



2. THE CURRENT CONDITION

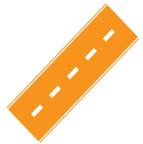


2 CURRENT CONDITION NORTH PERTH AND MOUNT HAWTHORN



North Perth and Mount Hawthorn mark the beginning of Scarborough Beach Road. This section of the road is characterised by a mix of pre and post war development, with the addition of modern buildings taking on a denser and higher form in some parts. Mixed-use buildings now dominate the Mount Hawthorn Town Centre where mid-rise development provides an appropriate frame for the single carriageway road. This section of Scarborough Beach Road is lively during the day and evening, setting a high standard to what other parts of the road can become through a similar transport and planning approach.

Carriageway



In the Mount Hawthorn centre, a single lane in each direction with on street parking and lower posted speeds through the retail centre create an appropriate 'main street' environment. To the east of Oxford Street, the road is in a double lane undivided configuration. This area is less inviting to pedestrians and cyclists with vehicle speeds usually higher than the traffic-calmed section of Mount Hawthorn.

Public transport infrastructure



Public transport is well patronised through Mount Hawthorn with routes 15, 400 and 402 connecting to Perth CBD. Route 400 runs to Glendalough Station and route 402 to Scarborough runs to Stirling Station via Main Street. Route 15 provides a local service to the Mount Hawthorn suburb.

Cycle facilities

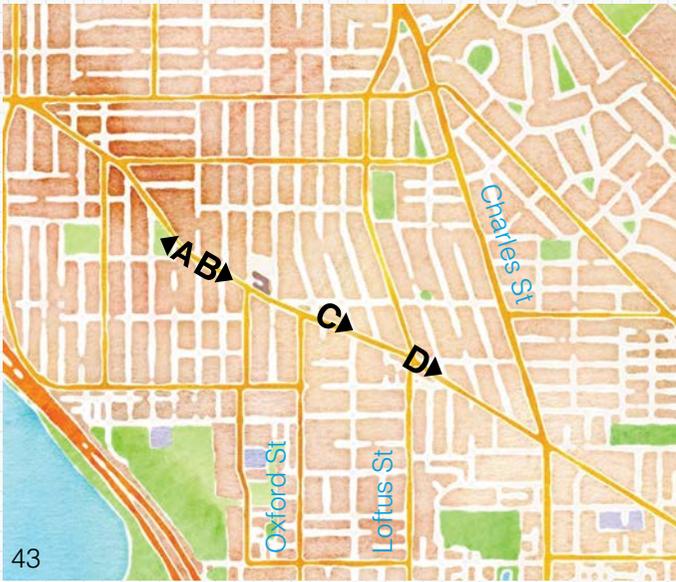


On-street bicycle lanes have been constructed between Kalgoorlie and Eucla Streets only, with none along the other sections within Mount Hawthorn and North Perth. The outcome is a disconnected bike lane that does little to encourage any use. Space constraints through the Mount Hawthorn centre limit the ability to continue through this area without affecting on-street parking or verge widths. Generally lower traffic volumes and vehicle speeds result in a safer environment for cyclists and the grid layout of parallel streets through Mount Hawthorn and North Perth present a wide range of alternative cycle routes away from the road to act as viable detours.



Pedestrian environment

Pedestrian paths are located on both sides of the road through all sections within Mount Hawthorn and North Perth. Lower traffic volumes and speeds create a comfortable pedestrian environment of this section of the road. Through the Mount Hawthorn centre, wider pedestrian paths and a mix of residential, retail and commercial uses foster a sense of passive surveillance that encourages walking above other forms of transport.



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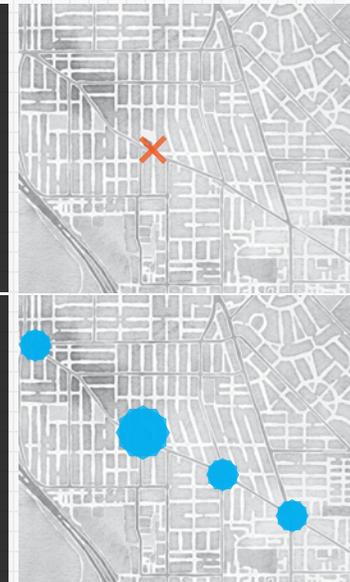
Desire lines running to and through the area

View opportunities



'Gateways' to the area

Opportunity sites



Potential mass transit stop

Current / future activity points



Although Mount Hawthorn already exhibits many features of a balanced activity corridor, some parts of the road could be improved to provide a safer and more comfortable level of access for pedestrians.



