

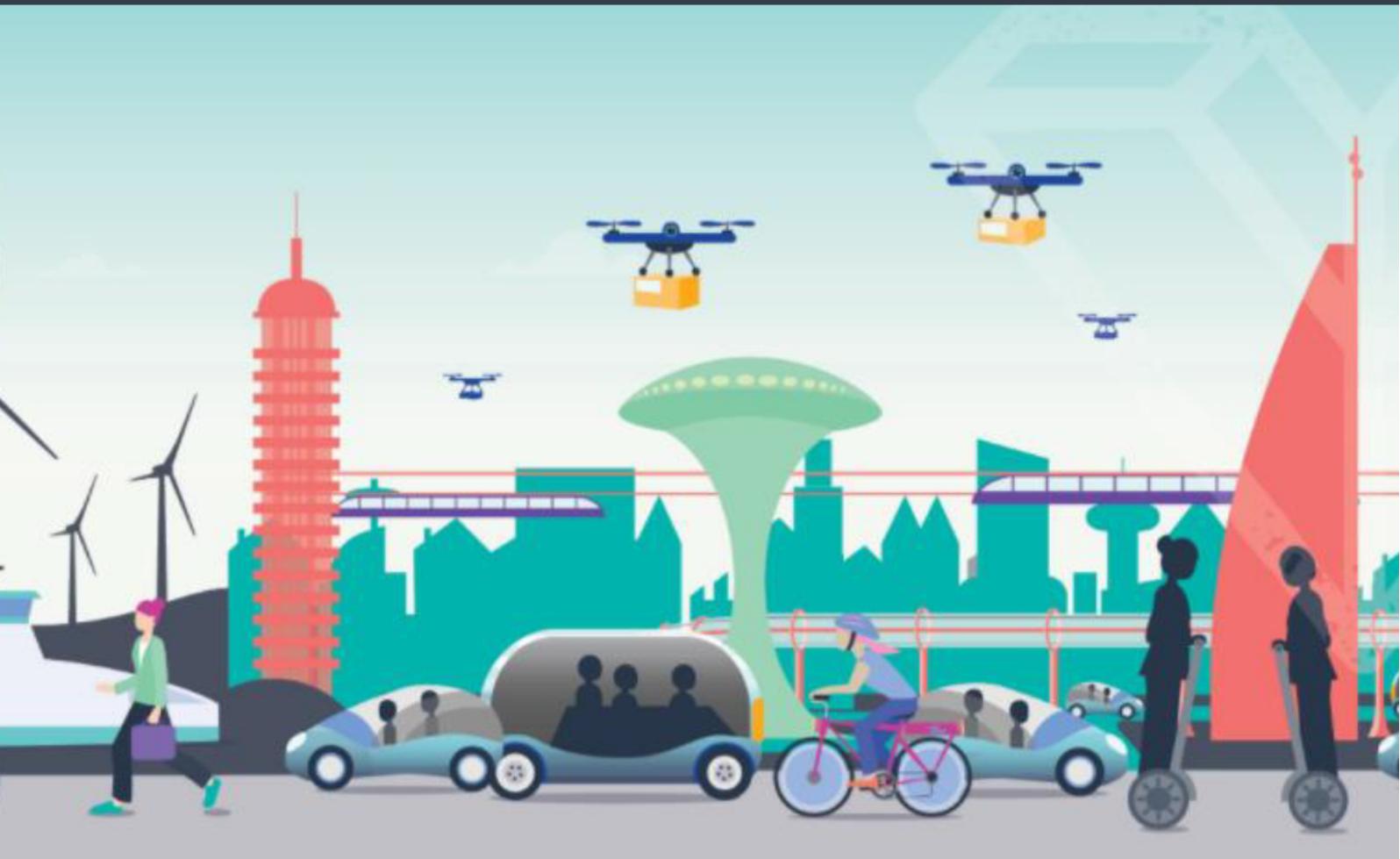
TOWN OF VICTORIA PARK

MAY 2021

CONFIDENTIAL

# INTEGRATED MOVEMENT NETWORK STRATEGY CONSULTATION REPORT

wsp



# Question today *Imagine tomorrow* Create for the future

## Integrated Movement Network Strategy Consultation Report

Town of Victoria Park

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REV	DATE	DETAILS
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REP-002 Final 2021  
Consultation  
Report\_issued to  
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Approved by:	Caden McCarthy	10 May 2021	
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# 1 EXECUTIVE SUMMARY

WSP has been engaged to work with the Town of Victoria Park to update their Integrating Movement Network Strategy (IMNS) and Parking Management Plan (PMP). Part of this project has included collecting community feedback on their current use of the transport network and suggestions for future improvements. Engagement was conducted on the Town's Your Thoughts page, with the key tool being an online survey in addition to an interactive map. Engagement was open for a two-week period and received 66 unique responses (survey submissions or comments on the interactive map). A total of 310 visits were made to the Your Thoughts page over this time showing a high level of awareness of this project.

Results showed a strong emphasis on the **provision of bike and pedestrian infrastructure, and improved public transport services**, as priorities for local residents. Full results are analysed in this report, and findings will influence the updated IMNS and PMP.

## 2 INTRODUCTION

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### 2.1 PROJECT BACKGROUND

The Town of Victoria Park (the Town) is updating the Integrating Movement Network Strategy (IMNS) and Parking Management Plan (PMP) to ensure the future of the Town's movement network and parking network is strategically aligned. An updated strategy and plan will help share the future of the Town as an inner-urban community and a thriving place to live, work and play.

The Town's first IMNS was developed in 2013 and reviewed in 2019 to prioritise the remaining projects. The PMP was developed in 2009 and has since not been reviewed.

Critical to the success of the strategy and plan is meaningful and regular stakeholder engagement to create awareness and build positive relationships in the community. The Town undertook a workshops with Elected Members in early 2020 to guide the project, discuss the potential alignment of the two strategic documents, as well as develop scope inclusions.

Following discussions at the workshop, Elected Members and Town Officers recommended:

- The IMNS and PMP be reviewed together to ensure a cohesive approach.
- The IMNS should encourage highly accessible places, with a pedestrian focus with local populations sustaining local businesses. Active transport modes should be prioritised.

The broader community was engaged through an online survey running for two weeks in March 2021.

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### 2.2 ENGAGEMENT OBJECTIVES

One of the keys to the success of any project is working to create the right environment for engagement that is open, transparent and effective.

Engagement objectives for the IMNS and PMP included:

- Create awareness and understanding of the update of the IMNS and PMP
- Understand stakeholder's aspirations and priorities for how the Town's transport network should look
- Receive location specific information for issues and opportunities
- Create opportunities for the community to provide their feedback on relevant matters relating to each document
- Build relationships with residents, visitors, local businesses, key stakeholders and the wider community
- Support the Town's objective of being Perth's most empowered and engaged community.

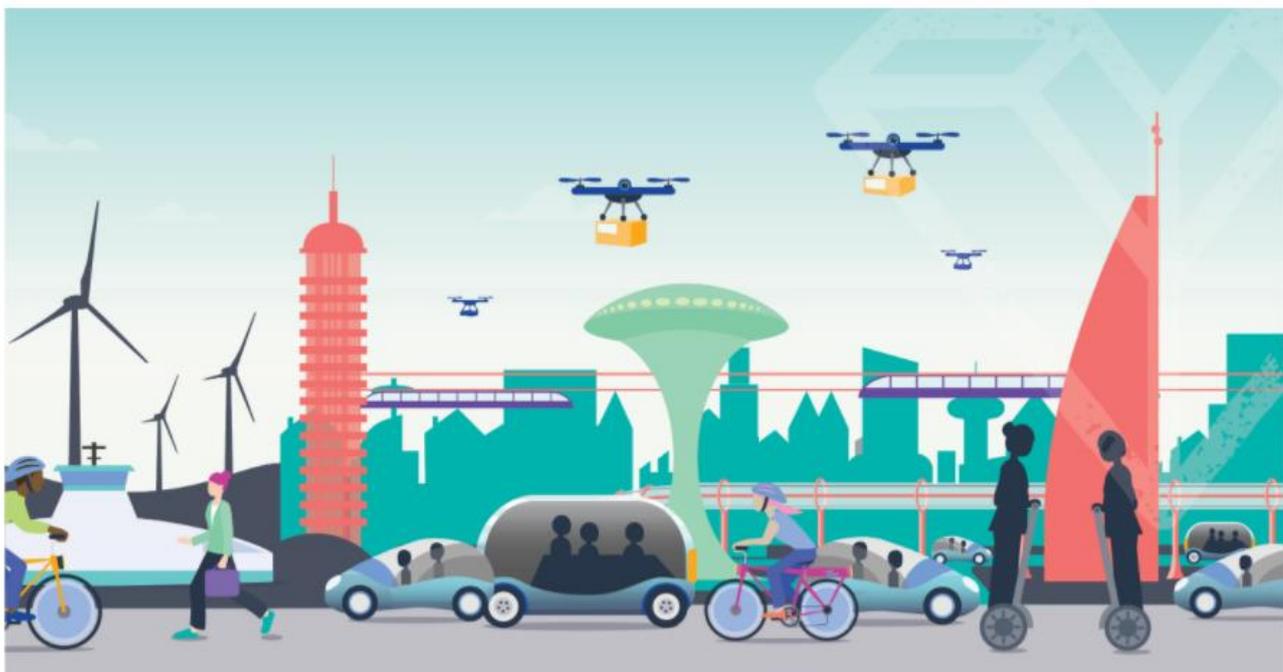
# 3 APPROACH

## 3.1 ONLINE PLATFORM

Online engagement was conducted using the Town’s online engagement platform, Your Thoughts, shown in the image below.

Figure 1 Your Thoughts platform

### Integrated Movement Network Strategy update



This provided an accessible, interactive and transparent engagement approach. The site also provided a single source of information for all stakeholders and the community, enabling them to access up-to-date project information and understand how to contribute feedback.

The site included information about the project, frequently asked questions (which can be found in Appendix A), historical documentation, a community survey (see Appendix B) and interactive map.

The survey was open for two-week period and received 56 responses to the survey and 10 comments on the interactive map. A total of 310 visits were made to the Your Thoughts page.

The survey included questions on how people travel around the Town and what potential transport improvements could be introduced to enhance local travel and connectivity.

Engagement was promoted by the Town through their social media, local newspapers and flyers.

Figure 2 Social media advertising

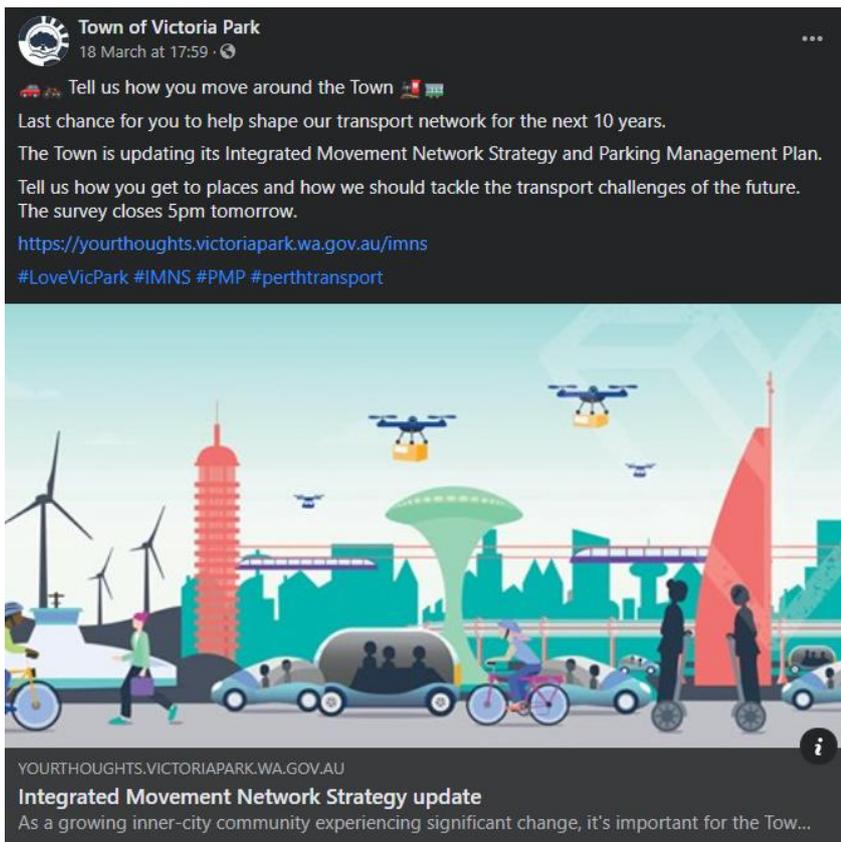


Figure 3 Flyer



# 4 CONSULTATION OUTCOMES

## 4.1 PROFILE OF RESPONDENTS

All respondents were from suburbs within the Town, with the majority (32%) from East Victoria Park. Other suburbs frequently mentioned included Victoria Park, Lathlain and Carlisle.

