

RAC Street Remix Guide

A step-by-step guide for testing ways
to create better and safer streets

May 2026



For the better

Acknowledgement of Country

RAC acknowledges the Aboriginal peoples of Western Australia as the Traditional Custodians of the lands on which RAC has been operating for more than 120 years.

We are privileged to share their lands throughout Western Australia. Boorloo (Perth) is where RAC Headquarters is based, the place where we work with and alongside Aboriginal and Torres Strait Islander families and communities. RAC honours and pays respect to Aboriginal Elders, past and present across the lands of Western Australia.

On the cover: RAC volunteers at Wellard Seven Day Makeover, City of Kwinana

Inside cover: 'Uthudu Wajjoo Wilu' (meaning Land, Road and Sea in Nhandu language) by Rhianna Couzens

Acknowledgments: The RAC Street Remix Guide was developed by the Royal Automobile Club of Western Australia (RAC) in collaboration with Realm Studios.

Independent reviews were provided by Healthy Streets and Town Team Movement to strengthen the Guide's alignment with the principles of people-centred streets.

Responsibility for the final content rests with RAC.



Our purpose

The driving force for a better WA.

Our vision

2030: A safer, sustainable and connected future for Western Australians.

Our mission

Delivering great member services and experiences, while inspiring positive community change, that makes life better in WA.

Foreword

At RAC, we're dedicated to making life better for Western Australians. We believe in the value of our streets as important public places to live, learn, work, shop, socialise and relax.

For over 120 years, we've played an active role in reimagining streets through advocacy, community initiatives and education. RAC members were the first to install street signs in WA, and more recently our Reconnect WA initiative provided over \$2.7 million in grant funding to support local governments with projects that transformed streets and public spaces into safe and welcoming places for people. Our Connecting Communities Fund supported dozens of community groups to step up and play an active role in breathing new life into their beloved streets and town centres. Our RAC Ignite Street Makeovers empower young people to come together, design their dream street and roll up their sleeves to see it come to life.

Now, the RAC Street Remix Guide continues our work by demonstrating how small changes can improve our streets in meaningful ways.

The ingredients can be affordable. The solutions can be simple. The changes might be temporary, but the results can be enduring.

This flexible approach allows a design to be tested, experienced by the community, changed and adjusted. Then, if it makes sense, money can be invested in a more permanent solution with even bigger benefits.

We hope this Guide inspires local governments and communities to see their streets as important places to move, connect, gather and celebrate. We hope it empowers you to try something new - and build a better WA.

Terry Durant

Group Executive
Social and Community Impact



Geraldton Do-Over ▲

Purpose of the Street Remix Guide

Are you working for a local government and looking for ways to test your ideas to improve how a street functions in a fun, quick and low risk way?

Do you live or work on a street that you think could be better for people who are walking, riding bikes, using public transport and driving?

Are you a member of a local group who wants to bring people together to make positive change and strengthen your community?

If you answered yes to any of these, then this Guide is for you.

Inside, you'll find simple, low-risk ideas to help make our streets healthier, safer and more active, while building stronger, more connected communities along the way.

What is a Street Remix?

Instead of spending years planning, designing, and getting approvals for a complex and expensive project to improve a street (that may or may not work out as intended), a 'Street Remix' is about trying out that idea in a 'lighter, quicker and cheaper' way - following the Project for Public Spaces' ethos.

For example, if a street could better encourage people to spend more of their time there, then you might put out some moveable seating to see if people use it differently. If the amenity and safety for people walking is being impacted by fast moving vehicles, you might use traffic cones to make the street narrower and install some temporary planter boxes and trees in tubs to see what effect that has on people driving.

A Street Remix asks people to rebalance streets so that they are not only for cars to move through but also safe and enjoyable places for people to be.

The following characteristics typically apply to a Street Remix:

- » 'Lighter, cheaper, quicker'
- » Usually on streets managed by a local government
- » Involving a mix of community and government stakeholders
- » Ingredients of a Street Remix typically form part of what's called 'Tactical Urbanism'.

What are the benefits of a Street Remix?

Test ideas with real people

See how people use the street and respond to the change in real life, rather than relying on traffic surveys and models.

Gather feedback directly

People can help to design the interventions, experience the change and give immediate feedback, helping local governments and community members to understand what does and doesn't work to inform more permanent future changes.

Build excitement and support

When people help to design and deliver, or just experience a positive change, even a temporary one, they become more invested and supportive of a potential permanent upgrade. They also feel more ownership of the changes being made and invested in caring for their local streets.

Low-risk and high-reward

Because these projects are temporary and inexpensive, the risk is much lower. If an idea doesn't quite work, it can be easily adjusted or removed. If it's a success, it provides strong evidence and energy for a more permanent, bigger investment in the future.

Changing the attitude of decision makers

Experiencing a successful Street Remix can help elected officials and senior leaders see the value of temporary interventions, making them more open to future innovation and community-led ideas.

Improving local government processes

The Street Remix process can foster a culture of innovation by highlighting opportunities to streamline approvals, improving cross-department collaboration, and testing new ways of working.

Building community capacity

Community members involved in planning and delivery often gain new skills in design, engagement, and project management. Participation can strengthen local networks and increase interest in future civic projects.

Strengthening collaboration

Street Remixes often bring together local government, businesses, and community groups in new ways, laying the groundwork for future collaboration.

Increasing risk tolerance

Successfully delivering a low-risk, temporary intervention can build confidence in trying new approaches.

Building trust

Transparent processes and shared decision-making help build trust between local government, community members, and other partners. Increasing community trust in road safety projects can de-risk future permanent projects and build confidence for local governments to create safer and more active local streets.

What isn't a Street Remix?

Local governments are responsible for installing new street infrastructure, while maintaining and upgrading public spaces and streets over time. These capital works can require a lengthy engagement, design and approval process with State and local authorities. They are permanent or long-term interventions and are different from Street Remixes. In saying this, a Street Remix can inform long-term public space improvement projects.

How to read this Guide

The Street Remix Guide does not need to be read from front to back.

We invite you to turn through the chapters to find what is helpful to you, to better understand what a Street Remix is, and how it can be a great way to test innovative ideas and improve WA streets.

Throughout your project, you can return to each chapter as a guide as you need further information. Use the Checklist (on the next page) as a handy way to ensure you're covering all the key points.

i For more information, go to rac.com.au/streetremixguide

What this Guide is

- » A practical guide to testing small, affordable and temporary changes through 'Street Remixes'
- » A tool to help communities and local governments learn what works before committing to permanent change
- » A way to build shared understanding, evidence and trust around street improvements

What this Guide is not

- » A guarantee that a Street Remix will become permanent
- » A checklist that every street must pass
- » A replacement for local government approvals, safety processes or professional advice

What a successful Street Remix looks like

- » Clear learning about how people use a street
- » Better understanding of community needs and concerns
- » Evidence to support next steps - whether that's including various Street Remix elements in future capital works projects, making the Street Remix permanent, or removing it completely

“ These projects don't just install temporary treatments - they create advocates, lift community capability, and build long-term cultural change around how people move.

David McLennon, CEO City of Vincent

Street Remix project checklist

Use this handy checklist to help you track your progress and make sure you haven't forgotten any important steps. Refer to the corresponding chapter for more tips and tricks.

1. Getting started

1.1 Involve the right people

- Engage relevant local government teams
- Involve community partners early
- Explore co-planning opportunities

1.2 Build your project team

- Include technical experts and community members
- Define roles and decision making

1.3 Choose the right street

- Assess against the 10 RAC Street Standard design qualities
- Consider street function and context

1.4 Identify project boundaries

- Define extent, duration and limits
- Confirm regulatory and technical constraints
- Determine what's allowed and what's not allowed

1.5 Work with your community

- Build trust, ensure diversity, and make it accessible
- Be clear about levels of influence
- Communicate throughout the project

1.6 Choose the right interventions

- Prioritise low-risk, reversible interventions
- Respond to local needs and strategies
- Define intended lifespan

1.7 Plan your budget

- Identify key project costs
- Confirm funding sources
- Include contingency

1.8 Ensure safety and smooth delivery

- Identify and mitigate key risks
- Confirm approvals, permits and insurance

1.9 Measure your impact

- Define goals and measures
- Collect baseline data
- Repeat during and after

2. Designing the project

2.1 Conduct a site assessment

- Assess physical, social, economic and regulatory elements
- Understand how the street is used

2.2 Consider common design concepts

- Draw inspiration from proven examples

2.3 Run design workshops

- Use co-design methods and tactical urbanism principles
- Incorporate community input to build ownership and acceptance

2.4 Develop concept plans

- Draw insights from work compiled to date
- Create clear design options
- Test with community and stakeholders

2.5 Conduct design development

- Translate ideas into plans, specifications and materials list
- Prepare cost estimates and update budget

2.6 Seek reviews and approvals

- Incorporate internal compliance, community feedback, external agency approvals
- Respond to feedback

3. Installing the project

3.1 Choose install day/time

- Consider traffic, and staging
- Minimise disruption

3.2 Create a safety plan

- Address traffic management and site safety

3.3 Define roles and responsibilities

- Assign key roles including project managers, health and safety representatives and volunteer liaisons

3.4 Prepare the site

- Consider maintenance, infrastructure removal, utility mark-out

3.5 Ensure clear communication

- Install signage and send updates
- Brief emergency services if needed

3.6 Ensure quality control

- Check accessibility, finish, placement and safety

3.7 Plan project launch event

- Celebrate with the community
- Share through media

4. After installation

4.1 Maintain the project

- Monitor condition and use
- Repair and adjust as needed

4.2 Measure the impact

- Collect and compare with pre-project data

4.3 Schedule a street clean up

- Remove interventions
- Reinspect and reinstate

4.4 Collect data and stories

- Capture feedback and observations
- Summarise insights

4.5 Strengthen your project's legacy

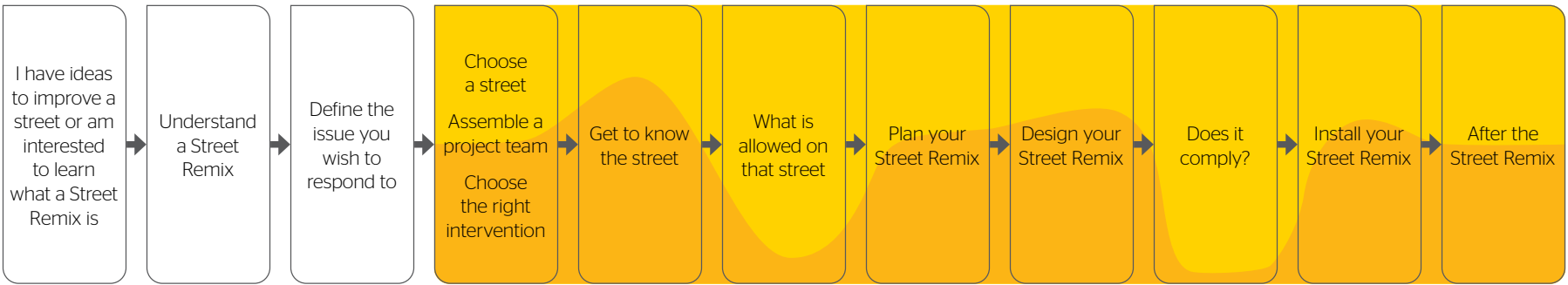
- Translate findings into reports and recommendations
- Plan handover and next steps
- Celebrate with project team and community



The process diagram below shows the main steps in a Street Remix and shows how local governments and the community need to work together to make it successful.

▲ Town of Bassendean 'Power to the People'

Local government influence



Community influence

The RAC Street Standard

The RAC Street Standard describes design qualities some streets should strive to deliver for people and communities across Western Australia. It sets out a clear, people-focused vision for streets as places for everyday life, not just corridors for movement.

The Standard defines ten design qualities that describe how streets can support health, connection, identity and wellbeing. It provides a shared language for local governments, community groups, designers and decision makers when planning, delivering or improving streets of different types and scales.

The Standard is intended to shift conversations from traffic, parking and infrastructure alone to the broader role streets play in supporting people and communities.

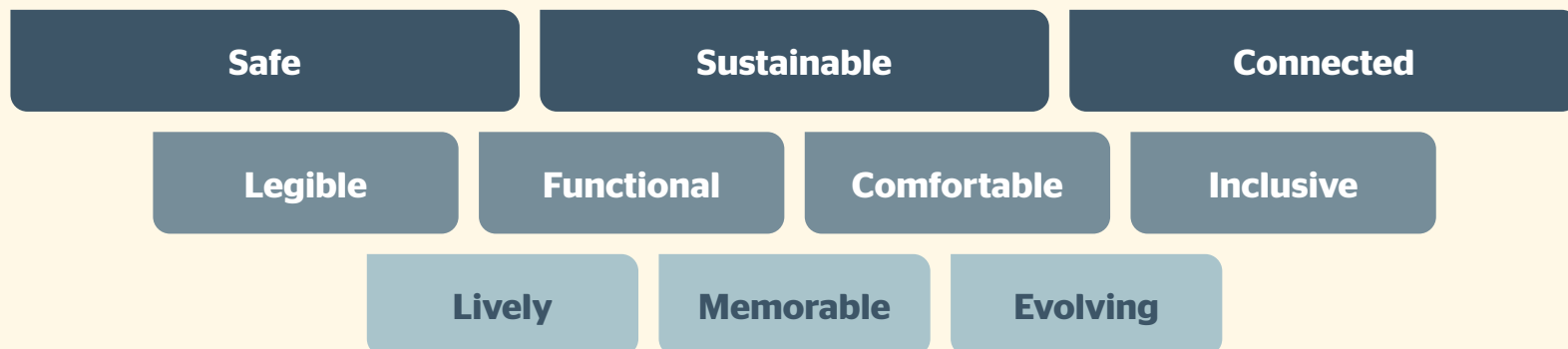
It is important to note that the RAC Street Standard does not apply to all streets. Some roads play a critical role in moving people, vehicles and freight efficiently to keep a city working while many suburban, residential streets function as peaceful places where people live. While it is not appropriate that all streets will meet every

aspect of the RAC Street Standard, the design qualities can still inform design decisions and improvements.

