

SOUTH PERTH TRAIN STATION PRECINCT

COMMUNITY ENGAGEMENT REPORT

**Prepared for
The City of South Perth**



Estill
& ASSOCIATES

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Author	SB
Reviewed By	BC (2) MV (3)

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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 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 South Perth Train Station precinct is within the Mill Street precinct of South Perth. The station will be located within the Kwinana Freeway reserve, in the area between Richardson and Bowman Street.

The South Perth station is intended to be a 'destination station' in that it will assist visitors accessing key locations such as the Perth Zoo and the South Perth foreshore. The intention is that the station will not be a park and ride station, nor will connecting bus services be provided. The focus will be on encouraging passengers 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:

- Parking is perceived to be a major concern. In particular, there is a concern that train passenger parking will adversely impact local residents and local businesses;
- There is a need to manage not just parking but also increased traffic volumes associated with 'kiss-and-ride';
- The survey results indicate that pedestrian access to the station area is reasonable (in terms of pedestrian safety and crossing points);
- While only 30% of all survey respondents expect to walk to the station, this number increases (57%) when looking at the respondents who live within a 10 minute walk – only 4% of those within a 10 minute walk expect to not walk at all.

- Very few survey respondents expect to cycle to the station, regardless of their proximity to the station;
- There is some concern with crossing Labouchere Road. For example, the majority of survey respondents (68%) indicated they would use Labouchere Road to access the station, but only one quarter of them find this a pleasant experience;
- There is a need to develop clear links with Perth Zoo and the station. Suggestions for doing this include pedestrian/cycle paths that respect the amenity of existing residential areas (consider one half of Richardson Street). Other suggestions include providing an overpass across Labouchere Road;
- Focus group and community forum participants suggested the use of a bus service to connect the station with other parts of South Perth (including Mends Street);
- Survey respondents, focus groups participants and other stakeholders expressed concern about the lack of information on the station, particularly in regards to its location, design and footprint (how it would impact on other areas).
- Focus group and forum participants were happy with increased density in the area as long as it is well managed and there is a mixture of height and styles;
- The survey indicates there is support for a mix of uses in the immediate vicinity of the station. However, workshop participants and those interviewed do not see the station as the focal point of the Mill Street precinct (i.e. it should not be a Transit-Oriented Development);
- There is an opportunity to further enhance Mends Street as the focus of future development and activity (workshop participants considered this to be the location of Transit Oriented Development and the survey results support a mix of uses in the area);
- There is support for more 'meeting places' in the foreshore area (i.e. cafes, public spaces).
- There was a clear message from the stakeholder interviews and the community forum that Richardson Park should not be compromised.
- There is a need for more information about the station location exit/entry points and how these will impact existing streets (i.e. will the focus of pedestrian and vehicle traffic be on Charles, Richardson or other streets?);
- The ferry is a key part of the Mill Point precinct and should not be impacted by the introduction of a rail service.
- More than half of survey respondents support public art in the station precinct, with the main suggested themes including historical/heritage, water/river based and local community/family themes.

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 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 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 South Perth Train Station precinct is within the Mill Street precinct of South Perth. The station will be located within the Kwinana Freeway reserve, in the area between Richardson and Bowman Street.

The South Perth station is intended to be a 'destination station' in that it will assist visitors accessing key locations such as the Perth Zoo and the South Perth foreshore. The intention is that the station will not be a park and ride station, nor will connecting bus

services be provided. Passengers will be encouraged to access the station via foot or cycle.

Insert map

2. COMMUNITY ENGAGEMENT 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 community engagement methodology, 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 Les Robison (2002) and used by State Government's Office for Citizens and Civics.

