

CANNING BRIDGE TRAIN STATION PRECINCT

COMMUNITY ENGAGEMENT REPORT

**Prepared for
The City of South Perth**



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EXECUTIVE SUMMARY

The City of South Perth is currently developing strategy plans for the Canning Bridge and South Perth Train Station Precincts. The City is keen to ensure that these plans reflect the values and aspirations of residents, business operators and community groups in South Perth.

The preparation of the strategy plans involves two stages. Stage 1 (this project) has sought the involvement of the South Perth community in determining the future direction of the precincts. The input and visioning gathered from Stage 1 will inform Stage 2 of the project which will involve developing formal planning strategies for the precincts.

The objective of this study has been to engage with the broader South Perth community, and to gain an appreciation of their vision for this precinct. In addition, the project has sought to:

- work closely with the community to understand their issues;
- help to create understanding of the project amongst the community;
- provide the community with clear information about study area; and
- provide opportunities for feedback.

The Canning Bridge Train Station precinct is broadly defined by an 800m radius around the station, which represents a ten-minute walk or a two-minute cycle. The Canning Bridge Train Station will be located in the vicinity of the existing bus station. The intention is that the station will not be a park and ride station; a Curtin University – Canning Station bus shuttle service has been proposed for the area. In addition to the bus service, passengers will be encouraged to access the station via foot or cycle.

The project sought to include broad representation and inclusion of the South Perth community. The intention was not to seek community approval for plans or concepts, but rather to explore attitudes and preferences for the future of the precinct, and to gain an appreciation of a community vision for the area.

The community engagement methodology included a workshop with City of South Perth staff, interviews with key stakeholders in the project area, a focus group with randomly selected residents from the Mill Street precinct, an open community forum with South Perth residents and community groups and a survey that was sent to 2000 residents.

The key findings of the project include:

- Walking and cycling to the station is perceived to be unsafe, mostly due to the high volumes of traffic and difficulty crossing roads (particularly Canning Highway);
- The survey results indicate that pedestrian and cycle safety, as well as the safety of crossing points, are poor or unsatisfactory;
- Survey results also indicate that a moderate amount of people (31% of respondents) will walk to the station daily or weekly. However, this increases to 48% among those who live within a ten-minute walk.

- Very few people expect to ride a bicycle regardless of their proximity to the station;
- Residents would like to see improved general access from Como to the foreshore area, with many seeing the foreshore as a good access point to the station;
- There is support for the Curtin University bus service from focus group discussions, stakeholder interviews and the community forum. However, the survey results suggests *actual* residential use may not be high, with approximately half of those who indicated they would use a bus and train service do not expect to use the proposed Curtin service;
- A range of suggestions to address the problem of access includes above grade solutions (i.e. overpasses), more and better-timed crossing points and the development of transit oriented type developments above the station which are connected to the surrounding residential areas.
- Focus group participants and survey respondents have expressed concern about parking in the precinct. In particular, there is a concern that passengers will park in residential streets, which will restrict traffic flow, impact on amenity, and see an increase in crime and antisocial behaviour.
- Focus group participants favoured minimal changes to land uses, preferring to see resources directed towards improving access;
- Community forum participants suggested a range of land use changes, including a Transit-Oriented Development above the station which would help to better connect the station with surrounding residential areas;
- Survey respondents were generally supportive of a mix of uses around the station, but were not supportive of four to five-storey buildings in the immediate vicinity of the station or along Canning Highway.
- There is strong support for the development of meeting places and small scale commercial activity along the foreshore.
- There is general support for the station and input from the focus groups, interviews and survey suggests it will be reasonably well used;
- Just under half of survey respondents support public art in the precinct, with the main suggested themes including river/nature and community themes (including Indigenous art).

1. INTRODUCTION

The City of South Perth is currently developing strategy plans for the Canning Bridge and South Perth Train Station Precincts. The City is keen to ensure that these plans reflect the values and aspirations of residents, business operators and community groups in South Perth.

The preparation of the strategy plans involves two stages. Stage 1 (this project) has sought the involvement of the Canning Bridge community in determining the future direction of the precincts. The input and visioning gathered from Stage 1 will inform Stage 2 of the project which will involve developing formal planning strategies for the precincts.

The objective of this study has been to engage with the broader South Perth community, and to gain an appreciation of their vision for this precinct. In addition, the project has sought to:

- work closely with the community to understand their issues;
- help to create understanding of the project amongst the community;
- provide the community with clear information about study area; and
- provide opportunities for feedback.

The scope of the strategy plan has been to examine:

- pedestrian and vehicular linkages within the precinct;
- appropriate development mix including density, form of development and types of land uses and;
- integration of the station with land uses within the precinct.

This project has also looked to determine the:

- current and future needs of existing and future residents, customers, local business people and tourist facilities in relation to the study area;
- level of general satisfaction with traffic, access and parking;
- level of general satisfaction with the density and form of residential development; and
- existing and future desired range and mix of land uses within the area.

This report outlines the methodology used in the project, as well as the outcomes and key findings of the community engagement process.

1.1 Study Area

The Canning Bridge Train Station precinct is broadly defined by an 800m radius around the station, which represents a ten-minute walk or a two-minute cycle. The Canning Bridge Train Station will be located in the vicinity of the existing bus station. The intention is that the station will not be a park and ride station; a Curtin University – Canning Station bus shuttle service has been proposed for the area. In

addition to the bus service, passengers will be encouraged to access the station via foot or cycle.

[insert map]

2. METHODOLOGY

2.1 Background

The project has sought to include broad representation and inclusion of the South Perth community. The intention was not to seek community approval for plans or concepts, but rather to explore attitudes and preferences for the future of the precinct, and to gain an appreciation of a community vision for the area.

Prior to developing a consultation plan, the level and extent of involvement by the community and stakeholders was considered. This involved reviewing the complexity of information associated with the project and the potential risks or negative impacts. This was done using a public participation matrix, as outlined by the Office for Citizens and Civics (Figure 1).

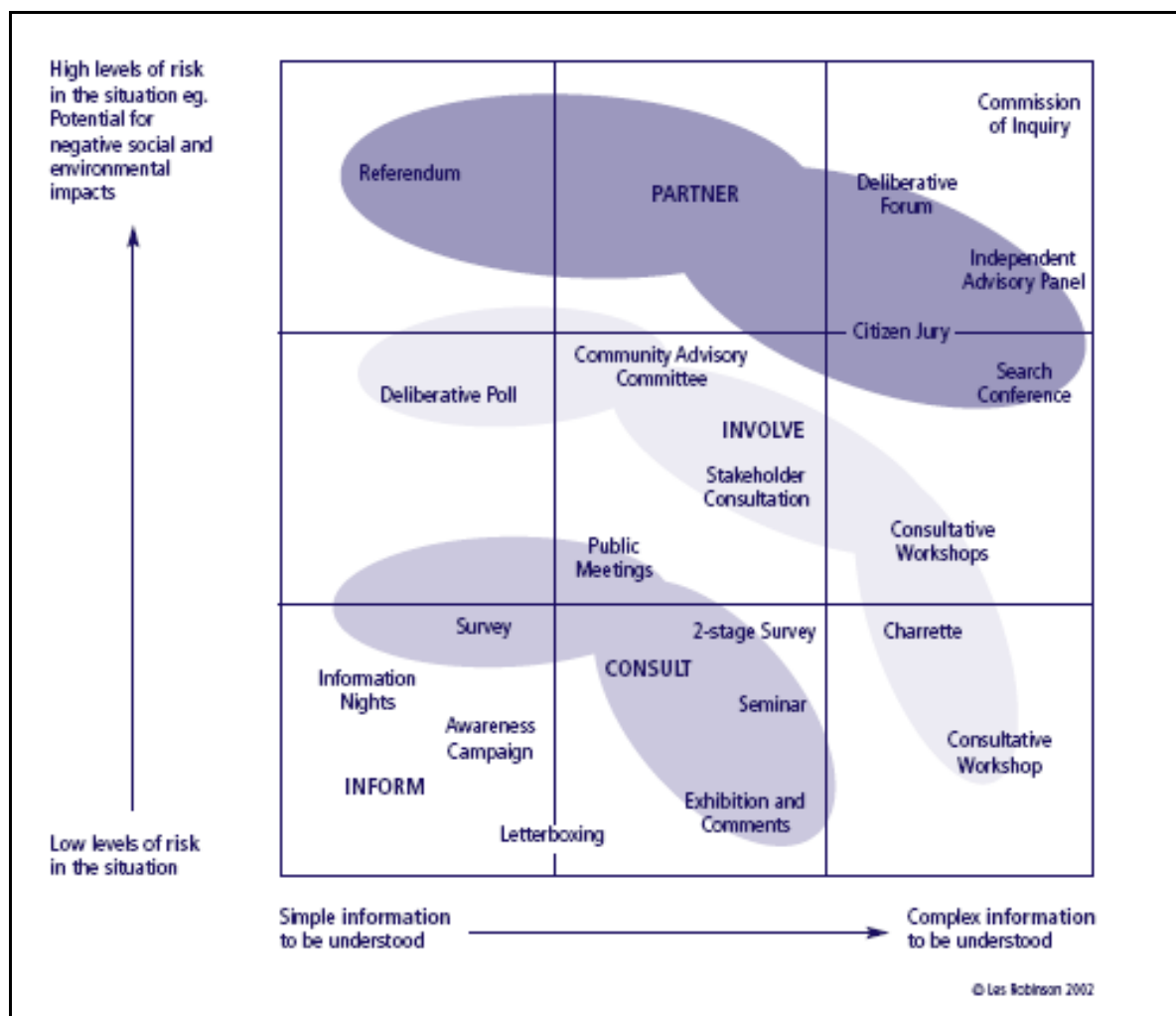


Figure 1. Public Participation Matrix

This matrix is useful in determining how the complexity of information relates to the level of risk and how this influences the level of participation required by the community or stakeholders. The criteria for determining the complexity of information and level of risk include:

