

Draft Transport Strategy and Draft Parking Management Plan – Summary of Public Comments

Do you Support the draft Transport Strategy?	Do you support the draft Parking Management Plan?	Do you have any final comments you wish to share?	Town Response
I oppose	I oppose	to much focus on minority groups, anti business and majority of ratepayers.	Noted.
I support	I support	I support the plan, it's very well put together! I support the improvement of walking and cycling facilities within the city. I believe coordinating PSP improvements and greenery will encourage active transport. Great work. My son would love to read the plan, however he has an impairment. Could you please ask the consultant to present the plan through the medium of interpretive dance?	Noted. The Town is unable to translate these documents into interperative dance.
I support	I support		Noted.
I support	I support		Noted.
I support	I support	I am overwhelmingly supportive of the draft transport strategy and parking management plan. It is essential for the Town to prioritise streetscape upgrades and bike infrastructure to help our local economy thrive and make our neighbourhoods more pleasant places to live, work and play. If we don't focus on this, and keep making our wide streets car dominant, they will become hostile, polluted, unpleasant and choked with cars as the population grows. I strongly support the idea to place protected lanes along Berwick St. This will be important for connecting the south east through this area and it is not good enough to just push bikes onto surrounding residential streets. This infrastructure will make a huge difference, especially with the new bike bridge being built next to the Causeway.	Noted. The draft version has been amended to signify the berwick street protected bicycle lanes project as a priority action in the Transport Strategy.

		<p>Parking will always be a problem because we're an inner-city area so we need to get used to cars being parked in our neighbourhoods. The challenge is doing this safely without damaging the quality of streets. But for too long we have had a culture where parking is treated as a basic human right when it is actually very expensive to provide unlimited free parking in cities. A perspective shift is needed to help people understand that just because they own a car, it doesn't mean we can leave it wherever we want - just like with my other belongings, it's not the council's responsibility to provide space for my stuff.</p>	
I support	I support	<p>This seems like an great plan with a focus on sustainable transport and an excellent vision for the future. Now the challenge is on executing it.</p>	Noted
I support	I support, but have some concerns	<p>Strongly support reducing speeds on ALL roads within Vic Park to make walking cycling more attractive. The parking management plan does not seem to address the huge increase in on street parking on many local roads. Suggest more islands on busy streets like Berwick street to enable safer crossings for pedestrians / cyclists.</p>	<p>Noted. The Town is working with other inner city local governments to advocate for lowering residential speed limits as well as speed limits in Activity Centres as part of the Inner City Group.</p>
I support		<p>Objective 9 is extremely important to me as a commuter cyclist. Oats St is dangerous and would benefit greatly from cycling infrastructure development, especially as recent car traffic has increased drastically.</p>	<p>Noted. Oats Street was noted as a priority project in the Town's Bike Plan. This has been included in the new Transport Strategy.</p>
I support, but have some concerns	I support, but have some concerns		

I support		I strongly support all initiatives that promote a more integrated travel policy but also one that emphasizes pedestrian and cycle safety and facilities and public transport. In my view, if we focus more on these components we will have fewer problems to solve with private vehicle parking, access etc. A REALLY bold plan would see the pedestrianization of Albany Highway between Canning Hwy and Welshpool Road.	Noted. The vision of the strategy includes a focus on improving pedestrian and bicycle amenity, safety and convenience as this was a key finding in the community engagement. Parts of Albany hwy are classified as streets for people. Characteristics of this category may include pedestrianisation. Further detail of this will be considered as part of the Albany Hwy Precinct Structure Plan Project.
I support	I support	<p>No mention of bus priority, which would encourage more people to use public transport and reduce congestion. Often my bus home is delayed on Albany Highway in the afternoon due to traffic queuing to access side roads.</p> <p>Strongly support improving pedestrian environment as I walk a lot round the town centre. Shade, greenery and the skinny streets would help. Reducing speed limits to 40kph across the Town (except on main roads) would improve pedestrian environment.</p>	A new action has been included in the final Transport Strategy to investigate how transit priority can be facilitated along key movement corridors within the Town without further impacting connectivity across the movement corridors. Several locations will be considered to align with the Public Transport Authority's Road Corridor Review (2018) and includes Shepperton Road, Manning Road and Canning Highway.

I support, but have some concerns	I support, but have some concerns	I've heard that there's a policy about cars parked on streets/verges, even in front of own property in seemingly unrestricted areas, needing to be moved every 24 hours to avoid infringement. This seems counterintuitive to wanting folks to avoid driving - there are households with more cars than off-street bays (sharehouses, houses with adult children, couples who just need access to two cars) which might not use a car for several days in a week e.g. because willing and able to take public transport to work, but requiring car to be moved every 24 hours then gives a reason to drive instead.	The intent of the local law is to avoid people storing vehicles long term - to be noted as part of the next local law review.
I support	I support	The residential streets in the area have already become appreciably busier in the last 10 years and, given the population strategy of the town, this will become much more of an issue going forward. Early and significant intervention will be required to avoid the sort of traffic issues that exist in Sydney, Melbourne and Brisbane. Permitting wide spread access to the area by private transport does obviously bring benefits to business but the cost of maintaining roadways and parking is significant too. If the town has a residential population of 30,000-50,000 (and is well managed for desirable business activity) there will be a critical mass that will see people visit the area even if parking is restricted. Improved public transport will have benefits in traffic flow, street parking congestion reduction and unsafe driving practices (speeding, DUI, etc).	Noted. The Transport Strategy and Parking Management Plan are aligned to the Town's Local Planning Strategy and have considered population and visitor growth as part of all actions and recommendations.
I support	I support		Noted.
I support	I support	I enthusiastically support! This is a great plan that actions several strategies I have been banging on about for years. Feeling really heard and thankful that the Town is being aspirational, and prioritising pedestrians.	Noted.
I support	I support		Noted.