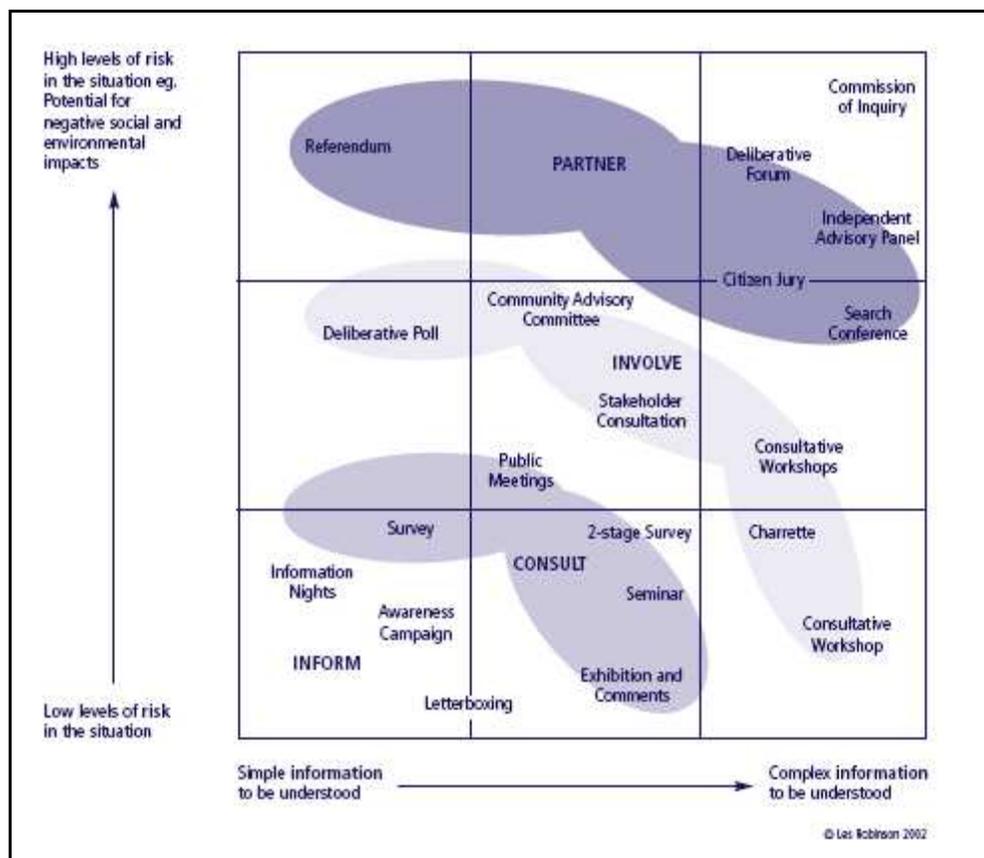


Figure 1. Public Participation Matrix

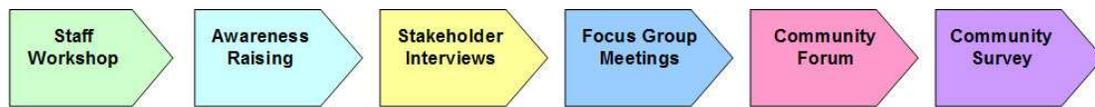
This matrix is useful in determining how the complexity of information relates to the level of risk and how this influences the level of participation required by the community or stakeholders. The criteria for determining the complexity of information and level of risk include:

- 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;
- media statements and community forum advertisements in the *Southern Gazette*; and
- community forum postcard advertisements sent to residents in the immediate vicinity of the South Perth Station.

2.4 Stakeholder Interviews

Interviews were held with the following stakeholders:

- City of South Perth Youth Advisory Committee;
- TravelSmart/Roadwise Advisory Group;
- Perth Zoo;
- South Perth Hockey & Cricket Clubs; and
- Royal Perth Golf Club.

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 South Perth 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 Mill Street 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;
- 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

- There is an opportunity to strengthen the focus of the area as a mixed use hub. It could become a North Shore style development with four, five or six storeys potentially;
- Mends Street Jetty should mirror what is happening at Barrack Square/Barrack Street Jetty in the longer term;
- Include a Business Development Park to the north near freeway ramps to encourage a high-quality business hub.

3.1.2 Key Considerations

- The commercial mix along the key pedestrian links is yet to be defined. The station is likely to be a destination, not an origin station. However, schools and seniors may use it as an origin station for regional trips to Joondalup or Mandurah;
- Some of the existing commercial buildings work well without going to great height;
- Identify commercial nodes in the area such as the one to the south;
- Miller Reserve from Judd Street to South Terrace is a protected area;
- It will be good to get people back to the river at Preston Street with a fun park or other feature;

3.2 Stakeholder Interviews

3.2.1 Youth Advisory Council

- 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 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.

3.2.2 TravelSmart/Road Wise Advisory Council

- There should be large multi-use shared paths that connect the station to other parts of the precinct. These should be designed as pedestrian plazas with appropriate landscaping;
- The paths from the station should be part of the journey and should have an inner-city feel with a mix of uses;
- The ramp from the freeway reserve to Richardson Street/Charles Street will need to be reasonably long so that it is not too steep (i.e. like the Claisebrook Train Station overpass);
- The area around the station is likely to have a mix of residential and commercial land uses;
- The area around the station should have a broad well-defined access point but should not have places for social interactions and gathering. The focus should be on providing clear and pleasant access to other parts of the precinct;
- While parking should not be encouraged around the station, some on-street parking for residents/business owners should be allowed as this will help to slow down traffic.

3.2.3 Perth Zoo

- The priority is to have a station developed sooner rather than later. The Zoo wants to encourage green transport;
- Currently the Zoo is hard to access — the station will improve this, particularly for schools;
- The Zoo does not wish to build new car parks — alternative transport will be important in achieving this;

- A recent survey has found that access to the Zoo is not easy. A total of 10% of people access the Zoo via the ferry. It will be important to have another link from the City to the Zoo;
- Convenient access points from the station to the Zoo will be important, especially for the elderly and young children. This should include access paths that are protected from the weather. Wider footpaths for the elderly are also important;
- The Zoo is the second most visited tourist attraction in Perth. The group is keen to see the station named the 'Perth Zoo Station'. The Zoo is happy to be involved in this branding;
- It is important to brand the station in a way that makes it easy for visitors to identify the rail line as a way to get to the station. The link between the station and the Zoo needs to have a clear path and a transition point;
- The Zoo entrance is expected to stay where it is for at least 20 years;
- Currently, traffic is a problem with a number of small children crossing Labouchere Road. Labouchere Road should be downgraded to a 40k/hr speed limit near the Zoo;
- The route from the station to the Zoo should not require pedestrians to cross high volumes of traffic;
- Richardson Street provides the nicest and easiest path to the station, although people will take the shortest route (which may be Charles Street);
- An entry statement at the station is important — this would include plenty of trees, coloured pavements, animal tracks, zoo banners and statues. The theme should be natural rather than modern/urban.
- Parking is a concern because people will use the free Zoo parking to catch the train;
- The Zoo would prefer that the parking remains free for Zoo patrons only. The Zoo will need to talk to the City regarding standardised Zoo parking;
- The Zoo does not wish to see Richardson Park compromised;
- There is the potential to increase density/activity on Richardson Street, but the Zoo would not like to see higher density impact on the safety of walking from the station to the Zoo;
- The walking path to the Zoo should avoid large shrubs or other vegetation that compromises safety/surveillance;
- The Zoo would like to be consulted on the design of the station and would like to discuss the potential for including a train ticket in the cost of the Zoo entry.

