

MINUTES

WORKS AND URBAN DEVELOPMENT COMMITTEE

24 MARCH 2015

APPROVED FOR RELEASE



**GARY STEVENSON PSM
CHIEF EXECUTIVE OFFICER**



CITY of PERTH

MINUTES

WORKS AND URBAN DEVELOPMENT COMMITTEE

24 MARCH 2015

**THESE MINUTES ARE HEREBY CERTIFIED AS
CONFIRMED**

**PRESIDING MEMBER'S
SIGNATURE**

DATE: 14/4/2015

WORKS AND URBAN DEVELOPMENT COMMITTEE

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Minutes of the meeting of the City of Perth **Works and Urban Development Committee** held in Committee Room 1, Ninth Floor, Council House, 27 St Georges Terrace, Perth on **Tuesday, 24 March 2015**.

MEMBERS IN ATTENDANCE

Cr McEvoy - Presiding Member
Cr Butler

OFFICERS

Mr Stevenson	-	Chief Executive Officer
Mr Dunne	-	Director City Services
Mr Mileham	-	Director City Planning and Development
Mr Kingdom	-	Manager City Design
Mr Abernethy	-	Manager
Mr Noble	-	Acting Manager Governance
Ms Best	-	Governance Officer

GUESTS

Nil

WK27/15 DECLARATION OF OPENING

5.32pm The Chief Executive Officer declared the meeting open and in accordance with Section 5.14 of the *Local Government Act 1995*, sought nominations for a member to preside over the meeting.

The Cr Butler nominated Cr McEvoy to preside over the meeting.

There being no further nominations, Cr McEvoy accepted the nomination and assumed the Chair.

WK28/15 APOLOGIES AND MEMBERS ON LEAVE OF ABSENCE

Cr Limnios (Leave of Absence)
Lord Mayor Scaffidi (Leave of Absence)

WK29/15 QUESTION TIME FOR THE PUBLIC

Nil

WK34/15 FITZGERALD STREET – PROPOSED BUS LANES

BACKGROUND:

FILE REFERENCE:	P1026295
RESPONSIBLE UNIT	City Design
RESPONSIBLE DIRECTORATE	Planning & Development Directorate
DATE:	11 March 2015
MAP / SCHEDULE:	Schedule 1 – Route within City of Perth

The deferral of the MAX Light Rail project has raised issues with the ongoing performance of the existing bus network in the interim period. The Public Transport Authority (PTA) is seeking to convert the existing clearway kerbside lane along Fitzgerald Street to peak period bus lanes between Walcott Street and James Street to facilitate buses journey time reliability into and out of the City.

PTA are seeking approval of their concept design for these new bus lanes, to allow detailed design and implementation to take place.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications	Corporate Business Plan
	Council Four Year Priorities: Getting Around Perth
	S4 Enhanced accessibility in and around the City including parking
	4.1 Advocate and work in partnership with others to provide safe and convenient ways to get around Perth, including cycling, light rail and CAT buses.

DETAILS:

PTA's concept design has demonstrated that the proposal can be implemented with minimal works required. Only signing and line marking changes are required, with no impact on the existing kerbs and no impact on parking or servicing requirements of local residents and businesses. This is because the existing corridor is currently subject to clearway restrictions within the peak direction for the AM and PM peak periods. The proposed hours of operation for the bus lanes would be similar to that currently operating along Beaufort Street (6:30am to 9:00am and 4:00pm to 6:30pm). Schedule 1 details the proposal for the sections within the city of Perth.

Traffic modelling has been undertaken to understand the wider impact of this proposal on the surrounding road network. The existing network experiences significant levels of congestion in the AM peak, particularly at the Newcastle Street intersection. It was also observed that buses are frequently caught up in queues and had difficulties accessing bus stops due to the existing levels of congestion.

Significant traffic 'turbulence' was also observed due to the number of buses in the corridor and the frequent stopping required at bus stops on the route.

The 'Bus Lane Option' traffic model showed that the corridor was less congested as a result of the traffic reassignment and the reduction in 'turbulence' currently experienced by providing the proposed bus lanes.

The estimated bus travel time savings, based on the traffic model, is approximately 30% (five to six minutes) in the AM peak southbound direction between Walcott Street and James Street. For private cars, the maximum increase in travel time is estimated at approximately three minutes in the AM peak southbound direction, the majority of which is experienced north of Walcott Street.

Following agreement from all stakeholders for this proposal, PTA will undertake a detailed design during the first half of 2015, with a view to undertake an upgrade of "sign and lines" and being operational by June 2015. Once implemented, the PTA plans to introduce a new 960 bus service, to provide both residents and commuters with a frequent high quality public transport service.

FINANCIAL IMPLICATIONS:

There are no financial implications for the City of Perth related to this report.

