

Draft Transport Strategy and Parking Management Plan

SURVEY RESPONSE REPORT

19 November 2015 - 11 August 2021

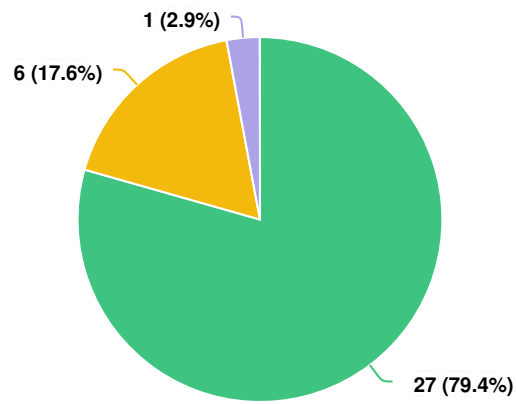
PROJECT NAME:

Transport Strategy & Parking Management Plan



SURVEY QUESTIONS

Q1 | Do you support the proposed vision for the Transport Strategy and Parking Management Plan?



Question options

- I support
- I support, but have some concerns
- I oppose

Optional question (34 response(s), 2 skipped)

Question type: Radio Button Question

Q2 | What are your concerns?

russellwhite

7/15/2021 11:48 AM

is anti business and development. limited in priority areas, some streets are always forgotten and treated like second class citizens.

Anonymous

8/03/2021 12:24 PM

I largely support the strategy with the caveat that priority needs to be given to slowing traffic on suburban streets. Current measures such as roundabouts and speed bumps result in vehicles rapidly accelerating after every slowdown point, so I am very supportive of the skinny streets strategy and a permanent reduced speed limit on suburban streets, particularly around schools. I would also like to see mandated vehicle test drive routes for car dealers that avoid school areas, at least during drop off and pick up times.

Anonymous

8/04/2021 02:24 PM

Overall, this looks like a great plan. However, I have some concerns about how long it will take to actually deliver key parts of the plan. For example, a protected bike lane on Berwick street would make a *huge* difference to how easy it is to bike around ToVP, but it's not clear (I think) how long it would actually take for this to become a reality.

Anonymous

8/09/2021 08:17 PM

I live adjacent to the Berwick / Kent Street intersection and upgrading and improving this particular intersection should be a priority. It is unsafe for pedestrians and school children in its current state. The town needs to take action.

Anonymous

8/10/2021 11:21 AM

If you intend to increase speed limits and road size on Berwick street you need to spare a thought for residents on this street and all the children that walk this street to high school and primary school every day, they cannot even cross the road safely as stopping the car seems impossible for people flying to work. Also, the long residential streets used as thoroughfares from Jarrah road need to be addressed to reduce speeding and accidents at the intersection. cul de sac Basinghall street between Berwick and Devenish in line with Esperance and Ashburton, so they can truly be connected to their community. at present, if my child walked on Basinghall they would be flattened. The number of cars speeding through this street at night is quite high, create local streets for local to enjoy really enjoy.

Anonymous

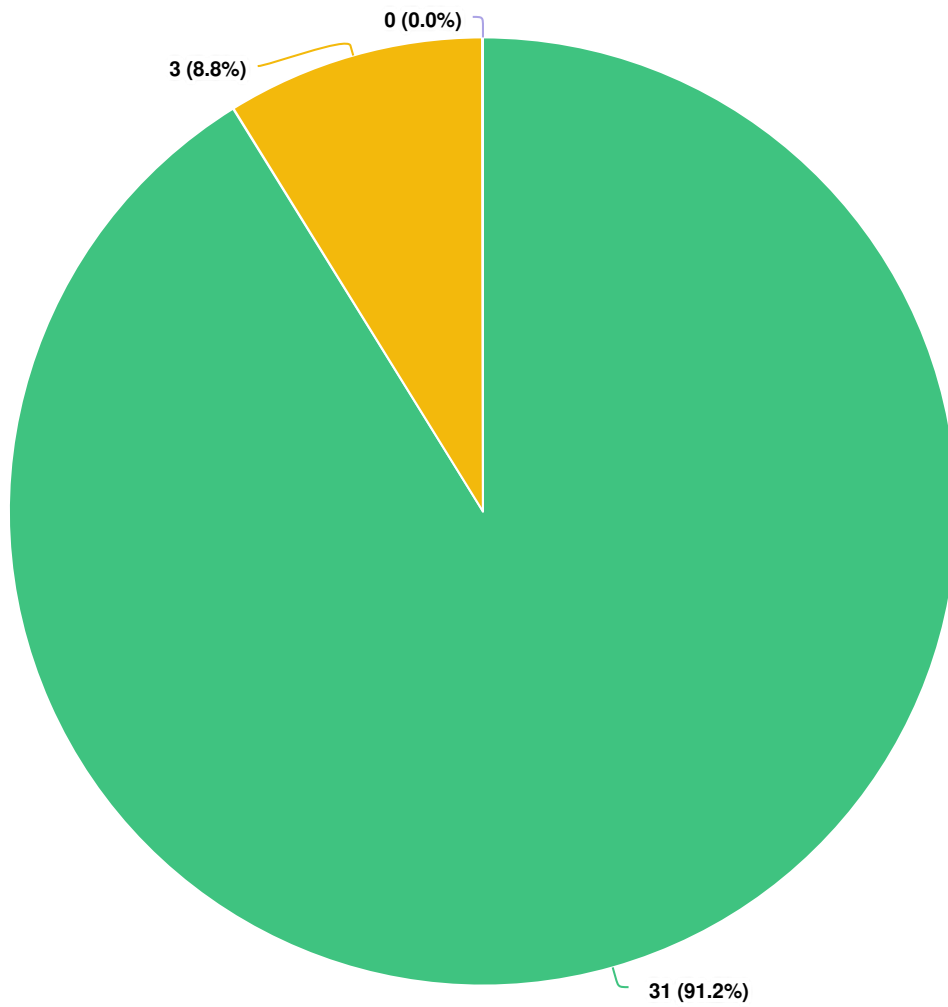
8/11/2021 09:34 PM

I am supportive of the Town's intent to improve the ease of parking management for both consumers and enforcement. I am also very supportive of the Town's active decision not to take a hard-line approach; this is not beneficial for the local community or businesses as a 'destination of choice'. My concerns stem from the heavy emphasis that the Town places on the likely outcome of the Traffic / Parking management plans driving a 'Travel Mode Shift'. Based on my own observations, there are certainly examples (in East-Coast Australia and abroad) where there have been significant shifts in travel modes, to alternatives such as council bikes and scooters. Brisbane, Darwin, Melbourne and Sydney are obvious examples. However, the DOWNSIDES of these mode-shifts has not accurately been represented in the proposed plans, nor the fact that these are heavily weighted towards very inner-city applications. There have been numerous historical examples of dumping of hire e-bikes & e-scooters close to high demand locations (such as Crown Casino, Optus Stadium, Albany Highway, Min Res Park etc), that have significant amenity impacts that are wholly understated. I also have significant concerns that the focus of the traffic & parking changes are largely focussed on high-density areas, Albany Highway in particular. There are numerous examples in my local area of Lathlain (Cornwall Street / Castle Way in particular), where there have often been extremely unsafe road use situations as a result of insufficient parking controls (e.g. a lack of no-parking controls on both sides of a blind crest on a main suburban thoroughfare). These major safety / amenity impacts needs to be addressed as part of this 10 year strategy. Also, some of the "traffic management controls" that have been implemented in Lathlain have far more negative impacts than benefits. A recent example is the introduction of a speed bump on the exit of a roundabout on to Gallipoli Street. This is the first time in all of Australia that I've seen such a ridiculous attempt at traffic management. You are already going 10km/h on a 270 degree roundabout... how can you possibly need to slow down further on the exit of a roundabout???? PARTICULARLY as this is the main bus route through our suburb!! There are numerous similar examples, such as raised tee-intersections, where your car is on a severe angle just to take a normal right or left hand turn. This is beyond extreme, and negatively impacts the local amenity of regular residents far more than if benefits us through the reduced impact of the abnormal hoon. Also, many of the one-way traffic calming measures result in more unsafe scenarios (e.g. near-miss head on collisions) than would have otherwise occurred on a typical wide, two way suburban street!!!

Optional question (6 response(s), 30 skipped)

Question type: Essay Question

Q3 | Do you support objective 1?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q4 | **What are your concerns?**

russellwhite

7/15/2021 11:48 AM

this is a typical generalized council statement with a preconceived outcome.

Anonymous

7/22/2021 12:41 PM

Nor sure old spaces new spaces program helps priorities pedestrian access

Anonymous

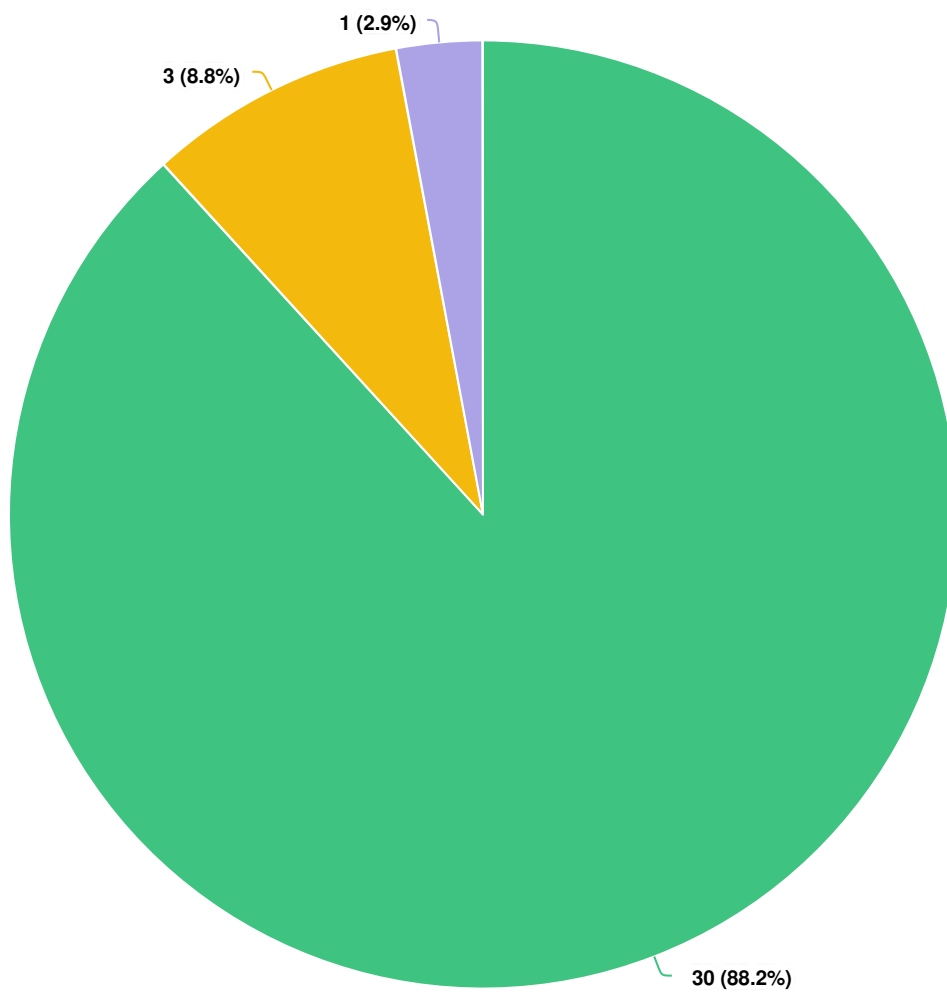
8/02/2021 11:19 PM

Old Spaces New Places - interested in any data on how work to date may have increased pedestrianism as I'm skeptical

Optional question (3 response(s), 33 skipped)

Question type: Essay Question

Q5 | Do you support objective 2?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q6 | What are your concerns?

russellwhite

7/15/2021 11:48 AM

unrealistic. the state and federal economy are much more important. the council should focus on collecting bins on time and pruning verge trees.

