

No.	Which best describes you?	In general, do you support the proposal set out in the Carlisle and Oats Street Stations Development Application?	Do you have any additional comments on the application?
1	Member of the general public	Agree	<p>It's not very artistic/colourful</p> <p>It seems quite flat</p>
2	Member of the general public	Agree	<p>Barrier kerb profile (not higher, wider, sloping faced Semi-mountable kerb profile) should be used throughout Metronet for enhanced pedestrian safety as recommended by Main Roads WA, and Austroads.</p> <p>LGA's seem to have adopted the practice of using sloping semi-mountable kerb, against safety advice, to facilitate street sweeper use.</p> <p>Falls throughout WA are alarming, and Victoria has noted that 25 percent of falls in pedestrian/ transport paths are kerb related. This is long term infrastructure, so it is important to get it right. Street sweeper machinery is designed to easily mount barrier kerb. Hence the use of Semi-mountable kerb alongside footpaths, and in car parks should be discontinued, and not used with Metronet.</p>
3	Resident of the Victoria Park-Canning area	Agree	<p>Make sure Carlisle station is visually appealing as well as safe with lights & cameras and does not people to use it to hang around for the wrong purposes.</p> <p>Has to be easy accessible and open for everyone to see everywhere at all times no hiding places for the people. And up keep to be maintained. Make it to a high exceptional visual standard. No graffiti or unwanted murals. Make it modern and high class... attract the right people.</p>

4	Resident of the Victoria Park-Canning area	Agree	<p>I live on Oats Street and frequently use the PShP (Principal Shared Path) to commute to/from the city. The main roads (e.g. Oats street, Archer, Miller, etc) which are having the level crossings removed currently serve as a mechanism to regularly stop traffic and allow for pedestrians to cross the very busy roads. With the level crossings being removed and the train line being elevated, it will now be a very interrupted and dangerous for pedestrians to cross the busy roads. Welsphool Road is the only busy road with a bridge constructed for pedestrians to cross the road. Town of Victoria Park is very close to the city, if somewhere further out (like Kelmscott) have built in the overpasses, why hasn't this been considered in the planning?</p> <p>What type of sound barriers will be added to stop the noise of an elevated trains?</p>
5	Resident of the Victoria Park-Canning area	Agree	I think exercise areas are a good idea
6	Resident of the Victoria Park-Canning area	Agree	<p>Please factor in parking...I would use the train more but cannot park within 4 blocks of this station... I also carry 8kg of gear to work so any further I just drive. Please also factor in a kiss and go for the kids. Also keep it well lighted as safety is a real concern around the area. Keep bathrooms opening into public spaces not hidden around corners. LOVE the idea of basketball courts or half courts! Give an area to a coffee van or some such business on a rotating roster? Please add more trees, more greenery... in these public spaces there is never enough greenery or shade.</p>
7	Resident of the Victoria Park-Canning area	Agree	<p>A bicycle path linking the two stations would be ideal. Landscaped with shady native trees, and ground cover native shrubs.</p> <p>BikeWest WA have been lobbying for a cyclist path between Perth and Armadale for decades , as Albany Hwy is too hazardous to ride on. This ambitious concept could be the introductory model for that plan , eventually linking to the Cannington Station in the shorter term. Beautifying the continual nearby rail line with native trees , shrubbery and groundcover.</p>
8	Resident of the Victoria Park-Canning area	Agree	
9	Resident of the Victoria Park-Canning area	Agree	Better use of the space around oats street station. If not done correctly will be unsafe.

10	Resident of the Victoria Park-Canning area	Agree	<ul style="list-style-type: none"> - Sufficient lighting - A commitment to maintenance over the long term - green belt linking existing reserves and park areas - designated dog park segregated from children play areas - regular patrols and policing to prevent criminal activity - solution to bike storage that eliminates theft - designated location for a "pop up cafe/van" - little libraries - sufficient shelter from weather
11	Member of the general public	Agree	It would be good to see community and food/beverage facilities developed around each station to promote greater foot traffic and opportunities for people to linger in a positive way.
12	Other	Agree	HI TIME THAT ALL THE RAILWAY SYSTEM GOT AN UP GRADE . DO IT TO MIDLAND AND FREMANTLE LINES TO . LOVE IT ABSURELUTLY MARVELOUS
13	Member of the general public	Agree	Why not include some area/s for a mini soccer pitch or goal. Every development in Perth is based on having basketball courts. A half size or 5-a-side soccer pitch is sorely needed as soccer has the highest participation rate of any team sport in WA.
14	Resident of the Victoria Park-Canning area	Agree	<p>I'm a resident of ToVP, and I live on Hill View Tce so my comments are restricted to the Oats Street redevelopment. I strongly support the development of better cycle and pedestrian facilities throughout our community to encourage less car dependence, and I am pleased to see the stated principle of station access hierarchy guiding the development. To that end I would like to see fewer car parking bays in the redevelopment, rather than more (p49 of the Landscaping Development Application), and an increase in the proposed size of the bicycle storage room (p50). If we wish to make it easiest and most convenient for people to do the "right" thing, then we need to make it far and away the most attractive option instead of hedging our bets.</p> <p>I'm aware that reducing parking spaces at the station may lead to some drivers attempting to park at TAFE or Aqualife instead; I hope this can be managed with some sort of restrictions so that there will not be a detrimental impact to those facilities.</p>
15	Resident of the Victoria Park-Canning area	Agree	<p>The documents supplied do not give enough information about which mature trees will be retained, and the proposed sound walls that will shield the train noise where the elevated train lines ramp up from street level.</p> <p>The drawings are also contradictory about whether there will be overhead electrical lines above the trains after they are elevated. If so, then this ugly feature seems to have been omitted from all the glossy illustrations.</p>