I support, but have some concerns	I support	I'd love to see the development of better pedestrian and bicycle infrastructure prioritised!	Noted.
I support	I support		Noted.
I support	I support	<p>I strongly support the Transport Strategy and Parking Management Plan. I think these documents together set a strong plan for a change in direction for the Town's local transport system.</p> <p>It is really important to focus investment on Main Street Upgrades, like the one happening on Archer Street because these projects have a great impact on local economic development and attract more businesses to our local suburbs. This ultimately gives more people a reason to walk and ride in the community.</p> <p>I also strongly support a push to create more people friendly and bicycle friendly streets. The bike infrastructure projects planned for Archer/Mint st and Berwick Street will make a huge difference in getting people of all ages onto bikes.</p> <p>Overall, these documents reflect what needs to happen on our streets as our community grows over the next 10 years and more people look to come into Vic Park.</p>	Noted.
I support	I support	<p>A strategy for parking and traffic management around Millen Primary School and Higgins Park would be great. At peak school pick up and drop off times people are often not following rules resulting in increased risk for pedestrians.</p> <p>Also a pedestrian refuge at the Berwick and Sussex St intersection would be great. It's a busy walking route & can feel quite unsafe standing in the middle of Berwick St.</p>	Noted - The Town works with all schools proactively to manage pick up and drop off periods safely and effectively while mitigating disruption to residential areas. Refuge islands on Berwick street will be considered in the design for protected bike lanes on Berwick st which is a priority action in the strategy.

I support, but have some concerns	I support, but have some concerns		
I support	I support	Please consider Bishopsgate St Carlisle for skinny streets program	Noted.
I support	I support		Noted.
I support, but have some concerns	I support, but have some concerns		Noted.
I support, but have some concerns	I support, but have some concerns	Green left agenda needs to be balanced with higher weight to resident lifestyle, convenience and respect	Noted.
I support	I support	Please make safer the intersection at Albany Highway and Oats/Hill View Terrace, (Aldi), this is an extremely unsafe area for pedestrians and cyclists, please also make Hill View Terrace, 40kms per hour (add slowing island spots or speed humps) to Berwick street, making it a safer area for all. More green street scaping on Hill View Terrace from Albany Highway all the way to the end of Hill View Terrace.	Noted. Hill View Tce and Oats Street is noted as a priority bike infrastructure project that will include traffic calming measures to improve pedestrian and bicycle safety and amenity.
I support	I support, but have some concerns		Noted.

<p>I support, but have some concerns</p>	<p>I support, but have some concerns</p>	<p>In my narrow view of my world and how my family navigates the town, I want safer streets to walk down and live on, where we can connect with our neighbours and not concern ourselves that a speeding person will fly past our houses. I want to be in a position to cycle with my children around the town without fearing someone will hit one of us. I would love to cross the crosswalk by tammys bakery on the first attempt without been cut off by a car (why don't they seem to notice it?) or have to grab my child before they step out in front of the car that hasn't noticed to give way.</p> <p>I would like less suped-up cars cruising around in circles at night time. I would like fewer cars :-). Wider paths to walk on, larger and more pedestrian crossovers in a straight line where the pedestrians are not an afterthought of road setup. Barnes Dance crossover, removing the right turns at hazardous intersections. removing the driver's responsibility to stop and look for pedestrians before turning, because they rarely do.</p> <p>End to end walking and cycling network that allows residents to navigate the whole town without the sudden end to the cycle path or sidewalk. pop up seating for our older community member and also my two-year-old who likes to take 5 frequently on walks. Don't increase speed limits on major roads to create a freeway type environment, it's a town and should feel that way when you enter it not just a fly-through area.</p> <p>I believe Vic Park to be a like-minded community in terms of alternative moods of transport, sustainability, and liveability of our lovely town. Anything that highlights and improves this makes it an even more amazing place to live.</p>	<p>Noted. The Town feels these comments are aligned to the objectives and vision of the strategy. Regarding the crosswalk specifically, this area has been noted as a "Street for People" in the future Movement and Place network within the Transport Strategy. This means the area will be designed as a pedestrian priority area with design characteristics that reflect the objective of creating a people focused street. As part of the Albany hwy Precinct Structure Plan project, designs for the streetscape in this area will be developed to reflect this design guidance.</p>
<p>I support</p>	<p>I oppose</p>	<p>I hope council takes this exercise as not just a way to collect information but also to act on what the community puts forward.</p>	<p>Noted.</p>

I support	I support	Burswood Road should be a local street. The route for through traffic from Shepperton Road to Great Eastern Hwy should be via Teddington Road, Burswood Road and Craig Street by reinstating a right hand turn from Craig Street to GEH	The Town has been progressing the Burswood South Streetscape Improvement Plan which includes a redesigned Burswood Road to calm traffic and create a more people friendly environment. This is an action within the Streetscape Improvement Sub-Program of the Transport Strategy.
I support	I support		Noted.
I support	I support	I am on board with both documents. All major cities that have attempted to maintain free and unrestricted parking as they grow have suffered economic decline and a decline in liveability. These documents seem to understand this and have a modern and progressive approach to managing parking as an inner city area. Some of the projects such as the Archer/Mint project and Berwick Street protected bike lanes are particularly exciting and will help make Victoria Park an attractive inner city area where people want to spend more time outside.	Noted.
I support, but have some concerns	I support, but have some concerns	Great document. But little confidence yet that Council and staff can implement, given the many recent missed opportunities to improve the cycling network when undertaking road works.	Noted.
I support	I support	Would love to see more dynamic parking pricing at different time of the day to reflect supply and demand (eg. expensive when in demand, cheaper when not etc.). On a selfish note that affects us; anything that could be done to lower speeds on Basinghall (in between Albany and Berwick) would be great, cars fly down there! Skinny street perhaps. challenging with on-street parking and bus route - don't be afraid to lose some bays. Great work overall on the strategy.	Town is actively working towards a dynamic parking model in activity centres and paid parking areas. A section of Basinghall St has been classified as a Street for People in the Future Movement and Place Assessment and can be considered as part of the skinny streets program.

I oppose	I oppose	<p>'I'm surprised there is no inclusion of short term methods that improve the amenity of local residents, while reducing climate impacts / GHG emissions at the same time.</p> <p>Obvious examples include:</p> <ul style="list-style-type: none"> - Optimising traffic lights & traffic flow to reduce idling time and stop / start emissions. There are major improvement opportunities on GEH, Shepperton Rd, Orrong Rd and Albany Hwy (among others!) - Similarly, improving suburban traffic flow (e.g. Burswood or Lathlain, which only have a couple of key thoroughfares) could reduce the average distance travelled by the typical ToVP resident. - Improving Town infrastructure that residents routinely travel for (e.g. dog parks, playgrounds, ovals etc). will also reduce the distance travelled by the typical ToVP resident. 	<p>Noted. There are many short term actions within both documents that focus on improving amenity on local streets. Examples you have identified for improving traffic flow have been captured such as the Orrong Road Upgrades planned by Main Roads WA. However, reducing congestion was noted as a low priority during the community engagement period. Therefore, much of the actions in these documents focus on improving pedestrian and bicycle amenity, connectivity and safety as this was identified as the most important focus for improving local streets, activity centres, and the overall transport network during the community engagement period.</p>
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Further Comments Provided to the Town during Public Comment Period

Note: These comments related to the Town's Transport Strategy but were emailed to the Town independently instead of being provided through the Town's Your Thoughts page. Therefore, these comments were not captured in the survey results. While the comments did not address questions through the public survey, as they were provided during the public consultation period and were deemed to be relevant, they were considered during finalisation of the Transport Strategy and Parking Management Plan.