Anonymous

8/03/2021 12:24 PM

Improved public transport to the area could alleviate a lot of the (particularly night time) congestion and parking shortage. Transperth operates the CAT bus service into other local government areas and given the area's increasing status as an entertainment district that should be considered here. The levy on new developments that was mentioned could contribute to the costs involved assuming the council would have to pay for the service (possibly state government funding?).

Anonymous

8/09/2021 08:17 PM

Expecting developers to cooperate and design adequate parking spaces - should be mandated.

Anonymous

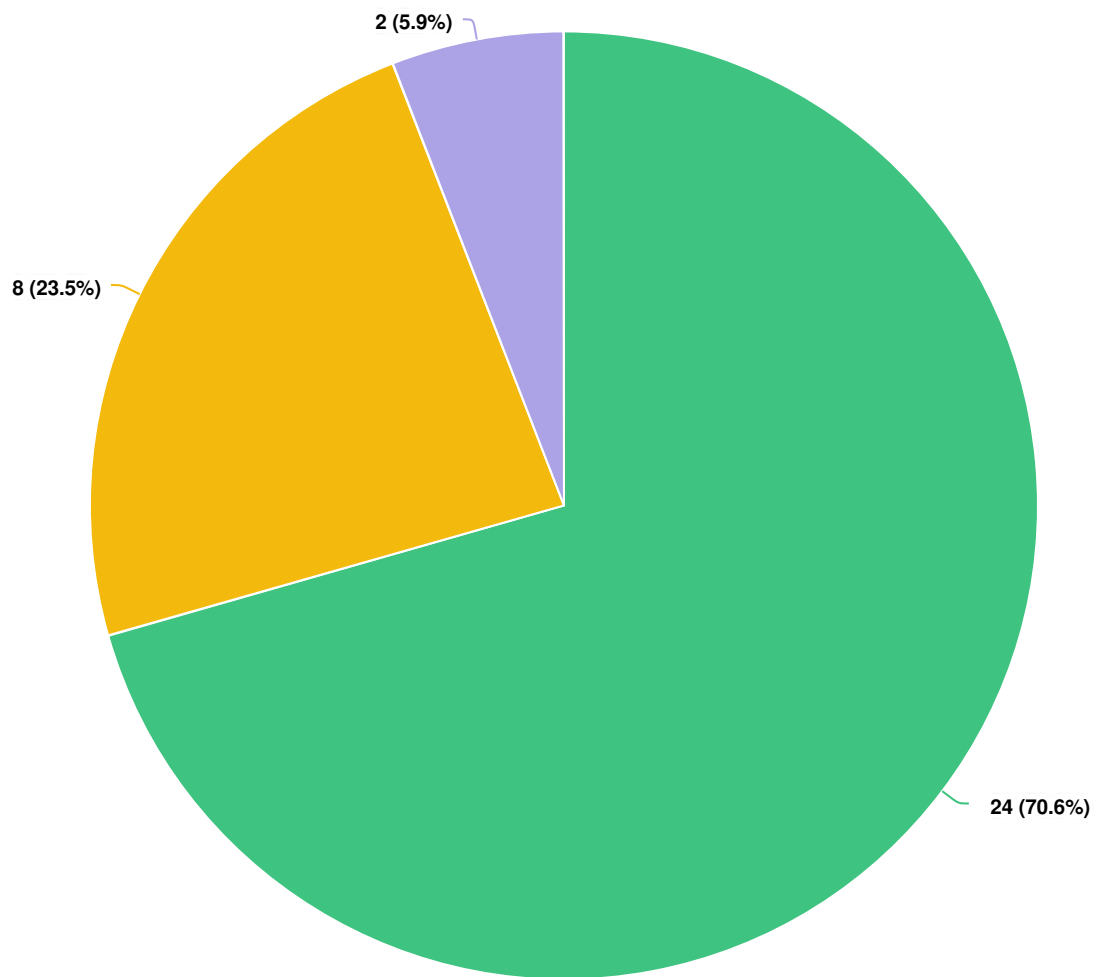
8/11/2021 09:34 PM

I have significant concerns about the number of development applications for major developments (e.g. Empire bar site, 218 Great Eastern Highway, and 176 Burswood Road) that are attempting to justify significant parking shortfalls under the guise of 'sustainable transport'. This often completely ignores the other impacts of alternate transport modes (e.g. pedestrian crossings, GEH intersection usability, bikeways etc.) that are actually required to support this approach. If these are not met, it simply transfers the parking shortfall onto residential streets. Not every person wants to catch a bus (or multiple buses) or a train (or multiple trains) - this expectation is unreasonable. This is not acceptable; if a new user creates a demand for additional parking - they should be responsible for meeting this demand!! Similarly, weak claims of "reciprocal users" needs to be carefully assessed (particularly in multiple story car parks). This is easy to assume, but rarely supported by reality.

Optional question (4 response(s), 32 skipped)

Question type: Essay Question

Q7 Do you support objective 3?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q8 | What are your concerns?

russellwhite

7/15/2021 11:48 AM

not a council issue. anti business and anti ratepayer, i would prefer speed limits are increased.

Anonymous

7/21/2021 09:06 PM

I am concerned about the lack of physical interventions(objective 4 not withstanding) and the focus on changing pedestrians/cyclists behaviours rather than protecting them from cars

Anonymous

8/02/2021 11:19 PM

40 km/h and 30 km/h proposal - what's this based on? i.e. is there sufficient evidence that further speed reductions are needed for safety, especially the 40km/h in residential streets (unless talking 10 years away after other design changes are finished and have stimulated sufficient pedestrian and cycling uptake). I'd prefer to see advocacy around public transport and more community engagement things.

Anonymous

8/03/2021 12:24 PM

Education programs regarding any health concern are seldom effective in isolation. In this case working with the police to enforce the new speed limits on suburban streets would go a long way to making motorists more rigidly and enduringly follow speed restrictions.

Anonymous

8/04/2021 02:41 PM

Current speed limits are fine for me, 30km/h may be a bit too slow and trying to remember a different residential speed for just Vic Park will be annoying. I more have a problem with drivers who speed over the current limits, rev their cars and don't stop at zebra crossings. Crossing streets along the Albany Highway strip can be problematic.

Anonymous

8/07/2021 03:06 PM

The 30km limit, these are roads for cars and Albany Highway is a key road for passing through Vic Park and for delivery. Keep it at 40km, it's safe and convenient- only time it needs to possibly drop to 30km is peak use times i.e Thursday, Friday and Saturday nights. Weekday it's quiet

Anonymous

8/08/2021 11:54 AM

Over reliance of traffic calming methods such as roundabouts and speed bumps are having the opposite effect on the road users being targeted. Would like to see more road narrowing so long as

this does not use the single lane features, again causes frustration and drivers using them as race obstacles. Wide roads and intersections , especially well lit encourage burn outs and other undesirable driver behaviour.

Anonymous

8/10/2021 11:21 AM

I support it, but can we spend more time on the people in the town and less on accommodating cars. it should be the least used mode of transport in an inner-city suburb.

Anonymous

8/10/2021 01:28 PM

The fact that Roberts road is the main link between Orrong rd and Victoria Park. I support the opening of the Francisco street for residents that live that side to reduce pressure on Roberts rd. What is the point of closing such a big intersection like Francisco street and divert traffic into 1 small road like Roberts road to be distributed to all areas? Roberts road is unsafe as it is and way too busy. Lots of money wasted in upgrading Francisco intersection to then make it a no through road, this money could have been elsewhere. Some road calming measures are just plain ridiculous like the one recently installed at the roundabout intersection on Galipoli st & Cornwall st as well as all the various types of speedhumps down Howick street.

Anonymous

8/11/2021 09:34 PM

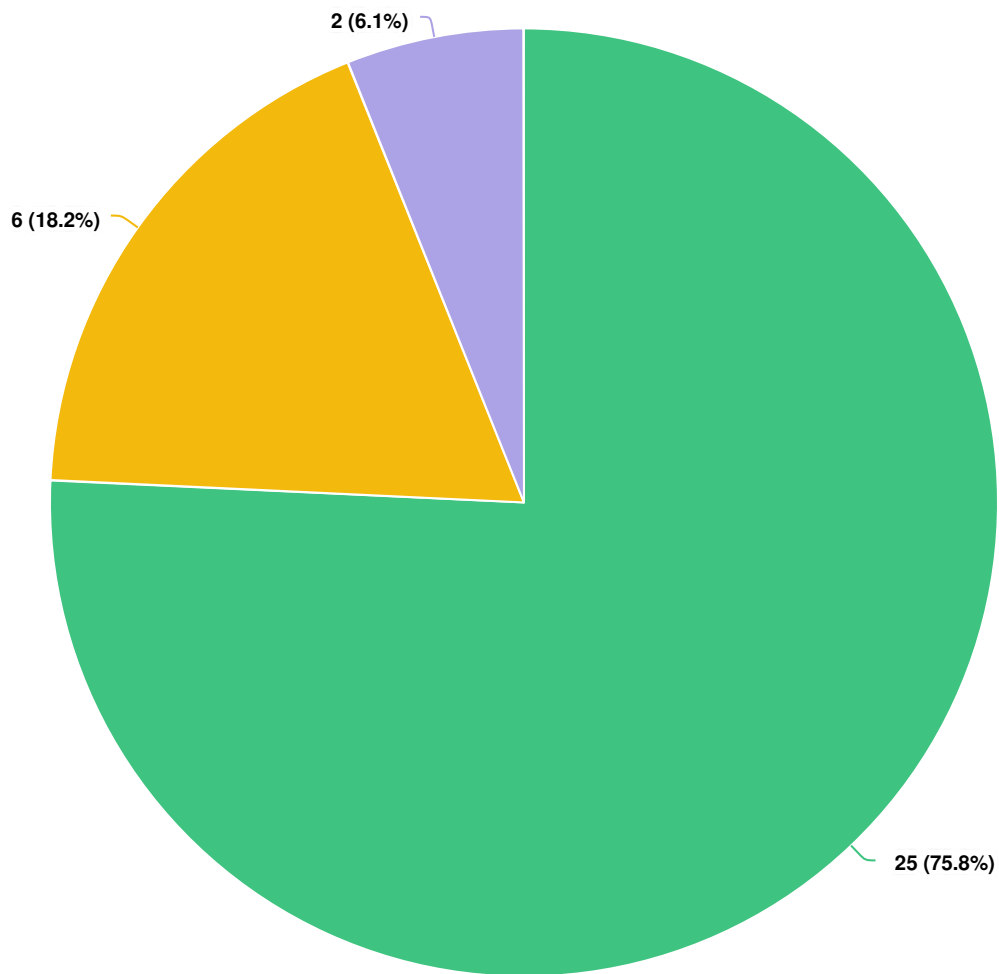
While there are some aspects of this objective that I support, I STRONGLY oppose the concept of permanently reducing speed limits to this extent. Speed limits are not reduced to this draconian extent in any Australian CBD that I am aware of. It is arrogant of the ToVP to expect their residents to drive at a speed slower than most cyclists pedal on a constant basis due to a justification that is extremely poorly defined. It is highly likely that the road user safety impacts will actually be more negative (due to tail-gating, frustration, pedestrians darting in front of moving cars / bikes etc), outweighing any expected / perceived benefits. The proposal to heavily promote pedestrian transport is also highly inconsistent with Perth's extreme weather conditions. How can you expect that for approx. 4 months through Winter (when it's heavily weighted towards raining and windy conditions) or for approx. 4 months in Summer (when it's very hot and dry) that we should be weighted towards a suburban pedestrian infrastructure?? Who wants to be walking when it's 15 degrees and raining? Similarly, who wants to be walking when it's 35 degrees and full sun?? This is heavily inconsistent with our typical climatic conditions...! Lastly, as previously noted, I have concerns that some of the attempts to improve intersection / vehicle safety have actually made the situation worse. There are numerous "traffic calming" measures

that are actually more dangerous for the typical resident or road user than the hazard that is attempted to be controlled.

