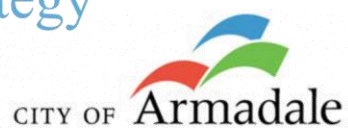


Streetscape Beautification Strategy



for Key Arterial and
Distributor Roads

Draft

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Revision	Date	By
Draft	24.11.2020	JAM

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Introduction

Overview

The City of Armadale Streetscape Beautification Strategy has been prepared to guide the quality planning, design and landscaping of major Arterial and Distributor roads.

The key goal is to establish an implementation program to enhance streetscapes creating attractive, welcoming entrances and primary travel corridors. This will enhance the aesthetic visual quality of Armadale's key gateways and corridors, welcoming visitors and enhancing the quality of life for residents.

The creation and implementation of the Streetscape Beautification Strategy will guide the development of sustainable streetscapes by:

- Establishing a hierarchy of streetscapes based on their road classification and function
- Informing the prioritisation of road improvement upgrades, with particular focus on
 - Providing welcoming entrances at all key gateways
 - Providing attractive major travel corridors
- Outlining the acceptable range of landscape treatments to be installed
- Outlining next steps required to progress streetscape improvements
- Establishing capital and maintenance allocations to ensure landscaping can be installed and maintained in accordance with the beautification vision

Strategic Community Plan 2016-2031

The City's Strategic Community Plan 2016-2031 provides a blueprint for the future direction of the City and its community members. It represents a shared community vision and sets out long term strategies designed to strengthen and build on Armadale's assets. The objectives and priorities which specifically relate and inform this document are:

Community	
Outcomes	Strategies
1.1 A strong sense of community spirit	1.1.3 Value and celebrate our diversity and heritage 1.1.4 Foster local pride
Environment	
Outcomes	Strategies
2.2 Attractive and Functional Public Places	2.2.1 Deliver attractive and functional streetscapes, open spaces, City buildings and facilities 2.2.2 Protect and enhance the character of the City's spaces and places 2.2.3 Revitalise existing neighbourhoods whilst retaining the character of places
2.3 Well Managed Infrastructure	2.3.1 Apply best practice design and construction methodologies for the provision of infrastructure

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	2.3.2 Ensure maintenance activities address required levels of service 2.3.3 Develop and implement asset management plans to inform long term funding requirements 2.3.4 Develop long term transport network planning
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Classification System

Road Hierarchy

The City maintains and develops road reserve landscaping in accordance with the following categories, which are in line with Main Roads Western Australia hierarchy.

Primary Distributor

- Provide for major regional and inter regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads Western Australia
- Examples within the City of Armadale are Albany Highway or Armadale Road

Regional Distributor

- Roads that are not Primary Distributors but link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas
- An example within the City of Armadale is Croyden Road

District Distributors

- District Distributor A and B roads run between built up area land use cells and generally not through them, forming a grid which would ideally space them about 1.5 kilometers apart
- Examples within the City of Armadale are Ranford Road, Nicholson Road, Lake Road or Champion Drive

Local Distributor

- Local Distributor are roads that carry traffic within a cell and link District Distributors or Primary Distributors at the boundary, to access roads
- Examples within the City of Armadale are Mason road, Third Avenue or Challis Road

Access Road

- Provide access to abutting properties with safety aspects having priority over the vehicle movement function. In urban areas, these roads are bicycle and pedestrian friendly.

Each classification has an associated level of service (LOS). The level of service has implications on the intensity and nature of the landscape treatment to be provided.

This report focuses on the beautification of the key arterial and distributor roads, which are made up of the Primary, Regional and District Distributor roads.

Refer to Appendix A – Road Hierarchy Mapping.

Streetscape Treatments

Landscape Elements

The following items are generally included for consideration in the streetscape design. Each site requires specific assessment however the following items may be considered in the streetscape treatments:

Street Trees

- Trees are generally planted in all streetscape settings unless impacted by services locations or safety risks
- Trees species are to be in accordance with the Urban Forest Strategy
- Trees should be installed to create an avenue of canopy cover

Shrubs Large (over 700mm in mature height)

- Large shrubs, over 700mm in height are not considered suitable for most streetscape settings due to the potential to block sightlines

Planting (under 700mm in mature height)

- Small shrubs and groundcovers under 700mm in height provide urban greening and beautification
- Planting provides feature color, foliage and seasonal interest
- The planting can include features such grass trees or zamia for visual interest

Organic Mulch

- Mulching retains soil moisture, reduces weed growth and improves the appearance of streetscapes
- Mulch is a short term landscape treatment as it will break down over time into the soil and requires regular replacement

Paving

- Paving such as concrete or brick paving provides a clean and neat appearance reducing weed growth, enhancing the streetscape appearance and allows pedestrian accessibility
- Paving can also consist of feature hardscapes such as stabilised aggregates or compacted gravels, in non-pedestrian locations

Irrigation

- Irrigation provides water for the ongoing growth and health of plants and trees
- Due to the need for extensive ongoing maintenance and sustainable water use, irrigation is not considered suitable in every location
- Soil modifications will reduce unnecessary water use