3.2.4 South Perth Hockey & Cricket Clubs

Cricket Club

- The cricket club was disappointed with the level of information from Council about the station and its visual impacts;
- Richardson Park has been an icon for local and Western Australian cricket. Richardson Park should be maintained as an A Class reserve for the next 75 years. The cricket club is a significant location for WA cricket, with a number of touring

teams using the facilities. There is a need to develop a significant facility for the future;

- The club has not received any money from the City of South Perth since 1989. The club is looking to upgrade and improve its facilities (i.e. refurbishment of clubrooms, change rooms etc);
- Council is keen that community assets should be self sustaining. As such, there is the potential to look at developing commercial enterprises (provided that they are complementary to the club). One option is the development of a health studio/fitness centre that could service the wider community. This could involve the relocation of the clubrooms closer to Richardson Street;
- The cricket club would like to discuss the potential for a partnership with the City to provide a health centre as part of the club rooms.

Hockey Club

- From a hockey perspective, the opportunities for the club are fairly limited (the station is unlikely to be used by club members, players etc);
- The major concern is the potential impact and 'footprint' of the station (in terms of traffic and parking). Like the cricket club, there is a concern that the station (and resulting land uses) will encroach on Richardson Oval;
- Higher density in existing areas is acceptable but any future development should not 'carve up' the oval;
- The hockey club would not oppose any relocation of the clubrooms closer to Richardson Street, but are not as interested in developing commercial operations. The hockey club feels that the City should be providing sporting facilities at cost;

For both clubs, there is a concern with the potential for vandalism, increased pressure on parking spaces and the potential to encroach on the oval. Both clubs would like information and feedback on any proposals for the precinct.

3.2.5 Royal Perth Golf Club

- Members are concerned about the impact the station will have on parking in the precinct. Currently, a number of people from other precincts in the City of South Perth park in the Mill Point precinct and either walk across the Narrows Bridge or catch a ferry into Perth. This makes it difficult for local business operators;
- Permit parking for the precinct should be considered;
- RPGC is interested in how parking will be managed and controlled as the club's carpark is currently full a number of days per week. There is a concern that those using the station will park at the golf club and the club would like to see a stringent parking policy developed for the precinct;
- It will be difficult to enforce parking restrictions at the club. For example, two-hour limits are not appropriate because most games of golf go for longer than two hours. The use of permits for players will also be problematic as there are often visiting members from other clubs and some RPGC members have multiple cars;
- RPGC is interested in the impacts of a kiss-and-ride and associated traffic on Richardson Street and Labouchere Road. Will a kiss-and-ride be formalised? If not, how will it be managed?

- There is a concern about an increase in people walking through the golf club to access the station. Currently, people are permitted to access the course provided they do not impact on the players. The station may see an increase in pedestrian access through the course. The course is not well lit or secure at night and there may be some community safety concerns if more people walk through the course at night on their way to/from the station;
- Much of the patronage for the station would be coming from the northern end of the precinct and are not likely to pass through the golf course;
- The club can see the station having very little benefit to the club or its members. It is unlikely that the members will use the station to access the course;
- The major concerns are:
 - The impact of residents from outer South Perth suburbs parking in the precinct in order to catch the train;
 - The traffic impacts of a kiss-and-ride; and
 - The safety/security impacts of pedestrians walking through the course to access the station.

3.3 Focus Group Meeting

Meeting location: George Burnett Leisure Centre

- Do not want to see the train station detract from the ferry services in the area;
- Parking management solutions including paid parking and time restrictions should be implemented to manage this increased demand for parking and deter people from parking and riding;
- Some raised concerns about the impact of parking management on their lifestyle and choices;
- Kiss-and-ride needs to be managed to prevent the negative impact of additional traffic in the area;
- Consider a transfer bus service that operates between the train station and major landmarks throughout the local area such as schools and shops;
- Passengers should be encouraged to walk and/or cycle to the station, especially if this would discourage people from driving and parking in the area;
- Consider dedicated walking and cycle paths to the station that are not guided through existing residential areas;
- Getting over Labouchere Road was identified as a problem for pedestrians. It was suggested that an overpass or underpass would be an adequate treatment for the site;
- The area surrounding the train station should not become its own activity centre. It should not detract from the existing centre on Mends Street;
- The Mends street area is considered 'boring'. It needs to become more dynamic and alive;
- Development along the foreshore should also be considered;
- It was generally felt that high density is acceptable as long as it is done well and is well managed;
- Residents would like more information about the proposed station and its impact on the local area, including:
 - where the train station will be located;
 - pedestrian and vehicular access to the train station;
 - days and times of operation;
 - designated routes to Mends Street and the Zoo; and
 - parking management.

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

- Establish the precinct as a village with a defined geographical area;
- Develop a vibrant place with a range of activities that provides opportunities to congregate and socialise;
- Improve access (including visual links) to the freeway side of the river;
- Extend the feel of Mends Street to other parts of the precinct; and
- Enhance the ferry service as a key part of South Perth's identity.

3.4.2 Access

- Parking to be provided well away from the station area — do not encourage vehicle access around the station;
- Develop clear access paths from the station to the ferry/Mends Street precinct. These paths could run down either Richardson or Charles Street, and access Mends Street and the ferry via Windsor Park;
- Shared use (cycle and pedestrian) paths along the freeway foreshore should be widened or separated;
- Retain existing overpass and look to provide an additional overpass between South Perth and the Como area.