Optional question (10 response(s), 26 skipped)

Question type: Essay Question

Q9 Do you support objective 4?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (33 response(s), 3 skipped)
Question type: Radio Button Question*

Q10 | **What are your concerns?**

russellwhite

7/15/2021 11:48 AM

prefer the opposite, prefer ratepayer funds are spent on the majority and not minority groups.

Anonymous

8/02/2021 11:19 PM

Skinny streets: Timing - too rapid a delivery may not have the desired impact on increasing pedestrianism, and drivers may rush through skinny streets etc - trying to get through streets like Hubert between Dane and Miller is already exhausting - and that won't make the space feel safer for pedestrians Selection of streets for changes - have detailed traffic studies been done or will they be done to confirm suitability / i.e. that sufficient route options for cars exist

Anonymous

8/07/2021 03:06 PM

Easy for locals but what about people east and south of VP who want to come to the stop? Public transport not always convenient for them

Anonymous

8/08/2021 08:12 PM

Common sense is applied not pipe dreams

Anonymous

8/10/2021 01:28 PM

If they are to be the same types as what has already been mentioned above then it is a waste of time and money.

Anonymous

8/10/2021 02:29 PM

More walking would be promoted by improving the quality of footpath surfaces. Many are broken and dangerous and discourage walking. It is safer to take the car.

Anonymous

8/11/2021 09:34 PM

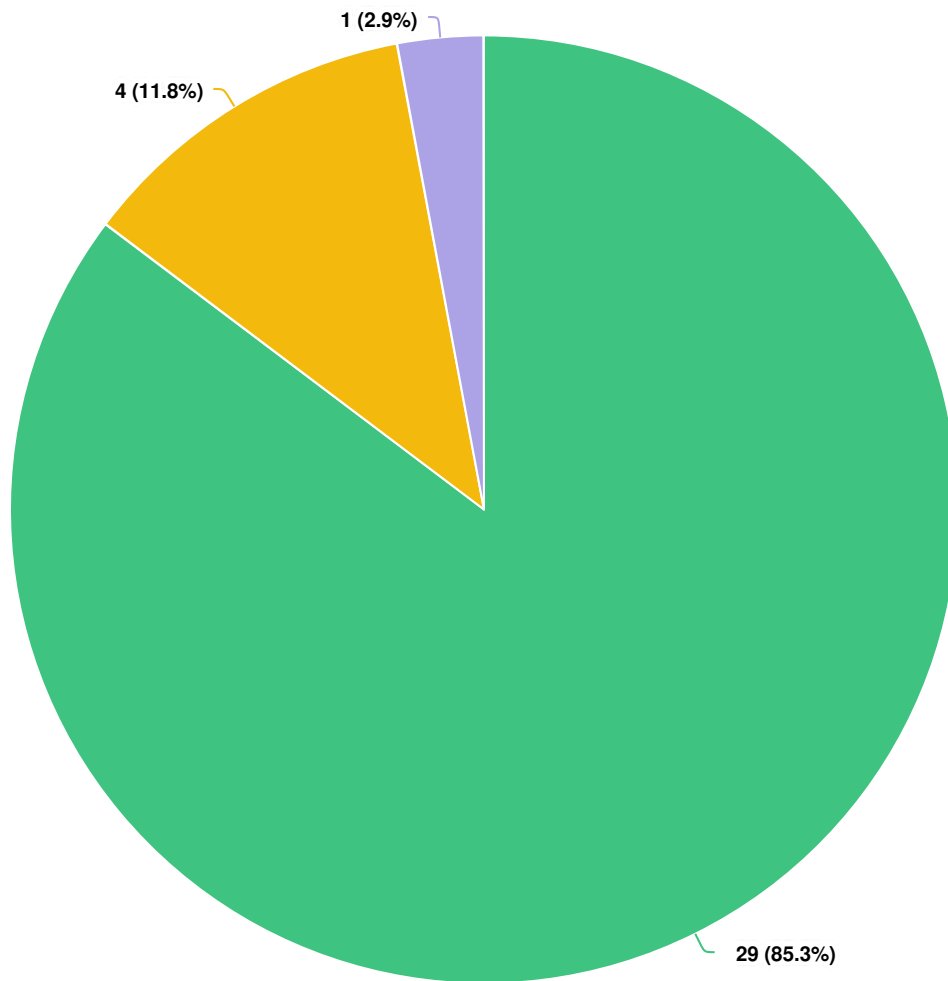
I do not support the 'skinny streets' program. There are enough examples within Lathlain of attempted traffic-calming measures that introduce far greater road hazards than they prevent. This is another example of a good intent that actually harms residential safety and amenity. As noted previously, the proposal to heavily promote pedestrian transport is also highly inconsistent with Perth's weather conditions. How can you expect that for approx. 4 months through Winter (when it's heavily weighted towards raining and windy conditions) or for approx. 4 months in Summer (when it's very hot and dry) that we should be weighted towards a suburban pedestrian infrastructure?? Who wants to be walking when it's 15 degrees and raining? Similarly, who wants to be walking when it's

35 degrees and full sun?? This is heavily inconsistent with our typical climatic conditions...! As also noted previously, there are very real negative impacts to "greener" travel mode shifts that have not been acknowledged / addressed by the proposed traffic / parking management plan. Take Darwin for example - the impact of electric scooters littered all around the city are a disgrace. Brisbane's Lime scooters / Citybikes are another obvious example. The concept is great, but the execution has been historically awful.

Optional question (7 response(s), 29 skipped)

Question type: Essay Question

Q11 | Do you support objective 5?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q12 What are your concerns?

russellwhite

7/15/2021 11:48 AM

should not be where ratepayer funds are spend. again work for the majority not loud minority groups.

Anonymous

8/02/2021 11:19 PM

Skinny Streets may result in more verge parking and other risky driving behaviours. Please improve street lighting while you're at it, and footpaths on all streets - uneven paving has caused trips.

Anonymous

8/07/2021 03:06 PM

Keep cyclists away from pedestrians, I personally have been struck and had close calls with more rude and aggressive cyclists than I ever have had with vehicles

Anonymous

8/08/2021 08:12 PM

Street parking needs to be addressed first

Anonymous

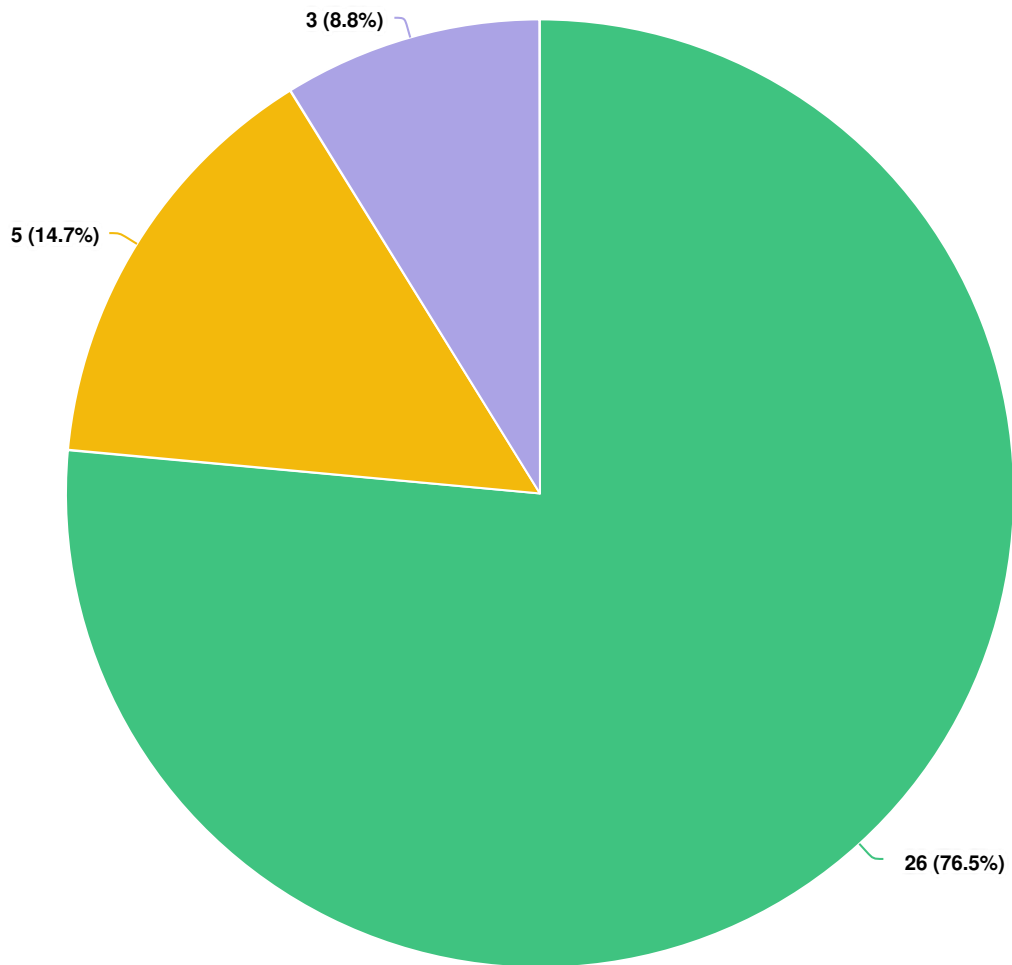
8/11/2021 09:34 PM

I am strongly supportive of the Town's Urban Forest program, and the intent to improve the canopy within our Town. I acknowledge that this will support the usage of pedestrian and cycle transport modes in Summer, however this DOES NOT support the usage of these (or other) transport modes in winter - approx. one third of the year. I do not support the concept of a 'skinny streets program'. I believe that this will generate far more negative impacts that will heavily outweigh the benefits (as mentioned previously - the traffic, parking and road safety impacts are practically likely to be far more negative than the potential benefits). Please, PLEASE do not implement this concept.

Optional question (5 response(s), 31 skipped)

Question type: Essay Question

Q13 Do you support objective 6?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q14 | **What are your concerns?**

russellwhite

7/15/2021 11:48 AM

should be focused on the majority.

Anonymous

7/20/2021 03:20 PM

Any parking ratio needs to ensure there is not a proportional loss of ACROD / accessible parking bays.

Anonymous

7/22/2021 12:41 PM

Parking not over supplied? does the review suggest advocating more street parking?

Anonymous

8/07/2021 03:06 PM

Again bikes cause plenty of problems with pedestrians, more than cars

Anonymous

8/09/2021 08:17 PM

Parking over supply in the town!? What nonsense. Businesses need to be supported with adequate parking so that people come and spend money here. Parking is currently a nightmare, and proposing less parking is really off the mark.

Anonymous

8/10/2021 01:28 PM

Improvements should be to ALL local streets, residents should feel safe to walk in ALL areas of the town.