The RAC Street Standard can be used to guide design decisions, assess existing streets, prioritise investment and evaluate change over time. It is a street-specific, people-centred framework that aligns with the intent of *State Planning Policy 70 – Design of the Built Environment* (see Appendix E). It does not replace statutory planning policy and should be used alongside relevant State and local government planning frameworks.

Throughout this Guide, it is referenced to help keep in mind what you are working towards when testing new street upgrades and additions.

RAC Street Standard ten design qualities



| | |
|--------------------|--|
| Safe | It reduces the chance of people being involved in a crash |
| | It makes people feel safe and welcome, no matter their age, gender or ability |
| | It lets people choose how they move around the space and do so easily and confidently |
| Sustainable | It supports and encourages people to walk, wheel, ride, and catch public transport |
| | It supports and encourages people to choose low- and zero-emissions vehicles, like electric cars and e-bikes |
| | It supports healthy and cooler landscapes through appropriate planting, water-sensitive design and tree health |
| Connected | It connects nearby residents, businesses, schools and community groups |
| | It brings people together, helps them feel like the space is theirs, and motivates them to improve it |
| | It is easy to get to and move through as part of the surrounding road and path network |
| Legible | It is easy to understand how the street works |
| | It clearly shows where people should walk, ride, drive, linger and rest |
| | It uses visual cues rather than relying on signs or rules |
| Functional | It meets the everyday travel and daily needs of the people in the local community |
| | It is designed to be durable, maintainable and reliable over time |
| | It balances people's needs to access, move through and spend time in places |
| Comfortable | It feels pleasant to spend time in, throughout different times of the day and seasons |
| | It provides plentiful shade, seating and places to rest |
| | It supports physical and mental wellbeing |
| Inclusive | It makes people of all ages and abilities feel like they belong and are part of the community |
| | It supports equitable access and participation for people with different needs |
| | It reflects the identity and values of the local community |
| Lively | It is an interesting place where people want to stay longer, not just pass through |
| | It has plenty of things to see and do, and encourages activity throughout the day |
| | It is supported by human-scaled edges and surrounding activity where appropriate |
| Memorable | It expresses the unique character and identity of the area |
| | It leaves a positive and lasting impression |
| | It creates a strong sense of place that people remember |
| Evolving | It allows for ongoing adjustment and refinement over time as people's needs and habits change |
| | It supports learning, feedback and improvement |
| | It is not treated as a finished outcome, and avoids fixed, one-off design solutions |



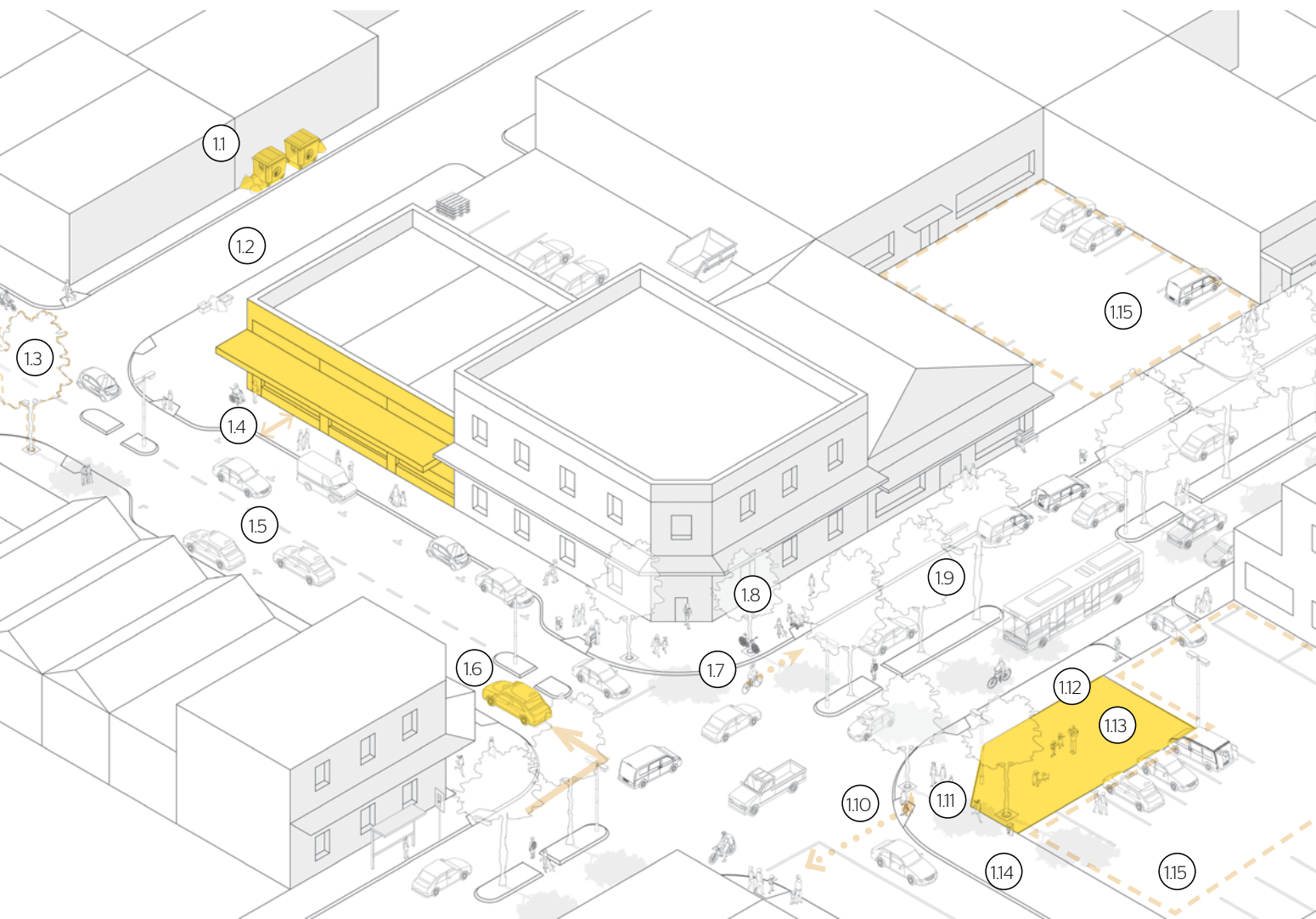


1

Getting started

In this section, we explain how forming a group of people with the right knowledge, expertise and decision making authority can get your Street Remix off to the right start.

Below is an example of the types of issues and opportunities you might notice about your project area once you've gone through the steps in this chapter.



- 1.1. This street can feel unsafe because of dumped rubbish and blank walls.
- 1.2. Traffic counts show very few vehicles use this street. Businesses who park their cars behind their buildings can enter from the other direction.
- 1.3. Fewer trees on this popular shopping street.
- 1.4. Popular cafe strip with a narrow footpath.
- 1.5. This street is long and wide, which encourages people to drive at high speeds.
- 1.6. People driving fail to slow down as they turn from the main street into the shopping street.
- 1.7. Traffic counts and observations show there are people riding bikes here at busy times of the day.
- 1.8. People need to lock their bikes up against street poles and trees, which can block the footpath.
- 1.9. Limited street lighting which can feel unsafe to walk and ride bikes after dark.
- 1.10. Popular route for people to walk and ride bikes to nearby school.
- 1.11. Trees provide good shade in this direction during the afternoon.
- 1.12. Lack of public seating in the area.
- 1.13. This small public space is in a good location but has no reason for people to stop.
- 1.14. Lack of signage to assist people unfamiliar with the area.
- 1.15. Car parks are often empty at night time and on Sundays when there are fewer shops open.

1.1 Involving the right people

Street Remixes are more meaningful and successful when local government and community members work together from the early stages. Early community engagement goes a long way toward fostering a sense of ownership, pride-of-place, connection to place and community custodianship.



For local governments

- » An important step in planning the project is to consider opportunities for 'co-planning', 'co-design', and 'co-delivery'. For example: Where are the opportunities for the community to give input into how the street works, contribute to the design and help make decisions? Consider parts of the project that are not negotiable and require specialist input like engineering advice.
- » Community engagement should continue through all stages of Street Remixes. It should be open and honest, and build trust.
- » While there will be a team of experts in the project team, it is important to let the community have some ownership. This can help build a sense of pride in the project.

For community leaders and groups

- » Build a coalition - share the load with other community groups.
- » If your street is fronted by businesses, invite them to be involved in the process.
- » Reach out to your local government early - they are often the ones who are responsible for ensuring the street is safe, clean and working for a wide range of people. Their Community Engagement and/or Place Development team can act as a great link to other important people like planners, engineers, marketing and asset maintenance teams.
- » Often you will require approval from your local government to deliver your desired Street Remix - getting them on board and excited about your project will help a lot.

A Collaborative Charter is a great tool to guide how each stakeholder can contribute in a project working group and sets expectations regarding roles, responsibilities and decision-making rights. The Town Team Movement has information to help you tailor a Charter to your needs.

1.2 Selecting your project team

Streets can be complex spaces that need to work hard to meet diverse needs. It's important to include the right people in the team from the start to make sure the street is safe, easy to use, and works well for everyone.

For local governments

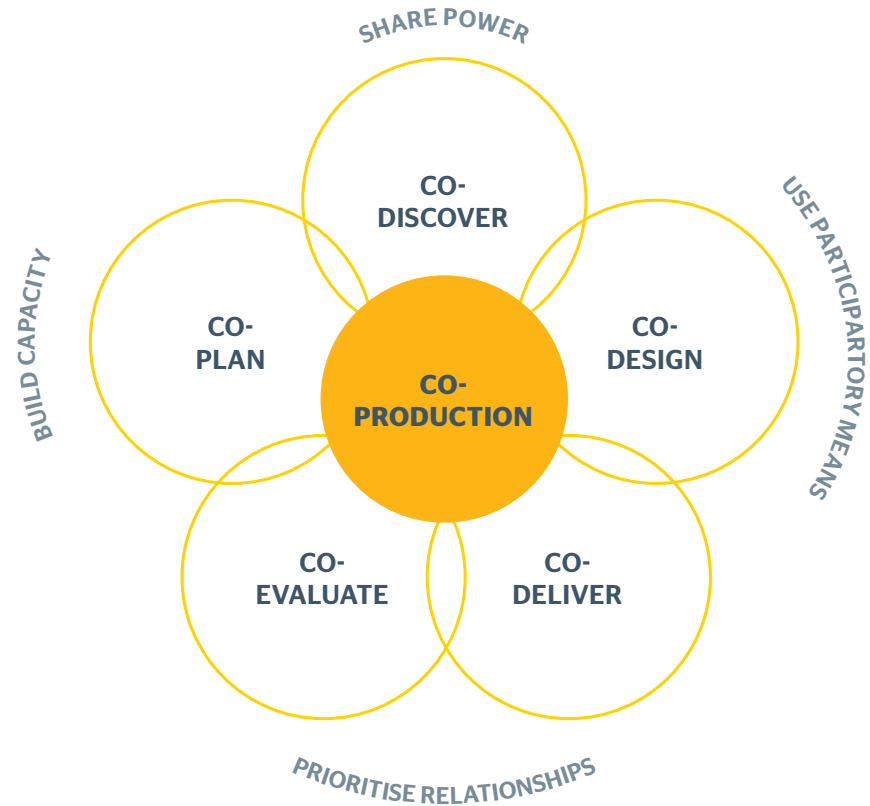
Prior to planning your project engagement phase, it can be helpful to use the 'Co-production' model to work with your community to design and define key responsibilities and actions for each project stage. Doing this will ensure your project focuses on participatory means, builds trust between government and community stakeholders, and creates the framework for a strong working relationship moving forward. The stages of a project to discuss with all stakeholders includes co-planning, co-discover, co-design, co-deliver and co-evaluate.

For community groups

Getting to know your local government staff and recognising there are local planning laws you'll need to abide by will be integral to get the project over the line.

Some important things to consider:

- » Who from your local community would benefit from being included in the project? Remain mindful of who from the local community can't be in the project team due to the required time commitments and how you can capture their feedback and priorities.
- » Are there local businesses on the street you are considering?
- » Are there active community groups or organisations in the area or nearby?
- » What is the decision-making process? Who needs to be involved, what level, and at what stages?



Reference: McKercher, K.A. (2020). Beyond sticky notes. Doing co-design for Real: Mindsets, Methods, and Movements. Web: beyondstickynotes.com/what-is-codesign

Local government roles

Elected Members

Knows about what makes the place special, the local community and opportunities for improvement. Makes strategic decisions.

Executive Team

Responsible for making strategic and large financial decisions, and interfacing with elected members.

Place Leader / Manager

Knows what makes the place special, the local community/ stakeholders, and how to deliver initiatives to enhance the space.

Economic Development Officer

Knows the local business community, how to support them, and deliver initiatives that strengthen the economic growth and resilience of the street and community.

Active Transport Officer

Knows how to plan, promote, and deliver initiatives encouraging walking, cycling, and other sustainable travel choices.