Feature Structures

- Feature structures can be used in conjunction with landscaping to create a sense of place. Feature structures include:
 - Banner poles
 - Feature lighting
 - Artworks
 - Feature bus stops, shelters, seating

The following table outlines whether the different landscape treatments shall be considered for each road classification:

Table 1: Landscape Treatments per Road Classification

Possible Treatment		Road Classification		
		Primary Distributor	Regional Distributor	District Distributor A+B
Median	Trees	Yes*	Yes*	Yes*
	Shrubs Large	No	No	No
	Planting	Yes	No	Yes
	Mulch	Conditional*	No	Conditional*
	Paving	Conditional*	No	Conditional*
	Irrigation	Conditional*	No	Conditional*
	Feature structures	Conditional*	No	Conditional*
Roundabout	Trees	Yes*	Yes*	Yes*
	Shrubs Large	No	No	No
	Planting	Yes	No	Yes
	Mulch	Yes	No	Yes
	Paving	Yes	No	Yes
	Irrigation	Yes	No	Yes
	Feature structures	Conditional*	No	Conditional*
Verge	Trees	Yes*	Yes*	Yes*
	Shrubs Large	Conditional**	No	Conditional**
	Planting	Yes	No	Yes
	Mulch	Conditional*	No	Conditional*
	Paving	Conditional*	No	Conditional*
	Irrigation	Conditional*	No	Conditional*
	Feature structures	Conditional*	No	Conditional*

Yes* - Subject to space and safety requirements

*Conditional – Considered appropriate for use in key gateways, intersections or town centers

**Conditional – Considered if screening required

Streetscape Beautification Plan

The next steps of the Streetscape Beautification Plan is to develop a detailed landscape Style Guide.

The purpose of the City of Armadale Streetscape Style Guide will be to:

1. Provide opportunity to explore, enhance and celebrate the City's unique character
2. Provide a clear and considered palette documenting the type and quality of materials to be used within the Streetscape Beautification Implementation Program
3. Provide guidance on the suitability and placement of trees and landscape treatments in regard to road safety and hazard management.

The Style Guide will outline a typical landscape design and material palette for key gateways, intersections and road carriage ways in accordance with the road hierarchy. Once developed and adopted the Draft Streetscape Beautification Implementation Program will be reviewed and finalised.

Draft Streetscape Beautification Implementation Program

The following table outlines the proposed projects and timeline for consideration in the relevant budget year deliberations.

The table indicatively set outs staged improvements to gateways, intersections and road carriageways and also highlights the increased maintenance contribution required to ensure maintenance activities can continue to address the required level of service.

Table 2: Draft Streetscape Beautification Program

[illegible]

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Ranford Rd - Stage 2 - Tonkin Hwy to Armadale Rd																	\$250,000
Nicholson Rd - Stage 1 - Rowley Rd to Armadale Rd																	\$250,000
Nicholson Rd - Stage 2 - Armadale Rd to Warton Rd																	\$250,000
Warton Rd - Stage 1 - Armadale Rd to Mason Rd																	\$250,000
Warton Rd - Stage 2 - Mason Rd to Nicholson Rd																	\$250,000
Railway Ave - Stage 1 - Armadale Rd to Cammillo Rd												\$250,000					
Railway Ave - Stage 2 - Cammillo Rd to Lake Rd													\$250,000				
Corfield St - Tonkin hwy to Lake Rd															\$150,000		
Forrest Rd Tonkin Hwy to Green Ave																	\$500,000
Anstey Rd - Armadale Rd to Ranford Rd																	\$350,000
Alexwood Dr - Armadale Rd to Ranford Rd																	\$250,000
Champion Dr - Tonkin Hwy to Railway Ave							\$350,000										
Seville Dr - Armadale Rd to Champion Dr								\$350,000									
Gillaim Dr - Champion Dr to Railway Ave																	
Westfield Rd Champion Dr to Railway Ave																	
Cammillo Rd - Lake Rd to Railway Ave									\$350,000								
Gillwell and Clifton St Albany Hwy to Connel Ave											\$150,000						
Church St and Orland St Albany Hwy to Canning Mills Rd												\$150,000					
Striech Ave Armadale Rd to Denny Ave										\$250,000							
Church Ave Armadale Rd to Seventh Rd							\$150,000										
Abby Rd Armadale Rd to Green Ave						\$150,000											
Green Ave Forrest Rd to Chruch Ave																	\$150,000
Orchard Ave Armadale Rd to Jull St													\$75,000				



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Eleventh Road - Forrest Rd to South West Hwy															\$350,000	
Rowely Rd - Tonkin Hwy to Eleventh Rd															\$25,000	
Wungong Rd - Eleventh Rd to Church Ave																\$350,000
Total Capital Cost	\$425,000	\$425,000	\$575,000	\$325,000	\$500,000	\$400,000	\$500,000	\$350,000	\$350,000	\$550,000	\$400,000	\$400,000	\$425,000	\$500,000	\$375,000	\$3,500,000
Total % Additional Maintenance Allowance including traffic management	\$31,875	\$31,875	\$43,125	\$24,375	\$37,500	\$30,000	\$37,500	\$26,250	\$26,250	\$41,250	\$30,000	\$30,000	\$31,875	\$37,500	\$28,125	\$262,500
Total Cost	\$456,875	\$456,875	\$618,125	\$349,375	\$537,500	\$430,000	\$537,500	\$376,250	\$376,250	\$591,250	\$430,000	\$430,000	\$456,875	\$537,500	\$403,125	\$3,762,500