- How much information needs to be communicated to enable the community to participate;
- How many abstract or technical concepts need to be understood;
- The potential for conflict in the community;
- The potential for social, environmental or economic damage if poor decisions are made;
- The level of involvement expected by the community; and
- The costs/impacts of not involving the community.

Using the above criteria, it was determined that the appropriate level of engagement was 'involve' and the community engagement methodology was developed on this basis.

The methodology is summarised in the diagram below, and Sections 2.2–2.7 outline the methodology in detail.



2.2 City of South Perth Staff Scoping Workshop

During the opening stages of this project, a workshop was held with the City of South Perth internal staff. The purpose of the workshop was to present the community engagement methodology, discuss any opportunities and constraints relating to the precinct, and to agree on key stakeholders who should be consulted during the project.

2.3 Awareness Raising

Awareness raising included:

- an information brochure that outlined the purpose and scope of the project and opportunities for community involvement;
- information and media statements on the City of South Perth website;
- community forum advertisements in the *Southern Gazette*; and
- community forum postcard advertisements sent to residents in the immediate vicinity of the Canning Bridge Station.

2.4 Stakeholder Interviews

Interviews were held with the following stakeholders:

- Aquinas College;
- City of Melville;
- Manning Senior Citizens;

- South Perth Bicycle Users Group;
- City of South Perth Youth Advisory Committee;
- Curtin University of Technology; and
- TravelSmart/Roadwise Advisory Group.

Informal meetings were also held with government agencies including:

- Department for Planning and Infrastructure;
- Public Transport Authority;
- Main Roads WA; and
- Office of Crime Prevention.

The purpose of the interviews was to inform stakeholders of the project and to seek their initial input on the opportunities and constraints relating to the precinct. Meeting participants were given some background information on the two stations, and asked to comment on what they saw as the opportunities and key considerations when planning for the areas around the station precincts. In particular, they were asked to comment on access, potential for land use changes and community safety considerations.

2.5 Focus Group

A focus group was held with ten randomly-selected residents from the Canning Bridge Precinct. The purpose of the focus group was to seek input into the future planning of the precinct with particular emphasis on:

- access and parking;
- the use of land around the stations and;
- safety concerns.

Focus group participants were selected via telephone contact with approximately 400 residents. A sampling frame was used to ensure that the focus group had a mixture of participants in terms of residential location, age, gender and occupation.

2.6 Community Forum

The South Perth and Canning Bridge Train Station Precinct Community Forum was held on Saturday 8 July at the Technology Park Function Centre, Bentley. The forum was attended by approximately 40 residents and community group representatives from South Perth.

The purpose of the forum was to:

- inform the future South Perth and Canning Bridge Train Station Precincts planning process;
- provide a forum for residents of South Perth to think creatively about a future vision for the two station areas; and

-
- gather community input on the opportunities for access, land use and community safety around the stations.

2.7 Community Survey

The outcomes of the stakeholder interviews, focus group meeting and community forum informed the development of a community postal survey. The key questions and themes for the survey were developed with City of South Perth internal staff.

A total of 2,000 surveys were posted out with 1,000 sent to residents in the Canning Bridge precinct and another 1,000 sent to randomly selected residents in the City of South Perth.

The survey questions tested:

- current use of public transport;
- expected use of the train service;
- access to the train station;
- preferences for using a bus and train service (Canning Bridge only);
- attitudes towards land uses changes around the station (based on Network City principles);
- preferences for public art around the stations; and
- any concerns or considerations relating to parking within the station precinct.

As the City had previously conducted an extensive consultation process in relation to their Community Safety and Crime Prevention Plan, it was considered unnecessary to include questions relating to community safety in this survey.

3. COMMUNITY ENGAGEMENT OUTCOMES

3.1 City of South Perth Staff Scoping Workshop

3.1.1 Opportunities

- Maximise the train walk-on and walk-off opportunities with grade separation perhaps or improved pedestrian crossing at the traffic signals;
- It is unlikely that land uses surrounding the station will change dramatically, but it is worthwhile to consider pedestrian links to the southeast with a café/restaurant or convenience store. This should not duplicate the Raffles area;
- There is a potential for increased density in some areas around the station and community attitudes to this will be tested during the project;
- The Canning Highway commercial zoning allows for residential above. It may be necessary to extend this zoning further along the highway to the study area;
- Older multiple dwelling sites (flats) along the highway may be suitable for redevelopment to three storeys or upgrading generally to terraced apartments with East Perth themes and noise attenuation;
- Shuttle bus and local buses are important considerations. There is to be a bus route from the station that will run along Canavan Crescent and will have higher-frequency services.

3.1.2 Constraints

- Awkward site with road configuration with access problematic;
- It will not be a park-and-ride facility but the station will draw people to park in the area. A parking plan for train users has been prepared and submitted to DPI. It includes:
 - a small car park to the north;
 - five bays at the end of Robert Street; and
 - some parking beside the freeway to the south.

3.1.3 Key Considerations

- It is important to consider community safety CPTED and CCTV principles, as well as lighting, landscaping, telephone and visible presence;
- Will take comment on the Ley Street site (previous consultation has occurred);
- Mt Henry Hotel is the largest piece of vacant and commercially zoned land. The project will test community attitudes on future use for this site.
- The older flats in the area to the west limit development and community views on these are welcome. A different zoning would allow for river views.

- The southbound freeway on-ramp is very important.

3.2 Stakeholder Interviews

3.2.1 Aquinas College

Meeting Date: 5 May 2006

Meeting Location: Aquinas College

- As the school is three kilometres from the station, it is unlikely that students will walk from the station to the school;
- The school currently provides a number of buses that pick up students;
- Aquinas is looking to develop a shuttle bus from the station to the school, although this depends on TransPerth's provision of buses. There will be difficulties in turning the bus around in the Canning Bridge vicinity;
- The difficulty in accessing the station is getting across the Manning Road/Canning Highway section;
- There is a need to encourage cycle access and improve crossings to the station;
- It is important to consider the school boarders as they need places to visit (i.e. activity centres). If access to the Applecross precinct was improved, they would happily go there;
- The school would not support major density increases around the station. There is a perception that increased density will have adverse community safety impacts in the area;
- Community safety (particularly pedestrian safety) is very important. The school would like to see CCTV and guards patrolling the area.
- There is a concern that the train will bring more (undesirable) people into the area.

3.2.2 City of Melville

Meeting Date: 15 May 2006

Meeting Location: City of Melville

- It will be difficult to connect pedestrians to the station — it is unsheltered with high volumes of traffic. Direct access to the southern side of the station would improve the situation;
- It is likely that the bridge will be heritage listed. A new bridge or tunnel to get across the river would help improve pedestrian access;
- As part of the Raffles Hotel development, 120 parking bays are planned. Across the road from the library, there are 40 new bays at present plus 120 more. The parking can be used for people wanting to use the station, commercial area or recreational areas. Melville will deal with parking on this side;

- Not sure how many people from the City of Melville will access the station as most people from Melville could drive to the Bull Creek Station (which, unlike Canning Bridge, has park-and-ride facilities);
- The new development at Garden City needs a shuttle bus service that is connected to the train stations (both Bull Creek and Canning Bridge);
- The Canning Bridge station is not expected to have a big impact on the City of Melville though there may be a slight increase in traffic and it may increase pedestrian access across the bridge. South Perth has the greatest opportunity to maximise benefits of the train station;
- Melville has found that a lot of antisocial behaviour relates to park-and-ride facilities. This will not apply to Canning Bridge as it is already a major transport hub;
- The Bridge is a significant access way for cyclists — need to consider bicycle parking at the station;
- Some people are already using park-and-ride by parking on Kishorn Road and catching the bus;
- Focus for shuttle service to be on Curtin University – possible that 3–4000 people will be transferring from station to the University;
- There is an opportunity for partnerships between the local councils and Curtin University.