Transport Engineers / Transport Planners

Knows about designing streets and transport systems to be safe and usable into the future.

Urban Designers / Landscape Architects

Knows how people use streets and how to design improvements to streets.

Town Planners

Knows the role the street plays as part of its neighbourhood and the future plans for the area.

Maintenance team

Knows about ongoing maintenance needs after the Street Remix. Can advise early on suitability of design and materials.

Asset management team

Knows what is currently in the street (e.g. furniture, signs) and how old it is. Knowledge about how the street will be looked after once it has been built.

Events team

Knows how the street might be used for events, what the design needs to include for them to happen, and the process to hold activations.

Communications team

Knows communicating written content and graphics, including accessibility of accessing information.

Community member roles

Local community groups

Connected group who can help bring people, including project volunteers together. They may understand issues that affect specific groups.

Business owners

Knows the street and the wants and needs of local businesses.

Youth Advisory Group

Group of active, young voices who can support the project and bring in other young people. Knowledge of the issues affecting young people.

Passionate individuals

Understands a street they live, work or spend time on.

Students

Understands a street they live on or use to get to school.

People who ride bikes

Knows about needs, barriers and opportunities for people who ride bikes to and through the area.

People who walk

Knows the needs, barriers and opportunities for people who walk to and around the area.

People who drive

Knows the needs, barriers and opportunities for people who drive to and through the area.

People who use services

Knows the needs, barriers and opportunities for people who use public transport, emergency services and deliveries.

People with disabilities and their advocates

Knows about accessibility needs, barriers and opportunities.

Parents, carers and childcare workers

Understands about using streets with small children in prams or walking.



1.3 Choosing the right street

You might be reading this guide because you know a street that you think could be better. An important question you need to ask yourself is: “Is a Street Remix right for this location?”

Some streets are a better fit for a Street Remix than others. They’re streets that are primarily for accessing local homes and services, not through-routes to other places and have a range of uses and activities happening on them. Streets that aren’t typically a good fit are designed to move large volumes of vehicles efficiently.

Fast movement and less place



Slow movement and more place

Freeways

Strategically significant roads that move people and goods rapidly over long distances in motorised vehicles.

Movement corridors

Provide safe, reliable and efficient movement of goods in vehicles between regions and strategic centres.

Vibrant streets

A high demand for movement through by vehicles plus people walking and biking as well as a place with a need to balance different demands within available road space.

Local streets

Part of the fabric of the suburban neighbourhoods where we live our lives and access local facilities.

Places for people

Streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors and are places communities value.

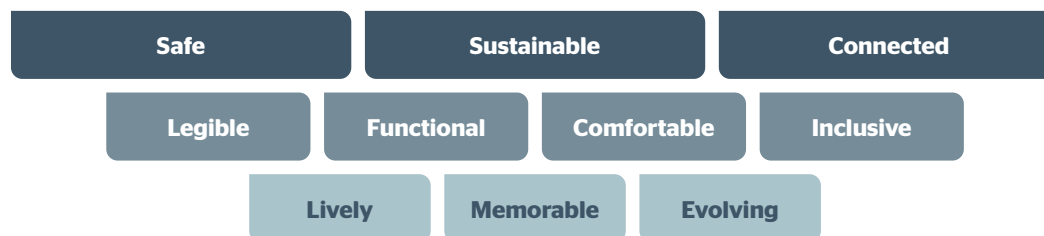


Street Remix projects are most suited to streets that sit toward the “place” end of this spectrum, rather than high-speed or high-volume movement corridors.

Shopping streets can be great places to test different interventions so more people are attracted to linger for longer, which can benefit local businesses.



The tables below reference the 10 design qualities in the RAC Street Standard. It is intended to help you assess whether a street is suitable for a temporary Street Remix. A “Not favourable” rating does not mean a street is poor quality, only that it may not be suitable for a Remix.



| Design quality | Criteria | Favourable for a Remix | Acceptable for a Remix | Not favourable for a Remix |
|----------------|--|---|---|--|
| Safe | The street is classified a Vibrant Street, Local Street or Places for People in the street spectrum on the page above. | The site is classified as a Vibrant Street, Local Street or Place for People and has a low traffic volume. | The site is classified a Vibrant Street, Local Street or Place for People and has a high volume of traffic but can still handle changes. | The street has a high level of traffic, and/or is a Movement Corridor, making changes difficult. |
| | The street environment feels safe for people driving, walking and riding. | The existing speed limit is 40kmh or less. Even if there may be high volumes of traffic at times, the street feels safe for everyone walking, riding and driving. | The speed limit could be reduced to 40kmh or less. | The speed limit could not be reduced to 40kmh or less. |
| Sustainable | The street facilitates and encourages sustainable mobility, including walking, riding, scooting, public transport, and ride share. | The street can easily support sustainable mobility options. | The street can support some sustainable mobility options. | The street can only support vehicle movement. |
| | There is opportunity to increase planting, habitat and tree canopy. | There is sufficient space to locate new trees and add greenery. | There is some space to locate new trees and add greenery. | There is no extra space for trees or adding greenery. |
| Connected | The street is well connected to the rest of the neighbourhood. People of all ages and abilities can access the space in multiple ways. It is easy to cross the street. | The street is well connected, with paths, public transport, bike paths, and sufficient bike and car parking. There are safe and accessible crossing facilities on most intersections. | The street is somewhat connected with paths, public transport, bike paths, and parking OR the street is not well connected and has opportunities to create paths, bus routes, cycle lanes and safe crossing facilities. | The street is not well connected, and doesn't have good paths, public transport, bike paths, or parking. It does not have opportunities for improved connection. |
| | The mix of uses surrounding the street provides opportunities to support local businesses and/or neighbourly connections. | The street is in a busy area with local businesses and public facilities like green spaces, schools and community buildings. | The street is in an area which has potential to bring the community together and spark new business and social connections. | The street is not close to local businesses or other spaces the community connects in. |

| Design quality | Criteria | Favourable for a Remix | Acceptable for a Remix | Not favourable for a Remix |
|----------------|--|--|---|---|
| Legible | The street is easy to understand and intuitive to use. | People can see where to walk, ride, drive and gather without relying on signs or instructions. | Most paths of movement are clear, but some areas would benefit from clearer cues or layout changes. | The street layout is confusing or unclear, requiring signs, rules or enforcement to function. |
| | Movement and crossings are obvious and predictable. | Crossing points and paths are visually clear and feel intuitive for people of all ages and abilities. | Some crossing points or paths are unclear but could be improved through design changes. | Crossing points and movement patterns are unclear and difficult to improve. |
| | People can easily see what's happening in the space, making it safer. | The space is clearly visible from many nearby homes and businesses, making it very safe and easy to watch. | The space is somewhat visible from nearby homes and businesses, providing some safety and visibility. | The space is hard to see from nearby homes and businesses, making it less safe and less visible. |
| Functional | A temporary, low budget intervention is appropriate to test possible solutions to the project area's key issues. | A low-budget, temporary intervention can be used to test a solution the project areas main issues. | A low-budget, temporary intervention can be used to test a solution some of the project areas issues, but others will require planning and long-term solutions. | Temporary or low budget changes will have little to no impact and a more permanent solution is required for the issues identified. |
| | There is good universal accessibility, or significant opportunities to improve this. | The design can be made universally accessible in a cost-efficient way. | There are some opportunities to make the design more accessible. | There is no opportunity to provide or improve the universal accessibility of the site. |
| | The ground at the site is mostly flat and won't stop us from doing different things there. | The ground is mostly flat (the gradient is less than 1:50). | The ground is not completely flat and will have some impact on what we can do (the gradient is between 1:20 to 1:50). | The ground is not flat at all, making it impossible to make the site accessible to all and do certain activities there (the gradient is greater than 1:20). |
| Comfortable | The street feels pleasant to spend time in. | There is good natural shade or strong opportunity to provide shade, seating and shelter. | Some comfort elements exist, or there is opportunity to add limited shade, seating or shelter. | There is little or no opportunity to improve comfort, shade or shelter. |
| | The physical environment supports people lingering. | Heat, wind and noise can be managed through design, planting or layout. | Some environmental discomfort exists but could be reduced. | Environmental conditions make the space unpleasant and difficult to improve. |

| Design quality | Criteria | Favourable for a Remix | Acceptable for a Remix | Not favourable for a Remix |
|------------------|---|---|--|---|
| Inclusive | The street has existing infrastructure and assets that can be retained and reused as part of the outcomes of the Remix. (e.g., significant shade trees, seating, kerb lines). | The street has lots of useful features like shade trees and seating that can be kept and used in the new design. | There are some useful features that will be kept or repurposed. Where there are features missing, there are opportunities to add them. | There are no useful features to keep or use in the design and there are no opportunities to add to the site. |
| | The community has expressed a desire for the street to be upgraded or redesigned. | The community strongly supports the street upgrade with clear evidence like past feedback. | It's expected that the community will support the project, though feedback is not yet clear. | The community does not want the street to change. |
| | The immediate surrounding neighbours are in support of the project. | Neighbours are supportive and have even raised the need for the project. | Neighbours have some concerns, but these can be addressed. | Neighbours have major concerns and strongly oppose the project. |
| | Local businesses are in support of the project. | Local businesses are supportive and have even raised the need for the project. | Local businesses have some concerns, but these can be addressed. | Local businesses have major concerns and strongly oppose the project. |
| Lively | There is sufficient space to provide elements beyond transport infrastructure that support its activation. | There is lots of space for activities beyond the vehicle corridor. | There is some space for activities beyond the vehicle corridor. | There is no extra space for activities beyond the vehicle corridor. |
| Memorable | The space is noticeable; it has prominence or a strong presence in the local area. | The street is very noticeable and is a key spot for people to gather. | The street is noticeable and could become a popular spot. | The street is easily overlooked and it's not well-known. |
| | There is opportunity to create a sense of identity that reflects the character of the local community. | The local community has a strong character and there are a lot of opportunities for the street design to reflect this better. | There's an emerging character in the local community and the opportunity for this to be built upon in the design. | There are few opportunities for the street to respond to the identity of the community, or the identity is unclear or in a state of change. |
| Evolving | There is openness to learning and change over time. | The community and decision makers are open to testing, learning and refining how the street works. | The community and decision makers are open to testing some new ideas with minimal risk. | The community and decision makers are cautious and don't want to risk trying new ideas. |
| | The street can be adjusted during or after the Street Remix based on feedback and use. | The space can be adjusted over time based on feedback and how people use it. | Some changes are possible, but flexibility is limited. | The street is highly constrained and cannot adapt over time. |



1.4 Identifying project boundaries

Once a street – or section of it – has been chosen, the project team of key decision makers needs to discuss what is and is not allowed to be done.

For local governments, it is important that this meeting happens before you talk to the wider community. This allows you to explain what decisions can be made collaboratively and which can't. Community members who are already on the project team (e.g. leaders of a local community group or adjacent business owners) will learn a lot from this process and be able to inform other community members about the practical considerations local governments need to take on board.

Who should be there?

- » The project team
- » Key decision makers with authority to make decisions in the moment
- » Relevant subject matter experts

What is the purpose of this meeting and how should we approach it?

- » This meeting will determine what can and cannot be done on site. This is critical in providing the parameters for what can be achieved as part of this project
- » It is important that everyone comes to this meeting with a flexible mindset, ready to test and consider many issues
- » It is recommended that everyone walks the street together, then meets in a comfortable venue to discuss the opportunities and constraints

What will we leave the meeting with?

- » A list of what you can do
- » A list of what you cannot do
- » A list of approvals required prior to work occurring
- » A list of any permissions granted in the meeting

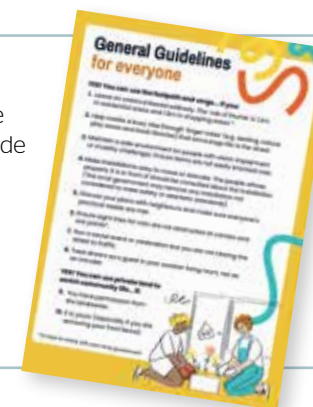
What other things should we consider?

When running the meeting, consider any relevant legislative and regulatory requirements. Main Roads WA has a suite of guidelines that can support and guide Street Remix interventions including:

- » **Pedestrian crossings** – guidance on how to select appropriate pedestrian crossing facilities for different roads (search for Application and Technical Guidelines for Pedestrian Crossing Facilities)
- » **Road murals** – explains the locations where you can and can't apply artwork to the surface of a road, and the process to have projects approved (search for Policy, Application and Technical Guidelines for Decorative Pavement Markings Main Roads WA)
- » **Slower speed limits** – provides guidance for setting regulatory speed limits for all public roads in Western Australia (to be released)
- » **Safe street design** – providing guidance to ensure everyone can safely use a local street (to be released)
- » **Lighting standards** – requirements for specific lighting when adding dedicated pedestrian crossing points

If you are considering any interventions that may divert traffic from your street to surrounding streets, it's a good idea to map out who may be affected and how you can include them in the planning and design of your Street Remix.

Check out the handy "Yes... If" guides the Town Team Movement has created for the State Government's Streets Alive program. They provide guidance around what you do and don't need approvals for distinguished by residents, local governments, retailers and community groups. They're based on content developed by Creative Communities International. Go to streetsalive.org.au/concise-yes-if-guides



1.5 Working with your community

Here we look at some of the ways the project team can engage with the wider community to ask for their ideas and preferences on a Street Remix, and gauge levels of interest in helping to design and install it.

