

# Appendix L – Public Space Consultation Outcomes Report prepared by ALUA

# VICTORIA PARK TO CANNING LEVEL CROSSING REMOVAL PROGRAM

## BECKENHAM PUBLIC SPACE - CONSULTATION OUTCOMES REPORT MAY 2023

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ARMADALE LINE UPGRADE ALLIANCE



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# 1. Executive Summary

This Consultation Outcomes Report outlines the events, community feedback and design outcomes from the Beckenham public space community engagement program, undertaken by the Armadale Line Upgrade Alliance (ALUA) between March and May 2023. The public space design, look and function, incorporating the new Beckenham train station, as part 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 Beckenham scope of works, which forms part of the Wharf Street package of the project.

**Key highlights of the consultation program included:**

- An online survey completed by 207 community members, demonstrated community preferences and ideas for future public spaces.
- Key community and interest groups representative of the local community were consulted via a range of engagement opportunities.
- Pop up information sessions held in the project area to connect with the local community.
- Collaboration with the project’s localised Community Reference Group.
- Engagement with local government representatives to collect their insights.
- Digital information delivered through the METRONET project page and social media.
- Information flyers dropped to 700 residents and businesses with a social media campaign to raise awareness of the consultation program.

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



## 2. Introduction

### 2.1 Context

The Victoria Park-Canning Level Crossing Removal Project is one of three METRONET projects set to transform the 130-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, Local Government Authorities, representatives from highly impacted and co-located community groups and the 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.

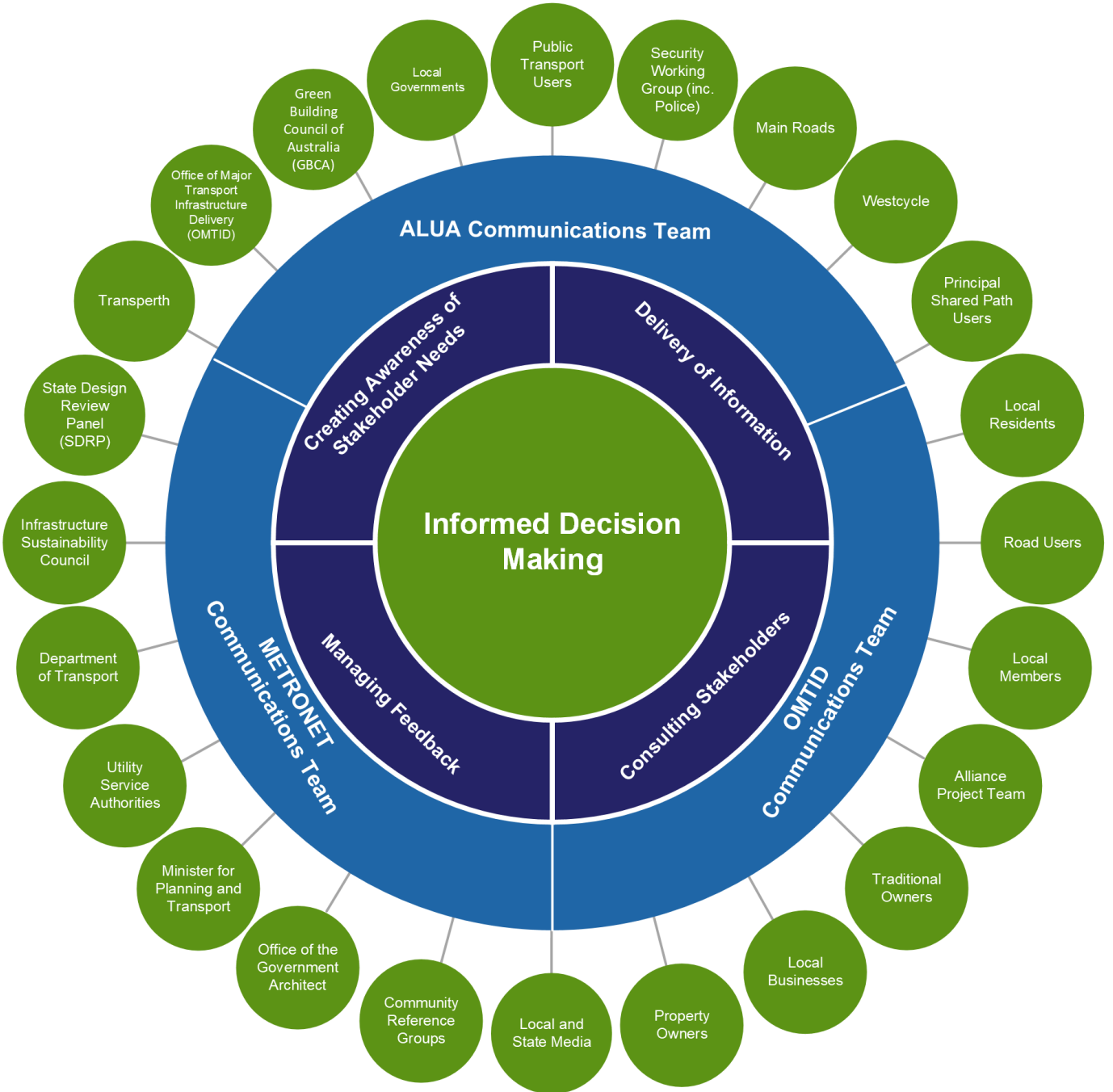
**Consulting stakeholders** - Stakeholders expect a voice in how their infrastructure will be managed. Consultation is a dynamic process that offers benefits for all involved, however it is vital that the objectives, scope, and possible outcomes be clear from the outset.

**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.

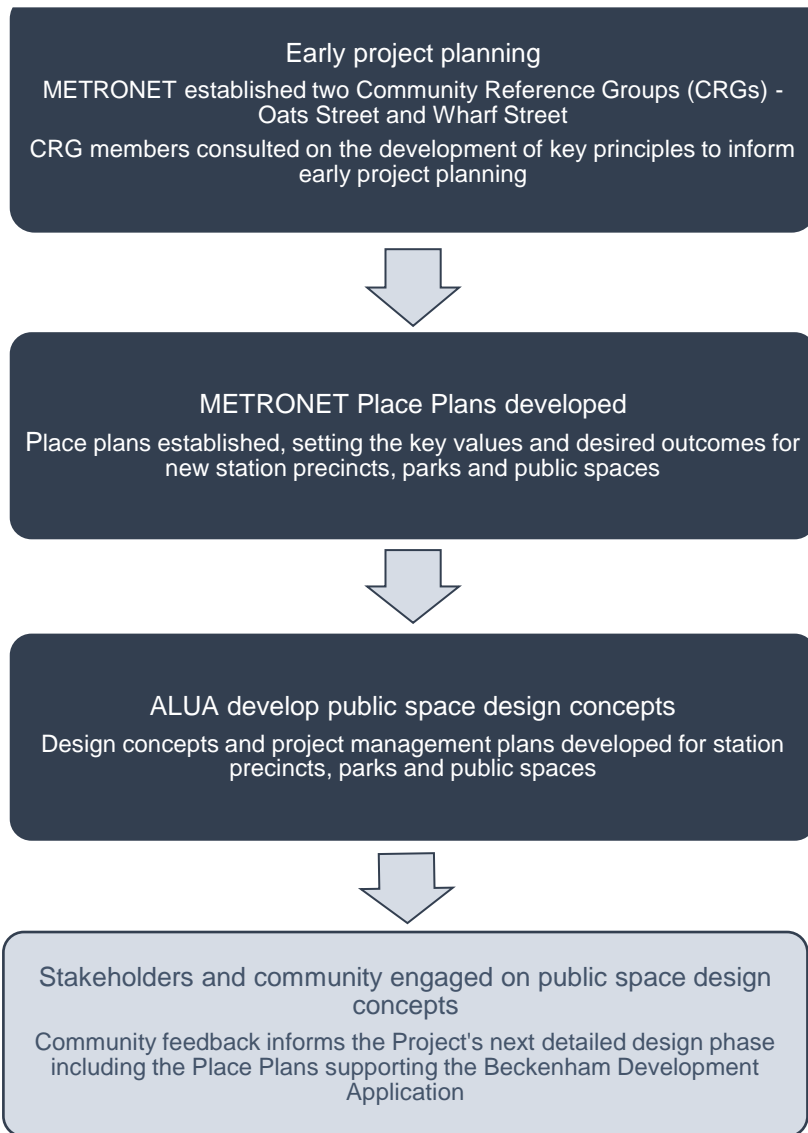
**Creating awareness of stakeholder needs** - The Alliance's approach to Stakeholder Engagement includes creating awareness among project staff and contractors of the needs of stakeholders and how their activities can contribute to positive stakeholder outcomes.

## Stakeholder Interface Management



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



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## 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*

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### 3. Engagement Overview

#### 3.1 How and who we engaged

- 21 stakeholders engaged from two key community / interest groups.
- 117 interactions captured at three pop-up Community Information Sessions held within the Beckenham community.
- 367 visits to the Department of Transport’s MySay consultation webpage, with:
  - 45 document downloads
  - 207 surveys completed.
- 367 visits to the METRONET Victoria Park-Canning Level Crossing Removal Project homepage.
- 1000 flyers distributed to residents and businesses co-located to the project area, through letterbox drops, community pop ups, and City of Gosnells venues.
- Communications via social media including Project Facebook Page.

*Example of posters distributed in the community.*



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

#### 3.2 What we asked

Our engagement activities were designed to find out what community members would most likely use in the new public spaces surrounding the new Beckenham Station precinct. 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.

## 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 connection to place, culture and environment. Social cohesion through community events and places to gather was seen as significantly important to the design. This includes the potential to develop social connections through inclusive and culturally sensitive design. Physical connections through improved pedestrian pathways and integration of nature by supporting links to the surrounding natural environment was also prioritised.



**Activation** - the community is looking for new activities and events that are inclusive and link to the local community. The integration of play spaces near Beckenham Primary School is seen positively, with the potential to invigorate the area and support the active transport vision of the school. Passive recreation spaces were suggested, to enable unstructured recreation spaces, increasing inclusivity and access to a wider cohort of the community. Ideas included shaded tables and seating to encourage more people to use the spaces.