Anonymous

8/11/2021 04:50 AM

Bicycles racing through the strip would evidently cause risk to pedestrians

Anonymous

8/11/2021 09:34 PM

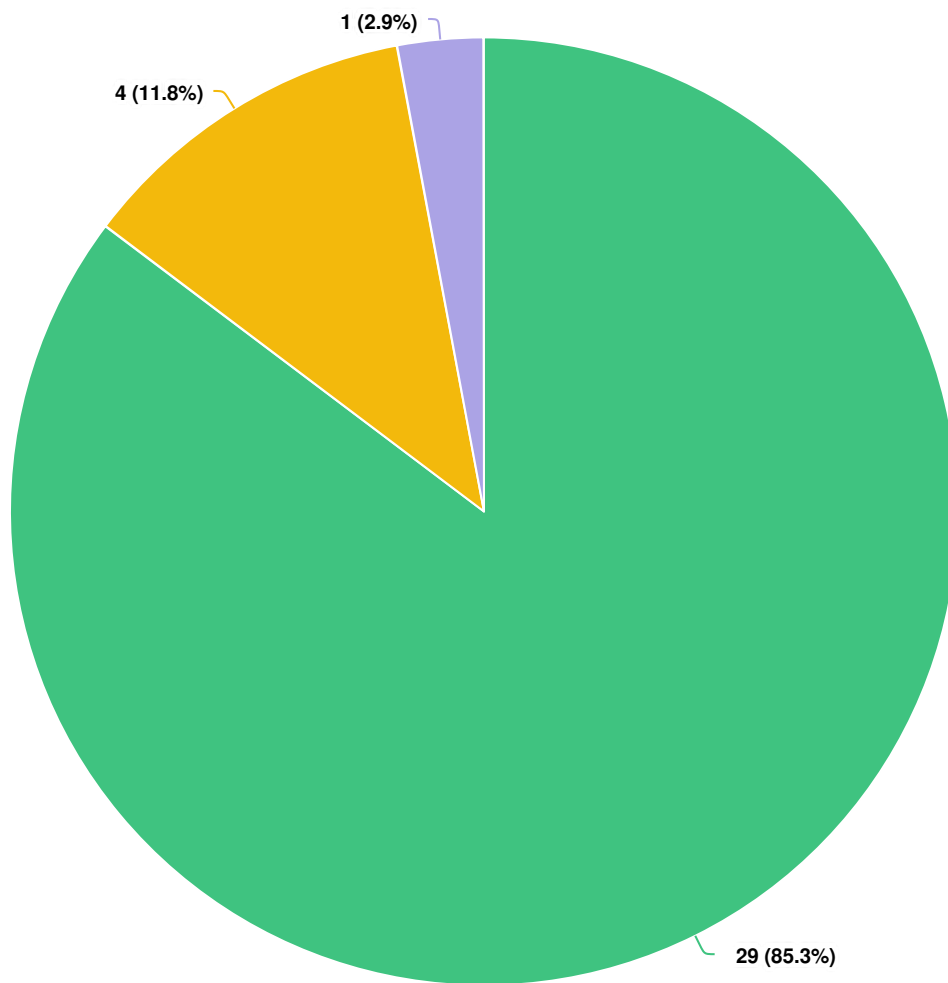
I oppose this objective primarily due to the last dot point (Providing maximum parking ratios for developments to ensure parking is not oversupplied and land use is optimised in activity centres.) While this approach is nice in theory, there are so many examples across Perth and Australia more broadly where this concept actually results in a large increase in street parking. Take the Monadelphous development as a recent, real-life example. Similarly, the recently proposed Empire Bar re-development, with a massive parking shortfall in the *hope* that users would be so frustrated with the awful traffic / parking situation that they would be incentivised to take public transport (without sufficient pedestrian crossings / traffic lights.. etc etc). Also (again), this approach is not resilient in a climate that is warming during summer, and triggering more significant / intense rainfall during winter. More over / under-

passes of main thoroughfares are required to promote road use, in parallel with pedestrian / cycle use (as an example). Increased secure bike parking. Increased bus routes (and frequency). Increased EV-charging locations. Increased support for autonomous bus routes (e.g. South Perth RAC trial). Increased support for hydrogen-vehicle re-fuelling. Increased support for Solar PV / Battery adoption. Increased sustainability of ToVP purchased electricity. Increased availability of compost / mulch from ToVP depots for residents. All of these are measures that can be taken (in addition to the highly supported Urban Forest initiative) to materially improve the sustainability of the Town (and it's residents) in response to the widely agreed Climate Emergency.

Optional question (8 response(s), 28 skipped)

Question type: Essay Question

Q15 Do you support objective 7?



Question options

- I support
- I support, but with some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q16 What are your concerns?

russellwhite

7/15/2021 11:48 AM

the existing roads are sufficient to achieve, stop wasting money on minority groups.

Anonymous

8/04/2021 02:41 PM

As someone who lives close to the Albany Highway strip on the EVP side (closer to the Bunnings), there's not really a great way for me to travel to the VP side along the highway. Only the 220 operates down the highway by me and it doesn't come often and I have to pay. It's currently easier to drive. Having a free and frequent bus up and down the strip would be fantastic, if the demand is there.

Anonymous

8/08/2021 08:12 PM

Respect is a two way street

Anonymous

8/10/2021 01:28 PM

Safety programs should also address the fact that some intersections are becoming congested like Orrong/Archer, Orrong/Roberts and Roberts/miller/Shepperton/Albany Highway.

Anonymous

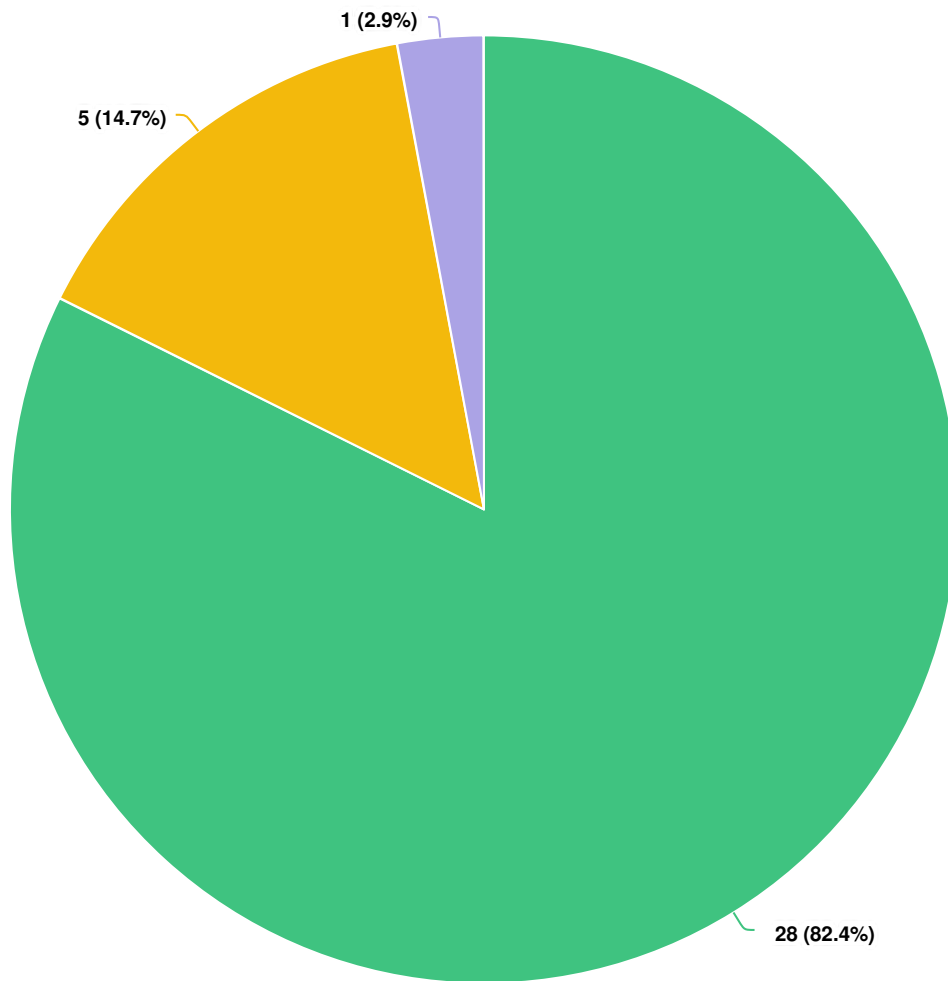
8/11/2021 09:34 PM

I have concerns about the proposed 'intersection and vehicle safety program'; please don't *further* impact the amenity of the majority of local residential road users to support the minority of road users (i.e. cyclists). Please also consider how intersections (e.g. Roberts / Orrong road) could be improved (e.g. utilising the recently upgraded Fransisco St intersection... that is currently blocked off to ToVP residents.....).

Optional question (5 response(s), 31 skipped)

Question type: Essay Question

Q17 | Do you support objective 8?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q18 | **What are your concerns?**

russellwhite

7/15/2021 11:48 AM

work for the majority.

Anonymous

7/21/2021 09:06 PM

I worry that the traffic demand management program might be used to block much needed dense infill development. Or make it include excessive parking.

Anonymous

8/03/2021 12:24 PM

As mentioned earlier- free public transport to and from the area including night entertainment activities would alleviate traffic.

Anonymous

8/10/2021 01:28 PM

Let us not favor some areas over others and listen to one sided views when considering these things. For example if I live in a more affluent area my view that buses should not run down my street should not be taken into consideration over another where having a bus route can be dangerous because the street is not wide enough.

Anonymous

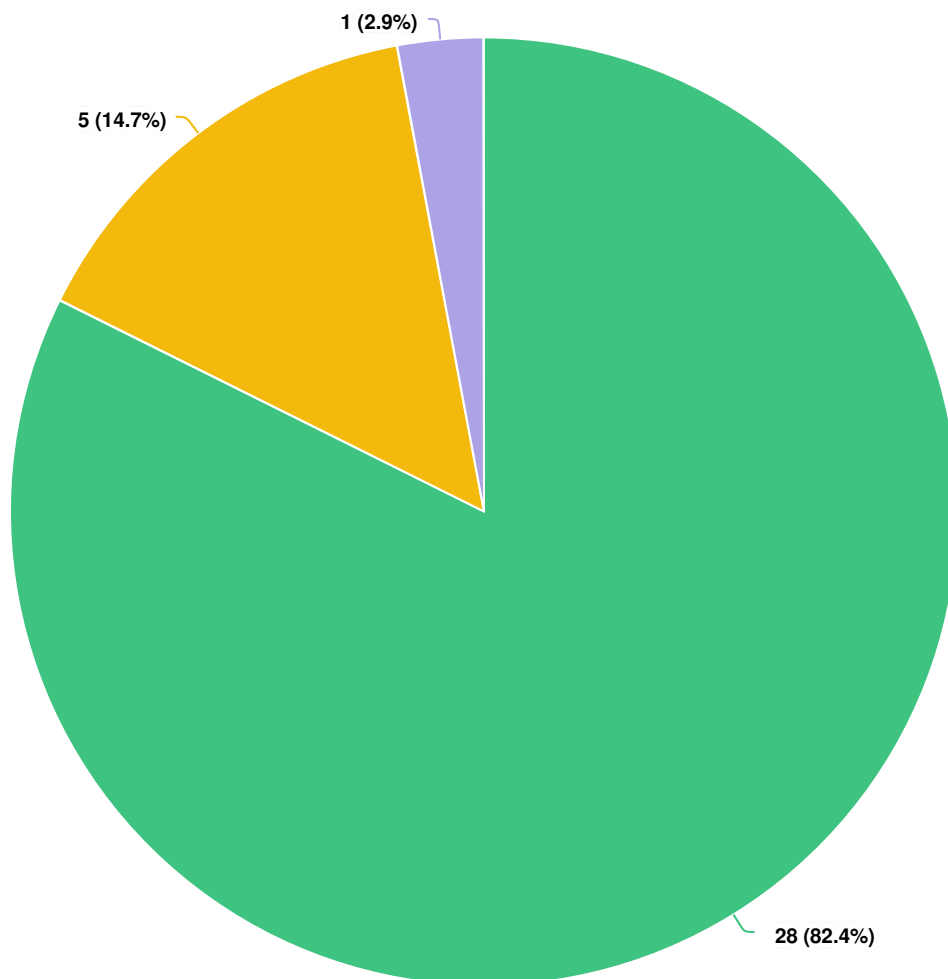
8/11/2021 09:34 PM

Strongly support improved streetscapes & public transport networks. Do not support decisions that negatively impact typical road users to the extent that this use is so bad that the "best" alternative is a bike / pedestrian transport mode.

Optional question (5 response(s), 31 skipped)

Question type: Essay Question

Q19 | Do you support objective 9?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q20 | **What are your concerns?**

russellwhite

7/15/2021 11:48 AM

plenty already, no need for more.