Before commencing wider community engagement, consider the scope of influence project participants and other community members will have. Define and communicate this clearly, being upfront about what aspects the community can shape, what is fixed, and how their input will be used.

| Types of engagement and communication | Why to choose? | When to use? | IAP2 Spectrum of Public Participation* |
|---------------------------------------|---|---|--|
| Letterbox drops | <p>This can be a great tool to inform the people who live or work close to the project area, and who are likely to be most interested and affected by any changes or disruptions.</p> <p>This method allows people who may not have computer access to receive information about projects that may impact them.</p> | <p>These are base methods of communication that are one-way, usually involving the passing of information about a project from the government to the local community.</p> <p>They should include information for community members about how to be more involved or who to contact if they have questions for feedback.</p> | Inform |
| On-street signage | <p>Corflute signage on lamp posts, and posters on noticeboards and in shop windows helps to anchor the project and create a buzz about the upcoming project.</p> | <p>These methods can be used to distribute an initial survey, invitation to an event or an important project update like a start date.</p> | |
| Social media forums | <p>Social media can be a good way of communicating key project information to many people at once. It is a good method of engaging with younger people in the community.</p> <p>It is an effective method of providing a direct link to a project website with further information such as updates or an online survey.</p> <p>Community members and groups can use social media as a collaborative tool to connect with other people in their community, to organise an event, build a group or gauge interest around an identified issue.</p> | <p>This is a base method of communication that is usually driven by one group informing others. It is either local government- or community-led.</p> <p>It does involve a two-way form of communication, which allows for an immediate response from community or ability ask questions online.</p> <p>A social media post is a good way of letting people know important project updates, such as the opening of a survey or the launch of a project, or to invite people to an event.</p> <p>This method can exclude people who may not have computer access.</p> | Inform & Consult |

*More information about IAP2's Spectrum of Public Participation can be found at www.iap2.org/page/pillars

| Types of engagement and communication | Why to choose? | When to use? | IAP2 Spectrum of Public Participation* |
|---------------------------------------|--|--|--|
| Surveys | <p>This is a good method of asking for specific feedback from many people at once and collecting data.</p> <p>A survey should be repeated multiple times through a project. This allows you to compare what people think about, and interact with, a street before, during and after the project.</p> | <p>A survey is a good method of asking for ideas at the beginning of a Street Remix, or feedback on how the project went.</p> <p>Use simple, specific questions to get the key information you need like demographics, the frequency a space is used and how it used.</p> <p>These can be paper forms, online or used during an interview. It is an accessible way to reach a diverse group of people.</p> | Consult & Involve |
| Facilitated workshops | <p>These are an interactive and engaging method of participation which is organised by local government's engagement team, consultant delivery partner, or engaged community group.</p> <p>Project experts might be included to present ideas or help answer specific questions.</p> <p>These are ideally held at several stages throughout a project.</p> | <p>This can be an opportunity to involve community members in the design of a Street Remix, or to run a hands-on workshop such as constructing part of the project.</p> <p>This method goes beyond the sharing of key facts, or request for ideas, to a more engaging process of stepping through idea generation and how that can inform project outcomes.</p> <p>To ensure accountability, it is important that any ideas used from a workshop in the design of a project are clearly recognised and celebrated.</p> | Involve & Collaborate |
| Working groups | <p>These are made up of local government representatives and a mix of community leaders, business owners, or members of local communities and organisations.</p> | <p>A working group can be a good way of asking for targeted feedback multiple times as the design for a Street Remix evolves.</p> <p>This is a good opportunity to ask for more in-depth feedback than in a survey and can provide guidance for difficult decisions.</p> <p>Ideas or suggestions that can't be completed as part of the current Street Remix can be saved for future reference or potential follow up projects.</p> | Collaborate |
| Co-design | <p>This is a collaborative way of designing, involving local government, delivery partners and community. The power and decision-making are genuinely shared throughout the project lifecycle.</p> <p>This can be highly impactful as it moves beyond traditional "consultation" where community members are simply asked to provide feedback on a design and don't feel a sense of connection to, or ownership of, the changes.</p> | <p>This is a great tool that will bring deeper meaning to your project for everyone involved.</p> <p>It is good to run a co-design activity once the limitations of the street are understood. Then it is clear which decisions can be shared, and what can realistically be achieved.</p> | Collaborate |

| Types of engagement and communication | Why to choose? | When to use? | IAP2 Spectrum of Public Participation* |
|---------------------------------------|--|---|--|
| Participatory budgeting | <p>A democratic process where community directly decide how to spend a portion of a public budget.</p> <p>This can be used as part of any Street Remix.</p> | <p>This is a powerful tool for civic engagement that gives communities a direct say in local decision-making, resource allocation and prioritisation.</p> <p>It improves transparency and accountability, strengthens community cohesion and empowerment. It builds the capacity of the community to better understand the constraints and potential of public finance.</p> | Empower |
| Shared delivery | <p>Shared delivery is an equal partnership between local government and community members, sharing resources, skills, local knowledge and decision making.</p> <p>This method is a great option for an organised community group with a shared goal, or an individual who has the passion to lead others.</p> <p>Local government can benefit from this method when the community has proposed the idea or is very interested in the project, or when clear goals and relevance to a specific community group or area can be identified. For example, a group of business owners who need additional outdoor dining space, or a school that is concerned about the safety of a crossing.</p> | <p>This is a great method for building trust where the community and local government share the vision for a project equally.</p> <p>It provides an opportunity for a stronger team and project outcome through bringing together local government expertise with the local knowledge of community members.</p> <p>Shared delivery can save time and resources through volunteer contribution or sharing of project costs.</p> <p>This delivery method offers opportunity for greater empowerment as well as relationship building, and results in a stronger sense of belonging and ownership.</p> | Empower |
| Community-led | <p>Community-led projects are projects where the driving force, decision-making, and often the implementation come directly from the community members themselves, rather than from the local government.</p> <p>It's a "bottom-up" approach to development and change, built on the belief that those who live in and experience a community's challenges and opportunities are best placed to identify solutions and drive their own progress.</p> | <p>True community-led projects may not need any local government involvement in the delivery, however, they will need local government approval if they take place on land owned and managed by the local government, like streets and public accessways. Even projects taking place on private land may need local government approvals if they require a Development Application or neighbouring public land.</p> | Empower |



Have fun! This can be a playful project, and the conversations can reflect this. Think about storytelling, hands-on challenges and competitions.

Here are some principles to consider when reaching out to and working with your community.

| Building trust | Diversity of people and ages | Accessibility | Traditional Owners |
|--|---|---|---|
| <p>Change only happens at the speed of trust. Ensure you build in these aspects to your project:</p> <ul style="list-style-type: none"> > Consistency - follow through on promises > Listen - actively listen to people's ideas and concerns without interrupting. There is a lot to learn from local knowledge > Transparency - clearly explain what the purpose of the project is > Feedback loop - explain how you used the ideas that were shared with you > Acknowledgement - celebrate the contribution of the local community and local government reps who were involved | <p>Think about creative ways to hear from a range of people of different ages and backgrounds in your community:</p> <ul style="list-style-type: none"> > Meet them where they are like a 'pop-up' stall on the street, at events and in nearby parks > Engage children using play through a primary school or childcare centre > Meet with community groups like Youth Advisory Groups, Town Teams, parents' groups and adult education courses > Meet at different times of the day to cater for different groups > Consider 'invisible users' like delivery and bus drivers, construction and maintenance workers, health and social workers | <p>A community is made up of people with different abilities who might have specific needs to access information or take part.</p> <p>Have you:</p> <ul style="list-style-type: none"> > Used simple language that can be understood by everyone? > Used large fonts and contrasting colours? > Chosen locations for events and workshops that are universally accessible? > Checked if your community needs the information in multiple languages or needs a translator at a workshop? > Considered how to make all genders feel welcome and safe? | <p>Building strong and lasting relationships is key to RAC's commitment to reconciliation.</p> <ul style="list-style-type: none"> > Consider Traditional Owner perspectives and involvement in your Street Remix. This could be to do with service provision, employment opportunities, storytelling, naming and art. > This might involve contacting your Local Governments' Reconciliation Action Plan (RAP) committee or an Aboriginal Reference Group which many local governments establish. Not all projects will require the same level of engagement. |

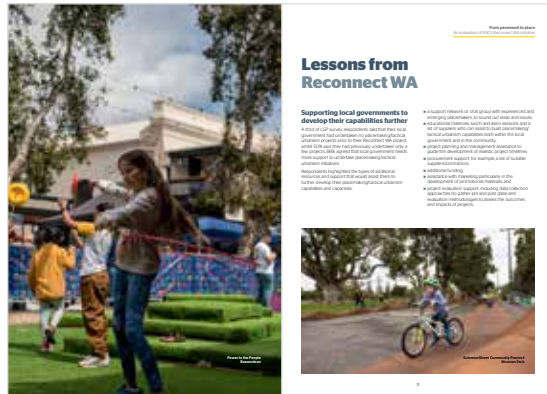
1.6 Choosing the right interventions

There are dozens of different interventions that can make up a Street Remix. It's important to think strategically about which ingredients will have the biggest impact and gain the most traction.

Here are some handy resources to get you thinking creatively:

Turn to Appendix B for detailed information on a selection of interventions that are commonly used across different types of Street Remixes, including street furniture, surface treatments, greening, artwork, lighting and signage.

- » Check out the 'From Pavement to Place' report, which profiles the insights and impact of a selection of projects from RAC's recent Reconnect WA initiative, which enabled local governments to implement projects to transform streets into places for people.



- » The Town Team Movement's 50 Quick Wins Guide has practical, ready-to-go ideas like street libraries, guerrilla gardening, chalk art, clean-up days, play streets, and more. These can help to get the ball rolling while you plan for a bigger Street Remix.



It's generally a good idea to align your project with existing local government planning and economic development strategies such as land use planning, transport, retail, entertainment and tourism. This helps to develop a clear purpose for the project and build support. It also enables any lessons learned to meaningfully inform longer term planning.

| Existing Plan or Strategy | Potential Street Remix intervention |
|--|--|
| Bike Plan | Temporary bike lane and moveable bike racks |
| Active Travel to School Strategy | Temporary wider footpath and zebra/wombat crossings |
| Economic Development or Place Strategy | Parklets and lighting |
| Urban Forest Strategy | Planters with trees on pavement or in car spaces |
| Integrated Transport Strategy | Implementing slower speeds and improved pedestrian crossing facilities |

You also need to ask yourself how long you want the Street Remix to last. They typically range from a one-day event to 2+ years.

The lifespan you choose will affect:

- » Maintenance requirements
- » Which materials you use
- » How much data you can gather
- » How long the community has to engage with the intervention
- » How many seasons the project is in place, with different weather and ways that people use the street

1.7 Planning your budget

The aim of a Street Remix is that it's a low-cost project. A well-considered budget is important to achieving this.

Budget categories to consider:

- » Materials and supplies – often the largest costs. Try to recycle and reuse wherever possible and it's safe to do so
- » Permits, fees and insurance – these will change depending on project location and size
- » Engagement materials – hosting workshops, food and drink, flyers and posters
- » Labour costs – the main project build team might be volunteers but consider budget for contractors and professional artists
- » Photography – because this project is a test, it will be important to capture the project in use
- » Activation costs – hosting events and celebrations to bring more attention and activity to your project
- » Maintenance and monitoring – this should already be accounted for; however, end of life costs should also be considered

How will you pay for the project? Consider these sources:

- » Local government operating budget
- » Grants
- » Local business contributions
- » Local fundraising events in collaboration with community groups
- » In-kind contributions such as volunteering, donated or loaned materials

1.8 Ensuring the project is safe and runs smoothly

Every project has risks, but these can be managed by thinking about them early in the project. Planning ahead will help you deliver a project that is safe and compliant with legislative requirements.

Thinking about risk (at a glance)

- » Is this street safe to trial changes which lower vehicle speeds?
- » Is there a base level of community and stakeholder support?
- » Are approvals and responsibilities understood?
- » Can the project be maintained?
- » Is there a plan to remove or adapt the interventions if needed?
- » Is there anything being introduced that could inhibit access to the area by any member of the community? Are we making it accessible for people of all ages and all abilities?
- » Surrounding streets are not suffering from increased traffic or access issues?

If you're proceeding, use the full risk mitigation table in Appendix C to think through the details. Not all risks will apply to every project. The purpose of the list is to help you think ahead and have informed conversations, not to create barriers to action.

For government – involve the local community from the beginning. This improves the likelihood the project will be relevant, impactful and well received, and helps to build relationships, gain interest and grow ownership of the project. Work with community groups and leaders. They are powerful allies in promoting and advocating for your project.

1.9 Measuring impact

As a Street Remix is a method of testing ideas to improve a street, it will be important to measure any changes and impacts throughout the process.

Before you start measuring, you will need to define clear goals for the project and translate these into measurable metrics. In other words, what are you trying to improve and how will you determine the level of success?

In addition to understanding how people use the street differently before and after the Street Remix, it is also important to understand what people think of the street before and after. Bear in mind that people's expectations can often rise in-line with the improvements that you make.

Tools to measure success

Use a mix of tools to capture data that's both quantitative (e.g. counts and measurements) and qualitative (e.g. descriptive qualities or characteristics).

