

ITEM 12.7 – BURSWOOD SOUTH STREETScape IMPROVEMENT PLAN

APPENDIX 1 - SUBMISSIONS SUMMARY AND RESPONSES

The draft Burswood South Streetscape Improvement Plan was advertised for public comment from 19 October to 8 November 2021. A total of 33 community submissions were received and 2 agency submissions.

The majority of community submissions were received via the Town's community engagement platform Your Thoughts. The Your Thoughts submission form asked respondents whether they "supported", "did not support" or were "unsure" of their support for the streetscape plans. This was an attempt to get an overall indication of the support or otherwise. However, following a review of the submissions, a further category of "conditional support" was added as many submissions supported the plans in-principle but raised concerns or made other recommendations.

As such, overall indication of support for the plans is:

Support	45% (15 submissions)
Conditional Support	24% (8 submissions)
Do Not Support	3% (1 submission)
Unsure	15% (5 submissions)
Not Indicated	12% (4 submissions)

Comments within the submissions were categorised by theme, and the overall distribution according to the themes was:

Laneways	2% (3 comments)
Cycling	3% (4 comments)
Safety	5% (6 comments)
Underground power	5% (6 comments)
Landscaping / Drainage	7% (9 comments)
Walking / footpaths / seating / other amenities	7% (9 comments)
Place Types / Character / Business Development	8% (10 comments)
Parking	9% (12 comments)
Vehicle speed / slowing vehicles	14% (18 comments)
Burswood-Teddington Roads – Volumes and Diverting Traffic	18% (23 comments)
Residential side streets	22% (28 comments)

SUMMARY OF COMMENTS BY THEME	TOWN RESPONSE TO COMMENTS	RECOMMENDED PLAN CHANGES
<p>Landscaping / Drainage</p> <p>There were 9 comments supporting more trees and landscaping (summarised):</p> <ul style="list-style-type: none"> • creating a pleasant pedestrian environment and shade. • using deciduous trees to allow winter sunlight and easier seasonal leaf drop clean up vs natives. • using WA native plants. <p>There were 4 comments objecting or raising concerns (summarised):</p> <ul style="list-style-type: none"> • dense canopy trees conflict with improving night-time lighting, will require careful tree planting. • don't support trees in median, adds leaves, difficult for higher trucks, obscuring drivers' vision, easier for just lawn and groundcover in median. • doubt rain gardens will work given high water table, this should be tested. 	<p>Noted.</p> <p>Noted:</p> <ul style="list-style-type: none"> • The next stage of Design Development / Detailed Design for the streetscape works and underground power will include a lighting design which considers tree location and the extent of mature canopy. Lighting will be designed for both road users and pedestrians using footpaths. • The next stage of Design Development / Detailed Design will investigate the opportunities/constraints and feasibility of water sensitive designs. 	<p>Nil.</p>
<p>Cycling</p> <p>There were 4 comments about cycling (summarised):</p> <ul style="list-style-type: none"> • need for a better / easier cycling environment, including along Burswood Road to link cycle network in GO Edwards, Craig St and Burwood 	<p>The provision of a separate dedicated on-road cycle lane along Burswood and Teddington Roads was considering during the concept design stage, however the idea was dismissed due to:</p> <ul style="list-style-type: none"> • anticipated relatively low volumes of bike traffic and Burswood-Teddington Roads are not identified as a "local route" or a "strategic route" in the Town's Bike Plan (2018). 	<p>Include an action in the Implementation in the Implementation Chapter relating to installing signage for cyclists to encourage</p>

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<p>Peninsula, and between Shepperton and Great Eastern Highway.</p> <ul style="list-style-type: none"> difficulty crossing Burswood Road. 	<ul style="list-style-type: none"> available alternative off-road dual use paths in GO Edwards and Charles Patterson parklands, including a Principle Shared Path (PSP) running along Great Eastern Highway forming part of the regional bike network. This provides a safer and attractive cycle route to Burswood Train Station, Albany Highway, the Swan River and the Perth CBD. short cycle trips in the precinct can be taken along the widened footpaths for less confident and younger riders which act as shared spaces. short cycle trips in the precinct can be taken on the road for more confident cyclists and the flush median kerb provides opportunities for cars to overtake safely if needed (note – the plans aim to achieve a vehicle speed of 40 kmph). the road reserve is only 20 metres wide. A separate on-road cycle lane (min 1.5 metres wide) would require the removal of either all the on-street parking from one side of the road or removal of the central island (pedestrian refuge) or removal of the verge areas (for street trees). The removal of any one of these elements would compromise the intent of the plans. <p>As such, the provision of a separate, dedicated on-road cycle path along Burswood-Teddington Roads is not recommended. However, the next stage of the project can include installing signs to better direct cyclists to the nearby regional bike network.</p> <p>Bike crossing over Burswood Road will be assisted by the improved dedicated pedestrian-cycle crossing points and slower vehicle speeds.</p>	<p>connection to the regional bike network.</p>
<p>Walking / footpaths / seating / other amenities</p> <p>There were 9 comments about the pedestrian environment (summarised):</p>	<p>The provision of a drinking foundation can be investigated in the next stage of Design Development / Detailed Design.</p>	<p>The plans should reference the potential for a drinking fountain</p>