Street trees, shade, quality landscaping and comfortable furniture all add to the appeal of the Mount Hawthorn centre.



Axford Park is an ideal place of respite, adjoining the Mount Hawthorn centre and Scarborough Beach Road. There is opportunity to strengthen the role of this park by encouraging future development to open out onto it, particularly properties on Hobart St.

2 CURRENT CONDITION GLENDALOUGH, OSBORNE PARK, HERDSMAN AND STIRLING



Glendalough, Osborne Park and Innaloo mark the area of greatest activity along Scarborough Beach Road.

Through Glendalough, the road is characterised by large parcels of under-utilised land that host light industrial and space-intensive commercial uses. These uses are expected to evolve over time. Residential development exists to the south of Scarborough Beach Road, though car yards and vacant lots abutt the road frontage. To the north, light industrial functions dominate, although there are some smaller showroom and office uses in this area. Glendalough presents an amazing opportunity to capitalise on unparalleled access to the train station, bus services, Herdsman Lake and Mount Hawthorn centre.

Osborne Park (and adjoining Herdsman) is a large area carrying a high proportion of the metropolitan area's employment. The area is characterised by car-dominated showrooms/large format retailers, large office buildings, and traffic congestion with poor pedestrian and cycle amenity as a result of the area's popularity.

Over time, new development has been attracted to the area given the large parcels of industrial land with no noxious industries close by. This has sparked a high level of interest in new commercial, showroom and large format retail development. Herdsman predominantly contains office buildings, house construction-related showrooms and offices, as well as the operations of The West Australian Newspaper.

The road runs through Stirling City Centre (Innaloo), currently an area of specific focus for the State and local government in planning for its transition to become a more functional secondary centre. The road is characterised by a number of large showrooms, a shopping centre and a strip of convenience food, beverage and entertainment establishments. Development has focused on access for the car, with large car parking lots dominating the front of buildings. Great opportunities exist to improve the urban experience in this area, for which the Stirling City Centre structure plan and its implementation will be a catalyst.

A consequence of the area's growth has led to:

- Osborne Park/Herdsman and Stirling City Centre (Innaloo) sections of the road being plagued with transport, access and parking issues that are counter-productive to the real potential of the area;
- safety of vehicle drivers, cyclists and pedestrians being at risk, with a high number of accidents recorded in this section of the road;
- the development of poor quality buildings that rarely contribute to the public realm and mostly lack architectural merit;
- retailer and road signage that lacks coordination and is centred around car users, leading to a confusing environment for all users;
- high public transport usage, even though the current road design places severe limitations on performance of buses in the area; and
- a hostile environment for pedestrians and cyclists (with no cyclist facilities) and limited crossing points for these users.

Carriageway

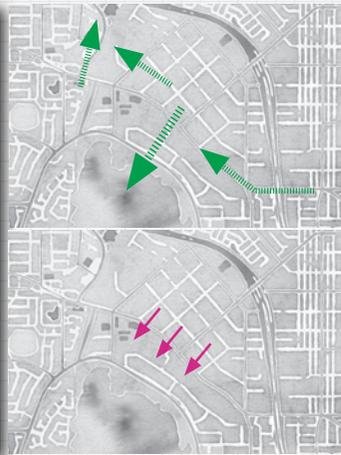
The section of road between Main Street and King Edward Road is a double lane undivided configuration. Numerous driveways have been constructed into showroom and retailer's car parks reducing the efficiency of through traffic when right turning movements are made. These driveways also reduce the ability to provide a continuous pedestrian path.

Scarborough Beach Road between Frobisher Street and King Edward Road is almost two kilometres long without any connections south. With no vehicular or pedestrian access between it and Walters Drive, it is difficult for all transport users to access high density office developments in Herdsman.

If travelling between Osborne Park and Stirling City Centre (Innaloo) all transport users are directed to Scarborough Beach Road. No alternative east-west road connections exist and no direct north-south roads in the Osborne Park area create high volumes (and significant congestion) on Scarborough Beach Road between King Edward Road and Odin Road. To cope with additional vehicular demand, this section of the road has been widened to three traffic lanes in each direction, creating further issues for pedestrians and vehicles wishing to cross between each side of the road. A resulting behaviour is that workers and visitors now drive the short distance from one side of the road to the other, further adding to the traffic congestion.