- » Surveys: A well designed and administered survey can be a great way of capturing data that can be compared at different points in time, and whether opinions have changed
- » Observations: A physical count of how many people are engaging in a particular activity, whether that be walking, riding, driving or spending time, sitting or playing, Breaking this down by different types of people like children and older people can add real value.
- » Conversations: Interviews, working groups feedback sessions allow for an open discussion
- » Data: Car and bike parking occupancy rates, sales data from businesses, attendance at public events before and after the Street Remix
- » Photos and videos: A visual diary of how a space looks, usage patterns and level of engagement

Examples

Use a mix of tools to capture data that's both quantitative (e.g. counts and measurements) and qualitative (e.g. descriptive qualities or characteristics).

| Goals | Measurable metrics | Tools |
|--|---|---|
| More people choosing to walk or cycle | Observations of the number of people walking and cycling by a chosen point on the same day and at the same time (e.g. Tuesday 8-9am) | Pedestrian and cyclist counts |
| Fewer people choosing to drive short, local journeys | Origins of drivers using a designated local car park on a particular day of the week | Intercept survey |
| Businesses thriving and feeling supported | An increase in people shopping and doing business locally; stronger business confidence | Sales data trends; business survey |
| People support the Street Remix | X% of people agree the Street Remix was a good investment; increase in number of minutes people dwell in a chosen section of the street | Online and intercept surveys; people counts |

RAC's 'From Pavement to Place' report evaluates the impact of our Reconnect WA initiative and highlights what we learned from select projects. It provides some helpful guidance as to what to measure, how to evaluate and how to report your project's level of impact.

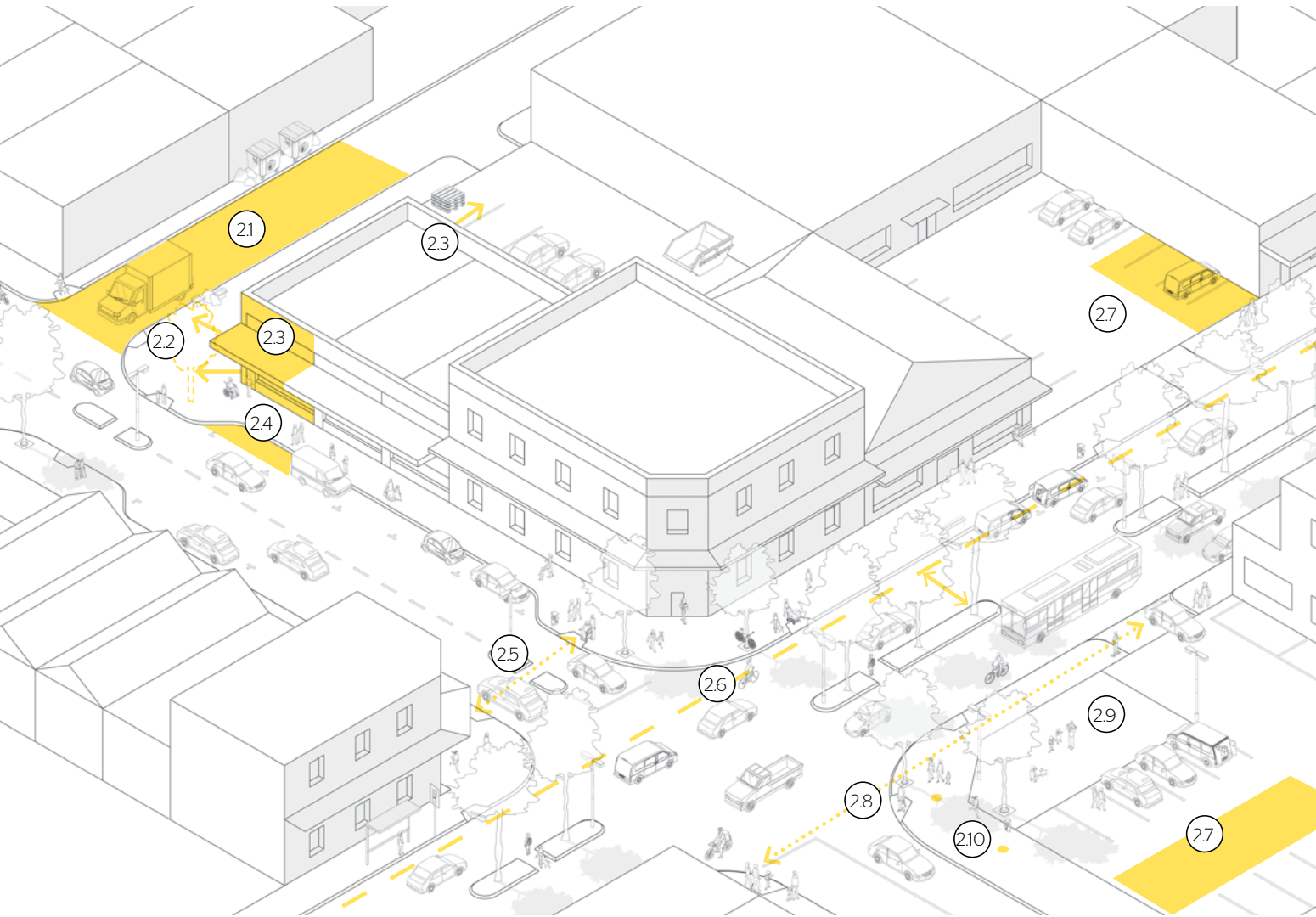
Existing evaluation tools and frameworks

- » Transport for New South Wales has created a comprehensive Great Places Toolkit anyone can use to support planning, managing and creating better and more vibrant cities, towns and neighbourhoods
 - > Evaluation Tool for Public Space and Public Life 2.0 can be used by anyone who wants to better understand the strengths and areas for improvement in a public space, such as a street, or in a transport hub precinct
- » Healthy Streets has a range of place assessment tools:
 - > The On-Street Assessment tools can be completed by anyone. One tool gauges how people feel on the street while the other assesses 20 quantified elements of the street. They can give a quick snapshot of what's working well and what needs improvement
 - > The Design Check Tool is for qualified designers and engineers. It can quantify how street designs affect the 10 Healthy Streets Indicators and generate a quantified score for an existing street or a plan
 - > The Qualitative Assessment tool can be used to conduct focus groups and semi-structured interviews
 - > The Evaluation Framework can help you to plan the process of your evaluation into your project and identify a suitable mix of data to collect
- » Inhabit Place's tools support place monitoring and evaluation by providing on-the-ground observations and community insights that track how spaces are used and experienced over time, enabling clear measurement of change and impact
- » Town Team Movement's Safer Speeds and Better Places Community Toolkit is a helpful guide to support positive action to reduce speed and speeding in local towns and neighbourhoods.



Using consistent methods of measurements throughout the project will help with comparing the data before and after the street intervention. This also saves time at the end of the project.

Below is an example of the types of interventions you might identify as worthwhile for your project area once you've gone through the steps in this chapter.



21. This end of the street could be closed to stop low amounts of through traffic, thereby creating a new place for people to gather.
- 2.2. Increasing the amount of shade would make this shopping street much more comfortable during summer.
- 2.3. The cafe on the corner is interested in using the area beside and behind the building for seating, if the street felt safer and cleaner.
- 2.4. Using one car space for a parklet could provide space for outdoor cafe tables in this area where the footpath is narrow.
- 2.5. Trialling a dedicated crossing point here would help more people feel safer to access the area's great shops on foot or by bike.
- 2.6. This main street is wide enough to trial a protected bike lane
- 2.7. These spaces may be suitable for a market or a night time cinema.
- 2.8. This path to school could be made safer to encourage more people to walk or ride rather than drive.
- 2.9. This unused corner provides an opportunity to bring some fun and play to the street.
- 2.10. Wayfinding signage will help to direct people to nearby assets and attractions.

2.1 Assessing the project area

Taking the time to consider the project area carefully will make sure the project stays lighter, quicker and cheaper.

1. Gather work already completed or planned for the area. Consider:

- » What existing plans and strategies exist that you can align your project with
- » Whether the community has provided their views on this street or area in a previous project
- » Any works planned for the site in the next five years. Could this project help to inform those projects and get the ball rolling for bigger changes down the track? Do those projects have any budgets assigned to them you could tap into?
- » Surrounding roads and streets to understand influences of the project area

2. Map characteristics of the street you have gathered through the assessment process. Consider:

- » Physical characteristics: existing infrastructure, sunlight, topography, footpath widths
- » Economic factors: nearby businesses, potential for people to spend more money in local businesses
- » Regulatory constraints: land use zoning, local laws and ordinances (e.g. heritage restrictions), and electricity, gas, water and telecommunications providers that have assets in the project area that may restrict the placement of certain interventions

3. Identify who uses, and who might use, the street. This includes all businesses, organisations, and residents who live and work on the street and close by. Consider:

- » Social dynamics: demographics of residents, existing community activities and potential users
- » Usage patterns: how people get around (walking, public transport, riding bikes, driving etc). When and where they travel to, from and through
- » People who use the street less directly. This might include community groups, schools, emergency services, transport authorities, delivery drivers and public servants
- » Who needs access - service vehicles, buses, when and how often



See chapter 1.5 'Working with your community' for tips on how to ensure your project reflects local needs, and how involvement from locals can grow broad acceptance and ownership.

2.2 Drawing on common design concepts

There are some interventions that have been fundamental to the success of many Street Remixes. Consider these when planning your preliminary designs.

Basic elements

Path of travel

Pathways should be clear, easy to understand, safe and accessible so people can move from one place to another easily.



Seating

Seating invites people to stop, rest, gather with others and stay for a while, rather than feel the need to quickly pass through.



Shade and shelter

Trees and shelters help people to keep cool during the day and avoid getting wet on rainy days. Pathways should ideally be shaded the entire length and seating should be placed under quality shade for comfort.



Safety

Lighting

Public lighting is not about just increasing brightness. It can increase perceived safety by making public spaces more visible and signalling a sense of care and ownership.



Traffic calming

Everyone using the street should feel safe. Drivers should feel the need to slow down and give way to people walking, riding bikes and playing. This will also lower noise pollution.



Ownership and connection

Community members who are involved in the project can have stronger pride in and connectedness to the street, which can increase the sense of collective safety.



Colour and identity

Getting attention

Bold and vibrant colours immediately draw attention to an otherwise overlooked or underutilised space. They can transform a drab surface into a lively, inviting area.



Psychological impact

Colours evoke specific psychological responses. For example, a temporary parklet painted in cool greens and blues might encourage relaxation, while a pop-up market with warm yellows and oranges could foster a sense of vibrancy and commercial activity.



Building meaning

Public artworks, like sculptures and murals, can make a place more meaningful and act as landmarks to help with navigation and 'wayfinding.'



Tactile and sensory experiences

Movement

Gentle movement of things like fabric and flags can link our awareness to the wind direction and make an environment feel dynamic and alive.



Patterns

Mimicking patterns and shapes found in nature can have a calming effect as we visually interpret the information.



Touch

Surfaces that have tactile qualities can add a secondary experience to a public space. Consider tactile materials for places where people will sit, or objects they will touch, such as play areas.



Technology

Projection and augmented reality

Turn any surface, building or natural landscape into a canvas by projecting still or moving imagery, transforming urban areas into dynamic, engaging platforms for entertainment, education, and civic participation.



Sound

Sound can be used in a public space to create ambiance, foster social interaction, manage anti-social behaviour and for artistic expression. Volume and type of sound can significantly influence the experience.



Light installations

Atmospheric and artistic lighting, as well as interactive lights that respond to sound and movement. Light installations can enhance safety, atmosphere, and placemaking efforts.



2.3 Running effective design workshops

Workshops can be helpful for local government technical experts to share their knowledge and gain local insights from the community. The community might also use workshops to drive a project and learn important details from their local government.

1. Decide on a clear workshop agenda:

- » What is the end goal of the workshop? What do you hope to achieve?
This will inform how you run the workshop, and what you will need to record

2. Design a great workshop that encourages attendance and interaction:

- » Choose a location that is central, convenient and comfortable
- » Choose a time when most people will be free or offer multiple workshops to accommodate different schedules
- » Catering is critical. Let people know in advance that you will provide food and drinks
- » A workshop should be kept under two to three hours in length with breaks provided. Everyone has a limit to how long they can pay attention

3. Share what can and can't be changed up front (see Section 1.4):

- » It's important to set boundaries and expectations early so people don't get disappointed their ideas aren't actioned

4. Test the project's goals you have already developed (see Section 1.9) with the participants and adapt them accordingly. Some examples are:

- » People drive slowly and courteously, giving way to people who are walking or riding bikes
- » People are more frequently walking along the street and staying for longer
- » More people are choosing to walk and ride bikes for local trips

The most successful projects have a strong foundation of collaboration between the community and local government. This allows different perspectives to shape and refine the project's design together for longer-term support and ownership.

5. Agree on a set of project principles based on what is important. You might find inspiration from the RAC Street Standard (see Section ii) or from common Tactical Urbanism principles such as:

- » Community-led and inclusive: ensure diverse voices are heard and incorporated into the design
- » Temporary and reversible: emphasise that interventions are experimental and can be easily changed or removed
- » Low cost and low risk: encourage creative solutions using readily available and affordable materials
- » Experimental and iterative: frame the project as a learning opportunity, allowing for adjustments based on real-world feedback

6. Workshop the Street Remix interventions together:

- » Determine the community's appetite for various interventions (see Section 2.2 and Appendix B - Common Ingredients)

7. Build consensus - there will be different perspectives to navigate:

- » Actively consider and interpret these as they come, especially with community members who may be initially opposed
- » Address any concerns related to design, decision-making, perceived impacts on things like parking and access, and the need to be heard

8. Record ideas and preferences with a mix of:

- » Sticky notes with different colours for different themes
- » Large format butcher's paper for mind mapping exercises
- » Printed plans of the street

9. Assign one person per table to take notes and report back to the wider group

2.4 Developing concept plans

Unless the project is wholly community led, the local government's Landscape Architect and/or Urban Designer (or consultant) will need to develop high-level concept plans either during or quickly following the workshop.

