

## 9.0 PEDESTRIAN LINKS POLICY MEASURES

A city centre that is designed for pedestrians is more vibrant culturally, economically stronger and socially safer. A priority for the city centre is to establish an attractive system of pedestrian connections that allow people to flow through the city and easily access parking, retail and commercial activities. Pedestrian links should be convenient, attractive and safe, providing a direct or desirable route from destination to destination. They give pedestrians a sense of calm as they are free of vehicle noise and exhaust emissions.

Pedestrian access occurs along two axes:

- North East – South West: moving along Foreshore Drive, Marine Terrace, Sanford Street and Chapman Road / Lester Avenue etc.
- North West – South East: moving across the city from the Foreshore along Durlacher Street, Cathedral Avenue, Fitzgerald Street, Forrest Street, and arcades and laneways in between.

Opportunities to improve pedestrian access along the NE – SW axis is relatively easy and is mainly associated with improving the streetscape through measures such as providing shade, protected footpaths, good line of sight along the street, encouraging alfresco areas being provided outside cafés, interpretative art works, resting points, street and laneway lighting, etc.

The NW – SE axis presents significant design challenges as the length of the city blocks present a major barrier to pedestrians being able to walk through the city. In addition the current access along this axis is also predominantly along the major traffic routes of Cathedral Avenue and Durlacher Street where the current priority is given to cars and parking.

Planning of the CBD's pedestrian system should start with the identification and improvement of the core area's spine (Marine Terrace), where the greatest concentration of retail activity exists and where new retail uses should be concentrated. A system of pedestrian connectors linking major activity anchors to the spine and to one another is what is needed to create other pedestrian-oriented shopping streets that effectively increase retail frontage.

Successful pedestrian links will have active uses opening onto them, and encourage the flow of activity along them.

### 9.1 Pedestrian Links Objectives

- a) Provide pedestrian links through the city centre that are convenient, open and safe 24 hours a day.
- b) Make the existing NW – SE pedestrian access along the major roads across the city more pedestrian friendly.
- c) Create more NW – SE pedestrian links across major city blocks.
- d) Promote active building frontages at ground level, and visual and functional interaction between pedestrian paths, car parking and new buildings.

9.2 Pedestrian Links Design Guidelines

9.2.1 As a minimum, pedestrian links should be provided in accordance with Figure 12. Additional links are encouraged and exact alignments are subject to refinement at the development application stage.

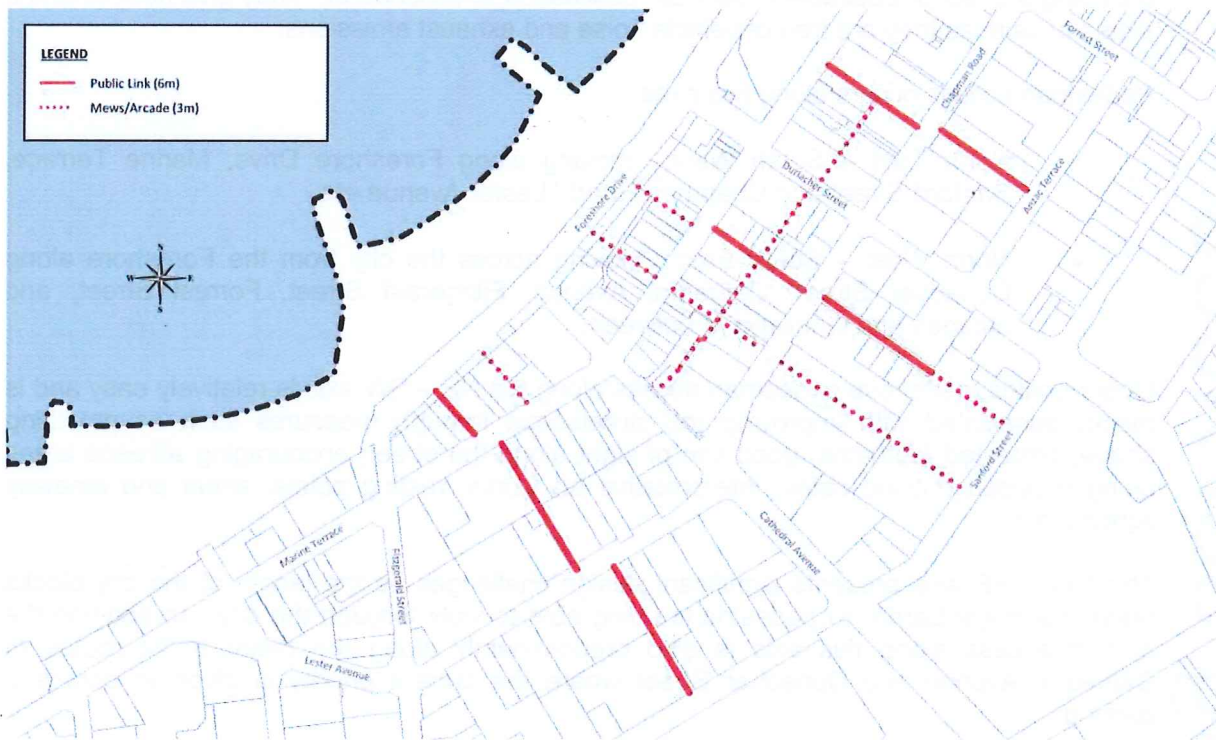


Figure 12 – Pedestrian links

9.2.2 Mews style link developments are preferred over arcade style links.

Mews style developments are developments that flank a laneway that is a public thoroughfare. The lower storeys are generally devoted to commercial / retail activity with residential above. The area over the laneway can be enclosed with a roof. The thoroughfares publicly accessible 24 hours a day and provide good security for the people using the laneway because there is surveillance of the lane by the residents living above. The main difference between a mews and an arcade is that an arcade is privatised and therefore can be closed to the public after business hours.