3.4.3 Land Use

- Look to develop Mends Street as a pedestrian mall;
- Maintain existing areas of open space including the bowling club, Windsor Park and Richardson Oval;
- Maintain the heritage theme of buildings along Mends Street;
- More activity along the foreshore (i.e. cafes and meeting places). Any activity should not overly reduce existing areas of public space;
- Increase density of housing in the precinct, provided there is a range of building heights and that key view corridors to the river are maintained.

3.4.4 Key Themes & Considerations

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

- Focus of Transit-Oriented Development to be closer to the ferry than the train station;
- Look to improve pedestrian and visual access to the freeway section of the foreshore;
- Look to develop activity centres around the existing commercial area (particularly Mends Street);
- Encourage further activity and opportunities for social interaction along the foreshore;

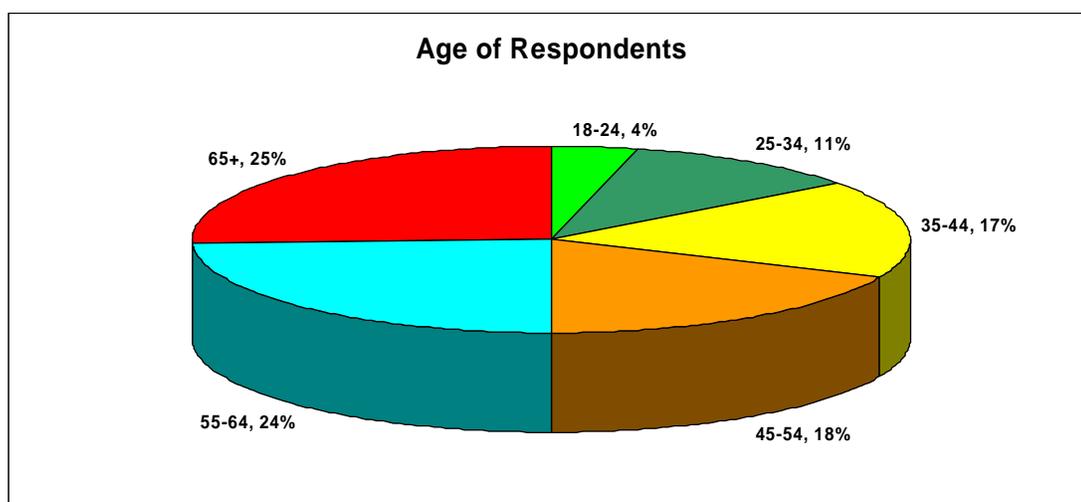
- Maintain existing areas of public/green space (i.e. Windsor Park, Richardson Oval); and
- Separate pedestrian and cycle access where possible.

3.5 Community Survey

A total of 267 community surveys were received by 1 December 2006, with a sampling error of +/-5.95%. 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, +/- 5.95% represents the maximum expected difference between a probability sample value (survey respondents) and the true value (the South Perth population¹).

3.5.1 Demographics

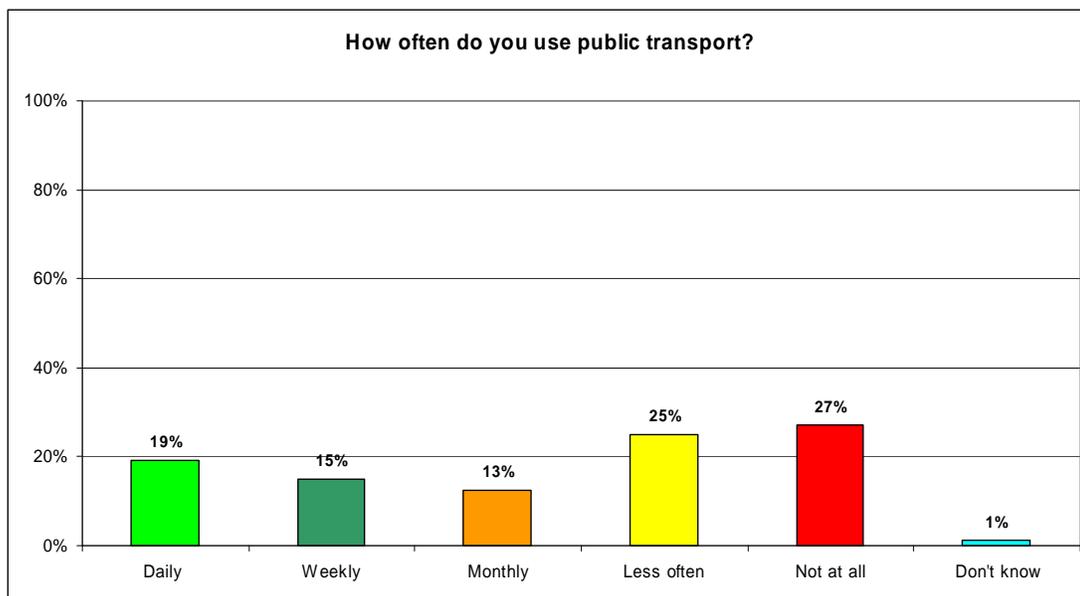
The majority of survey respondents were aged 44 and over (67%) with 15% aged 18–34.



3.5.2 Current Use of Public Transport

A total of 34% of respondents currently use public transport either daily or weekly, with 25% using it less often and 27% not at all.