Anonymous

8/03/2021 12:24 PM

If possible, bike lanes should be installed with some degree of kerb protection; bright colour coded markings- maybe not covering the entire roadway but at key points like leading up to intersections. There is research into this area and best practice guidelines have been produced in other countries- something along the lines of which would ideally be followed.

Anonymous

8/07/2021 03:06 PM

Keep cyclists off Albany Highway, they cause as many problems as cars, weaving onto and off sidewalks, bikes taking up room on pathways

Anonymous

8/08/2021 11:54 AM

Better education on cycle lanes and prevention or enforcement around road users driving, stopping or parking in cycle lanes.

Anonymous

8/08/2021 08:12 PM

Respect is a two way street

Anonymous

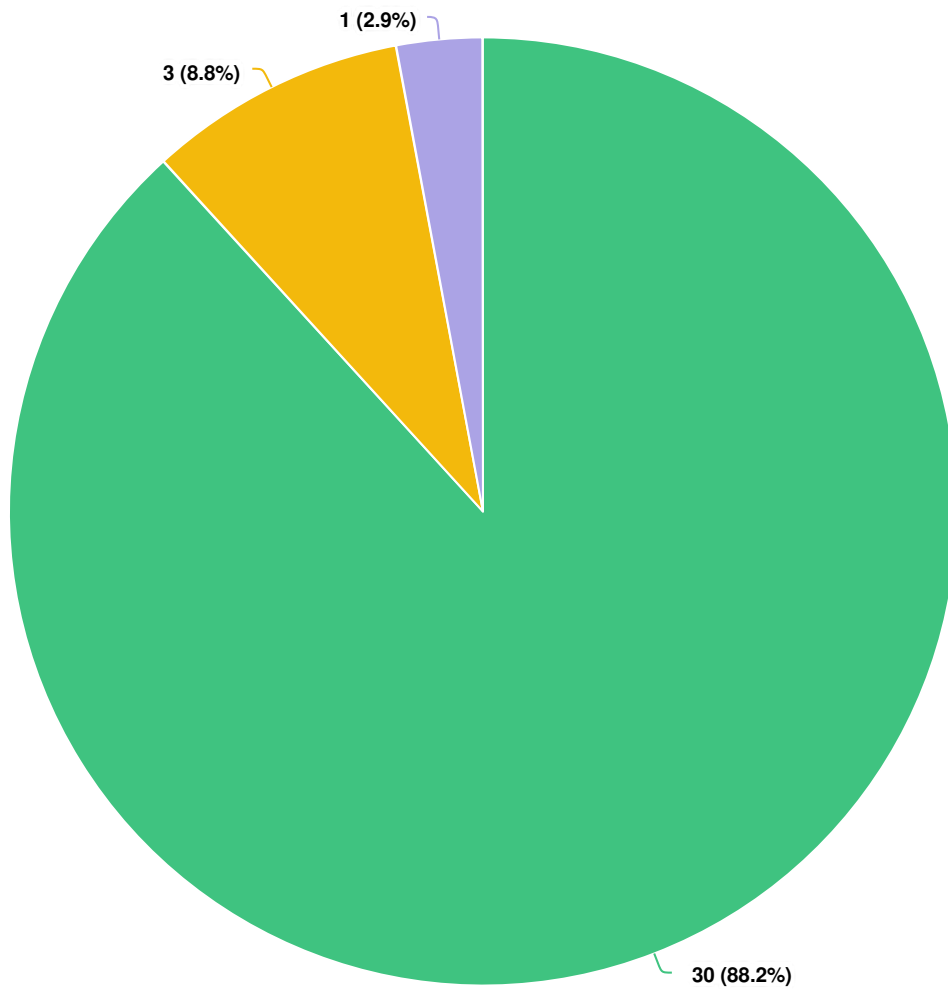
8/11/2021 01:49 PM

These concepts are really good, though ToVP has a relatively poor recent record in implementation. Many recent roadworks have provided great chances to implement bike infrastructure, in accordance with recent strategic plans. These opportunities have been missed: 1. Lion Street resurfacing, 2. Somerset St works, 3. Oats St resurfacing re-building unprotected lanes, 4. Duncan St and Albany Hwy intersection works, 5. Burswood Rd works, 6. Berwick and Hillview intersection works, Berwick lanes disappear 7. Bishopsgate works delivered unprotected lanes. These missed opportunity will negatively impact the network benefits from future works.

Optional question (6 response(s), 30 skipped)

Question type: Essay Question

Q21 | Do you support objective 10?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q22 | **What are your concerns?**

russellwhite

7/15/2021 11:48 AM

is already livable?

Anonymous

8/03/2021 12:24 PM

Parking restrictions and resident permits should be extended further away from main roads. An inordinate number of city commuters park in the area and catch the bus, leaving their car parked in the area for upwards of 8 hours a day. This can be a nuisance to residents and it seems unlikely that it is of benefit to businesses, given that vehicle owners spend so little of the day in the area vs the time parking spaces are occupied. It also probably exacerbates traffic congestion during events like school pick up and drop off.

Anonymous

8/08/2021 11:54 AM

Subiaco killed its city centre through paid parking and drove business away, paid parking needs to be considered and run by council ,not greedy foreign corporates.

Anonymous

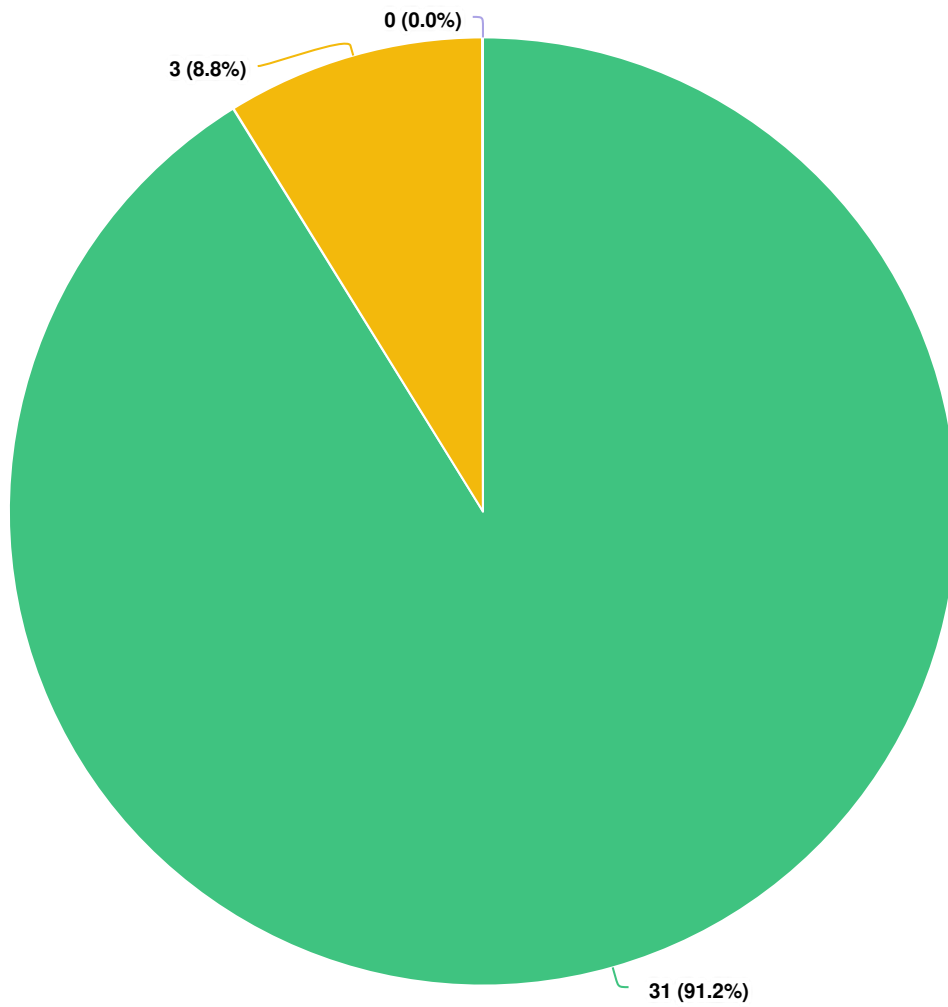
8/10/2021 01:28 PM

Paid parking should not disadvantage residents by becoming just another source of revenue for the council. I strongly believe that parking around our suburbs should remain free and accessible for all.

Optional question (4 response(s), 32 skipped)

Question type: Essay Question

Q23 Do you support objective 11?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q24 | **What are your concerns?**

russellwhite

7/15/2021 11:48 AM

good in isolation, presumably you have an alteria motive.

Anonymous

7/21/2021 09:06 PM

I would like to see inclusive forms of micromobility as well. This may be covered the overlap between objectives 10 and 11.

Anonymous

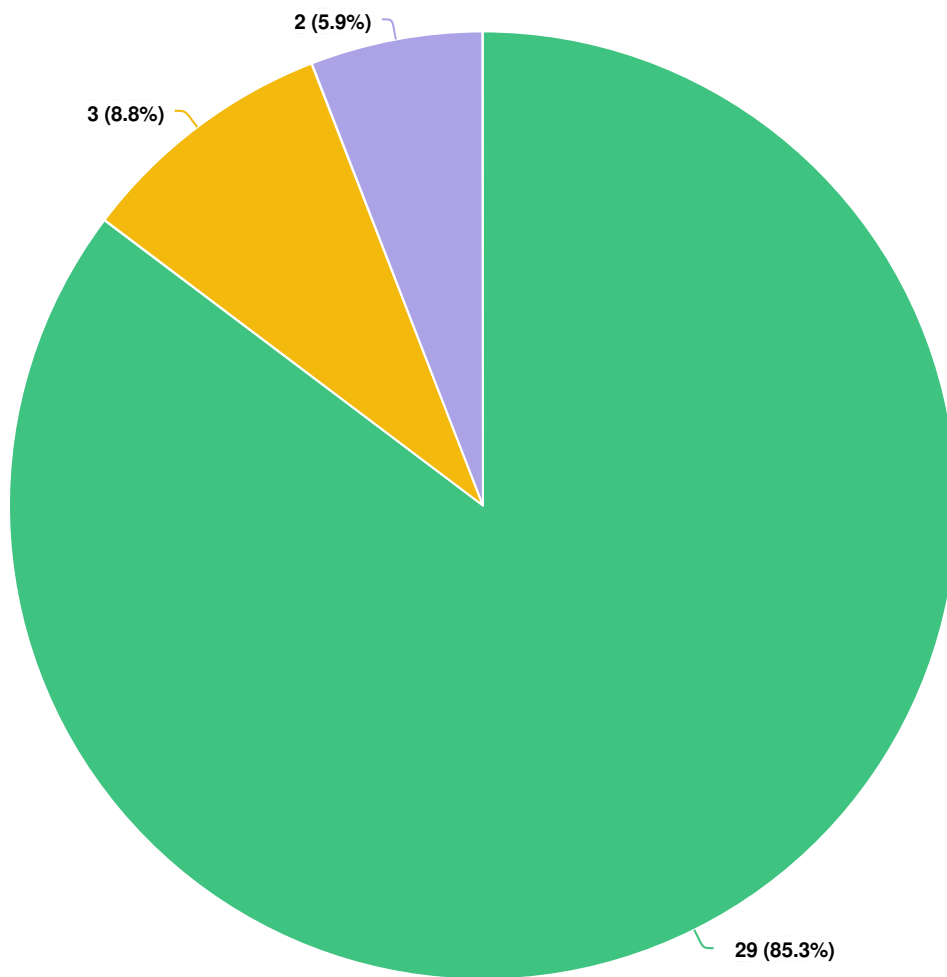
8/02/2021 11:19 PM

Bring forward your electric vehicle charging station timeline - Vic Park folks are early adopters of green technology and it's a way to be a drawcard (even though most charging done at home)

Optional question (3 response(s), 33 skipped)

Question type: Essay Question

Q25 Do you support objective 12?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q26 | **What are your concerns?**

russellwhite

7/15/2021 11:48 AM

prefer to focus for the majority not minority groups.