Date of Email	Public Comments for Consideration	Town Response
9/8/2021	<p>I just wanted to pass on some feedback on the transport and parking management plan as a resident and multiple property owner in the Town of Victoria Park.</p> <p>I have lived at 27 Star Street in Carlisle for the last two years and have discussed with neighbours the thoroughfare traffic on Star Street. Myself and others wish we could have street parking like it was about 5 years ago before the no parking yellow lines appeared. Without street parking cars hurtle along the street all hours of the day and night. It would be great to ask the residents their preference for street parking.</p> <p>As a result of no street parking, people park on verges and block the view of reversing cars from driveways.</p> <p>Allowing street parking would slow traffic, improve safety and allow resident's guests to park close to the premises.</p>	<p>The Town recognises the frequent speeding and rat-running issues on Star Street. The Transport Strategy has recommended investigating changes to the State Governments Long-Term Cycle Network to make star street a local bike route. This means the Town intends to investigate the possibility of making improvements to Star Street that could include bike infrastructure and traffic calming treatments along Star Street to address speeding issues as well. As part of the planning and design process for this work the Town can consider changes to the on-street parking environment.</p>
9/8/2021	<p>I have read through the new Transport Strategy and Parking Management Plan and I didn't see any changes to the building approvals process to mandate minimum parking areas within a new</p>	<p>Noted. As part of the existing Vic Park Planning Reform Sub-Program that is referenced in the Transport Strategy, the Town will be updating it's local planning framework. As part</p>

<p>residential house’s property. If there is one in place, it is insufficient. I live on Etwell street and have seen several new houses built in the last few years that appear to have 5/6 bedrooms, but barely leave enough room for 2 cars to park. Looking further into the future it will be increasingly common for family homes to be composed of parents with their middle aged, moocher kids, still living at home. For a fully occupied 5 bedroom house, this could mean up to 6 cars residing at the one property. If the moocher kids actually manage to attract sexual partners, who are keen on mooching too, this could blow out to 10 cars. This is already true of shared houses in the area. There are some houses along my street that seem to have the verges perpetually used as a car park. The only time they actually move the cars off the verge is to pile copious mounds of garbage (their old furniture and mattresses) for the bi-annual “Make Vic Park Look like a third world dump” verge collection.</p> <p>Please can you address the private residential parking situation, perhaps within the Buildings Approval process. My suggestion would be a simple calculation of required parking area based on building size and/or bedroom numbers (which if already in place, is not sufficient).</p> <p>Thank you for your consideration</p>	<p>of this work the Town intends to update it’s local parking policy to ensure parking requirements for new developments are up to date and relevant to the Town as it’s population grows.</p>
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Further Detailed Submission

[Name Removed]
 [Address Removed]
 [Email Removed]
 August 2021



Public comment on *Town of Victoria Park* draft Transport Strategy and Parking Management Plan (May 2021).

Hello *Town of Victoria Park*.

Overall it seems your strategy was a too wordy in parts. If you put too many wonderful descriptions in, it begins to resemble a sales document. Would have preferred more lists, more namings of local roads, and distributor roads you are targeting.

Additional there seemed to be lacking future scenarios, and lacking scenarios for distributor roads within *Town of Victoria Park* boundaries. Give more detail than merely, 'upgrade', 'modify', etc. Yet I acknowledge that may be controversial, considering staff/division need the *strategy* passed by *citizen Council*. I understand the ramifications implied, and the pathway *Town of Victoria Park* staff may be taking here.

Believe some future scenarios thirty years into the future need to be talked of, to avoid 'surprised' protest groups a decade or so down the line.

That is better than new residential property owners, or new commercial property owners who have recently bought into *Town of Victoria Park*, saying in the future, 'We were never warned by the *Town of Victoria Park*(staff) in 2020 that this possibility(transport scenario) might eventuate.'

Page 6. *The data also reveals that public transport usage by the Town's residents sits at 12% for bus and 5% for train, while walking made up 4% and cycling made up 3%.*

Public transit usage by the Town's residents is low for bus and train.

Strange for the next paragraph to state, *relatively high use of bus and train.*

No, it is low use.

In relation to *positive environmental outcomes* –cars using non-petroleum fuels such as electricity, and homes being powered by solar energy, are already achieving the major aspirational goals of the past 3 decades. As the past 3 decades most of the average household fuel was petroleum, AND most of the power generated from fossil fuels/petroleum.

Page 7 bottom paragraph, *Town's vision as A dynamic place for everyone that*

enables safe, enjoyable and convenient journeys to, from or within the Town, for all modes of transport. Agree with that.

In regards to your theme, A Liveable Town. *A Liveable Town* is no car yards. That is an important point that needs to be pushed. Don't be afraid to mention it in your strategy. The lingering car yards potentially offer up disincentive excuse for the WA State Government to not invest in mid-tier rapid transport in the locality. Mind you it would only be an excuse if used. I don't believe there is an excuse for the inaction (2021).

Page 9, 1.1 Vision. *Yes to connects people to places. Yes to a liveable inner-city community.*

Figure 1.1. HC 3. Yes.

L.3. ie. Bus.

Page 13, 1.2.1. Don't forget to *provide* the workers *with choice*. To *empower* the workers to make non-car decisions.

HC 1 better include bus priority at intersections!

If you want high volume public transport bus patronage, you need larger shelters that protect versus the wind and rain. Plus they need be lit. Many popular bus routes have had power undergrounded next to, YET patrons must stand in the dark during evenings and nights. Why not a low-scale light next to the busstop, NOT a large street light 13m from a busstop.

Have a think, if it has been raining, such as July 2021, people want to avoid standing near to the curb due to water from tyres can create

waves onto paths. Yet if they stand on the other side of the bustop, the rain might be flying in from that direction. The solution, don't bother catching the bus. That's the solution it seems the majority of the population choose. Am I wrong, are you wrong, or are they wrong.