16	Resident of the Victoria Park-Canning area	Agree	<p>1. At least 2 secure enclosed area for dogs. Similar to the 2 dog exercise areas in Koolbardi Park.</p> <p>2. A coffee shop</p> <p>3. Some vintage memorabilia from the past</p> <p>4. Good lighting and security</p>
17	Resident of the Victoria Park-Canning area	Agree	<p>I live on Cohn street. As the bus station and pedestrian walk through will be at the end of our street I think upgrading the street lighting along Cohn street would be good as potentially more people and traffic will be using the street. Also look at future traffic calming as there is already a problem with people speeding on this street, especially at night.</p> <p>Love the focus on more native trees, indigenous themes and would love to see lots of interesting public art.</p>
18	Member of the general public	Agree	Light rail to Belmont would be good
19	Resident of the Victoria Park-Canning area	Agree	<p>The civil design of roads will make the situation worse for people walking, as many of the kerb lines have been pushed back to accommodate swept paths for buses, meaning pram ramps are no longer on the desire line. This is likely to result in a lot people not using the crossing points as intended - except for those in a wheelchair or pushing a pram - which is not fair. There is a crossing point missing west of Carlisle Station, meaning people will dart across to avoid crossing first at Mint then at Bank. Consider removing central islands to tighten up intersections.</p> <p>The Town of Victoria Park's Mint and Archer Concept Plan shows protected bike lanes along Mint Street. These need to be accommodated to ensure continued safe riding for people wanting to get to the Carlisle town centre or the Vic Park Primary School.</p> <p>Can the viaduct have acoustic barriers so the rail cannot be heard kms away (like they do in Japan).</p>
20	Other	Agree	<p>The inclusion of hit up walls at the Oats St Youth Plaza/Fitness Park and/or opposite the Harold Hawthorn Centre/TAFE would provide an additional outdoor activity opportunity for all ages and abilities in the community. Hit up walls can be any size (with a horizontal line marking at 94cm) and are a positive addition to community spaces. They may include additional fun and colourful activity markings (e.g. bullseye target) to assist in improving participant skills; and can also include QR codes and artwork to enhance the connection to community, place, history and the future. We would recommend QR codes to educate community on their proximity to tennis (and other sporting) opportunities nearby - similar to wayfinding examples across the Town of Vic Park through the Your Move program.</p>

21	Resident of the Victoria Park-Canning area	Agree	The PSP at grade crossings should have right of way rather than the road. This could be accomplished, for example, by adding speed bumps and zebra crossings over the road where it meets the path. The reason for this is improved safety, for pedestrians and cyclists, traffic calming in the area, and it encourages use of low carbon emission methods of transport.
22	Resident of the Victoria Park-Canning area	Agree	<p>Overall supportive of the plans for both Carlisle and Oats Street.</p> <p>I very much support the idea of the Victoria Park Croquet Club to be relocated from its existing location at 31 Rushton Street, Burswood to the Railways Reserve corridor as part of the VPCLXR project.</p> <p>I would re-think the half court basketball court as proposed, residents will whinge about the noise, so don't put it in - look at what happened at Koolbardi Park just down the road from this site!</p> <p>Consideration should be given about maintenance costs for all these elements - as a Town ratepayer, what impact will this have on the Town/ratepayers. It all looks good in pictures, but someone has to pay for all this infrastructure.</p>
23	Resident of the Victoria Park-Canning area	Agree	Yes. We believe in addition to the design presented there needs to be a permanent water source incorporated into the design with running water for local bird life which regular visit Carlisle from Tomato Lake . It is also imperative for the community a local shopping centre or grocer and other essential services to be incorporated into the design. The local citizens should have a well serviced community hub to bring back a sense of wellbeing for our local residents since Carlisle, Lathlain and parts of East Victoria Park have been disadvantaged due to the closure of Carlisle IGA a couple of years ago. The area needs the advantage and support of a local shopping centre hub to restore the benefit of convenience and good community spirit within the area, by having to travel fewer Kms to do their essential shopping.
24	Resident of the Victoria Park-Canning area	Agree	The boards and rings at our local basketball courts at Koolbardi Park were removed because of the complaint from one single disgruntled resident who didn't enjoy the sounds of our community having fun and enjoying themselves. I fully support basketball courts and play spaces to be put in at Oats St across from the Tafe.
25	Resident of the Victoria Park-Canning area	Agree	<p>Can you please look at including</p> <p>Dog exercise area</p> <p>And making sure there is very good security at all times especially evening.</p>