3.2.3 Manning Senior Citizens

Meeting Date: 19 May 2006

Meeting Location: Manning Senior Citizens

- There was general support for the station — it would be useful for getting to Rockingham and Mandurah;
- It is unlikely that they would walk to the station as it too far for many of them (particularly those who live in Salter Point) and there is too much traffic around the station;
- There is support for a shuttle bus that would connect the southern parts of South Perth/Como with the station.

3.2.4 South Perth Bicycle Users Group

Meeting Date: 22 May 2006

Meeting Location: South Perth Operations Centre

- They would like more information on where bicycle parking will be provided, and how much parking (will be at upstairs at Canning Highway or downstairs on the platform)?
- The size of the lifts is important; they need to be big enough to fit both bicycles and people.
- Cyclists will travel at least 2km to use the station. Cyclists may continue directly to the City and use the station if travelling south to Mandurah;

- The area around the station is dangerous for pedestrians and cyclists, particularly the southbound freeway on-ramp from Canning Highway which does not have pedestrian signals. Cars turn from this road at reasonable speed and are more focused on turning traffic than pedestrians/cyclists;
- It would be useful to have a dedicated bicycle crossing phase at the station intersection. This way, bicycles could cross all lanes of traffic at the one phase;
- There was some concern about the potential for increased parking along residential roads – this may cause some pinch points which would adversely affect cyclists. However, it will also help to slow traffic down;
- Consider an overpass or good access onto the freeway footpath from Gentilli Way. Cyclists could then travel from there to the station. This would improve access from the Manning/Salter Point area;
- Changes to Manning Road and a southbound ramp from Manning Road to the freeway may help to reduce traffic along the bridge;
- The station should have good lighting;
- Not sure about the use of bicycle lockers — they take up a lot of space;
- The footpath along Canning Highway between the station and Henley Street should be widened and made a key access point to the station.

3.2.5 Youth Advisory Council

Meeting Date: 22 May 2006

Meeting Location: George Burnett Leisure Centre

- This is a busy intersection but some YAC members are happy to use it anyway;
- It would be good to have some more activity and seating around the station (including vending machines);
- Simple bicycle locks are better than large lockers;
- Good lighting is important — not just street lighting but lighting at a smaller level. It is important not just around the station, but along the key paths leading to/from from the station;
- It is good to have some activity around stations to attract people, but YAC members do not think it is a good idea to encourage people to linger around the station (“it may attract dodgy people”);
- A friendly night-watchman would be good but not too many security guards. Creating a safe but friendly environment is important.

3.2.6 Curtin University of Technology

Meeting Date: 23 May 2006

Meeting Location: Curtin University

- Curtin University is “wildly enthusiastic” about the development of the Canning Bridge Station;

- Currently, there is a lot of pressure on Curtin from vehicle movements as it is estimated that are up to 20,000 vehicle movements per day. It is hoped the train service will help to reduce this;
- Curtin is supportive of a shuttle bus from the station to Curtin. It is preferred that the bus stop at the existing bus stop within the campus and not on Kent Street;
- It is preferred that the shuttle service run along Manning Road;
- The bus should be reasonably frequent (i.e. at least every 30 minutes). It is expected that the shuttle will be well utilised, as there are a number of students from the southwest metropolitan area who could use the train and shuttle to access the campus;
- There is an opportunity to develop a park-and-ride facility for the station on campus (this could be connected to the station via the shuttle service);
- The development of the station is an opportunity to develop a clear bicycle network from the freeway/station to Curtin.

3.2.7 TravelSmart/Road Wise Advisory Council

Meeting Date: 14 June 2006

Meeting Location: City of South Perth Operations Centre

- Safe pedestrian-friendly walking paths to and from the station need to be developed;
- Bicycle lockers are important. The ‘dog kennel’ type are not always the best as they can be easily damaged and take up a lot of space. Other types of lockers should be explored;
- Currently, the high traffic volume around the station means there is a risk of pedestrian fatalities;
- An overpass should be considered, although not sure where it could be located;
- Pedestrian crossing points other than main Canning Highway/freeway intersection should be considered (i.e. further east along Canning Highway towards Henley Street);
- The bus station on Canning Highway needs better protection/shelter from the weather;
- Integration of buses and trains is very important. If there are long waiting times between train and bus, then people are unlikely to use the service;
- As this is planned to be a transfer station, there is unlikely to be major land use changes around the station;
- There should be more density and intensity of land uses along the main corridors (i.e. Canning Highway).

3.3 Focus Groups

- Focus group participants were positive about the station — it will be a convenient way of getting into the City;
- There was concern about pedestrian access to the proposed train station. It is not an ideal location as it is the centre of a busy and unsafe intersection;
- Paths to the station are seen as unsafe due to their quality (i.e. difficult to use with prams; poor lighting) and width (too narrow for a main road such as Canning Highway);
- Suggestions for improving access include:
 - allowing vehicular entry south from Manning Road onto the freeway;
 - providing pedestrian access across the freeway from the Manning Road area;
 - improving pathways along the foreshore to the station;
 - an overpass over the intersections is preferred – underpasses are considered unsafe.
- Support the concept of a transfer station. The goal should be to get people quickly and safely from the station to other parts of South Perth;
- The concept of a shuttle bus up Canning Highway was supported, although there was concern about the capacity for Canning Highway and Canning Bridge to support more traffic;
- Cycle access and parking is not a priority as many cyclists that would ride to the station could easily continue on to the CBD along the foreshore path;
- Concern that the station will increase parking problems in the area. Of particular concern is increased parking on Cloisters Avenue and Olive Park;
- A bus shuttle service to Curtin University was strongly supported. University students would be a major user of the rail service;
- There was some concern about having more buses on Canning Highway and the bridge;
- Support for limited land use changes — participants do not want to see “mega developments” (similar to the Raffles Hotel) as this will create more traffic;
- The group was not supportive of Canning Highway becoming an activity corridor. It would be unviable given the current traffic volumes/speed and availability of land;
- The Henley Street precinct could potentially be developed further. However, there was concern about increasing the volume of traffic;
- The foreshore should be preserved as it is.

3.4 Community Forum

The forum facilitator, Linton Pike from Estill & Associates, welcomed participants and outlined the purpose, process and areas of interest.

Following this, Shannon Savage from the Department for Planning and Infrastructure gave an overview of the planning context for the Perth Metropolitan areas and noted that:

- Network City, which represents the community's aspirations for Perth's future, was released in 2004;
- Network City proposes Activity Centres and Transit-Oriented Development as fundamental to a successful future for Perth;
- Activity Centres and Transit-Oriented Development should be seriously considered within the precincts of the Canning Bridge and future South Perth Stations.

Rod Bercov, Manager of Development Services from the City of South Perth, gave an overview of the local planning context. In particular, he outlined the existing zoning and land uses, as well as the future planning opportunities for both precincts

Cathy Day, a heritage consultant from Heritage Today, presented a brief history of the two precincts and outlined the important transport and land use changes that have occurred over the past 50–100 years. The presentation also outlined the unique characteristics of Como and South Perth.

During morning tea, participants were given an opportunity to gather further information about the station precincts and to speak with representatives from:

- New Metro Rail;
- Department for Planning and Infrastructure;
- Main Roads WA;
- Office of Crime Prevention; and
- South Perth TravelSmart.

Following this, the forum was split into separate workshops — the Canning Bridge Workshop and the South Perth Workshop. In each workshop, participants worked in small groups and were asked to comment on:

- their vision for the precinct;
- the opportunities to improve access to and from the station;
- long-term land use changes they would like to see in the precinct; and
- any concerns with community safety in the precinct and how these could be addressed.

The small group discussions were recorded by table facilitators onto group feedback sheets and aerial maps (refer to Appendix 5 for a copy of the group feedback maps).

The key points provided below are a summary of the feedback received from these small group discussions. While the information reflects the input and ideas of each table, it does not necessarily reflect the views of all forum participants.