HC.2. Don't be too inward, not every service need, or consumer need, is provided within the *Town of Victoria Park boundary*. Therefore transport links must be established, improved, and efficient in all directions in/out of the boundaries.

Faster public transport networks are needed.

HC.5. walking and cycling won't occur much in rain conditions. 'Risk of rain' is another deterrent.

Page 15, A.1. ie. East/west. You need to do that. Not been done enough –for bus, and for cycling.

A.2. I note, *both immediately within the localised catchment as well the wider surrounding area*.

A.3. Hints that the staff are stating that many residents use cars. That could be true.

A.4. Broadly, issue of 'weather'.

Page 18. Your priority initiative of 'skinny streets', name them? Also, would it not have been cheaper and easier to modify these streets when you were rebuilding, re-asphalting, and re-curbng them? Now you want to go back to those streets? Worry the order of progression for those local streets capital works to be politicized within *Council Meetings* decisions. Prefer *staff* weigh up the costs/renewal factors when deciding order of progression.

Page 21, Skinny Streets sub-program.

Warning on 'bicycle boulevards', that are expensive to construct. You have not listed that fact.

Page 22, No.7. Warning on effectiveness of any minor upgrade to Miller Street/Shepperton Road.

Agree MRWA and *City of Canning*, work with for Welshpool Road. That road will draw/focus more traffic in two years.

Page 23, No.12 is medium term time-frame.

No.13. Yes. **No. 14,** Yes! Rate it 'high' for healthy community, not moderate.

Page 24, No. 22. Yes for night-time economy. Plus real need to improve services on southern sections of Albany Highway in St James area.

No. 33. Add Shepperton Road.

No. 34. Is this bus priority? Plus believe the cost is \$\$.

No.40. Ensure includes Curtin University, TAFEs, training centres –Albany Highway etc.

Page 27, No.55. Yes improve cycling infrastructure on Duncan Street.

Page 29, No.65. yes to Duncan Street, yes to Hayman Road.

No.66. Yes to Albany Highway dwell .

No.69. Yes to Oats Street between station and St James.

Page 41, 4.1. Not great stats, public transit use remaining the same. Car ownership slight increase.

Page 43. 74% commute to work via car.

52% of respondents say car is their most used mode. 25% of respondents drive a vehicle daily.

Page 47, 4.3.1. Yes you note walking *weather protection*.

Page 52, 4.3.3. *yes you note public transport connecting the Town of Victoria Park's residents to key locations within the Town as well as to the wider Perth metropolitan area.*

Encouraging greater uptake of public transport and reducing the number of private vehicles in and around the Town allows for better and more efficient use of the road space.

Page 54. Bus. *No the Town of Victoria Park is not well serviced. Significant gap exists along Oats Street and Albany Highway St James–East Victoria Park.*

Plus Oats street bus services are not frequent enough during the day, during the night, and not frequent enough on Saturday evenings, Sunday, and Sunday evenings. New service/s need to be created. The circleroute 999/998 excuse has not improved in the past decade, so stop relying on it –it cannot solve some of the problems anyway.

There used to be a (weekday) half hourly 220 service that begun/ended at Nicholson Road Cannington. That experiment ended ~2013. Why not a 220 service that begins, ends at Oats Street Station?

With Forrestfield Airport Link to open soon, the 282, and 283 bus services along Shepperton Road might not survive. Let's face it, the WA Minister for Transport will cut them, and that southern deviation via Somerset Street will be over.

Page 55 *you state, Public transport access assists in stimulating the Town's night-time economy. Figure 4.9 demonstrates the bus span (time until a bus service operates until) throughout the Town. As demonstrated in Figure 4.9 not all key destinations are serviced by evening bus services, such as the whole portion of Albany highway, Burswood Peninsula and the Town's various local centres such as Lathlain and East Victoria Park.*

Page 58, 2nd paragraph, *Albany Highway lower sections do not have high-frequency bus route services. Many times they are non-existent (East Victoria Park –St James). Empty car yards on the northern end get more service, than residential lands at the southern end.*

Page 63. 4.4.

There are opportunities for Albany Highway's adjoining streets to support both the movement and place function of Albany Highway. Including Moorgate Street, and Gloucester Street.

Page 65, 4.5. User Mindset.

Felt you missed out a substantial profile.

Why not 'Unemployed'? Own up, many residents do fit this profile in *Town of Victoria Park*, including ones who do not live in *Department of Communities* properties.

I'm stunned that staff producing the draft strategy didn't create a mind-set for this, BECAUSE on other *staff strategies, plans*, this type of demographic is acknowledged by *Town of Victoria Park*. Why pretend it doesn't exist here?

Many of the 'unemployed' don't own or use motor vehicles. They do heavily patronise bus stops along Albany Highway, and the larger bus transfer stations within *Town of Victoria Park*. They are from a variety of ethnic, cultural backgrounds. They are a variety of ages, and both males and females.

In regards to a certain % of that mindset group: Their impact on some aspects of bus transport, can act as a deterrent for bus users. Everyone knows you sometimes have to walk down to the next bus stop, OR get off the bus immediately, OR ignore the current bus – wait for the next. Etc. These situations do present themselves weekly.

Update your draft Strategy to acknowledge the reality out there. I'd be very surprised if Staff didn't experience it, or didn't see it. Including staff who drive, you must have seen it on the volume bus routes.

Page 66. Yes there is *poor lighting and shelter* at many bus stops. Plus other bus stops are not simply large enough for the volumes of high-frequency passengers.

Spelling error of "Victoria Oark" at the bottom.

Page 67. Yes *lack of public transport services and frequency after 8pm*.

Page 68. Doubt high speeds on local roads.

Agree difficulty for some needing travel into CBD to route to services. Plus lack of night-time bus.

Page 71. 5.1.1.

Agree to , *Increased public transport coverage and frequency;*

Note you admit, *almost all respondents who noted their most common method of transport was private vehicle,*

Here's hoping different perspectives, real public transport users reply to *your draft strategy* comment in July/August 2021.

Page 74. Burswood Station.

Short–medium term, more of a platform upgrade. In the Future will be station, only when appropriate threshold of residential apartment redevelopment occurs. Past two *WA State Governments* have said that. I prefer that *future Station* to be undergrounded or sunk, along with an upgrade to four tracks. That is the responsible, economic option for *any WA State Government*, in the context of efficient use of public monies across the Perth metropolitan area.