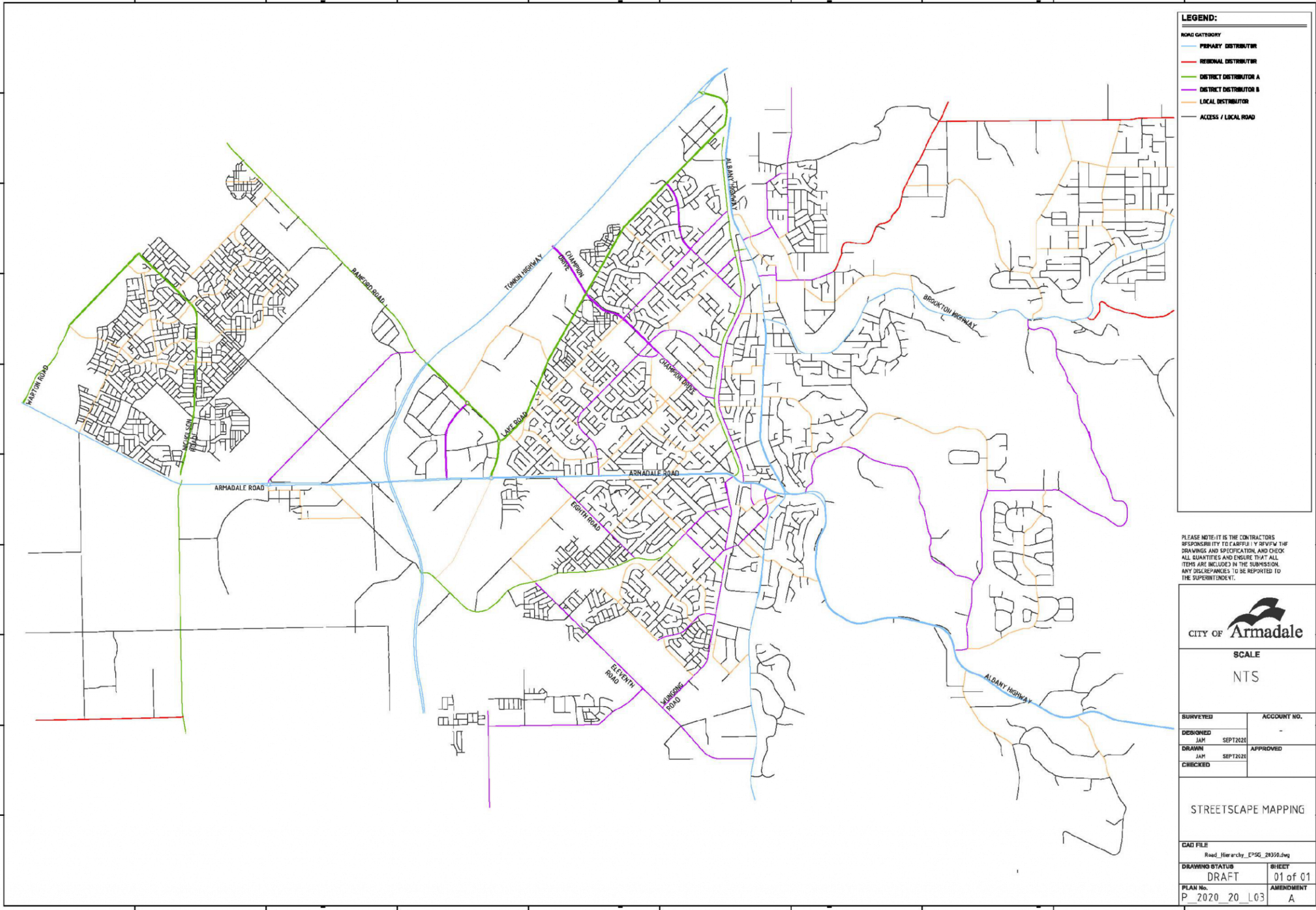
Conclusion

The document sets up an agreed aim and guiding objectives to provide a framework for future direction for streetscape beautification projects. The following actions are recommended:

Table 3: Recommendations

Recommendation	Action	Responsibility
R1 – Streetscape Style Guide	<ul style="list-style-type: none">▪ Prepare detailed style guide document outlining<ul style="list-style-type: none">○ A detailed design palette and philosophy○ A framework for landscape treatments in light of road safety and hazard management▪ Year 2021-2022	<ul style="list-style-type: none">▪ CoA Parks Development Team▪ CoA Engineering Design Team
R2 – Implementation of Streetscape Beautification Program Year 2022-2037	<ul style="list-style-type: none">▪ Undertake design and implementation of Streetscape Beautification Program over a 15 year timeframe▪ Years 2022-2037	<ul style="list-style-type: none">▪ CoA Parks Development Team

Appendix A –Road Hierarchy Mapping



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