26	Resident of the Victoria Park-Canning area	Agree	I would like to comment and ask you work closely with the town of Victoria park regarding security patrols in the areas along Bank street and Rutland ave, due to the increased foot traffic that these developments will attract. I live on one of these roads and have had problems in the past with people coming into our property in the past.
27	Resident of the Victoria Park-Canning area	Agree	As I will be able to see the elevated railway line from my residence I'm concerned that visually it will be a huge concrete line. Will there be artwork on the external structure to soften the look and blend with the nature strip that's planned for the area.
28	Resident of the Victoria Park-Canning area	Agree	It looks fantastic, it will be great to have a public space that's available for use by everyone and freshen up a suburb that needs energy.
29	Member of the general public	Agree	Bit of feedback on basketball courts. In the recent Shirley Strickland development they added 1 half court. So far it's becoming too crowded for the amount of people wanting to use it. There was space for a full size court which should have been done. Not sure if it came down to budget but definitely consider expanding the number of courts because it's in demand for public spaces. Also allows for more groups to coexist and not have to bump each other off.
30	Resident of the Victoria Park-Canning area	Agree	Yes. Much more parking is needed at Oats Street for park and ride. Current number of parking bays is inadequate. TransPerth parking bays fill up early. I have to travel to Welshpool station to park which means I can never use the express train that stops at Oats Street. I commute to the city daily and it lengthens my commute time. Welshpool station has fewer trains stopping. This will impact other local residents too. Additional parking like some stations on the Mandurah line is an absolute MUST !!!!
31	Resident of the Victoria Park-Canning area	Agree	Please ensure that the public area is lighted up during night time to prevent unnecessary people lurking around. Also adding a bit more colour to the design i.e orange, red, yellow may brighten up and bring more fun to the area. Thanks!
32	Resident of the Victoria Park-Canning area	Agree	For spaces under the stations and lines, please look at the way Koolbardi Park (in Carlisle) has been done and derive inspiration from there. A really good mix of activity and play areas and walkways and native vegetation. Please ensure a lot of shade trees planted as well. Include community gardens and fruit trees near all three stations so communities along the entire line can benefit. Also, please ensure inside of station is an active space. Shops, cafes or coffee kiosks - don't want it to be deserted, isolated space which could make it unsafe and an anxious area for passengers waiting for train.
33	Resident of the Victoria Park-Canning area	Agree	
34	Resident of the Victoria Park-Canning area	Agree	I wish for a skate park and basketball court. Many other councils have adopted these mostly concrete areas and they have worked brilliantly.

35	Resident of the Victoria Park-Canning area	Agree	<p>Please please please have disability bathrooms AND a "changing places" bathroom. They are locked bathrooms for people with disabilities that can only be open with an mlak key (staff,parents and organisations apply for a key)</p> <p>It's so challenging to get to a great community location only to find out the bathroom isn't suitable or maintained. Please consider the internal size when designing and keep in mind that in some situations there could be a power wheelchair user and 2 support staff in the bathroom. We need access to either side of the toilet .</p> <p>On a totally different note .. I see more and more "pump tracks" being built (for bikes) . They're always in a circuit that loops back to the start but with the railway changing it would be really fun to see a long length of pump track running parallel with a regular cycle lane.</p> <p>Often the type of rider that use pump tracks don't use road bikes and a lot of road cyclists don't di a</p> <p>Other firms of riding like bmx or mountain bikes .</p> <p>Thankyou for reading my message and I would really love the opportunity to share more insight and experiences of using public bathrooms as a disability support worker supporting people in the community</p>
36	Resident of the Victoria Park-Canning area	Agree	Would be beneficial to have a dedicated parking space to allow mobile coffee/food trucks to offer refreshments to people using the spaces.
37	Resident of the Victoria Park-Canning area	Agree	It would be great to see the inclusion of commercial property in the under structures of the train station/s. Having areas for businesses such as cafe's and lunch bars would benefit the train station users as well as the businesses and training facilities around the stations (tafe etc.)
38	Resident of the Victoria Park-Canning area	Agree	
39	Resident of the Victoria Park-Canning area	Agree	The proposal and artist impression illustrations look stunning. Fully support.
40	Resident of the Victoria Park-Canning area	Agree	<p>Im only interested in Carlisle station:</p> <p>The red brick wall under Carlisle Station should instead be a wall with local flora paintings on it. It would look much less sterile than the red brick.</p> <p>The playground area at Carlisle needs more shade for the kiddos.</p> <p>Otherwise looks pretty good.</p>
41	Resident of the Victoria Park-Canning area	Agree	Can we please get cockatoo nesting boxes and tree species that will attract black cockatoos?
42	Resident of the Victoria Park-Canning area	Agree	Prioritise security to prevent anti-social activity, which can detriment the objectives of this development. CCTV, lighting and security patrols. Criminal activity in Carlisle seems to occur at night, these kind of open spaces can be utilised as meeting/planning grounds for antisocial behaviour.