People aged between 35-44 were the most frequent (27%) responders, with those aged 25-34 and 45-54 also common age groups.

This corresponds to the age structure of the Town, where there is a high proportion (15%) of residents aged 35-44. The highest proportion of residents are those aged 25-34 (23%).

Figure 4 Q1: What is your residential suburb?



Figure 5 Q2: What is your age?

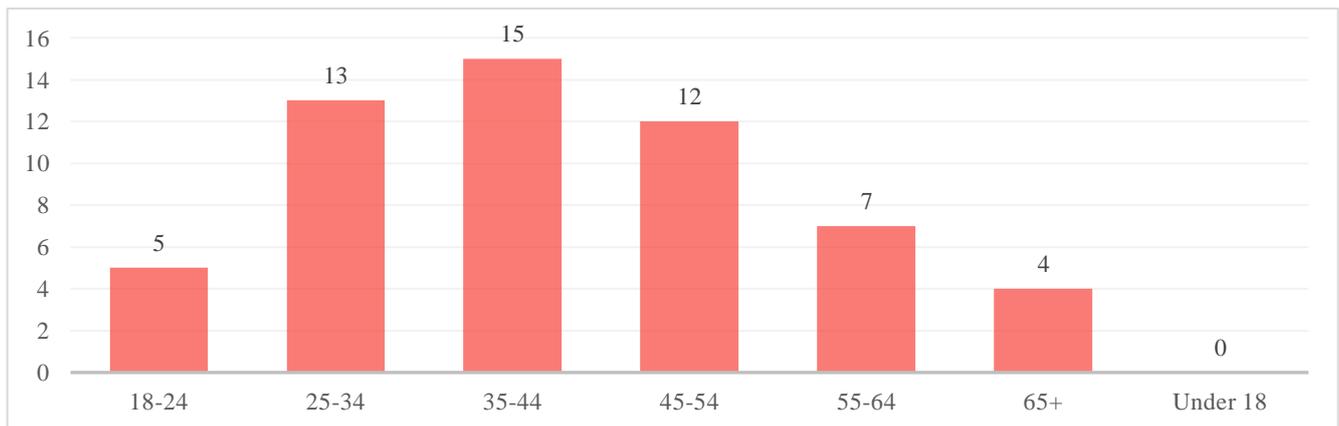
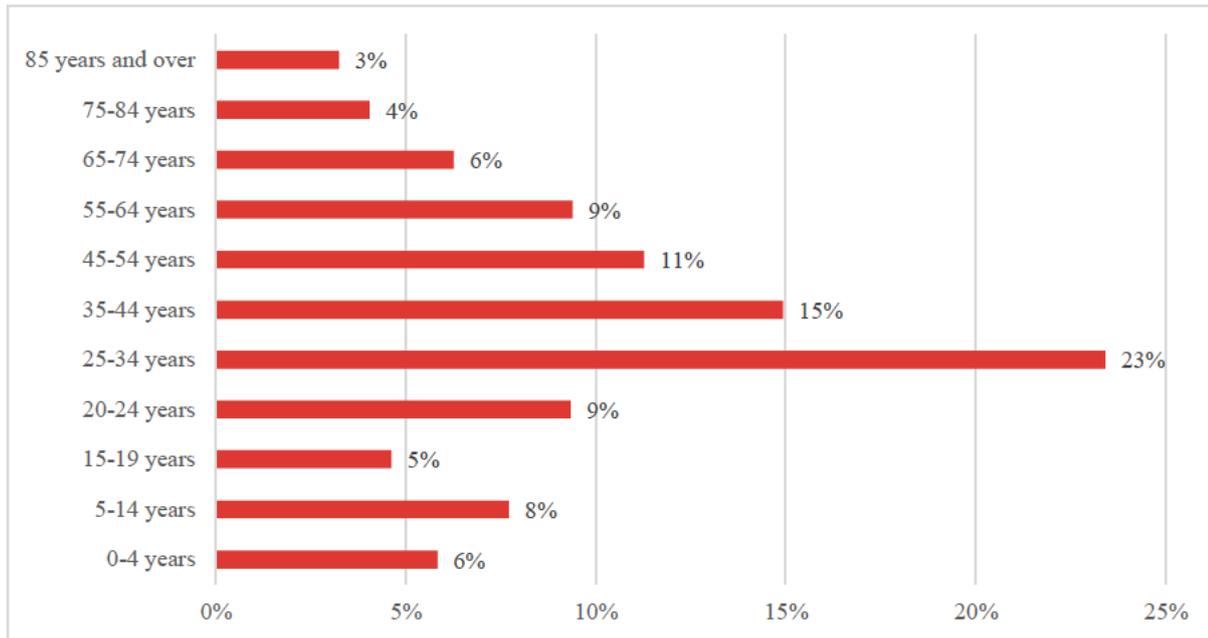


Figure 6 Age comparison in Town of Victoria Park, data from 2016 Census



## 4.2 ONLINE COMMUNITY SURVEY RESULTS

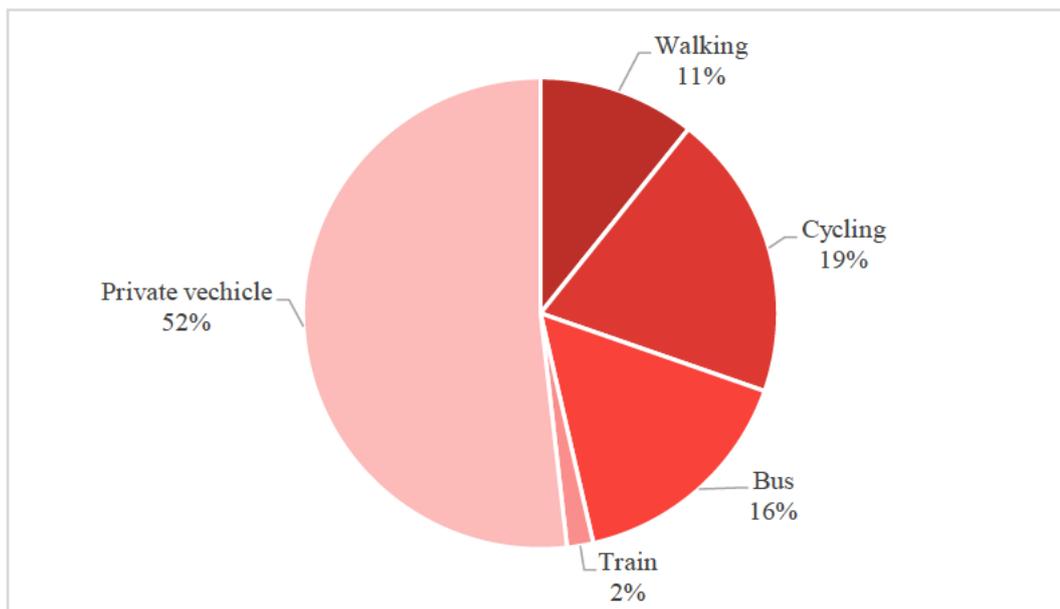
### TRAVEL BEHAVIOUR

On a whole, over half (52%) of respondents' most common method of transport was private vehicle. This was followed by cycling (20%) and bus (16%).

Of those who chose to travel by private vehicle, 52% stated **"It's the most practical and suits my needs."** Other common responses were that travelling by private vehicle is the most convenient method and the distance is too great on other modes.

Overall, respondents (26%) chose their most common method of transport according to the enjoyment, comfort and attractiveness of the method.

Figure 7 Q3: What is your most common method of transport?

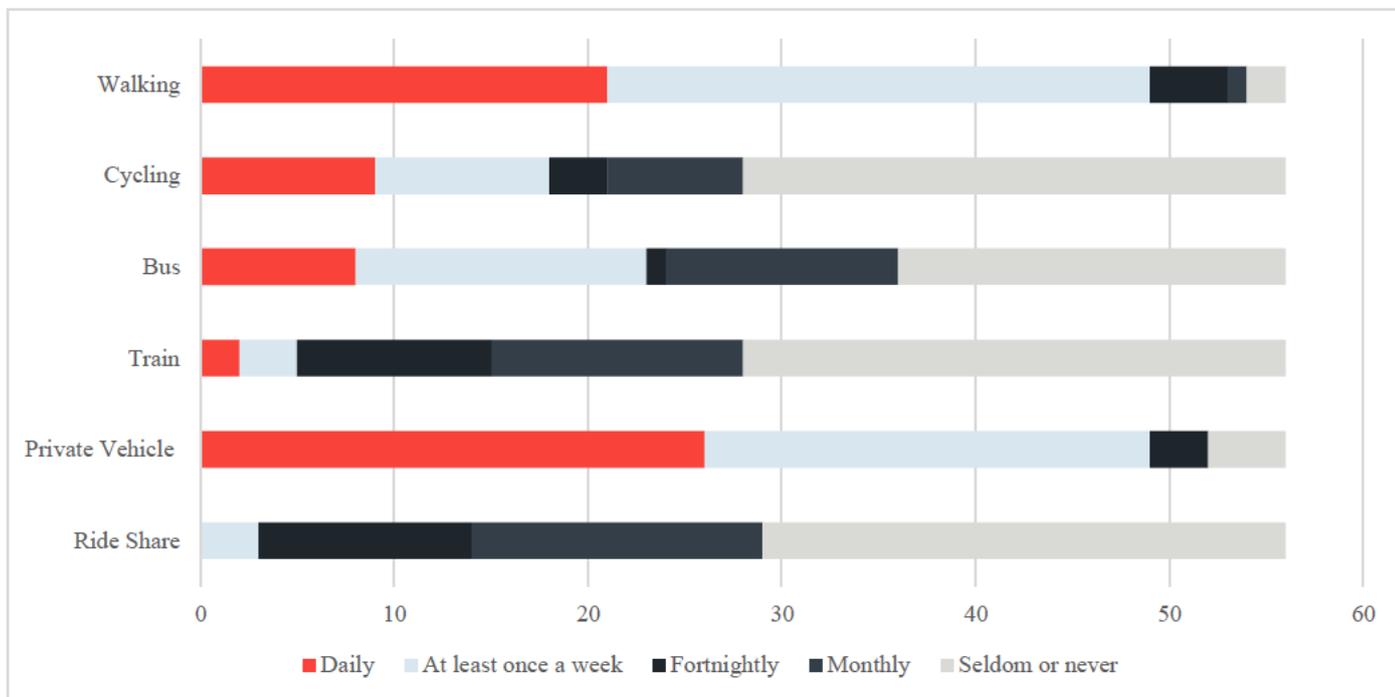


## FREQUENCY OF TRANSPORT METHOD

When ranking how often various transport methods are taken, half (50%) of respondents chose to walk somewhere at least once a week, with 38% walking somewhere daily. This is comparative to travel by private vehicle, where 46% drive daily, and 41% at least once a week.

Most respondents seldom travelled by cycling, bus, train or rideshare.

Figure 8 Q5-10: Please tell us how often you travel by a specific method



## IMPROVING TRANSPORT JOURNEYS

Respondents were asked for the most important factors to improving their transport journeys using a ranking system of 1-6, where 1 was the most important and 6 the least important. This question provides insight to the type of change the community seeks relating to how they move around the Town.