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Desire lines running to and through the area

View opportunities



'Gateways' to the area

Opportunity sites



Proposed mass transit stops

Current / future activity points



Current large format retail and car yard buildings poorly address the street. In many cases surface car parking and low quality landscaping features distance shop entrances from Scarborough Beach Road. These buildings are usually one or two storeys, losing all proportion between their height and the width of the road.



The Innaloo shopping centre has wide setbacks which could be sleeved with mixed-use development to improve the relationship between Scarborough Beach Road and the retail activities inside.



Garden Office Park, and new Lexus and Audi car showrooms are some local examples of development that is beginning to respond to the street, although there is room for improved interaction at ground level.

2 CURRENT CONDITION **GLENDALOUGH, OSBORNE PARK, HERDSMAN AND STIRLING**

The limitations of the current road network in this area highlight the need for new east-west and north-south road connections, as suggested in the agreed Stirling Alliance Dispersed Traffic and Public Transport Model, described in the *Vision* section of this Framework.



Public transport infrastructure

Scarborough Beach Road has benefited from the construction of the northern suburbs rail line – where two stations have been developed within close proximity. Glendalough Station is located on the road between the Mitchell Freeway bridges and Stirling station is located only 1,100 metres north of the road in Stirling City Centre, acting as a major bus interchange for inner north-western suburbs.

While the location of these railway stations assists in providing a greater level of public transport service to localised areas of Glendalough and Stirling, the majority of employment and residential growth is occurring outside of the walkable catchment (400-800 metres) of these stations.

Bus services are a vital component of the public transport journey, whether it is for direct journeys into Perth CBD or for connections to other areas via the bus/train interchanges at Stirling and Glendalough stations.

This section of the road carries a high amount of bus passengers, using the 98/99 Circle Route and the 400/408 Perth/Glendalough to Scarborough route. The 400 route is Perth's fourth most used route with over 1.1 million passengers boardings per annum. The operation of this and all routes is severely limited by the numerous intersections and congestion delays along Scarborough Beach Road. As a result, the 400/408 currently operates as one of Perth's slowest high-frequency routes, with an average running speed of under 20 kilometres per hour. Constant pressure from vehicular traffic will mean these services will continue to operate poorly without a long-term design solution to enhance their priority. The 407 route also operates in the area, through Herdsman Business Park. The service commenced in response to user demand as new office buildings continue to locate in the area.



Cycle facilities

As this section of the road is characterised by high traffic volumes and speeds, the environment is dangerous and unfavourable for cyclists. Given that there is no dedicated cycle infrastructure along Scarborough Beach Road it is essentially inhibited as a viable mode of transport. There are also no parallel route alternatives that offer a safer environment unless using the Mitchell Freeway Principal Shared Path (PSP) which does not link with centres of residential or employment intensity.



Pedestrian environment

High traffic volumes and vehicle speeds characterise this section of the road, increasing the risk for pedestrians attempting to navigate and cross the road. The pedestrian path that runs parallel to the road is intermittent and in sections directly abutts the road, creating an uncomfortable environment with added risk to pedestrians.

The high number of parking entry and exit points affects safety and experience for pedestrians wishing to walk along one side of the road, between retailers or showrooms.

A lack of pedestrian crossings the road between Frobisher Street and Odin Road makes it extremely difficult and dangerous for pedestrians to cross from one side of Scarborough Beach Road to the other. Although sections of the pedestrian paths through Stirling City Centre (Innaloo) have been improved by widening, they fall well short of what is desirable.



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2 CURRENT CONDITION DOUBLEVIEW AND SCARBOROUGH



Doubleview and Scarborough are both well-established urban areas. The Doubleview road address is characterised by some pre and post war housing development, with clusters of medium and higher density residential. Local strip commercial and retail development occurs in some locations (St Brigids centre, Doubleview centre and on the approach to Scarborough Beach). In Doubleview, a number of community uses abutt the road (a school, police stations, churches) and a growing trend has seen a some 1950s and 60s houses converted into small scale commercial and office uses (such as medical and child care centres, real estate agents and accountants).

Scarborough is heavily influenced by its setting on the coast, with high-density development to the west of West Coast Highway. The Scarborough Area Environs Study and its associated planning scheme amendments have seen the gradual redevelopment of sites in this area, with the expectation that this could continue in a lower intensity form up Scarborough Beach Road to Hinderwell Street.