43	Resident of the Victoria Park-Canning area	Agree	It's not totally clear from this to what extent it will facilitate a shift towards greater use of bicycles and other active transport as opposed to prioritising car travel. Reading through it, it seems to include significant provision for bike parking and bike paths, which is great!
44	Resident of the Victoria Park-Canning area	Agree	<p>I would like to see the area under the trainline used as a cafe and restaurant area with a small bar, that way people can get the train to out for a coffee or meal and won't need to drive drink home,</p> <p>Also a coles expres or IGA would be great, again elderly people and people that are unable to drive can get the train to do their grocery shopping as there is no training to a supermarket,</p> <p>I would be against making it into a parkland because I believe it would be an area for drug users and drunks to gather and bring social problems to the area,</p>
45	Resident of the Victoria Park-Canning area	Agree	The development should have a strong focus on activation, activity provides a sense of safety and engagement.
46	Resident of the Victoria Park-Canning area	Agree	<p>In "general" I support it, but I have specific concerns around noise increases.</p> <p>There are many double story/townhouses in the area, the bedrooms of which are usually located on the upper floor. With the train line being elevated there is limited infrastructure (fencing, trees, buildings etc) at that height that will help to dampen the noise from trains, train horns, crossing noises, platform announcements etc.</p> <p>I have read the acoustics report with regards to the Carlisle/Oats Street train station proposals and it seems like a lot of the noise potentials are unknown or are estimated to be the same as it is now, however it seems no one is taking into consideration the noise will be elevated and in an area where sub-division and building upwards is commonplace.</p> <p>Are there any considerations for this?</p>

47	Resident of the Victoria Park-Canning area	Agree	<p>Due to noise, etc. the skate park section proposal opposite the TAFE and opposite the residential area of Rutland Avenue (including my property) should be relocated to the other side of Oats Street in the industrial area - a more appropriate area for this type of activity</p> <p>Perhaps the proposed skate area could be better utilised with a quieter pastime incorporating tennis court, full or half and/or table tennis/badminton or Cricket practice net or exercise course, barbeque area (to cater for TAFE and industrial area)</p> <p>Not sure about the basketball court as there is quite a lot of opposition to these courts in other residential areas</p> <p>Also, as the Oats Street train station is a terminus for trains and buses and is opposite the TAFE and a large childcare centre, servicing a large amount of people traffic, it would be ideal to have more availability of cafes/coffee shops/takeaway foods/eateries included at this point and areas to sit and enjoy - Carlisle seems to be catering for this and even though it is often a through station.</p>
48	Member of the general public	Agree	I like the Project
49	Resident of the Victoria Park-Canning area	Agree	Having a lot of shade from trees, shelters and shade cloths would be fantastic. This is especially important when you have kids to make places more accessible.
50	Member of the general public	Agree	Would love to see some big trees (which I know takes time to grow) for more natural shading. I also think maybe you should offer some seating with back rests to them? Just to add variation to the seats for all diversity. And maybe even a space for murals, get some local artists in, get the community Involved and add more colour! (Such as around those giant pillars). Maybe even space for vehicle related businesses (such as icecream trucks) to come visit on weekends- encourage usage of the space. Hope these observations from a town planning student helps!
51	Resident of the Victoria Park-Canning area	Agree	<p>The upgrade is a great idea, however, additional considerations need to be taken during the planning and execution phase.</p> <p>The plan for bus replacements during this time needs review. Not having a replacement service from Oats St will add an additional 30min walk each way for my partner. This will have her walking in the dark more frequently and being exposed to more risk.</p>
52	Resident of the Victoria Park-Canning area	Agree	Unique identity between the four stations will make the areas distinguishable but connected and the multi-generational area helps to create a sense of community.

53	Resident of the Victoria Park-Canning area	Agree	<p>I want to acknowledge your consideration around urban landscaping and the work you have put in to create a greener Vic Park with the addition of landscaping and significant tree planting.</p> <p>In alignment to your community consultation findings, and the key theme of a stronger connection to nature, I would like to suggest expanding this to a urban agriculture project such as an urban farm. This would allow community members to engage with the area and provide a source of local produce. Not to mention it would encourage biodiversity within the many corridors we have created in Vic Park attracting more fauna and extend the networks further.</p> <p>This could be achieved with community inputs and sustainable design practices that are low in maintenance aligning with the METRONET Sustainable Strategy 2021. An urban farm could be adapted to some of the more obscure parcels of land, such as the adjacent strip that runs between East Vic Park Primary and the new line. This would provide an opportunity for the school to have a direct relationship to nature.</p> <p>Ultimately I would like to see greater engagement between the community and nature and it to be more considered than just planting more trees.</p>
54	Resident of the Victoria Park-Canning area	Agree	<p>As a resident who will now see the viaduct from the front of my house, it is important that the viaduct dominates the view as little as possible. I don't see the rail now even though it is only a short block away, but elevating it means that I will now have to see it. Strategic and generous planning of advanced trees along the rail line and neighbouring road verges would be strongly encouraged. Aesthetic visual effects on the cladding of the viaduct and painting of the columns would also help it be less of an eyesore. Good lighting to make area safer is important to us.</p> <p>Plans for parkland and recreation space good (but I still would rather you had decided to sink it).</p>
55	Resident of the Victoria Park-Canning area	Agree	<p>More medium rise building need to be developed around the train stations.</p>
56	Resident of the Victoria Park-Canning area	Agree	<p>Green spaces could be better utilised with community gardens</p>