Anonymous

8/07/2021 03:06 PM

Not the role of local government to waste rate payers money on public transport programs, state government responsibility

Anonymous

8/10/2021 01:28 PM

Let us please not try to force people to take public transport as this is not practical for everyone for many reasons. It is sometimes easier and cheaper for people to take their own cars than public transport depending on where they are travelling to. Connections via public transport can be hard and inconvenient.

Anonymous

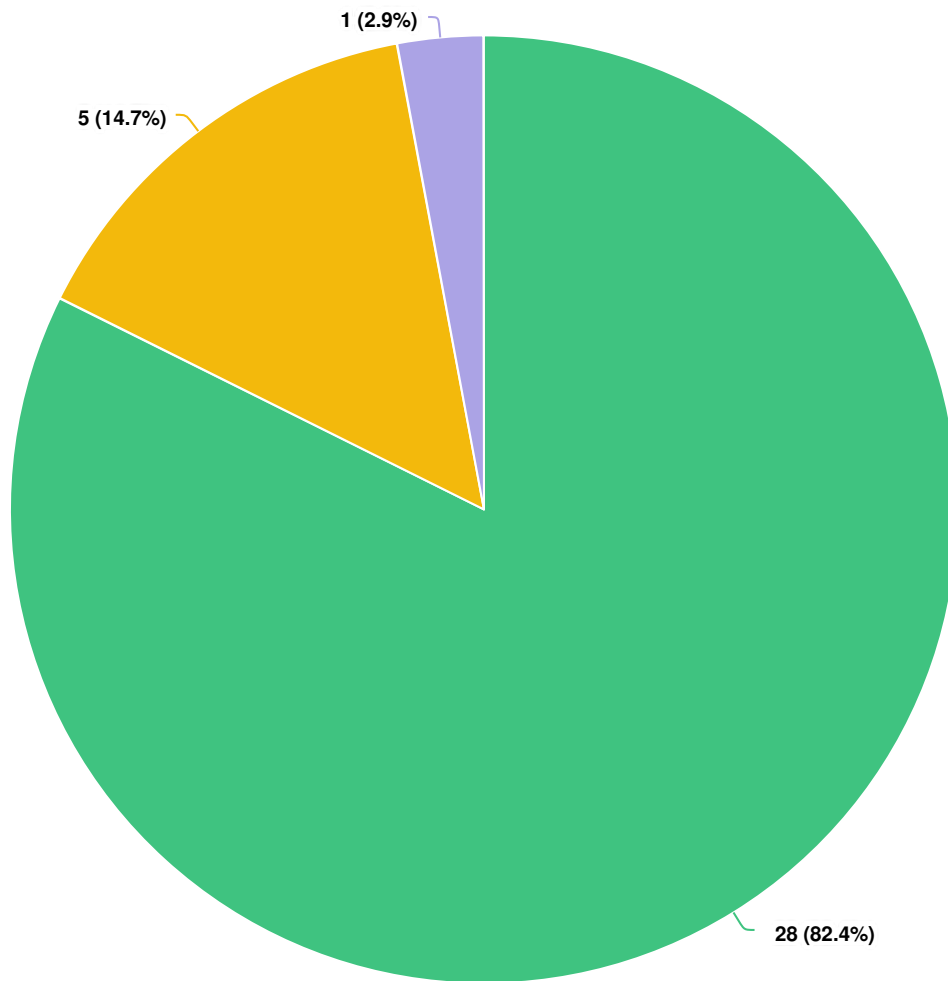
8/11/2021 09:34 PM

Per previous comments, I do not support the notion that private vehicles are incompatible with being sustainable. As the private vehicle makers rapidly shift towards EVs and hydrogen vehicles, there will be a rapidly increasing trend where the most sustainable mode of travel is via private vehicle. This 10 year strategy should not ignore this global trend; it should cater to it through increased EV / H2 refuelling infrastructure (and incentive mechanisms). Similarly - sustainable infrastructure (e.g. PV panels, household / strata batteries etc) should be incentivised / encouraged by the Town. Pedestrians / E-Scooters / bikes (and especially not a diesel-powered public transport system) are not the only alternative!

Optional question (4 response(s), 32 skipped)

Question type: Essay Question

Q27 | Do you support objective 13?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Q28 | What are your concerns?

russellwhite

7/15/2021 11:48 AM

presume you would do that anyway

Anonymous

7/21/2021 09:06 PM

I am concerned about state government possible focus on road construction.

Anonymous

8/03/2021 12:24 PM

Trams are good- they should never have been removed, but a lot of research needs to be conducted to see if reintroducing them to the area will have the desired benefit. The cost of the infrastructure seems like it would be large.

Anonymous

8/07/2021 03:06 PM

Please do not clutter up the roads and streets more and more with limited options like light rail and trams, busses will do as they provide flexibility as the town evolves

Anonymous

8/10/2021 01:28 PM

I have concerns about the metronet development in terms of noise levels and how the space below is going to be used. The impact of the project on neighboring properties.

Anonymous

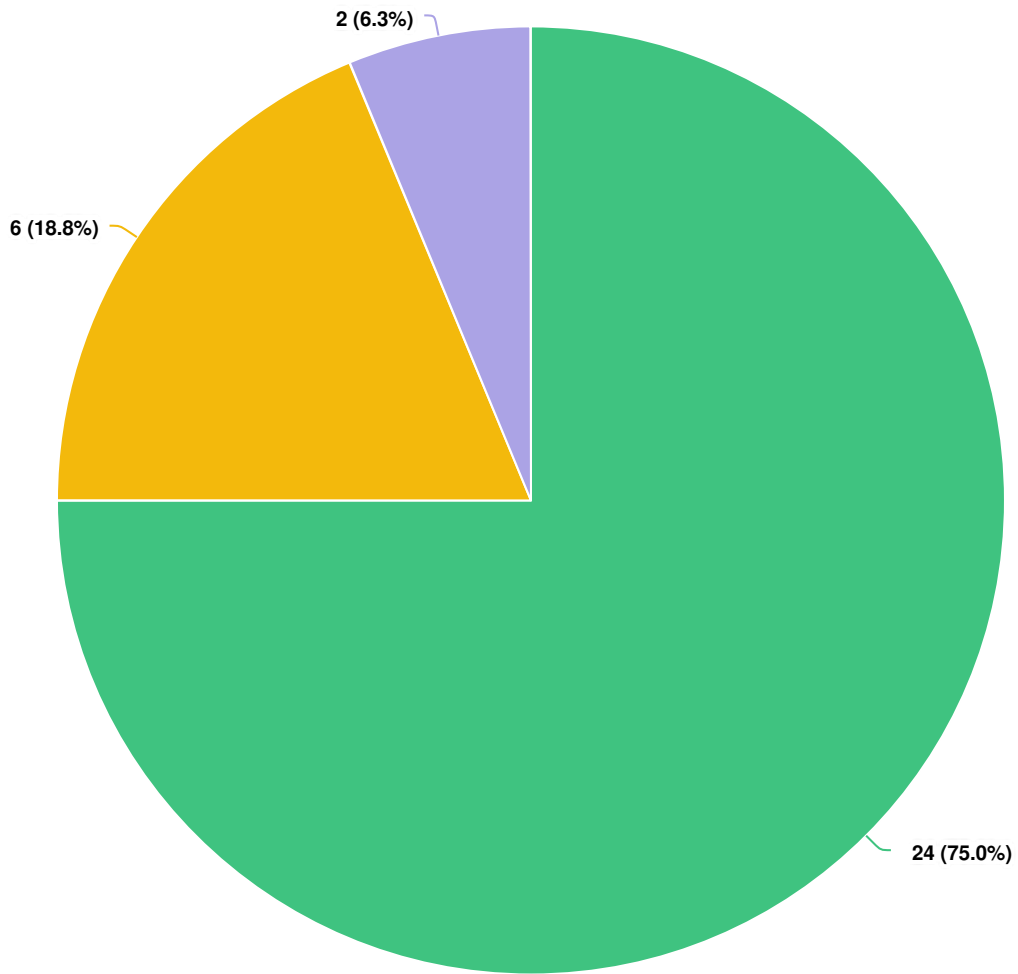
8/11/2021 01:49 PM

A large number of actions are proposed in the draft strategy. Many are reliant on State actions to implement. How will progress be monitored and success determined. Planning and actions for active transport connectivity to the LXR precincts has already been woeful. Somerset and Lion roadworks have not included bike lanes or even additional footpaths on Somerset. New Oats St unprotected bike lanes don't meet Ausroad guidelines. The detailed design will be critical to ensure cyclist safety through the Carlisle strip on Archer and Mint/Shepparton intersection. Based on recent project experience I am not confident, and thereby the benefits of the protected lanes elsewhere along this corridor will be diminished. This is an opportunity to be innovative and push for the first protected lanes intersection in Perth at Mint/Shepperton.

Optional question (6 response(s), 30 skipped)

Question type: Essay Question

Q29 Do you support the proposed Parking Intervention Matrix?



Question options

- I support
- I support, but I have some concerns
- I oppose

*Optional question (32 response(s), 4 skipped)
Question type: Radio Button Question*

Q30 | What are your concerns?

russellwhite
7/15/2021 11:48 AM

generally this is detrimental to business and residents

Anonymous
7/22/2021 12:41 PM

Concerned with cost / benefit with in ground parking sensors

Anonymous
8/02/2021 11:19 PM

Complaints - why do schools get an extra step (meet with school to discuss mitigation) before issuing infringement notices? Should give equal opportunity to avoid infringement notices.

Anonymous
8/03/2021 12:24 PM

As mentioned- extending parking restrictions to more areas and resident permits would be good.

Anonymous
8/03/2021 06:10 PM

Resident parking permits - more information where they apply or are available.

Anonymous
8/09/2021 08:17 PM

More information needed

Anonymous
8/10/2021 11:21 AM

Again less time on cars and more time on the people, bikes, light trams and any other mood of transport aside from cars.. When people think of the area wouldn't it be great if they had to jump on a bike to get here? and to be in a position to do that safely

Anonymous
8/10/2021 01:28 PM

I don't agree with increasing the parking fees or the fact that it is being proposed to have more paid parking areas. I also think we should not be destroying existing tree canopy to make way for bitumen for more cars.

Optional question (8 response(s), 28 skipped)

Question type: Essay Question

Q31 | Do you have any comments about the Parking Intervention Matrix?

russellwhite

lacks detail

7/15/2021 11:48 AM

Anonymous

7/20/2021 03:28 PM

This is a great objective way of managing parking issues as they come up. It will be important to make sure we are not giving too much space to parking activity areas where space is in high demand and pedestrians are the priority.

Anonymous

8/03/2021 07:17 PM

I'd like to see a solution that does away with the need for physical tickets as these create waste.

Anonymous

8/07/2021 03:06 PM

Keep parking on residential side streets free and time free, we have guests who like to visit up, and then we go walking to find something for dinner

Anonymous

8/08/2021 11:54 AM

New developments, especially commercial, must include a more than required private vehicle parking. An over estimation, wishful thinking, approach to other transport modes is not conducive to a vibrant city.

Anonymous

8/10/2021 01:28 PM

More consultation with the community is required and also more data in how residents are using the existing facilities in view of expected growth/demand.

Anonymous

8/11/2021 10:45 AM

This is an excellent way of determining how the council should address unexpected parking issues that come up in an objective and well-considered way.

Anonymous

8/11/2021 01:49 PM

It would be good to better understand on a practical basis with reference to some case study areas, and other modes. For example Oats St Station, TAFE and Aqualife is an area where on street and off street parking has been prioritised with seemingly little to no consideration of active modes. Parking along Albany Hwy, the Park Centre and Sussex is similar.