Carriageway

This section of Scarborough Beach Road operates as a reasonably high-speed suburban arterial road with a posted speed limit of 60 kilometres per hour. It is a double lane undivided carriageway design constructed within an approximate 20 metre road reservation. There are no protected right turn lanes, which, combined with excessive speed and steep topography in parts, has resulted in a road with a poor level of safety that segregates the community along its length. On-street parking is found in existing centres at St Brigids local centre and Doubleview centre.



Public transport infrastructure

Routes 400 and 408 continue to run along this section of Scarborough Beach Road, providing a reasonable level of public transport connection to Glendalough Station through Innaloo. As they approach Innaloo and Osborne Park, buses are subject to the same congestion delays, reducing the attractiveness of these services.



Cycle facilities

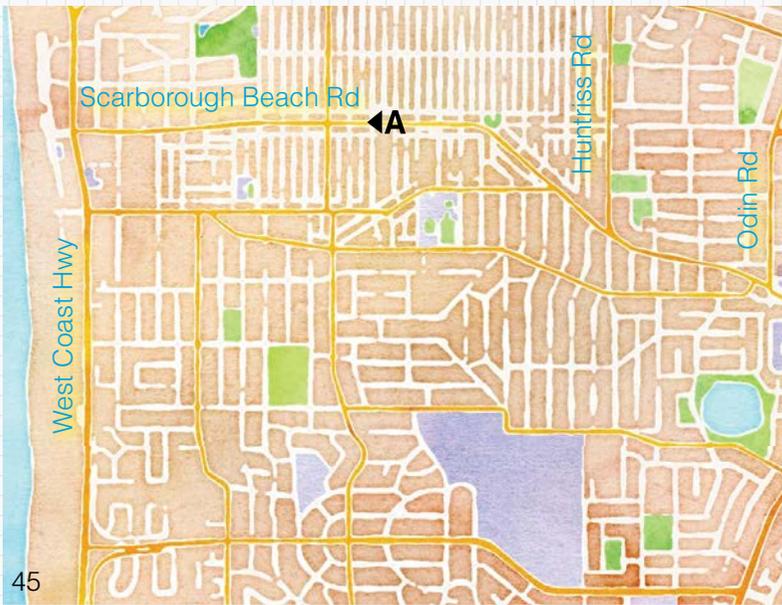
No cycling facilities exist along this section of the road and natural topography further discourages users. Research undertaken by the City of Stirling indicates that cyclists prefer to use alternative routes, such as St Brigids Terrace when travelling towards the coast for these reasons. The closest local bike network route parallel to Scarborough Beach Road runs along Barnes Street and Sackville Terrace (more than 400 metres away from Scarborough Beach Road)



Pedestrian environment

There are continuous pedestrian paths through this area, though they are constructed to varied quality and widths. Research undertaken by the City of Stirling has suggested a lack of regular safe crossings through this section of the road has led to pedestrians crossing at sporadic locations and intervals, which can be particularly dangerous where the grade of the road changes in the Doubleview centre and near Scarborough.

At the intersection of West Coast Highway and Scarborough Beach Road current research shows that many pedestrians find crossing dangerous and intimidating due to the long signal time, width of the intersection and high traffic volumes.



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Desire lines running to and through the area



'Gateways' to the area



Proposed mass transit stops



View opportunities



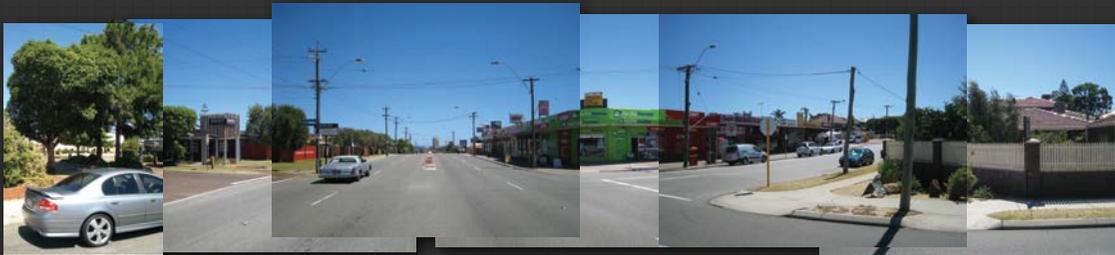
Opportunity sites



Current / future activity points



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A number of older detached homes that face onto Scarborough Beach Road are being converted into other uses, such as professional suites. Over time the redevelopment of these sites could incorporate similar uses at ground level with commercial or residential development above.

