

Appendix K – Public Space Consultation Outcomes Report prepared by ALUA

VICTORIA PARK TO CANNING LEVEL CROSSING REMOVAL PROGRAM

PUBLIC SPACE - CONSULTATION OUTCOMES REPORT DECEMBER 2022



ARMADALE LINE UPGRADE ALLIANCE



Document Control Record

Document Prepared by:

Armada Line Upgrade Alliance (ALUA)

Level 1, 3 Craig Street, Burswood

Western Australia 6100

E enquiries@alualliance.com.au

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1. Executive Summary

This Consultation Outcomes Report outlines the events, community feedback and design outcomes from the public space community engagement program, undertaken by the Armadale Line Upgrade Alliance (ALUA) between July and September 2022. The public space design, look and function along the corridor of the METRONET Victoria Park-Canning Level Crossing Removal Project (the Project) is a key project outcome and one of the design opportunities the community can help shape.

ALUA undertook a broad reaching engagement program to inform the public space design, with the aim of raising awareness about the project as well as seeking feedback from the community living and working around the project boundary.

This report provides a summary of the engagement and communication activities undertaken and the key themes and ideas raised throughout the consultation program and how these have been incorporated into the Project's public space design outcomes within the Oats Street and Wharf Street packages of the project.

Key highlights of the consultation program included:

- Dedicated online engagement platform provided affected local communities with information and opportunities to provide feedback into the process.
- An online survey completed by 292 community members, demonstrated community preferences and ideas for future public spaces.
- Key community and interest groups representative of the local communities engaged through tailored workshops.
- Pop up information sessions held in the project area to connect with the local community.
- Collaboration with the project's two Community Reference Groups.
- Engagement with industry and local government representatives to collect their insights.
- Consistent and timely information delivered through the METRONET project page and social media.
- Information flyers dropped to 17,266 residents and social media campaign to raise awareness of the consultation program.

Key themes emerged over the consultation, that influenced the design of future public



Connectedness - the overarching theme that underpinned all feedback.



Activation - the excitement of new activities that support social interaction.



Movement - the opportunity to create convenient ways to travel between home, work, school and local places.



Safety - a strong desire for both individual and community safety through good design outcomes



Environment - a desire for a greater connection to the natural environment.

2. Introduction

2.1 Context

The Victoria Park-Canning Level Crossing Removal Project is one of three METRONET projects set to transform the 129-year-old Armadale line. The project will remove six level crossings between Victoria Park and Beckenham, delivering significant value to the community through five new elevated stations.

The project will enable better management of traffic flow, a safer place for motorists and active transport, enhancing connection of communities, and importantly create six hectares of land for the public to enjoy. The project's vision is to create a new city park along 7kms of the existing rail corridor, which will bring back nature-based parklands and reconnect communities across the rail line.

The Armadale Line Upgrade Alliance (ALUA), appointed to deliver the project, initially focused on progressing detailed design and finding opportunities to engage the community, to seek their insights to shape the needs and priorities in the public spaces being created under the new elevated rail.

Throughout different phases of the project, consultation has been undertaken with key stakeholders from State Government Agencies, Town of Victoria Park, City of Canning and City of Gosnells*, representatives from highly impacted and co-located community groups, METRONET community reference group members and the general public.

In consulting and managing the expectations of all stakeholders, the Alliance follows a four-stage process as outlined below.

Delivery of information – Ensuring a constant flow of accurate and timely information, providing stakeholders with a choice in information delivery that suits their needs.

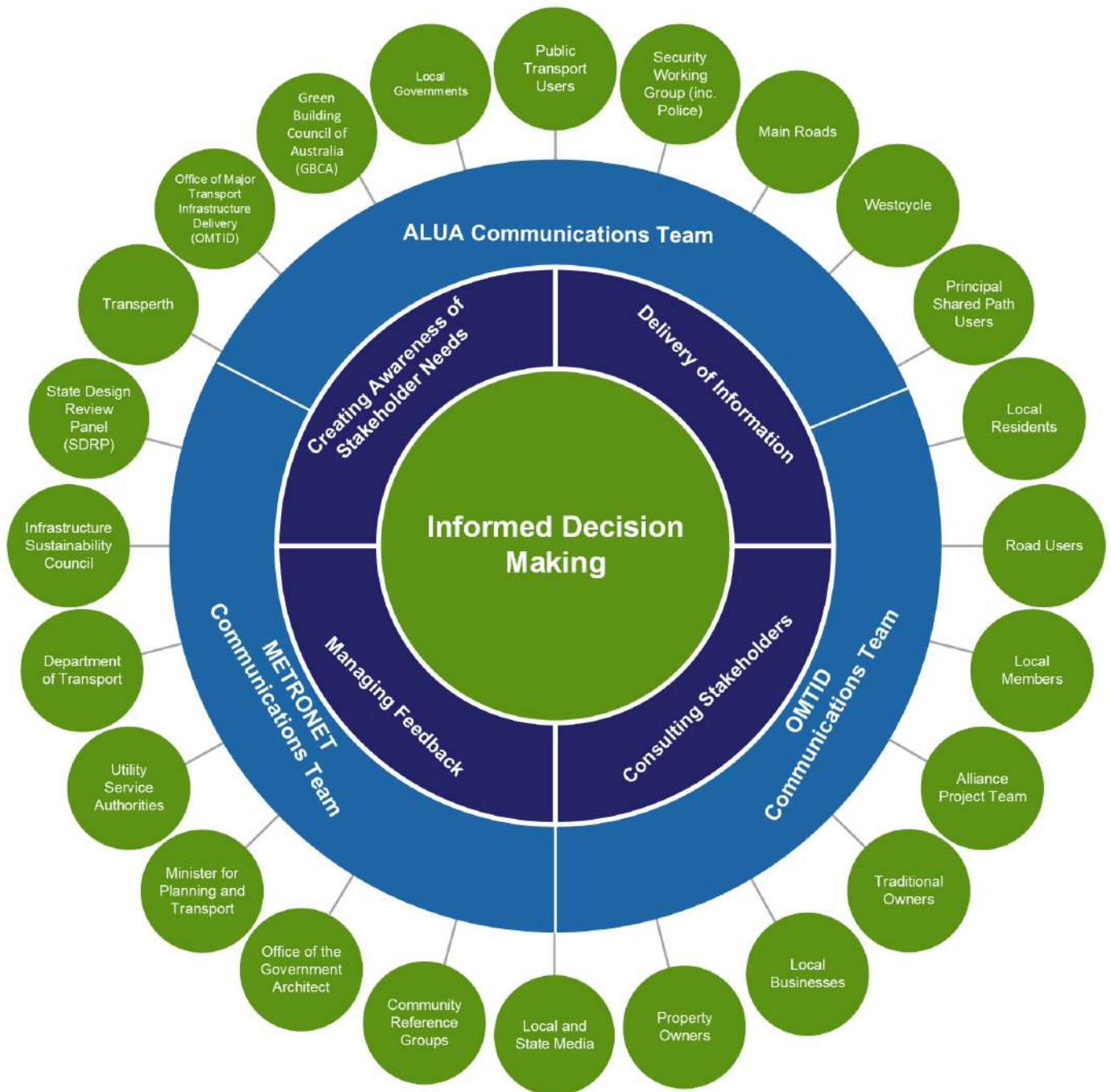
Consulting stakeholders - Stakeholders expect a voice in how their infrastructure will be managed. Consultation is a dynamic process that offers benefits for all involved, however it is vital that the objectives, scope, and possible outcomes be clear from the outset.

Managing feedback - Our engagement approach identifies appropriate methods for securing feedback from stakeholders. Stakeholder feedback is crucial to informed project decision-making and helps to minimise project risks by alerting project decision-makers to inconsistencies and lack of alignment between stakeholder expectations and project decision-making.

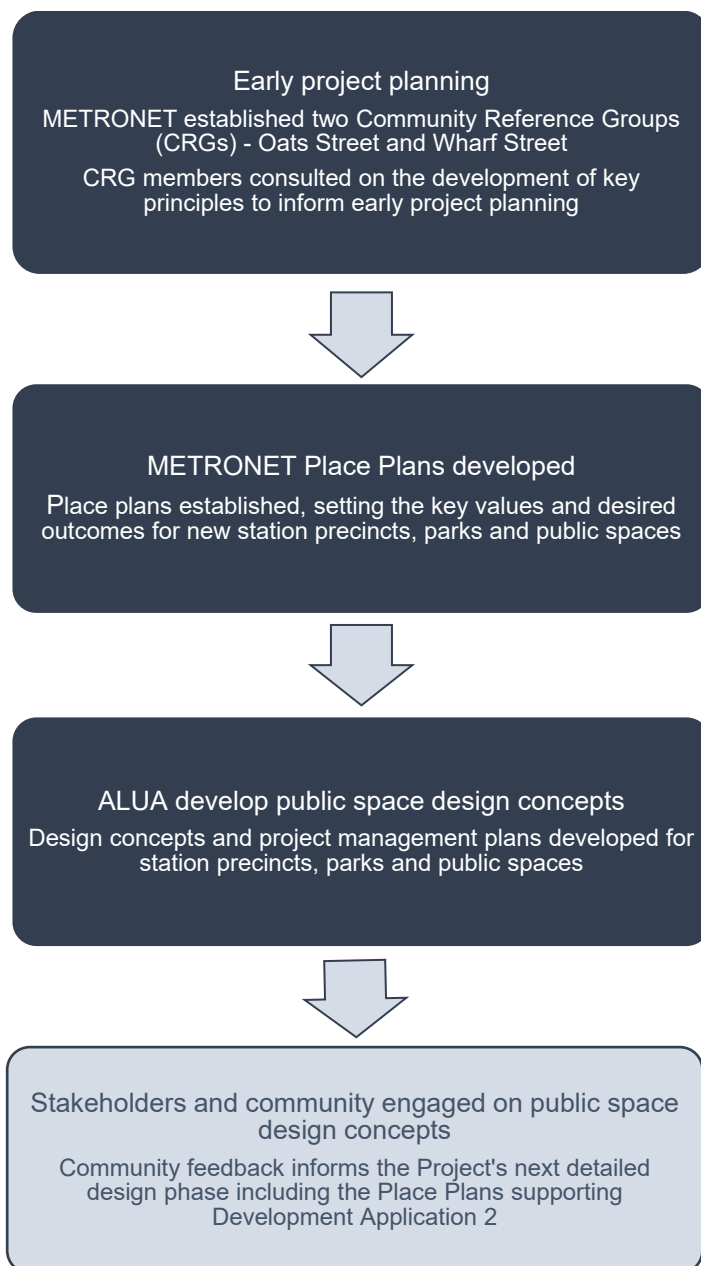
Equally, effective communication with stakeholders is also key in driving ongoing participation in stakeholder engagement, particularly 'closing the loop' following engagement. When managing feedback ensuring that stakeholders understand how their feedback has been considered and influenced a decision is an important step in circling back to ensure stakeholders understand the level of influence their feedback can have on decision making.

Creating awareness of stakeholder needs - The Alliance's approach to Stakeholder Engagement includes creating awareness among project staff and contractors of the needs of stakeholders and how their activities can contribute to positive stakeholder outcomes.

Stakeholder Interface Management



ALUA's consultation approach builds on previous stakeholder engagement undertaken by METRONET in the early planning phase of the Project, as outlined below.



**City of Gosnells were engaged by METRONET in the early planning phases of the project however the addition of elevated rail at Beckenham station and removal of the William Street Level Crossing to the project in August 2023, occurred after public space design engagement commenced. ALUA will undertake further engagement with the Beckenham community in early 2023.*

2.2 Engagement Approach

Our engagement approach for informing the public space design was guided by the following objectives.

- Share the vision for the public space within the project and create excitement for the final design outcomes and community benefits.
- Understand public opinion and ideas about the initial public space design concepts.
- Provide opportunities for project partners, impacted stakeholders, and broader community to inform decision making on the final public space designs.
- Raise awareness of the consultation opportunities by implementing a broad range of communications.
- Increase general awareness and understanding of the project to manage and mitigate concerns.
- Actively listen and monitor stakeholder feedback to understand community sentiment and proactively identify any key issues, concerns, and opportunities.
- Create a high level of understanding and satisfaction with the engagement process across all stakeholder groups.



Early concept design image prominent in public space communications

3. Engagement Overview

3.1 How and who we engaged

- Workshops with the Oats Street and Wharf Street Community Reference Groups.
- 85 stakeholders from key community / interest groups engaged across 4 tailored workshops.
- 8 Pop-Up Community Information Sessions facilitated across the host communities of Victoria Park and Canning, capturing 241 interactions.
- Establishment of an online consultation hub, totalling 2.2k visits including:
 - 1,231 document downloads
 - 292 surveys completed
 - 31 responses via quick poll on the early design concepts
 - 16 comments recorded via the mapping tool
 - 5 questions asked via the Q&A tool.
- 5000 visits to the METRONET Victoria Park-Canning Level Crossing Removal Project homepage, including over 1200 views of the project's animated video.
- 19,000 flyers distributed to residents and businesses in the host community.
- Communications via social media including Project Facebook Page.

(Refer to Appendices for breakdown of all communication and engagement activities)



Example of posters distributed in the community.

3.2 What we asked

Our engagement activities were designed to find out what community members would most likely use and prefer to see in the new public spaces. Through a range of prioritisation exercises, respondents were asked to identify preferred types of activity, landscaping elements, pedestrian and cycling infrastructure, public art, cultural and heritage recognition, playground activities, and sustainability and safety initiatives. Via a mapping tool, we also asked respondents to indicate preferred locations for each of these activities as well as highlight key connections across the rail line.

4. Public Space Consultation - Findings

This section of the report provides an overview of the key findings from the engagement program across the range of engagement methods outlined in Section 3. Five key themes emerged through the consultation across all stakeholders as outlined below.



Connectedness – the outstanding theme that emerged through the consultation, was the community's desire for togetherness. They want to feel more connected to places, people and opportunities. Looking for social cohesion through community events and places to gather. Physical connections through improved pedestrian pathways and a rich connection to the environment. This included the potential to develop social connections through inclusive, culturally sensitive design.



Activation - the community is looking for new activities and events they can walk to, take part in and enjoy. They want activities that are meaningful and fun for them. They can see the potential of the new public space, which due to its size, will provide opportunities for a diverse range of events and activities.



Movement - the elevated rail brings an opportunity to re-connect communities. An important part of these connections is the community's desire for convenient movement networks. While the new train stations are seen as an improvement to the public transport the community overwhelmingly identified pedestrian connections to be a priority.



Safety - the community identified the importance of safety, both for individuals and the wider community. This comes in the form of Crime Prevention Through Environmental Design (CPTED) principles and a repeated desire for well-maintained lighting and well-designed activity nodes.



Environment – the community's feedback demonstrated a deep desire for the natural environment. and green spaces. They linked more trees and shade to better community health and well-being.

4.1 Key stakeholder and community interest groups – Workshops

ALUA initially collected public feedback through facilitating a range of workshops with key stakeholder and community interest groups which provided participants with an opportunity to:

- Review preliminary design concepts and discuss what makes a great park.
- Explore a range of design values and park uses, prioritising these in different zones across the project.
- Identify activities and amenities for key locations, while looking at access and connection points along the project site.

Workshops were tailored to accommodate the different demographics and needs of each participating group. The findings outlined below, summarise the priorities that were identified by the community. They have been grouped into common themes that emerged throughout the consultation program and have resulted in guiding the public space design outcomes.

4.1.1 Community Reference Groups (CRGs)

Themes	Oats Street CRG	Wharf Street CRG
	Connect the community along the corridor with shared assets such as community gardens.	Facilitate and strengthen pedestrian links between public transport hubs and schools.
	Basketball courts and skate plaza should be opposite south metropolitan TAFE.	A Youth Plaza should be close to the Cannington Leisureplex.
	Provide more detail about the location of signalised intersections at Station precincts.	Minimise car park size within the rail corridor with use of on-street car bays.
	Secure local government maintenance of the public space.	Use fences in dog park areas for safety and comfort of all residents.
	Include more open spaces and green lawns.	Emphasise the importance of local native species as a part of future landscaping.



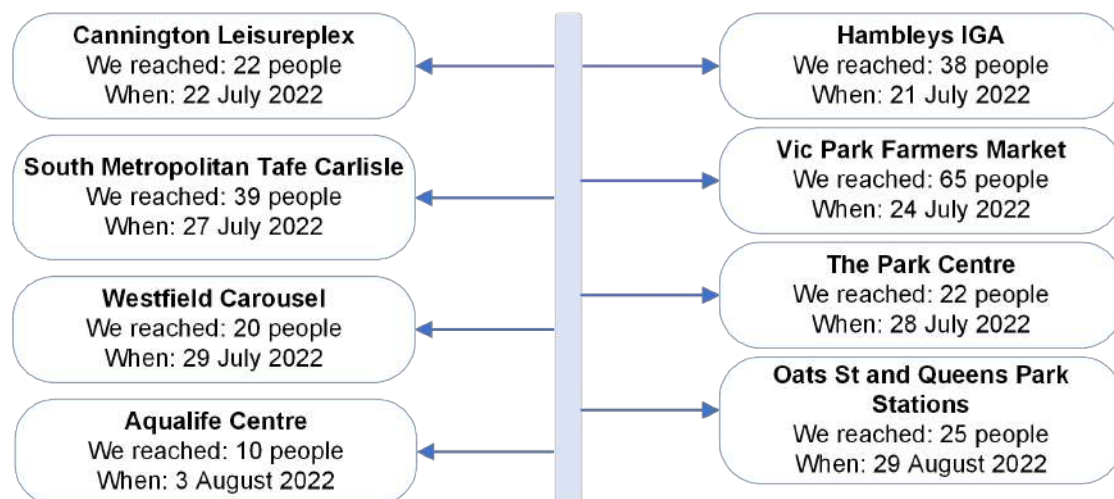
4.1.2 Other key community groups

Community Group					
Harold Hawthorn Community Centre (Carlisle)	Consider access in the linear park, include good wheelchair access to water fountains and tables.	Support for bocce in the multigenerational area.	Access for those who use gophers, noting not all buses and trains accommodate which impacts access for the broader community.	Provide pathways that accommodate wheelchairs and gophers, with adequate space if others wish to pass.	Create shade throughout key areas and along walkways.
St Josephs School, St Norbert's College Sister Kates (Queens Park)	Use the linear park as a place to bring people together, and for the community to meet and connect.	Create an after school hang out area, with hammocks and seating to sit with friends.	Consideration of existing local traffic such as school pick up and drop off areas.	Establish safe riding connections on separate paths.	Integrate rain gardens for health and healing, using first plants.
Victoria Park Youth Leaders	Use food van and music events to connect the community with the space.	Places to play different sports, inclusion of multi-use courts.	Strong bus connections and commuter paths are essential.	Good lighting is key to ensure people feel safe in the area at night.	Build up the urban forest with native trees
Canning Youth Group	Facilities to support 'community' dining such as BBQ's, tables, and public toilets.	Bike tracks, parkour and climbing walls to compliment the area near the Leisureplex.	Key preferences include adequate car parking, and facilities for electric scooters.	Lighting is an essential element, along with signage and CCTV.	Use recycled materials and focus on water sensitive urban design.

4.2 Broader community consultation - Pop Up Information Sessions

To reach a wider range of residents and visitors to the area who may not engage with our online engagement activities, we hosted pop up stalls at the locations outlined below. This activity was also beneficial in raising understanding and awareness of the project and brought forward new ideas and suggestions for the public space.