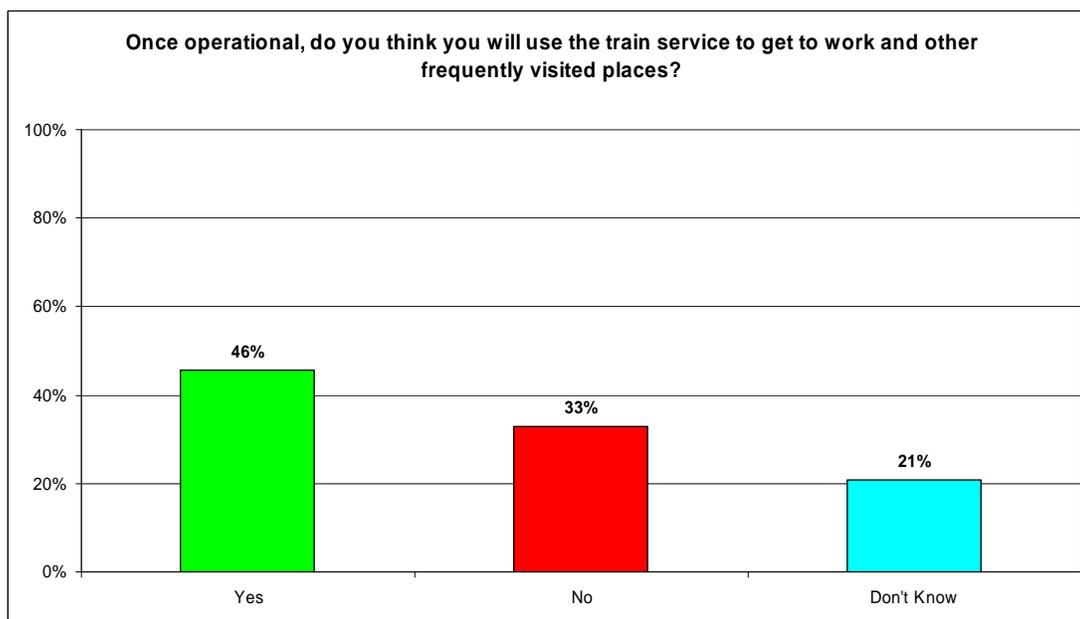
¹ The figure of +/- 5.95% has been achieved by considering only half the South Perth population, as surveys were targeted to the Mill Street precinct and a selection of South Perth residents.

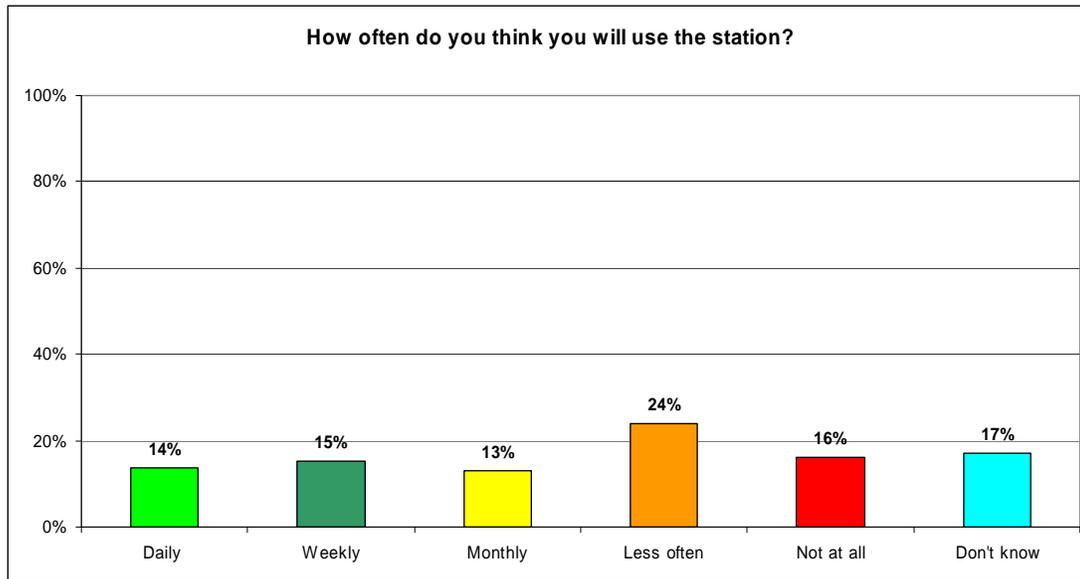


3.5.3 *Expected Use of the Train Service*

When asked if they expect to use the train service to get to work or other frequently-visited places, 46% said they would, 33% said 'no' and 21% were unsure.

Respondents were also asked how often they expect to use the South Perth Train Station. A total of 29% of respondents indicated that they would use it daily or weekly, with 24% expecting to use it less often and 16% not at all.