They will essentially consider the data and insights collected throughout Section 1 against the main themes and ideas from the design workshop(s). They will sketch how these could be translated spatially into the street environment. They will need to think about key user groups' needs and priorities, the location of key ingredients including how they relate to existing features, and how the street operates at different times of the day and week (e.g. temporary elements that appear at certain times).

It's a good idea to share the concept plans with the project team and workshop participants to ensure the correct intent has been interpreted. It will be important for the Landscape Architect and/or Urban Designer to communicate the reasons why a particular idea could not be accommodated or needed to be adapted.

They should communicate there may be further changes once more detailed investigations are conducted into things like permits and approvals.



2.5 Conducting design development

Transforming design ideas from research, surveys and engagement activities into design documents will guide those installing the interventions and communicating the design to authorities when seeking approvals.

This step may be very simple for projects that have an organic construction process, such the installation of some temporary seating and artwork by the community. However, no matter how small the scale of a Street Remix, there will always be some permissions required. For example, the distance from an intervention to other infrastructure such as bus stops, power poles and the kerb. These are designed to keep people using the street safe and ensure that there is access for everyone.

Your process might follow these steps:

1. Translate community ideas:

- » The local government's Landscape Architect and/or Urban Designer (or consultant) translates the high-level concept plans with specific details about how the design will be built, where items will be placed and what materials will be used

2. Develop plans, including:

- » Detailed sketches and renderings
- » Material specifications (e.g., paint, planters, temporary furniture, signage)
- » Layouts indicating proposed changes to traffic flow, pedestrian areas, and public amenities
- » Consideration of accessibility for all users

3. Estimate materials and services:

- » What new materials you need and what you can reuse
- » Where you will source materials and equipment from
- » The need for contractors to construct and install the project. This might include electricians to install lighting, or a builder to construct a stage

4. Estimate costs:

- » You would have considered budget allowances early (see section 1.7), but once a design has been developed a more accurate estimate can be achieved
- » Prepare an estimation of costs for materials, approvals, labour, and potential maintenance
- » Be sure to include at least 15% contingency for unexpected costs

2.6 Seeking reviews and approvals

1. Conduct an internal review:

- » Ensure the design complies with relevant government regulations, standards, and safety guidelines such as traffic engineering, public safety and accessibility codes

2. Bring the final design back to the community:

- » Present the refined design to the community for final feedback before seeking formal approvals. This helps maintain transparency and build continued support.
- » Clearly communicate how the collaborative design process and community input contributed to the final technical design.
- » This is a good opportunity to ask community members about their interest in volunteering with the installing of the Street Remix

3. Consult with external agencies:

Obtain necessary approvals from relevant authorities (e.g. Main Roads WA, Western Power)

You will need Main Roads WA approval where a project intersects with a State government controlled road, or requires installation of signs or line markings. Otherwise you can proceed with local government approvals.





3

Installing the project

You have all your approvals, and everyone is ready to make the Street Remix a reality. Here are some things to consider so your construction set-up goes smoothly.

3.1 Choosing a day and time for installation

- » How long will installation take?
- » Will there be disruption to traffic, residents or businesses?
- » How is the street used on weekdays compared to weekends?
- » Does the installation need to be staged over multiple days?
- » What sequence do the tasks need to be completed in?

3.2 Creating a safety plan for install day

Traffic management

Temporary traffic control measures (e.g. barricades, cones, signage, flaggers) according to the approved traffic management plan to ensure the safety of workers, people and vehicles on the street during installation.



This stage of the project is a great opportunity to 'Involve' or 'Collaborate' with the community and local government working together.

3.3 Clearly defining roles and responsibilities

To ensure a smooth and safe installation day, it's essential to clearly define who is doing what. This includes both local government staff and community volunteers. Everyone should know their role, responsibilities, and to whom to report.

Local government roles

Community volunteer liaison

- » Welcomes and briefs community volunteers
- » Assigns tasks and ensures volunteers are supported
- » Acts as the point of contact for community members on the day

Project Manager

- » Oversees the entire installation process
- » Coordinates between teams and ensures the timeline is followed
- » Troubleshoots issues as they arise

Health and Safety representative

- » Ensures compliance with safety plans and Work Health and Safety regulations
- » Conducts safety briefings and monitors site conditions
- » Manages emergency response procedures

Traffic Management Coordinator

- » Manages traffic during the install, following the approved Traffic Management Plan
- » Supervises signage, barriers, and traffic control personnel
- » Liaises with emergency services if needed

Community roles

Community volunteers

- » Assist with painting, planting, setting up furniture or signage
- » Help with logistics such as handing out flyers or refreshments
- » Provide feedback and help to document the day

Shared roles

Photographer / documenter

- » Captures the installation process for evaluation and storytelling
- » Records community participation and engagement

Marketing and communications

- » Shares moments from the installation through channels such as social media and websites
- » Liaises with local media and elected representatives



3.4 Preparing the site

Maintenance

Does the local government maintenance team need to be made aware of any additional maintenance required to prepare the street? This might include street sweeping the morning of the installation.

Removal of existing infrastructure

Are there any items in the way of the Street Remix that will need to be temporarily relocated?

Utility mark-out

Mark any underground services to prevent accidental damage and reduce safety risks.

3.5 Ensuring clear communication

- » Provide clear and timely communication to residents, businesses, visitors and commuters about the upcoming installation, including dates, times, potential disruptions (e.g. temporary road closures, parking restrictions). This can be done via local media, social media, project websites, letter drops, or on-site signage
- » Inform local police, fire, and ambulance services about the installation work and any temporary changes to traffic flows or access

Expect the unexpected! Projects often don't go exactly to plan. Expect that some issues may need to be solved by the team on the day, such as bad weather, or material delays.

3.6 Ensuring quality control and safety of installed objects

The project manager or assigned technical offer will need to check the accessibility features are installed correctly, the quality of finishes and construction are of a high standard, and items are in the correct locations as per the design plan. Any adjustments they identify will need to be considered and actioned as required.

3.7 Planning the project launch event

Having people experience the street improvements early on will increase the project's success. What special activities can you organise for the day to attract people to your event? Consider music, art, performances, food and games.





An opening event is a great way to get people excited about the Street Remix. Invite your community to come and use the space soon after installation is complete. Consider asking one of the local businesses to cater.



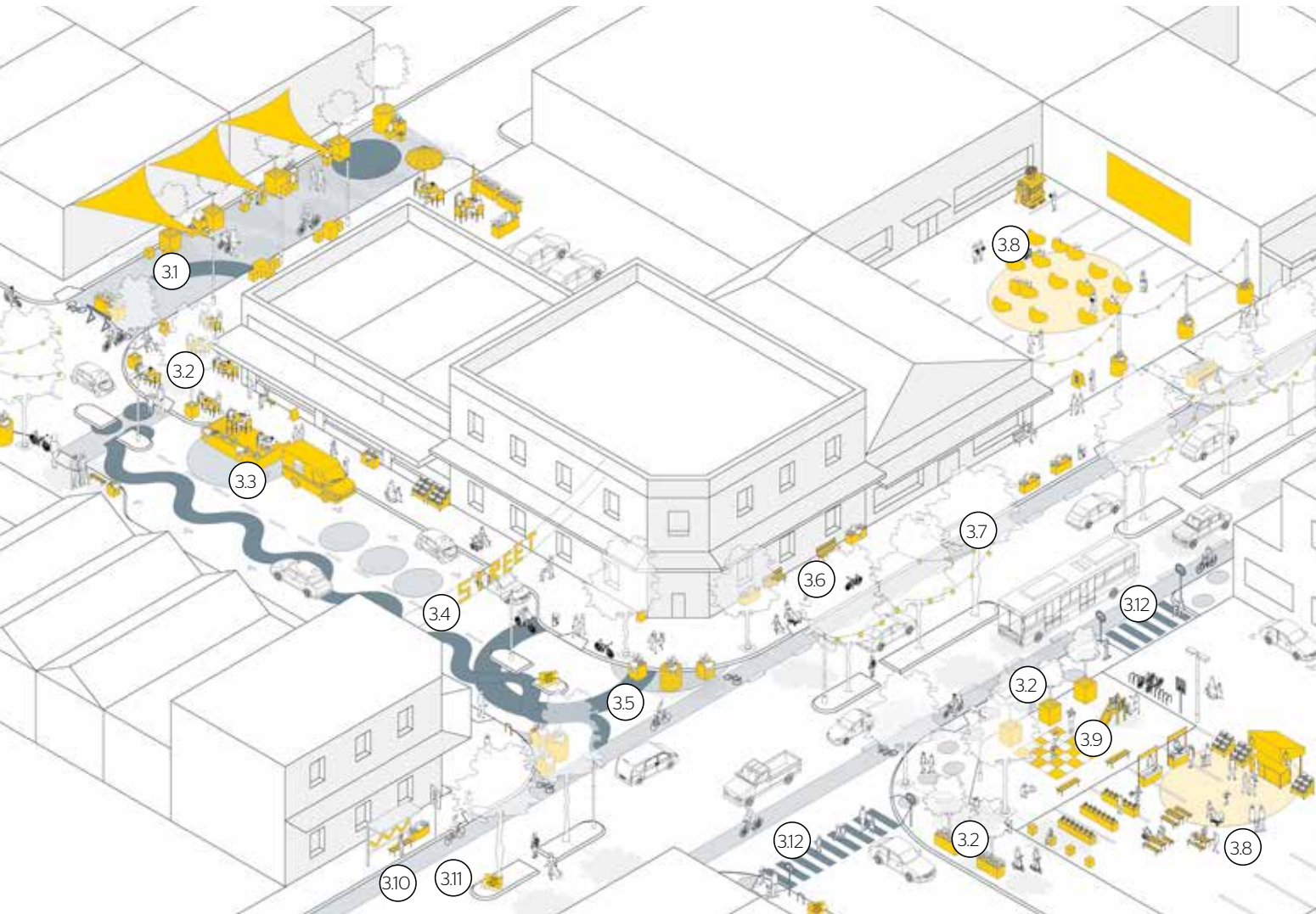


4

After installation

Your Street Remix has been installed. Whether it has been an immediate success or revealed important challenges, the next step is to understand what was learnt and how that evidence can inform longer-term decisions.

The diagram below shows some of the interventions that could be installed and tested in your project area.



- 3.1. A small side street is closed to low numbers of people driving through here and becomes an enjoyable place for people riding and walking. Shade sails create some cool places to sit.
- 3.2. Large trees in tubs provide shade.
- 3.3. A parklet has been set up in the car space outside a busy cafe. This provides extra space for tables and brings life to the street. A food truck uses another car space on Friday nights.
- 3.4. A street banner highlights that something new and fun is taking place and to encourage people to explore.
- 3.5. Road surface painting alerts people driving about new road conditions and encourages them to slow down. It can also add vibrancy and respond to the identity of a street.
- 3.6. New bike racks are an opportunity to get creative.
- 3.7. Festoon lighting in street trees adds atmosphere as well as improving safety.
- 3.8. Car parks which are usually empty at nights and on Sundays are set up for community cinemas and markets.
- 3.9. The empty public space beside the route to school is filled with play elements.
- 3.10. A temporary protected bike lane is painted a bright colour for visibility and lined with rubber wheel stops.
- 3.11. Signage at the start of the Street Remix alerts people driving that there has been a change to the street conditions.
- 3.12. A temporary zebra crossing gives people who are walking and riding right of way, and signals to people who are driving this is a place to slow down.

4.1 Maintaining the project

Maintaining a Street Remix involves more than installation:

- » Monitor safety and look for signs of confusion or risk, particularly for people walking, riding or with accessibility needs
- » Regularly collect data and feedback on how the space is being used and how people feel about it, using observations, short surveys and conversations
- » Be prepared to adjust layouts or elements in response to how people actually use the space
- » Fix damaged or worn elements promptly, refresh paint and keep the space clean and tidy to maintain safety and credibility
- » Use signage and ongoing communication to clearly explain what the project is, why it exists and how it was created through signage and ongoing communication



4.2 Measuring the impact

Your Street Remix may have been short term, but the impacts you measure can be powerful tools to support lasting improvements. How do you make sure you have the evidence you need to support the project becoming a more permanent project or to show that it wasn't the right approach. Where possible, measure outcomes against your original goals you made in section 1.9.

1. Collect data and stories:

- » Evidence of success - share data showing changes to safety, numbers of people walking and riding bikes, or community feedback
- » Community support - document how the Remix changed levels of pride and ownership
- » Lessons learned - document what worked and what didn't to inform future design and delivery
- » Visual storytelling - use photos, videos and quotes to show the impact in a compelling way

2. Build your case. Present your findings to decision-makers, funders and stakeholders:

- » Create a summary report - include before-and-after data, community feedback, and key outcomes
- » Link to strategic goals - align your findings with local government strategies like active transport, economic development, urban greening (see section 1.6)
- » Recommend next steps - suggest how the temporary intervention could evolve into a permanent solution, including design improvements and cost estimates

3. Keep the momentum going:

- » Stay connected - maintain relationships built during the Remix with community groups, businesses and local government staff
- » Get media coverage - approach local media outlets to document the Remix's impacts, including stories from community members
- » Share your story - present your project at local forums, council meetings or community events
- » Apply for funding - use your Street Remix as a pilot project to apply for grants or budget allocations
- » Advocate for change - use it as a platform to push for broader policy or infrastructure improvements

4.3 Scheduling a street clean-up

Where necessary, it's important to consider how best to return the street to how it was before the Remix. Here are some steps to consider when cleaning up:

- » Remove all elements that were part of the Street Remix. This will require transport management, as with during installation
- » Thoroughly clean the site, which can be arranged with a contractor, or the local government's maintenance team
- » Conduct a site inspection with the local government's maintenance staff and project manager. Make sure this has been completed, and to record any damage or wear to infrastructure
- » Consider adding temporary signage advising the community of why the Remix has been removed and what the next steps are

4.4 Collecting data and stories

This is a great time to collect data on how the street functions and is perceived after the project is no longer there. Has it had any lasting impacts on how people use the street or have people reverted to old habits? For example, do drivers drive faster and do people not spend as much time on the street? Does this change help your case with why some elements should be made permanent?

