meeting. Both Planning Frameworks manage residential car parking through the Residential Design Codes and need by adhering to established policies like the Perth Parking Policy and the Residential Design Codes. Parking spaces are to be accessed via a right of way or secondary street, with on-site parking situated

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											the portion of North Claisebrook included in the PPMA.	beneath or behind buildings. Mixed-use developments must clearly signpost residential and commercial bays, and public car parks should have adequate signage for easy navigation. These strategies aim to balance urban development with practical parking solutions.
	3.3.3: Develop, document, and implement a transparent process for the assessment of resident and ratepayer concerns relating to traffic volume, speed and parking matters.	\$50,000	Engineering	On Track	•	•					The draft warrant system has been further developed and forms part of the new Local Area Traffic Management (LATM). This policy is to be presented to Council mid 2023.	The Warrant Assessment process has been conducted reviews at over 200 sites since March 2024. Many sites require additional traffic data. To reflect changes after the implementation of the 40km/h speed changes on local roads, the City will be undertaking approximately 200 traffic counts at 200 locations in the 2024/25 financial year.
	3.3.4: Better manage the supply of on street parking through the implementation of various restrictions by: <ul style="list-style-type: none"> Limiting roadside residential parking, confining parking to the property; Restricting parking to 3P or less within 2 blocks of train stations or transit nodes, with residential permit exemptions; Restricting parking to 3P or less within 1 block of high frequency transit corridors, with residential permit exemptions; and Restricting parking to 2P or less within 2 blocks of town centres or mixed use areas with residential permit exemptions.	\$150,000	Parking	Completed	•						Procurement for the manufacture of signage was undertaken in late 2022. Manufacture of the signs and powder coating of the poles was completed in early 2023. Letters advising residents of the changes were sent in late January 2023. Signs were installed in February and March 2023.	Project completed in 2022/23.
	3.3.5: Liaise with owners of large-scale private car parks adjacent to activity and transit corridors to transfer management to Local Government.	\$10,000	Governance	On Track			•				Project to commence 2023/24.	As part of the broader Leederville Car Park Redevelopment project, the City have requested to partner with the Water Corporation to make their private car park at 629 Newcastle Street, Leederville a publicly accessible car park outside of core business hours.
	3.3.6: Undertake a strategic review of all City land holdings to investigate the viability of sites to consolidate publicly accessible parking.	\$100,000	Governance	On Track	•	•	•				Council resolved to seek EOI for the redevelopment of the Leederville car park sites. Eight submissions were received throughout the stage one advertising period from 27 June to 8 August 2022. The evaluation panel shortlisted three submissions who received the highest score against the selection criteria. At its 18 October 2022 (Item 9.7) Ordinary Meeting, Council endorsed the three submissions for progression	Council resolved to proceed with the Major Land Transaction for the sale of Leederville Car Parks as included in the Business Plan at its 12 November 2023 Ordinary Council Meeting.

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												to stage two of the redevelopment proposals process. Shortlisted proponents were invited to submit detailed proposals from 14 December 2022 to 28 February 2023. Stage 2 submissions received from the shortlisted proponents on 28 February 2023. The Evaluation Panel met to assess submissions on 15 March 2023.	
3.4 Use residential and mixed-use density to support transit.	3.4.1: Use planning policy to encourage people to use public and active modes of transport by developing diverse housing types within the City which don't require the number of car parking bays currently mandated by the R-codes particularly along transit corridors and within transit nodes to support public transport uptake.	\$20,000	Urban Design & Strategic Projects	On track	•	•	•					Following initial delays due to resourcing, the review of the City's Local Planning Strategy has recommenced. This review will seek to address this action and is to be presented to Council in the 2024/25 financial year.	The City's Local Planning Strategy is currently being reviewed and will seek to address this action. It is to be presented to Council in the 2024/25 financial year.
	3.4.2: In the next planning scheme review consider the location and design of transit stops to support high-capacity services. Consider proximity to transit stops when determining residential density. When identifying future transit nodes, the following should be considered: <ul style="list-style-type: none"> Density of existing development; Transit interchange opportunities; Pedestrian amenity; Cycling connectivity; and Distance between other nodes.	\$50,000	Urban Design & Strategic Projects	On Track		•	•					Following initial delays due to resourcing, the review of the City's Local Planning Strategy has recommenced. This review will seek to address this action and is to be presented to Council in the 2024/25 financial year.	The City's Local Planning Strategy is currently being reviewed and will seek to address this action. It is to be presented to Council in the 2024/25 financial year.
3.5 Obtain relevant data to inform decisions and monitor progress.	3.5.1: Repeat parking surveys at 3-5year intervals on a rolling basis across the City. A schedule of priority areas based on the data collected has been produced, with surveys recommended to start in Leederville Town Centres and surrounding area.	\$50,000 p.a.	Parking	On Track		•				•		Targeted parking surveys were recently undertaken by the City's officers to inform the review of the Precinct parking Management Plans. These results are currently being reviewed and will inform Action 3.3.1. The City is currently investigating alternate methods for the collection of regular car parking data and will progress to a City wide review in the 2023/24 financial year.	The City has installed Licence Plate Recognition technology on four Ranger vehicles. The City is mapping out the parking locations in 2024 and will commence parking surveys in the 3Q of 2024/25.
Table 4. Make it and enjoyable place for people (pedestrians, cyclists and active transport users) to get around the local area													
4.1 Increase pedestrian amenity on residential streets.	4.1.1: Work with the State Government and Inner-City Group of Councils to implement a 40km/h zone in all residential areas of the City of Vincent by 2023.	\$50,000 p.a. (resource) \$200,000 (infrastructure)	Engineering	Complete	•	•						The City has submitted a request to MRWA to permanently change the speed limit from 50kmph to 40kmph for: <ol style="list-style-type: none"> A 40 Km/hr zone for the area of the mini-roundabout pilot programme - bounded by 	In 2023, Main Roads WA approved a speed reduction from 50km/h to 40km/h on all local access roads in Vincent. The City commenced the installation of 750 new 40km/h speed signs in June 2024.

