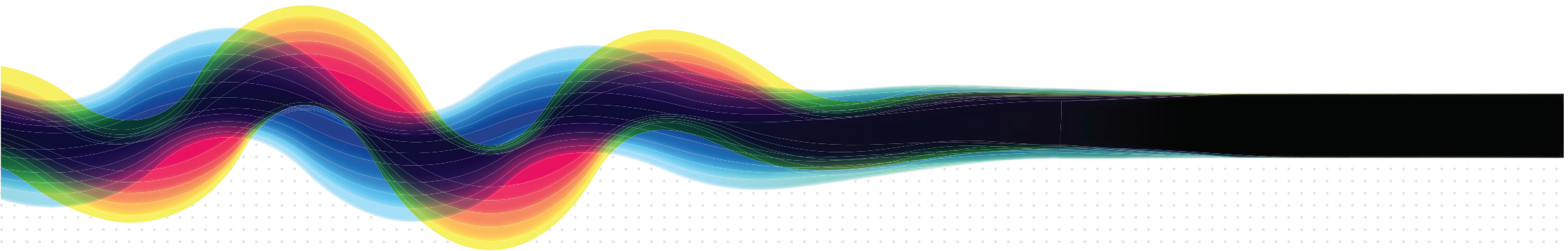


Kearns Crescent Streetscape Concepts

Engagement Outcomes - Key Insights

2024

City of Melville



We acknowledge the Whadjuk people of the Noongar nation as traditional owners of the land on which we live and work. We acknowledge and respect their enduring culture, their contribution to the life of this city, and Elders, past and present.

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Animated fly through of proposed upgrade - Option A

Engagement Overview

As part of the City of Melville's desire to help realise the potential of the Riseley Centre as a vibrant hub, the City is working to improve the streetscape along Kearns Crescent. The objectives behind the re-design are to make Kearns Crescent more accessible and welcoming to people by adding/improving footpaths, adding greenery and creating places to sit and spend time.

Three streetscape concepts were designed by the City of Melville as alternatives to the current streetscape for Kearns Crescent. Illustrations of these can be found on pages 7-9. Community and local businesses were invited to review the proposed concept designs for the streetscape upgrade, which occurred From 24 May until 20 June 2023. The engagement process consisted of two workshops with community members, two focus groups with local business members and one discussion with First Nations People.

Each of these concepts were presented to business and community members for their feedback and comments. Participants were also asked what the ideal concept might be.

The main design features considered within the concepts were;

- Additional continuous footpaths on both sides of Kearns Crescent,
- Additional alfresco areas,
- An increase in trees and landscaping,
- Additional seating areas added,
- Changing existing 90-degree parking to parallel parking,
- Making the footpath and road the same level, and paved with the same materials, and
- Changing to a one-way street.

Each of these alternatives were tested with specific groups including;



This document outlines the outcomes from the engagement process conducted.



Animated fly through of proposed upgrade - Option A

Engagement Methodology

The engagement methodology for each group session was designed to accommodate their needs and the estimated numbers of attendees.

Each session included showing video of the current situation, diagrams, key features and animated fly throughs of the proposed upgrades.



Local businesses

- This was comprised of local business owners, employees and commercial property owners.
- They were invited to attend one of two hour and a half focus groups as outlined below to discuss their thoughts about the proposed streetscape concepts.

Business Focus Group 1	Business Focus Group 2
Wednesday, 24 May, 9.30 - 11.30am	Saturday, 1 June, 5.00 - 6.30pm
Shirley Strickland Pavilion	Shirley Strickland Pavilion
Meeting with 8 business representatives and landowners	Meeting with 24 business representatives and landowners

The list of the businesses and commercial properties represented are shown below

- Bad Apples	- Elements Beauty Spa
- Critical IT	- Gelare
- Kaleen Holdings and Manna Enterprises	- Shendals one salon
- Bad Apples	- Applecross Pizza
- Grand Cru Ardross	- Scutti
- Quarter Acre Hotel	- Leslies
- Pharmacy 777	- Owner of 10 Riseley Street
- Spatial Design Studio	- Salt Property
- Ohnamiya Japanese Restaurant	- Vinnies
- Owner 787 Canning highway	- Sinclairs
- Chinda's Nails	- Paris's Skin clinic
- Il Ciao	- Ardross Drycleaning
- Hood Burger	



Community

- Community members were invited to attend one of two three-hour workshops as outlined below.
- Community members were split into small groups and participated in a range of activities based on assessing the proposed upgrades, including designing their preferred streetscape outcome.

Community Workshop 1	Community Workshop 2
Saturday, 27 May, 9.30am – 12pm	Thursday, 31 May, 6.00 - 8.30pm
Shirley Strickland Pavilion	Shirley Strickland Pavilion
Workshop with 22 community members	Workshop with 16 community members



First Nations meeting

- A meeting with First Nations people was organised by the City of Melville.
- Participants engaged in a discussion about the Riseley Activity Centre and the surrounding area as well as the proposed streetscape design concepts.