57	Resident of the Victoria Park-Canning area	Agree	<p>I am a resident who lives approx 3 blocks from the Carlisle Station and my concerns are to do with noise created by the railcars as they slow down when approaching the station and similarly when they leave.</p> <p>Appendix G architectural drawings AR0020-22 & 48 show that the noise generating part of the rail car ie wheels / brakes etc, are below rail car floor level/ platform level which seems fine.</p> <p>There does not appear to be any documentation as to what happens leading up to the station ie between 'Millers Crossing' and Carlisle Station (and other similar situations between stations). Will the elevated structure supporting the railway lines cover the wheels/ breaks etc and finish at least at rail car floor level and this is what will reduce the noise ?</p> <p>Elevated rails at 8 metres above ground level without sound deadening, I would think will send noise for 'miles'.</p> <p>Appendix L 'Acoustic Assessment' page 1 (scan page 9), last sentence says Viaducts are linked with ballasted track at- grade inbetween. What does that mean ?</p> <p>Also, on page 14 (scan page 22) Noise Sensitive Receiver, only 2 buildings are stated. The child care facility at the corner of Archer & Rutland + 57 Bank St. What about East Victoria Park Primary School diagonally opposite the child care centre ?</p> <p>Yours sincerely, Peter</p>
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58	Resident of the Victoria Park-Canning area	Agree	<p>Regardless of the justification presented for the elevated railway development, I still have reservations regarding the visual and noise impact of the overall project.</p> <p>The majority of benefits claimed by the development application would also be gained by an underground solution, with the additional benefits of reduced noise in the immediate area, and a increased aesthetic (no aerial rail line).</p> <p>I am very concerned about the ambient noise that will be generated by the elevated rail line.</p> <p>Additionally, any sympathy I had for the project has been evaporated by the time blowouts and inconvenience we have experienced in the major works along Beatty Ave to bury the high voltage power lines. The process could be described as a B Grade circus.</p> <p>Given that we have no choice moving forward, I strongly request maximum investment in vegetation that provides both visual and audio screening, an honest and realistic estimation of timeframes, enhanced work quality, generous suitable artificial lighting (security and aesthetic), and increased monitoring and surveillance.</p> <p>While I understand this is a project (removal of the level crossings) that will benefit the broader community, I feel that as a local resident I am expected to bear the major brunt of the inconvenience and potential negative health impacts (dust/noise/access restrictions).</p> <p>The design concepts that are presented in the application seem appropriate and well considered. I have little faith in the projects' ability to deliver what has been proposed.</p>
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	Resident of the Victoria Park-Canning 59 area	Agree	<p>Section 5.8 (pg 47) of the DA indicates that a Principal Shared Path (PSP) is required to be provided yet the designs documented in the DA and the appendices are non-compliant with PSP standards in ways that adversely affect the safety of path users and the utility of the path.</p> <p>Particular safety concerns are:</p> <p>A reliance on "pedestrian give-way line markings" (Design Report page 131) where cross corridor connection paths interface with the PSP when such markings are not applicable to pedestrians under the WA Road Traffic Code 2000 and are contrary to the requirement for cyclists to give way to pedestrians crossing a path stated in Reg 216(2) of the Code.</p> <p>The introduction of numerous 4-way intersections despite the requirement of "MRWA Supplement to Austroads Guide to Road Design - Part 6A" section 6.1 that, "Path-path intersections on PSPs must be T-junctions. 4-way intersections shall not be used on PSPs." The Design Report section 10.3 documents that 8 station plaza connectors will cross the PSP at 4-way intersections, this encompasses every pedestrian access to each station from Rutland Ave. Similarly the proposed alignment of cross connectors with existing pram ramps (Design Report page 131) also creates 4-way intersections contrary to PSP requirements.</p> <p>The failure to provide the required 1m clearance between the PSP and the kerb face of a parallel road as required by section 5.5.2 of "MRWA Supplement to Austroads Guide to Road Design - Part 6A" so that path users crossing the road on to the PSP are immediately in conflict with PSP users and path users waiting to cross the road obstruct the PSP.</p> <p>The reliance on horizontal curves to reduce speeds on approach to conflict areas is unlikely to be effective as non-compliant path users will use the full width of the path to increase the effective radius and maintain a higher speed while increasing the risk of head-on collisions.</p>
60	Resident of the Victoria Park-Canning area	Agree	<p>Would have preferred the stations to be taken below ground from the outset and for the public to have been listened to on the matter. Internationally above ground railways are an eyesore and source of noise pollution that cities are moving away from not towards.</p> <p>Since the above ground is going ahead these plans look good but there needs to be good lighting at night to avoid vandalism and crime and nice green areas like around lathlain park.</p>