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<ul style="list-style-type: none"> • support for widened or upgrading footpaths, seating and public art. • create a better pedestrian link between the project area and Albany Highway. • Burswood Road is difficult to cross. • install a tap-style drinking fountain to refill bottles and avoid dogs licking tap fittings. 		around the intersection of Burswood and Teddington Roads (the "Hub").
<p>Safety</p> <p>There were 6 comments raising concerns about safety (summarised):</p> <ul style="list-style-type: none"> • don't feel safe at night, how does the plan address this. • drug use on streets/park. • concerned that the linger node at the bottom of Egham Rd and other improved places will attract undesirable activity. • need for better lighting, beware conflict with dense canopy trees. 	<p>The concept plans contribute to a safer environment through improved night lighting, slower vehicle speeds and defined and improved pedestrian-cycle crossing points across Burswood and Teddington Roads. The plans aim to encourage redevelopment of properties and encourage more people activity in the area during the day and night which should add to safety.</p> <p>Any illegal behaviour should be reported to Crime Stoppers or the local Police. The Town has an extensive community safety program that is implemented through collaboration with the community and local Police which is guided by the Town's Safer Neighbourhoods Plan (refer to https://www.victoriapark.wa.gov.au/Around-town/Community-safety).</p>	Nil.
<p>Underground Power (UGP)</p> <p>There were 6 comments supporting underground power (summarised):</p> <ul style="list-style-type: none"> • critical for trees and traffic calming, is a stimulus project. • should be priority before other upgrade works. 	<p>The Town is investigating the provision of UGP with Western Power and will report back to Council during 2022 regarding extent, costs and funding options. Minor streetscape improvements can be undertaken on some of the secondary streets in the precinct (eg. street tree planting) before UGP is implemented, however the question of UGP will need to be decided before any major works are undertaken along Burswood-Teddington Roads.</p>	Nil.

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<ul style="list-style-type: none"> could it be extended to adjoining residential areas at the same time. 		
<p>Place Types / Business Development</p> <p>There were 10 comments about place types and business development (summarised):</p> <ul style="list-style-type: none"> support the future Mini Main Street. the Hub at Burswood-Teddington Road could be extended to Hawthorne Place / Benporath Street to create a mainstreet that will have better chance of encouraging after-hours business activation and create a stronger connection to GO Edwards. do not design the micro-plaza on corner Burswood-Egham around children as the school might relocate. support the play and learn micro-plaza. the Business High Street is an excellent concept, promoting vibrancy and rediscovery of the area as a unique destination with cafes, restaurants with residential and businesses. a limited number of cafes, restaurants, small bars are needed to support the local workforce as well as provide out of hours services to local residents, including the elderly. there is limited local spending available and the intensive retail focus should be on Albany Highway which needs consolidating at the Causeway end. 	<p>The potential to extend the raised platform in the “Hub” (corner Burswood-Teddington Roads) toward Hawthorne Place can be investigated in the next stage of Design Development / Detailed Design. The raised section currently extends along Teddington Rd to ensure sufficient sight-line distances at the corner for vehicles and the pedestrian crossing point. Given the number of vehicle movements this intersection, pedestrian-cycle crossing points are ‘channelised’ to dedicated positions.</p> <p>The specific details of the “micro-plaza” at the end of Egham Rd will be investigated during the next phase of Design Development / Detailed Design and will include features that will benefit the whole community, although the concerns are noted.</p> <p>The streetscape plans do not control land uses. Land uses are guided by Town Planning Scheme No.1 and Local Planning Policy 22 which generally allows commercial land uses at ground floor and residential above. However, the streetscape plans support the desired land use vision for the precinct as expressed in LPP22 and the original Causeway Precinct Plan (2009). The plans define Burswood-Teddington Roads as a “Business High Street” to encourage and support ground floor commercial land uses and encourage a stronger link between Albany Highway and Burswood Peninsula (and future development of major mixed use node around Burswood Station). The streetscape plans also propose the development of different places along Burswood Road to create distinct people places and enhance identity and vibrancy.</p> <p>The Business High Street concept also reflects the “Vibrant Street” designation given to Burswood-Teddington Roads under the Town’s</p>	<p>The plans should reference the potential for an extension of the raised platform at the Hub along Burswood Road to Hawthorne Place.</p>