According to the survey, **wider footpaths with more street trees and street furniture** was ranked as the most important factor (2.86/6) for improving transport journeys. This was followed by **improving bike infrastructure** (2.88/6) and **improving public transport services** (2.89/6).

Respondents were then asked to further elaborate on what factors could improve their transport journeys. A full list of comments can be found in Appendix B. A number of common responses are outlined below.

*“Improving maintenance of cycle and pedestrian paths.”*

*“Safer cycle paths on the side of roads... improve cycle infrastructure.”*

*“Improving public transport amenity.”*

*“Bike networks between the city, river and Albany Highway strip.”*

*“Bus priority measures.”*

*“Tree canopies and shade.”*

Figure 9 Q12 responses as a word cloud



### LOCAL IMPROVEMENTS

Respondents were asked for the most important factors to improving transport in their local area using a ranking system of 1-5, where 1 was the most important and 5 the least important.

Local improvements included:

- Improving pedestrian connectivity, amenity and safety
- Improving bike infrastructure and cycling networks
- Improving safety of the road network
- Reducing congestion
- Managing parking / easier to park closer to my destination.

Overall, **improving pedestrian connectivity, amenity and safety** was ranked as the most important factor (1.86/5) local areas. This was followed by **improving bike infrastructure and cycling networks** (2.46/5). A breakdown per suburb in the Town is below.

Table 1 Local improvements

TOWN	MOST IMPORTANT FACTOR	SECOND MOST IMPORTANT FACTOR
Carlisle	Improving safety of the road network	Improving pedestrian connectivity, amenity and safety
East Victoria Park	Improving bike infrastructure	Improving public transport services
Victoria Park	Wider footpaths with more street trees and street furniture	Improving bike infrastructure
Lathlain	Improving pedestrian connectivity, amenity and safety	Improving bike infrastructure
Burswood	Wider footpaths with more street trees and street furniture	Improving bike infrastructure
St James	Reducing congestion	Wider footpaths with more street trees and street furniture

## ACTIVITY CENTRE IMPROVEMENTS

Respondents were asked for the most important factors to improving transport for local activity centres using a ranking system of 1-5, where 1 was the most important and 5 the least important.

Overall, **improving pedestrian connectivity, amenity and safety** was ranked as the most important factor (2.04/5) for local activity centres, such as Albany Highway strip. This was followed by **improving bike infrastructure and cycling networks** (2.77/5).

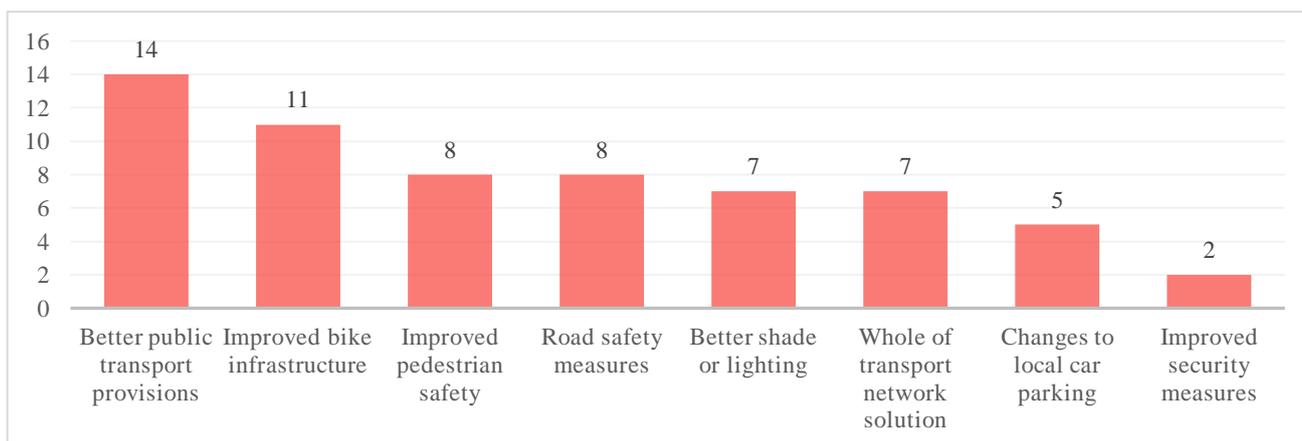
## OTHER COMMENTS

The final question in the survey asked respondents what else could be done to improve travel around the Town, specifically regarding improvements to safety, connectivity and sustainability of the transport system.

Majority of the comments were related to **better public transport provisions (cost/availability/network)**. This included short and free bus services, particularly through the Albany Highway Strip, and better connectivity between bus and train services. **Improved bike infrastructure**, including better cycle networks, off-road cycle paths and improved signage were some suggestions made by respondents.

The comments provided have been grouped into categories shown in the graph. Quotes are provided to share a snapshot of the feedback received.

Figure 10 Q10: What else could be done to improve the way you travel around the Town?



*“Improved bike infrastructure: bike lanes, signage, surface treatments, maintenance, connectivity, capacity, end-of-trip facilities, parking.”*

*“Improving public transport amenity, to make it more appealing for all public transport users.”*

*“Create bike networks between city, river through the Albany Highway strip.”*

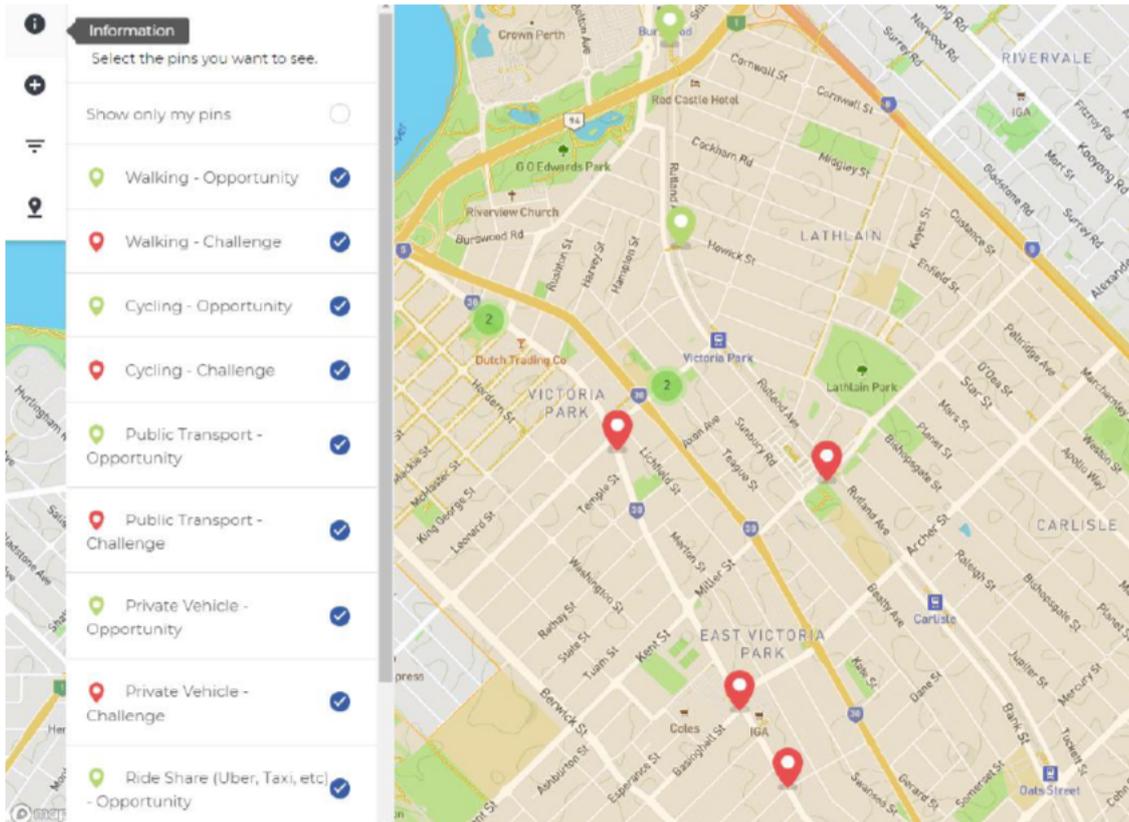
*“I’m more likely to patronage local shops, public amenities and food places that are easy to get to with a pram.”*

*“Albany highway could be so great as a pedestrian friendly zone, encouraging more nightlife and business along the strip.”*

## 4.3 INTERACTIVE MAP

An interactive map was provided to allow respondents to identify potential opportunities and challenges for moving around the Town, shown in the image below.

Figure 11 Interactive map



A total of 10 comments were made on the map where the green marker corresponds to an opportunity, and the red marker corresponds to a challenge. Comments were evenly distributed with five comments received for both opportunities and challenges. Generally, almost all of the comments (90%) made were regarding **pedestrian and cycling connectivity, facilities or safety**.

Figure 12 Map markers

MARKER TOPIC	NUMBER OF COMMENTS
Walking	6
Cycling	4
Public Transport	0
Private Vehicle	0
Ride Share (Uber, Taxi, etc)	0
My Favourite Place	0

Comments received have been tabulated in Appendix D.

## 5 KEY FINDINGS

In general, online engagement received **meaningful suggestions on how transport journeys could be improved** for the Town.

Survey respondents shared a spread of feedback, majority of which related to the **provision of bike and pedestrian infrastructure, and improved public transport services.**

Overall, the majority of respondents were from East Victoria, aged 35-44. Over half of respondents use private vehicles as their primary way of getting around the Town, because of its practicality and suitability to respondents' needs.

Respondents value enjoyment, comfort and attractiveness when moving around the Town, and are frequent walkers and drivers.

In summary, many comments were received suggesting the Town:

- Provide off-road cycling paths and better bike connectivity through the Town
- Improve pedestrian footpaths and provide safe connections across busy roads
- Improve amenity through the provision of shade and lighting on local streets
- Investigate the connectivity of public transport services in the area.

## 6 NEXT STEPS

It is important for the Town to **manage stakeholder and community expectations** and define the scope of this project in ongoing communications, and also consider in time what improvements may need to be made to improve transport journeys.

These findings will be used to inform the development of the revised Integrating Movement Network Strategy (IMNS) and Parking Management Plan (PMP). This includes the development of key objectives of the IMNS and PMP and development of initiatives for the Town to implement.

Following the engagement, it is also important to **keep the community informed** and let them know how their feedback has influenced the project. In June 2021, the draft IMNS & PMP will be advertised on the Town's Your Thoughts page for public comment. This will provide the community the opportunity to provide feedback on the draft documents to be incorporated in the final IMNS & PMP. To facilitate further engagement, the online engagement requested the respondent to identify if they are interested in being kept updated with this project. Those who selected yes and provided an email address will be notified by email when the draft IMNS & PMP is available for public comment.

In addition to the above, the project webpage should also consider including the following information:

- Summary of feedback received
- How feedback has influenced the project
- Project timeline or next steps
- Updated frequently asked questions.

This update can also be shared with the 41 respondents who would like to stay updated on the project.

# APPENDIX A

## FREQUENTLY ASKED QUESTIONS



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# A1 FREQUENTLY ASKED QUESTIONS

As a growing inner-city community experiencing significant change, it's important for the Town of Victoria Park to take steps now to create a resilient and accessible transport network. Our transport network will impact the daily lives of all the residents, businesses and visitors in the Town and will be an important factor in shaping how our community develops.

## **What is happening now?**

The Town of Victoria Park is updating its Integrated Movement Network Strategy and Parking Management Plan to guide the way we upgrade and manage our streets, spaces and transport systems. These documents will determine what the Town's transport network in the future will and help us respond to the transport challenges we face as a growing inner-city community.

## **How can I have my say?**

We want to hear about how you move around and how our transport network can help make the Town a great place to live, work and play. Let us know your thoughts by filling out the brief survey below to help us shape these important strategic documents.

You can also tell us about specific places by using the map tool below.

## **How can I get more information?**

Please see our document library for more information on the Town's current Integrated Movement Network Strategy and Parking Management Plan. Updates will be posted on this page as the project progresses.