Where we popped up in the community:



OUR VALUES: MORAL COURAGE | RAISING THE BAR | PEOPLE AND FAMILY

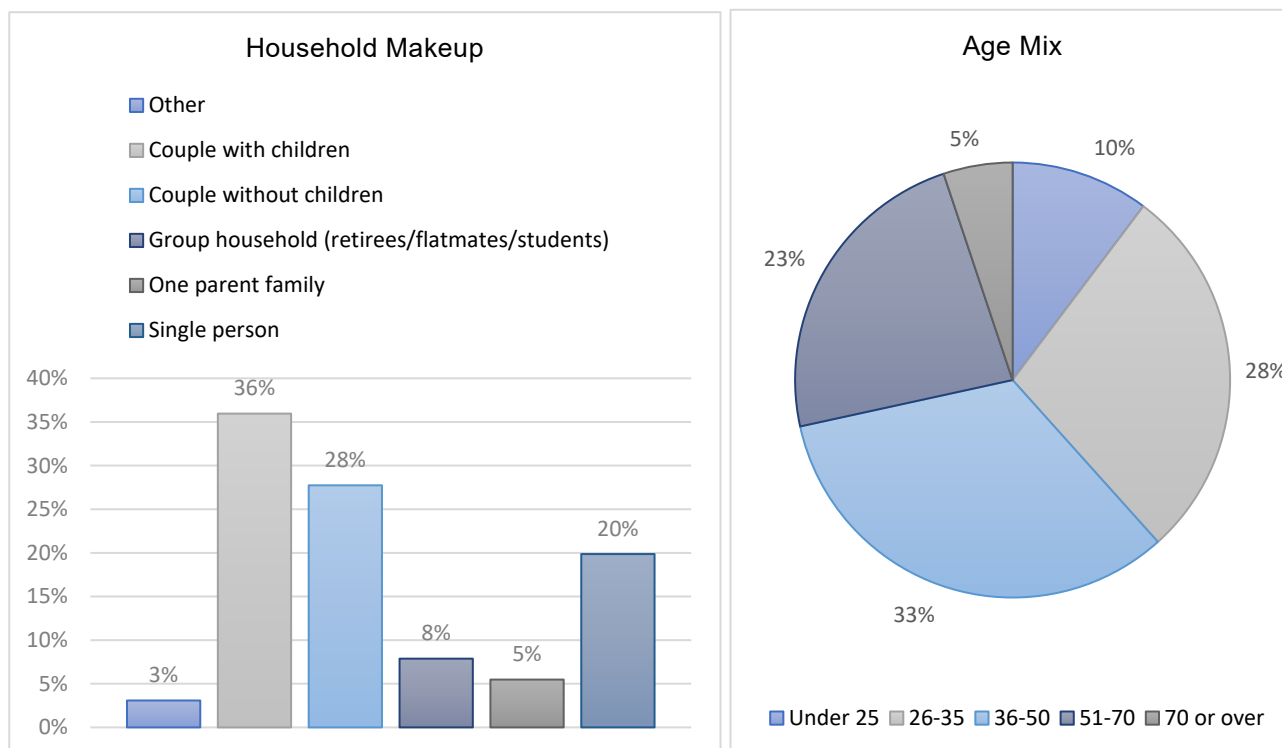
4.2.1 Key topics of discussion

	The design of public art should be informed by the community to promote ownership.
	Excitement around the provision of seating areas and possibility of cafes in the station precincts.
	Access to carparking, and access to new bus stops and services needs to be communicated and highlighted to residents to be able to plan new journeys.
	Security concerns for those walking along the Principal Shared Path, especially at night. Ensuring it is well-lit and there are no places that are out of sight. Ensure crime prevention methods are engaged to limit vandalism of the new structure. Including CPTED – Crime Prevention through Environmental Design.
	Support for planting native vegetation and advocating for wildlife.

4.3 Online Engagement

The following is a snapshot of key findings from the online survey, refer to appendices to view the full analysis. Demographics of survey respondents includes:

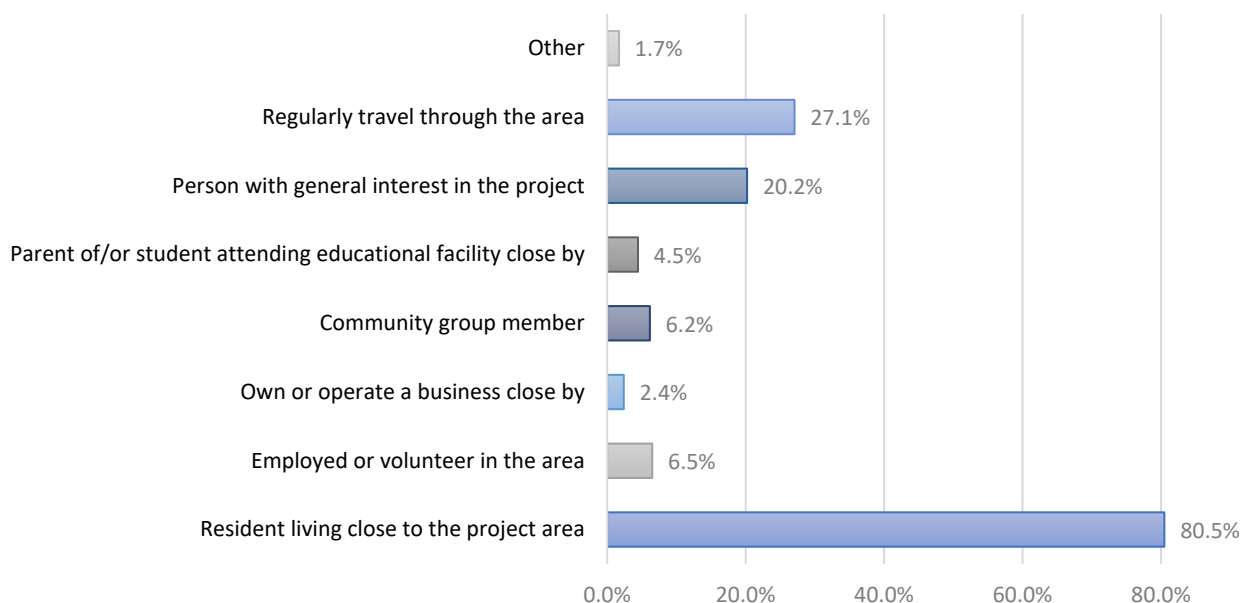
- 36% of respondents' households consists of a couple with children.
- 80.5% of respondents live close to the project area.



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Connection to the Project Area



4.3.1 Survey Findings

	Community spaces, such as areas for community events and programs, are the most desired public spaces. 65% of respondents selected cycle paths as the most popular choice to support exercise along the corridor, followed by 54% selecting outdoor gym equipment along fitness trails. 83% of cyclists would like to use wide paths to support the ability for faster traveling bikes and recreational bikes to coexist, and 72% would like water bottle refill stations.
	The most popular selected infrastructure to support activation of public spaces was universal access and connected footpaths (56%), and shade shelters with tables and seating (49%). Food vans or market events are popular among the community, with 84% favouring these. 77% of respondents are likely to use nature playgrounds, and 64% are likely to use multigenerational playgrounds.
	Comments focused on ensuring adequate parking provision and end of trip facilities for bikes and other mobility devices, to encourage public transport usage. Pick up and drop off areas that are easy to access are important to the community.
	40% of respondents suggested that quality lighting is important to ensure safety. Elements to design out crime were suggested by the community e.g. ensuring sight lines. CCTV cameras and other security measures were also important to the community.
	The community values adequate provision of shade and vegetation. The most important environmental elements to respondents are growing the urban forest (74%) and creating habitats for fauna and birds (72%). Many respondents suggested ensuring vegetation is high quality to support an increase in wildlife.

5. Key Design Outcomes

The key themes that emerged from the community's feedback are fundamental to the design process, which includes balancing the vision identified by the community within the limitations of the project site. Some stakeholders were interested in elements relating to the whole project while others were interested in the detail.

The wide range of discussions enabled the design team to understand the local context at each station precinct and the public spaces in between. Feedback enabled the designers to reflect on and refine the design, to ensure the public space best meets the needs of the local community.

The summary below provides an overview of how the community has influenced the public space design. (Refer to Appendix A to review plans outlining the design changes)

ACTIVATION

With their local knowledge, the community were keen to identify the right types of activities along the project corridor, looking for new activities and events they can walk to, take part in and enjoy. They can also see the potential of the public space due to its size. The design has responded in the following ways.

- High quality and flexible community spaces in station plazas and along the corridor to enable a range of programming including community events (music festivals, food vans, markets etc). The programming of spaces will be reviewed by local governments and Perth Transport Authority.
- In the Town of Victoria Park, a performance stage will be added adjacent to the public space near the Harold Hawthorn Centre, to allow for flexible events. Additional seating walls and furniture will also be provided within the space.
- At Cannington Station, the design accommodates flexible spaces around the station precinct, allowing for expansion of small businesses as the City's population continues to grow.

Youth Plazas:

- In the Town of Victoria Park, the Youth Plaza will be located near the South Metropolitan TAFE and focus on young people between the ages of 13-25 years old and includes:
 - a chill out zone to create gender neutral activation
 - a skate park rather than a BMX pump track
 - a proposed basketball court, which has been moved away from the residential edge and positioned closer to the TAFE, to locate noise from activity nodes away from residents.
- In Cannington, design reflects relocation of the Youth Plaza to opposite Cannington Leisureplex, to allow better access to surrounding schools and users. A Bouldering Zone will also be incorporated into the Cannington Station precinct.
- Pedestrian links to Queens Park Soccer Stadium have been reinforced from Cannington Station and the proposed Youth Plaza.
- A play opportunity has been created for pre-school children south of the Queens Park Station Plaza. A public art opportunity to reflect the local culture is also being explored for this area.
- Consideration is being given to viaduct façade design along the length of the corridor to be neutral in tone, with diversity of colour and materials associated with the stations and activity nodes.

	Dog Parks - In the Town of Victoria Park, due to the existing amenities for dog owners, there was a preference from the community and the local government, to support dog walking amenities rather than a dog park, with dog water bowls and bags allowed for along the corridor. - In Cannington a Dog Park will be developed between Cannington and Queens Park Stations. Design elements that have not been accommodated include: - No waterplay is proposed in the Town of Victoria Park due to health concerns. - An amphitheatre away from residential areas was suggested for music events in the Town of Victoria Park. Following review, it has been suggested the sound of the trains may interrupt performances - therefore more flexible event spaces will be coordinated with the Town.
MOVEMENT	The elevated rail brings an opportunity to reconnect communities. Whilst the new train stations were seen as an improvement to public transport outcomes, feedback overwhelmingly requested pedestrian connections to be a priority in the public space. The design has responded in the following ways. - Refining the location and alignment of pedestrian cross connections between key destinations identified by the community. - The online survey identified the most important activity or infrastructure for the community was universally accessible and connected footpaths. Particular attention has been paid to the commuter cyclist routes and community recreational paths. The design team has tested the path width, reviewed sight lines and considered appropriate signage along the corridor. - Along the length of the rail corridor people were keen to preserve the effectiveness of the existing shared paths. Elements such as drink fountains, bike racks (including bike shelters) will be provided in all station precincts. - Conflict points along shared paths and other recreational pathways have been reviewed. Paths have been re-aligned to reduce potential collision points and emphasise the need for fast commuters to be located at the outer boundary of the rail corridor and slower, relaxed cycling and walking to occur, under the shade of the elevated rail and trees. - Ensuring adequate parking is available was important to the community. The number of parking bays currently available will be the same at the outcome of the project. - Members of the Harold Hawthorn Centre in Carlisle asked for more seating in proposed event spaces, to help them be more active. The design has been refined to include regular places to rest along the corridor. - Sister Kate's in Queens Park requested for an interpretive area that acknowledges the movement of Sister Kate's Children along Treasure Road to Queens Park Station and onto the Kent Street Weir. Positive representation of aboriginal people and stories is one of many local references that will be included in the public art strategy. - Easy pick up and drop off areas was a reoccurring theme in the feedback and kiss and ride facilities will be made available at all stations. - The design of the Queens Park station plaza and access to it will be respected and the existing pedestrian crossing opposite the Hambley's IGA will be maintained.

SAFETY

The community identified the importance of safety and security to ensure maximum use of public space for both individuals and the wider community. The design has responded in the following ways.

- Provision of safe accessible footpaths that connect stations with local destinations and facilitate wheelchair access.
- Queens Park is home to many different ethnic groups and one of the most multi-cultural suburbs in Perth. Within the Queens Park Station precinct, the design provides culturally safe spaces. This includes:
 - Community eating spaces that enable men and women to sit separately, as is the custom for large gatherings of some cultural groups in the area.
 - The art strategy will respond to the different local stories of these groups.
- Safety includes cultural safety, and the Bush Block at Sister Kate's is a place of healing, it is the only "Bush Block" in the City of Canning. In response, the Bush Block within the corridor will be renamed and integrate first plants and collection of first plant seeds.
- The Sevenoaks Senior College and Canning Community College were identified as important destinations from the Cannington Train Station. Students identified the desire for clear, safe connections between the station and the schools and this has been a key design driver. The design will strengthen key movement networks between these destinations. A signalised crossing has been introduced opposite Sevenoaks Senior College, which will allow more direct access to the Cannington station precinct and bus interchange.
- The long stay car park north of the Queens Park Station was separated by landscaping from the train station. Liaison with the Perth Transport Authority has seen the refinement of the design to provide a safer outcome for passengers.
- A lighting strategy is under development and will include CPTED Principles and support safety in and around station plazas, along shared paths, and secondary pathways.
- Wayfinding through signage and landmarking of key places throughout the public spaces will be integrated into a signage strategy to be future developed.

ENVIRONMENT

Feedback highlighted an emphasis for landscaping to focus on 'greening' along the project corridor. The design has responded in the following ways.

- Selecting local, "first", native seeds in the landscape planting.
- Emphasis on creating shade and tree canopy.
- Opportunities for community gardening spaces.
- Including parkland trails between Carlisle Station and Oats Street Station.
- Increasing the extent of green lawn and open spaces, in consultation with local governments.
- Water came up as an important design element, driven by the community's desire to reference the river and water ways. Focus on sustainability and water sensitive urban design will continue to influence design outcomes for public spaces.

6. Next Steps

Overall, the feedback received across the engagement program indicated support for the project and excitement surrounding the possibilities within the six hectares of public space. Community engagement outcomes have been factored into decision making during the project's detailed design phase, balanced alongside other stakeholder inputs.

All stakeholder feedback has been considered in shaping the final Place Plans and landscape plans developed for each of the new station precincts and the public spaces located along the rail corridor. More detailed design information is available in the Design Reports prepared to support the Project's second Development Application.

Following the announcement of including the elevation of Beckenham Station and the removal of the William Street Level Crossing into the project scope, further community engagement on public space with the Beckenham community will begin in early 2023.

There will be more engagement opportunities for all the community to be a part of the project down the track, including:

- Landscaping, such as tree planting days
- Public art
- Place activation
- Sustainability initiatives
- Business engagement.

During our conversations with the community, we also acknowledge that there were many questions seeking information about how future disruptions will be managed during the project's construction phase. Throughout 2023 more information will be shared with the community about the construction program and the 18-month shut of the Armadale Line, which is scheduled to commence towards the end of 2023.

All stakeholders are encouraged to subscribe for future project updates by visiting www.metronet.wa.gov.au

We'd like to thank the community and stakeholders who gave their time, shared their knowledge, and submitted ideas through the engagement process.

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**PUBLIC SPACE CONSULTATION
OUTCOMES REPORT 2022
APPENDICES**

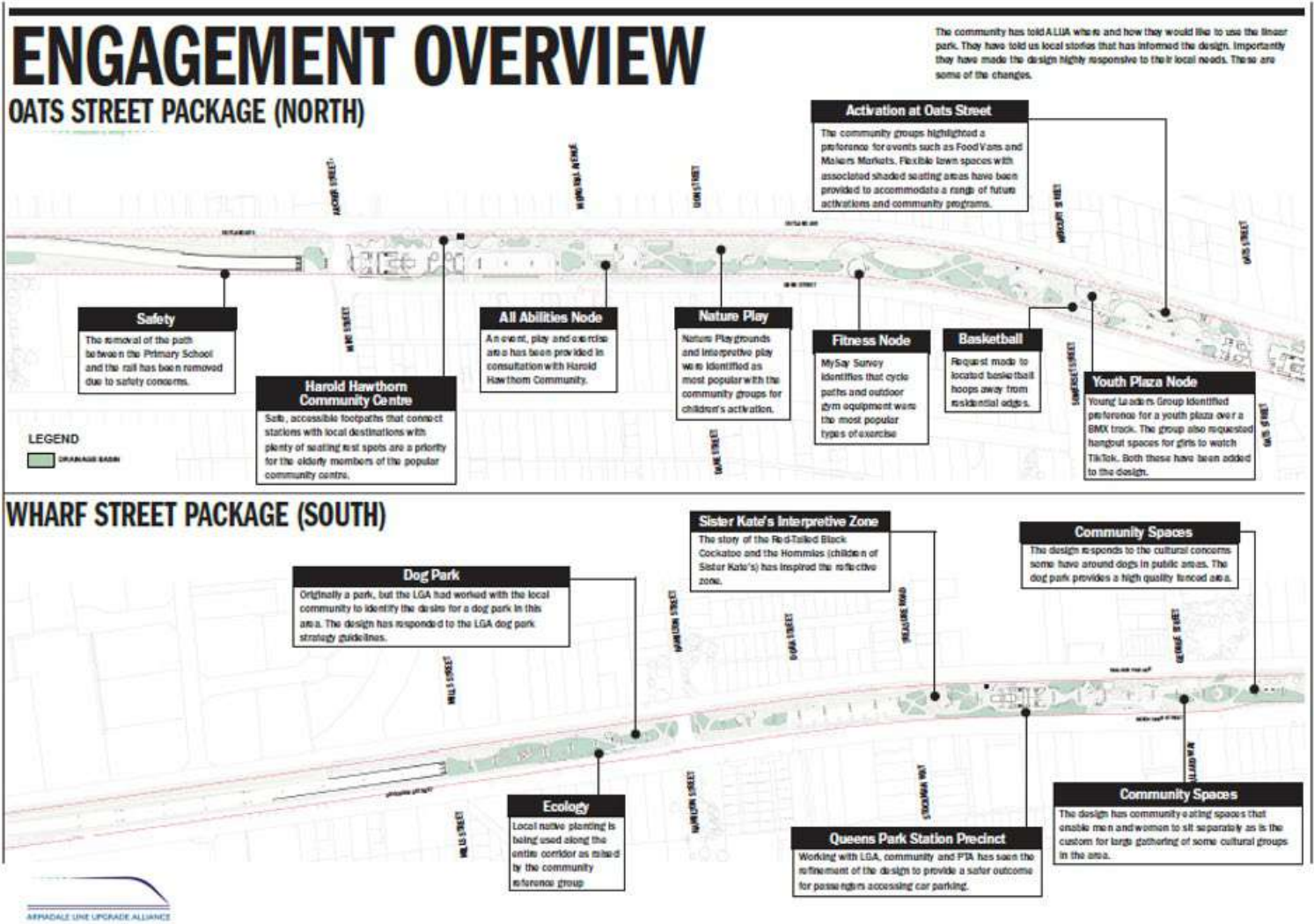


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Appendix A – Design Changes from Community Engagement



Bike Racks
Community requested drink fountains and bike racks (including electric bike security)

Public Art
Public art opportunities and in particular integrated art were identified as a key contributor to a successful design outcome.

Urban Forest
Tree protection and tree planting were a key topic in community discussions.

Paths
The MySay Survey identified that the most important activity or infrastructure for the community was universally accessible and connected footpaths. Particular attention has been paid to the commuter cyclist routes and the community recreational paths.

Activities
Cannington Youth Group identified a need for hang out and play opportunities at Cannington Station while gathering and waiting for trains after school. A series of climbing structures and seating have been added.

Skate Park
The community identified where the skate park should be located and the girls told us that this youth plaza needed to include them. The design now has chill out spaces for youth to gather and chat. The skate park will be co-designed by experts at a workshop with local youth from the immediate area.

Cannington Station Precinct
With students moving between the Cannington Train Station and Selwyns Senior College and Canning Community College student safety was highlighted as a key design driver. The design will strengthen key movement networks between these two destinations.