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<ul style="list-style-type: none"> • normal mainstreet intensive retail should not be supported in Burswood South. • the area is in prime location to be a striving hub and could easily exceed the current hubs of Leederville, etc. You just need to ensure that it's not over-populated with commercial business and make it more apartments, bars, cafes, shops, etc to give it life in the evenings & weekends. • developing Burswood Road as a local business and residential precinct can only be established by diverting traffic / reducing volumes through significant traffic calming to reduce speed. 	<p>draft Transport Strategy. This designation acknowledges both the movement function and place (economic and social) function of this important street which runs through a key activity centre. The Transport Strategy defines Vibrant Streets as:</p> <p><i>"Significant complex places that attract both large numbers of people and move large numbers of people by various modes from all over the region. Vibrant Streets aim to ensure a high quality public realm with a strong focus on supporting businesses, traders and neighbourhood life."</i></p> <p>The creation of the Hub at the corner of Burswood-Teddington Roads may encourage the consolidation of local retailing (eg. cafes, convenience store, restaurants) to provide for the local catchment (ie. local residents, workers and business customers).</p> <p>The plans aim to slow traffic but do not aim to reduce volumes or divert traffic but aims to reduce vehicle speed (refer to comments made in relation to Main Roads submission).</p>	
<p>Laneways</p> <p>There were 3 comments about laneways (summarised):</p> <ul style="list-style-type: none"> • laneways require upgrading. • trucks using laneways are noisy, an alternative delivery route is required. • the residential-business interface behind Teddington Road requires resolution. 	<p>The streetscape plans did not include laneways, except for the two connections from Burswood Road to GO Edwards parklands. The upgrade of laneways is currently managed through the Town's capital works program and ROW 59 (between Burswood Road to GO Edwards) is currently being upgraded). The laneways present good opportunities for creating interesting and diverse places as properties redevelopment, and current planning policy requires rear vehicle access where possible. The design of laneways to take advantage of these opportunities will be explored with the preparation of a Precinct Structure Plan (review of the planning framework) in the next 3-4 years as proposed by the Town's draft Local Planning Strategy.</p>	<p>Nil.</p>

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<p>Parking</p> <p>There were 12 comments raising concerns about parking or offering parking design / planning advice (summarised):</p> <ul style="list-style-type: none"> • there is insufficient for residents and business. • there is a need for more parking to cater for future growth and visitors. • concerned about parking shortfalls with high-rise development. • there is parking overflow into residential side streets from workers and school. • parking on Burswood Road and Hawthorne Place should be angled to fit more in for high volume businesses. • on-street parking bays on Burswood Road should be wider than 2.1 metres given traffic volumes, although less an issue if traffic is diverted / volumes fall to local distributor or access road levels. • allow parking on private crossovers, do not class as verge, especially given school is allowed verge parking. • development should access parking from rear laneways. 	<p>The extent and management of parking is outside the scope of the project, although the streetscape plans aim to maximise on-street parking where space and sight-lines permit, and where other upgrades that cater for more alfresco dining and seating areas is not required. Rear access to properties is encouraged through the Town's Local Planning Policy 22.</p> <p>The planning and management of public parking is guided by the Town's draft Transport Strategy and Parking Management Plan. These plans recommend the introduction of dynamic parking (ie. parking times change to better accommodate high peak/low peak demand) and a parking benefits scheme (ie. local parking revenue reinvested in the local area) for the Burswood South mixed use precinct. It should be noted that a recent parking occupation survey (Sept 2021) conducted by the Town found:</p> <ul style="list-style-type: none"> • high use of on-street/off-street parking bays during the middle of the day at max 70% occupied • over 60% of parking was 1 hour or less • significant spare capacity in on-street bays at all other times of the day. <p>There is insufficient width in the road reserve for angled parking.</p> <p>Parking on crossovers is not permitted in commercial areas due to conflict with pedestrians and potential to block sight lines.</p> <p>2.1 metre width reflects the width of existing on-street parking bays and Australian Standards AS 2890.5:2020 (Parking Facilities On-Street) allows for 2m to 2.3m parking bays for road speeds up to 50km/hr. The signed speed of roads in the precinct is 50km/hr. The aim of the plan is to provide greater space for people (eg. footpaths, median crossing points) versus space for cars (parked and travelling through) and balance the</p>	<p>Nil.</p>