## **Which geographical area does the IMNS and PMP include?**

The documents will include recommendations for the Town of Victoria Park Local Government Area, with an additional focus on activity centres (e.g. Albany Hwy strip).

## **Why do this now?**

As a rapidly growing urban community, it is important that we plan for the future to make sure our infrastructure can meet the needs of our current and future community. With significant investment in rail and road infrastructure effecting the Town over the next 10 years, we need to ensure our local main streets can cope with these changes and become thriving places to live, work and play.

## **How does my feedback influence the IMNS and PMP?**

Community feedback received through the online survey will be used to guide the vision and priorities for the IMNS and PMP. Feedback shared by geographically pinpointing a challenge or opportunity will influence the recommendations put forward in the documents.

# APPENDIX B

## COMMUNITY SURVEY



CLOSED: This survey has concluded.

All fields marked with an asterisk (\*) are required.

1. What is your residential suburb? \*

- Carlisle
- East Victoria Park
- Victoria Park
- Bentley/Technology Park
- Lathlain
- Burswood
- St James
- Welshpool
- Other (please specify)

2. What is your age? \*

- Under 18
- 18-24
- 25-34

35-44

45-54

55-64

65+

3. What is your most common method of transport? \*

Bus

Rideshare (eg. Uber, Taxi, etc)

Private vehicle

Walking

Cycling

Train

4. Why is this currently the most suitable method for you

*choose up to 3 \**

It's safest

It's the most cost effective

It best aligns with my personal beliefs and/or ethics

- It's the most convenient for me at the moment
- It's my only option
- The distance is too great otherwise
- It's just what I have always used
- It's the most enjoyable, comfortable or attractive
- It's fastest
- It's the most practical and suits my needs best

5. Please tell us how often you travel somewhere by -  
Walking?

- Daily
- At least once a week
- Fortnightly
- Monthly
- Seldom or never

6. Please tell us how often you travel somewhere by -  
Cycling?

- Daily
- At least once a week
- Fortnightly
- Monthly
- Seldom or never

7. Please tell us how often you travel somewhere by -  
Bus?

- Daily
- At least once a week
- Fortnightly
- Monthly
- Seldom or never

8. Please tell us how often you travel somewhere by -  
Train?

- Daily
- At least once a week
- Fortnightly

- Monthly
- Seldom or never

9. Please tell us how often you travel somewhere by -  
Private vehicle?

- Daily
- At least once a week
- Fortnightly
- Monthly
- Seldom or never

10. Please tell us how often you travel somewhere by -  
Rideshare (Uber, Taxi, etc)?

- Daily
- At least once a week
- Fortnightly
- Monthly
- Seldom or never

11. From the list below, please rank what you think would be most important to improving your transport journey?

*Rank most effective number 1 and least effective number 6 \**

Improving public transport services

Wider footpaths with more street trees and street furniture

Improving safety of the road network

Reducing congestion

Managing parking / easier to park close to my destination

Improving bike infrastructure

12. Please provide more details on what exactly you think is most important to improve from the above options? \*

Please add your comment here...

13. Please rank the following in order of importance for **your local area:**

*Rank most important number 1 and least important number 5 \**

Improving safety of the road network

Reducing congestion

Managing parking /easier to park close to my destination

Improving bike infrastructure and cycling networks

Improving pedestrian connectivity, amenity and safety

14. Please rank the following in order of importance for local **activity centres (e.g Albany Hwy strip):** *Rank most important number 1 and least important number 5 \**

Improving pedestrian connectivity, amenity and safety

Improving safety of the road network

Improving bike infrastructure and cycling networks

Managing parking /easier to park close to my destination

Reducing congestion

15. What else could be done to improve the way you travel around the Town - to improve safety, connectivity and sustainability of the transport system? \*

Please add your comment here...

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# APPENDIX C

## SURVEY RESULTS



# Community Survey - Integrated Movement Network Strategy and Parking Management Plan

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## SURVEY RESPONSE REPORT

19 November 2015 - 21 March 2021

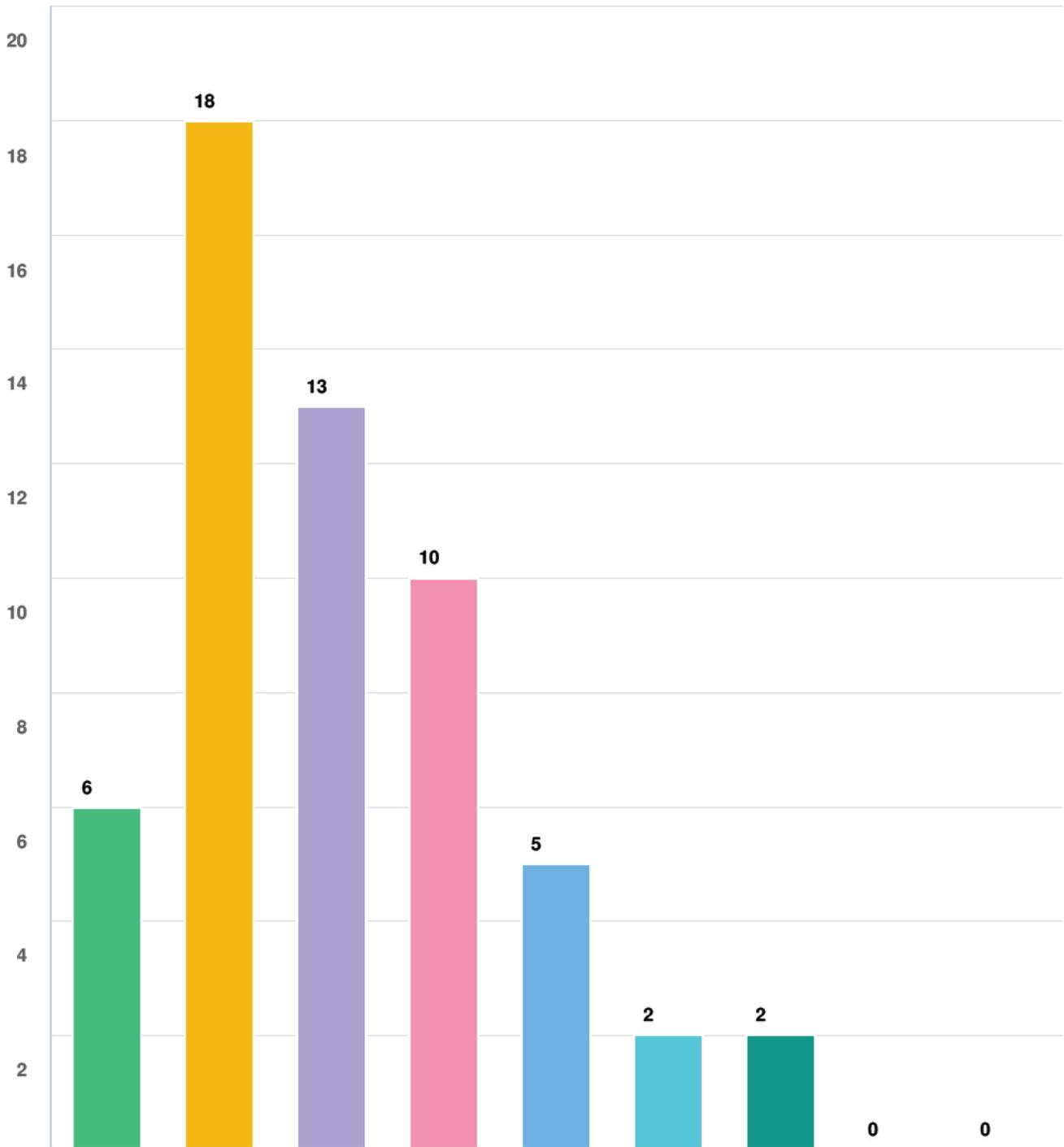
### PROJECT NAME:

Integrated Movement Network Strategy update



SURVEY QUESTIONS

**Q1** What is your residential suburb?



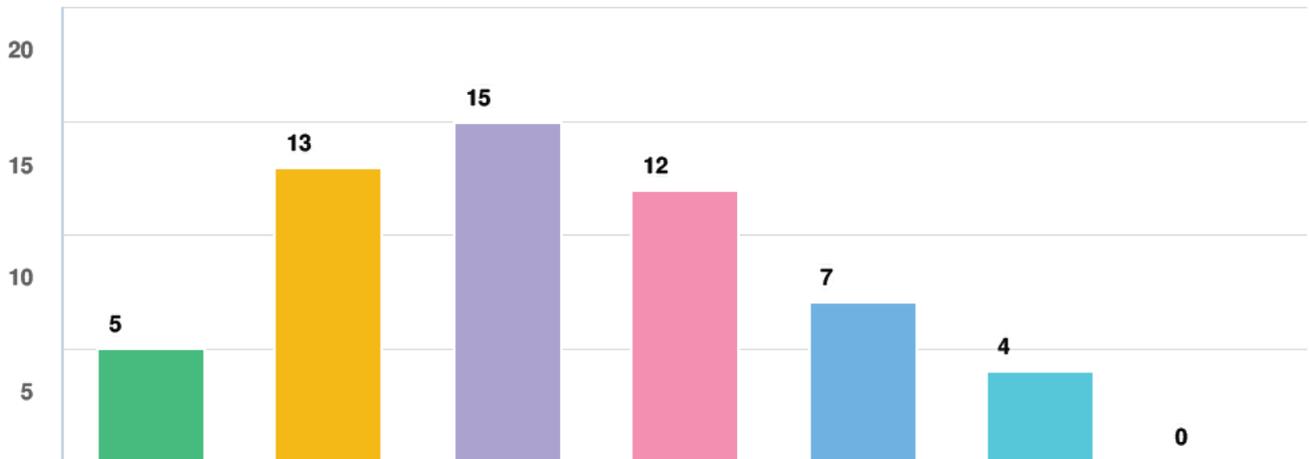
**Question options**

- Carse
- East Victoria Park
- Victoria Park
- Laharua
- Burswood
- S James
- Other (please specify)
- Bentley/Technology Park
- Weisshoop

Mandatory Question (56 response(s))