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Appendix B – Communications and Engagement Activities

Key communications and engagement activities during our consultation:

<i>Activity</i>	<i>Reach</i>
Communications	
Letterbox drop – Albany HWY Café *Distribution Letters	1000
Letterbox drop – **Resident Distribution Letters	17,266
Letterbox drop – Local schools, TAFE, Childcare Centres, other community Centres, Local Government facilities, Local MP's	10
Archer / Mint St & Wharf St Business Visits	31
METRONET Victoria Park-Canning Level Crossing Removal public space engagement EDM	5,310 subscribers
Animation Video Launch	Over 1,200 views
Facebook Group page posts	27 likes, 10 comments
Facebook sponsored advertisement	60,000
Engagement	
CRG – Oats Street Meeting#2	9
CRG – Wharf Street Meeting#2	8
CRG Workshop – Oats Street Meeting#3	7
CRG Workshop – Wharf Street Meeting#3	7
Town of Victoria Park Elected Member Briefing (Rt Hon Hannah Beazley MLA)	2
City of Canning Elected Member Briefing	14

Key communications and engagement activities during our consultation:

City of Gosnells Elected Member Briefing	
Victoria Park Young Leaders Workshop	8
Canning Young Leaders Workshop	10
Harold Hawthorne Seniors Workshop	35
Local schools, St Norbert's, St Josephs and Sister Kates	12
Cannington Community College and Sevenoaks Senior College	6
Local business visits	31
MySay Access and Connection Points Mapping Tool	16
MySay Survey	292
MySay Poll	31
MySay Q&A	5
Community Pop-Up – Hambley's IGA, Cannington	38
Community Pop-Up – Cannington Leisureplex, Cannington	22
Community Pop-Up – Vic Park Markets, Victoria Park	65
Community Pop-Up – South Metro TAFE, Carlisle	39
Community Pop-Up – The Park Centre, Victoria Park	22
Community Pop-Up – Westfield Carousel, Cannington	20
Community Pop-Up – Aqualife, Victoria Park	10
DL handout at Oats Street and Queens Park Stations	25

Key communications and engagement activities during our consultation:

*Distribution letter design provided as appendix A

**Map provided as appendix B

Appendix C – Online Consultation Outcomes

Snapshot of 'MySay' Engagement

Survey	292 completed surveys - 465 visitors
Quick Poll	31 design concept ratings
Page Visitors	2,200 visitors - 318 visitors are 'engaged', they have contributed to a tool such as the survey, poll, map or asked a question - 979 visitors are 'informed', they have clicked on a page, viewed photos or downloaded a document - 1700 visitors are 'aware', they have made a visit to the page but have not clicked on anything
Q&A's	5 questions asked
Document downloads	1,231 overall Oats Street Package Design Concepts: 558 Wharf Street Package Design Concepts: 268 Oats and Wharf Street CRG Feedback Summaries: 168 Project Area Map: 150 Urban Design Drivers and Principles: 87
Mapping	7 comments were placed on the site map 16 omments and ideas were provided by community members to advise the future design.

Appendix D - Website and Social Media

Communications were sent out via the METRONET project page and social media platforms. The local governments and elected members were encouraged to share provided material to reach their local communities and promote further involvement in the consultation activities.

METRONET Communications Channels	
Animation video on YouTube and Facebook	906 views on YouTube and 370 views in group.
Social Media - Advertisement	60k reached, 140k impressions.
Social Media – project group page posts	3 organic posts in the group with a total of 27 likes and 10 comments
METRONET LXR project page	5,000 visitors on LXR homepage 2k on the various tabs within that section
METRONET Victoria Park-Canning public space engagement EDM	Sent to 5,310 subscribers 50% Open and 7.5% CTR, with 600 going to latest news story, and 150 going to the FB group
New email update subscribers	41 new people added
City of Canning Communications Channels	
Facebook post 20 July, shared video	Reach: 1,374. 76 post engagements, 3 reactions, 1 comment, 0 shares
Facebook post 10 August, tile image	Reach: 1,604. 24 post engagements, 6 reactions, 1 comment, 0 shares
Instagram post 10 August, tile image	Reach: 275. 1 like, 1 comment, 0 shares
Shared Facebook post 17 August, new designs for Queen spark and Oats Street stations	Reach: 6,852. 549 post engagements, 53 reactions, 8 comments, 3 shares

Facebook post 23 August, tile image	Reach: 1,366, 16 post engagements, 1 reaction, 0 comments, 0 shares
Monthly e-news, Canning in Focus, has 18,143 recipients.	430 link clicks in the July Canning in Focus article. 4,609 total deliveries. 46 link clicks on the August Canning in Focus article. 4,105 total deliveries.

Town of Victoria Park Communications Channels

<u>July 21 post</u>	869 people reached, 38 engagements, 2 likes
<u>Aug 1 post</u>	1301 people reached, 27 engagements, 1 like, 2 comments
<u>Aug 25 post</u>	1152 people reached, 41 engagements, 2 likes
Inclusion in Aug e-newsletter	90 click-throughs to engagement site

Rt Hon Hannah Beazley MLA Communication Channels

Content Type	Posts	Overall Reach	Engagement	Impressions	Likes/Reactions	Comments	Shares
Facebook	16	32,787	3,609	51,130	333	100	20
Instagram	16	2,017	-	-	98	2	4
Ad	4	22,513	-	-	108	-	5

TOWN OF VICTORIA PARK
Received: 6/02/2023

Appendix E - Public Space Consultation Distribution Letter



Have your say to help shape new public spaces along the Armadale line



- The Victoria Park-Canning Level Crossing Removal Project will develop Perth's first major elevated rail and create new public spaces
- Informed by early stakeholder and community consultation, initial public space design concepts have been developed
- Now you can have your say on these concepts and help shape the next stage of design

Consultation open until 31 July

Scan the QR code or visit metronet.wa.gov.au





Your feedback is important.
Please contact METRONET if you have any questions about the Victoria Park-Canning Level Crossing Removal project or would like more information.



9326 3666

info@metronet.wa.gov.au

metronet.wa.gov.au

facebook.com/groups/victoriaparkcanning

twitter.com/metronetperth

[@metronet_perth](https://www.instagram.com/metronet_perth)

OUR VALUES: MORAL COURAGE | RAISING THE BAR | PEOPLE AND FAMILY

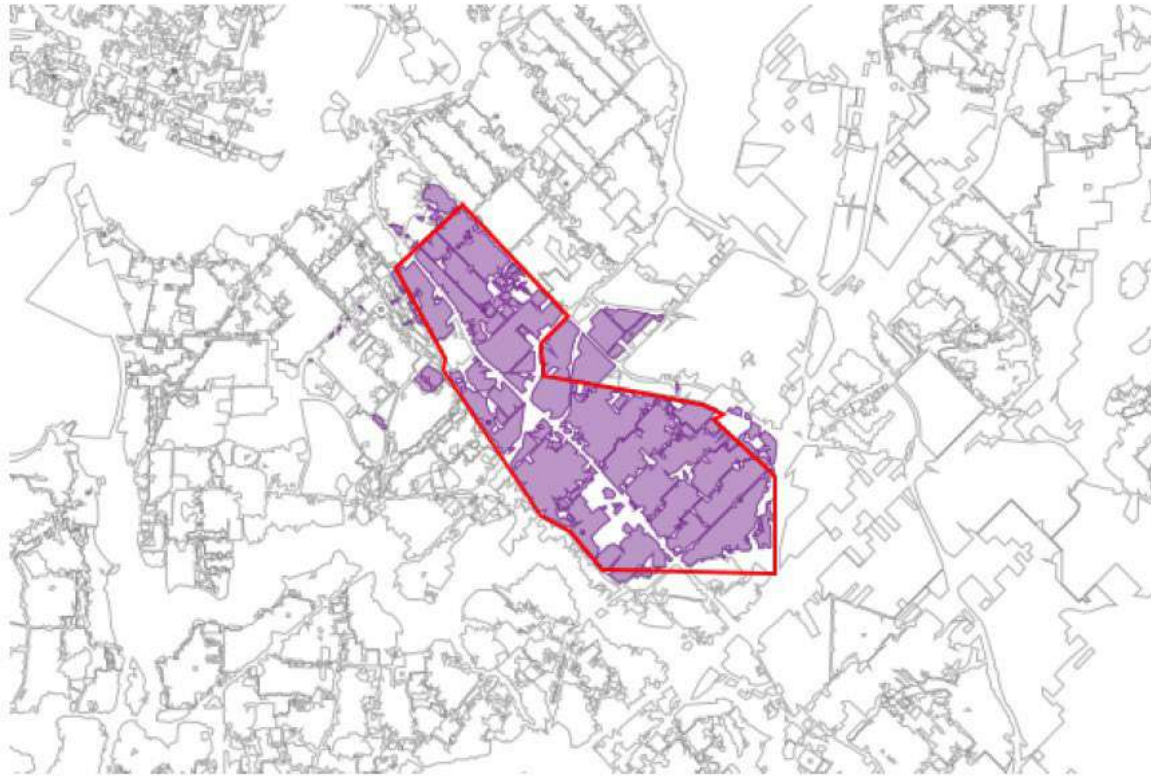
Appendix F - Letterbox Drop Area Map

Campaign Targeter

Catchment summary: Catchment 1

Campaign name: VIC PARK LINE CROSSING

Customer name: Public Transport Authority of WA PTA OMTID



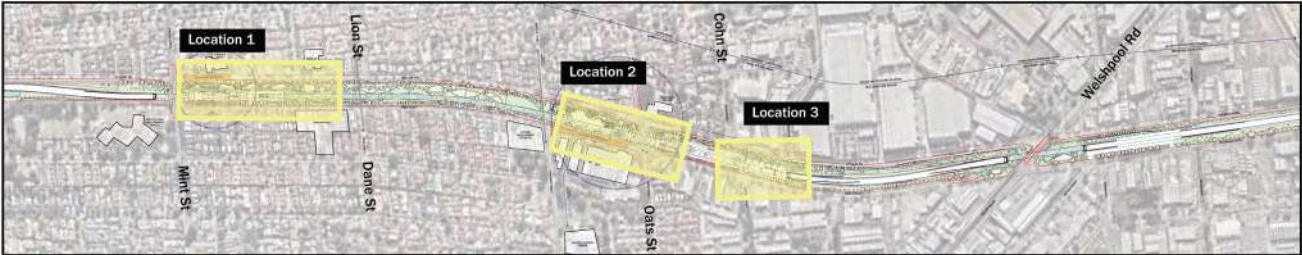
Appendix G - Oats Street Community Reference Group Feedback

Victoria Park to Canning Level Crossing Removal Project

OATS STREET COMMUNITY REFERENCE GROUP

Design Concepts Workshop Feedback Summary

Feedback on key themes, activities, amenity and preferences shown below is a summary from the CRG workshop. Further stakeholder and community feedback, investigation works, and potential scope changes may influence final design outcomes.



Workshop Activities

CRG members discussed what makes a great park. They looked at a range of design values and park uses and prioritised these for the public spaces in each project zone. They viewed early design concepts to discuss and decide what might go where, placing tokens for various activities and amenities in key locations. They also looked at possible access and connection points across the rail line.

Community Comments

Activities

- Importance of community events (music festivals, food vans, markets, community gardens etc) in adjacent public realm of stations as well as along the corridor
- Shifting basketball court and skate plaza to opposite south metropolitan TAFE (away from residential uses)

Facilities

- Provide public toilets adjacent to stations
- Ensure water play is safe for children without getting infections
- Provide BBQ's

Maintenance

- Secure local government maintenance of public realm after handover from Alliance

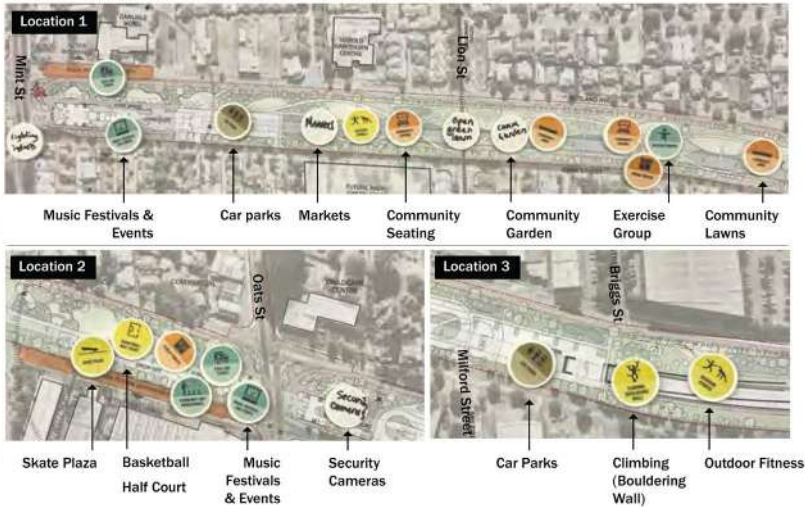
Traffic and Transport

- Provide further detail around the location of signalised intersections at Stations

Nature

- Inclusion of more green lawns and open spaces

Community Preferred Activities/Uses Across Three Locations:



OUR VALUES: MORAL COURAGE | RAISING THE BAR | PEOPLE AND FAMILY

Appendix H - Wharf Street Community Reference Group Feedback

Victoria Park to Canning Level Crossing Removal Project

WHARF STREET COMMUNITY REFERENCE GROUP

Design Concepts Workshop Feedback Summary

Feedback on key themes, activities, amenity and preferences shown below is a summary from the CRG workshop. Further stakeholder and community feedback, investigation works, and potential scope changes may influence final design outcomes.



Workshop Activities

CRG members discussed what makes a great park. They looked at a range of design values and park uses and prioritised these for the public spaces in each project zone. They viewed early design concepts to discuss and decide what might go where, placing tokens for various activities and amenities in key locations. They also looked at possible access and connection points across the rail line.

Community Comments

Activities

- Youth Plaza/skate plaza too far north move further south opposite Cannington Leisureplex
- Minimise car park size within rail corridor through use of on street car bays

Connections

- Facilitation of pedestrian links e.g. From train station to Cannington Community College through to Sevenoaks Senior College
- Continues access to Hambley's IGA (a popular local shopping centre)

- Reinforce link between Queens Park Soccer Stadium and existing Youth Plaza activities and future station facilities
- Move car bays onto the street to provide more green space

Nature

- Emphasised the importance of local native species as part of future landscaping outcomes
- Desire to retain existing trees and plant shady trees to create comfortable micro environments

- Further research into any future Water Sensitive Urban Design Outcomes

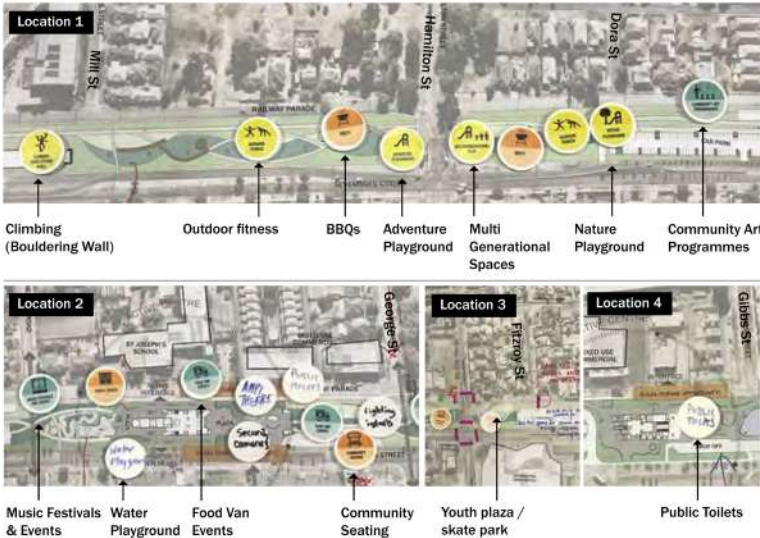
Facilities

- Inclusion of public toilets around stations/station plazas
- Exercise equipment located within the linear park

Cultural Awareness

- Based on Canning's cultural backgrounds/ethnicities (where Canning is only 36.5% English/Australian) – fences should be used to ensure potentially cultural insensitive usage outcomes occur (i.e. ensure no dogs are allowed access to play spaces)

Community Preferred Activities/Uses Across Three Locations:



OUR VALUES: MORAL COURAGE | RAISING THE BAR | PEOPLE AND FAMILY

Appendix I - Harold Hawthorn Community Centre Feedback

Victoria Park to Canning Level Crossing Removal Project

HAROLD HAWTHORNE COMMUNITY CENTRE

Design Concepts Workshop Feedback Summary

Feedback on key themes, activities, amenity and preferences shown below is a summary from the HHCC workshop. Further stakeholder and community feedback, investigation works, and potential scope changes may influence final design outcomes.



Workshop Activities

Harold Hawthorne Community Centre members were invited to discuss the preliminary concept designs for the public realm. ALUA provided a brief project overview, and design vision for the 7km linear park and Carlisle Station. The design narrative and design values were explained to the attendees. The group viewed early design concepts and were invited to discuss and decide what might go where for various activities and amenities in key locations. They also looked at possible access and connection points across the rail line.

Comments

General, considerations raised by the members of the Harold Hawthorne Community Centre included:

- Timing on the project and period of disruption.
- Poor access for those using gofers. Noting not all buses and trains accommodate gofers, impacting members ability to access the broader community.
- Accessibility to key destinations such as Aquafire during construction.
- Specifically, the attendees reflected on the concept design, with accessibility and connections being a primary concern:
 - Proximity concerns with the new Carlisle Station moving away from the community centre.
 - Greater distances to gain access to the public transport bus service.
 - Replacement bus routes and accessibility.
 - Access to amenities in the linear park including good wheelchair access at tables and water fountains.

The multigenerational area was strongly supported with the attendees suggesting:

- Adding a stage for community events
- Interpreting the history of the centre into the design of the multigenerational area
- Support for a dog run area or fenced dog park for residents to sit while dogs play (currently they can only walk around the block with dogs on leads)
- Support for bocce

Multigenerational Area

PARK ACTIVATION
MULTIGENERATIONAL NODE



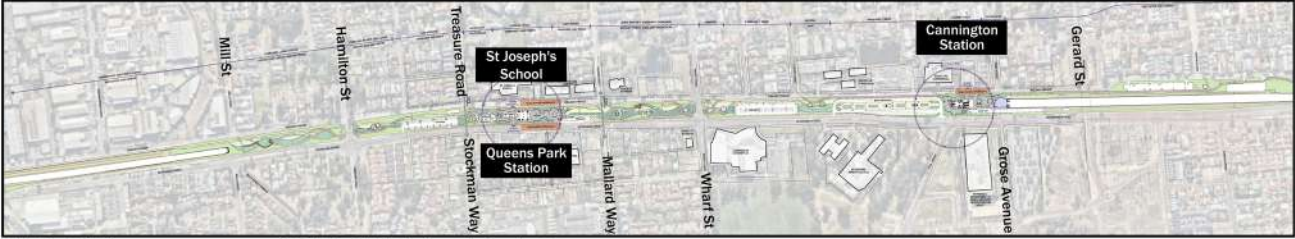
Appendix J - St Josephs School, St Norberts College and Sister Kate's Outcomes

Victoria Park to Canning Level Crossing Removal Project

ST NORBERT, ST JOSEPH'S & SISTER KATE'S

Design Concepts Workshop Feedback Summary

Feedback on key themes, activities, amenity and preferences shown below is a summary from the workshop. Further stakeholder and community feedback, investigation works, and potential scope changes may influence final design outcomes.



Workshop Activities

Members of the St Joseph's Primary School, St Norbert College and Sister Kate's Home Kids Aboriginal Corporation and City of Canning representatives were invited to discuss the preliminary concept designs for the public realm. ALUA provided a brief project overview, and design vision for the 7km linear park and Queens Park Station. The design narrative and design values were explained to the attendees. The group viewed early design concepts and were invited to discuss and decide what might go where for various activities and amenities in key locations. They also looked at possible access and connection points across the rail line.