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	<p>amount of space dedicated to vehicles, in accordance with the principles of the Town's draft Transport Strategy. The narrowed vehicle lanes in the cross-sections will create 'friction' in the driving environment and cause drivers to reduce speed.</p>	
<p>Vehicle Speed / Slowing Traffic</p> <p>There were 18 comments about vehicle speed / slowing traffic (summarised):</p> <ul style="list-style-type: none"> • 4 comments stated it was an existing issue. • 7 comments supported slowing traffic. • 2 comment stated reducing speed will not fix the issue of traffic volumes. • 4 comments did not support slowing traffic stating it will worsen traffic flow on Burswood Rd, increase volumes on side streets, create noise from speed humps. • 1 comment stated cars would still speed between humps. 	<p>The latest traffic data (2017) shows 85% of vehicles travel at 51 km/hr along Teddington Road and 85% of vehicle travel between 59 and 52 km/hr along Burswood Road. The legal / signed speed for this area is actually 50km/h as the streets are local roads in a built up area.</p> <p>The concept designs propose narrowing of traffic lanes and raised platforms to slow traffic, create safer pedestrian crossing points and widened verges with kerbs flush to the road, a more pleasant and accessible space for (ie. local residents, business customers and employees).</p> <p>In addition, slowing vehicles on Burswood-Teddington Roads will assist drivers pulling out of side streets on to Burswood Road. These were both major issues raised in the early issues-opportunities survey.</p> <p>The intent of the streetscape interventions is to slow vehicles to around 40 km/hr which is the desirable speed for traffic along a business high street / major activity centre. Main Roads approval is required to change to signed vehicle speed limits and they have advised an application could be considered during detailed design stage. The next stage of the project will include further traffic analysis including if there is adequate gaps in vehicles along Burswood Road for side road vehicles.</p>	<p>Include an action in the Implementation Chapter relating to making an application to Main Roads for a change from 50km/hr to 40km/hr speed limit at a relevant stage of detailed design.</p> <p>Include an action in the Implementation Chapter relating to analysis of vehicle gaps along Burswood Road.</p>
<p>Burswood-Teddington Roads – Volumes and Diverting Traffic</p>	<p>The submission from Main Roads states Burswood Road carries more than 12,000 vehicles per day (2020 data). The latest traffic counts available at the Town indicate:</p>	<p>Include an action in the Implementation Chapter relating further transport</p>

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<p>There were 23 comment raising concerns about Burswood-Teddington traffic volumes and diverting traffic (summarised):</p> <ul style="list-style-type: none"> existing and future traffic volumes on Burswood-Teddington Roads are excessive. Burswood Rd (16,330 vpd) and Teddington Rd (12,178 vpd) volumes are high enough to meet the requirements of a Primary or District distributor and should be under the control of Main Roads. Main Road should be involved in solutions to divert traffic. volumes not speed is the critical issue. the plan does not adequately address diverting traffic from Burswood-Teddington, containing any viable options. difficulty reversing from car bays onto Burswood Rd, especially for older customers, have to wait (3-4 minutes), losing customers over this. 	<ul style="list-style-type: none"> Burswood Road (b/w Howick St and Egham Rd) - 13,700 vehicles per day (2020 data) Teddington Road – 10,516 vehicles per day (2017 data) <p>The State Road Hierarchy identifies Burswood and Teddington Roads and Craig Street as District Distributor B roads, with broad criteria stating they can carry <i>“above 6,000 vehicles per day”</i>. While current vehicles per day are well above 6,000 vpd, it should be noted that Burswood-Teddington have a finite capacity which is largely influenced by the capacity of the intersections at Shepperton and Great Eastern Highway, and the inability (or desirability) to provide 4-lane road.</p> <p>It should also be noted the Town is responsible for all local roads in the precinct, except the intersections with the State road network. The Main Roads Road Hierarchy provides broad criteria with the aim of guiding the function of roads for vehicles. The Hierarchy does not hold any regulatory status and was developed some 30 years ago. As such, the Hierarchy does not provide contemporary guidance to the design of streets and management of traffic, especially for ‘Vibrant’ inner city high streets situated within major activity centres, where there are inevitable competing priorities between place functions and needs and the movement of regional and district through traffic. Other notable Distribution B roads in the inner city are - Albany Hwy, Archer Street, Hay Street West Perth, Wellington Street in the Perth CBD, part of Murray Street in Perth CBD, Rokeby Road Subiaco and Broadway in Nedlands.</p> <p>The streetscape design must ensure there is a balance between through traffic and the economic and social vision and needs of the place. Given the concerns raised, further traffic analysis the next stage of Design Development / Detailed Design will included additional traffic assessment of traffic volumes, assessment of capacity, refinement of</p>	<p>analysis at Design Development / Detailed Design stage to assess volumes, gaps and capacity, the re-distribution effect, and whether its desirable to further investigate any other network improvements and refine concepts.</p>