**Movement** - the elevated rail brings an opportunity to re-connect the platforms at the new Beckenham station. The removal of the William Street level crossing is seen as a positive outcome to allow for better movement in the area. Cycle and universally connected paths are seen as a priority for the area. 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 supporting 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 collected public feedback through facilitating workshops with key stakeholder and community interest groups which provided participants with an opportunity to:

- review preliminary design concepts and discuss what will make a great public open space; and
- identify activities and amenities for key locations, while looking at access and connection points across the project site.

The findings outlined below, summarise the priorities identified by workshop participants. 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 Group (CRG)

Themes	Wharf Street CRG
	Plan shows better access to Beckenham station and improved connection to the open space and existing infrastructure (i.e. school).
	Location of a play area near the school is positive, and inclusion of a dog park is supported. Inclusion of public art will enhance the space.
	Carpark access off Sevenoaks Street will make it harder for Beckenham residents to access.
	Clear line of sight and other safety measures (lighting, CCTV) are important for community. Consideration of fencing around public space to improve community safety around busy roads.
	Retention of trees and native planting is important to maintain fauna habitats and create green spaces. Consideration of vegetation around bike/foot paths to minimise leaf litter.



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4.1.2 Other key community groups

Community Group					
<p><b>Beckenham Primary School</b></p>	<p>Green open spaces will help create community friendly spaces for all.</p>	<p>BMX/Bike activities in the public space will support the school's vision for active transport.</p>	<p>Positive sentiment over uninterrupted Principal Shared Path (PSP) on Railway Parade, although this means all parking is off Sevenoaks Street. Design should assist in reducing traffic and illegal parking near the school.</p>	<p>Children's safety was a concern, especially relating to road crossings, enclosed spaces and playing close to water. Lighting and CCTV were seen as essential to provide a sense of safety in the area.</p>	<p>Integrated/immersive play, incorporating nature, was seen favourably over large structures. Retention of native trees is important.</p>

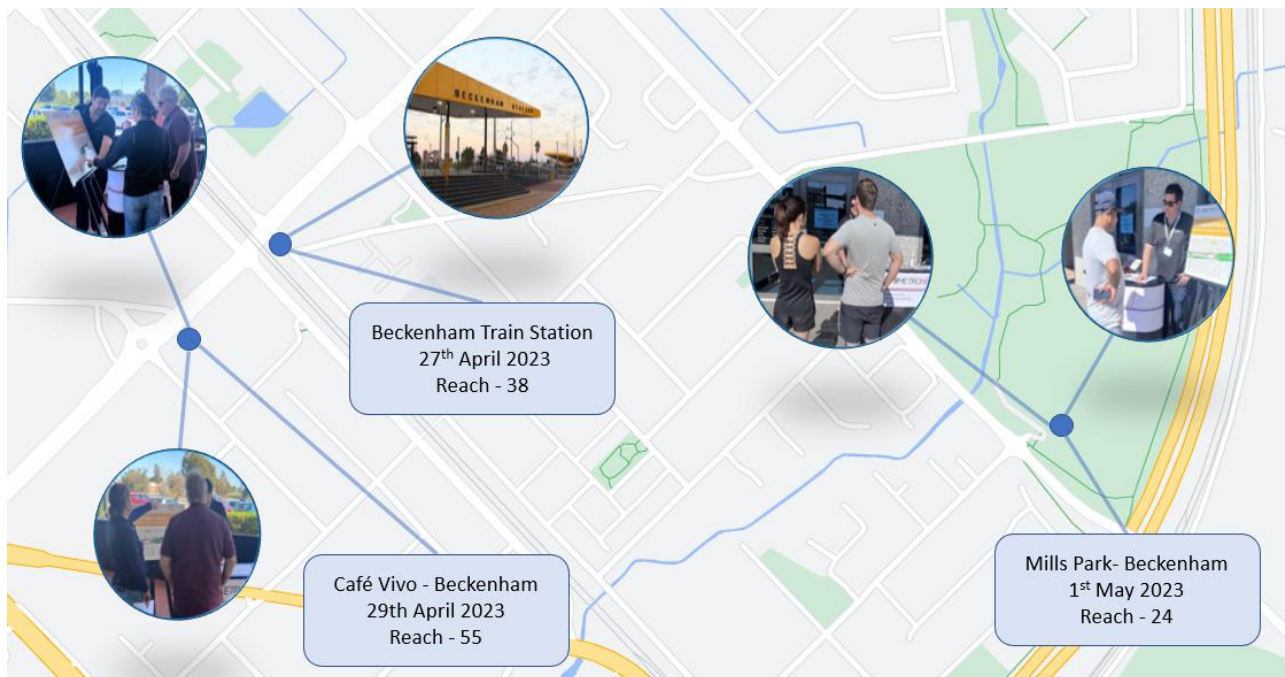


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## 4.2 Broader community consultation - Pop Up Information Sessions

To reach a wider range of residents and visitors to the area, the community team hosted popup stalls and handed out flyers at the locations shown below. This activity was beneficial in raising awareness and understanding of the project overall and brought forward some new ideas and suggestions for the public space.

### Where we popped up in the community:



### 4.2.1 Key topics of discussion

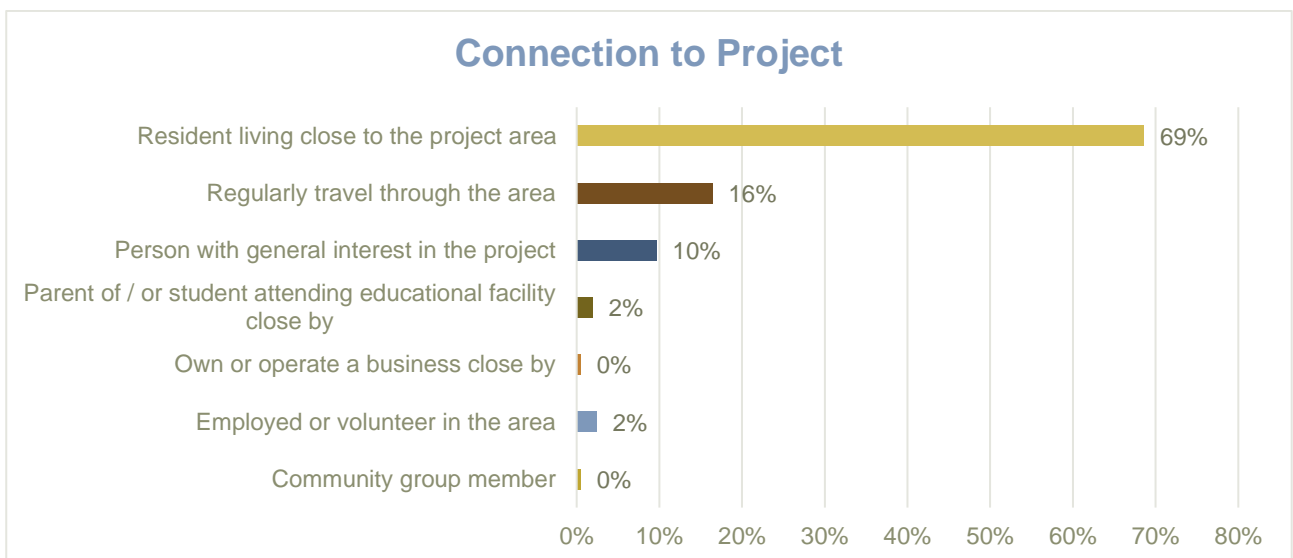
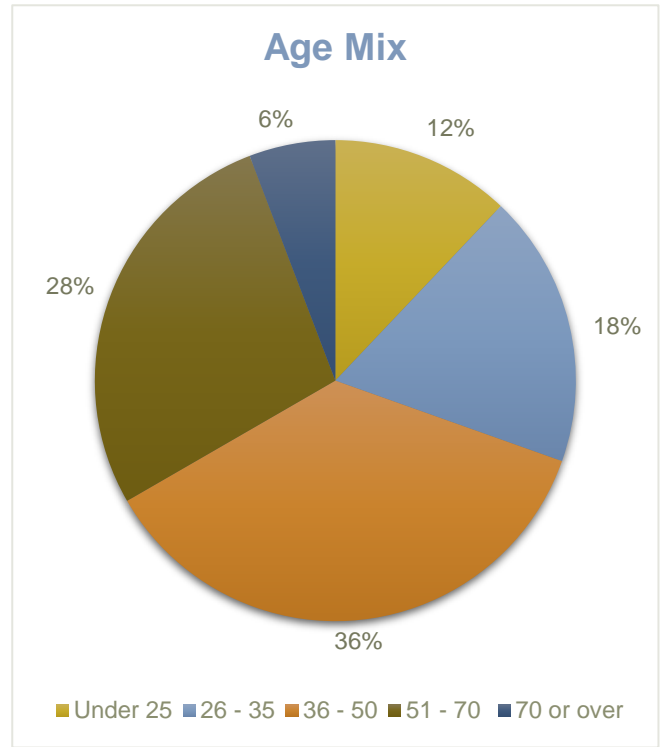
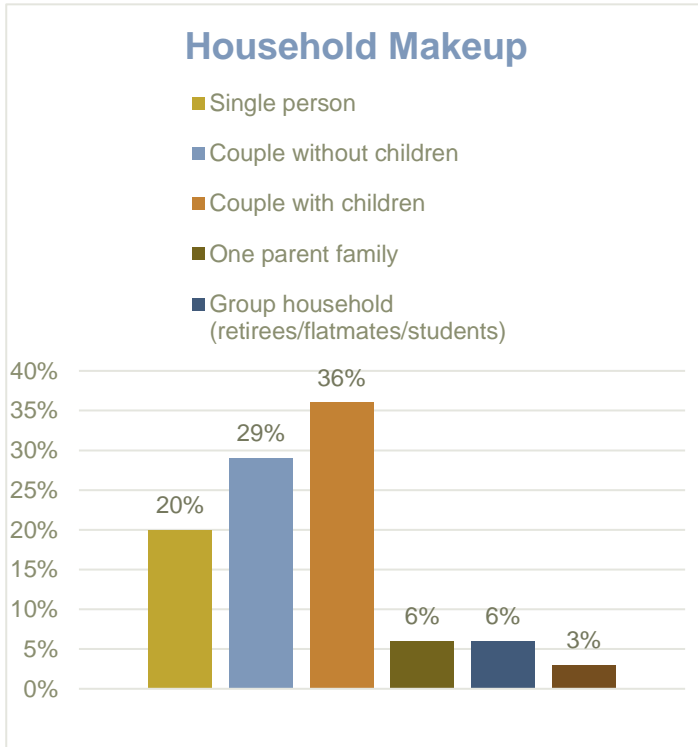
	Continuous PSP and accessible footpaths will maintain positive connections to the area and enable more people to access the space.
	Good thought into the design of the space to support existing infrastructure and equipment in the area. Open spaces will enable accessibility for all and support community activations and events. Public art spaces, created by/with the community, would help brighten the area.
	The “bringing together” of the Beckenham train station was seen positively. Access to carparking only off Sevenoaks Street supports the uninterrupted PSP. Concerns that free-flowing traffic on William Street will make it difficult to access parking if crossing under the rail line.
	Security concerns for those accessing the area, especially at night. Ensuring it is well-lit, CCTV is installed and clear sight lines. Ensure crime prevention methods are engaged to limit vandalism of the new structures and equipment. Including CPTED – Crime Prevention through Environmental Design.
	Support for planting native vegetation and retention of trees, to create/maintain habitats for the wildlife in the area.