Question type: Checkbox Question

**Q2 What is your age?**

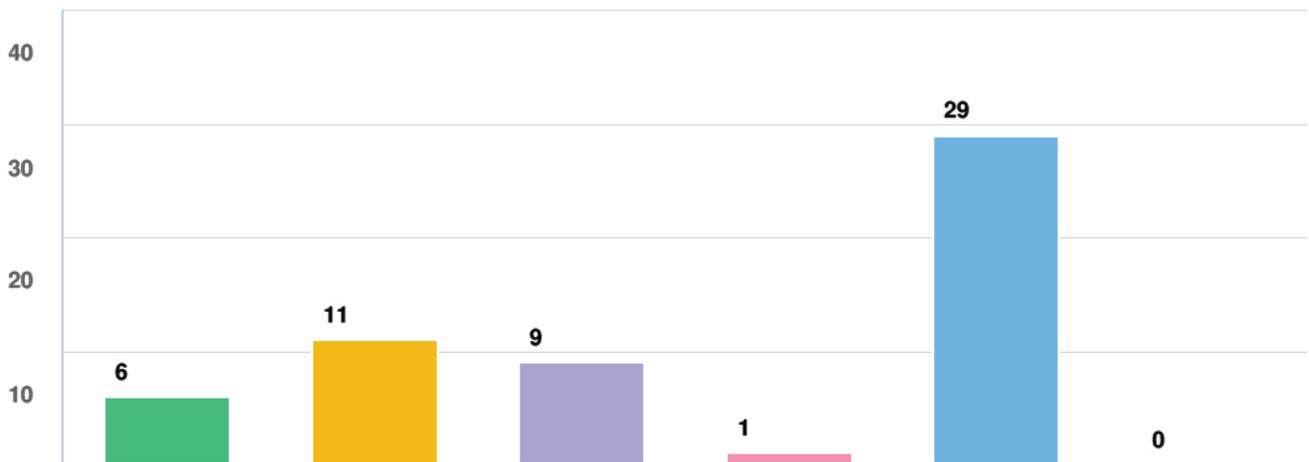


**Question options**

- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+
- Under 18

Mandatory Question (56 response(s))  
Question type: Checkbox Question

**Q3 What is your most common method of transport?**

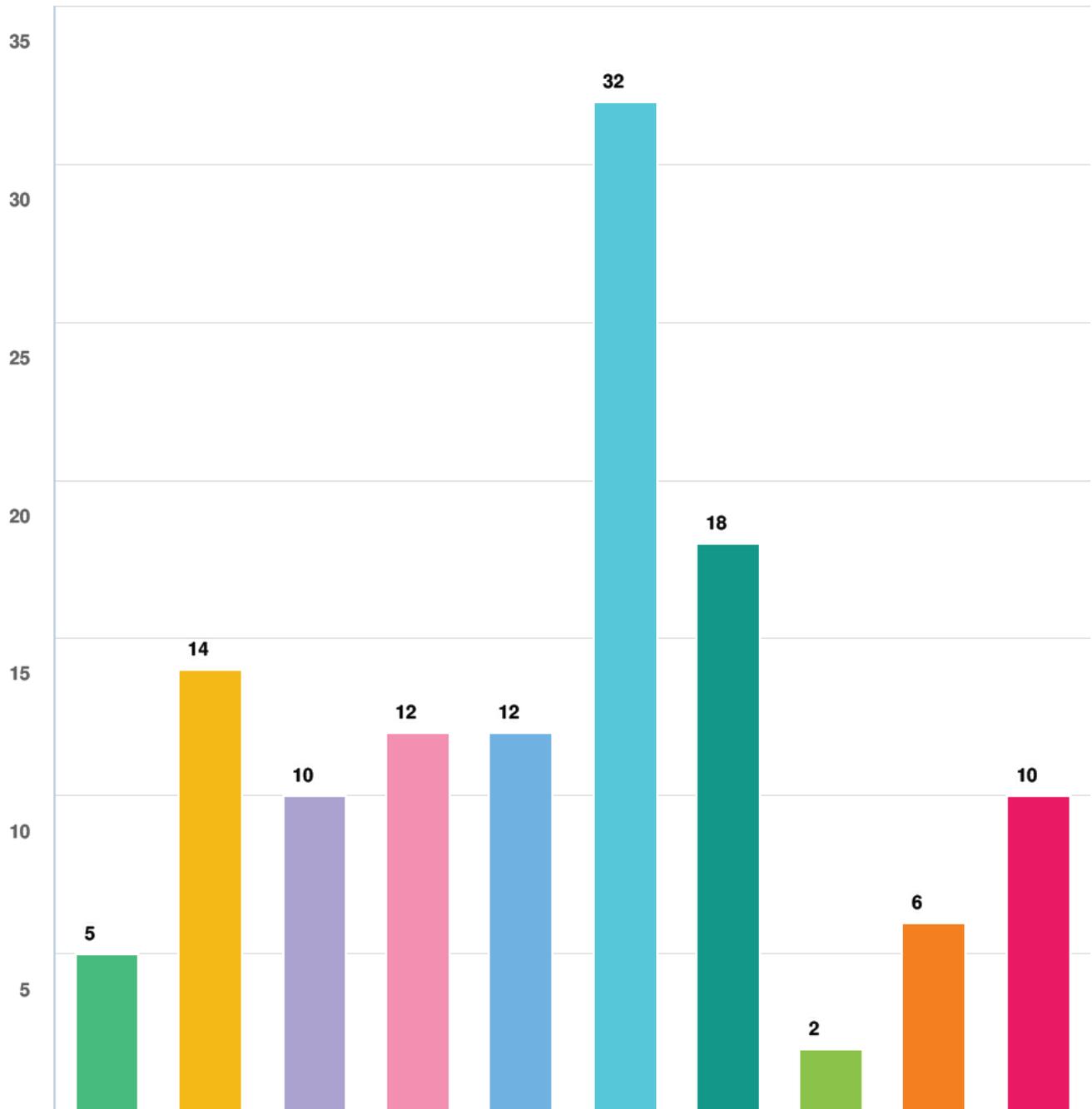


**Question options**

- Walking
- Cycling
- Bus
- Train
- Private vehicle
- Rideshare (eg Uber, Taxicab)

Mandatory Question (56 response(s))  
Question type: Checkbox Question

**Q4 Why is this currently the most suitable method for you choose up to 3**

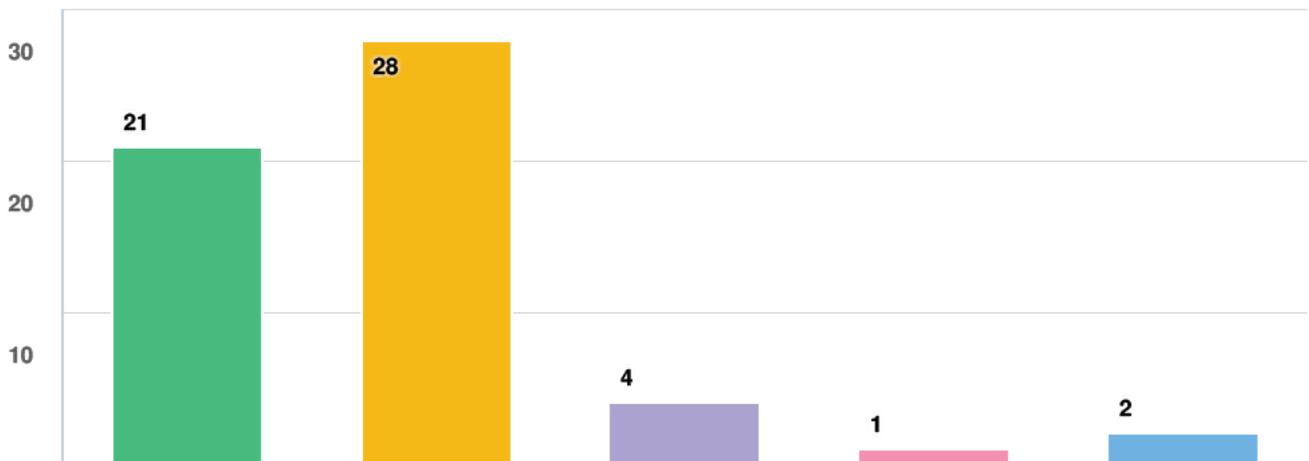


**Question options**

- 's safes    
 ● 's fas es    
 ● 's he mos cos effec ve    
 ● bes a gns w h my persona be efs and/or e h cs
- 's he mos enjoyab e comfor abe or a rac ve    
 ● 's he mos prac ca and su s my needs bes
- 's he mos conven en for me a he momen    
 ● 's jus wha have a ways used    
 ● 's my on y op on
- The d s ance s oo grea o herw se