3.4.1 Precinct Vision

- The precinct should be more than a residential area. There is potential for a lively activity centre and a vibrant community that encourages ‘local living’ and local activities;
- There is an opportunity to develop the precinct as a transit-oriented development hub with the station as one of many features rather than the focal point;
- The Canning Bridge should be a convenient, pedestrian friendly and safe access point to the station;
- Future planning should look to minimise the impact of the freeway on the precinct;
- Planning should ensure the station has a minimal impact on surrounding residential areas;
- The precinct should have numerous access points across the freeway that connect Como with the river so as to create ‘a river lifestyle’;
- Surrounding parklands should be beautified so as to become a ‘green’ suburb that recognises its historical value;
- Future planning should look to encourage more interaction between Applecross and Como;
- Create a place for seniors to retire, while also catering for children and teenagers;
- Encourage more pedestrian and cycle activity in the area.

3.4.2 Access

- An on-ramp to Freeway South from Manning Road is a priority;
- Cycling and walking paths should be separated (particularly on corners and blind spots);
- In the short-term, provide sheltered walkways to the station;
- In the long-term, develop a multi-storey Transit-Oriented Development (TOD) hub over the freeway that would provide easy pedestrian access from the southeastern area of the precinct;
- Some public parking to be provided under the multi-storey TOD hub;
- Southeastern corner of the precinct to access the station via an elevated walkway;
- Northeastern corner to access the station via a walkway under Canning Highway;

- Ensure easy, convenient access from Applecross to attract more people to the area;
- Ensure there is secure bicycle parking at both the bus station level (Canning Highway) and on the train station platform;
- ‘Kiss-and-ride’ to be provided south of Canning Highway (potentially near Robert Street);
- Provide an underpass from Cassey Street to Robert Street (with a link to a kiss-and-ride station) for safe access across Canning Highway;
- Park-and-ride to be located near Curtin University, supported by a bus shuttle service to the station;
- Shuttle bus to service Curtin University, Aquinas College, Penrhos College and Karawara Shopping Centre;
- Resident parking permits to be made available in the immediate vicinity of the station.

3.4.3 Land Use

- Develop a mixed use area along Canning Highway (east of the station) with medium- to high-density housing;
- Enhance the Henley Street/Canning Highway intersection through the development of a vibrant mixed-use area;
- Retain and beautify the foreshore area so it becomes a key public space in the precinct;
- Develop passive recreation opportunities at Olive Park with jetties and small-scale commercial activities (i.e. café);
- Provide meeting places around the Transit-Oriented Development hub;
- Increase zoning and height in the immediate area around the station (i.e. Subi Centro type densities with low-rise near the river becoming higher further east);
- New commercial/retail facilities are not required. Better access to existing facilities would make them more vibrant.

3.4.4 Community Safety

- Create an active precinct that attracts people (and opportunities for passive surveillance);
- Increase pedestrian movement along Canning Highway (east of the freeway). This will assist in minimising crime (through increased passive surveillance);
- Provide good lighting on surrounding footpaths;
- Provide wide footpaths to allow for a variety of users (pedestrians/cyclists, parents with children);
- More security cameras (not just on the station platform);
- Ensure fast and effective graffiti control.

3.4.5 Key Themes & Considerations

The key themes and considerations that emerged from the workshop include:

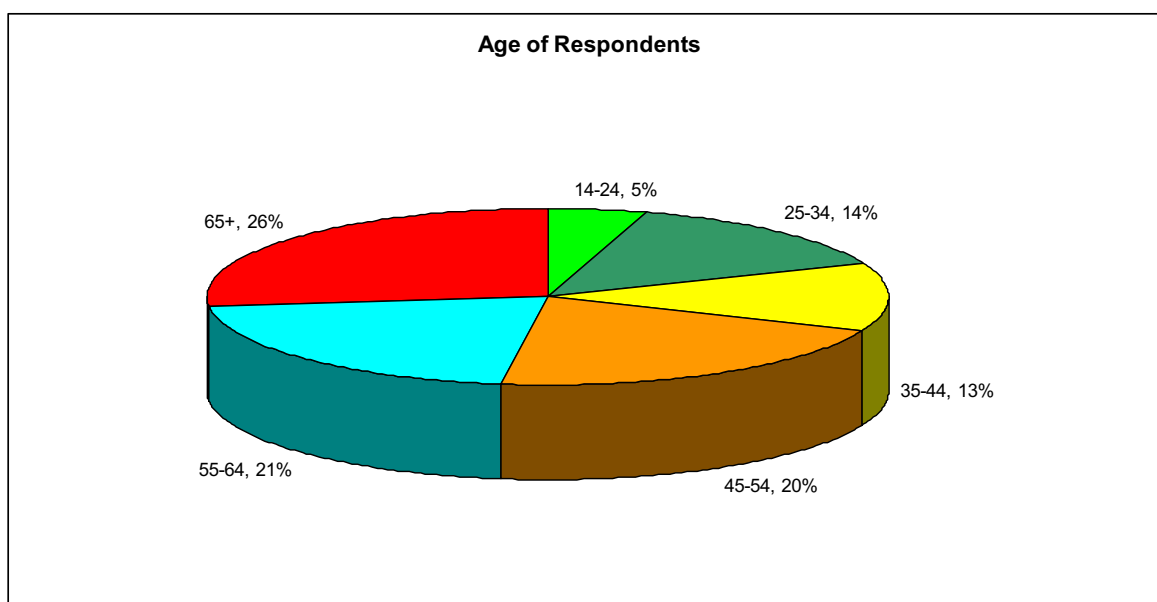
- The on-ramp from Manning Road to Freeway South is a priority;
- Maintain and beautify the foreshore;
- Retain residential land uses with a slight increase in density;
- There is potential for a TOD hub to be developed around the station in the long term;
- Strengthen the links between Applecross and Como;
- There is mixed support for an activity corridor or centre along or near Canning Highway;
- Separate pedestrian and cycle access where possible.

3.5 Community Survey

A total of 375 community surveys were received by 1 December 2006, with a sampling error of +/-4.97%. Sampling error is a measure of the variability that occurs by chance because a sample, rather than the entire population, is surveyed. In this case, +/- 4.97% represents the maximum expected difference between a probability sample value (survey respondents) and the true value (the entire South Perth population¹).

3.5.1 Demographics

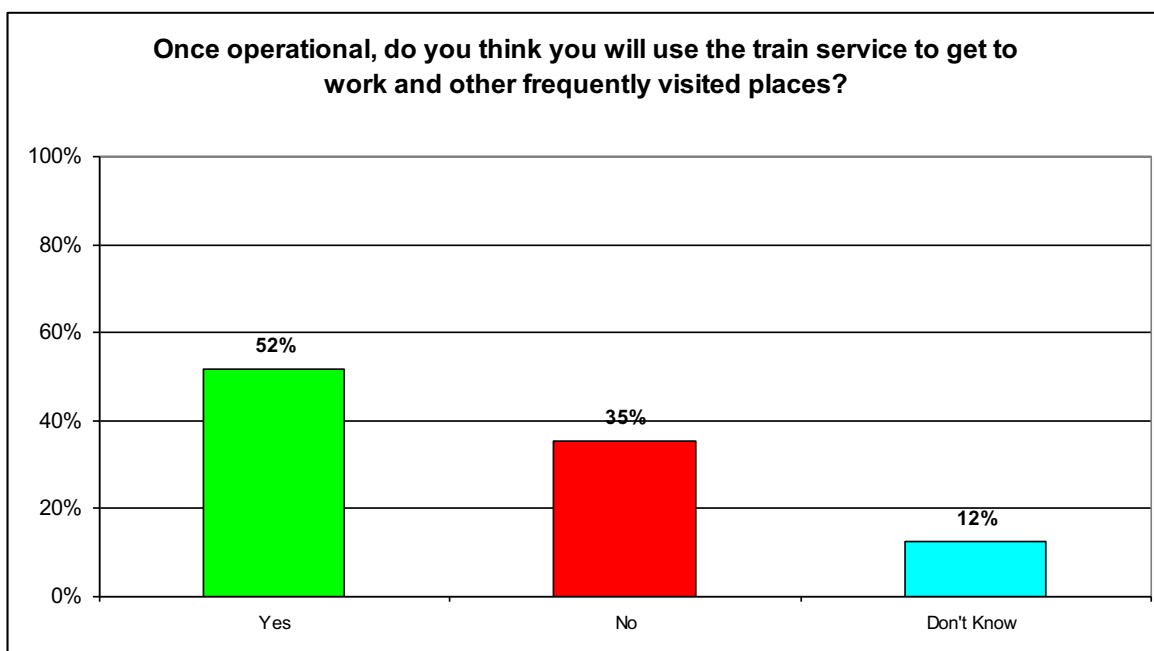
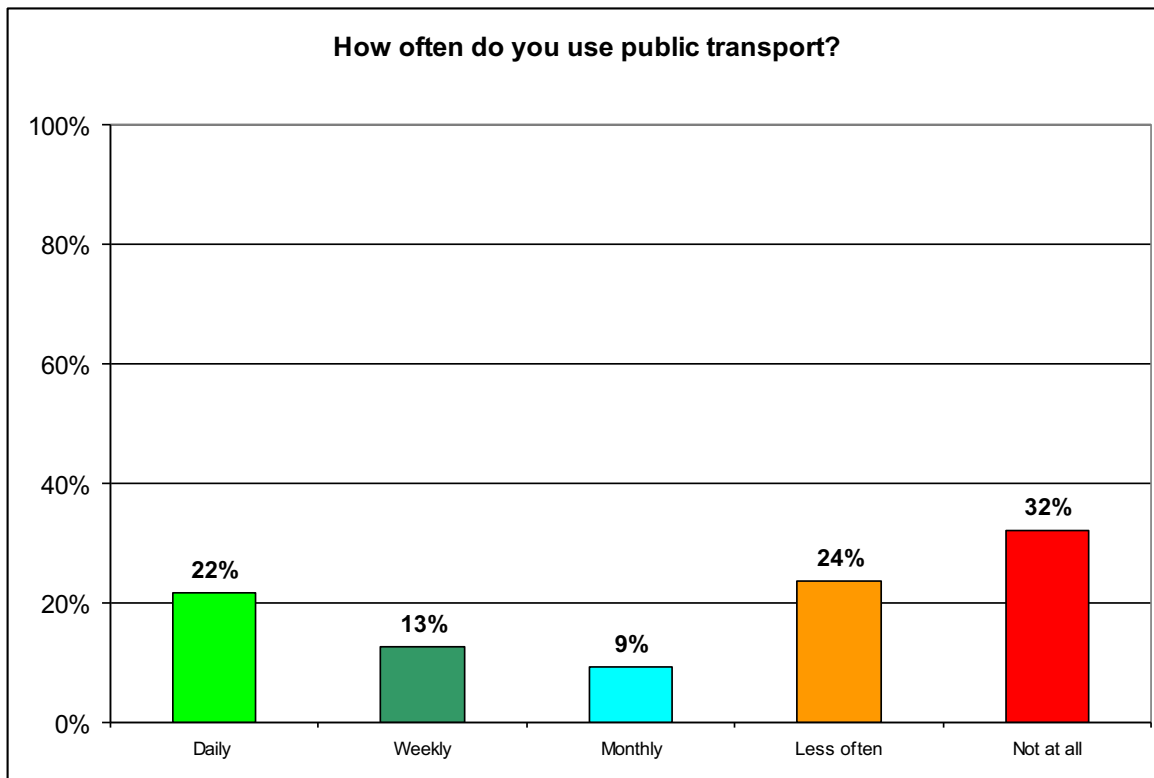
The majority of survey respondents (66%) were aged over 45, with only 5% aged under 24.