First Nations Meeting
Tuesday, 20 June, 1.00pm – 3.00pm
Willagee Community Centre
Meeting with 6 First Nations people



Animated fly through of proposed upgrade - Option A

Summary of Key Insights

Overview

- There was desire for an upgrade and improvement in Kearns Crescent - particularly amongst community. However, there was resistance to the upgrades, when it meant reducing the current amount of parking.
 - Improving the look and feel and updating the aesthetics of the centre were favoured.
 - Reduced parking was disliked by 7 out of the 10 tables of community groups for the concepts and was raised as an issue during both business group discussions.
- Some participants, particularly businesses viewed the Riseley Centre as a convenient local centre rather than a vibrant activity centre – participants considered the centre in its present form and use patterns rather than the future vision.
 - The link between the possible future of Kearns Crescent and the proposed streetscape upgrade was difficult for some to see.

Streetscape Design Improvements

- Having a footpath on the outer ring of Kearns Crescent was seen as most the important upgrade to enhance accessibility, along with improving pedestrian safety.
 - However not all thought that this would be well used all the way around.
 - Narrow footpaths were considered acceptable.
- Increasing the tree canopy was favoured by 5 out 10 groups for concept A, but was less favourable for the other concepts.
 - There was some discussion amongst community and business participants about the issue of leaf litter being untidy.
 - There were mixed views amongst First Nations People with some in favour and others not in regard to increasing trees.
 - Any new trees should be evergreen and native to the area.
- Alfresco zones were included as part of an ideal concept by three community groups where the zones were paired with parallel parking adjacent and angled parking in the remaining areas.
 - Increasing the amount of alfresco all along Kearns Crescent was only included as a positive attribute by one group out of ten across the concepts, whereas it was noted as a negative for concept B (one group) and concept C (two groups).

- Improving and upgrading the materiality of the road and footpath were viewed positively for aesthetic reasons.
 - However, there were mixed views regarding making the path and road level and of the same material.
 - Safety (particularly for children) and drainage were noted as key issues for this.
- The introduction of parking stops were mentioned by two groups at the community workshops, in order to prevent vehicle overhang on paths as part of their ideal streetscape concept. However, it was noted that the length of some vehicles (with a tow hitch) needed to be considered.

Parking

- A reduction in parking was the overriding issue in relation to the streetscape concepts presented, particularly for business.
 - Offset parking of an equal or increased nature was favoured, dependent on the upgrade concept.
 - However, having additional parking only on Willcock Street was not seen as sufficient to offset any changes on Kearns Crescent East.
- Converting the existing 90 degree to parallel parking - as a blanket approach - was not seen as a warranted for the outcomes proposed by the streetscape concepts.
- Angled parking was included by three community groups as part of their ideal streetscape concept. It was also discussed as a solution during one of the business groups, because they could see the benefits of widening the verge areas but did not want to reduce parking markedly. *It is noted that this was investigated by the City and was not seen as viable.*

Streetscape Concepts

- Although the community (and some businesses) were more open to changing the streetscape, overall the preference was to retain as much parking as possible.
- Most business participants did not favour any change.
- A version of **Concept A** appears to be the most acceptable at this stage with three community groups preferring concept A (with changes) as their ideal option and an additional two preferring a two-way concept (A or B) with alterations.
- Although there was some support for **Concepts B and Concept C** – overall these concepts were less favourable.
 - There is a potential for a one-way concept to be considered - if 90 degree parking was retained in lieu of providing increased alfresco options.

Design Considerations

- It could be more appropriate to consider the streetscape in smaller individually curated areas, based on the circumstances of the immediate surroundings – rather than applying an across-the-board outcome.
 - Consider making no changes in the parking orientation for the Eastern side of Kearns Crescent that already have a footpath opportunity. For those parts of the Crescent where there is no footpath at all then it is worth considering utilising parallel or angled parking for those immediate areas.
 - Alfresco opportunities were seen as redundant in some areas - as it did not suit the commercial business need in that location.
- Consider introducing off-set parking on both the Eastern and Western side of Kearns Crescent.



Animated fly through of proposed upgrade - Option B

Other

- Any changes to the streetscape should be well supported by a communications strategy with clearly relevant benefits.
- There is the risk of resistance to a significant reduction parking in Kearns Crescent by the business community . However, there is an acknowledgement that pedestrian safety and accessibility were poor.
 - The reduction in parking was a highly emotive issue for businesses
 - Ensure that local businesses are kept in the loop and consulted as a priority for the progression of any streetscape improvements.
 - * Utilise the opportunity of the business community rallying together over this issue to encourage them to work collaboratively.
 - * There is an opportunity to utilise this interest to address staff parking and the issues created by fractured ownership of private parking areas (that the City does not manage) to create a more complete solution.

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