9.2.3 Mews thoroughfares and arcade links should limit opportunities for anti-social behaviour, having regard to the provisions in the Reducing Crime and Anti-Social Behaviour in Pedestrian Access Ways Planning Guidelines (WAPC 2009).

9.2.4 Widths of mews and arcades should consider the anticipated pedestrian volumes. The local government may consider a walkway width of 3m minimum for arcades and 6m minimum for laneways.

Links

9.2.5 Pedestrian links through mews or arcades (especially NW – SE across the city) should:

- a) Be of a design that incorporates visual interest and activity. Inclusion of retail facilities can provide interest and maintain the desired human scale.
- b) Permit a through-view to the end of the mews/link/arcade to enhance security (see Figure 13).
- c) Maximise the use of daylight to minimise the need for 24 hour artificial lighting and to improve levels of ambient lighting within development.
- d) Provide facilities, which are accessible to all, such as toilets, phones, seats, rubbish bins and information boards.
- e) Ensure safe and convenient access for people with disabilities through the provision of universal access features such as access ramps, handrails and variation in texture and colour detailing (i.e. tactile paving).
- f) Be accessible during normal retail hours, with public links being permanently open and where necessary protected via easements in gross.

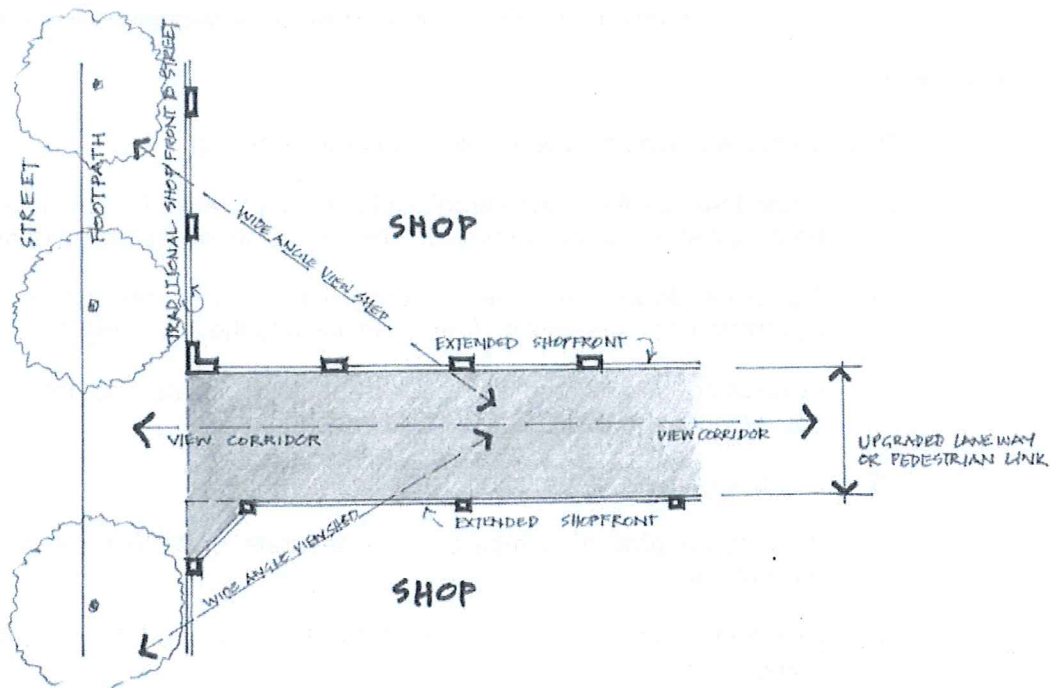


Figure 13 – Pedestrian link with 'through-view' design



**Figure 14** – An example of how to transform a service lane into a people lane (Lemon Lane, Perth – The former service lane has been partially covered and bollards installed to prevent vehicular traffic. The coffee shop has installed large windows along its side frontage to the former service lane to act as additional shopfront and to make the area visually larger and permeable. The covered area has alfresco dining and acts as a social place while still allowing pedestrian through traffic).

### Streetscapes

- 9.2.6 Pedestrian links on all streets should be improved through:
- Verandahs, awnings and pergolas should be provided for any development fronting a street or link, to provide shelter and shade for pedestrians.
  - Sightlines down the streets should not be compromised by hanging advertising signs projecting from buildings into the line of sight.
  - Advertising boards and sales racks shall be located so that safe and convenient pedestrian access is not impeded.
  - The use of public art, seating, trees and gardens.
  - Appropriate protection measures to separate pedestrians from cars on busy roads.
  - Directional signs are encouraged for the safety and convenience of pedestrians.
  - Pedestrian links should not be interrupted by vehicular crossovers, however, where unavoidable, adequate design of materials, textures and signage should be incorporated to identify that pedestrians have right of way and to minimise vehicular conflict.
  - Pedestrian links can offer adverse weather protection that is not always possible on some streets.