Comments

General comments included:

- Importance for the design to reflect the multicultural nature of Queens Park.
- Significant places for Indigenous cultural history, including Sister Kate's, Treasure Road, Queens Park Station and Kent Weir.

→ Desire to tell stories through artwork in the linear park.

→ Desire for indigenous stories to be acknowledge the past but focus on a bright and positive future. Reflect a positive healing process.

→ The linear park is seen as a place to bring people together - highly inclusive. Forming places for the community to congregate and connect. A community meeting place.

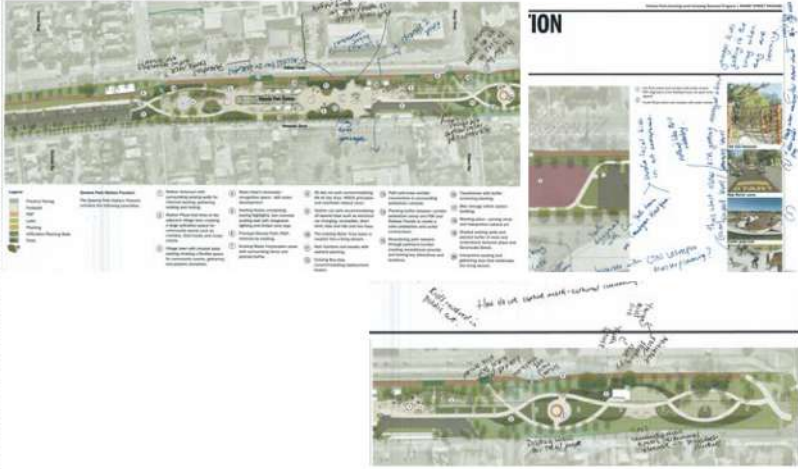
Access

Access, connection and safety are reoccurring themes for the community. The attendees highlighted the need for safe crossing for students to get to school, including:

- The safe connection should be through the play area.
- Establish safe riding connections on separated paths.
- Consider existing local traffic concerns on Treasure Road at drop off and pick up times.

Youth

- The Youth Plaza was welcomed with some specific design considerations raised by the children attending the workshop:



Victoria Park to Canning Level Crossing Removal Project

- There are five schools in the area, important to have representation of youth from young to teenagers involved in design.
- Principals of schools indicated that they are keen to take students over to the play areas for a change of space and enhanced learning outcomes.
- All schools would use and benefit from an outdoor art performances and theatre space to host events and can be used by the community.
- Involve local school students in the art programme.
- The Youth Plaza across from Leisureplex appears to be for older kids/high school kids, to help promote a more inclusive space they requested:
 - Skate area – separated places for experienced and non-experienced riders to learn and play
 - Ping pong table
 - Basketball/netball hoop
 - Ability to borrow balls/racquets from Leisureplex
 - Possible storage at the area with play items in it
 - Shipping containers e.g., Fremantle similar space
 - After school hang out zone with hammocks, seating to connect and meet friends
 - Seating areas to read books in from Library
 - Multi use space that is flexible and can change and evolve
- Small flat roller-skating area
- Supported the idea of the space being activated by the Youth Team.
- Proposed that across from Hambleys IGA could be a younger students play area:
 - Connection to the Primary school and day-care area
 - Walkability and road crossing important
 - Place for mothers and younger children (siblings) to come together before and after school
- Consider places where markets can be held.
- Multicultural spaces were also important:
 - Multicultural elements to represent the diversity of the city.
 - Form places for everyone to congregate and connect.
- Specific ideas relating to the Sister Kate's Interpretive Area:
 - Desire for an integrated design approach to the reflective node including key members of Sister Kate's.
 - Agree with the location however also want indigenous stories to be throughout the linear park.
 - The interpretive node to include interactive spaces that involve the community:
 - Sculptural artwork
 - Soundscape
 - Language display board
 - 'Under-story' under the rail line
 - Integration of Kep – water
 - Creation of a yarnning circle
 - Rain gardens for health and healing
 - Walking trail
 - Continuation of the Red-tailed Black Cockatoo narrative currently at the "Kalla Wirin Gnaark Boodjar - Fire Spirit Mother Country" mural at the Queens Park Recreation Centre
- Design narrative for the Interpretive Area to include the Red-tailed Black Cockatoo. It is the focus for the Bush Block at Sister Kate's. Participants emphasised the importance of Treasure Road and the connection from Sister Kate's, the healing Bush Block, past the "Kalla Wirin Gnaark Boodjar - Fire Spirit Mother Country" mural at the Queens Park Recreation Centre, past the schools, to the Queens Park train station then beyond the train station to the Kent Street Weir. The Red-tailed Black Cockatoos would follow the homies (Sister Kate children) from the home to the Kent Street Weir when they ventured down to the river.
- The Bush Block at Sister Kate's is a place of healing, it is the only "Bush Block" in the City of Canning
- Integration of first plants and collection of first plant seeds.



Kent Street Weir Sister Kate's Bush Block St Norbert College St Joseph's School Queens Park Reserve



Appendix K - Victoria Park Young Leaders Outcomes

Victoria Park to Canning Level Crossing Removal Project

TOVP - YOUTH LEADERS WORKSHOP

Design Concepts Workshop Feedback Summary

Feedback on key themes, activities, amenity and preferences shown below is a summary from the Youth Leaders workshop. Further stakeholder and community feedback, investigation works, and potential scope changes may influence final design outcomes.



Workshop Activities

The Town of Victoria Park Youth Leader members discussed what makes a great park. The group was invited to discuss the preliminary concept designs for the public realm. ALUA provided a brief project overview, and design vision for the 7km linear park and Carlisle Station. The design narrative, design values and place principles were explained to the attendees. They viewed early design concepts to discuss and decide what might go where, placing tokens for various activities and amenities in key locations. They also looked at possible access and connection points across the rail line.

Community Comments

There was interest in the amenities and activities that might occur in the linear park. Members of the group provided a number of ideas:

Activities

- Chill space next to the Youth Plaza
- Places to sit on bean bags, hang out and watch tick-tock

Location

The members had thoughts on where to focus the facilities:

- Skate park - focus on 15- to 25 year olds
- Nature playground - focus on 0 - 13 year olds

Facilities

- Locate toilets next to the active zone
- Extra toilets east of the Dane Street alignment
- The group preferred dog walking options than a dog park

Amenity

- Locate amplified music located away from the residential area

Community Preferred Activities/Uses Across Two Locations:

Location 1

- Amphitheatre
- Public Toilets
- Music Festivals & Events
- Public Toilets
- Dog Walking & Dog Parks

Location 2

- Nature Playground
- Chill Space
- Skate Plaza
- Community Seating
- Public Toilets

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TOWN OF VICTORIA PARK
Received: 6/02/2023

Victoria Park to Canning Level Crossing Removal Project

TOVP - YOUTH LEADERS WORKSHOP

Design Concepts Workshop Feedback Summary

Feedback on key themes, activities, amenity and preferences shown below is a summary from the Youth Leaders workshop. Further stakeholder and community feedback, investigation works, and potential scope changes may influence final design outcomes.

Community Values

Community members were asked to rank their top three values amongst the following nine criteria:

- Places to exercise
- Playgrounds
- Universal Access
- Passive Recreation Spaces
- Community Spaces
- Art
- Safety
- Environmental Qualities
- Connections & Access

Key Community Value Preferences:

- Climbing (Bouldering Wall)
- Parkour
- Youth Plaza
- Nature Playground
- Shaded Lawn Areas
- God Walking/Dog Parks
- Public and Community Art Programmes
- Music Events and Festivals
- Food Van Events
- Lighting
- Maintenance
- Signage
- Car Parks
- Bus Interchange
- Commuter Paths
- Lighting Installations
- Interpretive Play
- Accessible water fountains
- No Steps
- Neurodivergent Design

Legend

The values with the highest number of responses are highlighted in yellow - with the least valued responses highlighted in blue.

Order of Preference

- Essential
- Somewhat Essential
- Least Essential

Places to Exercise

- Climbing (Bouldering Wall)
- Parkour
- Table Tennis
- Running
- Outdoor Gym Equipment
- Group Fitness Classes
- Basketball
- Skate Boarding
- Scooter Riding
- Kick-about Sports
- Cycling

Passive Recreation Spaces

- Shaded Lawn Areas
- God Walking/Dog Parks
- Public Toilets
- Good Pathway Networks
- Art and Interpretive Trails
- Shade Shelters
- Community Areas
- Lawn for Kick-about
- BBQ's

Safety

- Lighting
- Maintenance
- Signage
- CCTV
- Open Surveillance
- Fencing

Playgrounds

- Youth Plaza
- Nature Playground
- Adventure Playground
- Playful Elements Creating Trails
- Water Play
- Multi-generational Play
- Play Trails
- BMX Tracks

Community Spaces

- Public and Community Art Programmes
- Music Events and Festivals
- Food Van Events
- Community Clubs
- Exercise Groups
- OTHER: Family names
- OTHER: Community Garden

Environmental Qualities

- Native Planting
- Urban Forests (native tree planting)
- Water Sensitive Urban Design
- Use of Recycled Materials
- Retention of Existing Trees
- Habitat Creation

Universal Access

- Accessible water fountains
- No Steps
- Neurodivergent Design
- Seating every 60m
- Seating with back + arm rests
- Universal Playgrounds
- Audio Art
- Accessible BBQ's
- Tactile Wayfinding
- Wheelchair Seating
- Braille

Art

- Lighting Installations
- Interpretive Play
- Key Stories from the corridor history
- Cultural Story Telling
- Viaduct/Abutment Integrated Art
- Sleeper Art
- Interpretive Trails

Connections & Access

- Car Parks
- Bus Interchange
- Commuter Paths
- Cross Connections
- Bike Paths
- Pedestrian Network
- Electric Scooters
- Shared Path

OUR VALUES: MORAL COURAGE | RAISING THE BAR | PEOPLE AND FAMILY

Appendix L - Canning Youth Group Outcomes

Victoria Park to Canning Level Crossing Removal Project

CANNING YOUTH

Design Concepts Workshop Feedback Summary

Feedback on key themes, activities, amenity and preferences shown below is a summary from the workshop. Further stakeholder and community feedback, investigation works, and potential scope changes may influence final design outcomes.



Workshop Activities

Members of the Canning Youth Group and City of Canning representatives were invited to discuss the preliminary concept designs for the public realm. ALUA provided a brief project overview and the design vision for the 7km linear park. The design narrative and design values were explained to the attendees. The group viewed early design concepts and were invited to discuss what might go where for various activities and amenities surrounding the Cannington and Queens Park Stations. They also looked at possible access and connection points across the rail line.

Comments

The participants identified several amenities across three key areas:

Queens Park Station

- The youth identified a 'community' vibe for the Queens Park Station:
- Community lawns and spaces for community clubs
- Opportunity for music and community events
- Skate Plaza
- Public toilets
- Facilities to support community 'dining' - BBQs, banquet tables and public toilets

Wharf Street

The youth identified a 'fitness' theme around the Cannington Leisureplex including:

- Parkour
- Bike tracks
- Climbing bouldering wall
- Food vans

They were keen to extend the gym out from the Cannington Leisureplex into the public realm at Wharf Street - an outdoor, open air gym.

Between Wharf Street and Cannington they identified public toilets, BBQs and food vans across from the Sevenoaks Senior College.

Cannington Station

The focus was on 'activities while we wait' for the train. The different options included:

- Multi-generational play
- Table tennis
- Exercise groups
- Parkour
- Basketball half court
- Community clubs & performances spaces



- Community Lawn
- Community Clubs
- Skate Plaza
- Music & Events
- Food Trucks
- Public Toilets
- Dog Park
- Bike Tracks
- Parkour
- BBQs
- Public Toilets
- Food vans
- Play
- Parkour
- Table Tennis
- Exercise Groups

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Victoria Park to Canning Level Crossing Removal Project

COC - YOUTH WORKSHOP

Design Concepts Workshop Feedback Summary

Feedback on key themes, activities, amenity and preferences shown below is a summary from the Youth Leaders workshop. Further stakeholder and community feedback, investigation works, and potential scope changes may influence final design outcomes.

Community Values

The City of Canning Youth group members were asked to rank their top three values amongst the following nine criteria:

- Places to exercise
- Playgrounds
- Universal Access
- Passive Recreation Spaces
- Community Spaces
- Art
- Safety
- Environmental Qualities
- Connections & Access

Key Community Value Preferences:

- Climbing (Bouldering Wall)
- Youth Plaza
- Water Play
- Adventure Playground
- Accessible BBQ's
- Braille
- God Walking/Dog Parks
- Public Toilets
- Food Van Events
- Music Events and Festivals
- Community Clubs
- Public and Community Art Programmes
- Lighting Installations
- Lighting
- Car Parks
- Bike Paths
- Electric Scooters

Legend

The values with the highest number of responses are highlighted in yellow - with the least valued responses highlighted in blue.

Order of Preference

- Essential
- Somewhat Essential
- Least Essential

Places to Exercise

- Climbing (Bouldering Wall)
- Parkour
- Running
- Basketball
- Table Tennis
- Skate Boarding
- Kick-about Sports
- Outdoor Gym Equipment
- Scooter Riding
- Group Fitness Classes
- Cycling

Passive Recreation Spaces

- God Walking/Dog Parks
- Public Toilets
- Shaded Lawn Areas
- Lawn for Kick-about
- Shade Shelters
- Art and Interpretive Trails
- Community Areas
- BBQ's
- Good Pathway Networks

Safety

- Lighting
- Maintenance
- CCTV
- Open Surveillance
- Signage
- Fencing

Playgrounds

- Youth Plaza
- Water Play
- Adventure Playground
- Nature Playground
- Playful Elements Creating Trails
- BMX Tracks
- Multi-generational Play
- Play Trails

Community Spaces

- Food Van Events
- Music Events and Festivals
- Community Clubs
- Public and Community Art Programmes
- Exercise Groups

Environmental Qualities

- Use of Recycled Materials
- Water Sensitive Urban Design
- Retention of Existing Trees
- Urban Forests (native tree planting)
- Habitat Creation
- Native Planting

Universal Access

- Accessible BBQ's
- Braille
- Accessible water fountains
- No Steps
- Neurodivergent Design
- Seating with back + arm rests
- Universal Playgrounds
- Audio Art
- Tactile Wayfinding
- Wheelchair Seating
- Seating every 60m

Art

- Lighting Installations
- Cultural Story Telling
- Viaduct/Abutment Integrated Art
- Interpretive Play
- Key Stories from the corridor history
- Interpretive Trails
- Sleeper Art

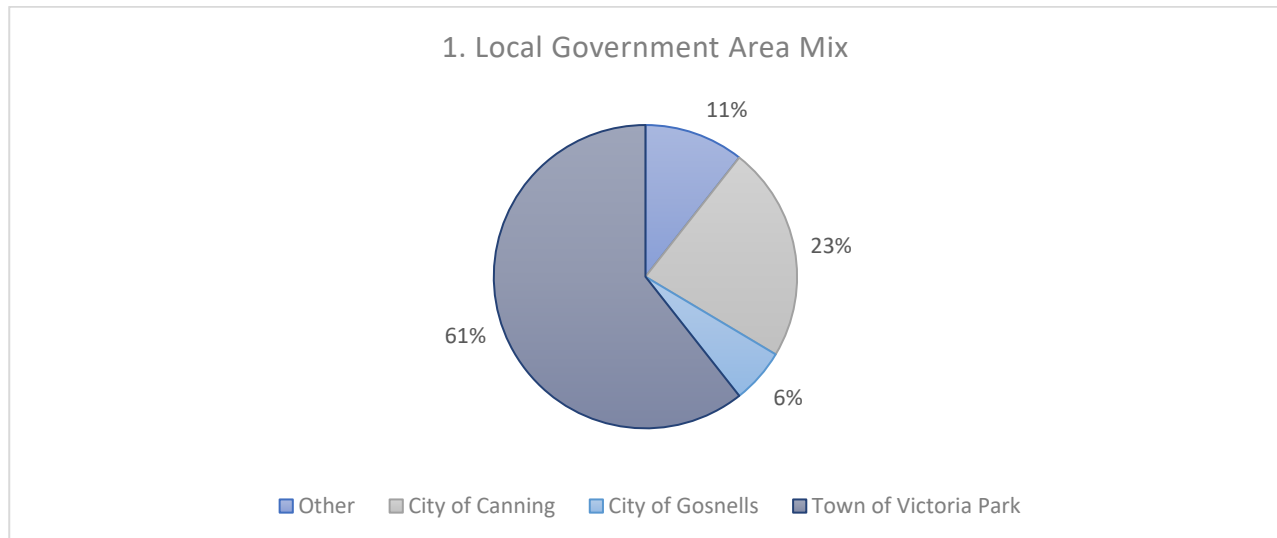
Connections & Access

- Car Parks
- Bike Paths
- Electric Scooters
- Cross Connections
- Commuter Paths
- Pedestrian Network
- Shared Path
- Bus Interchange

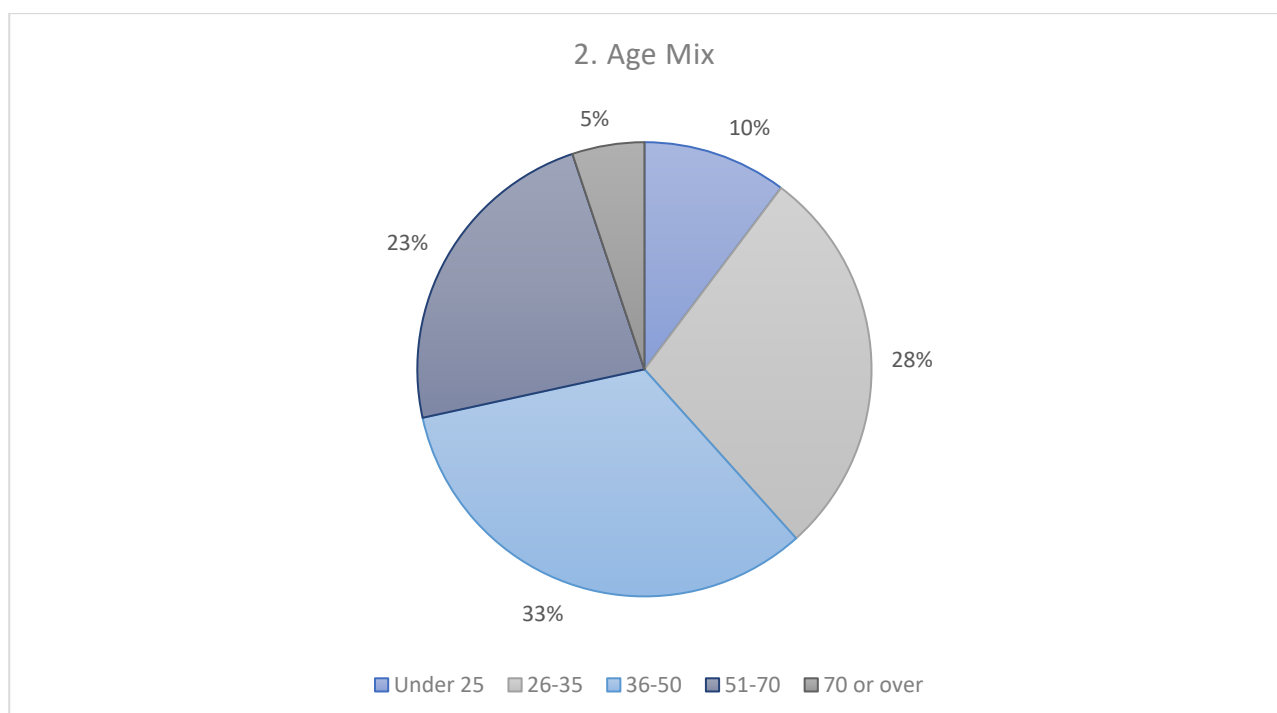
OUR VALUES: MORAL COURAGE | RAISING THE BAR | PEOPLE AND FAMILY

Appendix M -Online Survey Analysis*Public Space Design Concepts – MySay Community Survey Analysis***Demographics****Question 1. In which local government area do you live?**

There were a large number of respondents from the Town of Victoria Park, at 61% of responses.