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	<p>concepts and whether its desirable to investigate other network improvements to the State road network such as re-opening Craig Street, extending Shepperton-Teddington right turn or improving the left-turn land from GEH to Shepperton etc.</p>	
<p>Residential side streets</p> <p>There were 26 comments about residential side streets (summarised):</p> <ul style="list-style-type: none"> • 8 comments raised concerns about current high traffic volumes, speed and safety issues on side streets caused by traffic diverting from Burswood Road through residential areas. • 4 comments raised concerns about the current difficulty of cars accessing Burswood Road from side streets due to traffic volumes and sight lines, and that the concept designs would make this more difficult. • 8 comments raised concerns the concept designs would make access on side streets more attractive and therefore increase traffic volumes on side streets. • 1 comment considered the concept designs would slow traffic and inconvenience drivers therefore diverting traffic from side streets. • 5 comments suggested further traffic management to address issues and reduce the impact of the concept designs on side streets, including: 	<p>Concerns about traffic volumes and behaviour on side streets attracted the greatest number of comments, and concern about traffic on residential side streets was also a significant issue raised during earlier consultation through the issues and opportunities survey (March 2021). The issues raised by the submission are essentially:</p> <p><i>1. Is the volume of traffic (both local and sub-regional through traffic) using residential side streets above amenity thresholds for local roads?</i></p> <p>The issue of vehicle management in the adjoining residential area is beyond the scope of this project. Residential side streets would be used by non-local traffic during both am and pm peak hours, so the impact of the streetscape plans in diverting traffic would have different effect at am and pm peak hours ie. they might also deter people from using residential side streets if the access onto (versus from) Burswood Road is perceived as more difficult.</p> <p>However, given the concerns raised during both periods of community engagement, it is recommended the traffic analysis that would normally occur with the next stage of the project, be expanded to include an investigation of volumes on side streets, whether amenity thresholds are being reached, and if there is sufficient gaps in traffic on Burswood Rd to facilitate safe access for vehicles at those intersections.</p> <p><i>2. Will the streetscape plans cause vehicles to divert from Burswood Road thus increasing traffic volumes on side streets?</i></p>	<p>Include an action in the Implementation Chapter relating further transport analysis at Design Development / Detailed Design stage to assess volumes, gaps and capacity, the re-distribution effect, and whether its desirable to further investigate any other network improvements and refine concepts.</p>

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<ul style="list-style-type: none"> ○ part close the end of Howick St with a left turn out to Burswood Road only. ○ close Harvey and Rushton Streets at Shepperton Rd. ○ install chicanes (similar South Perth's). ○ install a left turn lane on Burswood Rd into Kitchener Av to divert traffic thru to Duncan and Shepperton. ○ extend the raised platform down Benporath St to Rushton St intersection. 	<p>The streetscape plans propose 3 raised platforms at the intersection of Burswood Road and Egham Rd / Howick St / Teddington Rd. The purpose of the raised platforms is to:</p> <ul style="list-style-type: none"> • slow traffic at key pedestrian crossings points making it safer for pedestrians to cross Burswood Road easily, including pedestrians who live on side streets. • to create distinctive places of interest (micro-plazas) along Burswood Road for people and to reduce the dominance of fast moving vehicles on the streetscape, sending a clear message to vehicle drivers they are travelling through an important mixed use activity centre, a place, not just a through road. • slow traffic along Burswood to assist with increasing the gap between vehicles travelling along Burswood Road, to assist vehicles turning right into Burswood Road from side streets. <p>Some drivers may find the raised platforms inconvenient and unpleasant, and a portion of these drivers may decide to use alternative routes.</p> <p>However, given the concerns raised by the community and also Main Roads, the next stage of Design Development / Detailed Design will include an expanded transport investigation volumes (including side streets), capacity, gaps assessment, and whether its desirable to further investigate any other network improvements and refinement of the concepts.</p> <p><i>3. Is the gap between vehicles travelling along Burswood Road above thresholds causing turning right onto Burswood from side streets unsafe?</i></p> <p>Preliminary analysis of vehicle crash data for Burswood Road indicates that right-angle crashes are low, suggesting that intersection safety is not a key issue. Traffic volumes have increased steadily along Burswood</p>	

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	<p>Road over time, which will mean increasing wait time for suitable gaps in traffic before turning right.</p> <p>However, given the concerns raised during both periods of engagement, it is recommended the Town further investigates crash data and traffic gap analysis (current and future volumes) to confirm whether minimum gap acceptances for vehicles turning right onto Burswood Road from side streets is being met and the impact of the raised platforms on vehicle gaps.</p> <p>Regarding comments about other traffic management measures, these are outside the scope of this project. The need for traffic management measures through the residential side streets would be considered following the updating and analysis of traffic volumes as mentioned in point 1. above.</p>	
<p>Other Traffic Solutions</p> <p>There were 20 comments proposing other traffic management measures:</p> <ul style="list-style-type: none"> • 8 comments requested reinstatement of the right turn from Craig Street onto Great Eastern Highway and/or making Craig to Asquith or Twickenham Street the dominant link to Shepperton, including roundabout at Craig and Burswood Road and lights / right turning lane at Shepperton into Twickenham. • 7 comments requested an improved connection between Great Eastern Highway and Shepperton – extended left turning lane from GEH to 	<p>While the management of traffic per se was beyond the scope of the streetscape plan, given the concerns raised by the community and Main Roads, the Town will undertake an expanded transport investigation at the next stage of the project as described in the next column.</p> <p>It should be noted that the Town does not control the intersections on the Regional Road network (Craig St-GEH / Burswood-GEH), and it is highly unlikely Main Roads would support any reduction in the capacity of these intersection or a new intersection at Shepperton- Asquith or Twickenham Streets as this would impede regional traffic flows along Shepperton Road.</p>	<p>Include an action in the Implementation Chapter relating further transport analysis at Design Development / Detailed Design stage to assess volumes, gaps and capacity, the re-distribution effect, and whether its desirable to further investigate any other network</p>