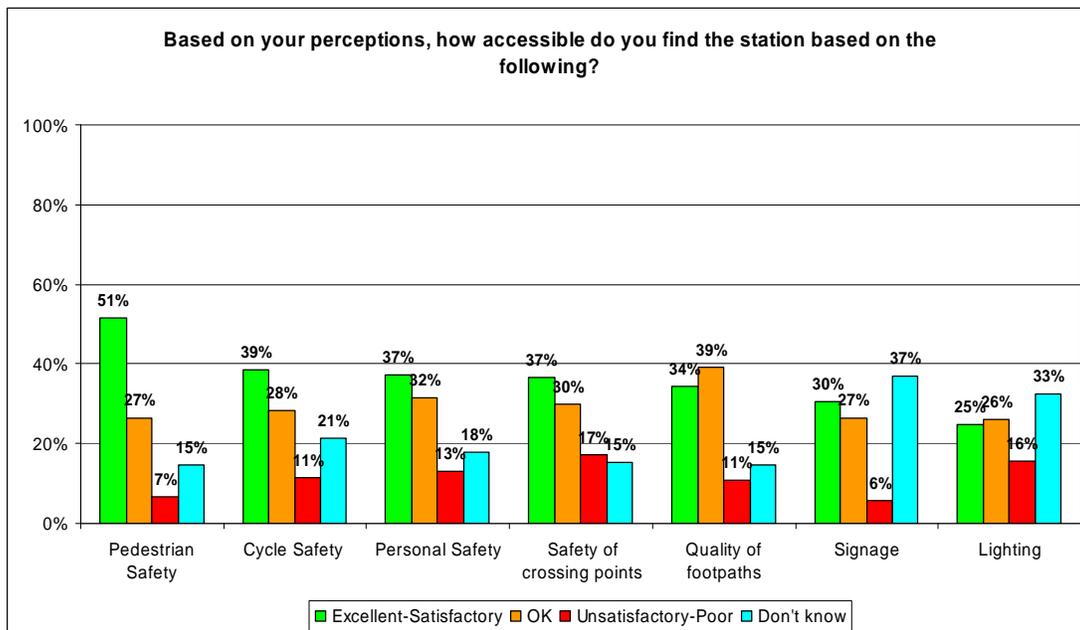




3.5.4 Access to the Train Station

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 excellent or satisfactory.



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

- Improve pedestrian paths and better crossing points for Labouchere Road (32% of respondents);

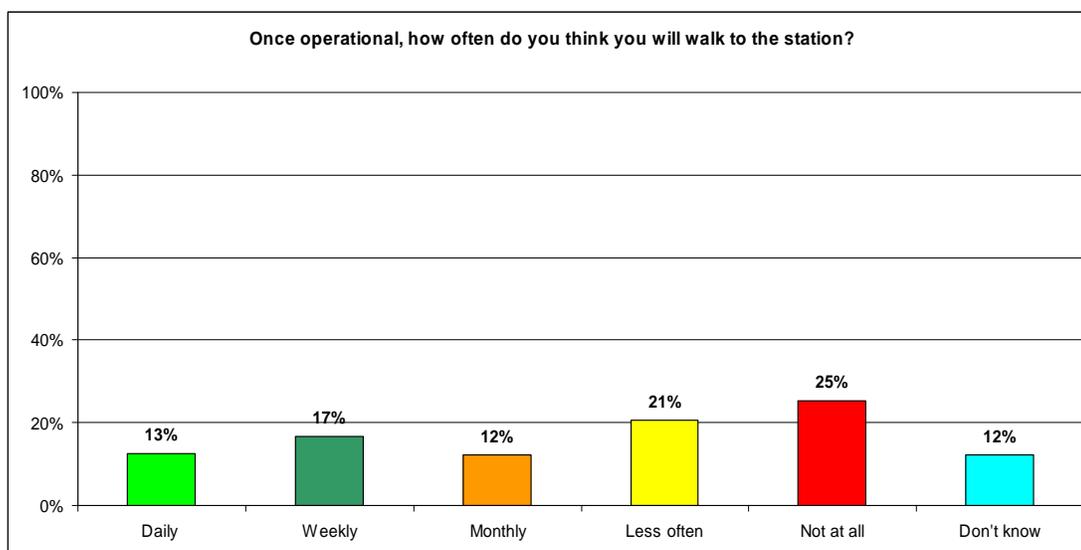
- Provide bus connections to the station from other parts of South Perth (19%);
- Good lighting and signage (11%).

Significantly, 18% of respondents said they were unsure as to where the station is located (although this was outlined in the survey) or what it will look like.

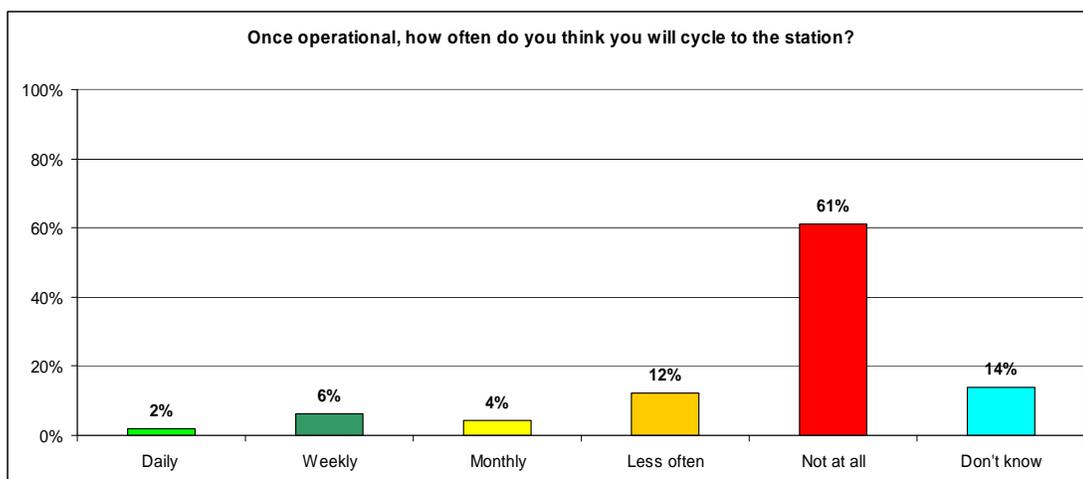
When asked to comment on whether they expect to walk to the station, 30% of respondents indicated that would walk to the station either daily or weekly, with 21% indicating they would walk less often and 25% not at all.

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 57%. Only 4% of respondents who lived within a ten-minute walk said they would not walk at all.

When asked to comment on what would encourage them to walk to the station, 24% of respondents suggested good walking paths are important. Proximity to the station is also significant, with 24% of respondents indicating the time required to walk will influence their decision. A total of 23% said nothing would encourage them to walk as the station is either too far or there are bus stops close to their house.