Comparing before, during and after conditions can provide powerful evidence for which elements should be retained or reintroduced permanently.



4.5 Strengthening your project's legacy

Your Street Remix is complete, but it is important to remember that streets are forever evolving. The life of a street continues after the project, when it is maintained, used by the community, reviewed, and adapted as needs change.

Planning for what happens after the Remix helps ensure the effort, learning and relationships created are not lost.

Here are some next steps to consider what comes next:

Handover

There may be physical objects and ideas that can be passed on. Depending on who has funded and delivered the project, this may be a handover from a community project team to the local government, or from one local government's department to another. This may include:

- » Physical objects that can be reused elsewhere or retained permanently
- » Lessons learned from the intervention – what worked, what didn't and what could be done differently
- » Relationships and networks that could be ongoing
- » Data and observations
- » Ideas on how the intervention could be made permanent
- » Technical design documents of the intervention that can be reused or may inform future projects

Legal considerations

- » Ownership and responsibility – clearly define who owns any physical assets and who is responsible for them, their maintenance and their removal. For example, trees in raised planter beds may become the responsibility of the open space department, while bike parking may become the responsibility of the infrastructure department
- » Permit compliance – if elements from the Street Remix are made permanent or their use is extended, new permits may be required
- » Public liability – the local government typically has liability for public safety on its land. The handover documentation and agreements must clearly outline how this risk is managed for temporary interventions, including any indemnities or insurance requirements
- » Intellectual property (IP) – if community-created art or design elements are involved, it is essential to clarify ownership and usage rights of the IP

Community communication and follow-up

- » Share what was learnt and the impacts you measured. Community members who have followed the project will be interested in how it went, what was learnt, what worked and what didn't. Summarise key findings and data to share with local groups, residents and businesses
- » For transparency and continuation of the partnership between local government and the community, the future of the project should be communicated. Will elements of it become permanent? Does anything need to be uninstalled / removed after a period? What has been learned and how will this be used?

Celebrate!

- » It is important to celebrate the insights and impacts of the project. This should include thanking everyone who contributed to the Street Remix. An event or street party the day before key items are uninstalled is a great way to mark the occasion and reflect on what went well and what could be improved. This will give some more momentum for the Street Remix to be a catalyst for longer-term improvements to the street







Appendices

Appendix A

Useful resources

Here we have compiled a list of resources available online, which may help you when designing and delivering your own Street Remix.

Tactical urbanism and street experimentation

- » Mike Lydon & Anthony Garcia – Tactical Urbanism: Short-Term Action for Long-Term Change: A foundational text defining tactical urbanism, with practical case studies and implementation advice
- » Street Plans Collaborative – Tactical Urbanism Guide: A practical guide offering step-by-step advice on planning, delivering and evaluating tactical urbanism projects
- » Project for Public Spaces – What Makes a Successful Place?: A widely used placemaking framework outlining the key qualities of successful public spaces
- » Town Team Movement: A WA-based movement that supports community-led placemaking through training, small grants, toolkits and advocacy, empowering local “Town Teams” to deliver temporary and permanent improvements to streets and public spaces
- » Tactical Urbanism and Pop-Up Infrastructure for Active Transport Webinar – A useful overview for Health and Wellbeing Queensland

People-centred streets and health

- » Healthy Streets: A people-centred framework and tools for designing streets that support health, comfort and inclusion
- » World Health Organization – Urban Green Spaces and Health: Evidence linking urban greenery, streets and public spaces to improved physical and mental health
- » Heart Foundation Australia – Healthy Active by Design: Guidance on creating environments that support walking, cycling and everyday physical activity

Design policy and governance

- » State Planning Policy 7.0 – Design of the Built Environment (WA): Western Australia's primary policy guiding design quality across the built environment
- » NSW Government – Movement and Place Framework: A complementary framework for balancing movement and place outcomes on streets

- » Victorian Government – Movement and Place in Victoria: An example of integrating transport and place outcomes in street design and management
- » NACTO – Global Street Design Guide: International best-practice guidance for designing safe, inclusive and people-focused streets.

Evaluation, learning and engagement tools

- » From Pavement to Place: A useful report evaluative the impact of the RAC Reconnect WA initiative and select projects
- » RAC Street Standard design qualities: The ten design qualities can be used as a qualitative lens to assess how a street performs over time
- » Transport for NSW – Great Places Toolkit: Includes the Evaluation Tool for Public Space and Public Life 2.0 to assess strengths and improvement areas in streets and public places
- » Healthy Streets place assessment tools: Includes On-Street Assessment tools, a Design Check Tool, a Qualitative Assessment tool and an Evaluation Framework
- » Gehl Institute – Public Life Data Protocols: Methods for observing and measuring how people use streets and public spaces
- » Project for Public Spaces – Place Evaluation Tools: Simple tools to understand how places function and how people experience them
- » Inhabit Place – place monitoring and evaluation tools: On-the-ground observation and community insight tools to track use and experience over time

WA-specific funding and support programs

- » RAC Ignite Street Makeovers: A program supporting young people (15-24 year olds) to design and deliver temporary street upgrades through funding, design guidance and promotion
- » Streets Alive: available from Town Team Movement in partnership with Main Roads WA and the Western Australian Local Government Association (WALGA)
- » Local government community grants: Council grant programs that can support engagement, materials and activation activities
- » State government placemaking and activation funding: Occasional funding streams supporting place activation, community wellbeing and local economic outcomes

Appendix B

Common interventions

There are dozens and dozens of design features and interventions that could form part of a Street Remix. This section features a list of commonly used items that can help bring your Street Remix to life. Get in touch with RAC for a more comprehensive 'Street Remix Ingredients Catalogue' by emailing community@rac.com.au

Handy tip: The Better Block Foundation has created an open-source design library called Wikiblock. It features a variety of designs, from benches and chairs to planters, streets, signs, games, markets, and more. All design files are available for free download and can be easily cut using a CNC router from a sheet of plywood. Most pieces can be assembled quickly, without glue or nails, making it simple to transform any space and create a better, more connected block.



Street furniture

Umbrellas

Umbrellas can provide temporary shading and protection in public spaces, enhancing comfort and usability.



Picnic table

A picnic table with fixed or moveable bench seats provides a fast temporary way of providing seating and somewhere for people to eat.



Flexible seating

Moveable seats provide flexibility in how public spaces can be rearranged to suit different activities and needs.



Logs as seating

Logs make great informal seating that bring natural shape and texture to a space.



Parklet

A 'parklet' is a platform adjacent to the footpath that provides community space, typically in a car parking space. It can be used for additional outdoor seating for cafes and restaurants, and often open for use by anyone outside of business hours.



Bike parking

Floor- and post-mounted hoops are used to address bike parking needs quickly and cost effectively



Greening

Portable trees

Trees in containers are a great way to add greenery to a street quickly and temporarily. They are easily transported and watered. Trees provide multiple benefits to public spaces, including shade, cooling of hard surfaces, slowing storm water, absorbing noise, and creating a calm atmosphere.



Floating garden

A floating garden is a low planter box with low plants that is easily transported and adds greening, cooling, and atmosphere to any space.



Hanging plant

Plants in hanging pots are a great short-term addition to a street with awnings over shopfronts. They can help to change the ambience of the street.



Planter bag

Trees are often grown in planter bags, making their use a cost-effective, temporary method of introducing greenery to a space, without the need to transplant.



Planter Barriers

A planter that can create a barrier edge to separate spaces, such as create a barrier alongside a café seating area from a shared path.



Turf

A roll of living turf in a tray can provide an instant lawn for sitting or play, in a highly transportable and replaceable way. Consider how it will be watered and the length of use to determine whether you use short term rolled turf or medium-term turf in a tray.



Hard landscaping and surface treatments

Water tanks and concrete tubes

Water tanks and concrete tubes can be reimagined as planters.



Rocks

Rocks can add natural shape and texture to a landscaped space, and can function as a barrier, seating or a play element.



44 Gallon Drum

Used 44 Gallon Drums are a great size to function as a planter for a tree or a high table. They're a clever way to recycle, too.



Astroturf

Astroturf can be used to create temporary green spaces, seating areas or play zones within the urban environment.



Sand

Sand can be used to create temporary, informal spaces like sand parks or beach-like areas within the urban environment.



Chalk

Chalk is a temporary drawing utensil that is good for one-day artworks on road and footpath paved surfaces.



Spray paint

Spray paint is a permanent drawing utensil that is good for marking lines, or with stencils, and is used by street artists for murals.



Stencils

Stencils can be used to create temporary, low-cost visual interventions on streets, sidewalks or public spaces.



Mulch

Mulch can quickly enhance urban spaces by creating temporary green spaces such as planting beds, community gardens, or play spaces.



Gravel

Gravel is a hardy material that can be used to create temporary and permanent informal spaces. It can replace hard paving to provide a softer and cooler surface whilst still being able to be walked on. It can also be applied over bare soil, to prevent erosion and mud.



Temporary pavement tape

Temporary pavement tape can be used as an alternative to road marking paint as it will not damage roads when removed.



Road elements

Traffic cone and bollards

Traffic cones and bollards can assist in reconfiguring roadways, creating temporary bike lanes, expanding footpaths, and setting up alfresco and play spaces at a low cost.



Traffic barriers

Useful for separating or re-directing traffic, separation kerbs, road dividers and traffic barriers can be used without the need for excessive road width or expensive excavation and traffic control.



Rumble bars

Rumble bars are surface mounted units that provide a visual and audible warning to deter people from driving cars into certain areas.



Wheel stop (rubber + concrete)

A wheel stop is a traffic management and car park safety device that works as a boundary when parking a vehicle.



Temporary kerb ramps

Temporary kerb ramps create an accessible path of travel over a kerb, between a footpath and road surface. These might be used on a street that lacks accessible pram ramps, or to provide access to a parklet.



Road painting

Road murals and asphalt art help calm traffic by encouraging drivers to slow down for changed street conditions. These paintings can signal temporary pedestrian crossings, bike lanes, closures, or lower speed zones, improving safety and street appearance.



Signage and lighting

A-frame sign

A-frame signs, or sandwich boards, are portable, double-sided signs placed in public areas to convey messages. They are versatile, affordable, and easily grab people's attention.



Banner pole

Banner poles help people to navigate public spaces by displaying clear, high-visibility signage for events, attractions, and community information, guiding visitors, and reinforcing city branding with consistent designs.



Pavement sticker

Pavement stickers and other floor-level markings are a highly effective visual tool for assisting wayfinding in public places by providing clear, durable, and direct guidance for people walking.



Light pole

Light poles are used in public spaces primarily to provide essential illumination for safety and navigation for people walking and riding. They may also serve as platforms for public art, cultural events, signage.



Festoon lighting

Festoon lighting illuminates public spaces and streets by suspending lights from cables stretched between buildings or poles, creating an open, flexible, and aesthetically pleasing environment that reduces visual clutter from traditional poles.



Fairy lights

Fairy lights can be wrapped through trees or other structures to create feature lighting quickly and cheaply.



Play

Connect Four

Connect Four can be set up in a public space by using a giant wall-mounted game, a large inflatable version, or by creating a DIY outdoor version with large wooden pieces and a custom-built frame.



Giant party games

Weather-resistant, life-sized public chess and checkers games foster social interaction. Use new paving patterns or paint on existing pavement to create checkerboards.



Swings and see saws

Swings and see saws are great play elements that can be made from a variety of materials and relatively safe if assembled low to the ground with a soft surface beneath. They are a great opportunity for a hands-on community workshop.



Basketball hoop

A basketball hoop is an easily transportable, temporary play item. Note they require a large space away from a street with cars.



Table tennis

Table tennis tables can be a robust public furniture item that can introduce play and interaction to a public space.



Hula hoops

Hula hoops are an inexpensive, interactive play item that are widely understood.