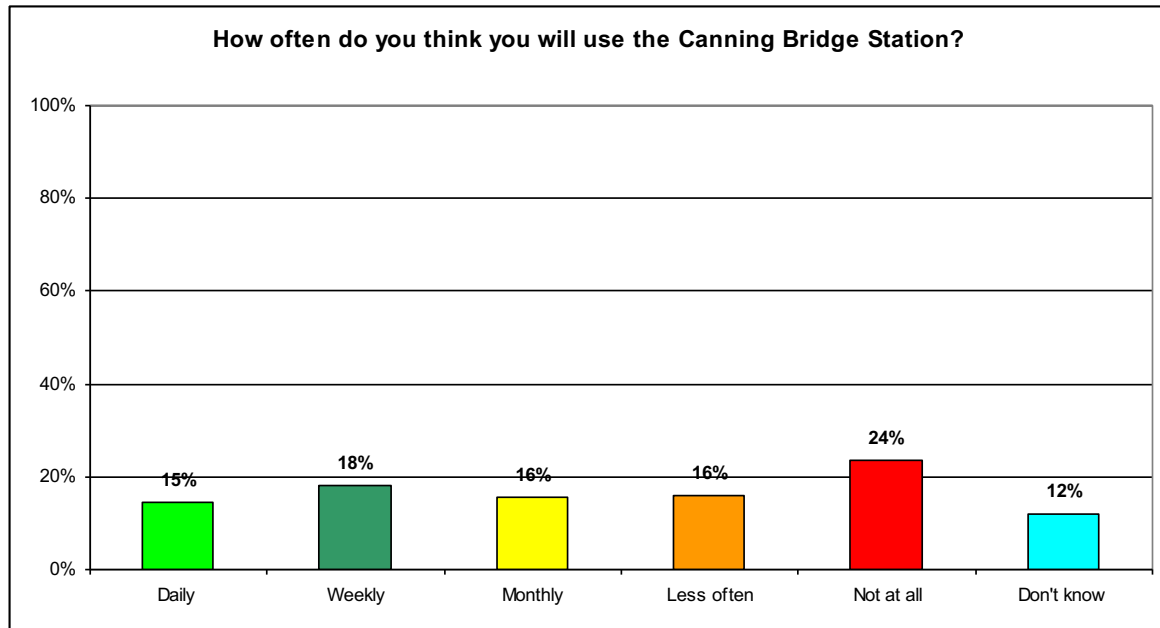
3.5.2 Current and Expected Use of Public Transport

A total of 35% of respondents currently use public transport either daily or weekly, with 24% using it less often and 32% not at all. When asked if they expect to use the train service to get to work or other frequently visited places, 52% said they would, 35% said 'no' and 12% were unsure.

¹ The figure of +/- 5.95% has been achieved by considering only half the South Perth population, as surveys were targeted to the Canning Bridge precinct and a selection of South Perth residents.



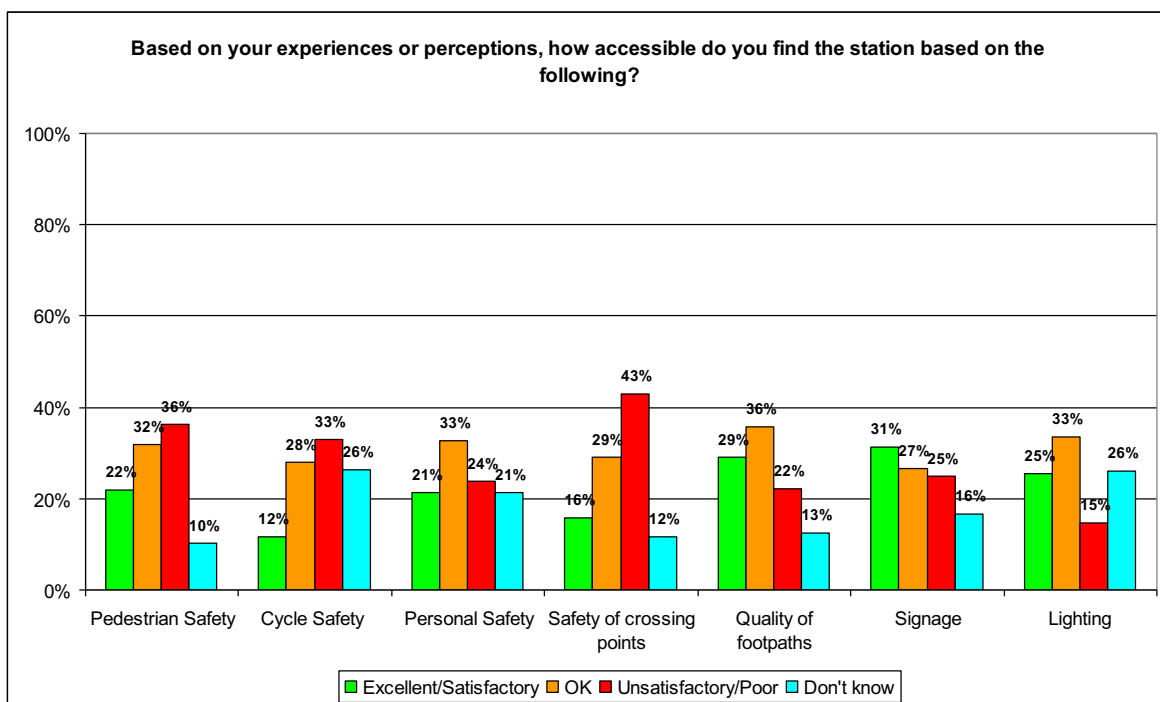
Respondents were also asked how often they expect to use the Canning Bridge Train Station. A total of 33% of respondents indicated that they would use it daily or weekly, with 18% expecting to use it less often and 24% not at all.



3.5.3 Access to the Train Station

Respondents were asked to comment on their experiences and perceptions of access to the station. In particular, they were asked to comment on pedestrian safety, cycle safety, personal safety, safety of crossing points, quality of footpaths, signage and lighting.