61	Resident of the Victoria Park-Canning area	Agree	<p>As a local resident, I support the LXR project. However, I have significant safety concerns at several specific locations adjacent to the rail reserve (outlined below). The careful design process applied throughout the remainder of the project area should also be refocused on these locations to ensure safety elements are included in the project scope:</p> <p>Mint Street and Beatty Reserve intersection: The LXR project scope should be expanded to ensure safe pedestrian crossing points across all four sides of this intersection. This intersection is the major pedestrian crossing point for the East Victoria Park Primary School. This location is already unsafe at school drop off and pick up times, with regular near misses from inattentive or impatient drivers. The volume of students and families crossing this intersection at these times appears to exceed the volume of pedestrians using any specific crossing point next to Carlisle Station itself. With the boom gates removed, a steadier flow stream of traffic, and potentially higher vehicle volumes, will make this intersection even more unsafe than currently. As many families cross over multiple sides of this intersection (i.e. Beatty and/or Mint), there is a need for ensure pedestrian safety on all four sides. The types of improvements proposed elsewhere on the local road network surrounding LXR (i.e. on Bank, Rutland, Mint, Oats) should also be applied here. Upgrades are proposed for the intersection of Oats/Tuckett, which is a block away from rail reserve, yet no upgrades are proposed for a Mint/Beatty intersection, which is also a block away.</p> <p>Bank Street and Dane Street intersection: There will be an increased pedestrian danger at this intersection in future, which requires greater consideration. Driving north-west along Bank Street, from Somerset towards Dane, there is a crest in the road which significantly reduces forward visibility. As the road is straight with no impediments, some cars appear to travel at high speeds. At the moment, there is very limited pedestrian crossing over Bank Street at Dane Street, as there is nothing but the fenced rail reserve. This occurs further north towards Carlisle Station. However, with the viaduct, there will be a significant new desire line for pedestrians to cross over Bank Street, at Dane Street and further south. Motorists travelling at high speed along Bank St over the crest may have insufficient braking time to avoid hitting pedestrians in this area, particularly slower pedestrians such as parents pushing a pram.</p> <p>Oats Street and Mint Street bike lanes: Through the station environments, protected bike lanes should be installed. The current design suggest that only unprotected bikes lanes are to be built, such as the type that already run along Oats Street. Given the very high vehicle volumes, it appears the currently proposed design massively exceeds aspects of the Austroads safety guidelines (AP-G88-17 Cycling Aspects of Austroads Guidelines – Section 2.7).</p>
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62	Resident of the Victoria Park-Canning area	Agree	<p>I think this project is well overdue and I welcome the removal of the crossings. As a resident of Tuckett street I can confirm that we have lost hours over the years to waiting at the crossing and also to exit our street. People can be reluctant to stop to let us cross the road (even with children in school uniform) because they are concerned the boom gates might come down if they have to pause for even a few seconds. The Oats St crossing is also a very dangerous intersection with frequent accidents. In one submission I noticed there may be a roundabout at Tuckett/Oats - this would be very helpful.</p> <p>My main interest in the project is the removal of the crossing however I like the projection of the amenity of the area. This area needs to become a hub to feed into the Vic Park strip and TAFE/Curtin with frequent feeder buses. My main priority for the area would be increasing tree canopy.</p> <p>I await with interest how public transport will be managed during the duration of the works. We moved to this location specifically to be able to access public transport. My high school aged child uses the Kent St school bus from Oats street bus interchange and we often use the circle route. We also frequently go to Optus stadium and the city via train so look forward to learning how this will be managed.</p>
63	Resident of the Victoria Park-Canning area	Agree	<p>Carlisle station does not appear to have any obvious provisions for families and children such as playground etc in the current plans. This area is closer to family housing and East Victoria Park Primary school. The redevelopment at Carlisle station should have more provisions such as playground or play space, sport options such as basketball courts etc</p>
64	Resident of the Victoria Park-Canning area	Agree	<p>Security presence is a must A grocery store or iga outside as a option for locals as not many and good stop on way home</p>
65	Resident of the Victoria Park-Canning area	Agree	<p>Would like to see provisions made for enabling the local government authority (in this case, town of Victoria park) to be able to future implement CCTV and supporting communications infrastructure.</p> <p>I'm also interested in considerations for thermal performance of the corridor.</p>
66	Resident of the Victoria Park-Canning area	Agree	<p>Yes. Needs to be changes and refinement. See my 5 page disk file. Improvement and effort is needed before DA approval.</p> <p>Seems I cannot upload file here. Have to email send from after.</p>

67	Other	Agree	<p>It's very important that the replacement Bus service follows the train line closely with the Bus stops being as close as possible to the actual station. The replacement Bus service used from 1 to 9 March caused community uproar and anger as it added complications to people's routine and commute. It's a no-win if you move the bus stop away from the station. New commuters may be temporarily advantaged but they will move backward when the station is operational. Existing commuters will be disgruntled and may not revert to using the service.</p> <p>Secondly, road closures should be kept to an absolute minimum. Many people and businesses depend on the train service and associated roads. If you change traffic flow significantly or block roads it will become an issue. We have been assured in the long term no roads will be closed or turned to cul-de-sacs so taking that as a given.</p> <p>The bus service should mimic train travel time as much as possible even at the expense of car users.</p>
68	Resident of the Victoria Park-Canning area	Disagree	<p>This is a high crime drug-riddled area. The Telstra pits around Carlisle take are filled with so many syringes that you can't open the lids without them falling out. Literally so many that another one can't be poked down the hole. These designs are a way to close and these areas just scream out "shooting gallery" for drugs. So many silly over the top areas, just block it off to all access to keep the druggies away.</p>
69	Member of the general public	Disagree	<p>Nowhere near enough natural areas, trees, landscaping. Cement sucks up and generates heat, making it highly unpleasant to be in paved areas in summer. It is also ugly. More trees, more ground cover, natural finishes.</p>
70	Other	Disagree	<p>My preference - An underground option promoting tranquility and picturesque street scape, replacing the proposed concrete jungle of 6-meter pylons all along the train line. The elevated construction is likely to project and increase noise pollution and the public open platform is very likely to increase risk by encouraging rough sleepers, particularly during our extreme shortage of community housing.</p>
71	Member of the general public	Disagree	<p>The whole project should be underground to reduce noise and air pollution and avoid an unsightly construction.</p>
72	Member of the general public	Disagree	<p>Money could be spent on a lot of better things such as building more affordable homes for people to buy & rent. Fixing the hospital & healthcare system & mental health.</p>