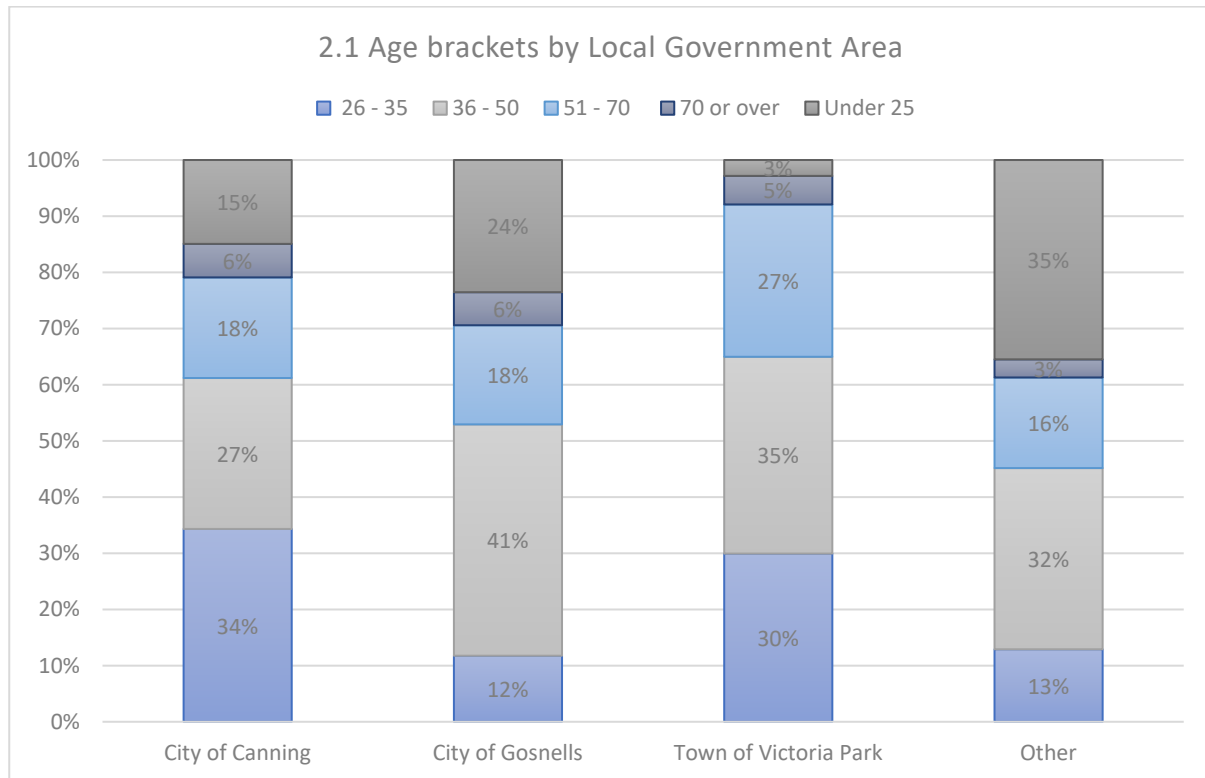
**Question 2. What age bracket do you fall into?**

Overall there was a good representation of those between 26 and 70.

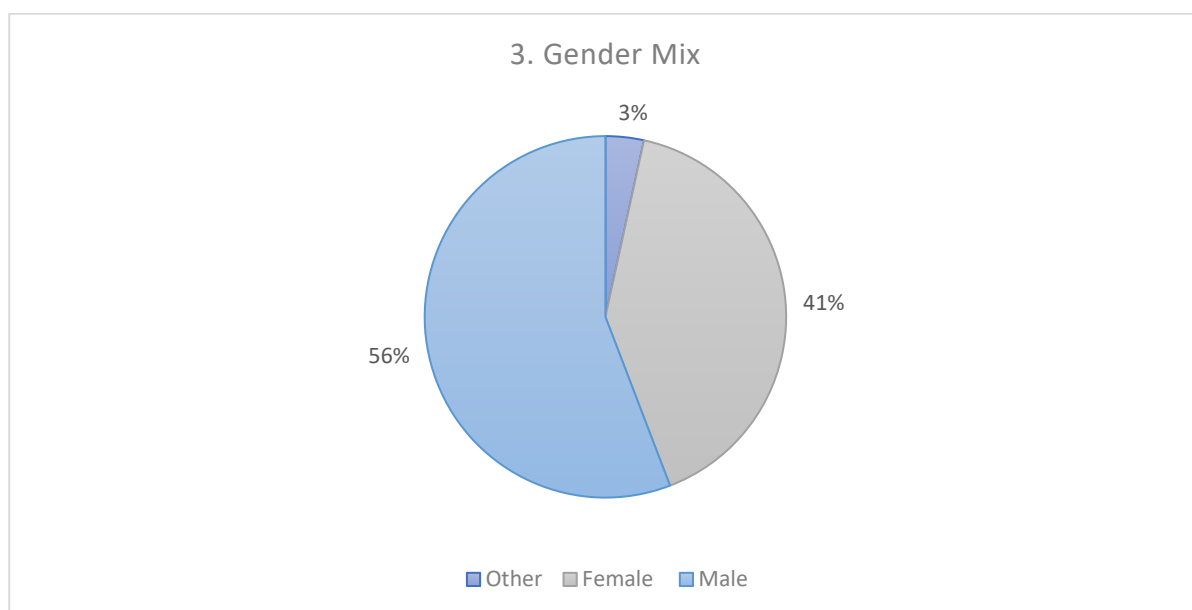


Cross Tabulation Q1 and Q2: Respondent age brackets and LGA

Overall there was a low response rate from those 70 years or above. The Town of Victoria Park had a low representation of under 25 year old's, at 3%.

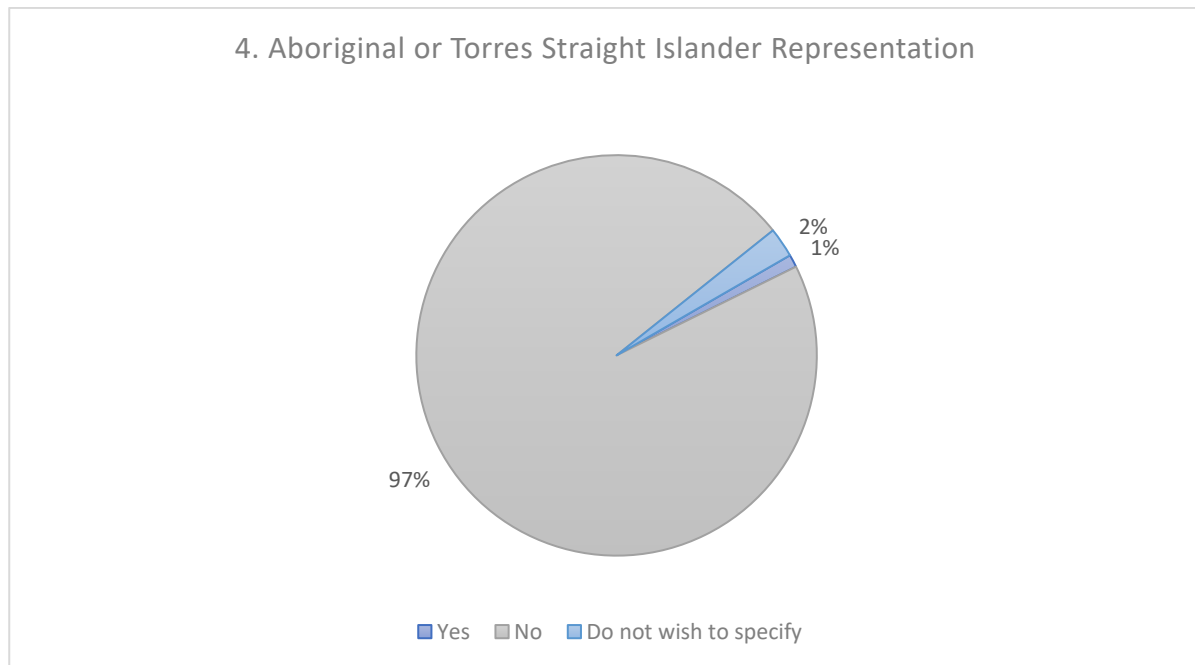
**Question 3. What is your gender?**

'Other' includes those who chose do not wish to specify (2%) and non-binary (1%), no respondents chose to self-describe.

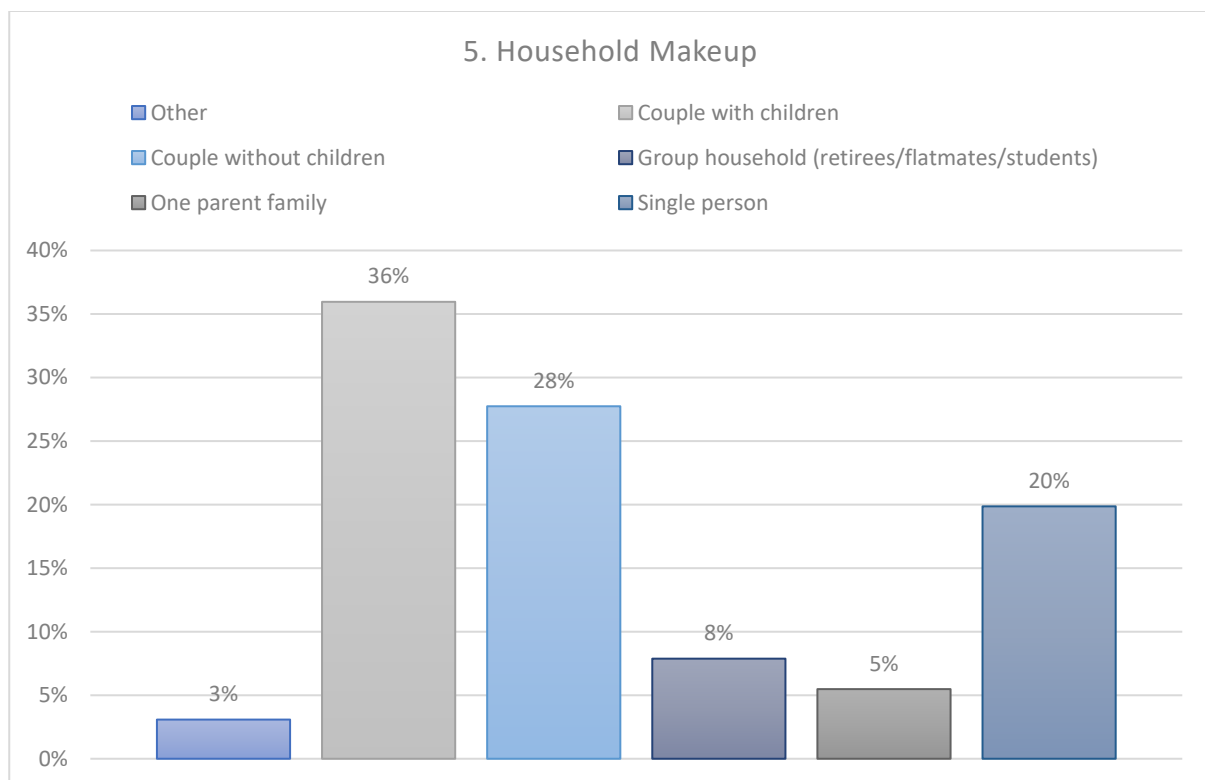


Question 4. Do you identify as Aboriginal and/or Torres Strait Islander?

1% of respondents identified as Aboriginal and/or Torres Strait Islander, 3 people in total.

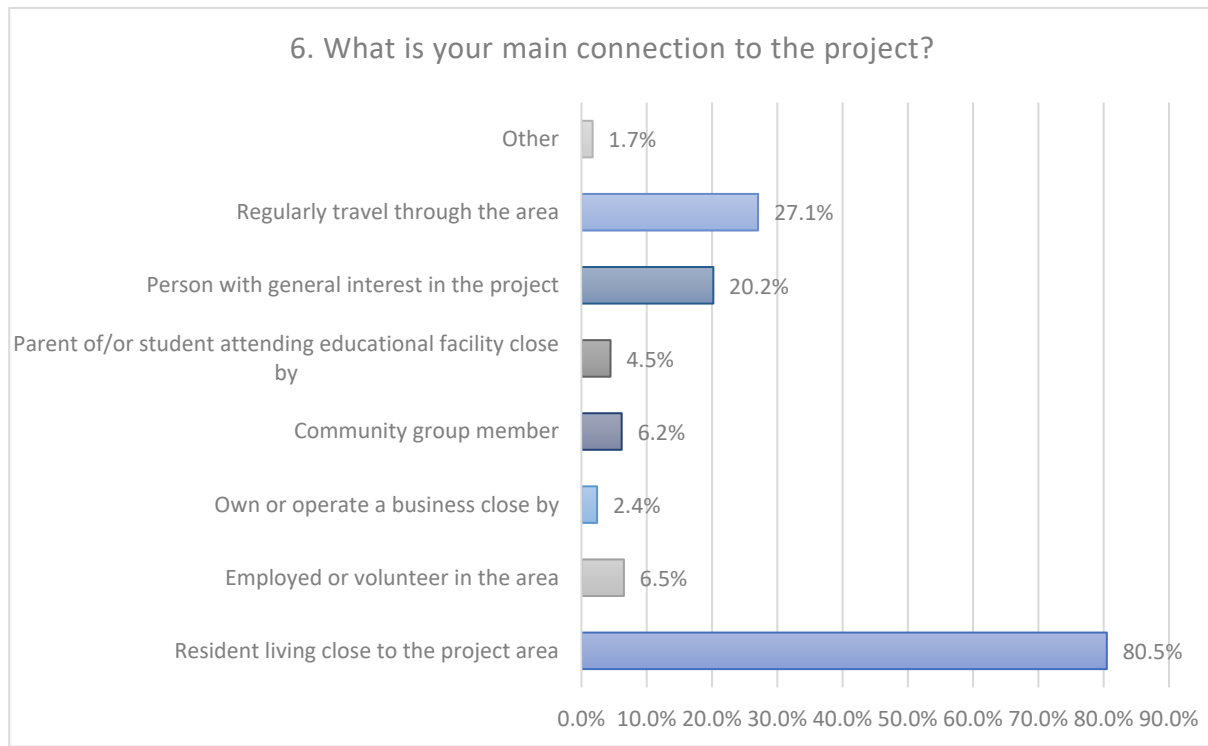
**Question 5. What is the makeup of your household?**

A large number of respondents belonged to a household of a couple with children (36%), followed by couples without children (28%).



Question 6. What is your main connection to the Victoria Park-Canning Level Crossing Removal Project?

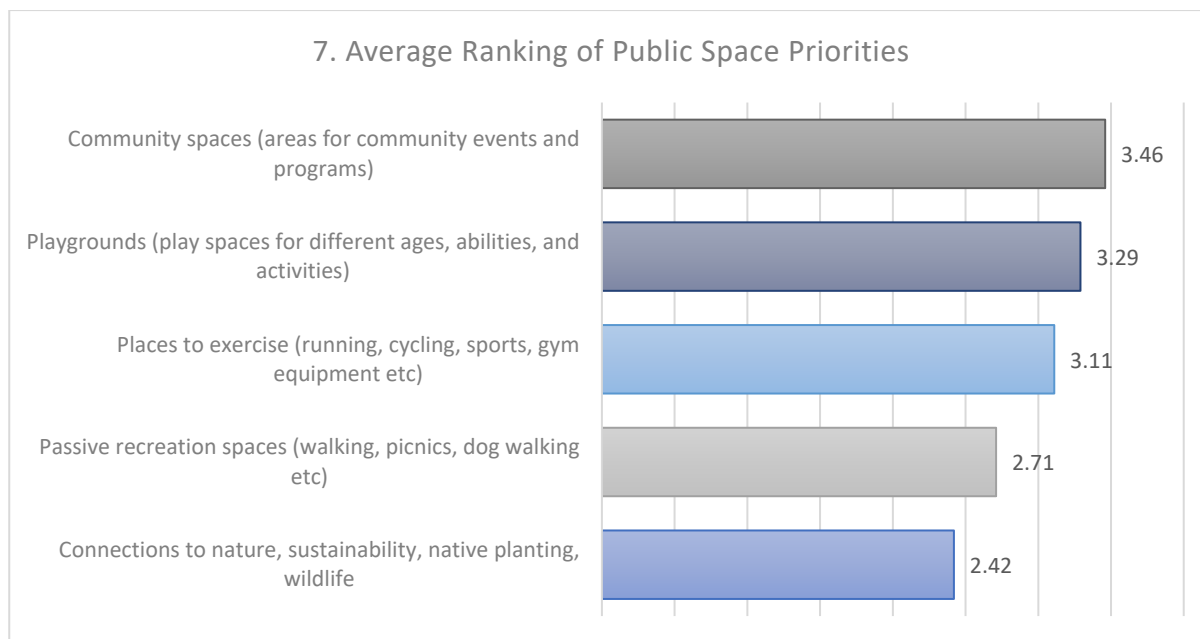
Majority of survey respondents were residents living close to the project area, at 80.5%.



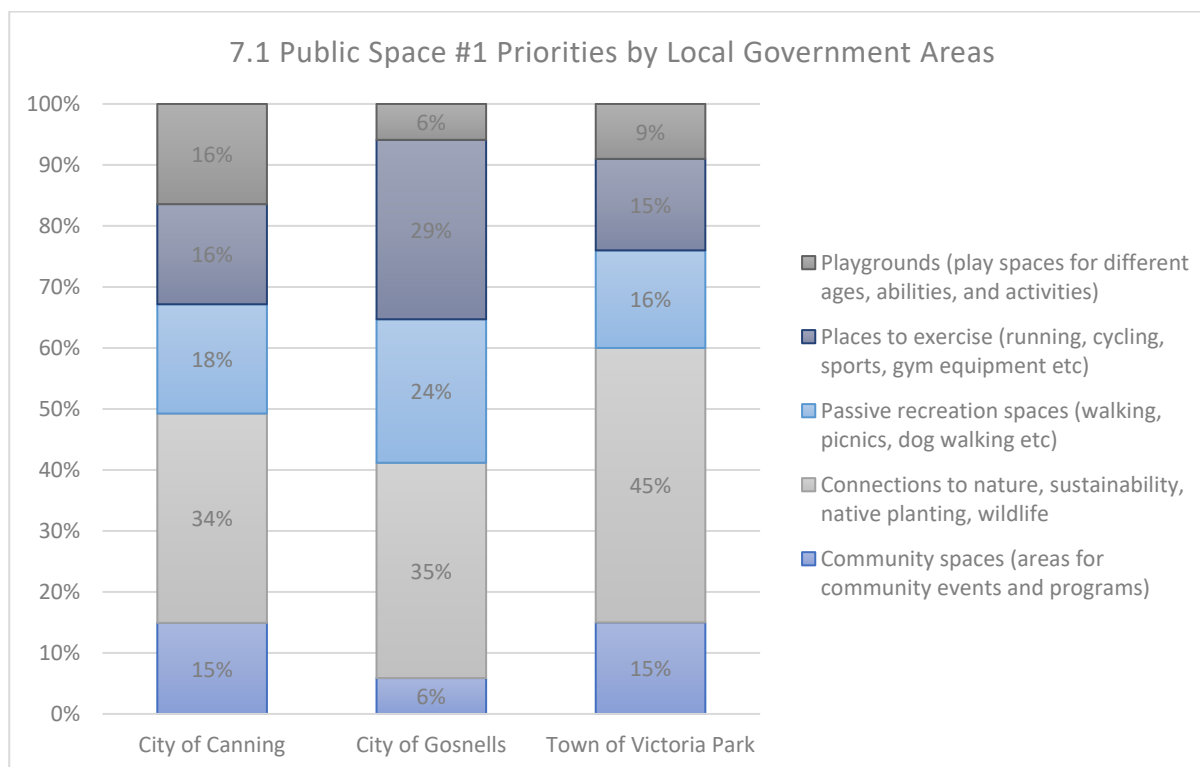
Public Space Questions

Question 7. From the list below, please number from 1 to 5 in priority order, what you'd most like to see in new public spaces in and around the rail.