Mandatory Question (56 response(s))  
 Question type: Checkbox Question

**Q5 Please tell us how often you travel somewhere by - Walking?**

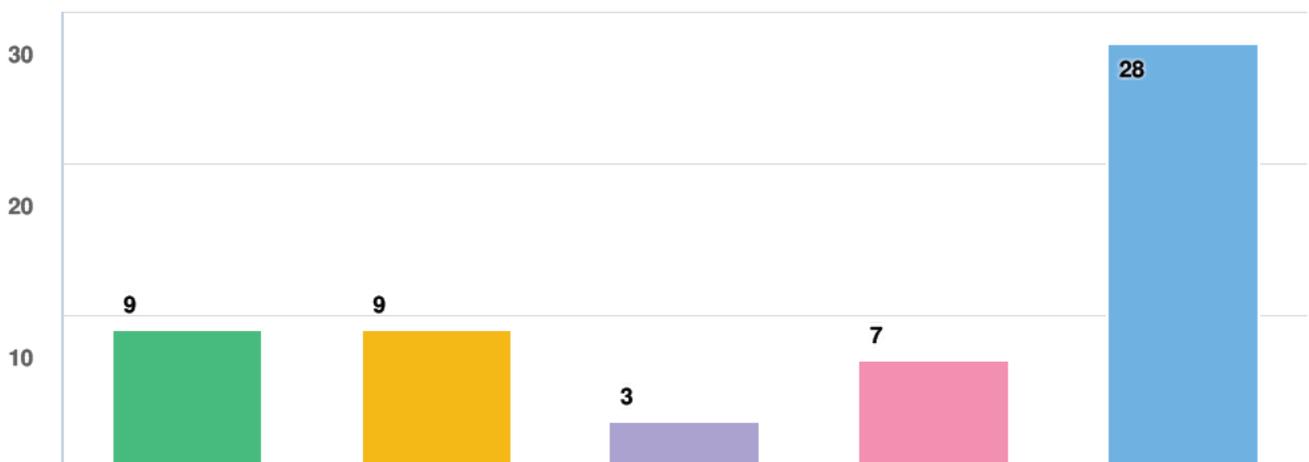


**Question options**

- Daily
- At least once a week
- For a night
- Monthly
- Sometimes or never

Optional question (56 response(s), 0 skipped)  
Question type: Checkbox Question

**Q6 Please tell us how often you travel somewhere by - Cycling?**

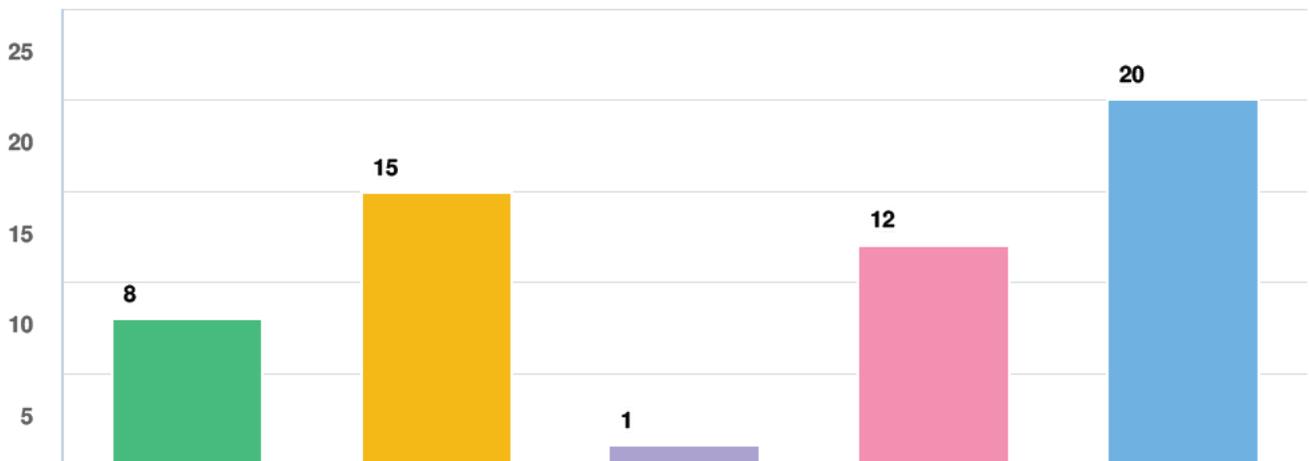


**Question options**

- Daily
- At least once a week
- For a night
- Monthly
- Sometimes or never

Optional question (56 response(s), 0 skipped)  
Question type: Checkbox Question

**Q7 Please tell us how often you travel somewhere by - Bus?**

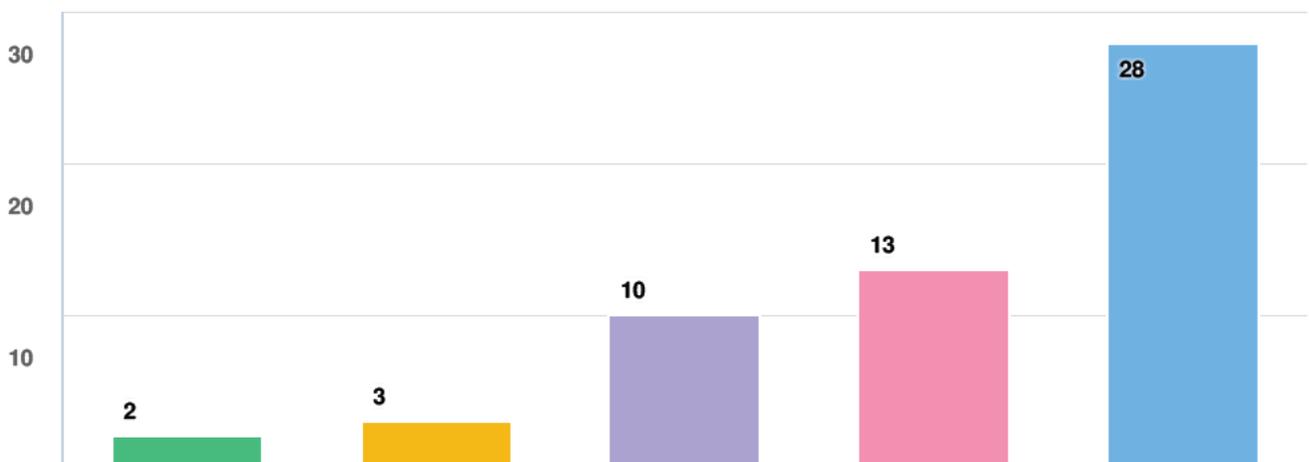


**Question options**

- Daily ● At least once a week ● For nothing ● Monthly ● Season or never

Optional question (56 response(s), 0 skipped)  
Question type: Checkbox Question

**Q8 Please tell us how often you travel somewhere by - Train?**

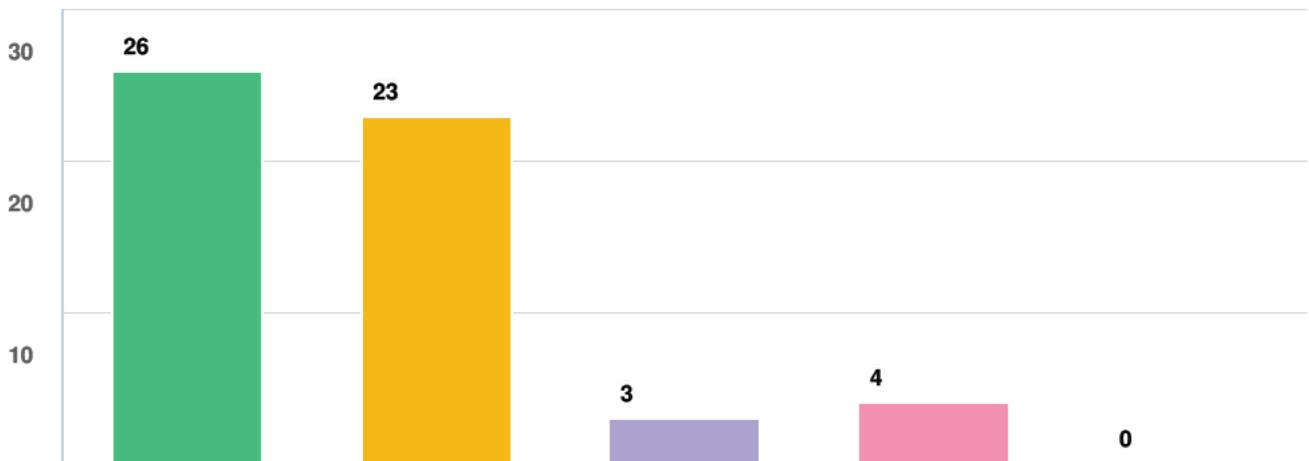


**Question options**

- Daily ● At least once a week ● For nothing ● Monthly ● Season or never

Optional question (56 response(s), 0 skipped)  
Question type: Checkbox Question

**Q9 Please tell us how often you travel somewhere by - Private vehicle?**

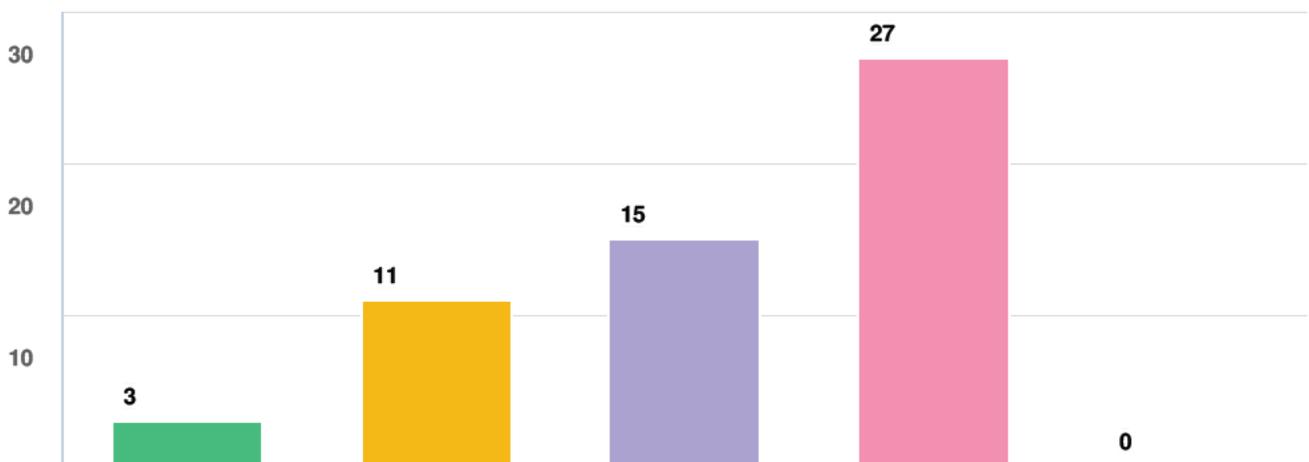


**Question options**

- Da y
- A eas once a week
- For n gh y
- Se dom or never
- Mon h y

Optional question (56 response(s), 0 skipped)  
Question type: Checkbox Question

**Q10 Please tell us how often you travel somewhere by - Rideshare (Uber, Taxi, etc)?**



**Question options**

- A eas once a week
- For n gh y
- Mon h y
- Se dom or never
- Da y

Optional question (55 response(s), 1 skipped)  
Question type: Checkbox Question

**Q11** | From the list below, please rank what you think would be most important to improving your transport journey? Rank most effective...

OPTIONS	AVG. RANK
Wider footpaths with more street trees and street furniture	2.86
Improving bike infrastructure	2.88
Improving public transport services	2.89
Improving safety of the road network	3.71
Reducing congestion	4.11
Managing parking / easier to park close to my destination	4.55

*Mandatory Question (56 response(s))*  
*Question type: Ranking Question*

**Q12** Please provide more details on what exactly you think is most important to improve from the above options?

[REDACTED]  
3/05/2021 04:21 PM

Improving maintenance of cycle and pedestrian paths. Lots of footpaths with overhanging or overgrown trees/shrubs, and lots of broken glass on paths and roads

[REDACTED]  
3/05/2021 09:50 PM

Safer cycle paths down the side of the roads. They are never cleared and have tree debris and sand on them all the time. Improve cycle infrastructure for more people to cycle. More cycle racks to park bikes but safe ones. Many bikes are stolen.

[REDACTED]  
3/05/2021 10:20 PM

More accessible free public transport

[REDACTED]  
[REDACTED] PM

Traffic on Albany Hwy between Kent Street and Hampshire Street is always congested most hours of the day.

[REDACTED]  
3/08/2021 09:48 PM

- footpaths on both sides of every road - reduced car speeds - physically separated bike lanes (from cars & pedestrians) - improved bike infrastructure: bike lanes, signage, surface treatments, maintenance, connectivity, capacity, end-of-trip facilities, parking

[REDACTED]  
3/09/2021 11:09 AM

ToVPS a well connected and integrated local government area with a high number of services and amenities being available within walking, cycling and public transport distance. An improved transport network with high frequency public transport safe and attractive cycling and walking routes in concert with strong parking management would promote shorter journeys to be undertaken via alternative transport modes to private vehicles.

[REDACTED]  
3/11/2021 08:46 AM

Improving public transport amenities, to make it more appealing for a public transport users. Increasing signage, and facilities at bus stops and train stations

[REDACTED]  
[REDACTED]

Create bike networks between city, river, through the Albany Hwy strip. Reduce cars on the strip but running right lanes or something up the main guts to move between restaurants & entertainment venues.

[REDACTED]  
3/11/2021 09:27 AM

For access within the park and to the river Need a cycle path down Albany highway, both the current options footpath and roads are unsafe.

[REDACTED]  
3/11/2021 10:22 AM

An improved walking environment especially crossings of major roads eg Shepperton Road, Burswood Road

[REDACTED]  
3/15/2021 05:13 PM

Traffic lights at Orrong Rd and Roberts Rd crucial. Where are results of traffic counts after no right turn trial? Lights at Francisco Place - to and from a tiny car park are a joke and should be removed with installation at Roberts

Road instead. Traffic calming has been put in place throughout Latham at great expense. Weston and Marchamby Streets in Carse are experiencing increased volume (many vehicles speeding/driving dangerously) as the volume on Roberts Road continues to grow. Unlike Latham there is no traffic calming on these two residential streets. Urgent action required to address these issues!!!

[REDACTED]  
3/15/2021 06:49 PM

most suburbs have amazing shared paths that help you get to the city on a bike without risking life and limb, but not vector a park. Our cycling infrastructure is pathetic. I refuse to cycle in vector a park it's just far too risky.

[REDACTED]  
[REDACTED] PM

I walk everywhere with my young child. Shaded footpaths are very important for keeping babies safe from the harsh sun. It also keeps everyone cool. Well-maintained footpaths make my commute less stressful and more attractive. I'm more likely to patronage local shops, public amenities and food places that are easy to get to with a pram.

[REDACTED]  
3/15/2021 08:28 PM

Safe facilities for road users

[REDACTED]  
3/15/2021 09:42 PM

Cycling safety. Particularly some cramped intersections like Macman and Berwick, and around the vector park post office to Ursula Freyne.

[REDACTED]  
3/15/2021 10:28 PM

Reduce traffic down a busy highway by implementing traffic diversions to improve pedestrian and a fresco experience

[REDACTED]  
3/15/2021 10:33 PM

Separating cyclists from road traffic

[REDACTED]  
3/16/2021 06:58 AM

Footpaths are in terrible condition and are not continuous. We have to cross extra roads to follow the paths. The crossings do not line up forcing a longer path across roads. Lots of work to do

[REDACTED]  
3/16/2021 09:30 AM

Allowing higher density development without adequate parking puts increased pressure on residential areas with regard to legal parking and traffic congestion.

[REDACTED]  
[REDACTED]

There is a growing demand for cycling resources, in addition to the environmental benefits. It would be great to see vector park embracing these and perhaps becoming leaders in this space.

[REDACTED]  
3/16/2021 02:20 PM

I am 64 years of age and have arthritis in my left knee. I am one of an increasing number of long-term rate-payers in the TVP who is experiencing the difficulties associated with aging. I cannot ride a bike; I cannot walk on a footpath any more than about 100 metres without experiencing pain; therefore I cannot comfortably walk to the nearest bus-stop, get up the steps on the bus, walk to my eventual destination or make a similar return journey carrying even a small amount of shopping; my private vehicle is my only option to get to medical appointments, visit the nearest shopping centre etc. Even having to park any distance away from my destination is a problem.

The TVP should be paying for ALL ratepayers and residents. Those who are, say in the r 50's, at the time of this survey will be in the r 60's in ten years time and the r pr ort es WILL change. Swimming s movement too. I try to manage my arthrit s with aquat c wa k ng at Aqua fe. Despite be ng a ong-term rate-payer and hav ng a Sen or's Card I have to pay \$4.80 each time I v s t Aqua fe for exerc se - even though t s recommended by my GP. At present the same fee app es to residents (as opposed to rate-payers) and to v s tors from outs de the TVP. If I v s t just tw ce a week t equates to near y \$500 per annum wh ch I essent a y have to add to my TVP rates expenses each year. Please consider a "one v s t a week free" po cy at Aqua fe for rate-payers who ho d concess on or sen ors cards.