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<p>Shepperton, right turn or on-ramp from Shepperton to GEH.</p> <ul style="list-style-type: none"> • 2 comments requested diverting traffic on Kitchener to Duncan and Shepperton. • 2 comments requested road closures (see side street comments above). • 1 comment suggested modifying the intersection of GEH and Burswood Road (assuming to remove left turn light and/or removing vehicle lanes). 		<p>improvements and refine concepts.</p>
<p>Plan Implementation</p> <p>There were 6 comments about plan implementation (summarised):</p> <ul style="list-style-type: none"> • There is no implementation plan and if the barriers that prevented the previous 2009 streetscape improvement still exist, then they need to be addressed, otherwise the concept is just nice pictures. • This is a long overdue initiative. • This project is a priority and should be a State priority. • Support a funding strategy and pursuing funding from development contributions (new apartments), State and Federal governments. • Need a plan to remove ugly, proliferating signage on verges. 	<p>Re implementation - The concept plan document contained an Implementation Chapter on page 56 which was shown in the Table of Contents on page 2. The Implementation table identified the need to prepare a Funding Strategy to inform the allocation of funds in the Town's Long Term Financial Plan. The Funding Strategy will consider various funding scenarios and sources although it should be noted there is limited ability to raise funds through development contributions via the State Government's recently updated State Planning Policy 3.6 Infrastructure Contributions which only permits funds to be raised to increase road capacity (ie. Adding lanes and increasing size of intersections) and only that generated from development in the precinct can contribute versus regional through traffic.</p> <p>Re State priority – the Town is responsible for the maintenance and renewal of roads in this area, they are not State controlled roads (except for key intersections at Great Eastern Highway and Shepperton Road).</p> <p>Re signage - portable signage may be permitted under the Town's signage policy / local laws, although a future review of the Town's</p>	<p>Nil.</p>

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<ul style="list-style-type: none"> Don't agree with CCTV, it is wasteful and encourages non-active business trading. 	<p>Burswood South Place Plan could include a compliance audit of portable signage.</p>	
<p>Project Process</p> <p>There were 4 comments about project process (summarised):</p> <ul style="list-style-type: none"> consider the needs of new /future business owners vs existing and old business owners if they don't support the vision. residents should be inclusive of plan and haven't been keep involved / involved late. the consultation process is deficient, the Town's methods don't work as the plan is based on subjective opinions of a small number of participants. A more efficient and effective method is required where the Town genuinely demonstrates desire to engage and respects community opinion vs going through the statutory requirement motions. Vic Park Ratepayers Association - The plan contains some interesting and desirable propositions but they are impossible to deliver with the existing traffic. Given the current and likely increasing traffic on Burswood Road it is recommended that the Streetscape Project be put on hold until a viable solution is determined in conjunction with Main Roads WA. There are other aspects of the plan that we would wish to comment on but have concluded that the 	<p>Re engagement with residents and businesses, the initial issues and opportunities survey and the draft concept plans were promoted through:</p> <ul style="list-style-type: none"> 450 letters sent to non-occupying landowners (including residential areas up to Harper Street). Flyers dropped in letter boxes (up to Harper Street). Multiple social media posts and a Mayoral video. Your Thoughts community engagement platform. Door-to-door promotion to businesses. An advertised information session. <p>The issues and opportunities survey received 58 responses which is considered reasonable.</p> <p>The plans are not based on the "subjective opinions of a small number of participants", they are based on:</p> <ul style="list-style-type: none"> The issues and opportunities raised by the community and known to the Town staff. The professional advice of Town staff and multiple consultants. The strategic need and objective to improve the Burswood South mixed use precinct to stimulate redevelopment and the benefits of business and employment growth and places for people to living close to public transport, employment and major services (eg. hospital, university etc). <p>The streetscape plans are concepts which aim to achieve the Key Moves:</p> <ol style="list-style-type: none"> Slow traffic. Safer footpaths and crossings 	<p>Nil.</p>

