



**People.
Places.
Culture.**

Reinvigorating Streets and Spaces Fund

Guidelines



For the better



Creating vibrant and active places

About RAC

RAC is a voice for more than 1.1 million members across more than 60 per cent of Western Australian households and speaks out on the road safety, transport, land use and air quality challenges facing Western Australia (WA).

Since our foundation more than 115 years ago, RAC has existed to be a driving force for a Better WA by championing change that will deliver transport options that are safe, more sustainable and that better connect Western Australians and their communities now and in the future.

RAC aligns its activities with the following three themes:

- » **Safe mobility** is vital to the wellbeing of Western Australians.
- » **Sustainable mobility** meets the social, environmental and economic needs of current and future generations.
- » **Connected mobility** supports vibrant and liveable communities.

We reinvest our profits for the benefit of our members, by supporting several major sponsorship programs such as RAC's Rescue Helicopters, as well as several demonstration trials and projects such as the RAC Automated Vehicle Program, electric bike trials and Shared Path Lighting Review.

Reinvigorating Streets and Spaces Fund

Introduction

At RAC we are passionate about supporting safe, sustainable and connected communities.

The RAC Reconnect WA initiative seeks to help reimagine and revitalise streets and public spaces to:

- » create vibrant and active places for Western Australians to interact and reconnect with our cities and towns, and each other;
- » inspire and empower residents and business communities to co-design and drive change in their local area; and
- » lay the foundations for longer-term changes to support safe, sustainable and connected communities.

As part of RAC Reconnect WA, the Reinvigorating Streets and Spaces Fund seeks to support local governments to deliver quick, low-cost demonstration and pilot projects to test ideas and create more people-friendly streets and inviting public spaces.

The Fund offers a total of \$500,000 in 2020-21 to co-fund projects with successful local governments, with RAC contributing up to 80 per cent of total project costs to a maximum partnership contribution of either \$50,000 or \$100,000 per project depending on the category.

The funding will enable local governments to deliver initiatives that engage communities in reimagining their streets and public spaces through the application of 'tactical urbanism' principles. Tactical urbanism projects involve the delivery of quick, low-cost temporary or semi-permanent changes to the look and feel of streets and places that support immediate community needs. Testing ideas through this approach can help refine the design and build the case for more permanent changes.

We hope the Fund will help to enhance the capability and experience of the local government sector in delivering tactical urbanism initiatives with their communities.

Who can apply?

The Fund is open to all Local Government Authorities (LGAs) in Western Australia.

Individuals, Town Teams and other community and business groups are encouraged to work with their local councils if they would like to suggest projects.

Joint applications for projects that cross more than one LGA area are welcome and LGAs can submit multiple applications.

What are the key dates for the Fund?

Applications for the RAC Reinvigorating Streets and Spaces Fund open on Wednesday 29 July 2020 and close 5:00pm on Friday 4 September 2020.

Applicants will be informed of the outcome of the assessment process by Friday 25 September 2020.