3/16/2021 02:33 PM

Creating attractive wa k ng env ronments encourages greater use of active transport and safer urban env ronments genera y. The stat on or bus stop seems much c oser w th a pos t ve exper ence.

3/16/2021 03:18 PM

More trees

3/16/2021 04:00 PM

A b ke ane a ong A bany H ghway

3/16/2021 05:30 PM

Snk Orrong Road for thru traff c... and e m nate the rat run thru Lath a n where these knobheads then take another short cut thru the Franc sco shop carpark to get onto Orrong Rd rather than wa t the r turn

3/16/2021 05:42 PM

I th nk the A bany Hwy str p needs to be better managed for congest on. We need to ook at ways to remove veh c es from th s sect on.

3/16/2021 07:55 PM

Ensure bus serv ces rema n re ab e w th bus pr ort y measures to ensure buses aren t de ayed by congest on n A bany H ghway and better wa k ng env ronment for pedestr ans (trees, shade, w der footpaths, better cross ng po nts, 40kph speed m t on resident a streets)

3/16/2021 10:27 PM

A bany h ghway cou d be so great as a pedestr an fr end y zone, encourag ng more n ght fe and bus ness a ong the str p. It wou d a so make t more p easant to wa k down dur ng summer f there were more street trees

3/16/2021 10:41 PM

Connect ng ex st ng nks w th n suburbs w th safe protected (not just pa nted nes) b ke / scooter etc nes. E.g to gt eastern h ghway overpass, ra way ne overpass, orrong road over pass, a ong Robert s road between orrong, thru sheparton and A bany h ghway. Lett ng pedestr ans and b ke r ders know they are va ued as much as cars and that our streets are resident a - where peop e ve, and to expect peop e wa k ng, rd ng b kes etc so s ow down / be aware

3/16/2021 11:07 PM

Na

[REDACTED]  
3/17/2021 10:06 AM

My responses to Q1 - 10 above reflect that I drive into the city for work, however I answered this survey because we walk into Vc Park for coffee or lunch 3 times a week. Wider footpaths and a dedicated path for the Uber cyclists would be ideal.

[REDACTED]  
3/17/2021 05:19 PM

Make public transport friendlier and inviting

[REDACTED]  
3/17/2021 06:12 PM

Putting in footpaths on both sides of the street. Add to a dedicated bike paths

[REDACTED]  
3/17/2021 07:54 PM

Footpaths that are safe and maintained. Burswood and South Perth are examples of great paths along the river. Vc Park's footpaths in the Town are in need of regular maintenance

[REDACTED]  
[REDACTED] 57 PM

Better public transport links. No bus in Lathlain to link with Vctoria Park train station. 15 minute walk to train station on top of 1 hour journey to work just too much. More bike paths, continuous cycle paths like along railway line should be expanded throughout the Town.

[REDACTED]  
3/17/2021 10:46 PM

A bicycle highway and Berkeley could both use cycle paths and/or a more integrated cycle network

[REDACTED]  
3/18/2021 07:28 AM

It's a lovely suburb but with the separation of the areas it would be great to have a cat bus or similar

[REDACTED]  
[REDACTED] 09:40 AM

Safe and accessible bike infrastructure that is separate to the road and pedestrians, that allows people on mobility devices to travel easily. These should be integrated so that bike riders can arrive at their destination quickly without having to go through extensive detours. We also need much safer intersections that favour people more than cars, and allow children to cross safely.

[REDACTED]  
3/18/2021 06:35 PM

I would ride my bike more often, but just about everyone I know who rides a bicycle has had to stop outside their destination!

[REDACTED]  
3/18/2021 07:02 PM

Access for all options so that individuals can choose which suits them

[REDACTED]  
3/18/2021 07:27 PM

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[REDACTED]  
3/18/2021 08:21 PM

More cycling paths More shade trees Tunnels under sheparton road

[REDACTED]  
3/18/2021 08:28 PM

Easier to get around by bike makes it more likely I'd break mine out more, with my wife (better protection from other traffic on the road)

[REDACTED]  
3/18/2021 10:10 PM

Cycling is a very effective way to move around and keep fit, but the roads are becoming increasingly dangerous. Without laws and infrastructure to support cycling, it is simply becoming too risky to consider as a reliable form of transport.

[REDACTED]  
3/18/2021 10:51 PM

Do not exacerbate the already unsafe, dangerous traffic congestion and inadequate parking around UFCC (Primary) by agreeing to the Child Care proposal. The area is already very unsafe for pedestrians and vehicles. Even one more car is one car too many. It is absolute common knowledge in the area about how unsafe those surrounding roads are. In 2017 the Town of Vc Park identified that there were serious safety concerns with the traffic there. A ring road was proposed, but after many different plans, a consensus could not be reached, so the proposal was shelved. These problems negatively affect and impact the lives of nearby residents, who are simply trying to have quiet enjoyment of their home. Four years later the parking and traffic problems are much worse. This year compounded by the extra intake of a 3 year old kindergarten class. The mix of many elderly and retired people going to the church daily (both pedestrians and vehicles) plus the school children and their parents and grandparents doing drop off and pick up (both pedestrians and vehicles) is a dangerous situation and one day an innocent person/people will suffer because the Local Council did not fully understand "Duty of Care". Duty of care means that the Council has both a moral and a legal responsibility to ensure safe roads are provided for the community. How dare the traffic dept of this Council abandon our rights to safety? Especially when the safety problems are evident to all in the community.

[REDACTED]  
3/19/2021 06:34 AM

Bike lanes and better paths

[REDACTED]  
3/19/2021 06:51 AM

The frequency of buses. Especially the route 220, to Armada which is the only service along Albany Hwy, between Basngha Street and Shepparton Rd/We shpoo Rd. Not everyone can walk/ride/wheel themselves to/from public services on Shepparton Rd or Berwick St.

[REDACTED]  
3/19/2021 07:51 AM

Victoria Park currently lags behind other suburbs in providing safe cycling lanes and access. E.g. for me using Albany highway is a most unavodable and the road just isn't set up for cyclists. PSPs urgently needed to connect residents to city, River PSPs, Curtin and local cafe strips/bus routes.

[REDACTED]  
[REDACTED] 12:13 PM

Tree canopy along Albany Highway, particularly the more open areas around the car yards

[REDACTED]  
3/19/2021 01:49 PM

More infrastructure for safe cycling and walking signage people have priority in public spaces. Bike lanes out of the door zone would be terrific!

[REDACTED]  
3/19/2021 03:13 PM

More shade on Bishopsgate Street - it is so hot walking along here to the station in summer. It also needs to be easier to cross Shepperton road.

3/20/2021 12:08 AM

Comfortable, convenient, all day/all night public transport. Small min busses, walking public around. Flagging small public busses down at any point, not just bus stops.

3/20/2021 03:47 PM

More public transport options like tram or dedicated bus lane through Albany hwy. create large multi-storey car parks on Albany hwy

3/21/2021 08:27 AM

Less congestion and traffic

3/21/2021 08:40 AM

Improved pedestrian footpath networks and plant more trees for shade.

3/21/2021 01:35 PM

Currently in Latham our verges are under cared for especially where our new railway nose barriers are. They have been left looking like a weedy, barren, construction site.

**Mandatory Question** (56 response(s))

**Question type:** Essay Question

**Q13** Please rank the following in order of importance for your local area: Rank most important number 1 and least important number 5

OPTIONS	AVG. RANK
Improving pedestrian connectivity, amenity and safety	1.86
Improving bike infrastructure and cycling networks	2.46
Improving safety of the road network	3.09
Reducing congestion	3.61
Managing parking /easier to park close to my destination	3.98

*Mandatory Question (56 response(s))*

*Question type: Ranking Question*

**Q14 | Please rank the following in order of importance for local activity centres (e.g Albany Hwy strip): Rank most important number 1 and least important number 5**

OPTIONS	AVG. RANK
Improv ng pedestran connect v ty, amen ty and safety	2.04
Improv ng b ke nfrastructure and cyc ng networks	2.77
Improv ng safety of the road network	3.14
Reduc ng congest on	3.27
Manag ng park ng /eas er to park c ose to my dest nat on	3.79

*Mandatory Question (56 response(s))  
Question type: Ranking Question*

**Q15 | What else could be done to improve the way you travel around the Town - to improve safety, connectivity and sustainability of the transport system?**

 Better ght ng. Some qu te dark patches around eg pedestran cross ng at the Cann ng hwy off ramp at Albany Hwy nrther ver

3/05/2021 04:21 PM

 Free busses to go around V ctor a Park and East V ctor a Park.

3/05/2021 09:50 PM

 Two deas. The frst s hav ng a free cat bus up and down the str p. I wa k a ot to the shops and cafes etc. and somet me p aces are too far to wa k to so I have to put the baby n the car and dr ve (and then spend forever try ng to f nd park ng). Wou d be n ce to just hop on and off a bus to get where I want on the str p. Second y, cross ng roads wh e wa k ng down the str p (espec a y between Red's and the servo) s pretty d ff cu t. Maybe some road s and s or roundabouts or more zebra cross ngs there wou d be handy. I ke roundabouts and they w a so he p dr vers at these ntersect ons and a ow pedestrans to cross w thout dev at ng too far away from the str p just to cross the road, ke what s current y happens on the str p zebra cross ngs.

3/05/2021 10:20 PM

li\_jin17 Can't th nk of any

3/07/2021 01:26 PM

[REDACTED]  
3/08/2021 09:48 PM

- footpaths on both sides of every road - reduced car speeds - physically separated bike lanes (from cars & pedestrians) - improved bike infrastructure: bike lanes, signage, surface treatments, maintenance, connectivity, capacity, end-of-trip facilities, parking

[REDACTED]  
3/09/2021 11:09 AM

ToVPS are well connected and integrated local government area with a high number of services and amenities being available with walking, cycling and public transport options. An improved transport network with high frequency public transport safe and attractive cycling and walking routes in concert with strong parking management would promote shorter journeys to be undertaken via alternative transport modes to private vehicles.

[REDACTED]  
3/11/2021 08:46 AM

In events and websites include information for public transport users so more visitors are aware of the services available

[REDACTED]  
3/11/2021 08:52 AM

Long term Albany Highway will be the Chape Street on Perth. Find a way to connect the whole strip from Shepparton to the River e.g. light rail, tram car & move car parking to parallel to the strip so it can be a common area at the way up for walking, entertainment, etc

[REDACTED]  
3/11/2021 09:27 AM

The east Vc park Albany strip can be highly congested during busy periods, a way to relieve this. Dedicated cycling lanes are a must. People won't cycle through Vc park as it's not safe. Higher take up of cycling will reduce car usage.

[REDACTED]  
3/11/2021 10:22 AM

When crossing Shepperton Road at Rushton St or Harvey St it would be good if there was some way of preventing turning vehicles from taking the traffic gap. Need more crosswalks and slower speed on Burswood Road - through traffic should use Great Eastern Highway. Residents should be required to park within the road - not on the crossover or street verge eg 9 and 11 Benporath Street. It blocks visibility when trying to reverse out of my driveway - dangerous with the rat runners speeding through.

[REDACTED]  
3/15/2021 05:13 PM

See 12 above.

[REDACTED]  
3/15/2021 06:49 PM

Designated bike paths. The council could also ensure that all the footpaths are even. There are a few that are frankly dangerous when it comes to going out for a bike ride or even a run.

[REDACTED]  
3/15/2021 08:13 PM

I'm not sure.

[REDACTED]  
3/15/2021 08:28 PM

Safety and patrols around train stations around night time and weekends

[REDACTED]  
3/15/2021 09:42 PM

More shade for pedestrians, especially main shopping areas. Improve pedestrian crossing at Macman and Berwick. Its very pedestrian unfriendly that I usually cross further up the road.

[REDACTED]  
3/15/2021 10:28 PM

Reduce speed limit on streets joining berwick st and a bany hwy

[REDACTED]  
3/15/2021 10:33 PM

Separating cyclists from road traffic

[REDACTED]  
3/16/2021 06:58 AM

Speed bumps are poorly and inconsistently constructed. They require slowing to under 10km/hr to avoid damage to cars. The speed limit in these areas is 40/50km/hr. Construct the speed controls to reflect this better.