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<p>problems associated with the traffic volumes in the area are of such magnitude that the plan cannot proceed until it is solved. The final solution chosen to deal with the traffic issue will very likely impact on other aspects of the plan and it would be premature to make any decisions on streetscape until after that solution is known. The lack of properly considering where the traffic will go is a fatal flaw in the plan.</p>	<ol style="list-style-type: none"> 3. Green and shade streets. 4. Create distinct people places 5. Enhance identity and vibrancy. 6. Strengthen walking and cycle connections. <p>The Town has limited capacity to influence the volume of regional traffic moving through the Town, and the Town's draft Transport Strategy identifies Burswood-Teddington Roads as a "Vibrant Street" which acknowledges it is a high volume street but also a place that should provide for a high volume of people activity on the street, and multiple modes of transport (walking and cycling) not just primarily cater for regional through traffic.</p> <p>The submitters concerns about distribution of traffic and volumes on Burswood-Teddington are noted. As such, the next stage of Design Development / Detailed Design, which would normally include further traffic testing, can be expanded to include an assessment of volumes and capacity, the re-distribution effect, and whether its desirable to further investigate any other network improvement such as re-opening Craig Street, extending Shepperton right turn to Teddington and extending the left lane from GEH to Shepperton for example.</p> <p>The traffic analysis will inform future refinement of the concepts, however the concept plans are not fatally flawed and the project can progress to the next stage of Design Development / Detailed Design. It should be noted that this is a local road which is the responsibility of the Town and that Main Roads have limited regulatory control over local road design which is limited to signs and lines. In addition, there are many instances of inner city District Distributor B roads which include devices to manage traffic speed and balance the need of non-vehicle street users ie. pedestrians. These include - Albany Hwy, Archer Street, Hay Street West Perth, Wellington Street in the Perth CBD, part</p>	

SUMMARY OF COMMENTS BY THEME	TOWN RESPONSE TO COMMENTS	RECOMMENDED PLAN CHANGES
	<p>of Murray Street in Perth CBD, Rokeby Road Subiaco and Broadway in Nedlands.</p> <p>The design of the streets in the precinct must reflect the social and economic vision for the street and as this is a busy inner city road, there will be tensions between the need to accommodate vehicle movement with the need to create a safe and vibrant environment with a strong sense of place and better connectivity between adjoining residential areas and GO Edwards parklands. The Key Moves and proposed concepts for streets and places in the streetscape plans remain valid.</p>	
<p>Other Non-Project Comments</p> <p>A number of other comments were received (summarised):</p> <ul style="list-style-type: none"> • re-route buses down Burswood Rd to lessen driving, and better connect Albany Highway. • need innovative solutions to get residents to use public transport vs multiple cars per apartment. • concern regarding traffic generated from new childcare on Teddington Rd. • building heights should be kept within policy limits to avoid apartments / office dwarfing and changing character. • are there plans to relocate the brothels. • Charles Paterson Park needs fencing to stop children and dogs running onto roadway. 	<p>These comments are not within the scope of this project and have been referred to other departments where relevant.</p>	<p>Nil.</p>

SUMMARY OF COMMENTS BY THEME	TOWN RESPONSE TO COMMENTS	RECOMMENDED PLAN CHANGES
<ul style="list-style-type: none">the area needs digital advertising signage to promote it.		

Government Submissions	Town response	Plan response
<p>Public Transport Authority</p> <p>The PTA provided the following comments (summarised):</p> <ol style="list-style-type: none"> 1. Prefer bus lanes at 3.5m wide, with wide and bus friendly intersections to improve comfort of public transport passengers. 2. Should prioritise Asquith St right turn into Burswood Rd ie no Give Way at Asquith into Burswood. 3. Construct a nib at the Craig Street bus stop so buses don't need to swing in and out of traffic lane to access the stop, to increase passenger comfort, act as traffic calming and increase footpath space for pedestrians/trees etc. Request DDA compliant plans sent to PTA at detailed design stage. 4. The PTA are in early stages of planning for road and bus priority modifications in the wider area. If progressed, supported by stakeholder and implemented, this may result in changes to bus routes in the precinct. 	<ol style="list-style-type: none"> 1. While 3.5 metre bus lanes are the default preference of PTA, the PTA Guidelines do accept 3.2 metre lanes in existing urban areas but prefer wider where possible. The entire length of Asquith St is current 3.2 metre lanes and parts of Craig St are 3.2 metres where there are medians. The proposed designs for Burswood-Teddington have 3.2 metre lane widths which is based on PTA's previously accepted 3.2 metre widths, should a future bus route be planned. The next phase Design Development / Detailed Design will involve further engagement with the PTA to negotiate reasonable lane widths. 2. The next phase of Design Development / Detailed Design can investigate the PTA's idea for a priority right turn from Asquith St to Burswood Road. In the medium-term, the proposed preparation of a Precinct Structure Plan for the precinct will examine the function and character of the very west end of Burswood Road which may be suitable for a shared street to better integrated to two separate sections of Charles Paterson reserve. 3. The next phase of Design Development / Detailed Design will involve further engagement with PTA on detailed designs including the potential for a nib. 4. The Town will speak further with the PTA regarding any plans to change bus routes. The majority of future development will be located around the western end of the precinct and it would be preferable the bus route along Asquith and Craig is retained. 	<p>Include an action in the Implementation Chapter relating to further engagement with PTA on future bus routes, lane widths, priority right turn from Asquith to Burswood and bus stop nibs.</p>