Victoria Park Station. There is a need to discuss the platform extension more. This needs to occur now (in the short-term) so the station can take the new six car carriages. Seems easy enough to extend the platform southward, and a low budgetary cost for the *WA State Government*. Very surprised no announcement has happened, What's the problem *Town of Victoria Park*?

In the future, a new sunken station, with toilet facilities etc.

Agree *Burswood Road Streetscape Improvement Plan*.

Page 77. Long term cycling network. Need for primary route Centenary Avenue, through, by Curtin University, toward Perth CBD. Need for primary route from Orrong Road, west to Victoria Park Secondary Centre.

Page 82. Streets for People. *Ample areas to dwell with street furniture and active frontage to buildings on at least one side of the street space/plaza;*

Vibrant Streets. Reliable bus services with potential bus priority measures at signalised intersections or on-road bus priority lanes;

Bus stops need larger seating, larger shelter, and adequate lighting. That will encourage more people to mode shift regularly, at all times of the day.

Page 83. 5.4. Note: There are a lot of paper tickets in use on the buses. So you don't know where they get off, plus you don't know if they transfer on different buses multiple times.

Don't trust the patronage data, there is at least 17% patronage you cannot view. Plus I estimate upto 30% more trips (on/off buses with paper tickets) than you view.

Page 84. Cycling.

Lack of separated pedestrian and cyclist infrastructure throughout the Town creating opportunities for conflicts. Agree.

Opportunity, Implementation of the Skinny Streets program to improve attractiveness of cycling on local streets within the Town. Not sure it equal improvement in cycling.

Disagree with, Implementation of bike boulevards to improve cycling for all ages and abilities. It is too costly. Note: The WA State Government and Department of Transport have wised-up to this, they won't be footing the multi-million dollar bills some local government authorities thought they could pass over for a plethora of 'bicycle boulevards' across their local roads.

Transport discussion points, recommendations I wanted to raise:

Very fortunate, that in the medium term (since 2013 IMNS) the *WA State Government* (and initiated by *Federal Funding*) has begun the removal project of three rail level-crossings within *Town of Victoria Park*. Therefore in the near future(two years) those 3 major infrastructure projects will be cleared from *Town of Victoria Park* headache list.

Note: Also the rebuilds/replacements of Carlisle Station and Oats Street Station are to occur.

Now I would urge the *Town of Victoria Park* to not forget the (2013 Strategy) need to identify an additional local road crossing of the rail line between Miller Street and Great Eastern Highway. This would be particularly important for Lathlain residents.

Why? Because the distance between the two grade separations of Great Eastern Highway and Miller Street is large. Great Eastern Highway will in the future continue to attract large volumes of regional traffic and will get more congested. Local traffic movements will begin to get stuck in that Great Eastern Highway traffic, and will want to avoid it.

Lathlain residents need/deserve a low traffic, local road, that can easily connect them to the Victoria Park (Duncan Street) Town Centre for civic, retail, social, etc purposes.

I urge the Town not to forget this identified need, in the hype of *Metronet Level Crossings Removal*, and continue to work with *Department of Planning*, and *Department of Transport* to plan a future local road connection.

Note: That connection could be a one-way car lane. It would definitely be a low-speed, two lane (one for each direction) road link.

This future need has been on my mind for several years, and it definitely needs to be planned for. Don't get complacent (and think it will never be needed). Don't assume that merely a cyclist tunnel or cyclist bridge is needed.

I believe that into the near-future of Perth (within the next two decades), the *passenger rail corridor* will be upgraded to four tracks (past Burswood Station, past Victoria Park station), and that the most appropriate infrastructure decision will be for the Great Eastern Highway six lanes to go over the rail line. That means the rail line will be undergrounded or sunken into a trench from Burswood to Victoria Park (prior to Miller Street). This will improve the gradient of Great Eastern Highway to the adjoining residential properties –as clearly a lot of sand was moved to dig it down. This will allow greater clearance for vehicles on Great Eastern Highway.

This will get rid of/totally replace the rusty old two-track rail bridge. This will allow residential redevelopment over the rail corridor at Burswood and Victoria Park. The economics do stack up for those locations. This will allow a decrease in rail noise from *passenger train* movements to send them down (currently to be Byford line, regional line to Australind, and the Thornlie spur extension)

Visually and sound-wise, the upgrading of the rail line (into four tracks) and rail bridge to send it below Great Eastern Highway is a much better solution.

Also I believe four tracks (on any section of Perth's metro rail lines) allows for maintenance to occur without services needing to be stopped and moved to replacement buses. Those sorts of disruptions need to be minimized, and the operation of passenger rail

services will increase into the future (more late-night services), Perth is not a small city.

There is an on-going problem of larger and larger private vehicles proliferating on the streets of Victoria Park. These big vehicles, and SUVs, and 4WDs, and utes, seem to flaunt road rules, speed, and increase dangers for pedestrians. It is as if these road drivers do not notice it.

All the new vehicles seem to want to zoom along. When will they get the message on *Albany Highway main street* that it is a go-slow area. If they don't want to drive slow then don't drive on the road at the peak commercial hours -especially evenings. What are they thinking?

Town of Victoria Park needs to own up, that these vehicles are from your *residents*, and your *business ratepayers*. It is not a problem from, 'other local government areas'.

Hayman Road. Yes there are narrow sections of road that make it difficult for pedestrians to cross. Possibly the approaches (on both sides) to/from Curtin bus station need to be widened to allow a greater safe zone in the median. Bus movements are increasing, AND there is a lot of Lawson Street traffic headed for Hayman Road.

Kent Street. Yes it will have to be upgraded into the future because it is an important distributor link from Waterford Town Centre, Curtin University, Collier Park, Technology Park, Berwick Street, Albany Highway /Secondary Centre there.

Hillview Terrace. With Oats Street Station upgrade to occur in the near future, the public transit link gets more important and should receive greater priority (in services, and movements). Combine that with the St James Town Centre redevelopments (current and possible into the future), the activity/destination aspects and patronage will improve. There is rapid-bus potential into the future, AND

a proper night-time economy. Therefore at the very least, I would say some of the four lane approaches to the traffic signals (Boundary Road, Berwick Street, Albany Highway) need to be increased to allow for buses not to get stuck in queues.

Need to move faster on the Shepperton Road final ultimate upgrades and advocacy.

The *Town of Victoria Park* position and 2013 IMNS position was fixed at 'go-slow' 'no stages done independently, all most occur at once/together'. I have firmly believed that is the wrong approach.