Community spaces and playgrounds were the two most commonly highest ranked options.

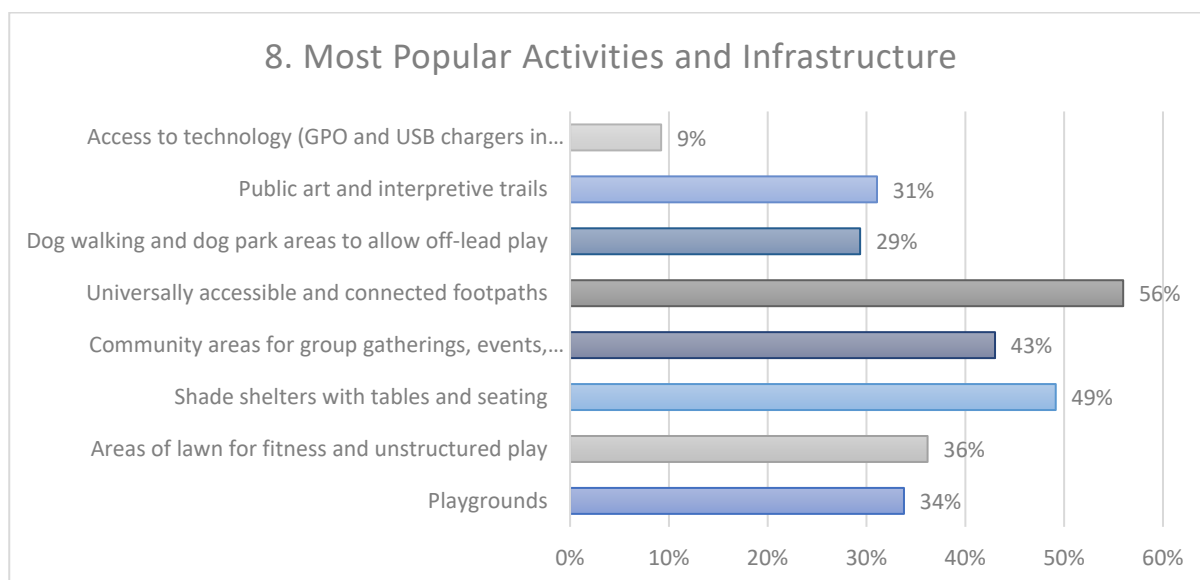


Question 7 Crosstabulation - Public space prioritisation in each LGA

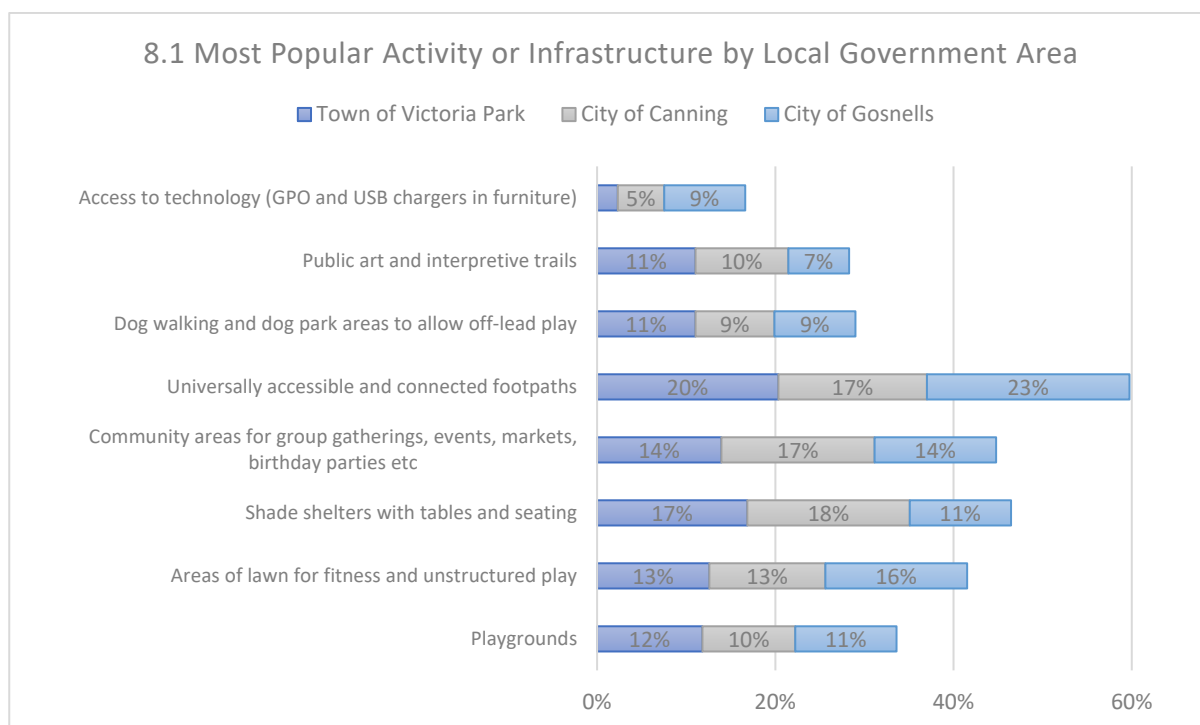


Question 8. What activities and infrastructure would you be most likely to use in these new parks and public spaces? (tick your top 3)

Respondents were able to choose three options if they wished, the top three most chosen activities or infrastructure were: 'universally accessible and connected footpaths' (chosen by 56%), 'shade shelters with tables and seating' (chosen by 49%), and 'community areas for group gatherings' (chosen by 43%). These represent what is most likely to be used by the community.

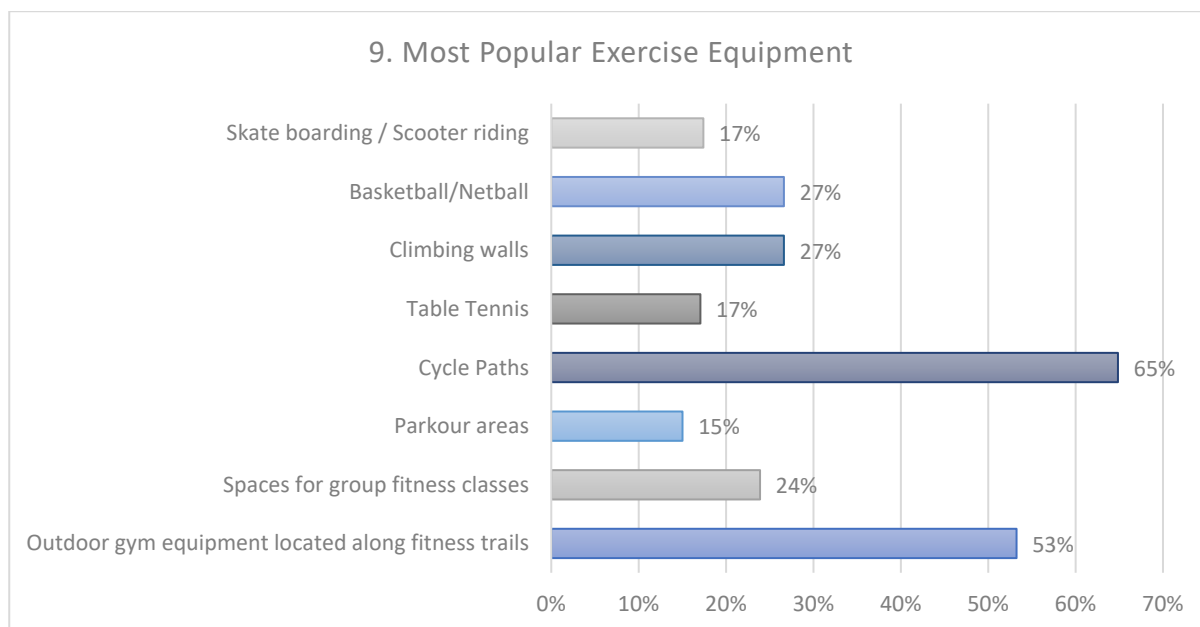


Question 8 Crosstabulation - Most popular activity or infrastructure use in each LGA

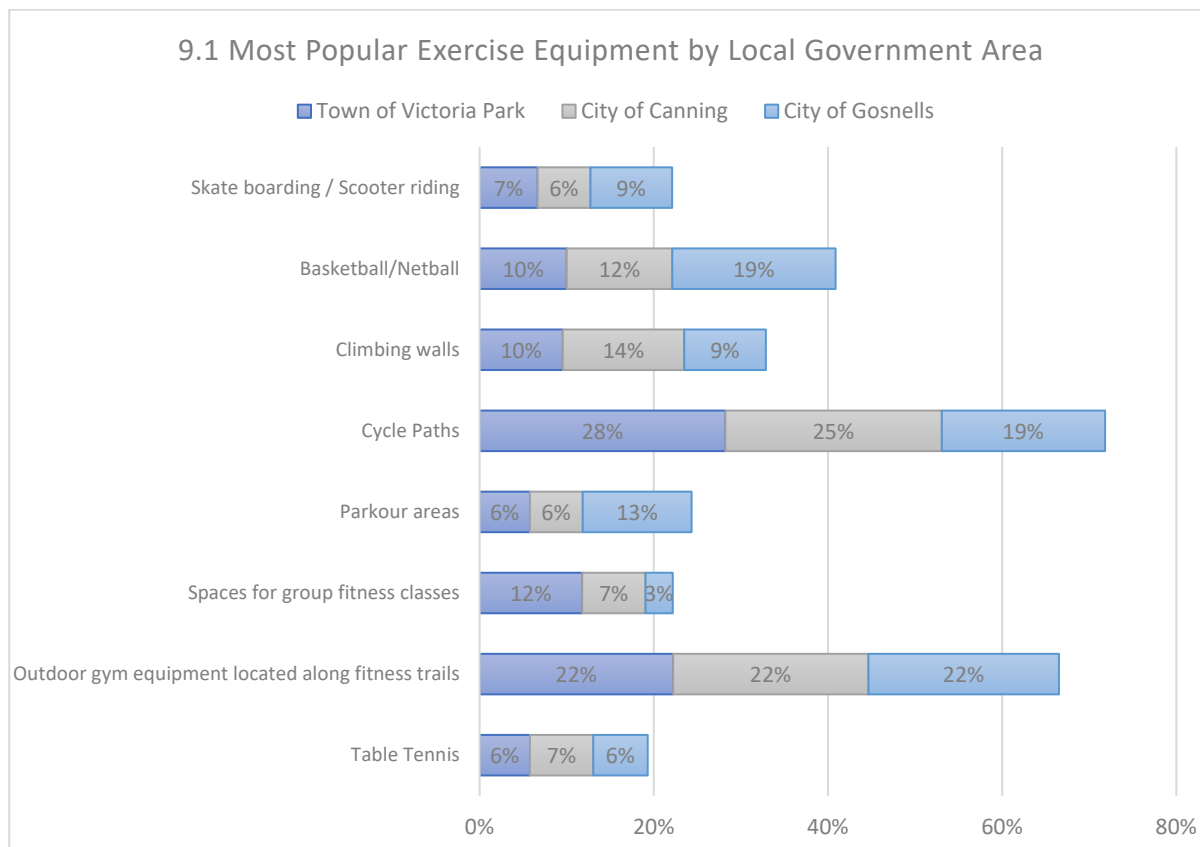


Question 9. If visiting the new park and public spaces for exercise, which type of exercise equipment would you most like to use? (tick your top 3 or skip this question)

'Cycle paths' (65%) and 'outdoor gym equipment' (53%) were the most popular exercise equipment the community chose to use when visiting a new park.

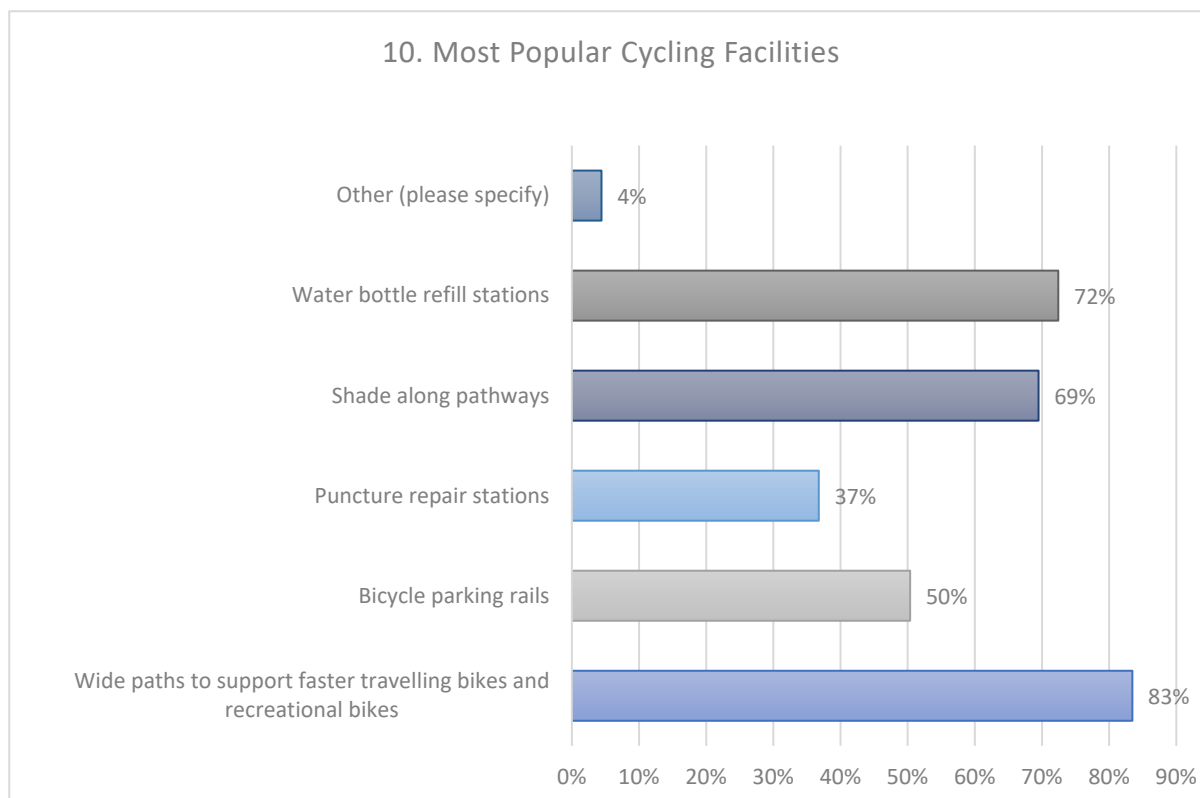


Question 9 Crosstabulation – Most popular exercise equipment in each LGA



Question 10. If you were cycling through the new park and public spaces, which facilities would you use? (Tick all that are relevant or skip this question)

The most popular cycling facilities which the community would use include 'wider paths' (83%), 'water bottle refill stations' (72%) and 'shade' (69%).

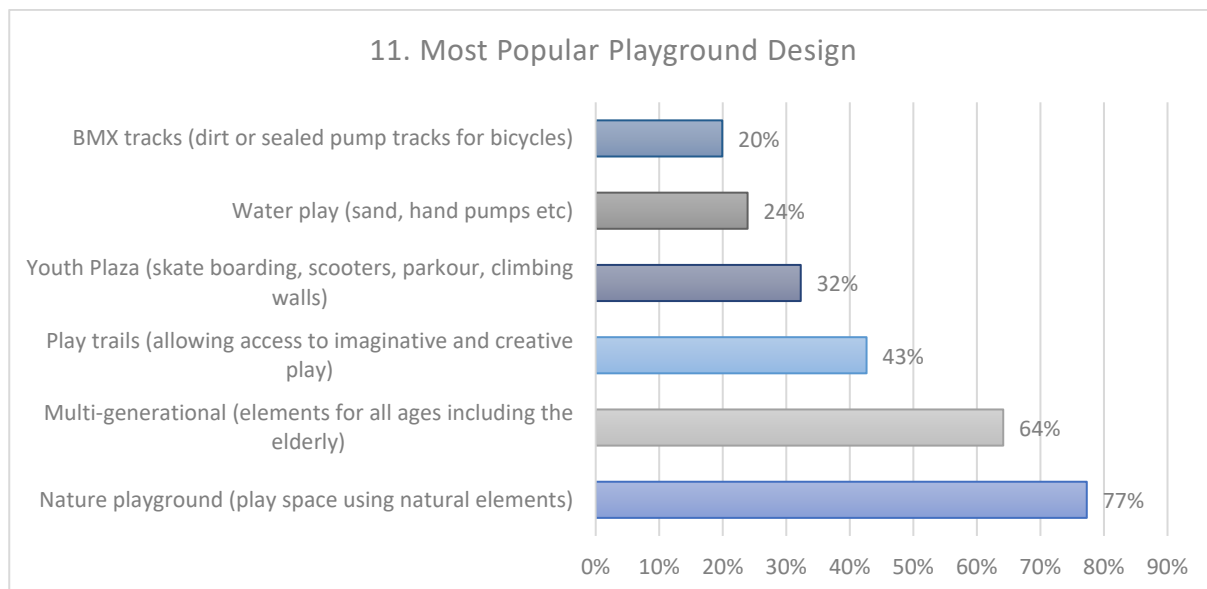


Question 10 – Some respondents chose 'other' and wrote in their own ideas and suggestions for cycling facilities. These include the following:

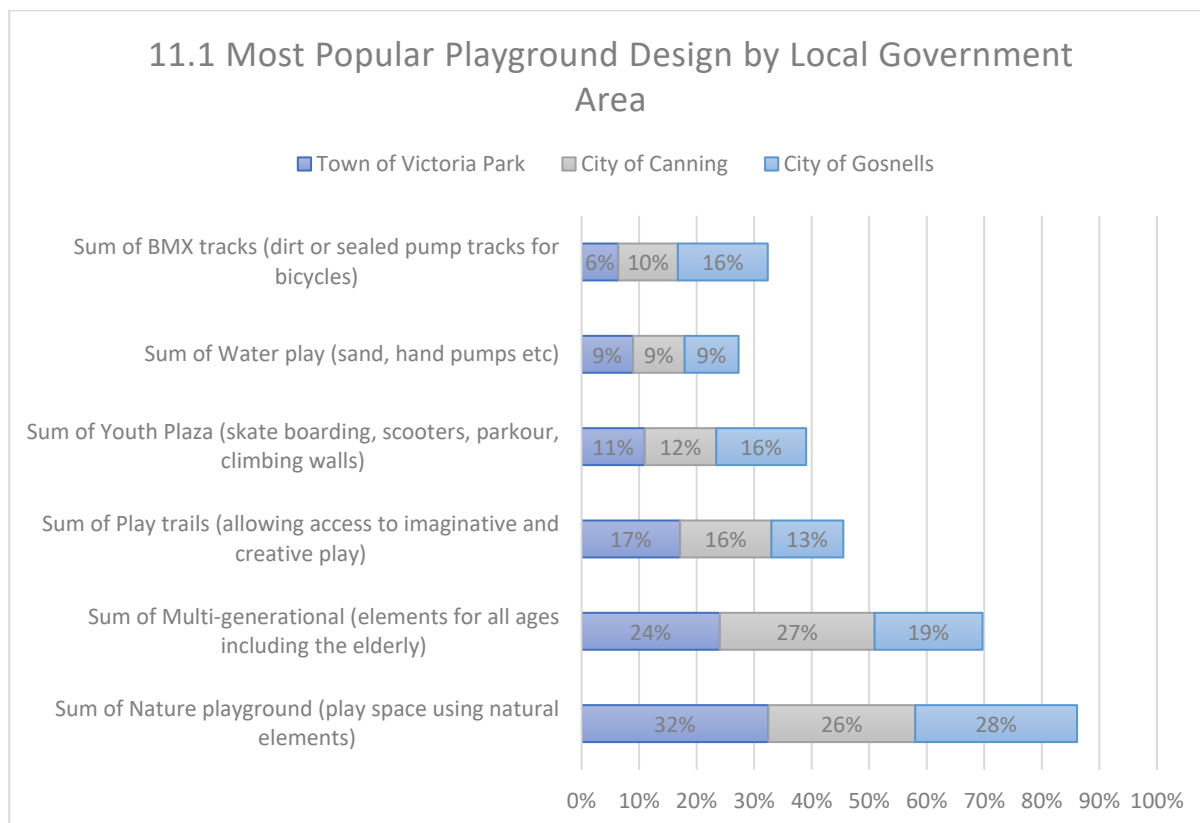
- Separating the cycle path from pedestrians to ensure safety
- Ensuring the bike paths are continuous
- Secure parking rails, appropriately designed for modern bicycles and located undercover to protect e-bikes from hot sun and rain (both damage the battery) and far enough from other structures to be useful. For examples of bad parking rails, see the ones installed outside the Vic Park IGA (too close to the wall and each other), outside Carousel Shopping Centre on Albany Highway (exposed to the elements, no passive surveillance), and outside the Belvidere St IGA in Belmont (not designed for modern bikes, too short and basically unusable).
- A place to teach children how to ride a bike
- Pump track
- A safe cycling path for commuters connecting into the city
- Diversions where there are dog parks or areas with high pedestrian usage (e.g. near stations) to avoid accidents

Question 11. If you would like to see playgrounds, which type would you be most likely use? (Pick up to 3, or skip this question)

Specific to types of playgrounds, the community were able to choose three options, outcomes show the community are most likely to use 'nature playgrounds' (chosen by 77%) and 'multigenerational playgrounds' (chosen by 64%).