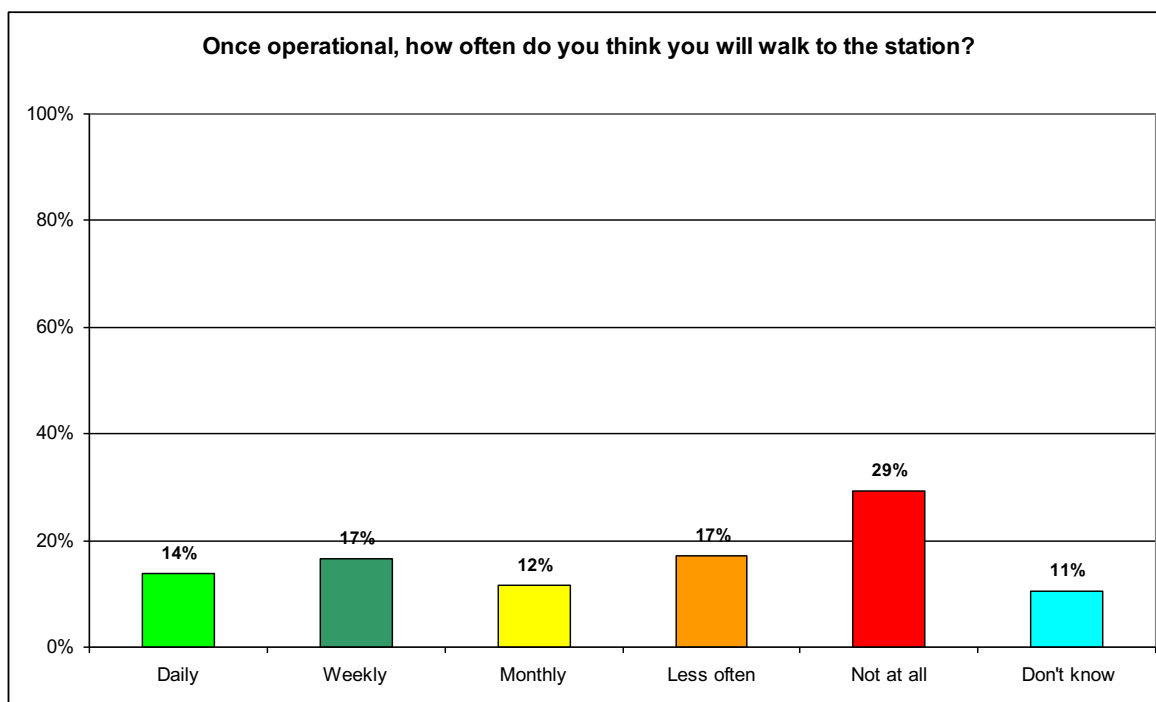
As can be seen in graph below, the majority of respondents considered pedestrian safety, cycle safety and safety of crossing points to be unsatisfactory or poor.



When asked to comment on how access to the station could be improved, respondents suggested:

- Providing flyovers or overhead walkways across Canning Highway (25% of respondents);
- Improving pedestrian crossing points (20%);
- Providing clear pedestrian walkways with good lighting and signage (17%).

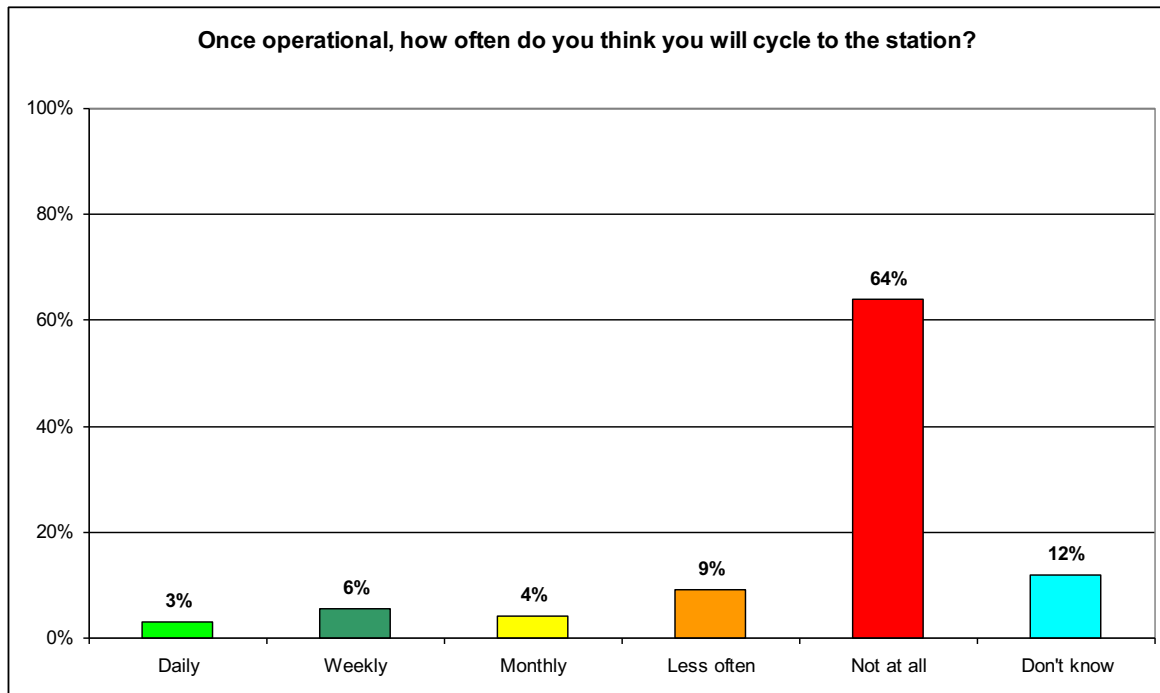
When asked to comment on whether they expect to walk to the station, a total of 31% of respondents indicated that would walk to the station either daily or weekly, with 17% indicating they would walk less often and 29% not at all.



Respondents were also asked to estimate how long it would take to walk to the station. Cross tabulation found that when looking at those who are within a ten-minute walk of the station, the number of people expecting to walk to the station either daily or weekly increased to 48%. A total of 13% of respondents said they would walk not at all.

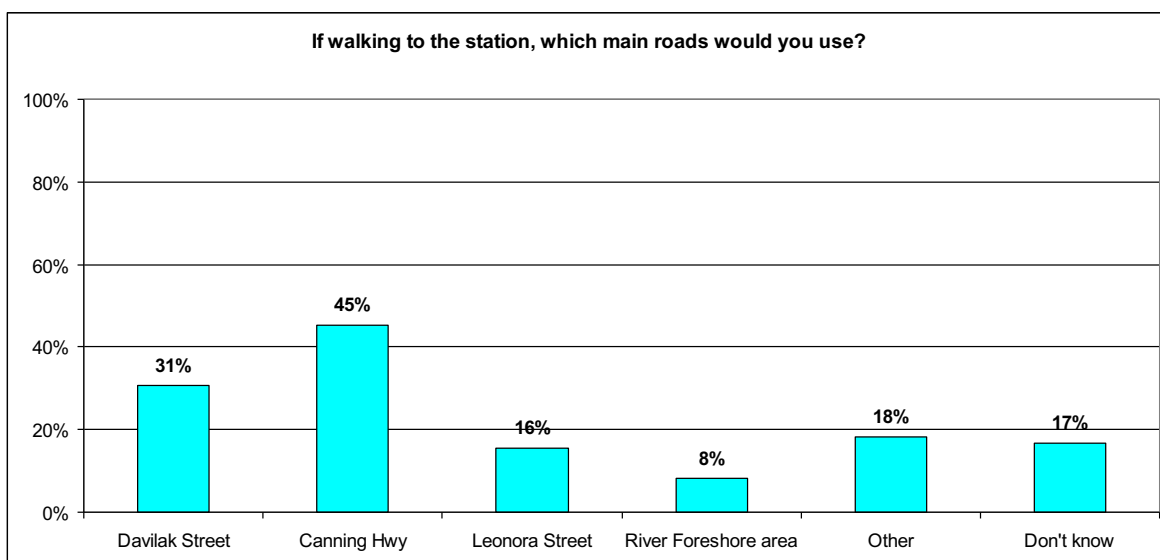
Respondents were asked to comment on what would encourage them to walk to the station. The majority of respondents (27%) indicated that nothing would encourage them as they are either too far from the station or not interested. A total of 15% of respondents suggested that better footpaths and lighting to the station would help, while 12% said that not having to cross Canning Highway at grade would be an incentive.

The efficiency and effectiveness of the rail service was also a factor, with 13% of respondents suggesting that they would be interested in walking to the station if catching the train was more convenient (and cheaper) than catching a bus or parking in the Perth CBD.



When asked to comment on whether they expect to cycle to the station, only 9% of respondents suggested they would cycle daily or weekly, with 64% of respondents indicating they would not cycle at all.