The 'go slow' incremental approach is a waste of monies (particularly *WA State Government monies*), and unsafe.

The reality is that Shepperton Road is a *Primary Regional Road*, managed and maintained by MRWA, that will ultimately become six lanes of traffic, with two reserved for bus lanes.

That will further deliver an incentive for public transit, to encourage those motorists to get out of their cars.

Welshpool Road(St James)-Tate Street, to John Street (St James) seems ready to go, YET possibly is being delayed for its six lane upgrade, due to Shepperton Road delays. Why should that narrow four lane busy section of St James endure lengthy delays? The sooner MRWA builds on it the better.

Welshpool Road/Shepperton Road. The current 2020/21 minor upgrade is costing a bit of *State Government monies*, yet barely moving the traffic signals. I know that it is adding more lighting and improving the turning movement from Welshpool Road into Shepperton Road.

I do realise the land requirements for the section Welshpool Road-Oats Street probably requires the acquisition of additional eastern properties.

Oats Street/Shepperton Road. Very dangerous -particularly vehicles Shepperton southbound turning right into Oats Street southbound, they speed (and continue speeding to Albany Hwy/Hillview signals), and they also speed through red light turning signals regularly. A continual hazard for pedestrians crossing Oat Street there(OfficeWorks zone).

Yes there is a long turn pocket on Shepperton Road leading to Oats Street south, and a red-light camera, YET the local traffic never

cares and speeds through on red signals.

Conflicts –Office Works carpark entry, opposite Hubert Street entry, and the laneway behind OfficeWorks. Some vehicles don't keep the Hubert Street entry clear, some ignore the OfficeWorks entry by speeding through on Oats Street. Pedestrians attempt to cross the road, yet often get stuck in the middle of the road due to ignorant drivers (speed, or not looking other way –so never see pedestrians.)

Why not advocate for the section Oats Street-Mint Street to be done as a stage? Future Oats Street/Shepperton Road signals to include bus priority, and bus jumper lane, allowing right turn from Shepperton northbound into Oats Street eastbound. Allowing St James residents easy access on bus to new Oats Street Station.

Future Oats Street intersection to have dedicated turn pockets and turn lanes from Oats Street northbound into Shepperton Road. Plus left turn (give way) turn lane into Oats Street southbound.

Mint Street/Shepperton Road. Yes I accept it is probably better to push that realignment into the next decade, BECAUSE it will require removal of the pedestrian bridge. That the ultimate future scenario will have no need for a pedestrian bridge.

I note that the *WA State Government* owns the two north-western residential properties, and did not need to bend 2021 underground power cables around them.

Miller Street/Shepperton Road. A real confined, narrow, dangerous intersection. *Town of Victoria Park* and its residents have complained of this for years.

Why try for a miniscule improvement? If MRWA had ownership of the north-western property it might be able to put that signalised intersection onto its final ultimate alignment. Yet it appears that key property is under private ownership still. It seems the ownership might have changed in 2021, is that true? Why are they ignoring the reality, and not selling the property to MRWA? Who is being selfish?

2021 has shown that underground power cable had to be bent around that particular property, therefore in the future -it will have to

be moved (more cost).

So if MRWA owned the two residential properties either western side of Shepperton Road at the intersection, THEY could deliver a wider new, safe, intersection. Until then, there is not much they can do.

Tackle the problem, you all know what it is.

Duncan Street/Shepperton Road. The sooner that six lanes is created north of Duncan intersection, the better. Bus lanes are needed on either side.

Overall, stop the incremental improvements on Shepperton Road and its intersections, they are wasting finite monies. Advocate for ultimate improvements and layouts to be implemented sooner. Break it into stages.

More bus priority is needed. Yes I know your 2021 plan says it, but you need to do it. Particularly around Oats street.

East Victoria Park major retail centre. The Park Centre. At your Secondary Centre site.

The problem with four-way intersections signals is they get congested. Currently that intersection at Albany Highway/Mint Street does experience high congestion when vehicles are headed to/from the shopping centre site/carpark.

A three-way intersection would reduce the congestion, which is probably to increase into the near future. A better scenario would be to move the main entry to the shopping centre further northward, between the current entry and Sussex Street.

Why not, an entry (traffic signalized or roundabout) from Albany Highway to the middle of the The Park Centre front carpark, then traffic can disperse left or right. It would potentially reduce the current vehicle queuing on-site, and queuing at Mint Street, Albany Highway.

The new entry could be the link to the next stage(redevelopment) carpark ramps, deck.

Why not a roundabout? Albany Highway is merely a slow speed, two lane road there.

Everything must be viewed in terms of the redevelopment potential and redevelopment options of the Shopping Centre site. The *Town*

of Victoria Park staff know more of this than me, and should be guiding the retail site owner into a better future scenario. I think that scenario involves multiple stories of retail, and potential residential apartments.

You would expect the site owners to possibly have control of the small chemist site fronting Albany Highway. You would expect the site owners might also be able to gain control of adjacent properties at Bassinghall Street.

It is expected that a next stage redevelopment would include a multi deck carpark, or a modern underground carpark. That a next stage redevelopment might build forward toward Albany Highway. It might also build forward toward Sussex street and the potential civic redevelopments there.

A new department store might be built to replace the old Kmart building. If so, then the Kmart building could then be demolished, and the Bassinghall side redeveloped.

All part of a staged redevelopment. That fixes up all the on-site carparking provision, and problems, and drainage problems. The drainage pit on Bassinghall could be reconfigured by the site owners.

Thankfully there is some-sort of night-time economy there with newer eatery, drinks options fronting The Park Centre. Yet they are distant from Albany Highway, there is a gap.

Etwell Street. Your maps clearly indicate it is a small section of road whether the *Local Centre* is.

Regularly catch the bus by there. In terms of the retail/commercial viability, currently it is borderline. The type of shops, and whether they are open or not.

Your 2021 draft Transport plan has now allowed me to ask the questions I have been wanting to ask for over 3 years:

The two 'residential compounds' (No.66B corner Northhampton Street, No.63 corner Riverview Road) sites, what is their history?

Note: I am being careful with my language, as most of the public out their bluntly views these developments in a certain way.

Were these two property sites originally shops, corner stores? Were they then demolished, and redeveloped into 'housing'/purely residential? What year/s was this?