73	Resident of the Victoria Park-Canning area	Disagree	<p>Stating the obvious.</p> <p>Basketball court will be loud and adults will play into late nights as they did in Koolbardi Park until hoops had to be removed. Youth plaza is way too close to residential buildings. Not to mention the skate park. I mean under a concrete "roof" basically??? Really. Clearly shows that no one from the planning team lived close to skate parks. I mean sound has been used to torture people. Will this be different? Clearly not. But will be good to devalue the properties around the area. It also will be good to wake up to kids scream in the playground at 7am on weekends. You know the only two days when you should rest. Having said that will the project reimburse window replacement for homes with main bedroom and living area facing those areas? As the skatepark and playground will be approximately 20 to 60 metres away from bedrooms.....</p>
74	Other	Disagree	<p>I am concerned about the fundamental assumption that eliminates underground rail as a valid consideration. I am aware of the comments about cost (capital and on going) However, the pressing need for housing may off set the costs to some extent.</p> <p>An underground line, frees up the land above for medium density housing increasing to higher density in the immediate vicinity of the underground stations.</p> <p>The new housing is in close proximity to the city and public transport, local shopping centres and Curtin University.</p>
75	Member of the general public	Disagree	<p>My main concern is all the new train lines are being placed on bridges. These things may be structurally sound, yet during an earthquake a bridge line might come crashing down. It does not seem safe to me. Warwick station is very wobbly as is a lot of the north. Anyone who has spent six months walking around can tell you this, I imagine. Please get the Japanese to build it, or put it on the ground like normal people would. Thanks</p>
76	Resident of the Victoria Park-Canning area	Disagree	<p>Please sink the rail line - please do not make these an unsightly over pass where no one will feel safe.</p> <p>I know no one will listen but please speak with residents of the area and understand their concerns.</p> <p>Please sink the rail line and build on top of it</p>
77	Resident of the Victoria Park-Canning area	Disagree	<p>Carlisle is an area with very high crime rate, high number of homeless people around that made it already hard to enjoy our local parks such as Parham and Fletcher park. Designing an underbridge playground will only attract this people. I can't see families coming to enjoy a play on the playground in such a close vicinity to the big busy road with trains above the head. This facility will be the new "place to stay" of the troubled individuals contributing further to the area being so unsafe. My family and I live right next to the train station.</p>

78	Member of the general public	Disagree	<p>I strongly oppose the above ground or raised train line and raised Carlisle and Oats Street stations. The construction of above ground or raised rail line is short sighted. The rail line and stations should be underground and the land above used to create public open space, high density housing including commercial buildings. . The proposed raised rail line will increase rail related noise to even more neighbourhood properties, negatively impact the visual amenity of the district and adjacent residential properties. A raised rail line will negatively impact any future development and will most likely negatively impact the value of neighbour properties and as a consequence good quality housing development will move away from the above ground rail lines, which in turn will negatively impact the social fabric of the neighbourhood. Please do not build a raised railway, but construct an underground connected rail network.</p>
79	Resident of the Victoria Park-Canning area	Disagree	<p>Rail line should be underground not overground! I'm disappointed in the gov that they are doing a half effort and not just sinking the line/stations.</p> <p>18month shut down time is too long. This will make my commute to work excessive.</p> <p>What will be done for night security on the replacement bus? When I get off the bus at night in a non lit area (carlisle is very dark in the streets), how will I be safe walking to my house? Vs getting off at a lit and security monitored station.</p> <p>Having just moved to the area there is much crime, whilst great during the day the overground stations underneath create many locations for criminals to approach unseen (I am a female who walks home from work at night). The stations currently are flat and at one level so I can see what's going on getting off the train and can choose to stay on the train if unsafe. Having raised stations I will get off the train and be unable to see who/what's going on below until I am down there and the train has gone.</p> <p>Additional lighting required and emergency phones at the platform and below.</p> <p>Drive by security presence particularly at night. Oats st can be rough at times.</p> <p>Having the station exit to the road- im not keen to walk through or past playgrounds/ gardens etc at night- I'd rather get off the train and quickly be in an open well lit Street to walk home.</p> <p>Additional car bays- they are currently full early in the morning.</p> <p>Tennis court and basketball court underneath.</p> <p>Walk through water park for kids/pets to play in.</p> <p>Enclosed dog park area with dog agility equipment.</p> <p>Work out equipment.</p> <p>Dog water fountain.</p> <p>Living Plant walls on the side of the station.</p> <p>Coffee shop at the bottom of the station.</p>