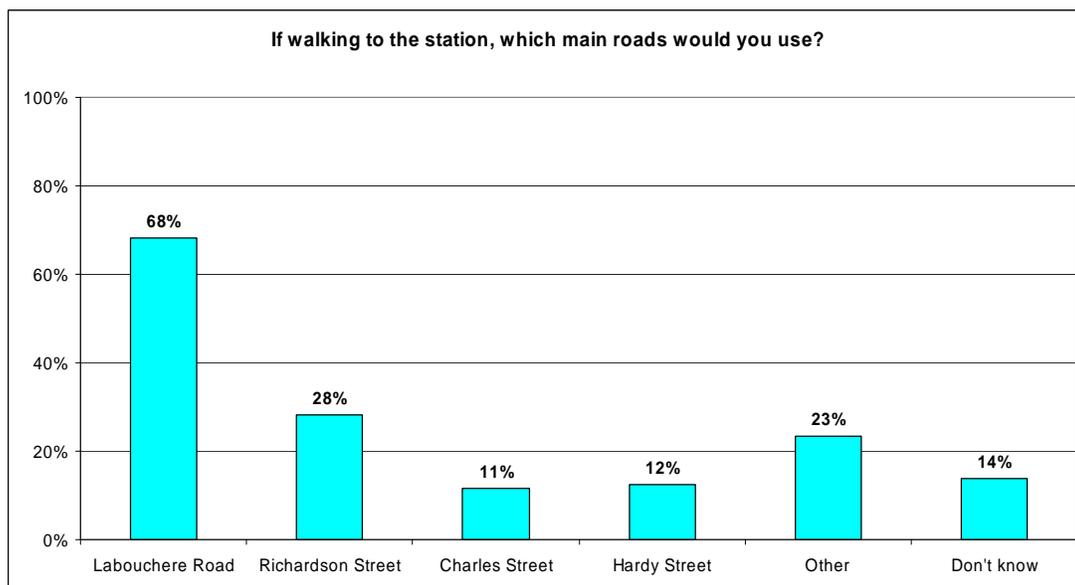


When asked to comment on whether they expect to cycle to the station, only 8% of respondents suggested they would cycle daily or weekly, with 61% of respondents indicating they would not cycle at all. Cross tabulation of the results with distance from the station did little to change these numbers, which may suggest that distance to the station is unlikely to influence respondents' decision to cycle.



The survey found that 68% of respondents expect to use Labouchere Road to access the station, with 28% expecting to use Richardson Street.

When asked what their experience was of using Labouchere Road as a pedestrian, 54% said it was 'OK' and 11% said it was unpleasant. 25% of respondents said it was pleasant. So while the majority of respondents expect to use Labouchere Road, only one quarter of respondents find using the road as a pedestrian a pleasant experience.



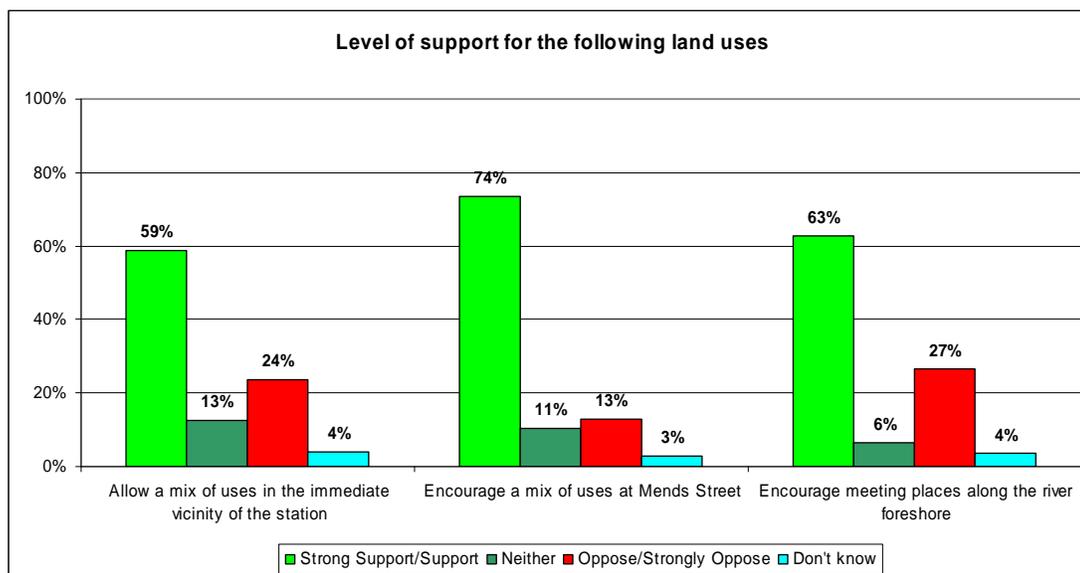
Respondents were asked to comment on how pedestrian access between the station and the Zoo could be improved. The majority (34%) suggested that an overpass or underpass be provided to cross Labouchere Road. 26% wanted to see wide footpaths with good landscaping and shade. 14% suggested more crossing points, and good signage and lighting.

3.5.5 Attitudes Towards Land Use Changes around the Station (based on Network City Principles)

Survey respondents were shown a map of the South Perth Train Station Precinct with three key areas outlined. These included:

- the immediate vicinity of the station;
- Mends Street; and
- the river foreshore.