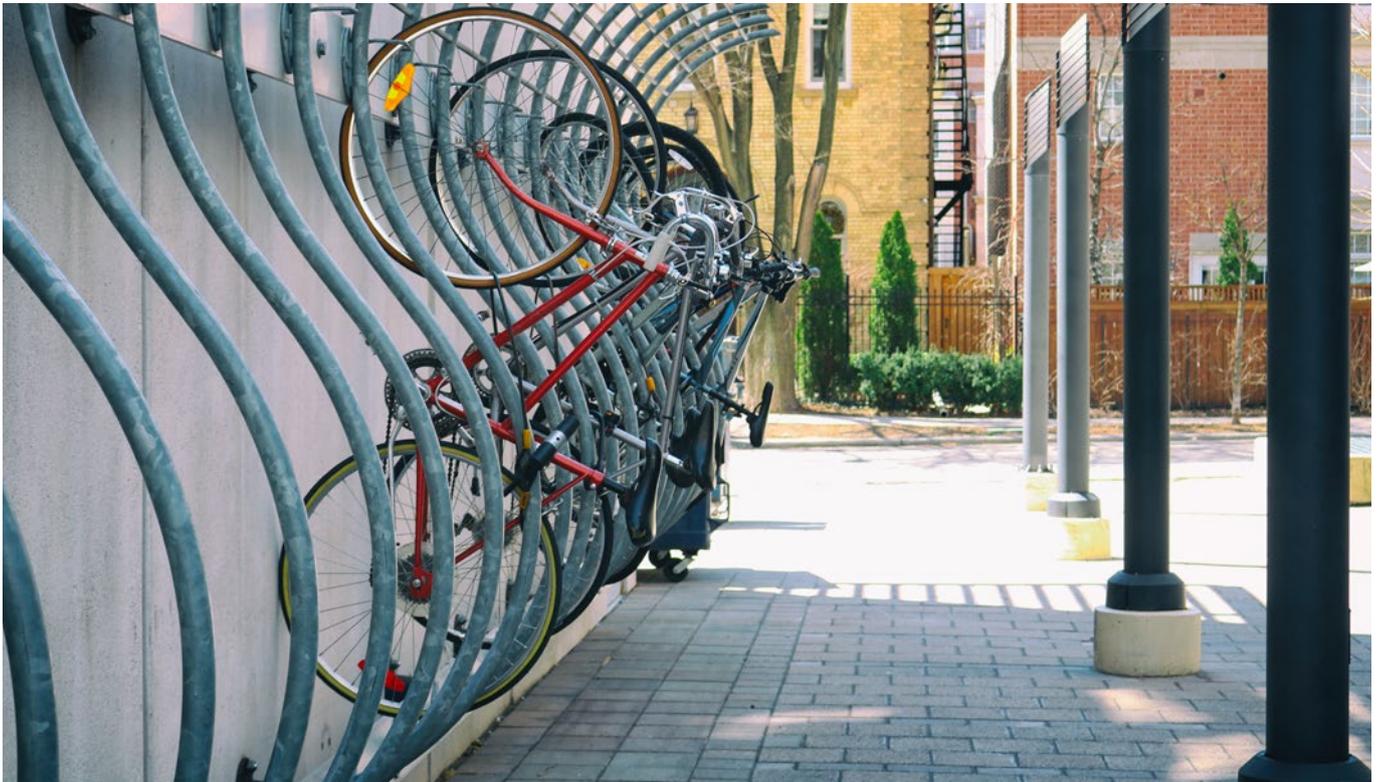
How do I apply?

1. Once you've read this guidance document, download an application form at www.rac.com.au/reconnect
2. Develop an application and collate relevant support material.
3. Submit your application(s) to ReconnectWA@rac.com.au no later than 5:00pm on Friday 4 September 2020.

You will get an email on Monday 7 September confirming that your application has been received.

Key dates





What we're looking for

Aligned with the objectives of RAC's Reconnect WA initiative, through this Fund we are looking to enable local governments across WA to deliver initiatives that:

- » Build opportunities for communities to come together by creating places where people can safely interact and spend time;
- » Redesign streets to reinforce the context of the area and appropriately balance the movement and place functions to better cater for the needs of users;
- » Create safer and 'healthy' streets for walking, cycling, play and interaction;
- » Improve access for pedestrians and cyclists to key destinations such as local centres, schools and other services and amenities;
- » Enhance the attractiveness and functionality of public spaces, building on the unique characteristics of the area, to activate local centres and high streets and create vibrant places;
- » Support local economies by enhancing access, activating streets and providing increased space;

- » Engage, inspire and help empower resident and business communities to get involved in shaping and driving change in their local area through co-design and by demonstrating the benefits of reimagining and revitalising streets and public spaces; and/or
- » Help build the foundations for longer-term changes to support safe, sustainable and connected communities.