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### 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.
- 36% of respondents are aged between 36–50
- 69% of respondents live close to the project area



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### 4.3.1 Survey Findings

	<p>Community spaces, such as areas for community events and programs, are the most desired use of public spaces.</p> <p>61% of respondents selected cycle paths as the most popular choice to support exercise along the corridor, followed by 55% selecting outdoor gym equipment along fitness trails.</p> <p>77% of cyclists would like water bottle refill stations, and 75% would use wide paths to support the ability for faster traveling bikes and recreational bikes to coexist.</p>
	<p>Food vans or market events are the most popular among the community, with 76% favouring these.</p> <p>69% of respondents said they would likely use nature playgrounds, and 66% are likely to use multi-generational playgrounds.</p>
	<p>Comments focused on ensuring adequate parking and end of trip facilities for bikes and other mobility devices, to encourage public transport use.</p> <p>Pick up and drop off areas that are easy to access are important to the community.</p>
	<p>Respondents suggested security measures were important to ensure safety.</p> <p>Elements to 'design out crime' were suggested by the community e.g. ensuring clear sight lines. CCTV cameras, lighting and other security measures were also important to the community.</p>
	<p>The community values adequate provision of shade and vegetation.</p> <p>The most important environmental elements to respondents were native planting (66%) and retention of existing trees (61%).</p> <p>Many respondents indicated that high quality vegetation is important to support the natural habitats of wildlife.</p>



## 5. Key Design Outcomes

The key themes that emerged from the community 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 range of discussions enabled the design team to understand the local context at the Beckenham station precinct and the public space surrounding it. 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	<p>With their local knowledge, the community were keen to identify the right types of activities for the Beckenham precinct, looking for accessible activities to connect and enjoy, while complimenting the public space designs for the remainder of the project area. The design has responded in the following ways:</p> <ul style="list-style-type: none"> <li>• High quality and flexible community hub in the Beckenham station forecourt, which will enable a range of activations including community events (music festivals, food vans, markets etc). The activation of spaces will be reviewed by the local government and Perth Transport Authority. When not activated, the area provides space for seating under the protection of the elevated rail.</li> <li>• The main drain off Lacey St will be reshaped to create a landscaped water basin, which will provide an education and interactive connection to the Water Sensitive Urban Design and habitat creation.</li> <li>• A BMX pump track has been designed for opposite the Beckenham Primary School, supporting the feedback received from the school and community. A serpentine path (snaked shaped in design) has also been incorporated for walking and wheels activity, encouraging unisex and multi-generational use.</li> <li>• Seating nodes with a mix of seating types are proposed, both under the elevate rail or shade shelters.</li> <li>• Public artwork installation opportunities will be included through the public art strategy.</li> <li>• Small exercise nodes will be located along the pedestrian path network.</li> <li>• Consideration is being given to elevated rail's façade design along with length of the corridor to be neutral in tone, with diversity of colour and materials associated with the stations and activity nodes.</li> </ul>
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<b>SAFETY</b>	<p>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.</p> <ul style="list-style-type: none"> <li>• Provision of safe accessible footpaths that connect the station with local destinations and facilitate wheelchair access.</li> <li>• A lighting strategy is under development and will include CPTED Principles and support safety in and around the station plaza, along shared paths, and secondary pathways.</li> <li>• Public space design has incorporated buffer zones from youth play areas to major road crossings.</li> </ul> <p>Wayfinding through signage and landmarking of key places throughout the public spaces will be integrated into a signage strategy to be future developed.</p>
<b>MOVEMENT</b>	<p>The elevated rail brings an opportunity to reconnect communities. Whilst the new train station is seen as an improvement to the area, feedback overwhelmingly requested pedestrian connections to be a priority in the public space. The design has responded in the following ways.</p> <ul style="list-style-type: none"> <li>• The online survey identified universally accessible and connected footpaths were a high priority, along with cycle paths. 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.</li> <li>• 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 encompassed by the project.</li> <li>• 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.</li> <li>• Adequate parking at the station is important to the community. The number of parking bays available at the end of the project will not be less than what is currently available. Bringing all parking together to a centralised location will make for ease of access.</li> <li>• Easy pick up and drop off areas was a reoccurring theme in the feedback and kiss and ride facilities will be made available at both sides of the station plaza.</li> </ul>

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**ENVIRONMENT**

Feedback highlighted an emphasis for landscaping to focus on retention of trees and '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.
- Ongoing intent to retain as many trees as possible.
- Creation of the landscaped basin, using native planting, to support habitat creation.
- Increasing the extent of green lawn and open spaces, in consultation with local governments.

## 6. Next Steps

Overall, the feedback received across the engagement indicated support for the project and excitement surrounding the possibilities within the Beckenham Station precinct. 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 Report prepared to support the Project's Development Application for Beckenham.

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 acknowledge there were many questions seeking information about how 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 start at the end of 2023.

All stakeholders are encouraged to subscribe for future project updates by visiting [www.metronet.wa.gov.au](http://www.metronet.wa.gov.au)

Information regarding bus replacement services during the 18-month shut of the Armadale Line will be available on the Transperth webpage, [www.transperth.wa.gov.au](http://www.transperth.wa.gov.au)

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

# VICTORIA PARK TO CANNING LEVEL CROSSING REMOVAL PROGRAM

## BECKENHAM PUBLIC SPACE CONSULTATION OUTCOMES REPORT APPENDICES MAY 2023

PTA NUMBER: LXR-ALUA-SM-RPT-00003

ALUA NUMBER: LXR-CON-GN-PM-SM-RPT-00005



## 1. Contents

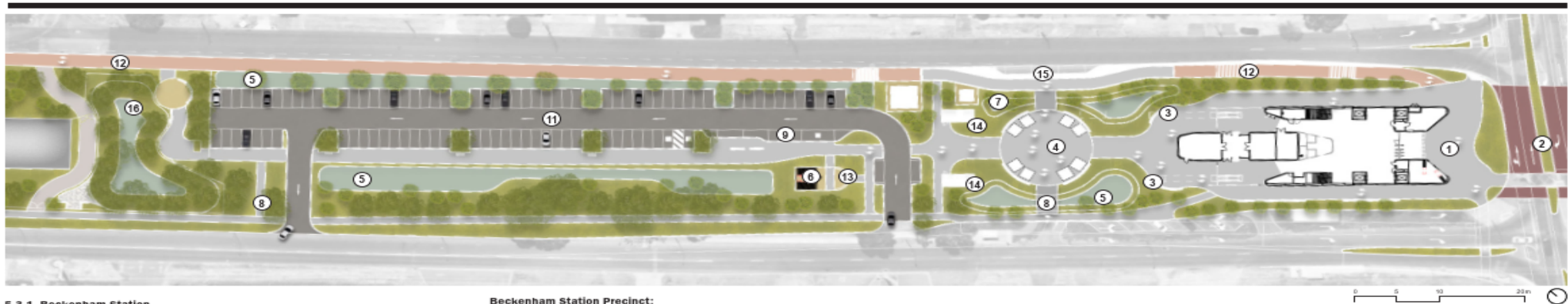
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Appendix A – Design Changes from Community Engagement

# 5.3 BECKENHAM STATION

## STATION PLAZA



**5.3.1 Beckenham Station**

The plaza precinct design includes strong pedestrian connections to local schools, transit, shops and businesses. A wide open plaza provides space for activation surrounded by abundant native and riparian planting representing the Djarigarra station identity of 'Place of Abundance'. The plaza precinct links to the activity node south of William Street and further linear parkland to the north via the Principle Shared path (PSP).

**Legend**

-  Precinct Paving
-  Footpath
-  PSP
-  Lawn
-  Planting
-  Infiltration Planting Beds
-  Trees

**Beckenham Station Precinct:**

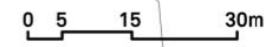
The Station Precinct contain the following amenities:

- ① Station forecourt addresses William Street creating an Urban Plaza.
- ② Road treatment and planted median to William Street reinforce sense of Urban Plaza, creates a sense of pedestrianisation and attempts to slow traffic as it crosses the corridor and intersection.
- ③ Seating nodes surround the Station building comprising paving highlights, low concrete seating wall with integrated lighting and timber tops create opportunities for gathering, waiting and resting.
- ④ A large community hub is created within the Station forecourt providing an activation space for events such as markets and food trucks. When not activated the space provides opportunity for seating under the protection of the viaduct.
- ⑤ Shallow rain gardens and swales with landscape planting.
- ⑥ Bike shelter.
- ⑦ Transformers with buffer screening planting.
- ⑧ Path and cross corridor connections to surrounding pedestrian network.
- ⑨ Kiss'n'Ride drop-off bays.
- ⑩ Station car park accommodating all special bays such as electrical car charging, accessible, short term, kiss and ride and taxi bays.
- ⑪ Principal Shared Path (PSP) retained as existing with upgrades to accommodate crossing points and interface with intersection. Applied treatments for slowing cyclists near station plazas as per PSP strategy.
- ⑫ Seating area for Bike Shelter
- ⑬ Station platform fire stair.
- ⑭ Drop-off bays to Railway Parade to allow Kiss'n'Ride off both adjacent streets.
- ⑮ Water Corporation's Lacey Street Main Drain is reshaped to created a landscaped basin.