<p>Main Roads WA</p> <p>Main Roads provided the following comments (summarised):</p> <ol style="list-style-type: none"> 1. Teddington and Burswood Roads are Distributor B roads according to the Main Roads Road Hierarchy. Teddington and Burswood Roads provide a crucial connection between Albany Hwy/Shepperton Road and Great Eastern Hwy, and are the only link if travelling from south to east / north (ie right turn to GEH). Teddington and Burswood Roads facilitate more than 12,000 vehicles per day (2020). 2. The proposed treatments will be inappropriate for a District Distributor B road and may adversely impact on the efficient operation of the state road network and effective facilitation of traffic movement at district level. Main Roads recommends an appropriate traffic capacity assessment to inform proposed treatments. 3. The proposed road cross sections minimise travel land widths and tighten corner radius, potentially challenging for buses and commercial vehicles. Road design must consider movement of 'as-of-right' vehicles particularly at intersection of Burswood and Teddington. 4. Road cross sections should consider the needs of cyclists, and where warranted, allow cyclists and vehicles to pass side by side. Additional lane width may be required if the street is also bus route. 	<ol style="list-style-type: none"> 1. All roads in the precinct are under the control of the Town (with the exception of intersections with State roads). The Main Roads Road Hierarchy provides broad criteria with the aim of guiding the function of roads for vehicles. The Hierarchy does not hold any regulatory status and was developed some 30 years ago. As such, the Hierarchy does not provide contemporary guidance to the design of streets and management of traffic, especially for 'Vibrant' inner city high streets situated within major activity centres, where there are inevitable competing priorities between place functions and needs and the movement of regional and district through traffic. Other notable District Distributor B roads in the inner city are - Albany Hwy, Archer Street, Hay Street West Perth, Wellington Street in the Perth CBD, part of Murray Street in Perth CBD, Rokeby Road Subiaco and Broadway in Nedlands. 2. Following the submission, the Town met with Main Roads to better understand their concerns and the need for a capacity assessment. Main Roads further advised they supported a decrease in vehicle speed on Burswood-Teddington to make the road safer and would consider an application for 40 km/hr after sufficient assessment and detailed design. However they were concerned the concepts might lead to some re-distribution of traffic which may in turn negatively impact on State road links. They were concerned the concepts might limit the capacity of the road to function as a Distributor B road. <p>The concept plans aim to moderate the behaviour of vehicles and slow traffic on Burswood-Teddington, they do not aim to reduce volumes, although it is acknowledged they may have a minor effect on traffic re-distribution. This would only be for traffic travelling east-west (from the GEH intersection) as there is no</p>	<p>Include an action in the Implementation Chapter relating further transport analysis at Design Development / Detailed Design stage to assess volumes, gaps and capacity, the re-distribution effect, and whether its desirable to further investigate any other network improvements and refine concepts.</p>
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<p>5. Main Roads approval is required for regulatory elements per the Road Traffic Code 2000.</p>	<p>alternative west-east link (from Shepperton Road). At present, Burswood and Teddington Roads carry between 13,700 vehicles per day (2020 - Burswood) and 10,500 (2017 – Teddington), and this link does have a finite capacity due to:</p> <ul style="list-style-type: none"> • the limitation of the 20 metre road reserve which can only accommodate a two-way road, especially where there are space needs for wider footpaths appropriate to service a major activity centre, a central median for pedestrian crossing safety and on-street parking etc. • the capacity of intersections at Shepperton and GEH which funnel vehicles into the precinct. <p>The issue of traffic volumes and the potential for re-distribution of traffic and negative impacts on adjoining neighbourhoods were also issues raised by the community. As such, the next stage of Design Development / Detailed Design, which would normally include further traffic testing, can be expanded to include an assessment of volumes and capacity, the re-distribution effect, and whether its desirable to further investigate any other network improvement such as re-opening Craig Street (currently right turn to GEH restricted to bus only movements), extending the left lane from GEH to Shepperton Rd or and increasing the length of the right turn lane on Shepperton Road to access Teddington Road for example.</p> <p>3. The next stage of Design Development / Detailed Design will entail refinement of designs to ensure they accommodate commercial vehicles while contributing to improved pedestrian safety and amenity. Medians can be flush at intersections to allow for larger turning vehicles (e.g. waste vehicles). Between 4-5% of traffic is commercial vehicles at present, however as land use changes to more office / retail commercial over time, there is likely to be less larger vehicles. The current design of Burswood-</p>	
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	<p>Teddington can accommodate a bus route if one is required in the future.</p> <ol style="list-style-type: none">4. Re cyclists – refer to comments in community section above.5. Noted. It is important to note that all roads in the project area are managed by the Town as such, the regulatory influence of Main Roads is limited to road signs, line marking and assessment of appropriate speed zones in the precinct.	
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