Cross tabulation of the results with distance from the station did little to change these numbers, which may suggest that distance to the station is unlikely to influence respondents' decision to cycle.



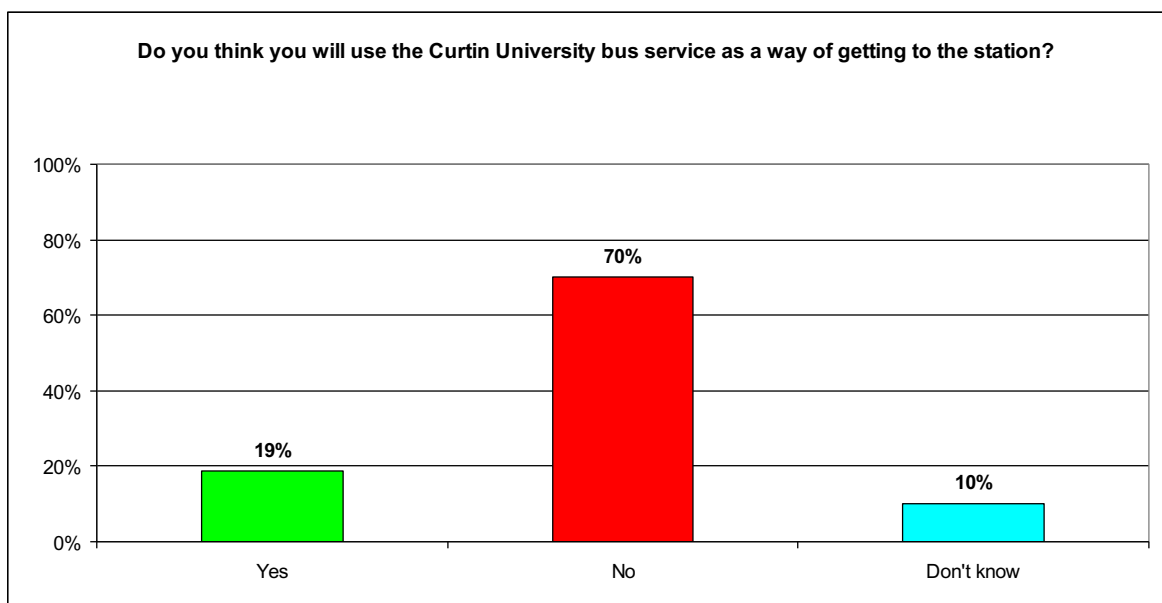
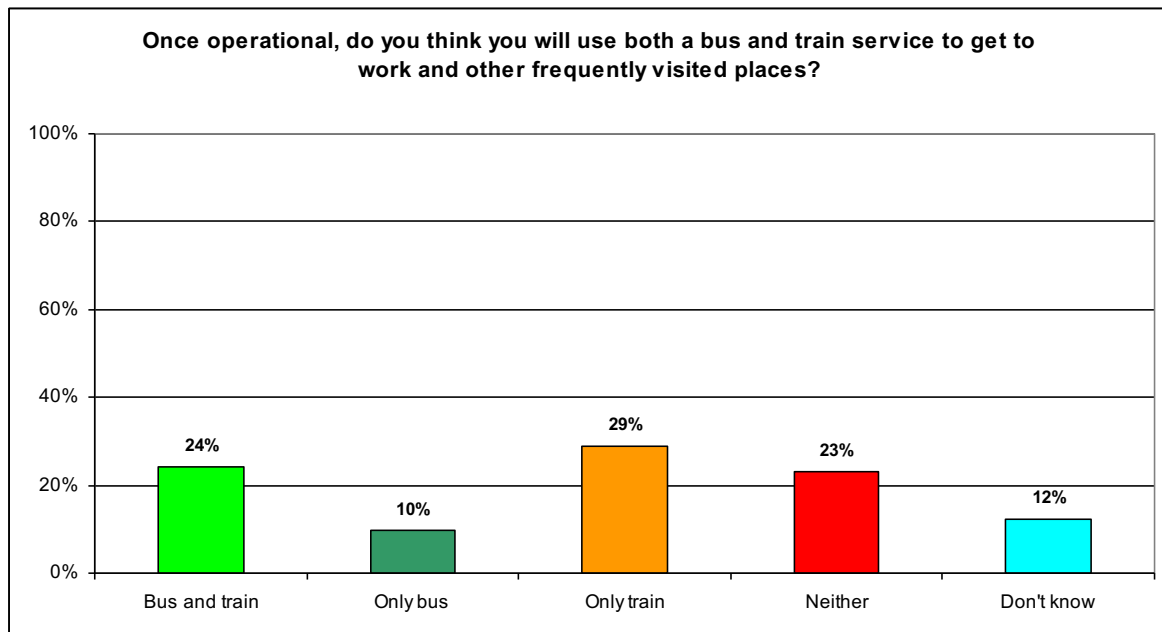
The survey found that nearly half of respondents expect to use Canning Highway to access the station, with 31% expecting to use Davilak Street.

When asked what their experience was of using Canning Highway Road as a pedestrian, 50% said it was 'OK' and 33% said it was unpleasant. Only 6% of respondents said it was pleasant. So while the majority of respondents expect to use Canning Highway, very few expect to find using the road as a pedestrian a pleasant experience.

3.5.4 Preferences for Using a Bus and Train Service

Respondents were asked to comment on their preferences for using a bus and train service to get to work or other frequently visited places.

A total of 24% indicated they would use both a bus and train service, with 29% using only the train and 10% only bus. However, when asked if they expected to use the Canning Bridge–Curtin University bus service, only 19% of all respondents suggested they would.



Cross tabulation found that a little over half (53%) of those who expect to use both a bus and train service would use the Curtin University service. This means that just under half (47%) of respondents who suggested they would use both a bus and train service *do not* expect to use the proposed Curtin University service. This may be because they expect to use other existing bus services to access the station, or

because they support the *concept* of using two forms of transport (bus and train) but in reality are unlikely to actually use both forms.

Cross tabulation with walking distance from the station also found that 33% of people who live more than 10 minutes from the station expect to use the Curtin service to access the station. When asked to comment on what would encourage them to use the Curtin service, 12% of respondents suggested a high-frequency service that is well connected to the train would be an encouragement.

A total of 11% of respondents suggested that the fact there is no parking at the station is an incentive to take the bus. The same number of respondents indicated that they would be interested in using the service if the bus ran along Manning Road. However, 48% of respondents indicated that nothing would encourage them to use the service, with one respondent commenting that using both a bus and train to get to work is no longer a commute “but an adventure”.

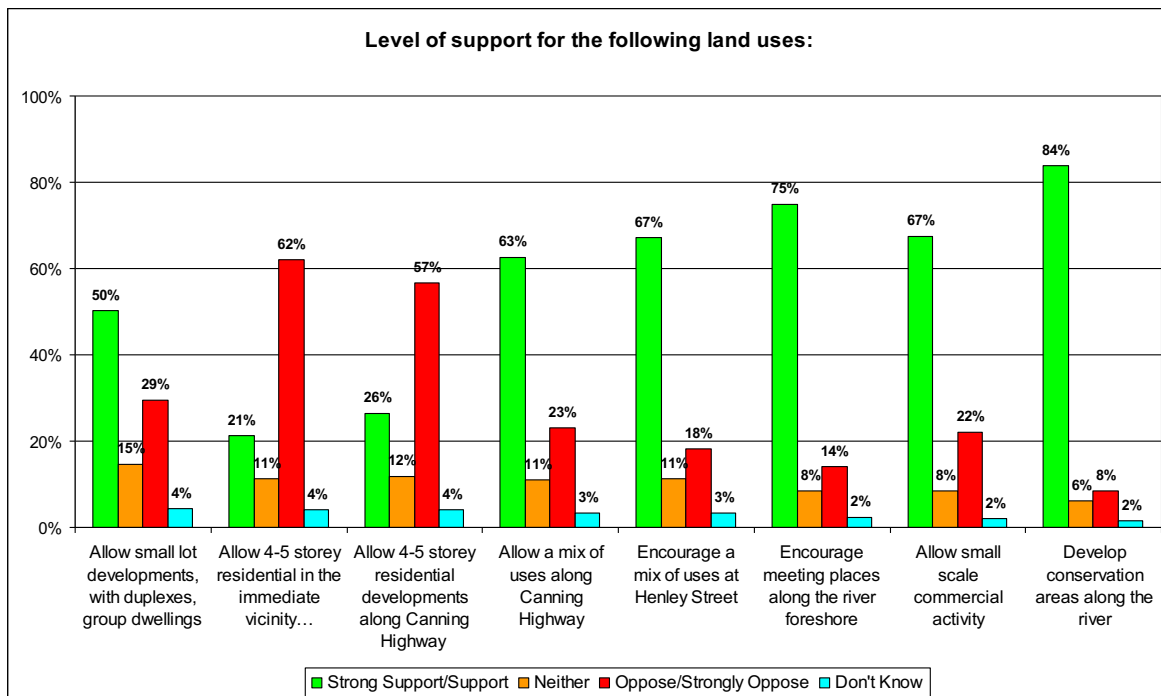
3.5.5 Attitudes Towards Land Use Changes around the Station

Survey respondents were shown a map of the Canning Bridge Train Station Precinct with four key areas outlined. These included:

- the immediate vicinity of the station (i.e. Davilak Street);
- Canning Highway;
- the corner of Canning Highway and Henley Street; and
- the river foreshore.