# BECKENHAM COMMUNITY PARK



- 1 BMX Pump Track
- 2 Gathering zone for BMX track incorporating seating, picnic tables, bbq and shade
- 3 BMX hill - high point in track to allow users to watch the track.
- 4 Activity Node - A series of nodes that incorporate different activities for chilling out, play, rest and community
- 5 Community lawn for passive recreation, breakout and community events.
- 6 Outdoor gym equipment
- 7 Serpentine path for walking and wheels (Rollerblades, scooters and skates)
- 8 Integrated play elements that immerse children within native planting zones
- 9 Shallow drainage basin with landscape planting
- 10 Boardwalk crossing over basin
- 11 Primary Shared Path (PSP)
- 12 Cross corridor path connector
- 13 Potential dog park



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**Appendix B – Communications and Engagement Activities**

**Key communications and engagement activities during our consultation:**

<i>Activity</i>	<i>Reach</i>
<b>Communications</b>	
Letterbox drop – **Resident Distribution Letters	<b>700</b>
METRONET Victoria Park-Canning Level Crossing Removal public space engagement EDM	<b>8,441 subscribers</b>
Facebook Group page posts	<b>22 likes, 1 comment</b>
City of Gosnells Facebook post	<b>27 likes, 12 comments</b>
Facebook sponsored advertisement	<b>224,832</b>
<b>Engagement</b>	
Beckenham Primary School	<b>10</b>
City of Gosnells Elected Member Briefing	<b>12</b>
CRG Meeting – Wharf Street Meeting #6	<b>7</b>
MySay Survey	<b>207</b>
Community Pop-Up – Café Vivo	<b>55</b>
Community Pop-Up – Mills Park	<b>24</b>
DL handout at Beckenham Train Station	<b>38</b>
DL handout at Beckenham Primary School	<b>27</b>

\*Distribution letter design provided as appendix E

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**Key communications and engagement activities during our consultation:**

\*\*Map provided as appendix F

**Appendix C – Online Consultation Outcomes**

**Snapshot of ‘MySay’ Engagement**

Survey	207 completed surveys - 237 visitors
Page Visitors	367 visitors - 207 visitors are ‘engaged’, they have contributed to a tool such as the survey, poll, map or asked a question - 238 visitors are ‘informed’, they have clicked on a page, viewed photos or downloaded a document - 321 visitors are ‘aware’, they have made a visit to the page but have not clicked on anything
Document downloads	45 overall Beckenham Public Space Design Concepts: 10 Oats Street Package Design Concepts: 4 Wharf Street Package Design Concepts: 6 Oats and Wharf Street CRG Feedback Summaries: 3 Project Area Map: 16 Urban Design Drivers and Principles: 6

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**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.

<b>METRONET Communications Channels</b>	
Social Media - Advertisement	225k reached, 122k impressions.
Social Media – project group page posts	1 organic posts in the group with a total of 22 likes and 1 comment
METRONET LXR project page	12,038 visitors on LXR homepage 4.1k on the various tabs within that section
METRONET Victoria Park-Canning public space engagement EDM	Sent to 8.441 subscribers 48% Open and 5.9% CTR, with 590 going to have your say page, and 170 to LXR page
New email update subscribers	92 new people added
<b>City of Gosnells Communications Channels</b>	
Facebook post 27 April, tile image	27 reactions, 12 comment, 3 shares

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Appendix E - Public Space Consultation Distribution Letter






BUILDING FOR *TOMORROW*

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**Have your say on new public spaces around Beckenham Station**



- The Victoria Park-Canning Level Crossing Removal Project will develop Perth's first major elevated rail, remove six level crossings and create new public spaces
- Early design concepts for the public spaces around Beckenham Station are now available
- You can have your say on these concepts and help shape the final designs

**Community consultation open until 30 April**

Scan the QR code or visit [metronet.wa.gov.au](http://metronet.wa.gov.au)





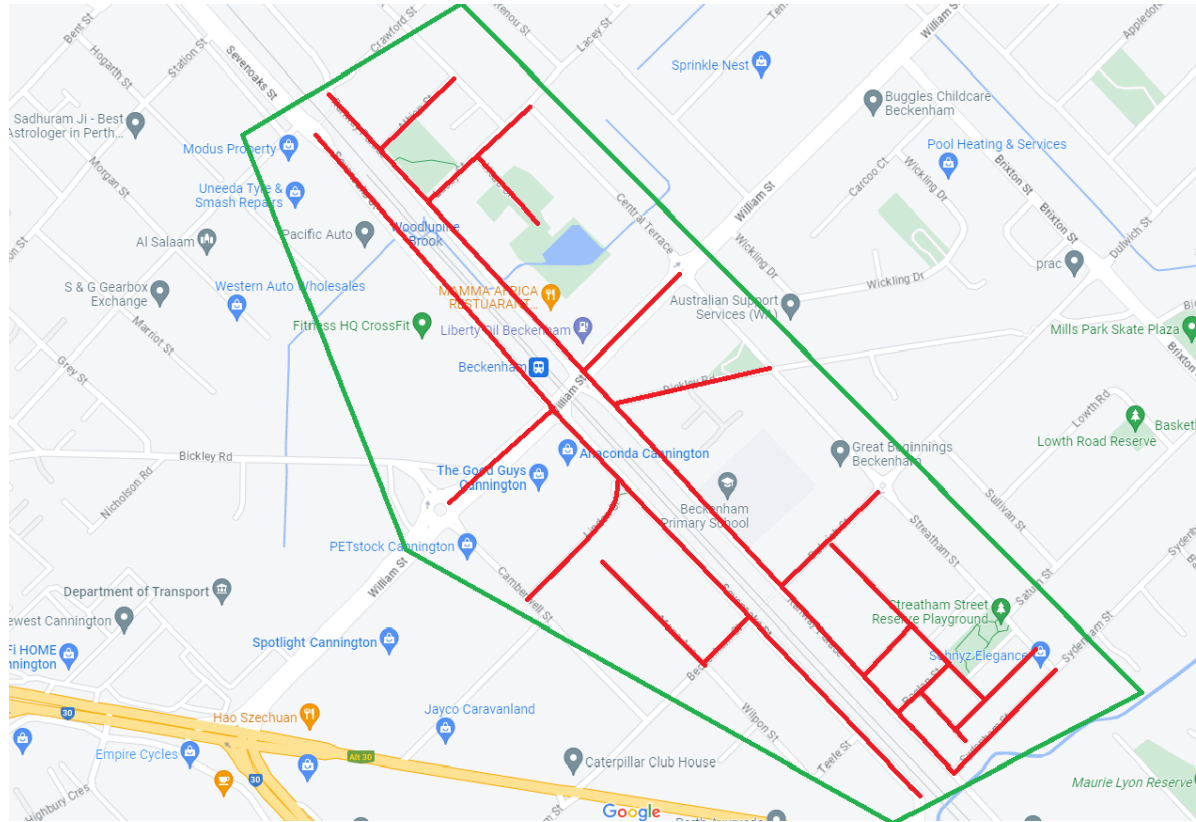


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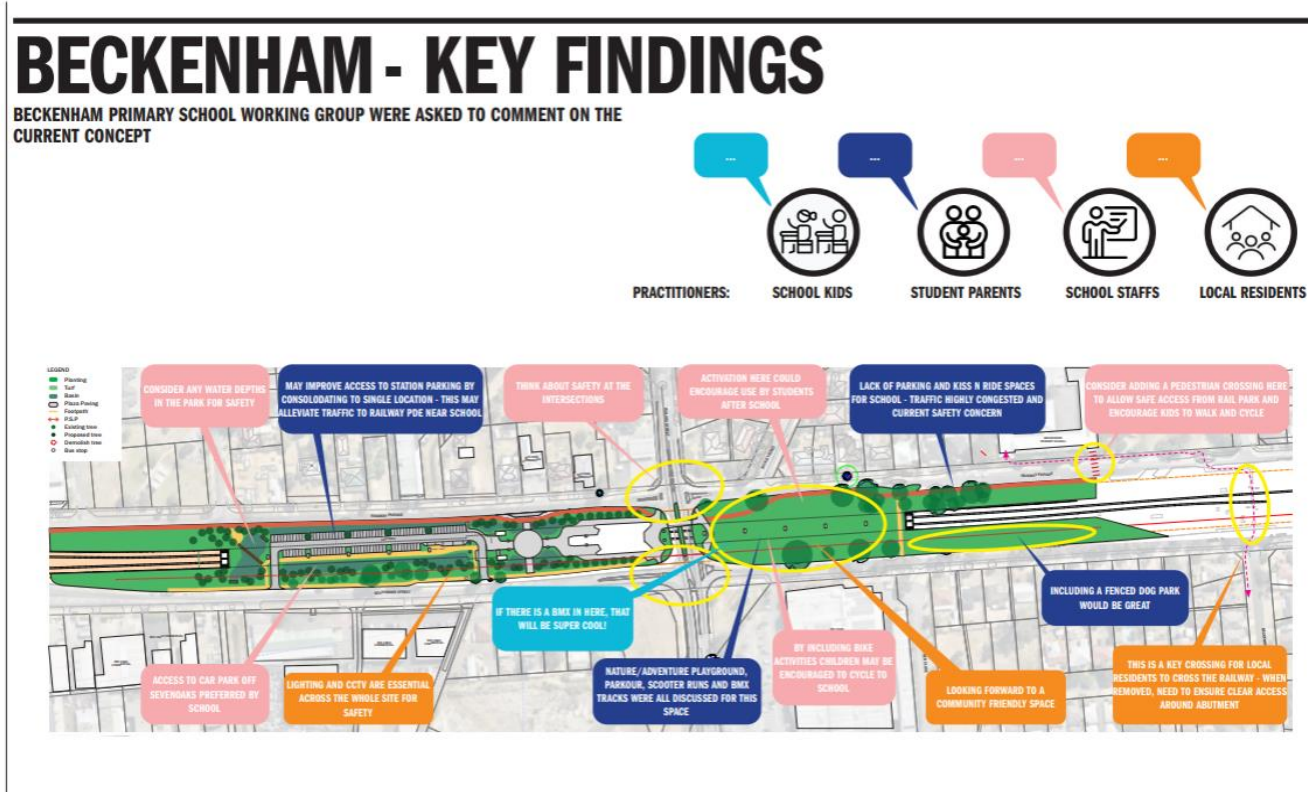
OUR VALUES: RAISE THE BAR | RELATIONSHIPS | COLLABORATION | INTEGRITY