You can submit projects under two categories:

Category 1: Rapid Revival Demos

Quick delivery of short-term localised demonstration projects to test ideas for changing the nature/feel of streets and spaces or rapid roll-out of low-cost enhancements.

This category is for a partnership contribution of up to \$50,000 per project (up to 80% of the total cost of the project), with projects ideally being on the ground within three months of funding approval.

Category 2: Strengthening Places Pilots

Medium-term community-based projects delivering low cost, semi-permanent improvements to change the nature/feel of streets and spaces.

This category is for a partnership contribution of between \$50,000 and \$100,000 per project (up to 80% of the total cost of the project), with projects ideally being on the ground within three to six months of funding approval.



Examples of eligible project components

Projects might involve:

- » Temporary narrowing or reallocation of road space or repurposing of parking spaces or lots to provide pop-up infrastructure or increased space for cyclists/pedestrians/public transport/parklets/al fresco/plazas, etc.
- » Innovative lighting improvements to increase personal security for users (including at underpasses) and to make spaces more inviting
- » Improvements to make walking and cycling safer and easier, including reduced crossing distances, increased footpath space, mid-block crossing improvements, minor intersection improvements, signal re-timing / re-phasing
- » Expansion of council-owned parks/open spaces or repurposing of under-utilised council-owned assets to create vibrant public spaces

- » Measures to create low traffic neighbourhoods/restricting access to residential streets to make it easier and safer to walk, cycle and play (e.g. play-streets/open streets)
- » Measures to encourage safer speeds
- » Temporary or minor place infrastructure to encourage activity and support local businesses such as innovative seating options, potted planting and other such greening and landscaping, community art, bike parking/storage, etc.

Materials for temporary reallocation or creation of space might include paint, spray chalk, planter boxes, artificial turf, wooden pallets, etc.

The duration of the demonstration or pilot period is up to the nominating LGA and will be influenced by the project objectives and desired outcomes, as well as its location, nature and design.

Ideas for inspiration

The Salt Lake City Spin Space, USA



Photograph: Team Better Block

Upgrade of an intersection in Salt Lake City, Utah to make it easier and safer for residents to walk, cycle and ride personal mobility devices.

The space was designed and built by Team Better Block and transformed with the help of community volunteers using paint and plants, creating separated bike lanes and cross walks with shorter crossing distances.

Mary Street Piazza, Australia



In 2015 the Mary Street Piazza opened, converting a previously car park dominated space to a grassy performance space with shade and seating. The piazza was built by the City of Vincent in collaboration with the local Beaufort Street Network community.

Prior to the permanent installation, a 'pop-up piazza' was trialled at the location to gauge people's responses and demonstrate how the space could be reimagined.

Federal Street, New Zealand



Photograph: Auckland Transport

Auckland Transport trialled an upgrade of a one-way car dominated street to include new pop-up cycle lanes and a pedestrian crossing.

Evaluation found that the number of pedestrians and cyclists along the street increased, and that all road users perceived the street to be safer, more useable and more attractive.

Sainte-Catherine Street, Canada



Photograph: Jean-Michael Seminaro

Since 2011 artist Claude Cormier's installations along Sainte-Catherine Street in Montreal have marked the transformation of the street into a pedestrian mall during the summer.

The installation, *18 Shades of Gay*, by Claude Cormier et Associés uses recycled plastic balls and is over one kilometre in length, spanning the entire street.

Using our road space differently

In May 2020, 584 of our members¹ took part in a survey telling us about their experiences in April during the COVID-19 restrictions and their views on how we could use our road space differently.

Members were asked their level of support for temporary trials to improve community connection and support social distancing:



48%

support converting road space to provide additional seating space for cafes and restaurants

28% oppose this²

53% of regular peak hour motorists³ supported this



46%

support limiting access to residential streets to 'local and emergency traffic only' to make it easier and safer to walk, cycle and play

24% oppose this²



44%

support converting road space to 'pop-up' bike lanes along popular routes

29% oppose this²

Tips for creating healthy streets

Many of our streets have traditionally been designed to prioritise vehicle movement over other forms of mobility.