Both those two 'residential compound' sites seem to be in private ownership, and seem to include a large number of bedrooms, three or more bathrooms, and those large carparks for eight or more vehicles. Does the owner/s of those properties live on-site, or are these properties rentals, (investment vehicles)?

I am being careful with my language because it might be just one large family. It might be disability housing, operated by a provider. Is it any of these?

These two prime sites, on the Etwell Street main street, where the 'shops are/shops were', yet possibly they were wrongly transitioned into 'residential compounds' to pile in as many students (WA students or overseas visa-students?) as possible, for revenue? At the expenses of the former viable shopping district there.

Give us some answers *Town of Victoria Park*, end the uncertainty? Please explain it.

What is the current zoning of those two properties, can they redevelop (back into?) mixed-use? Is that what Town of Victoria Park is wanting? Seems so if you keep hyping the 'Etwell Street local centre' in various Town strategies.

Also, there is similarly one large vacant corner property at 65 Etwell Street. Dare I say, if this empty piece of land is transitioned purely into residential (instead of mixed-use residential/commercial), then the viability of 'Etwell Street Local centre' is dead. Therefore stop *Town of Victoria Park staff monies/efforts* on an unreal future there.

Questions with Woolworths (Duncan Street surface carpark, proposed Shepperton Road carpark).

Is it free for their employees to park there? That is a problem when their employees take bays. Those employees should be encouraged to bus, train. yet many of them line up, park directly in the best spots. It can be viewed as rude & insulting to customers. And pedestrians have to walk around drivers circling for spare spots due to them finding them full.

Technically the customers keep the business viable. The employees are fortunate to have a job (A job we know that benefited from

JobKeeper payments flowing to their 'essential grocery business' allowed to stay open due to lockdowns.

Add to that Liquorland there (Duncan Street). Does *Town of Victoria Park* have an agreement or condition from the decade-ago redevelopment relating to the carpark being used/non-used by employees of Woolworths, Liquorland (technically those are the stores that open maximum hours, AND if allowed they would nominate for all-hours open. They are pro deregulation of shopping hours.)? If not, why not? Is there a loophole there for Woolworths employees to use the surface carparking on Duncan Street?

Future bridges. Lacking from Causeway –Kwinana Freeway. It seems inevitable –watching the regional traffic. I would have preferred the Causeway bridges to be rebuilt as six lanes private vehicles, plus two lanes bus/light-rail, plus wide pedestrian paths both sides. Yet it seems many others want the current structure to remain into the future. Note: I think it is around the 4th Causeway bridge in its history, it ain't original.

Therefore a regional road link is almost certainly needed west of the Causeway, east of Kwinana Freeway. In 2016 the *WA State Agencies* forecast a need for an additional river crossing, and put forward a proposal. Since 2018 I would have to agree that it is inevitable for the need of it. For a road link to link with the eastern side of Perth CBD, to connect in the East Perth area. A bridge is more appropriate than a tunnel. Note: If only the Narrows Bridge interchange was built as a tunnel, yet it seems we are stuck with it.

Therefore a new bridge should be expected (Town of Victoria Park should expect it) from Canning Highway to link with Eastern Perth CBD. That it would be in the vicinity of the border areas of Town of Victoria Park/City of South Perth. Therefore if so, the lower section of Berwick Street might have to be four lanes (extended) toward Canning Highway.

Laneways. Very important matter.

Laneways parallel to major roads such as Shepperton Road, Albany Highway, Canning Highway, are extremely important. Often they

will be the only points of access to commercial properties for vehicles. Plus similarly residential properties.

Yes it costs substantial monies to rebuild laneways. Plus some need to be widened.

Considering the residential and commercial multi-storey redevelopments, they should as part of developer contributions pay toward the laneway rebuilding.

Town of Cambridge has successfully rebuilt four laneways per year, where they add drainage, add lighting, add power, and asphalt the entire laneway upto modern standards.

I think *Town of Victoria Park* has done a similar program? Is it to the same standards as *Town of Cambridge* –where they do it once, and do it right?

I have been impressed to see the amount of road rebuilds *Town of Victoria Park* has done on local roads the past four years –where the road is rebuilt, resurfaced, and entire sections of curbing is replaced. The end result is quite stunning on many local roads.

Some laneways might need to be reclassified into one-way only. Other laneways need white paint on surface to indicate to ignorant drivers to drive slow, AND slow down prior to road crossing points (where unseen pedestrians, cyclists, vehicles are). I disagree with expensive speedbumps and laneway modifications, prefer low-cost painted lines.

We know the conflicts of vehicle movements versus vehicles, and versus pedestrians at laneway from rear IGA to Mint Street. Clearly the proper widening of that laneway is being delayed until the redevelopment of that old brick building that includes the telesales company. Frustratingly prime mixed-use commercial/residential (Town Centre/Secondary Centre) sites on Mint Street are not being triggered by their owners for redevelopment. Many of these blighted sites continue to be leased. If the owner/s don't want to redevelop these sites then why don't they sell to someone who does want to? I guess there must be some sort of tax-incentive to keep the stalemate continuing, if only the *Australian Federal Government*, *WA State Government*, or *Town of Victoria Park* knew how to break it. This sort of behavior does not help, it hinders Victoria Park Secondary Centre.

Parking and larger vehicles.

Should not larger vehicles such as SUVs and 4WDs pay more in some way, BECAUSE it as it parking bays are resized for them. They are so large they take up larger parking space, AND they block views especially when parked on-street on Albany Highway /major commercial zones.

Plus we know many shopping centres have resized their carparking lines due to larger vehicles. ie. Everyone pays a price for these large-sized vehicle trends, unfairly.

To the Parking Management Plan (June 2021) document. I quickly did look over.

Page 23. Slow on public transport 'advocacy' mechanism. '3-5 years' is very inappropriate!

Page 32, Travel Mode Shift. Actions. If so, then why low priority as stated on Page 23. Why?

Page 45, 3.6 Advocacy, Actions:

Advocate on behalf of the travelling public for more frequent public transport services and any route changes for bus services.

- *Advocate for any proposed new bus routes to assist in transport mode shift.*

Agree with those two important points.

Page 35, Agree parking revenue should be invested in locations where supply problems are. ie. If always full, then monies into fixes for that location.

Yet worry if fair/equitable provision of carparks has occurred over *entire Town of Victoria Park* (in the past, upto now), particularly when priority regularly seems to flow to investments (curbs, roads, etc along Albany Highway Main Street).

ie. Under-provision could have occurred elsewhere, and your current proposed policy does not take account of that, it harms that.