### Appendix F - Letterbox Drop Area Map



**OUR VALUES: RAISE THE BAR | RELATIONSHIPS | COLLABORATION | INTEGRITY**

Appendix G – Beckenham Primary School Feedback



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# BECKENHAM - KEY FINDINGS

## COMMUNITY VALUES

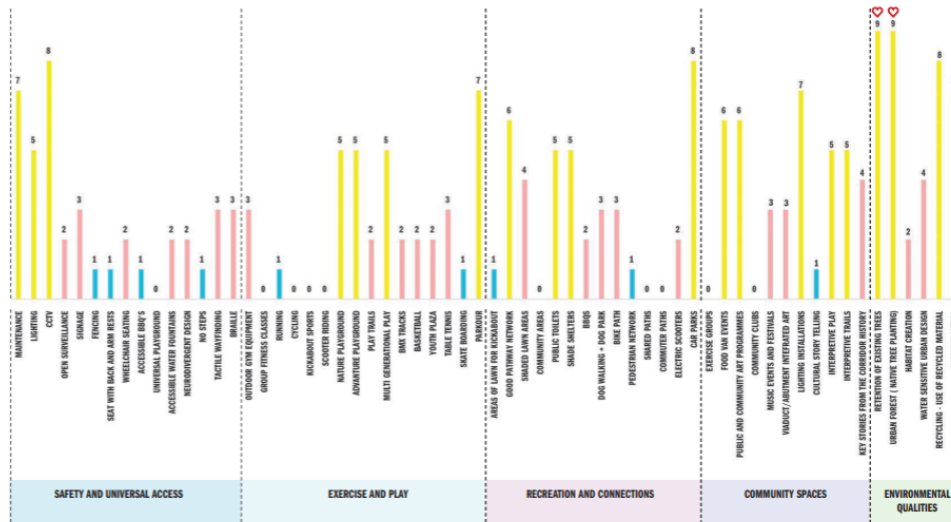
COMMUNITY MEMBERS WERE ASKED TO RANK THEIR TOP THREE VALUES AMONGST THE FOLLOWING NINE CRITERIA. THE MOST VALUED RESPONSES ARE HIGHLIGHTED IN YELLOW - WITH THE LEAST VALUED RESPONSES HIGHLIGHTED IN BLUE.

### KEY COMMUNITY VALUE PREFERENCES:

- RETENTION OF EXISTING TREE
- URBAN FOREST ( NATIVE TREE PLANTING)
- RECYCLING - USE OF RECYCLED MATERIAL
- CAR PARKS
- NATIVE PLANTING
- PARKOUR
- CCTV
- MAINTENANCE
- GOOD PATHWAY NETWORK
- FOOD VAN EVENTS
- PUBLIC AND COMMUNITY ART PROGRAMMES
- LIGHTING
- NATURE PLAYGROUND
- ADVENTURE PLAYGROUND
- MULTI - GENERATIONAL PLAY
- PUBLIC TOILETS
- SHADE SHELTERS
- INTERPRETIVE PLAY
- INTERPRETIVE TRAILS

### LEAST PREFERRED COMMUNITY VALUE

- UNIVERSAL PLAYGROUND
- GROUP FITNESS CLASSES
- CYCLING
- KICKABOUT SPORTS
- SCOOTER RIDING
- COMMUNITY AREAS
- SHARED PATHS
- COMMUTER PATHS
- CULTURAL STORY TELLING
- PEDESTRIAN NETWORK
- AREAS OF LAWN FOR KICKABOUT
- SKATE BOARDING
- RUNNING
- ACCESSIBLE BBQ'S
- SEAT WITH BACK AND ARM RESTS
- FENCING



♥ TOP 1 MOST PREFERRED VALUES (POINTS 9)    
 ■ MOST PREFERRED VALUES (POINTS 5-9)    
 ■ SOMEWHAT PREFERRED VALUES (POINTS 2-4)    
 ■ NOT PREFERRED VALUES (POINTS 0-1)

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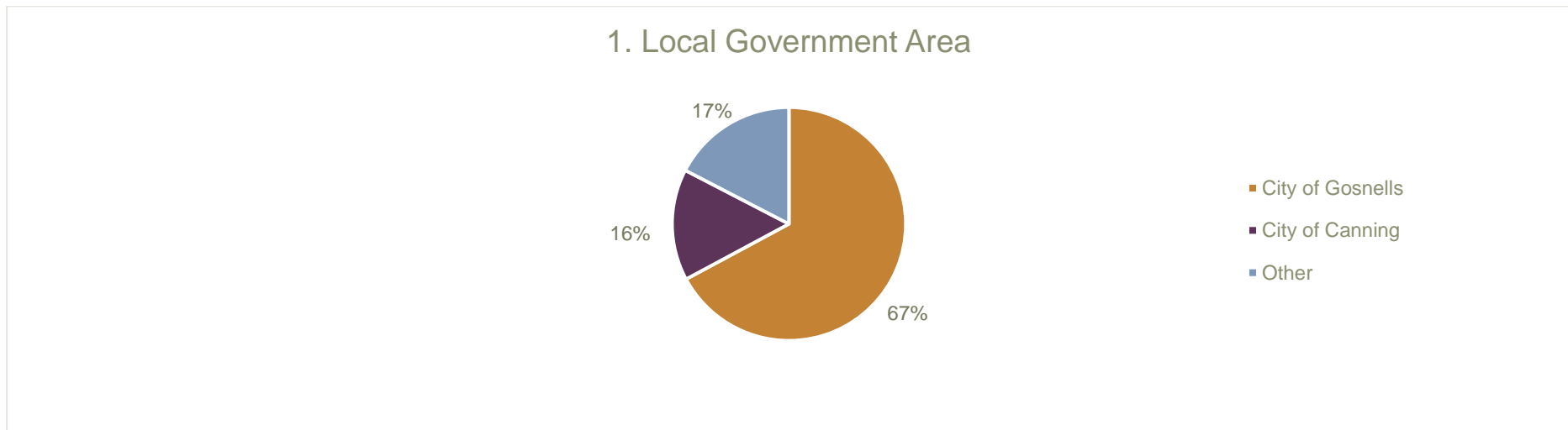
## Appendix H -Online Survey Analysis

### Public Space Design Concepts – MySay Community Survey Analysis

#### Demographics

##### Question 1. In which local government area do you live?

There were respondents from 18 local government areas, with the largest number of respondents coming from within the City of Gosnells, at 67%.

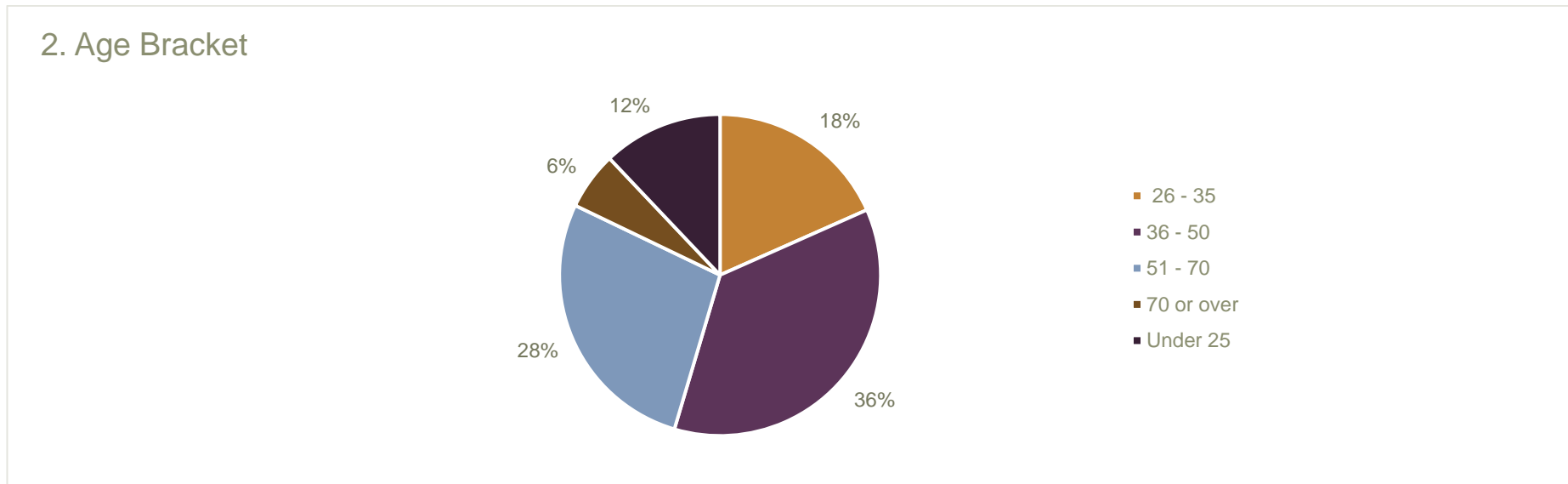


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**Question 2. What age bracket do you fall into?**

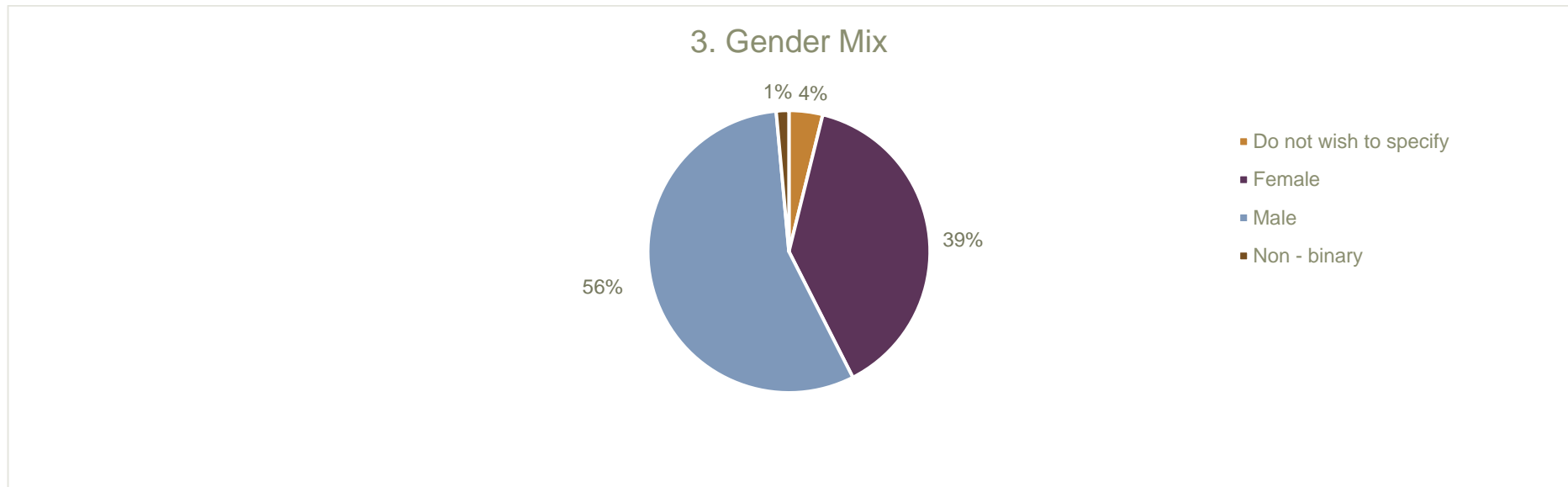
Overall, there was a good representation of those between 26 and 70.