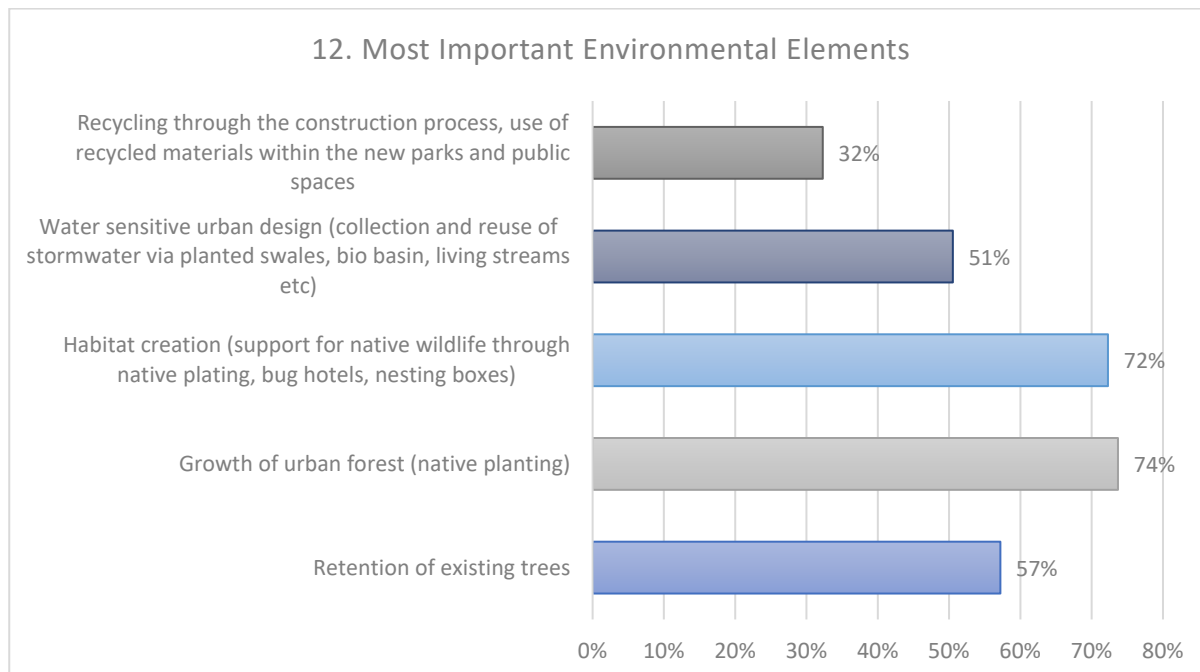


Question 11 Crosstabulation – Most popular playground design in each LGA

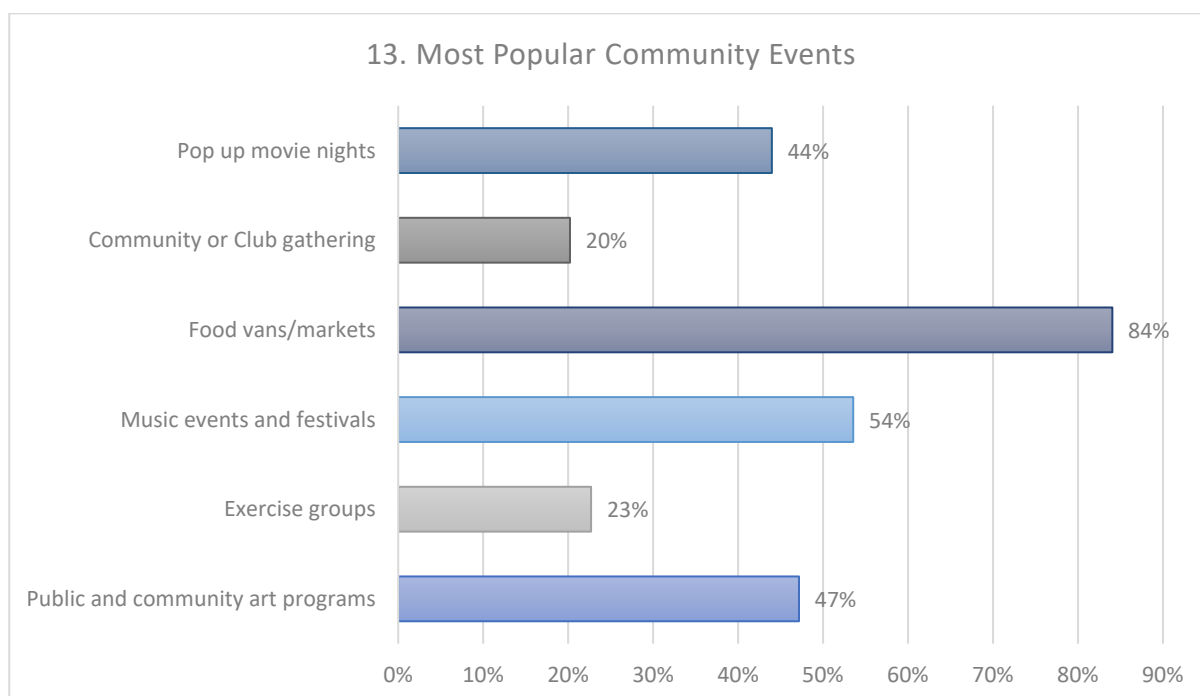


Question 12. What environmental elements are most important to you? (pick your top 3)

Respondents were able to choose three options if they wished, the most important environmental elements include: 'growth of the urban forest' (chosen by 74%), and 'habitat creation' (chosen by 72%).

**Question 13. What community events would you most likely attend in public spaces? (tick your top 3)**

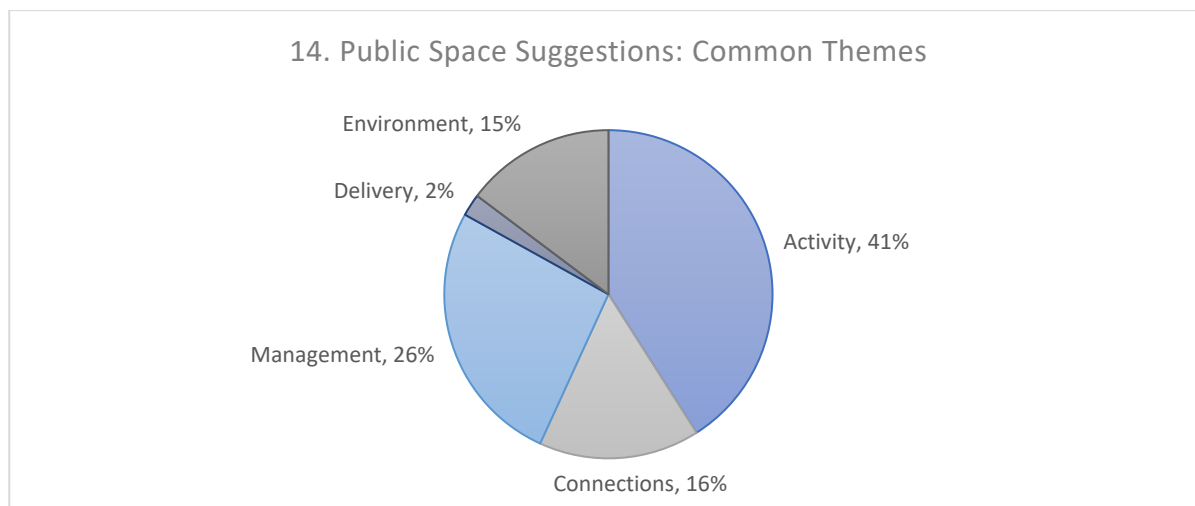
Respondents were able to choose three options if they wished, the most likely events the community would attend include: 'food vans and markets' (chosen by 84%), and 'music events and festivals' (chosen by 54%).



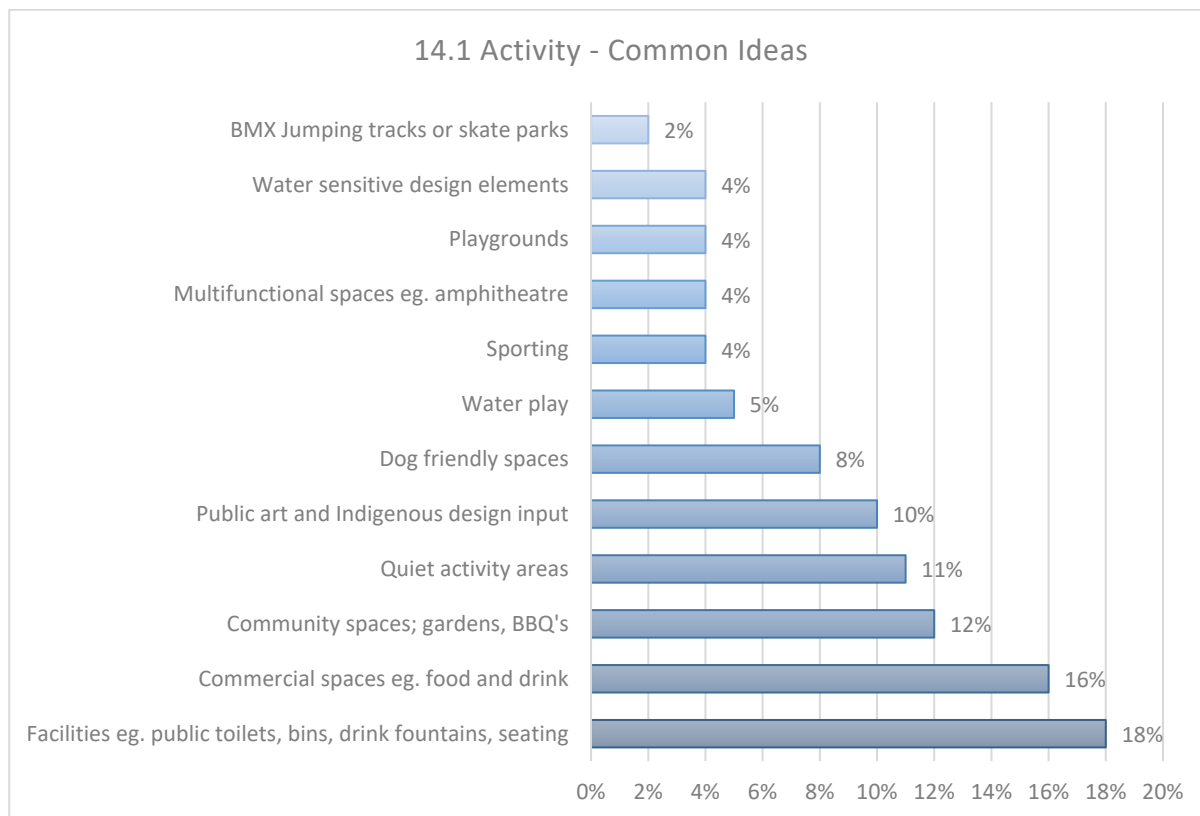
Open-Ended Questions

Question 14. Have we missed anything you would like to see included in new parks and public spaces?

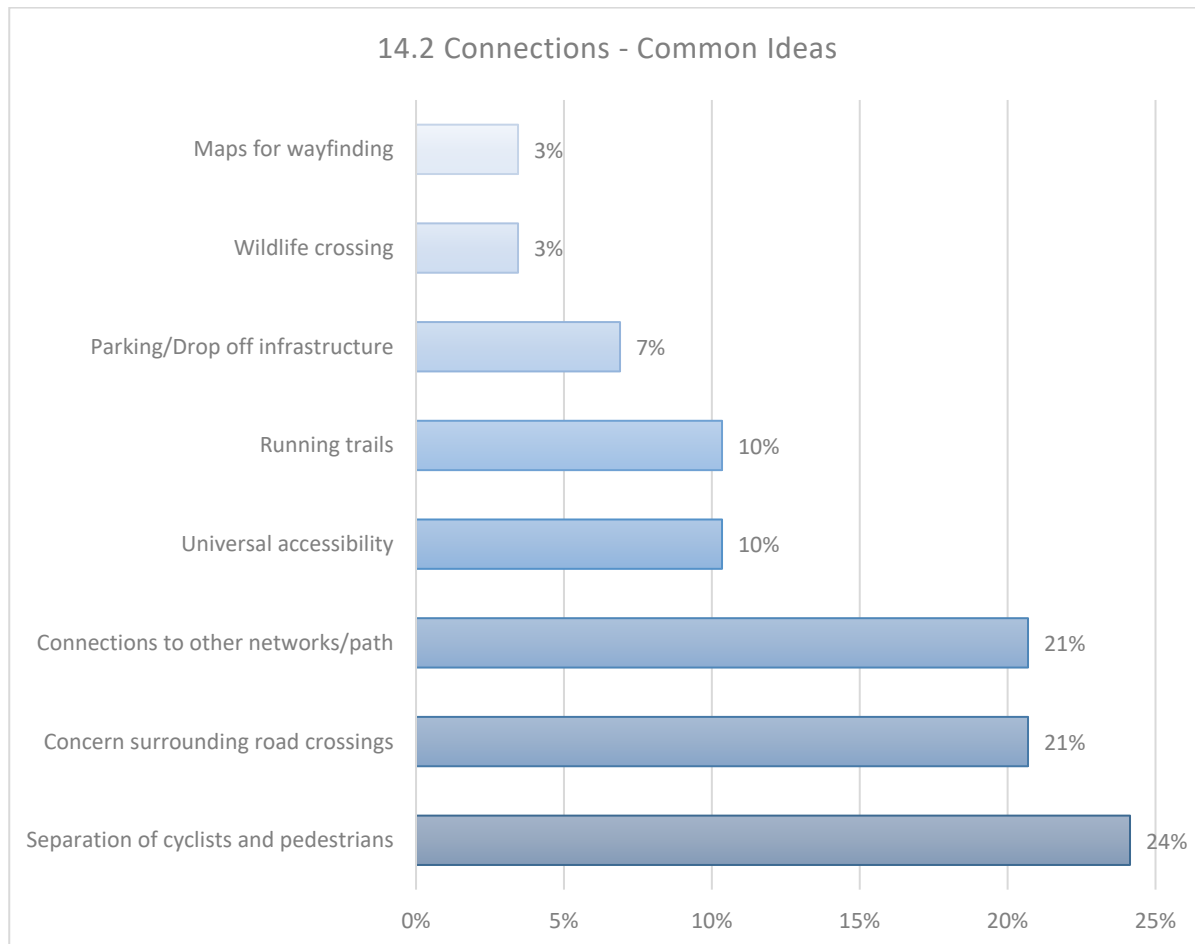
The following chart shows the main themes that formed from the responses to this question, many of the suggestions were 'activity' focused, 41%.



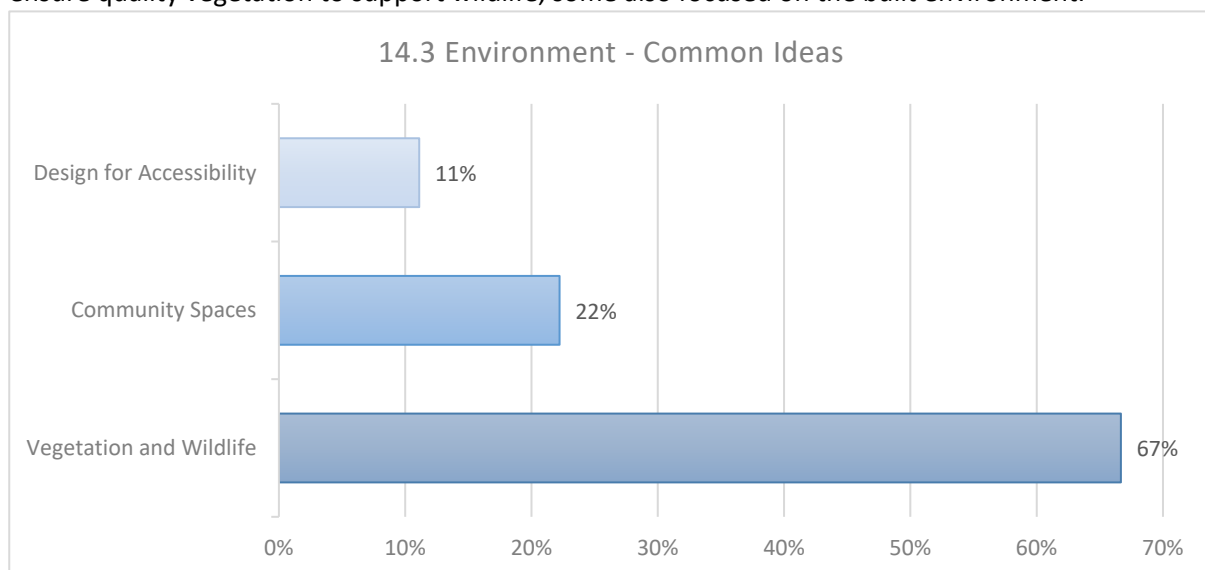
The following chart shows the types of ideas presented that were activity focused. Many suggestions included the importance of facilities such as toilets, bins, and drink fountains. Many suggestions also were to include cafes and commercial spaces around station precincts.