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												<p>Raglan Road, Hyde, Vincent and Fitzgerald Streets in North Perth/Mt Lawley.</p> <p>2. A 40 Km/hr Zone for the area bounded by Charles, Fitzgerald, Angove and Vincent Streets, associated with the North Perth Traffic Calming item of July 2022.</p> <p>At its February 2023 (Item 10.1) Ordinary Meeting, Council supported the City's recommendation to reduce all remaining Local Roads in the City to 40kmph permanently.</p>	
	<p>4.1.2: Through consultation with key stakeholders develop the City's residential streets in line with the principles of Safe Active Streets with slow design speeds to promote safety and amenity. The aspirational long term vision is that residential streets will have Safe Active geometry, relevant to their location, context and function. Priority should be given to the following:</p> <ul style="list-style-type: none"> Streets identified as part of the WABN (DoT); Cycling local routes; Streets surrounding schools; Any residential streets that have been earmarked for resurfacing projects; and Any residential streets where reallocation of road space is proposed. 	\$1,000,000 p.a.	Engineering	On Track	•	•	•	•	•	•	<p>The Norfolk Neighbourhood Safe Active Street draft concept design will conclude in 2022/23 financial year with subsequent funding for detailed design and construction to be applied for through the DoT.</p> <p>Further Safe Active Streets will be identified through the draft Bike Plan.</p>	<p>The City is currently progressing a detailed design for the Norfolk Neighbourhood Safe Active Street. PJA consultants were awarded the contract for the 100% design in December 2023 and further community consultation is being planned in the 2024/25.</p>	
	4.1.3: Continue to support Play Streets within the City.	\$10,000 p.a.	Community Development	On hold		•	•	•	•	•	<p>The City has indefinitely paused its Play Streets initiative. Recent changes from the WA Police now require professional Traffic Guidance Schemes (TGS) to accompany all road closures, making the Play Streets initiative unfeasible in its current form. A review of the program may be considered in the future.</p> <p>The City continues to encourage its Open Streets Events for one-off events and provides Community Support Open Streets Grants to eligible applicants.</p>	<p>The City has indefinitely paused its Play Streets initiative. Recent changes from the WA Police now require professional Traffic Guidance Schemes (TGS) to accompany all road closures, making the Play Streets initiative unfeasible in its current form. A review of the program may be considered in the future.</p> <p>The City continues to encourage its Open Streets Events for one-off events and provides Community Support Open Streets Grants to eligible applicants.</p>	
	4.1.4: Improve streetscapes to enhance pedestrian experience and safety as per the link and place guidelines, including the provision of additional street trees, native verges, lighting, street furniture, pedestrian crossings etc.	\$400,000 p.a.	Engineering	Not Started				•	•	•	<p>Project to commence 2024/25 financial year, informed by the outcomes of the Link and Place Guidelines.</p>	<p>Project to commence 2024/25 financial year, informed by the outcomes of the Link and Place Guidelines.</p>	

ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Status	Timing						Status – April 2023	Status – August 2024
					21/22	22/23	23/24	24/25	25/26	26+		
4.2 Increase pedestrian amenity in town centres.	4.2.1: Place plans should identify methods to improve pedestrian and cycling safety in the public realm making town centres safe and accessible to all.	\$10,000	Urban Design & Strategic Projects	On Track	•	•	•	•	•	•	<p>The William Street Place Plan was deferred to prioritise the Claisebrook Place Plan, as part of the development of the precinct planning frameworks for North Perth, West Perth and North Claisebrook. The draft planning frameworks will be presented to May 2023 Ordinary Council Meeting for approval to advertise. These plans include actions that aim to improve the pedestrian and cyclist connectivity within the relevant precincts.</p> <p>Following the finalisation and adoption of the North Perth, West Perth and North Claisebrook planning frameworks, the City will commence the development of the William Street planning framework as well as planning frameworks for Mount Hawthorn and Beaufort Street. The Place Plans will be embedded within these planning frameworks.</p>	<p>Council adopted the Pickle District Place Plan and North Claisebrook Place Plan as part of their respective Planning Frameworks at its 23 August 2023 Ordinary Council Meeting.</p> <p>The City are currently working on new Place Plans for the Mt Hawthorn Town Centre, North Perth Town Centre and William Street Town Centre and major reviews of the Beaufort Street Town Centre and Leederville Town Centre. These Place Plans are expected to be presented to Council in the 2024/25 financial year.</p>
	4.2.2: Support the vitality of town centres and mixed-use areas for pedestrians by investigating the viability of parking bays for loading and unloading activities at the periphery of the town centres and mixed-use areas as well as other alternate methods.	\$20,000 per centre	Urban Design & Strategic Projects	Not Started				•	•	•	Project to commence 2024/25.	Project to commence 2024/25.