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

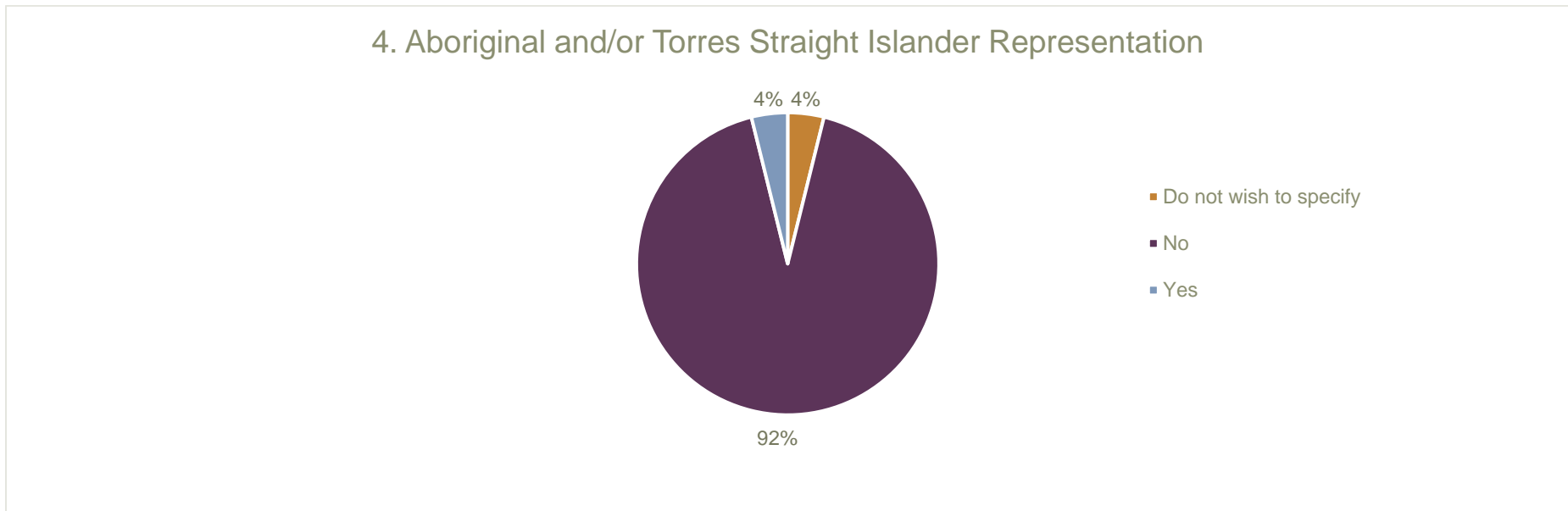
No respondents chose to self-describe.



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

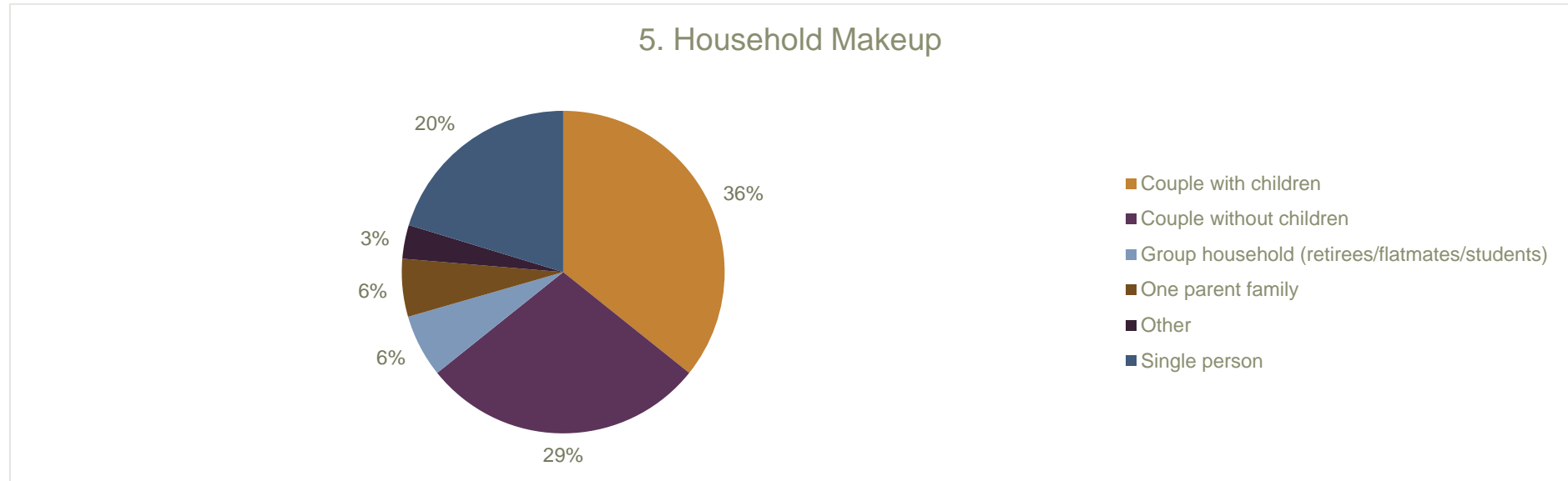
4% of respondents identified as Aboriginal and/or Torres Strait Islander, 8 people in total.



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

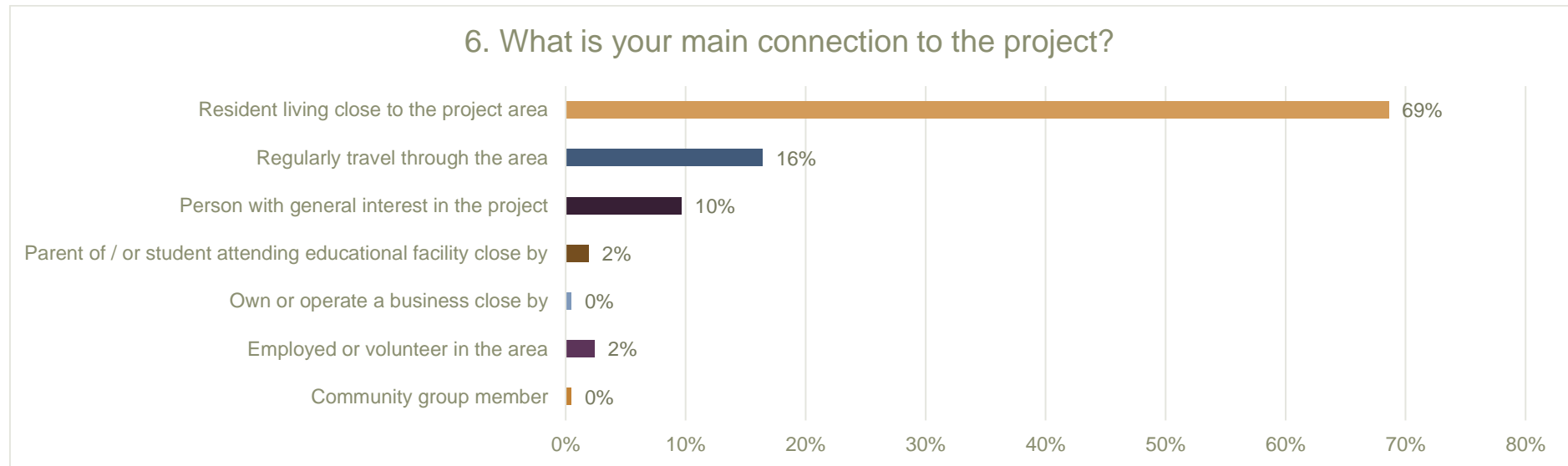
A large number of respondents belonged to a household of a couple with children (36%), followed by couples without children (29%).



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**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 69%.