[REDACTED]  
3/16/2021 09:30 AM

Ensure traffic management and parking around ALL schools in the areas is done uniformly and fairly (exactly the same parking and road rules apply for all schools i.e. no parking on road and verge).

[REDACTED]  
3/16/2021 02:04 PM

Increased street lighting to increase feelings of safety.

[REDACTED]  
3/16/2021 02:20 PM

There is an urgent need for the TVP to address traffic problems associated with the intersection of Roberts & Orrong Roads. Where and what are the results of the traffic counting undertaken in November/December 2020 during the traffic no-right-turn? I appreciate that Main Roads has jurisdiction over infrastructure on Orrong Road but the TVP is responsible for the impact on residential streets in Carse including Weston & Marchamley Streets. The Archer/Mint Street plan refers vaguely to MRD plans to yet again upgrade the intersection at Archer/Orrong (which I understand involves another left-hand turn lane) but I've not been able to find any official information about that plan if there is one. Increasing traffic on Roberts Road (at least the same or close to the volume as that on Archer Street) has made action in terms of parking traffic lights Roberts/Orrong a priority for the safety of the residents of TVP and so that they can continue to quietly enjoy their residential properties. The traffic lights at Francisco Place/Orrong Road, which stop traffic on Orrong Road for the benefit of the users of a 20 bay car-park who want to turn left or right onto Orrong Road or proceed onto Francisco Street should be removed and lights installed at Roberts/Orrong (where the volume of traffic is now in excess of 12,000) instead to safely allow traffic to turn right onto Orrong Road instead of forcing traffic (including traffic from Lathlain) down previously quiet residential streets of Carse, where we have not had the same benefit of expenditure on traffic calming, street sands, give-way signs etc as our neighbours in Lathlain.

[REDACTED]  
3/16/2021 02:33 PM

Improved/increased options for crossing major roads (Shepperton and GEH)

[REDACTED]  
3/16/2021 03:18 PM

More trees

[REDACTED]  
3/16/2021 04:00 PM

It's unsafe to ride a bike in Victor Park. With the increased number of uberats cyclists using the footpaths as the roads are unsafe, it's very

crowded on the footpaths and the situation is untenable for everyone



3/16/2021 05:30 PM

Light Rail / trackless trams on the Albany strip to Curtin University



3/16/2021 05:42 PM

Better public transport and cycle network



3/16/2021 07:55 PM

Reduce private vehicle movements/ presence on Albany Highway to make environment more pleasant, safer for pedestrians and ensure reliable bus journeys.



3/16/2021 10:27 PM

I rely entirely on buses, and whilst I'm happy to do that, it's difficult to get to the Victor Park train station from east Victor Park by bus without a great deal of waiting. Better linkages between bus and train would make it more likely that I can use the faster train system, and make it easier to travel at night when less bus services are running.



3/16/2021 10:41 PM

It has to be better / safer ways to get across Shepparton and Albany Highway, to the shops and the strip by bike without mixing with cars. Tried dedicated protected lanes or quiet street parallel to Roberts Road / railway overpass near Lathlain train station. Too far to walk but bike / scooter perfect distance. Encourage people out of cars - it's easier / quicker more direct by bike



3/16/2021 11:07 PM

Na



3/17/2021 10:06 AM

As per comment above



3/17/2021 05:19 PM

More emphasis on public; trains and buses. More accessible



3/17/2021 06:12 PM

Footpaths on both sides of the street.



3/17/2021 07:54 PM

Free cycle route bus that connects and provides easy access to our bush areas and parks, as well as shopping centres



3/17/2021 05:57 PM

Better transport links. Access to Orrong Road from Roberts Road improved.



3/17/2021 04:46 PM

Clear the pathways of shop signage - I understand seating, but the signs fixed to ampstands or on sandwich boards take up too much room. Bravos signs fixed to the ampstands the worst!



3/18/2021 07:28 AM

I think a small shuttle bus would reduce traffic and encourage more people to walk

[REDACTED]  
3/18/2021 09:40 AM

Eliminate street parking, especially along the Vc Park strip, and open up the space for people and buses

[REDACTED]  
3/18/2021 06:35 PM

More buses down Albany hwy

[REDACTED]  
3/18/2021 07:02 PM

Stop people parking across footpaths

[REDACTED]  
[REDACTED] :27 PM

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[REDACTED]  
3/18/2021 08:21 PM

Create tunnel under burwood station for pedestrians and cyclists

[REDACTED]  
3/18/2021 08:28 PM

Short trip hop on and off between the Causeway and We shopoo Road

[REDACTED]  
3/18/2021 10:10 AM

It is important for the Town of Victor Park to continue working on providing shade for common pedestrian thoroughfares. The new trees on Albany Hwy immediately to the east of the Albany Hwy / Mount Street intersection are a good start, but more needs to be done. It can be very bleak walking around Vc Park in summer.

[REDACTED]  
3/18/2021 10:51 PM

Employ Traffic Department staff at a level of responsibility who empathise with the residents, who value and respect local knowledge and who are prepared to work with the local community to make the roads safer places for all.

[REDACTED]  
[REDACTED] 06:34 AM

Better parking and bike paths and bike parking

[REDACTED]  
3/19/2021 06:51 AM

I have no comment to make for this.

[REDACTED]  
3/19/2021 07:51 AM

Just provide infrastructure that allows people to choose alternative forms of transport other than cars. If we reduce car usage, we address most other issues (congestion, safety for pedestrians, cyclists etc. I would also add that we need to regulate food delivery cyclists who often compete with pedestrians for space on side walk.

[REDACTED]  
3/19/2021 12:13 PM

Light Rail

[REDACTED]  
3/19/2021 01:49 PM

Connecting cycle lanes in the Town to existing transport routes. Smooth surfaces make a big difference to cycling journeys.

3/19/2021 03:13 PM

More bicycle infrastructure needs to be built on the connecting routes in the Town such as Roberts rd, Oats St, Archer St and Berwick St. This infrastructure needs to be better than just shoulders or painted bicycle lanes, some sort of physical barriers possible and should be pursued where appropriate. The Town also needs to invest more of the effort into the simple improvements to the local network to make cycling in the community more common place for local trips - not just the yearly cycle events. Improvements to the streets connecting to train stations to promote walking and cycling between the stations and Albany hwy is necessary. At the moment it is too difficult to cross Shepperton road and it is too hot and hostile to walk through regularly, particularly in summer.

3/20/2021 12:08 AM

Provide convenient bike maintenance points. Develop, coffee and restaurant areas away from main roads, parking areas, back lanes and back streets, away from pollution of main roads.

3/20/2021 03:47 PM

Light rail or trackless tram

3/21/2021 08:27 AM

Drivers need to be more aware and drive safely

3/21/2021 08:40 AM

Better & safer road network, free cat bus along the strip to link and activate central VP with East VP, plant more street trees to provide shade and encourage bicycling/walking.

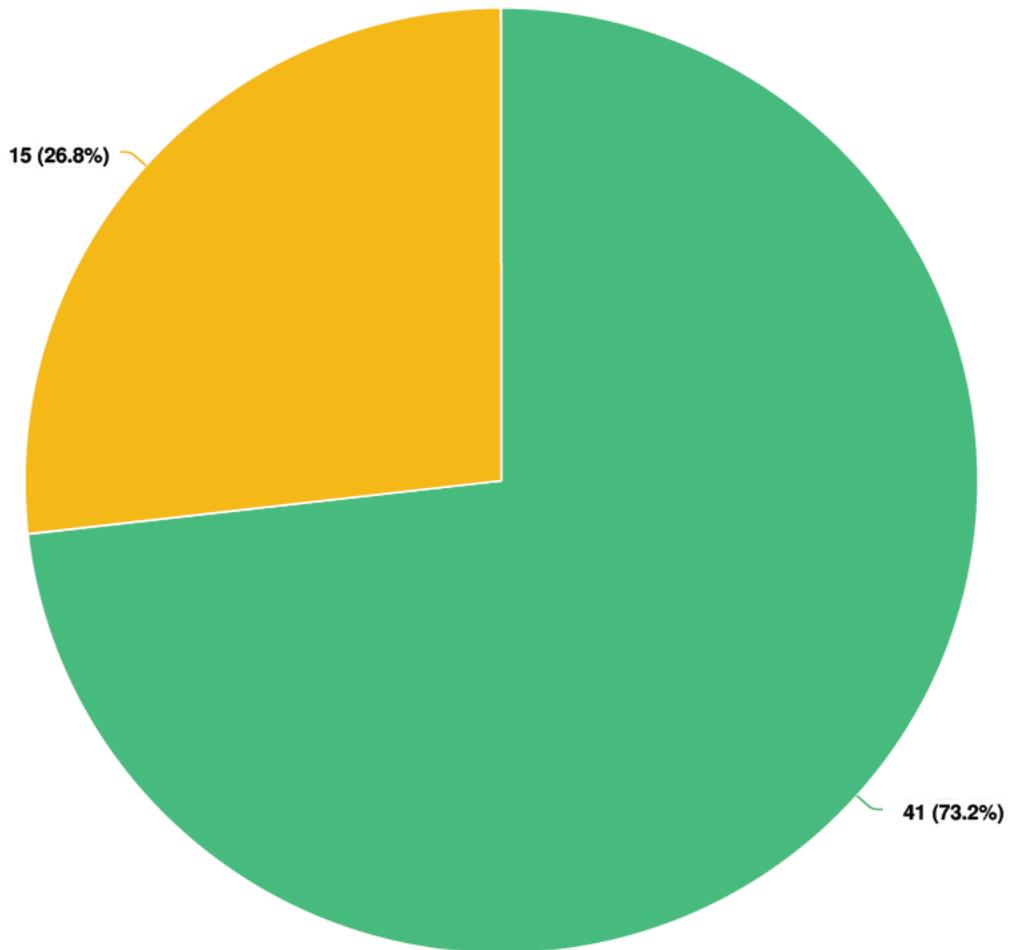
3/21/2021 01:35 PM

Reduce parking prices.

**Mandatory Question** (56 response(s))

**Question type:** Essay Question

**Q16** | Would you like to stay updated on this project?



**Question options**

- Yes
- No

*Mandatory Question (56 response(s))  
Question type: Dropdown Question*







# APPENDIX D

## INTERACTIVE MAP RESULTS



# D1 INTERACTIVE MAP RESULTS

LOCATION	COMMENT
Burswood station	Opportunity – Tunnel or bridge over the (train) line for pedestrians and cyclists
Ruthland Ave, Lathlain	Opportunity – Bike path separate to road
Duncan St, Victoria Park	Opportunity – Duncan Street is an important street connecting the station to the Vic Park Town Centre area on Albany Hwy
Duncan St, Victoria Park	Opportunity – Pedestrian tunnel or bridge would allow easier flow for pedestrians without having to stop/cross busier road (at Albany Highway)
Albany Hwy, Victoria Park	Opportunity - State Gov't will be spending \$50M on a new pedestrian & cycling bridge from the city. Opportunity to safely welcome people to Vic Park with high-quality pedestrian & cycling infrastructure
Albany Hwy, Victoria Park	Challenge – It's hard to get to the causeway on my bike from Albany hwy
Albany Hwy, Victoria Park	Challenge – The entire length of Albany Highway (Causeway to Shepperton Road) - currently no cycling infrastructure - riding on the road is very dangerous - too close to parked cars & no room for bikes + cars on the existing roadway. Also car speed limit too high. Riding on the footpath is not an option - too dangerous and not desirable
Miller St, East Victoria Park	Challenge - Not enough trees for shade when walking down most major roads
Albany Hwy, East Victoria Park	Challenge - Crossing point outside real estate agent across Basinghall is a 45 angle rather than the 20 degree. A guy in an electric wheelchair nearly tipped into the street
Albany Hwy, East Victoria Park	Challenge - Crosswalk here to help pedestrians cross especially on weekends when high traffic levels coming into cafe strip