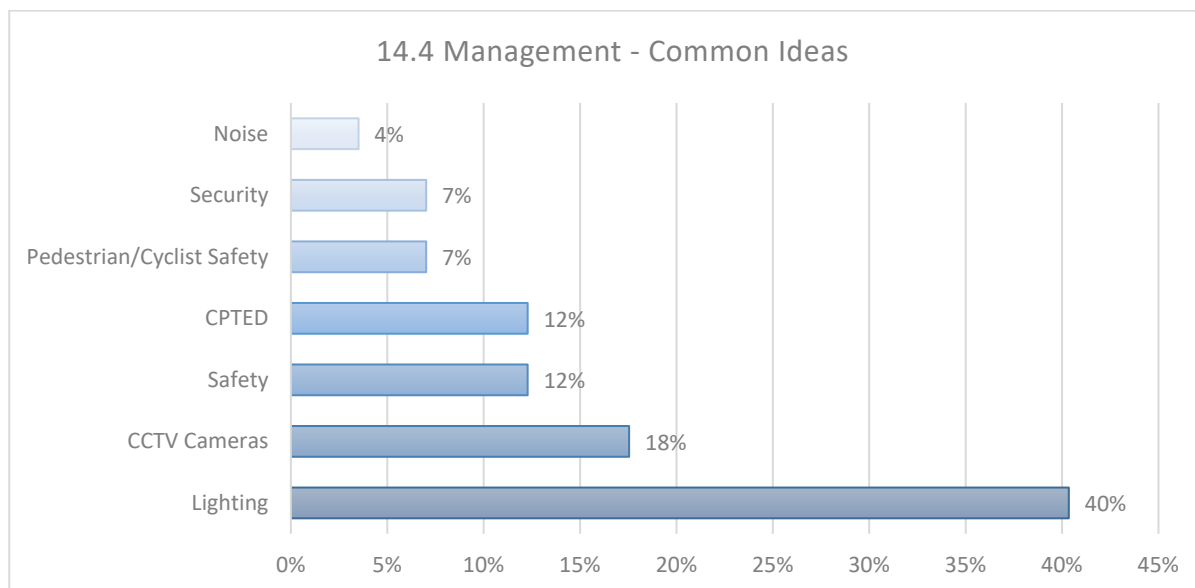
The following chart shows the types of ideas presented that were connections focused. Many of the suggestions stressed the importance of separating cyclists and pedestrians to ensure safety.



The following chart shows the types of ideas presented that were environment focused. Many suggested to ensure quality vegetation to support wildlife, some also focused on the built environment.



The following chart shows the types of ideas presented that were management focused. These mostly focused on the need for quality lighting, and CCTV cameras to ensure safety for those using the space.

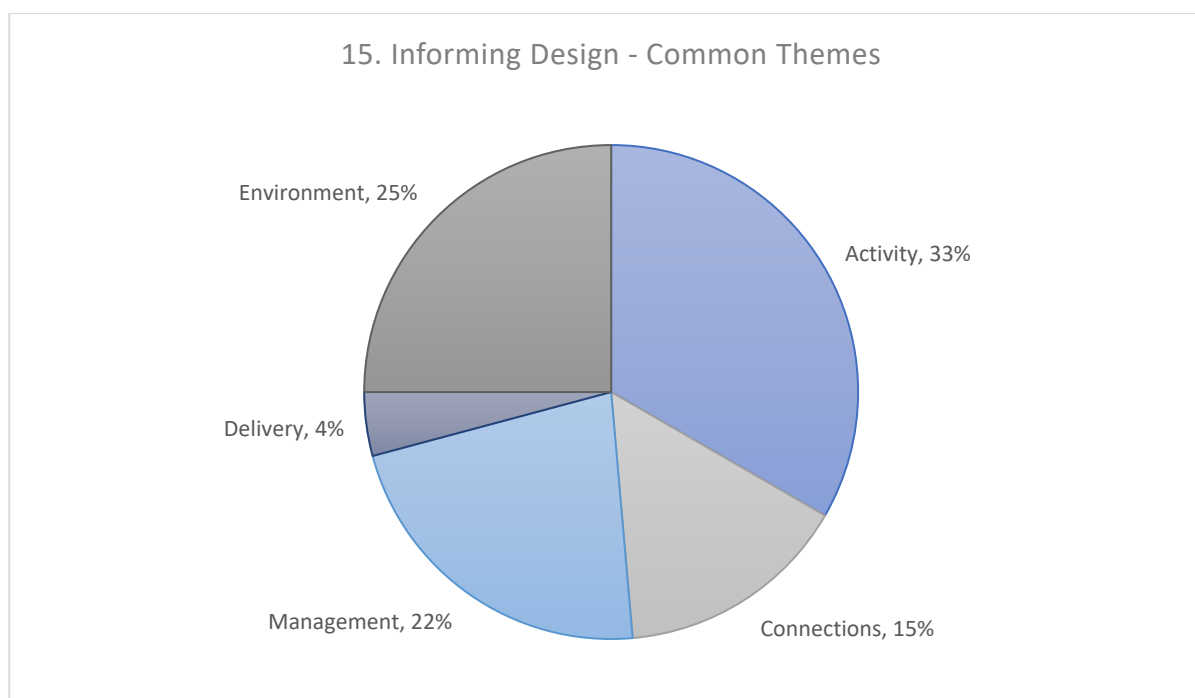


Delivery –

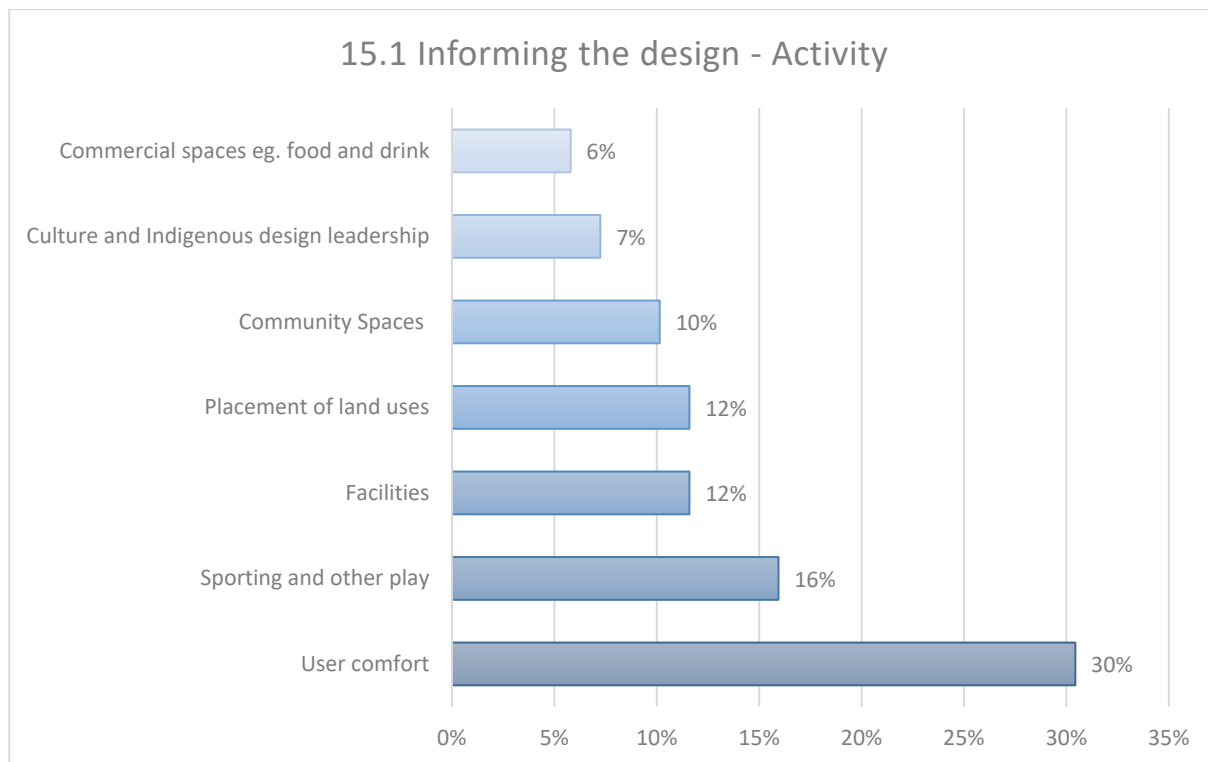
- Comments around delivery focused on providing adequate parking to encourage public transport use

Question 15. Are there any other comments you'd like to make to inform the design of the new park and public spaces?

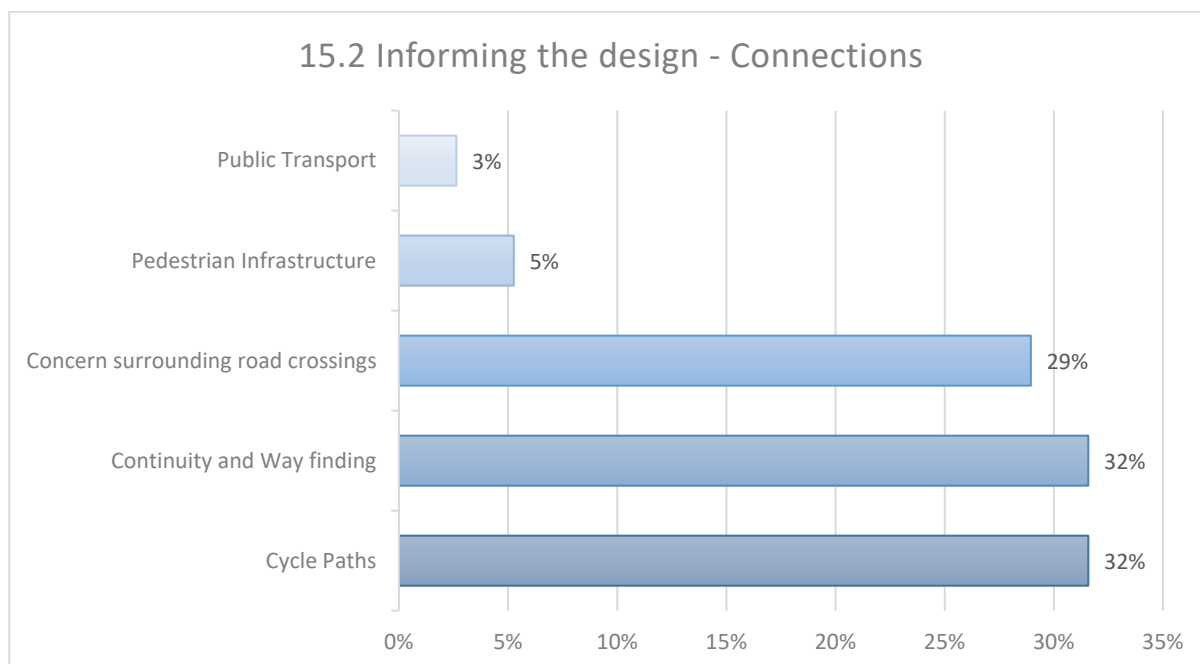
The following chart shows the main themes that formed from the responses to question, many of the suggestions were 'activity' focused, 33%.



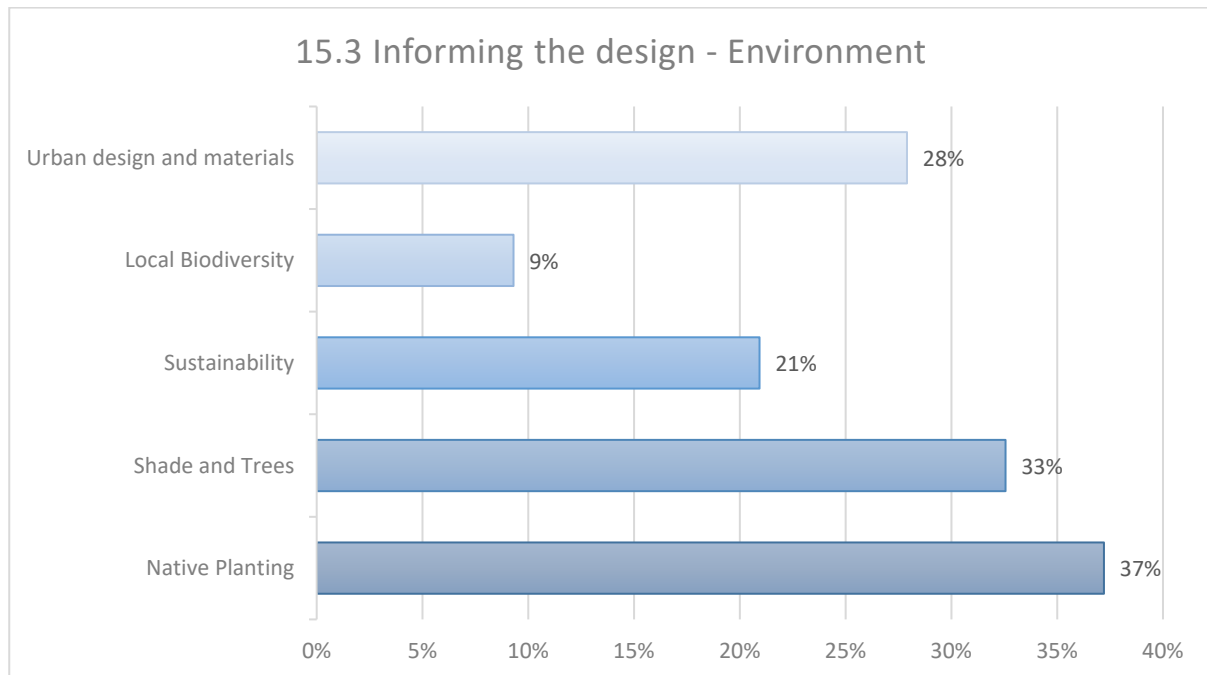
The following chart shows the type of ideas presented that were activity focused. Many comments focused on the user comfort of the public space, this includes a range of ideas such as; creating beautiful parklands, sense of place, sensory spaces, informal areas to congregate and more.



The following chart shows the types of ideas presented that were connections focused. Many of these comments were highlighting the importance of continuity and way finding for those using the pathways. Cycle paths were commonly referred to, outlined as important to be separated from pedestrians for safety and ease for commuters.



The following chart shows the types of ideas presented that were environment focused. Majority of people would like to see native vegetation involved in design, and a focus on tree canopy and shade.



Delivery –

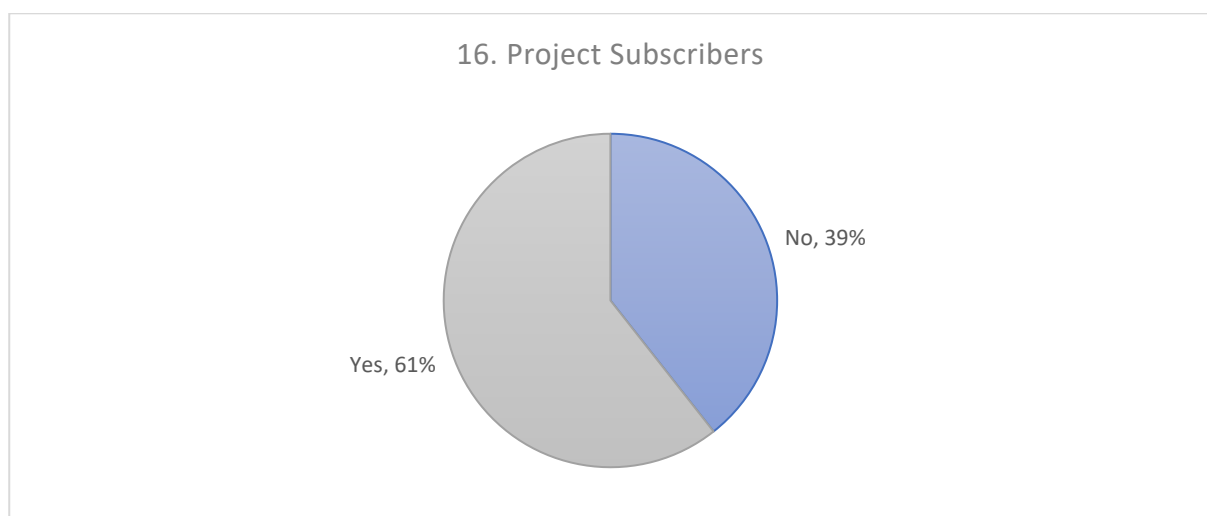
- Focus on infrastructure that encourages the use of PT
- Provision of parking and drop of spaces for those who often pickup/drop off from the station

Management –

- Designing out crime

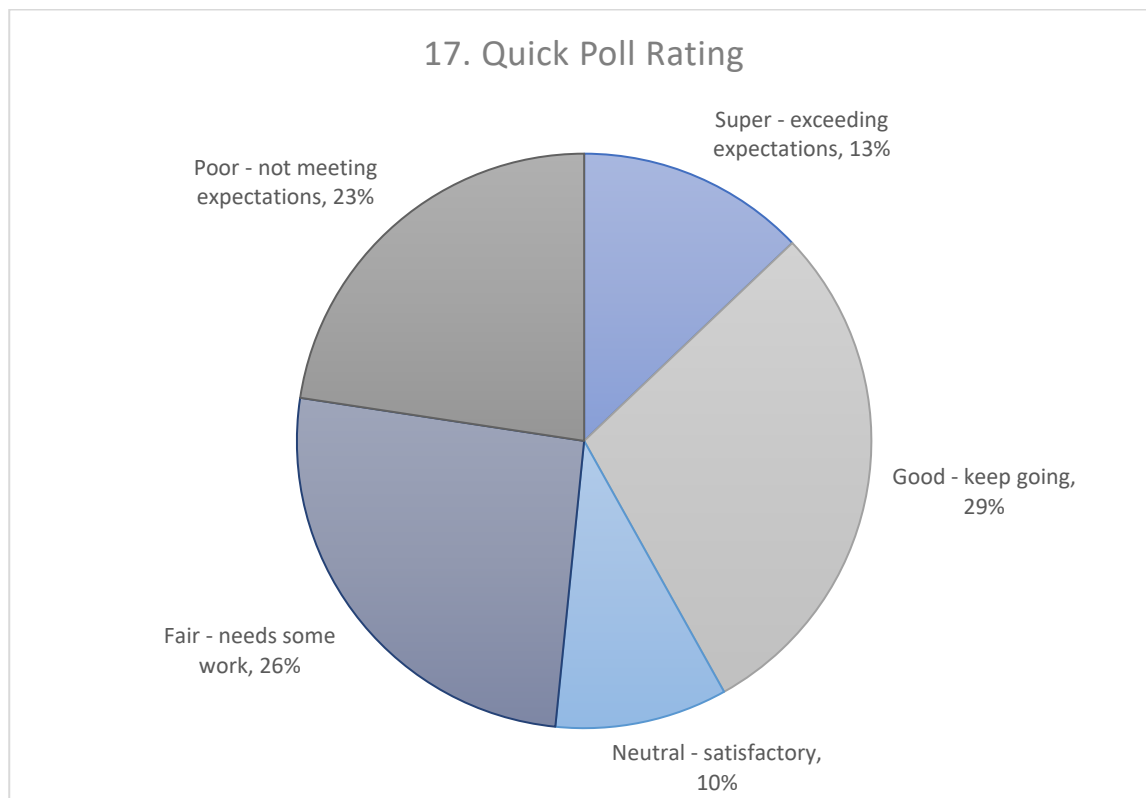
Question 16. Would you like to continue to be involved in community engagement opportunities around the ongoing design and development of parks and public spaces along the Armadale Rail Line?

While 61% of the survey users chose yes, only 41 of them provided an email, accounting for 17%.



*Public Space Design Concepts – MySay Engagement Tool***Quick Poll**

Give our early design concepts an overall rating on progress made so far.

**Access and Connection Points**

7 pins were placed on the site map, with 16 comments and ideas provided by community members to advise the future design.

Comments from the community train station carparking access included:

- Carpark access from Railway Parade would allow for more 'park and go' travel at Queens Park Station
- Oats Street Station parking and bus entry conflict

Comments from the community around walking and cycling access included:

- Crossing points should be provided at every side street in the local network
- Signalised crossings needed at intersections (Oats Street & Wharf Street)
- Advanced bicycle detection at intersections to avoid unnecessary stops
- Specific places were identified to be enhanced, with a plaza space the width of the road reserve, visual continuation of the street for pedestrians and cyclists, and active uses attached as it they are important places of connection across the rail reserve. These are identified below:

- Lion Street to Dane Street (East Victoria Park)
- Mercury Street to Somerset Street (East Victoria Park)
- Memorial Ave to potential future public open space
- The connections from Cohn Street to Milford Street (Carlisle) to be enhanced and designed to be less vehicle dominant.
- Crossing signals provided at Welshpool Road to create a safer environment for pedestrians and cyclists
- Providing safe and direct access for schools that reside along the corridor, for example St Norbert's and St Josephs
- Provide connections to established land uses such as shops
- Grade separated/signalled crossings to increase safety at crossings for shared path users and those travelling to Carousel, Perth Stadium or other plac