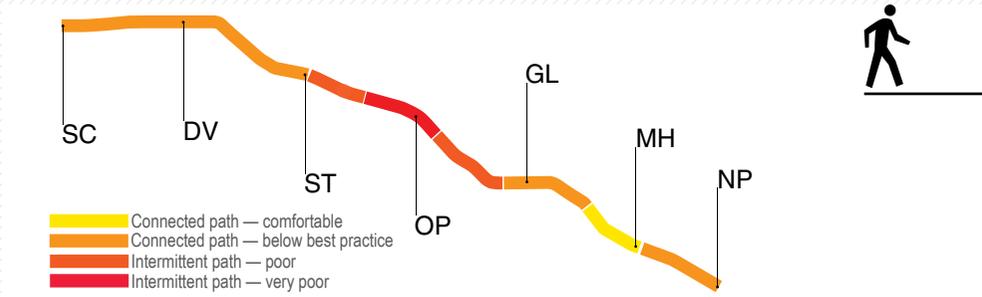


Older nil setback shopfronts address the road providing a level of activity and adding to the character of the Doubleview centre. Future development in the centre should emulate this design at ground level.



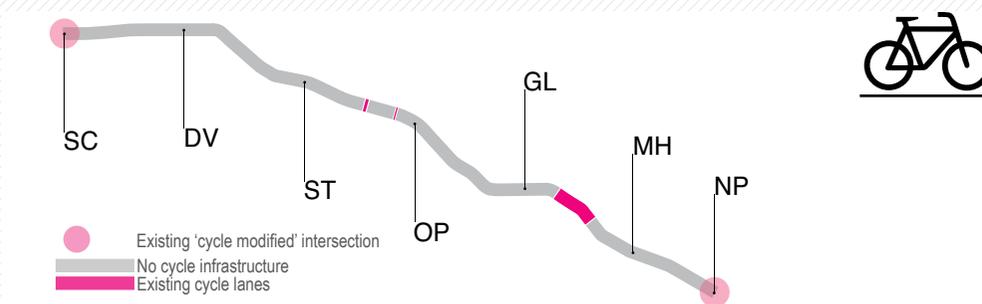
The supermarket in Doubleview centre is a main point of activity. Its current design responds poorly to the street, with large surface car parking areas limiting any interaction with uses on the other side of the road.

2 CURRENT CONDITION MAPPED TRANSPORT ENVIRONMENT



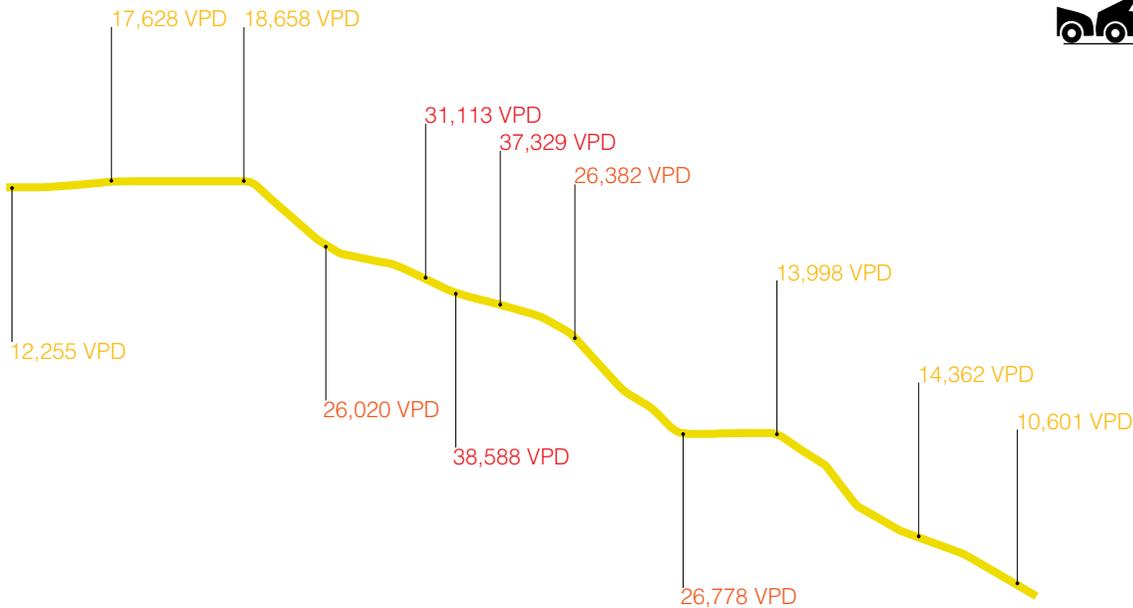
Footpath infrastructure

The footpath along Scarborough Beach Road differs between and through each centre. Mount Hawthorn offers a comfortable space for walking while North Perth, Doubleview and Scarborough provide consistent but narrow footpaths. Glendalough and Stirling City Centre provide a harsh unprotected space for walking, though the poorest environment is through Osborne Park where the path is on one side of the road for most sections with large breaks in the network for car access points.