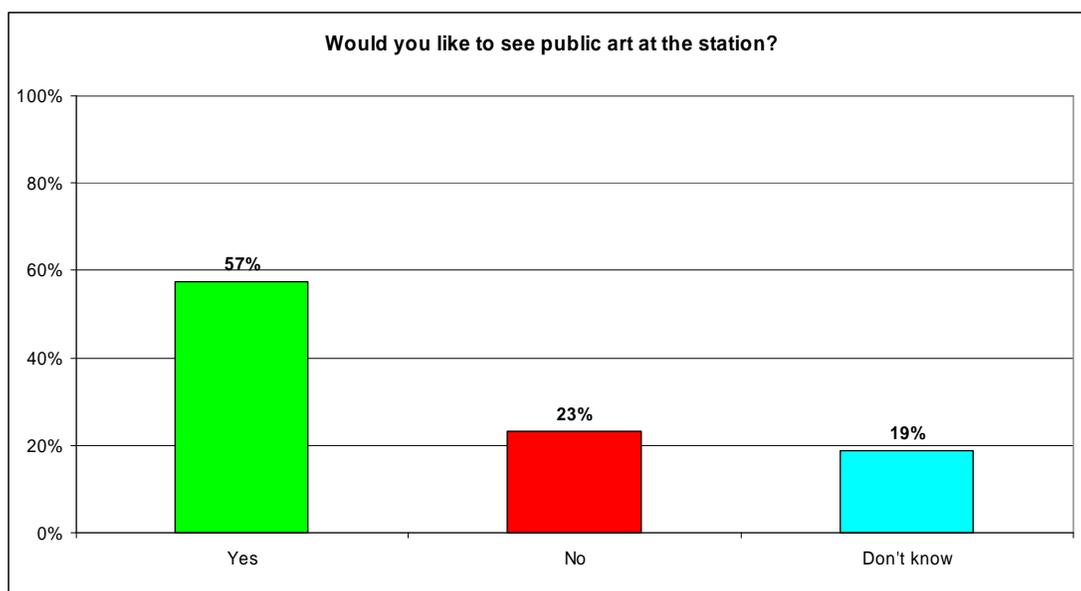
A level of support/opposition was sought from survey respondents on future land use changes in these three areas. The results are outlined below.



As can be seen in the graph, there is strong support for a mix of uses (i.e. residential and commercial) at Mends Street and for encouraging meeting places along the river foreshore. There is also support for allowing a mix of uses in the immediate vicinity of the station.

3.5.6 Preferences for Public Art around the Station

Currently there is no public art planned for the South Perth Station. Survey respondents were asked if they would like to see public in the station precinct. Just over half of respondents (57%) indicated that they would like to see public art around the station, with 23% saying 'no' and 19% unsure.



Suggested themes for public art include:

- heritage and historical themes (28% of respondents);
- river and water-based themes (23%);
- local community and family-based themes (20%);
- nature/conservation (15%); and
- Zoo-based themes (14%).

3.5.7 Concerns or Considerations Relating to Parking within the Station Precinct

Survey respondents were asked to comment on any concerns and/or considerations they had in relation to parking in the station precinct.

The majority of respondents (49%) suggested that if passengers park in the precinct, it will increase an already bad parking situation in surrounding streets and will adversely impact on businesses, the Zoo and local residents through reduced parking for customers and visitors.

21% of respondents suggested that formal parking or park-and-ride facilities should be provided in the precinct.

4. KEY FINDINGS

4.1 Access

- Parking is perceived to be a major concern. In particular, there is a concern that train passenger parking will adversely impact local residents, business and the Zoo;
- There is a need to manage not just parking but also increased traffic volumes associated with 'kiss-and-ride';
- The survey results indicate that pedestrian access to the station area is reasonable (in terms of pedestrian safety and crossing points);
- While only 30% of all survey respondents expect to walk to the station, this number increases (57%) when looking at the respondents who live within a 10 minute walk – only 4% of those within a 10 minute walk expect to not walk at all.
- Very few survey respondents expect to cycle to the station, regardless of their proximity to the station;
- There is some concern with crossing Labouchere Road. For example, the majority of survey respondents (68%) indicated they would use Labouchere Road to access the station, but only one quarter of them find this a pleasant experience;
- There is a need to develop clear links with Perth Zoo and the station. Suggestions for doing this include pedestrian/cycle paths that respect the amenity of existing residential areas (consider one half of Richardson Street). Other suggestions include providing an overpass across Labouchere Road;
- Focus group and community forum participants suggested the use of a bus service to connect the station with other parts of South Perth (including Mends Street);
- Survey respondents, focus groups participants and other stakeholders expressed concern about the lack of information on the station, particularly in regards to its location, design and footprint (how it would impact on other areas).

4.2 Land Use

- Focus group and forum participants were happy with increased density in the area as long as it is well managed and there is a mixture of height and styles;
- The survey indicates there is support for a mix of uses in the immediate vicinity of the station. However, workshop participants and those interviewed do not see the station as the focal point of the Mill Street precinct (i.e. it should not be a Transit-Oriented Development);
- There is an opportunity to further enhance Mends Street as the focus of future development and activity (workshop participants considered this to be the location of a TOD and the survey results support a mix of uses in the area);
- There is support for more 'meeting places' in the foreshore area (i.e. cafes, public spaces).
- There was a clear message from the stakeholder interviews and the community forum that Richardson Park should not be compromised.

4.3 General

- There is a need for more information about the station location exit/entry points and how these will impact existing streets (i.e. will the focus of pedestrian and vehicle traffic be on Charles, Richardson or other streets?);
- The ferry is a key part of the Mill Point precinct and should not be impacted by the introduction of a rail service.
- More than half of survey respondents support public art in the station precinct, with the main suggested themes including historical/heritage, water/river based and local community/family themes.

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