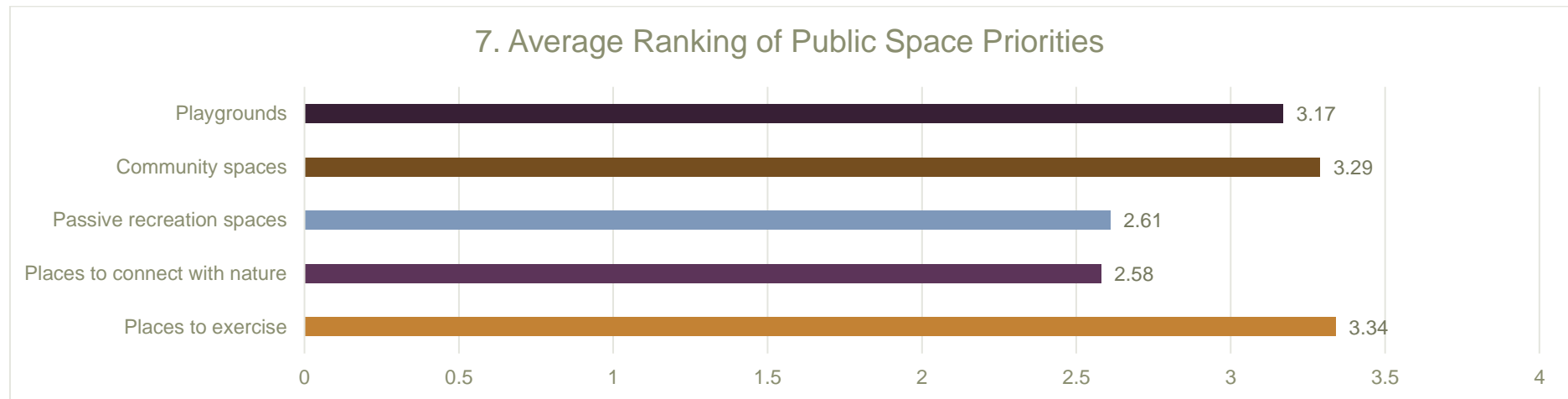


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Public Space Questions

**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.**

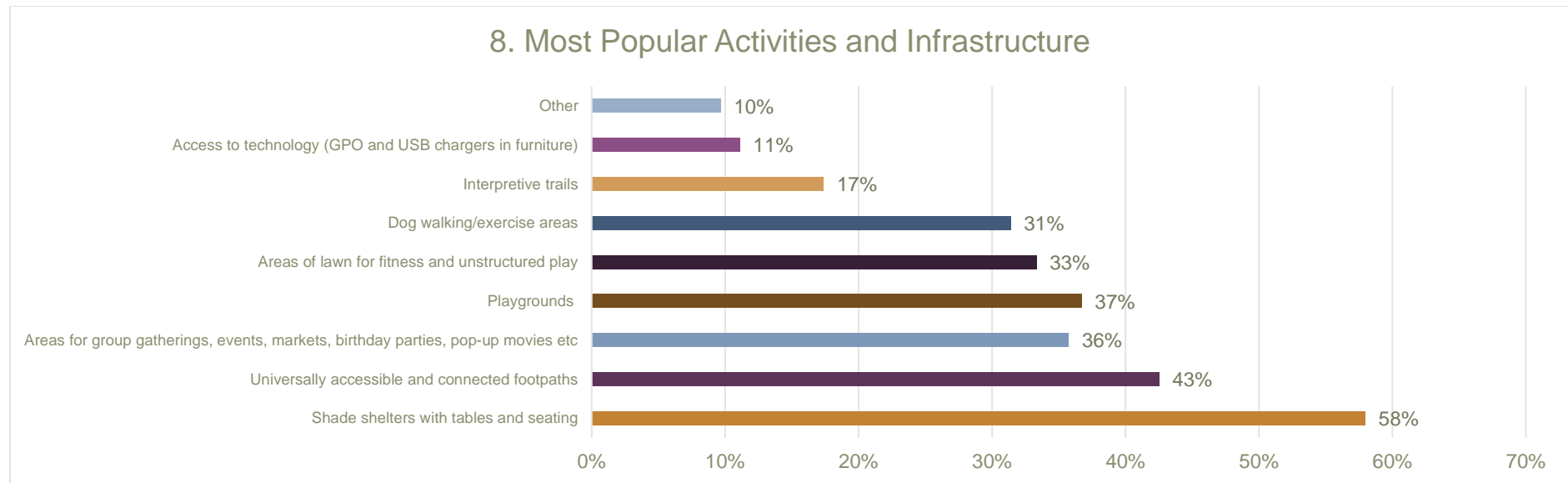
Places to connect with nature and Passive recreation spaces were the two highest ranked priority options.



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

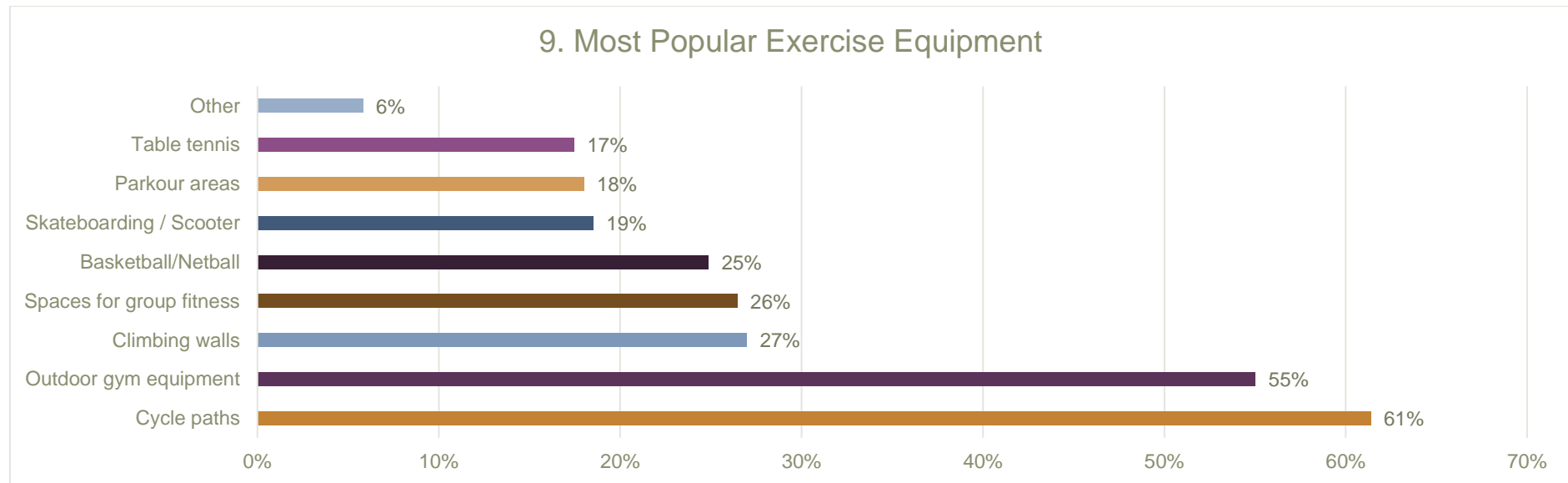
Respondents were guided to select their top three activity and infrastructure priorities, with ‘shade shelters with tables and seating’ (58%), ‘universally accessible and connected footpaths’ (43%), ‘playgrounds’ (37%), and “areas for group gatherings’ (36%) being the most popular responses. These represent what is most likely to be used by the community.



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**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’ (61%) and ‘outdoor gym equipment’ (55%) were the most popular exercise equipment the community chose to use when visiting a new park or public space.

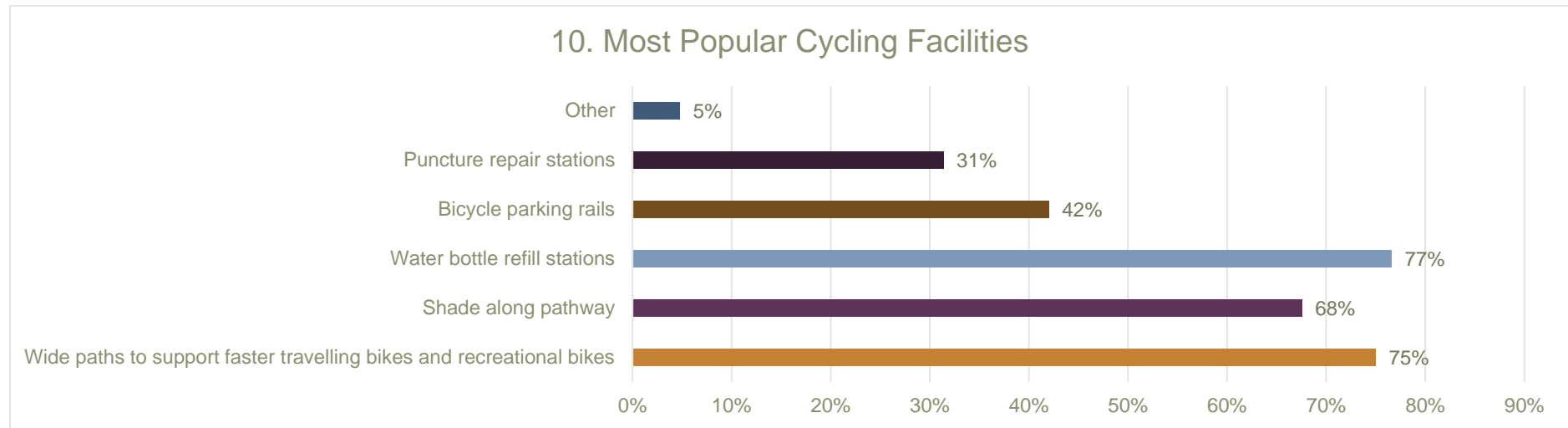


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**Question 10. If you were cycling through the new park and public spaces, which facilities would you use? (Tick all that are relevant or skip this question)**

The most popular cycling facilities which the community would use include ‘water bottle refill stations’ (77%) ‘wider paths’ (75%) and ‘shade’ (68%).



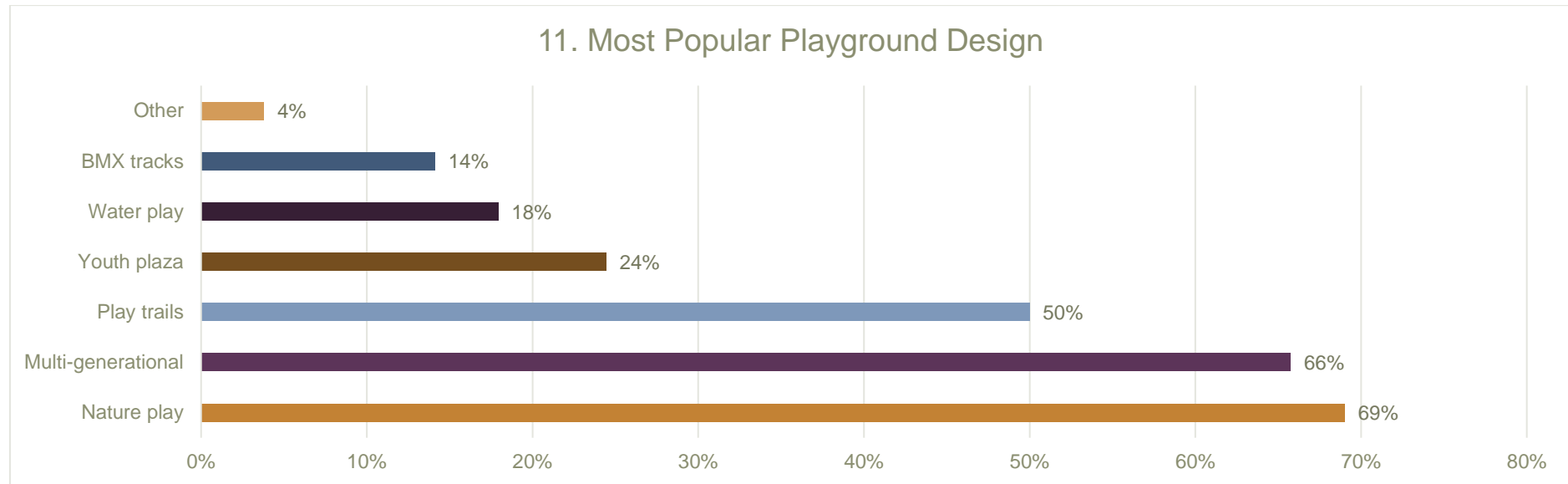
*Question 10 – Some respondents chose ‘other’ and wrote in their own ideas and suggestions for cycling facilities. These include the following:*