Page 53, Victoria Park. Yet is a East Victoria Park photo. Wrong.

Page 112. Worry you are telling people/drivers to look at mobile phone apps as they drive. Heads down leads to distraction. 'Alert' assumes they have a compliant mobile phone/device, and it is switched on, powered up, and Tower network is functional on that day/hour. All of that needs to be working, you assume it all is?

Suspect claim of 'better customer experience". Don't agree with that entirely.

Do you mean Figure 4.11?, as cannot find 'Figure 413'?

Thankyou for taking the advice on-board, in improving your draft Strategy prior to finalization.

If you require clarification on any point raised, please ask.

Regards

[Name Removed]

Town Response to the Above Submission

Thank you for reviewing the Transport Strategy and Parking Management Plan in detail and providing considered feedback for the Town to review prior to finalising these important strategic documents. As your response is highly detailed and thorough, the Town has not listed a response next to each point of your feedback letter. Instead a response to key issues you have cited has been provided below where the Town has reviewed and

identified where changes have been made to the final document in response to your feedback

Public Transport

The Town notes your feedback highlighting the need for bus priority infrastructure at key intersections as well as a need for increased service frequencies accessing key destinations throughout the Town. Following public advertising of the draft Transport Strategy, the Town met with the Public Transport Authority to discuss these items and seek their feedback. The Town continues to advocate for bus frequency to be increased throughout the Town and recognises the crucial role public transport must play as the Town continues to grow. The PTA has identified that bus services may be reviewed and changed following the completion of the Forrestfield airport link. However, as part of the Victoria Park Canning Level Crossing Removal Project, the Oats St Bus interchange is likely to be future proofed to ensure increased bus services can be accommodated within the Town. However, the Public Transport Authority also has identified the need to improve bus priority throughout the Town. As a result, the Town has included an action in the Transport Strategy to investigate and identify how transit priority can be facilitated along key movement corridors within the Town without further impacting connectivity across movement corridors.

Regarding your comments on the need for platform lengthening at train stations, the Town is aware that the Public Transport Authority has progressed designs and planning for platform lengthening to occur on the Thornlie/Armadale Line. However the Town this project is outside of the Town of Victoria Park's jurisdiction but continues to liaise with the State Government as the project progresses.

East/West Connectivity

The Town agrees that East/West connectivity is a challenge for the local transport network. This is of particular importance for pedestrians and bicycles as you have identified. The strategy recognises this and notes several initiatives designed to address the issue including implementing the Archer/Mint Streetscape Improvement Plan and designing and implementing an improved bicycle environment along Oats Street and Hill View Terrace. This work will also improve issues you have identified on Oats Street near Shepperton Road and Hubert Street.

Skinny Streets

The Town recognises that works to change local street widths should ideally be timed with scheduled renewal works. The Town will be working to identify priority streets for skinny streets projects over the coming months. The intention of the project will be to assess the upcoming renewal program and determine which streets may benefit from being narrowed. This process should reduce the overall project cost and allow for more streets

projects to be delivered. In regards to your concerns about the costs of bike boulevards, the Town typically works with the Department of Transport who contribute to the cost of these projects through the Safe Active Streets program. The Town has identified several streets where these projects will be explored including Gallipoli Street, Lion Road and Riverview Road among others.

Streetscape Improvement Program

The Town notes your support for various streetscape improvement projects identified in the strategy.

User Mindset Profiles

The Town notes your recommendation for a user mindset profile of someone who is unemployed to be used in the strategy. The user mindset profiles were developed using an assessment of the Town's community profile based on Australian Bureau of Statistics data and its forecasted changes to demographics in the Town. The user mindset exercise was used to assess a variety of mobility needs within the Town and includes profiles that use each transport mode as their preferred choice of travel. This exercise ensures the Town's actions support its people focused local centres and creates a balanced and sustainable transport network for a diverse and rapidly growing population. While we recognise the unique backgrounds of all people could not be included in all profiles, this exercise allowed the Town to assess a diverse range of mobility needs to create an integrated and inclusive network for all users.

Additional crossing between Miller and Great Eastern Highway

An additional road crossing over the rail line between Miller Street and Great Eastern Highway has not been identified as a priority in the Transport Strategy. However, should the State Government pursue works to the rail line in this area that may present an opportunity for additional vehicle crossings, the Town will consider the opportunities.

Rail Line Capacity Improvements

The Town notes your feedback regarding a need for a four track alignment along the Thornlie Armadale Line. While this is not the Town's jurisdiction, based on discussions with the Public Transport Authority, we note the capability for a four track alignment along the rail corridor will be maintained in future works to the rail line. Your proposal for a sunken rail solution under Great Eastern Highway is noted, however it is the Town's understanding that this option is not being considered as a potential near term project by the Public Transport Authority.

Large Vehicle Issues and Hooning

The Town does not have the ability to tax or charge residents based on the size or type of their vehicle. This may be more appropriate through licencing or vehicle registration mechanisms available to the State Government. Regarding your concerns of vehicle behaviour on Albany Hwy and other local centres, the Town is proceeding with various streetscape improvements and public realm revitalisation projects that will facilitate slower vehicle speeds and calmer traffic behaviour.

Shepperton Road Improvements

While Shepperton Road is the responsibility of Main Roads WA, the Town of Victoria Park is not advocating for major upgrades to the full length of the carriageway to facilitate higher capacity of vehicle movements. However the Town continues to work with Main Roads WA on improvements to key intersections to facilitate better safety outcomes and improved pedestrian and cycling connectivity. This includes works at the intersections of Miller/Shepperton and the intersection of Mint/Shepperton.

Future River Crossings

Swan River bridges and crossings are primarily the responsibility of the state government. The Town has been consulting with the Department of Transport on the Perth Greater CBD Transport Plan to assess the need for additional river crossings. At this point, the Town is not aware of any major vehicle crossings being planned between the Narrows bridge and the Causeway. However, the Causeway pedestrian and cycling bridge is being progressed by the State Government with support from the Town to facilitate better connectivity for pedestrians and bicycles. There is consideration being given to potential crossings around the Burswood Peninsula, and the Town continues to advocate for additional ferry crossings to access major destinations in the Town.

Laneways

The Town agrees that laneways play an important role in the Town's future as our population grows. The Town is progressing with upgrades incrementally. To recognise the need for a considered approach to laneway upgrades, an action has been added to the Transport Strategy to develop a plan for right of way upgrades and improvements.

End.