Appendix C

Risk mitigation strategies

| Things to consider (risks) | Tips to mitigate risks | Relevant documents |
|---|--|---|
| Community engagement | | |
| Potential conflict or competing interests between community members, traders or residents | Engage early and transparently. Clearly explain the purpose, short-term nature and decision-making process of the project. Use clear messaging to manage expectations | <ul style="list-style-type: none"> » Community Engagement Plan » Issues and Complaints Management Protocol » Cultural Safety / Inclusion Plan » Communications Plan » Event Plan |
| Misinformation or unrealistic expectations about outcomes, permanence or funding | Communicate what the project is and is not. Consistently use plain, simple language across all channels and clearly outline what success looks like and what happens next | |
| Lack of long-term community buy-in or local ownership | Involve community members in planning, design and delivery where appropriate (e.g. volunteers, local artists, traders). Visible local involvement increases trust and acceptance | |
| Gaps in engagement leading to exclusion of key voices | Use multiple engagement methods and formats. Proactively identify under-represented groups and tailor engagement approaches to reach them | |
| Resistance to change or negative public perception | Acknowledge concerns respectfully and respond with evidence, examples and clear timeframes. Use on-site signage to explain the project to passers-by | |
| Low participation or attendance at events or activities | Choose dates and times carefully, align with existing community activity where possible, and promote it through trusted local channels and networks | |
| Regulatory compliance | | |
| Required permits, approvals or landowner consent not identified early | Confirm approval requirements early, including internal approvals. Use a checklist to track permits, conditions and timeframes | <ul style="list-style-type: none"> » Approvals & Permits Register » Asset Owner Consent Register » Heritage Impact Checklist or Statement » Accessibility Compliance Checklist |
| Liability, public safety or property damage risks | Ensure appropriate insurance coverage is in place and documented. Clearly define responsibility for assets, installations and supervision | |
| Accessibility requirements not met | Design and review the project against universal access principles. Test layouts for mobility aids, prams and vision impairment considerations | |
| Unidentified underground services, easements or asset constraints | Confirm service locations and constraints with relevant asset owners before installation. Where possible, avoid interventions which are fixed in place or require anchor points which may interfere with underground services. | |
| Non-compliance with by-laws, signage, advertising, food or liquor regulations | Seek advice from relevant local government officers early to confirm what rules apply, even for temporary installations | |

| Health and safety | | |
|--|---|--|
| Non-compliance with Work Health and Safety (WHS) legislation | Identify duty holders early and ensure all activities align with WHS obligations, including volunteer management | <ul style="list-style-type: none"> » Traffic Management Plan Health and Safety Plan » Risk and Emergency Management Plan » Volunteer Safety Induction / Toolbox Talk Record » First Aid & Emergency Contacts Sheet |
| Safety risks for walkers, riders and drivers during set-up, operation or pack-down | Use an approved traffic management approach where required. Schedule works outside peak times and provide clear separation between people and vehicles | |
| Risk of injury to volunteers, workers or the public | Provide clear instructions, inductions and supervision. Use appropriate Personal Protective Equipment and limit high-risk tasks | |
| Inadequate emergency response planning | Identify likely emergency scenarios and establish clear response actions, contacts and escalation pathways | |
| Weather-related risks (heat, wind, rain) | Monitor forecasts and establish trigger points for postponement, modification or cancellation. Plan shade, hydration and heat mitigation measures | |
| Financial | | |
| Budget overruns due to unforeseen costs | Include a contingency fund of at least 15% and review costs regularly throughout delivery | <ul style="list-style-type: none"> » Detailed Project Budget and Cost Tracker » Procurement and Purchasing Plan » Sponsorship / Grant Conditions Agreement and Register |
| Funding shortfalls or delayed payments | Confirm funding availability and payment schedules early. Avoid committing to non-essential costs until funding is secured | |
| Lack of financial accountability or audit trail | Maintain clear records of expenditure, approvals and in-kind contributions. Align with grant or local government reporting requirements | |
| Operational | | |
| Unclear roles, responsibilities or decision-making authority | Clearly define who is responsible for approvals, on-site decisions and issue resolution | <ul style="list-style-type: none"> » Project Management Plan / Delivery Plan » Roles & Responsibilities (RACI) Matrix » Detailed Run Sheet (Set-up, Event, Pack-down) » Site Plan / Layout Plan » Maintenance & Defects Plan » De-installation & Make-Good Plan » Waste & Sustainability Plan |
| Communication breakdown between partners, contractors or volunteers | Establish regular check-ins and a single point of contact. Document key decisions and changes | |
| Delays caused by weather, supplier availability or logistics | Build time buffers into the schedule and identify alternative suppliers or dates where possible | |
| Site access, security or vandalism risks | Assess the site for after-hours risk and plan appropriate supervision, storage or security measures | |
| Contractor non-performance or unavailability | Confirm scope, timing and expectations in writing. Lock in contractors early and confirm again close to delivery | |
| Waste, cleanliness or environmental impacts | Plan for waste collection, recycling and end-of-project clean-up. Use reusable and low-impact materials where possible | |
| Ongoing maintenance requirements during the trial | Allocate responsibility and resources for maintenance such as repainting, repairs or replacement of damaged elements | |
| Inadequate pack-down or make-good planning | Plan de-installation from the outset and ensure the site can be returned to its original condition safely and efficiently | |

Appendix D

Case studies

In this chapter, we look at some real examples of Street Remixes that show how small changes can make a big difference.

These examples show how we can create safer streets that support the uptake of walking and riding and enable people to more easily move around and better connect with each other. Each project has used solutions that meet the needs of their communities. They show that remarkable things can happen when local governments and local communities work together.

You will see how temporary changes can lead to lasting improvements, can make people in the community feel proud and take an active role in shaping their streets. These case studies are intended to inspire you with ideas for similar Remixes on your own streets.

Wellard Village 7 Day Makeover

2 to 5 years (now mostly permanent)

Wellard, Western Australia

City of Kwinana, Creative Communities International,

RAC, Wellard Village People

2023

lovemykwinana.com/revitalisethestrand

What ingredients did they use?

- » Adaptive seating
- » Plant pots/greening
- » Reclaiming car parks to create a parklet with a pergola, picnic tables and greening
- » Street piano
- » Removal of dozens of bollards
- » Play area with wishing well, climbing wall and tunnel
- » Play elements, ping-pong table, chess game

What street conditions does it address?

- » Creating interest to slow down passing traffic
- » Improving feelings of safety
- » Adding character and gives identity to the space
- » Providing opportunities for social connection
- » Activating underutilised public space



George Street Road Mural Trial

2 weeks

East Fremantle, Western Australia

Town of East Fremantle, George Street Collective, Town Team Movement

Summary report: [Inkd.in/gN2E2XUw](https://www.linkedin.com/company/georgestreetcollective)

Short video: [Inkd.in/gRTQrU36](https://www.linkedin.com/company/georgestreetcollective)

Temporary daisies were painted onto the road surface, alongside a small-scale piazza treatment outside the pre-school, incorporating planting, seating and public art elements. These interventions were intentionally designed as short-term, reversible trials to test ideas, spark discussion and invite community feedback.

The results indicate overwhelming community support:

- » 89% expressed a positive view of the artwork
- » 93% supported extending the trial
- » 94% supported further initiatives to improve safety and beautification

The trial also demonstrated a clear perceived impact on driver behaviour and street experience:

- » 83% of respondents believe the artwork encouraged drivers to slow down
- » 89% reported the street felt safer or more pleasant



Grosvenor Road People Space

6 weeks

Mount Lawley, Western Australia

City of Vincent, Beaufort Street Network, RAC

2022

[imagine.vincent.wa.gov.au/grosvenor-road-trial](https://www.imagine.vincent.wa.gov.au/grosvenor-road-trial)

What ingredients did they use?

- » Permanent raised crossing at street entrance
- » Planter boxes
- » Additional lighting
- » Moveable furniture for sitting and eating
- » Shade and shelter
- » Timetable of activation events and workshops
- » Radio station live broadcast
- » Short film screening
- » Temporary road murals

What street conditions does it address?

- » Making the street more appealing to people walking and riding bikes by closing it to vehicles
- » Reimagining street's purpose and identity
- » Improving driver attention and adherence to road rules and easier to walk around the area
- » Increasing the perceived safety
- » Increasing the amount of time people spent in the street
- » Providing opportunities for social connection



Hannay Lane

1 year (now permanent)

Dunsborough, Western Australia

City of Busselton, Dunsborough and Districts Progress Association, RAC
2021

yoursay.busselton.wa.gov.au/revitalisation-hannay-lane-and-telstra-site

What ingredients did they use?

- » Reclaiming an underutilised laneway
- » Community-driven project
- » Painted linework and mural on pavement defines road from public space
- » Potted plants (colour and greening)
- » Providing additional shade and lighting

What street conditions does it address?

- » Activating an underutilised space
- » Increasing walkability and cyclability in the area
- » Adding colour and character
- » Creating a more vibrant and active space for the community
- » Increasing foot traffic in the area and support local businesses
- » Encouraging the local community to get involved in designing and shaping their neighbourhood
- » Slowing passing traffic

Inglenooks

2 to 5 years (now mostly permanent)

Inglewood, Western Australia

Inglewood on Beaufort
2021

inglewoodonbeaufort.com/what-we-do

What ingredients did they use?

- » Creating 'pocket parks' in areas where buildings were required to be set back for a planned (now redundant) road widening
- » Community-driven project
- » Pop up and adaptive furniture
- » Mural
- » Edible garden and fruit trees
- » Additional shade and lighting

What street conditions does it address?

- » Activating underutilised space
- » Creating energy and space for events and activations
- » Adding character and identity
- » Creating interest to slow down passing traffic
- » Promoting passive surveillance and improved sense of safety
- » Supporting local businesses
- » Offering outdoor living rooms and alfresco dining as places to linger and opportunities for connection



Rose Street 'Feet First' Project

1 year (now permanent)

Fitzroy, Victoria

City of Yarra

2017

yoursayyarra.com.au/rosetreet

What ingredients did they use?

- » Pavement mural on entire street to indicate a shared space for all road users equally
- » Parklets open to the roadway
- » Planter boxes

What street conditions does it address?

- » Improving access to business
- » Increasing walking and bike riding in the area
- » Adding colour and character
- » Creating a more vibrant and active space for the community
- » Slowing vehicle traffic to improve safety for people walking and riding



City of Sydney Pop-up Cycleways

>5 years (extended)

Sydney CBD, New South Wales

2020

qmcgroup.com/tactical-pop-up-cycleways

What ingredients did they use?

- » Use of traffic lane for cycle lane
- » Traffic lane separator (rubber kerb)
- » Surface treatment and line markings
- » Use of car spaces for parklets

What street conditions does it address?

- » Increasing the number of people riding bikes
- » Reducing vehicle traffic
- » Improving conditions at pedestrian crossing
- » Increasing the amount of public space



Mierigi

1 week

Riga, Latvia

Miera Street Republic

2014

publicspace.org/works/-/project/j235-mierigi

What ingredients did they use?

- » Tested concepts for community feedback
- » Provided greater space for people who choose to ride bikes, walk and socialise on the street
- » Reduced four car lanes to two
- » Assessed how safer bike lanes could be accommodated in the street width
- » Street furniture

What street conditions does it address?

- » Creating more chances of people to interact with each other due to narrower footpath width
- » Addressing a lack of space for street life



Temporary Park in Fosnavag

1 - 5 years

Fosnavag, Norway

Herøy Municipality

2016

streetexperiments.com/collection/from-parking-to-pop-up-park

What ingredients did they use?

- » Temporary planter boxes (using local business fish crates)
- » Temporary furniture
- » Asphalt artwork
- » Play (cycle, roller-skate opportunities)
- » Program: Toys for additional play

What street conditions does it address?

- » Repurposing a large parking lot in the town centre



Lakeview Lincoln Hub

1 - 5 years

Lakeview, Chicago

Lakeview Chamber of Commerce

2015

site-design.com/lakeview-lincoln-avenue

What ingredients did they use?

- » Street-based artwork
- » Planters
- » Seating
- » Curb extensions
- » Programming including seasonal decorations

What street conditions does it address?

- » Improving safety of a six-way intersection
- » Creating visual interest to slow passing traffic
- » Creating a town square and central hub
- » Creating a safer, more inviting feel for pedestrians

Curbside Commons

1 - 5 years

Hamilton - Lauraville Main Street, Baltimore, United States

Baltimore City Department of Transportation

2021

grahamprojects.com/projects/curbside-commons

What ingredients did they use?

- » Kerb extensions to widen the footpath and narrow the roadway
- » Painted road markings (temporary)
- » Flexible safety posts
- » Bike racks
- » Mid-block painted crosswalk
- » High contrast street-based artwork

What street conditions does it address?

- » Converting a parking lane into public space
- » Helping the local businesses re-open post Covid-19.



Appendix E

Alignment of RAC Street Standard with State Planning Policy 7.0 (Design of the Built Environment)

| RAC Street Standard design attribute | Relevant SPP 7.0 design principles | How the RAC Street Standard supports SPP 7.0 |
|--------------------------------------|--|---|
| Safe | Safety; Amenity | Prioritises physical and perceived safety for all users, supporting environments that reduce harm and enable confident movement and use of streets |
| Sustainable | Sustainability; Landscape quality | Encourages low- and zero-emissions travel, increased tree canopy, cooling and healthier landscapes, supporting environmental performance and climate resilience |
| Connected | Community; Functionality and build quality | Supports social connection, access and integration with surrounding neighbourhoods, reinforcing community interaction and functional street networks |
| Legible | Legibility; Safety | Promotes intuitive, easy-to-understand street environments that reduce confusion and improve safety through clear cues rather than reliance on rules or signage |
| Functional | Functionality and build quality; Safety | Focuses on streets that work reliably for everyday use, are durable and maintainable, and balance movement, access and place over time |
| Comfortable | Amenity; Landscape quality | Supports comfort, shade, protection from heat and weather, and wellbeing, contributing to pleasant and healthy public environments |
| Inclusive | Community; Context and character | Encourages belonging, participation and recognition of local identity, supporting inclusive places that reflect community values and support equitable use |
| Lively | Amenity; Community | Encourages activity, social interaction and human presence, contributing to vibrant streets that support community life and everyday use |
| Memorable | Context and character; Aesthetics | Reinforces sense of place, identity and positive lasting impressions, aligning with character and aesthetic objectives |
| Evolving | Functionality and build quality; Community | Supports learning, feedback and adaptation over time, aligning with lifecycle thinking and responsive place management |