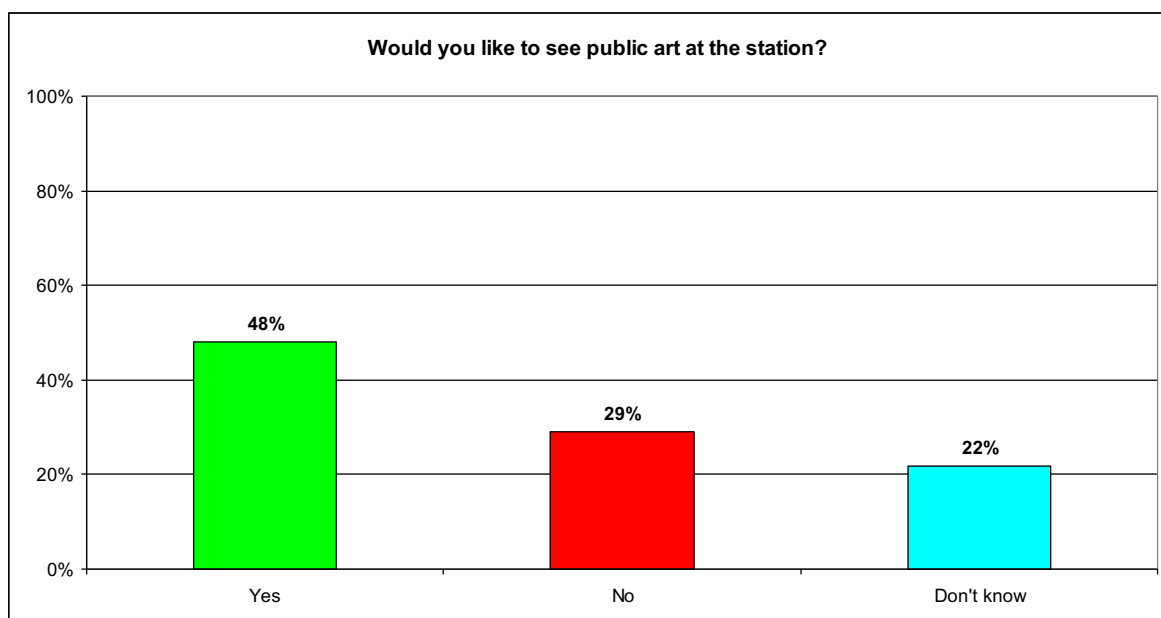
A level of support/opposition was sought from survey respondents on future land use changes in these four areas. The results are outlined below.

As can be seen in the graph, there is strong opposition to any four–five-storey development, whether it be in the immediate vicinity of the station or along Canning Highway. There is strong support for a mix of uses (i.e. residential and commercial) along Canning Highway and at Henley Street. There is also strong support for the development of meeting places (including small-scale commercial activity) along the foreshore, as well as the development of conservation areas along the foreshore.



3.5.6 Preferences for Public Art around the Station

Currently, there is no public art planned for the Canning Bridge Station. Survey respondents were asked if they would like to see public art around the station precinct. Just under half of respondents (48%) indicated that they would like to see public art around the station, with 29% saying 'no' and 22% unsure.



Suggested themes for the public art include:

- Water/river/nature and conservation themes (54% of respondents);
- Community themes including local Indigenous art (23%); and
- Historical themes (9%)

3.5.7 Concerns or Considerations Relating to Parking within the Station Precinct

Survey respondents were asked to provide any concerns or considerations they had in relation to parking in the station precinct.

The majority of respondents (42%) were concerned that passengers will park on verges and driveways and restrict traffic flow in residential streets. Other concerns relate to community safety and the perception that informal parking in the precinct will increase crime and antisocial behaviour (14%).

A total of 13% of respondents would like to see parking permits or other controls in the area and 12% would like to see a formal parking facility provided. A total of 14% of respondents had no concerns relating to parking in the precinct.

4. KEY FINDINGS

4.1 Access

- Walking and cycling to the station is perceived to be unsafe, mostly due to the high volumes of traffic and difficulty crossing roads (particularly Canning Highway);
- The survey results indicate that pedestrian and cycle safety, as well as the safety of crossing points, are poor or unsatisfactory;
- Survey results also indicate that a moderate amount of people (31% of respondents) will walk to the station daily or weekly. However, this increases to 48% among those who live within a ten-minute walk.
- Very few people expect to ride a bicycle regardless of their proximity to the station;
- Residents would like to see improved general access from Como to the foreshore area, with many seeing the foreshore as a good access point to the station;
- There is support for the Curtin University bus service from focus group discussions, stakeholder interviews and the community forum. However, the survey results suggests *actual* use by residents may not be high, with approximately half of those who indicated they would use a bus and train service do not expect to use the proposed Curtin service; ;
- A range of suggestions to address the problem of access includes above grade solutions (i.e. overpasses), more and better-timed crossing points and the development of transit oriented type developments above the station which are connected to the surrounding residential areas.
- Focus group participants and survey respondents have expressed concern about parking in the precinct. In particular, there is a concern that passengers will park in residential streets, which will restrict traffic flow, impact on amenity, and see an increase in crime and antisocial behaviour.

4.2 Land Use

- Focus group participants favoured minimal changes to land uses, preferring to see resources directed towards improving access;
- Community forum participants suggested a range of land use changes, including a Transit-Oriented Development above the station which would help to better connect the station with surrounding residential areas;
- Survey respondents were generally supportive of a mix of uses around the station, but were not supportive of four to five-storey buildings in the immediate vicinity of the station or along Canning Highway.
- There is strong support for the development of meeting places and small scale commercial activity along the foreshore.

4.3 Other

- There is general support for the station and input from the focus groups, interviews and survey suggests it will be reasonably well used;
- Just under half of survey respondents support public art in the precinct, with the main suggested themes including river/nature and community themes (including Indigenous art).

APPENDIX 1. GLOSSARY OF TERMS²

Commercial Land Uses

Commercial zones cater for a wide range of land uses including retailing, personal services, business services and administration normally carried out from shops, offices, showrooms and similar premises.

Grade Separation

A structure that allows traffic/pedestrians to pass over or under a road or railroad.

Kiss & Ride

Kiss and ride areas are designated drop off and pick up areas outside of train stations.

Mixed Use

The compatible mixing of a range of appropriate uses, integrated in close proximity to each other to improve the efficiency and amenity of neighbourhoods, reduce travel demand, increase walkability, and make more efficient use of available space and buildings.

Residential Design Codes of Western Australia (R-Codes)

Guiding decision-making for development applications, the R-Codes control all forms of residential development in Western Australia, including such things as density, lot and built form requirements and setback distances.

Where land is coded as, for example, R60 on a structure plan or TPS map, it means that up to 60 dwellings per hectare can be developed within that area.

Town Planning Scheme (TPS)

Also known as a district planning scheme or city planning scheme, town planning schemes are prepared and administered by local government authorities.

Town Planning Schemes are required to be consistent with the broad zonings and reservations provided in the Metropolitan Region Scheme, however are substantially more detailed. The TPS is the statutory tool for:

- setting aside land for recreational, public and local authority purposes;
- making provisions as to the nature and location of buildings and the size of lots when used for certain purposes; and
- making provisions for other matters necessary or incidental to town planning or housing.

Transport Oriented Development

Transport Oriented Development (TOD) is moderate to higher density development within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians (without excluding motor vehicles) whose design and orientation facilitate transit use.

² Information provided by the Department for Planning & Infrastructure 2006

APPENDIX 2. AWARENESS RAISING MATERIAL

APPENDIX 3. STAKEHOLDER INTERVIEW SCHEDULE

APPENDIX 4. FOCUS GROUP RECRUITMENT INFORMATION

APPENDIX 5. COMMUNITY FORUM AGENDA

APPENDIX 6. COMMUNITY FORUM MAPS

APPENDIX 7. COMMUNITY SURVEY