Cycling infrastructure

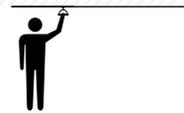
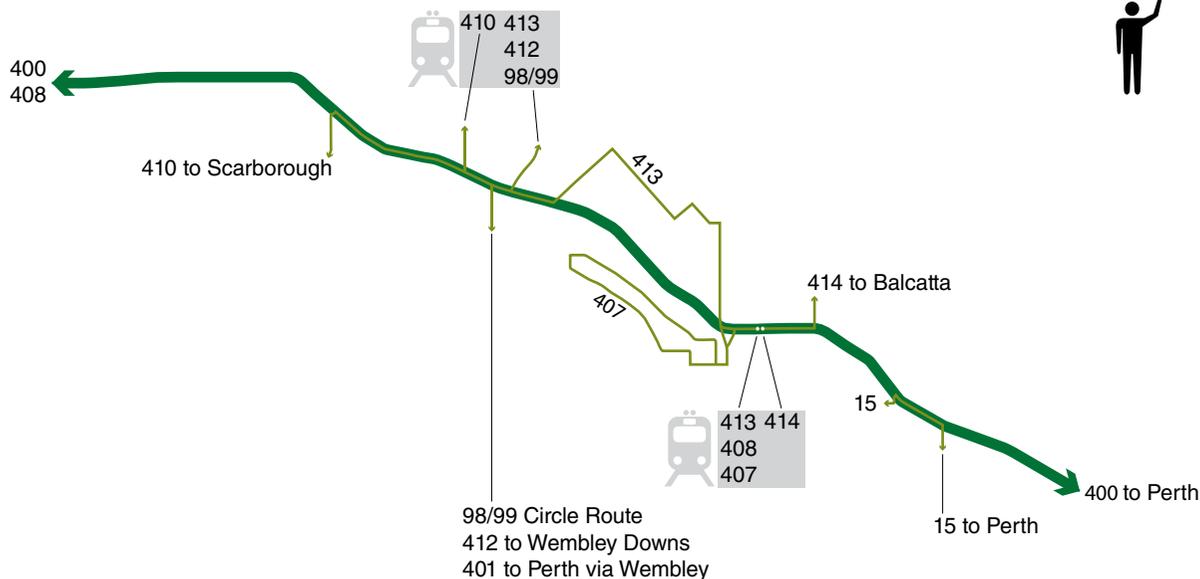
Safe bike facilities along Scarborough Beach Road are lacking. With the amount of fast moving vehicles using the road, high number of turning vehicles and no coordinated cycle paths many cyclists are forced to use less direct routes or leave the bike at home altogether. Small stretches of cycle paths exist in Mount Hawthorn and Osborne Park, but they are not long enough to provide a proper route.



Vehicles per day

The amount of vehicles using the road per day varies in different sections. North Perth, Mount Hawthorn, Glendalough and Scarborough experience the least amount of traffic, whilst numbers increase significantly through Osborne Park and Stirling City Centre. The nature of vehicle-dominated development that occurs along Scarborough Beach Road adds to these amounts, particularly as alternative east-west and north-south routes are not available from Osborne Park through to Herdsman and Stirling City Centre. The transport vision in this Framework includes new connections to help ease congestion, along with dedicated public transport lanes to shift the focus from moving vehicles to moving people.

Source: Main Roads WA, 2009



Public transport infrastructure

Two train stations provide direct connections to the Perth CBD and north to centres such as Joondalup. Local buses connect with train services to neighbouring suburbs, though the most popular (patronage) routes are the 400 and 408 from Perth CBD and Glendalough to Scarborough Beach and the 98/99 Circle Route, which connects to Morley (east) and Fremantle (south). Bus services using Scarborough Beach Road are often subject to lengthy delays due to traffic congestion, particularly around peak times. This reduces the attractiveness of using public transport for the whole trip journey, encouraging potential users to drive to or from work.

Source: Public Transport Authority, 2012