EricDenholm

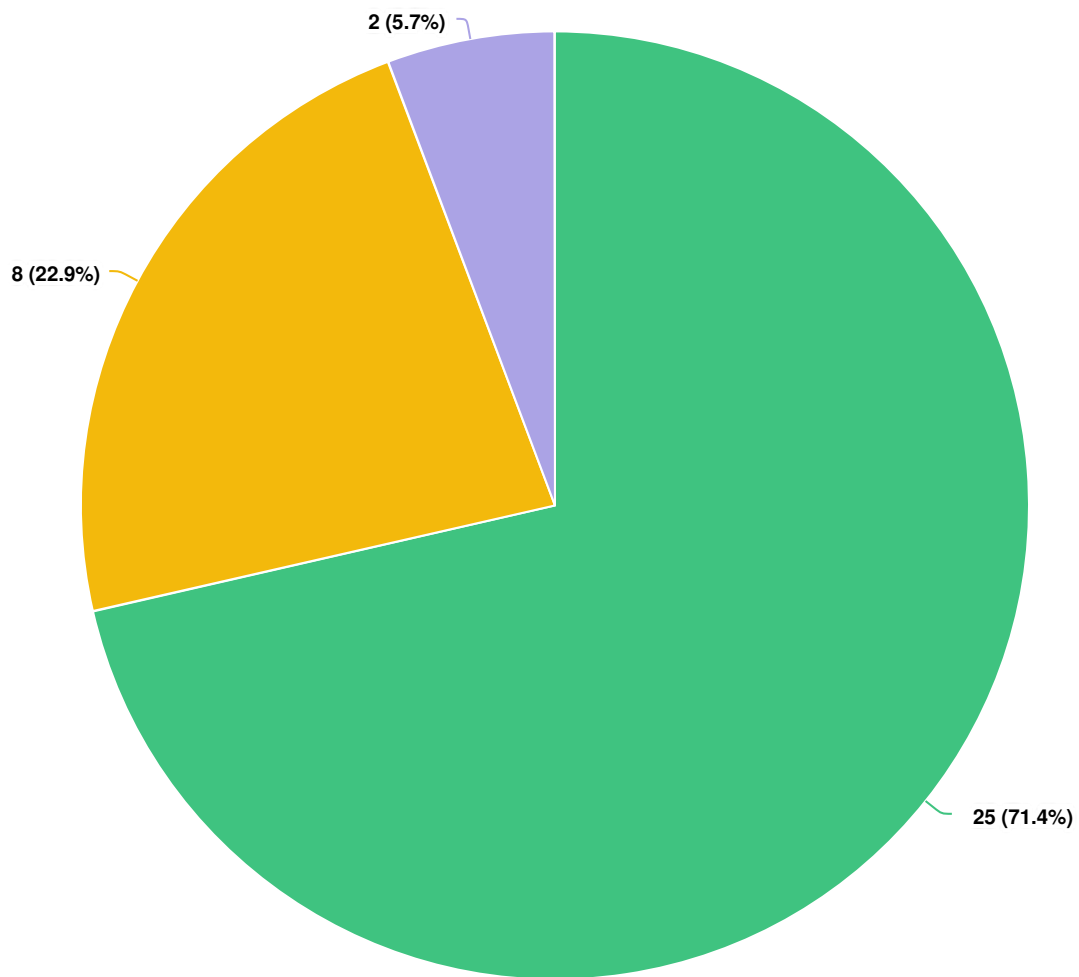
8/11/2021 03:08 PM

Sounds great. Big support to modify the Scheme or whatever needs to be done so that developers / business operators can count off-street parking toward their 'required' parking. Businesses along Albany Hwy don't really need anymore parking.

Optional question (9 response(s), 27 skipped)

Question type: Essay Question

Q32 Do you support the draft Transport Strategy?



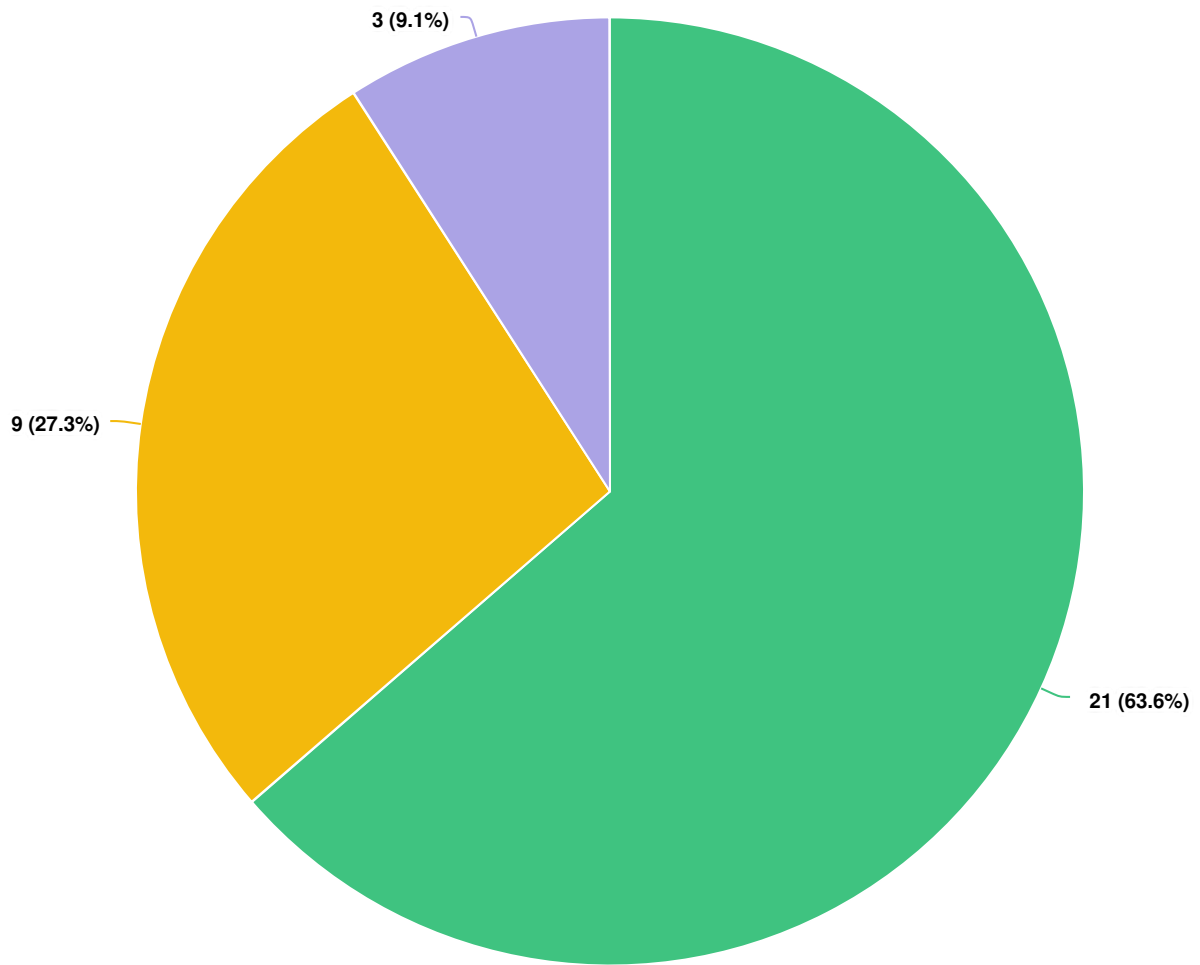
Question options

- I support
- I support, but have some concerns
- I oppose

Optional question (35 response(s), 1 skipped)

Question type: Radio Button Question

Q33 Do you support the draft Parking Management Plan?



Question options

- I support
- I support, but have some concerns
- I oppose

*Optional question (33 response(s), 3 skipped)
Question type: Radio Button Question*

Q34 | Do you have any final comments you wish to share?

russellwhite

7/15/2021 11:48 AM

to much focus on minority groups, anti business and majority of ratepayers.

Anonymous

7/16/2021 03:03 PM

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?

Anonymous

7/20/2021 03:28 PM

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. 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.

Anonymous

7/21/2021 09:06 PM

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.

Anonymous

Strongly support reducing speeds on ALL roads within Vic Park to

7/22/2021 12:41 PM

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.

Anonymous

7/30/2021 09:18 AM

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.

Anonymous

8/02/2021 02:46 PM

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.

Anonymous

8/02/2021 08:06 PM

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. 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.

Anonymous

8/02/2021 11:19 PM

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.

Anonymous

8/03/2021 12:24 PM

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).

Anonymous

8/03/2021 07:17 PM

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.

Anonymous

8/04/2021 02:24 PM

I'd love to see the development of better pedestrian and bicycle infrastructure prioritised!

Anonymous

8/06/2021 02:12 PM

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. 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. 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. 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.

Anonymous

8/07/2021 02:43 PM

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. 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.

Anonymous

8/07/2021 09:34 PM

Please consider Bishopsgate St Carlisle for skinny streets program

Anonymous

8/08/2021 08:12 PM

Green left agenda needs to be balanced with higher weight to resident lifestyle, convenience and respect

Anonymous

8/09/2021 10:24 AM

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.

Anonymous

8/10/2021 11:21 AM

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. 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. 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. 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.

Anonymous

8/10/2021 01:28 PM

I hope council takes this exercise as not just a way to collect information but also to act on what the community puts forward.

Anonymous

8/10/2021 02:29 PM

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

Anonymous

8/11/2021 10:45 AM

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.

Anonymous

8/11/2021 01:49 PM

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.

EricDenholm

8/11/2021 03:08 PM

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.

Anonymous

8/11/2021 09:34 PM

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. Obvious examples include: - 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.

Optional question (24 response(s), 12 skipped)

Question type: Essay Question

Q35 | If you would like to attach any files or documents to your submission, you can upload them below.

Anonymous

[View](#) | [Download](#)

7/16/2021 03:03 PM

Optional question (1 response(s), 35 skipped)

Question type: File Question

Q36 | Full name

russellwhite

Russell White

7/15/2021 11:48 AM

Anonymous

John Roberts

7/16/2021 03:03 PM

Anonymous

Nick Jenkins

7/19/2021 02:36 PM

Anonymous

David Vosnacos

7/20/2021 03:20 PM

Anonymous

Elizabeth

7/20/2021 03:28 PM

Anonymous

Sam Jackson

7/21/2021 09:06 PM

Anonymous

Joe

7/22/2021 12:41 PM

Anonymous

Sean Overend

7/30/2021 09:18 AM

Anonymous

Jacob Dawkins

8/02/2021 01:42 PM

Anonymous

Jon Evans

8/02/2021 02:46 PM

Anonymous

Jennifer Kelly

8/02/2021 08:06 PM

Anonymous

Yhana Lucas

8/02/2021 11:19 PM

Anonymous

David Owen

8/03/2021 12:24 PM

Anonymous

Jodie Thompson

8/03/2021 06:10 PM

Anonymous

Renee Darbyshir

8/03/2021 07:17 PM

pommiecruiser

Dave Lindner

8/03/2021 08:45 PM

Anonymous

sky croeser

8/04/2021 02:24 PM

Anonymous

James Kerrigan

8/04/2021 02:41 PM

Anonymous

Rebecca Stearman

8/06/2021 02:12 PM

Anonymous

Kate Harwood

8/07/2021 02:43 PM

Anonymous

Christen Bell

8/07/2021 03:06 PM

Anonymous

caroline

8/07/2021 09:34 PM

Anonymous

8/08/2021 09:43 AM

Andrew Williams

Anonymous

8/08/2021 11:54 AM

Mark Prince

Anonymous

8/08/2021 08:12 PM

Liam Gibb

Anonymous

8/09/2021 10:24 AM

Janette Dekuyer

Anonymous

8/09/2021 08:17 PM

Jennifer Bennett

Anonymous

8/10/2021 11:21 AM

Evelyn Murray

Anonymous

8/10/2021 01:28 PM

Gina Appasamy

Anonymous

8/10/2021 02:29 PM

Janet Iverach

Anonymous

8/11/2021 04:50 AM

Danielle Cinanni

Anonymous

8/11/2021 10:45 AM

Shayden Hill

Anonymous

8/11/2021 01:49 PM

Andrew Wilkinson

EricDenholm

8/11/2021 03:08 PM

Eric Denholm

Anonymous

8/11/2021 09:34 PM

Jarrold Palmer

Optional question (35 response(s), 1 skipped)