In recent years Transport for London has developed and adopted a Healthy Streets Approach to designing and managing streets.

This system recognises the importance of public spaces, and the way that they are managed, in impacting public health.

Making it easier for people to walk and cycle as part of their daily routine can help to improve people's health and wellbeing.

It can also help to manage congestion, strengthen social connections, increase foot-traffic and use of public spaces, improve air quality and reduce noise pollution.

The elements required to make streets and public spaces healthier are the same as those needed to make these places socially and economically vibrant.

The 10 Healthy Street Indicators™ below may help to generate ideas for how our streets and public spaces can be made safe, vibrant and active.

10 Healthy Street Indicators™⁴



¹ 444 from the Perth and Peel region and 140 from regional WA. Age, gender and location sampling quotas were applied, and data has been post-weighted to be representative of RAC's membership (which is broadly consistent with the WA population profile) - the margin of error at total sample level is +/-4% at the 95% confidence level.

² Remaining responses neither supported nor opposed the initiative.

³ Drove in peak hour 5 or more days a week during April. More than 1 in 5 respondents were regular peak hour motorists.

⁴ L. Saunders, 10 Healthy Street Indicators™. <<https://healthystreets.com/home/about/>>



Items ineligible through the Fund

Projects that fall into any of the below categories unfortunately cannot be supported as part of the Fund:

- » Initiatives occurring outside of WA
- » Projects that create more space/increase priority for traffic
- » Retrospective funding to cover any project component that is already complete/underway
- » Planning projects i.e. feasibility projects, masterplans, etc
- » Initiatives that are primarily events⁵
- » Purchase or lease of land
- » Primarily digital based initiatives, or purchase of software
- » Funding of personnel or staff positions
- » Product branding, advertising or promotion
- » Requests to fund ordinary running costs that create financial dependency on RAC i.e. electricity, lease, telephone, wages, long-term maintenance
- » Events or activities where the primary focus is fundraising

Monitoring and evaluation

The benefit of pilot projects and rapid demonstrations is that they allow for new ideas and initiatives to be tested and evaluated in a low-cost way, prior to committing to the implementation of permanent changes.

Monitoring and evaluation of these projects is important in understanding what went well, what didn't, and whether the project was successful at achieving its objectives and anticipated outcomes.

Information gained through this process can help inform project decisions and shape and improve the effectiveness of the project and future such initiatives.

Effective project measurement can help make a pilot or demonstration project a success, even if the change tested is not installed permanently.

LGAs should propose a monitoring and evaluation plan which is appropriate for the nature of their project. RAC is happy to work with successful applicants to refine these, and may supplement this where appropriate to aid evaluation of Reconnect WA at an initiative-level. The results of the project monitoring and evaluation are to be compiled into a concise Evaluation Report by successful LGAs at the conclusion of the project.

⁵ This excludes things like short-term road / lane closures which may be considered events from a traffic management perspective.

Example measures for evaluating projects

The following are examples of different types of measures that could be used to evaluate the success of different projects:

Aspect	Measure	Metrics
Access	Bicycle trips	<ul style="list-style-type: none"> » Volume of cyclists » Bicycle trips as a proportion of total trips along a corridor. This could potentially be measured for different user groups » Proportion of spaces provided for bikes used over the course of a day
	Quality of pedestrian environment	<ul style="list-style-type: none"> » Crossing distance » Wait times at intersection » Walk times between key locations or along corridor » Footfall / Volume of walk trips along a corridor » Visitor perceptions
Economy	Retail vibrancy	<ul style="list-style-type: none"> » Retail and restaurant sales at businesses directly adjacent to the project » Number of customers to precinct by mode of travel » Customer experience surveys
Place	Place activations	<ul style="list-style-type: none"> » Volume of visitors to precinct, by user type. This could potentially include how and why they visited » Proportion of new or returning visitors » Survey of visitors, residents, and commercial staff on how people felt about the street / space » Use of space provided, such as proportion of seating used throughout a day » Scoring of movement and place functions » Healthy Streets score
	Shade / Shelter	<ul style="list-style-type: none"> » Percent of public space and travel areas shaded or sheltered by trees, shelters, etc
	Lighting	<ul style="list-style-type: none"> » Satisfaction survey of visitors » Measure of lux compared with standard
Community	Resident participation / engagement	<ul style="list-style-type: none"> » Number of people participating in initiatives (e.g. co-design participation, those enjoying the street / space, etc.) » Public input is representative of community demographics » Satisfaction survey » Media and social media post audience reach
Safety	Traffic speed/volume	<ul style="list-style-type: none"> » Match between target design speed and observed speed » Crash data where available » Community perceptions
Environment	Air quality	<ul style="list-style-type: none"> » Measure of air quality for concentration of NOx, particulate matter, CO, etc

How will applications be assessed?

Applications will be assessed using the below criteria and weightings:

Connecting Communities (30%)

- » Aligns with / contributes to the initiative objectives and RAC's social purpose to ensure the community has access to safe, sustainable and connected mobility options
- » Responds to an identified community need(s)
- » Aligns with / contributes to existing LGA strategic priorities (as set out in a council endorsed plan or strategy)
- » Clear approach to involving the community, as well as stakeholders, at various stages
- » A pathway to permanent change in the future for the initiative, as well as broader support for tactical urbanism initiatives and creating people-friendly streets and public spaces

Ability to Deliver (40%)

- » Technical ability and resources to effectively deliver the project
- » Clear identification and receipt of, or plan to obtain, necessary approvals
- » Realistic milestones and delivery timeframes to roll out the project as quickly as possible, reflective of the demonstration / piloting nature of the activities
- » Evidence of risk identification, mitigation measures and ability to ensure the safety of the public throughout the duration of the project

Value for Community (30%)

- » The amount requested is reasonable for the nature of the activities proposed and the anticipated outcomes
- » Proposed monitoring and evaluation approach enables the determination of project outcomes, aligned with the initiative objectives, to demonstrate broader return on investment for the good of the community

RAC member vote

Following assessment of all applications by an RAC panel, a select number of RAC members will be invited to vote on shortlisted projects to feed into the selection process.

What else do I need to know?

Advice and guidance

The RAC team is available to provide information to potential applicants on interpretation of these guidelines, including types of projects eligible for funding.

For enquiries and more information email ReconnectWA@rac.com.au.

Terms and Conditions

Successful applicants will be required to enter into a Funding Agreement.

Promotion (including branding)

Recipients of funding will be expected to work in partnership with RAC to promote the project, and incorporate RAC branding at the project site.

Approvals

Acceptance of an application as a successful eligible project does not negate the need for the LGA to obtain all necessary internal and external approvals (e.g. from Main Roads WA) required to enable delivery of all project components within the agreed timeframe.

Town Teams

Town Teams are not eligible to apply for this Fund. However, in areas where Town Teams are (or wish to be) active, we strongly encourage LGAs and Town Teams to engage early to explore and maximise any potential opportunities to further strengthen LGA applications to this Fund (where appropriate, and in line with the requirements set out in these guidelines).

Reference materials in preparing these guidelines:

- » NSW DPIE (2020), Streets as Shared Spaces Fund Guidelines
- » Waka Kotahi NZ Transport Agency (2020), Innovating Streets for People pilot fund
- » The Street Plans Collaborative (2016), Tactical Urbanist's Guide to Materials and Design v1.0

**Making
people-friendly
streets and
inviting places**





Thank
you

For further information please contact
ReconnectWA@rac.com.au



For the better