- Separating the cycle path from pedestrians to ensure safety
- Ensuring the bike paths are continuous
- Emergency call station
- Charging stations for e-mobility

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**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)**

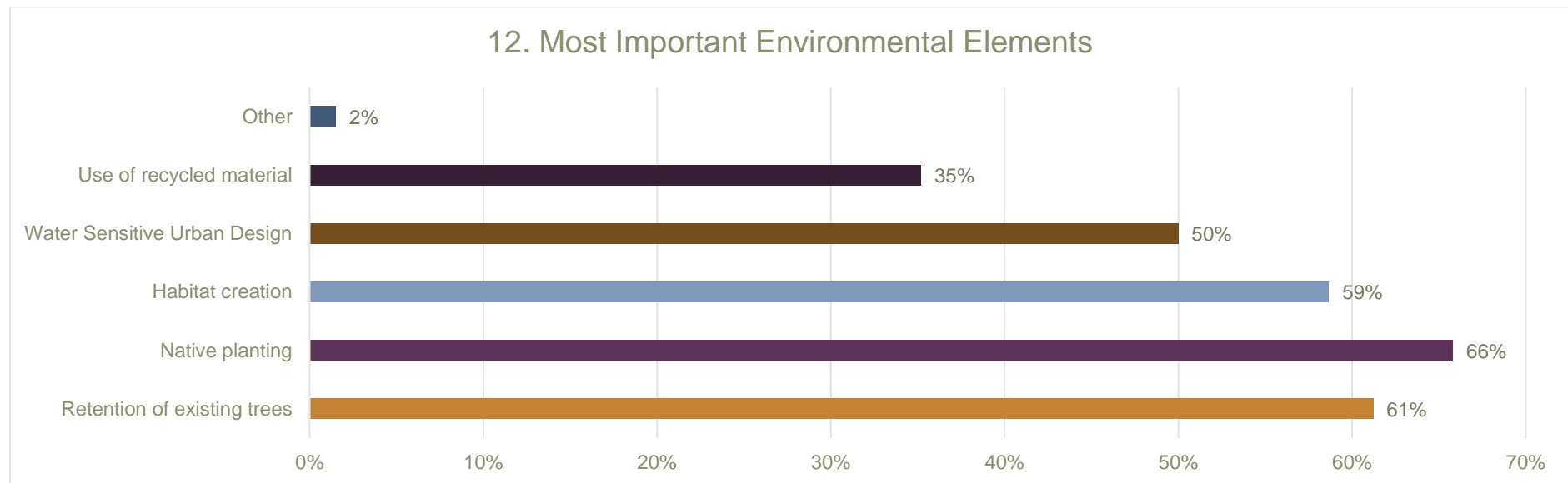
Specific to types of playgrounds, the community were able to choose three options, outcomes show the community are most likely to use ‘nature playgrounds’ (69%) and ‘multi-generational playgrounds’ (66%).



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

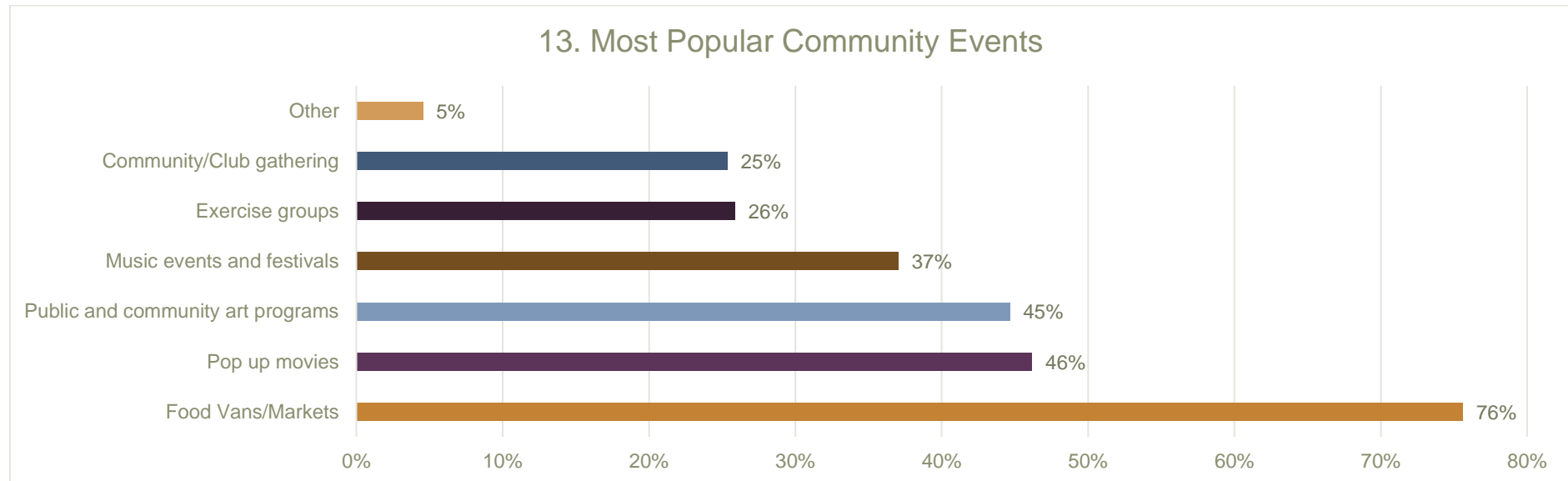
Respondents were able to choose three options if they wished, the most important environmental elements include: ‘Native planting’ (66%), ‘Retention of existing trees’ (61%) and ‘Habitat creation’ (59%).



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**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’ (76%), ‘Pop up movies (46%) and ‘Public and community art programs’ (45%).



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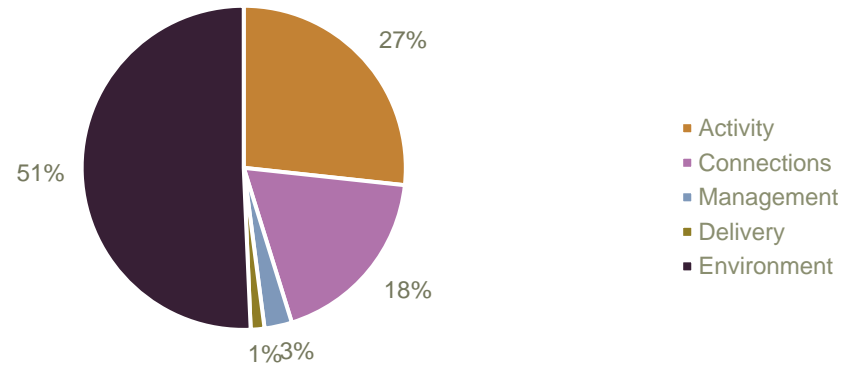
## Open-Ended Questions

### **Question 14. Thinking about the design concept provided, what do you like most about the proposed public space?**

The following chart shows the main themes that formed from the responses to this question, many of the responses were 'environment' focused (51%), with the key theme being around the creation of open space and greening of the area.

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### 14. What do you like most about the proposed public space?

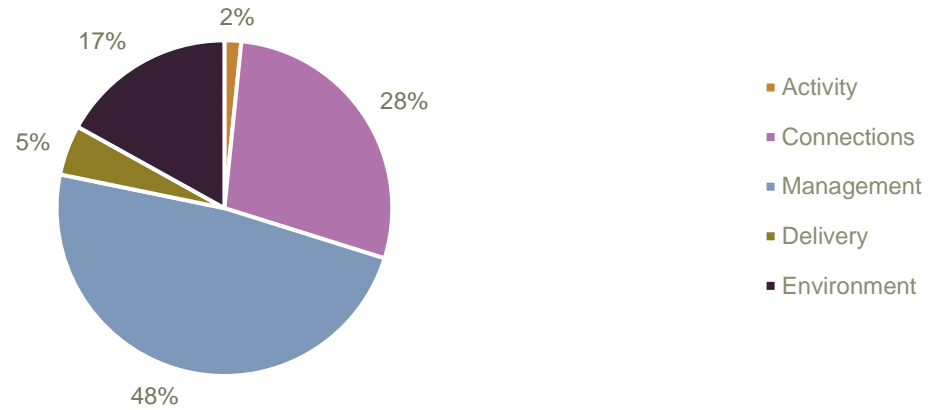


### Question 15. What concerns, if any, do you have about the public space design concept?

The following chart shows the main themes that formed from the responses to question, many of the responses were 'management' focused (48%), with the key theme being around security and safety.

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### 15. What concerns, if any, do you have about the public space design concept?

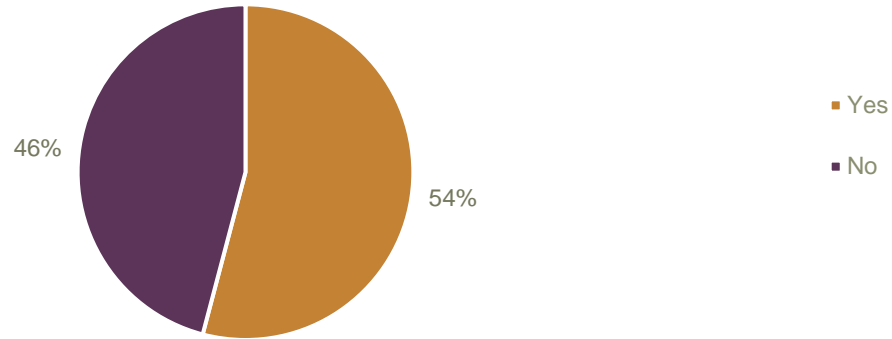


### Question 16. Would you like us to keep you informed about the Beckenham public space and other features of the project?

While 112 (54%) of the survey users wanted to be kept informed about the project, only 92 provided an email address.

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### 16. Project Subscribers



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