Question type: Single Line Question

Q37	Email address
russellwhite 7/15/2021 11:48 AM	russell@parkproperty.com.au
Anonymous 7/16/2021 03:03 PM	johnRR1963@gmail.com
Anonymous 7/19/2021 02:36 PM	nickj@nickjenkins.net
Anonymous 7/20/2021 03:20 PM	david.vosnacos@visability.com.au
Anonymous 7/20/2021 03:28 PM	elizabethrbaca@gmail.com
Anonymous 7/21/2021 09:06 PM	samiam34@hotmail.co.uk
Anonymous 7/22/2021 12:41 PM	joe.kita@inet.net.au
Anonymous 7/30/2021 09:18 AM	sean.overend@gmail.com
Anonymous 8/02/2021 01:42 PM	jacob.dawkins1991@gmail.com
Anonymous 8/02/2021 02:46 PM	jonathan.evans@uwa.edu.au
Anonymous 8/02/2021 08:06 PM	jenniferkelly1981@yahoo.co.uk
Anonymous 8/02/2021 11:19 PM	yhana.lucas@gmail.com

Anonymous daveowen80@gmail.com

8/03/2021 12:24 PM

Anonymous Kpdoe@hotmail.com

8/03/2021 06:10 PM

Anonymous reneedarbyshir@icloud.com

8/03/2021 07:17 PM

pommiecruiser davidlindner@yahoo.com

8/03/2021 08:45 PM

Anonymous scoeser@gmail.com

8/04/2021 02:24 PM

Anonymous jkerrigan93@gmail.com

8/04/2021 02:41 PM

Anonymous rstearman@wa.designinc.com

8/06/2021 02:12 PM

Anonymous Kate.Harwood@westnet.com.au

8/07/2021 02:43 PM

Anonymous Christen.bell@iinet.net.au

8/07/2021 03:06 PM

Anonymous golligosh@gmail.com

8/07/2021 09:34 PM

Anonymous namoowolf@gmail.com

8/08/2021 09:43 AM

Anonymous Markp@gooddoogz.com.au

8/08/2021 11:54 AM

Anonymous liam.robert.gibb@gmail.com

8/08/2021 08:12 PM

Anonymous gypsy_61@hotmail.com

8/09/2021 10:24 AM

Anonymous

8/09/2021 08:17 PM

Jennifer.czupak@gmail.com

Anonymous

8/10/2021 11:21 AM

evelynmurray@outlook.com.au

Anonymous

8/10/2021 01:28 PM

gina.appasamy@gamil.com

Anonymous

8/10/2021 02:29 PM

jiverach@inet.net.au

Anonymous

8/11/2021 04:50 AM

Daniellecinanni@live.com

Anonymous

8/11/2021 10:45 AM

shaydenhill@gmail.com

Anonymous

8/11/2021 01:49 PM

andrew.wilko@gmail.com

EricDenholm

8/11/2021 03:08 PM

eric@tbbplanning.com.au

Anonymous

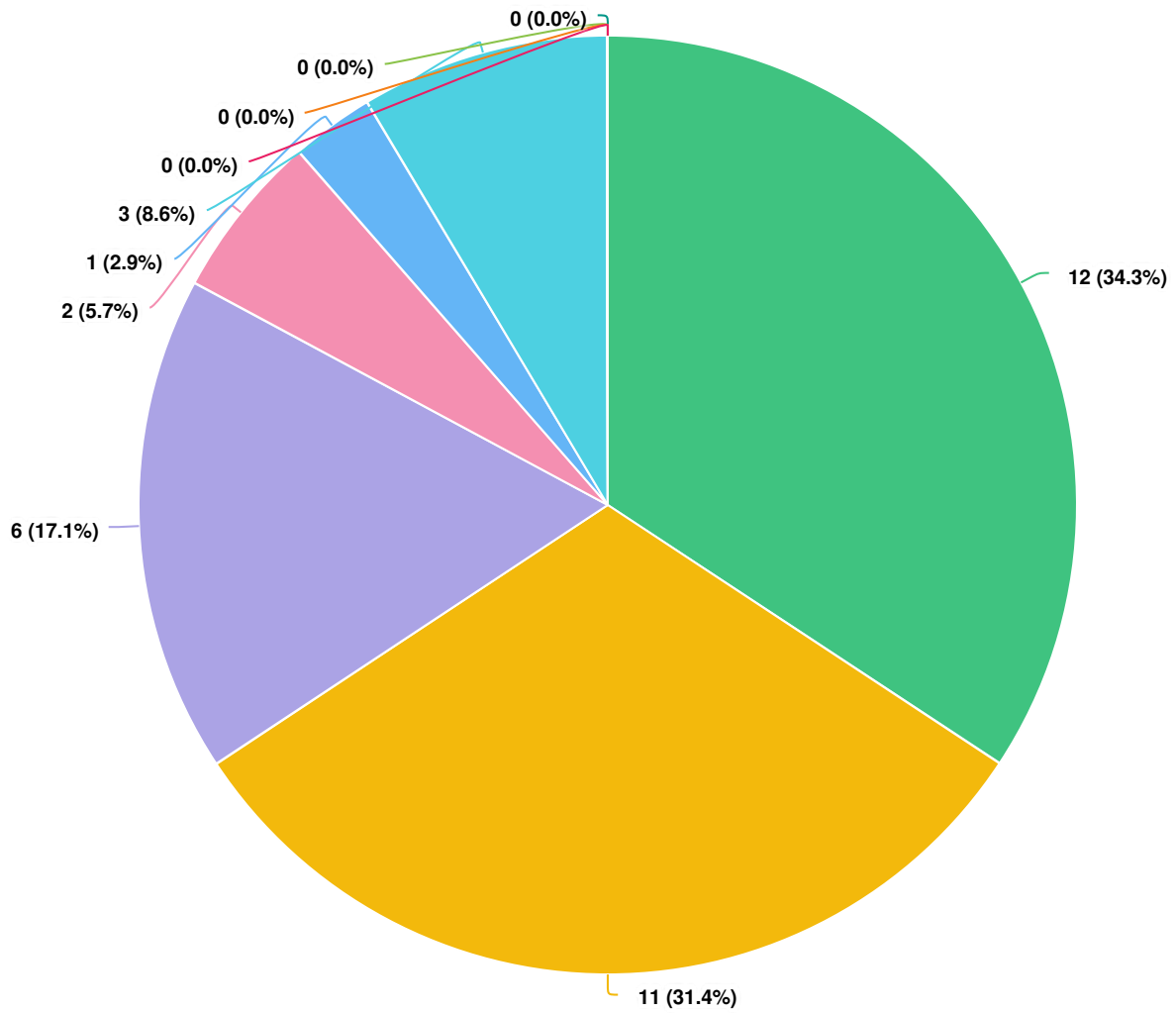
8/11/2021 09:34 PM

jarroldukepalmer@gmail.com

Optional question (35 response(s), 1 skipped)

Question type: Single Line Question

Q38 | Suburb

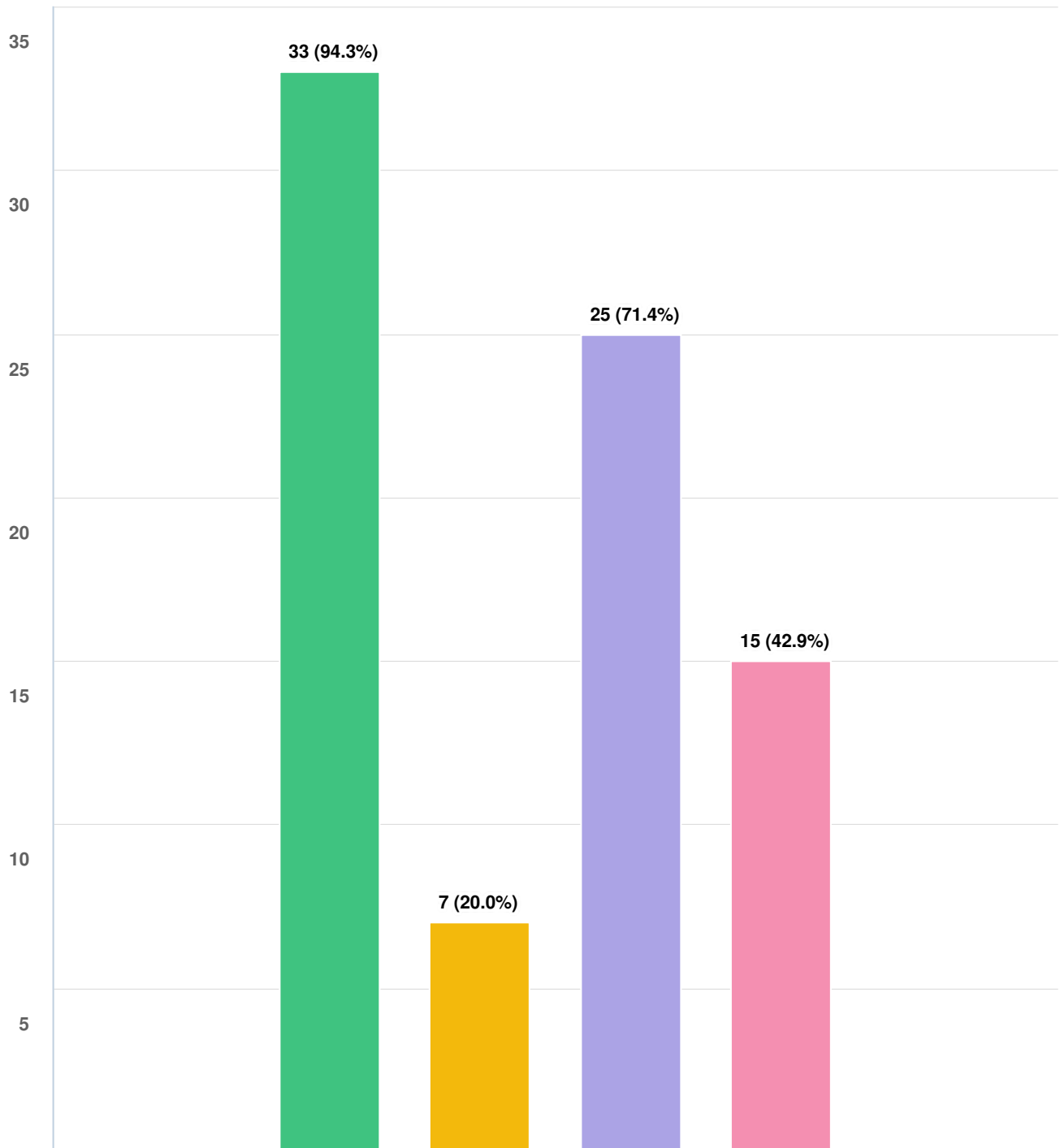


Question options

- Victoria Park
 ● East Victoria Park
 ● Carlisle
 ● Lathlain
 ● Burswood
 ● St James
 ● Curtin/Bentley
- Kensington
 ● Welshpool
 ● Other

*Optional question (35 response(s), 1 skipped)
Question type: Dropdown Question*

Q39 Please select all that apply to you



Question options

- I live in the Town of Victoria Park
- I work in the Town of Victoria Park
- I own property in the Town of Victoria Park
- I visit the Town of Victoria Park frequently

Optional question (35 response(s), 1 skipped)
Question type: Checkbox Question