80	Resident of the Victoria Park-Canning area	Disagree	<p>The rail replacement bus needs to pick up passengers from Carlisle and oats st station, or at the very least collect from oat St station.</p> <p>I commute to work and my short walk to the train station will otherwise be over a 30mins walk to the rail replacement bus. This is so unsafe at night.</p> <p>If I walk to Vic park station or Welshpool stations it's a 30min walk.</p> <p>Why put on a rail replacement bus but don't service all the required areas?</p> <p>Over 30mins walk to reach the bus is unacceptable, especially as there will be no parking at the rail replacement bus stops.</p> <p>How am I supposed to get to work?</p>
81	Resident of the Victoria Park-Canning area	Disagree	<p>The proposal does not factor in the right for quite living for us people living along the train line. I do not see plans for the other side from Oats street towards Cannington area which actually is a commercial area. Therefore all loud activities planned (such as basketball, skate park, TikTok place - would attract teenagers with Bluetooth speakers) could be moved to an area where it would not disturb anyone's quite living. Plan Tennis courts instead. Those probably wouldn't be as loud as the aforementioned activities.</p>
82	Resident of the Victoria Park-Canning area	Disagree	<p>I feel as though this new station will be very popular at first and soon become run down and look abandoned. This is a completely unnecessary project and a waste of money which can be used for better, more appropriate things. This project should not be continued and is pointless and unneeded.</p>
83	Resident of the Victoria Park-Canning area	Disagree	<p>I did not want the rail line to be elevated. Can it be sunk, rather than elevated? What is the differences in cost between these two options? The sunken rail line in Subiaco is a good precedent for Carlisle and Oats Street.</p>

84	Resident of the Victoria Park-Canning area	Disagree	<p>Carlisle is not a safe suburb. The oats street station especially has seen countless assaults take place. When Archer street was redone last year, residents were very disappointed at the lack of CCTV, and unfortunately a string of break-ins at the businesses along there occurred and has ramped up since. What will the council do for security at the new stations? Especially for the residents that surround the stations? Will there be cameras placed? I live 100m away from the Carlisle station and use it daily; how will the council maintain a safe space for residents like myself?</p> <p>I'm aware of the proposal to add courts and an exercise facility. Will these be maintained by the council? Will they be locked up at night and reopened in the morning? I'm not against courts as I think it's important that there are free facilities for the community to use and stay physically active. However I do not support hearing basketballs at 12am and people congregating at all hours of the night.</p> <p>Will wakefield street and oats street be better lit up with the new stations? The street lights are appalling currently, which makes a perfect environment for antisocial behaviour.</p> <p>Are there replacement busses? I've heard that there are none and can't seem to find any information anywhere on it. If it is correct that there are none, why isn't the council offering compensation to their community that are about to undergo a major disruption to their every day life? This includes sleep to those that love close to or on the train line.</p> <p>How long is the project supposed to take and when will it begin?</p>
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85	Resident of the Victoria Park-Canning area	Disagree	<p>I was on the Community Reference Group for Metronet as a resident opposite Oats St Station. The way the meetings were operated were entirely unprofessional. I was bullied and singled out for having a differing opinion and segregated by the Metronet staff. They silenced anyone who opposed their ideas or had any feedback that didn't fully support their plan.</p> <p>I live directly in front of Oats St Station. This home was my nanna's since the early 1940s where my dad and his siblings were born. It was built much earlier when the property used to be an orchard. This is an old neighbourhood.</p> <p>To be tearing down the existing stations and building a towering two track elevated rail is criminal. The plans were rushed through and approved during covid so that no one could protest. Years ago when the government tried this it was rejected by the people immediately.</p> <p>It is an absolutely hideous design, and it truly makes me depressed at the thought of having to live through the noise and construction, and to have to look out to a disgusting structure instead of skies and trees.</p> <p>There have NEVER been toilets at the station, which means there have never been sharps disposal boxes. We had asked for decades for a toilet to be built to stop people from pissing and shitting in private properties and doorways. They never did. And now to be building an elevated rail instead is a smack in the face. No doubt the toilets will be locked past a certain time. It is a station where violence and theft happen all the time and junkies are always loitering. And you think putting a playground in is going to stop that?</p> <p>At what point does the noise from the basketball courts and skate parks stop? It is so inconsiderate to the residents that live a road-widths away.</p> <p>Trying to turn a train station into a cultural hub is the worst idea i've heard in a long time.</p> <p>Having kiosks will take away from pre-existing small businesses who rely on that traffic.</p> <p>DO NOT build basketball courts, skate parks and kiosks.</p> <p>If this goes ahead, the playgrounds, noise producing activities etc MUST be on the side of the Tafe building, not the residents.</p> <p>I absolutely oppose and disagree with the commencement of this construction.</p> <p>Celene Bridge</p>
86	Resident of the Victoria Park-Canning area	Disagree	<p>The Oats street station need to have 24 hour activity, lighting and security inside and in the general vicinity. It has recently became more and more unsafe in the Carlisle area particularly around Oats Street.</p>