COMMENTS:

The existing road sections of Fitzgerald Street in the City of Perth have a mix of kerbside parking restrictions with "No Stopping"; Bus Zones; and 2 hour parking bays. These are detailed as follows:

- **James Street to John Street** – Bus Zone; Clearway; No Stopping – northbound and southbound directions.
- **John Street to Aberdeen Street** – Clearway; No Stopping and 2 hour parking areas – northbound and southbound directions.
- **Aberdeen Street to Newcastle Street** – Bus Zone; No Stopping – northbound and southbound directions.

Changing the kerbside lane designation to peak period bus lanes would not have any impact on the current uses of the lane and therefore the accessibility to businesses would be retained, provided that the bus lane operates during the same time period as the current clearway restrictions. The clearway operates between 7.30am and 9.00am in the morning peak period and between 4.15pm and 6.00pm in the evening peak period.

The proposed times for the bus lanes have been indicated by PTA to be between 6.30am and 9.00am in the morning peak period; and between 4.00pm and 6.30pm in the evening peak period. The extension of kerbside restrictions will need to be evaluated to establish kerbside usage between 6.30am and 7.30am; between

4.00pm and 4.15pm and between 6.00pm and 6.30pm. This evaluation should include the potential loss of parking with the travel time saved for buses by the removal of parking during those periods. Discussions will take place with PTA during the detailed design stage on these times should the proposals proceed.

Inviting feedback from the residents and businesses that are most likely to be affected by the proposal is also an important consideration. Once the detailed proposals are finalised, it should be incumbent on the PTA to consult with the community and report the results back to the Council to assist with the final decision-making. It is anticipated that there will be minor negative impacts as a result of the proposal; however, it will be PTAs task to demonstrate that the improvements to public transport improvements far outweigh the sum of any negative impacts.

It is understood that the bus lanes proposal also extends north into the City of Vincent. In terms of design consistency, as well as assessing broad community support, it would be beneficial to also understand the level of support that the City of Vincent has for this proposal.

OFFICER RECOMMENDATION

That Council:

1. agrees in principle that the Public Transport Authority develop detailed plans for peak period bus lanes along the section of Fitzgerald Street within the City of Perth, on condition that a comprehensive submission and final application is made to the City of Perth, including:
 - 1.1 details of proposed bus lane operation, time restrictions and proposed commencement;
 - 1.2 design details;
 - 1.3 details of projected public transport benefits;
 - 1.4 impacts on residents, businesses and other users;
 - 1.5 full results of community consultation undertaken on the proposal;
 - 1.6 the current level of support from the City of Vincent Council on the proposal; and
 - 1.7 any other impacts or considerations.
2. notes that a further report will be presented to Council addressing the above matters, prior to a final approval being granted for the proposal.

Integrated and Framework Implications	Planning Reporting	Corporate Business Plan
		Council Four Year Priorities: Living in Perth
		S9 Promote and facilitate CBD living
		9.1 Investigate options to better manage conflicting activities with a focus on noise management.

DETAILS:

In an endeavour to further improve the situation which exists in the areas mentioned, the City of Perth held a meeting with several residents, a representative from the WA Police, the City's Chief Executive Officer and Director City Services on 27 August 2014.

At this meeting residents raised a number of concerns including antisocial behaviour by groups who were exercising, noise nuisance particularly in the early morning and evening until late, large numbers of people using Jacobs Ladder for exercise on a daily basis, activities by persons running up and down the roads creating a hazard and danger to themselves and traffic in the area.

Arising from discussions at the meeting **six recommendations** were identified for further consideration and action. These recommendations and responses to these recommendations are detailed as follows:

Recommendation 1

That the Director City Services to prepare and submit a report to Council as a matter of urgency, through Committee, to address the issues raised at this meeting.

This report contains the issues raised at the meeting held on 27 August 2014 between the City of Perth and concerned residents of Cliff and Mount Streets, who requested that this report be submitted to Council for consideration.

Recommendation 2

Surveys to be conducted and residents' opinions as a matter of urgency sought to ensure that comprehensive information is provided to fully inform Elected Members.

The intent of the survey was to gauge the general view from residents in and around Mount Street to see if the majority were concerned with the level of activity in the area associated with individuals and groups undertaking fitness activities. The survey also explored residents' opinions and views on other issues including closure of Jacob's Ladder and on-street parking restrictions 'after hours', as well as the removal of the stretching station at the base of Jacob's Ladder.

Survey results indicate that a key concern for a number of residents is the general lack of respect by people (groups and individuals) undertaking fitness activities, particularly in Mount Street. This includes incidences of spitting/vomiting, verbal

abuse towards residents and undertaking fitness activities on the road with minimal regard for passing traffic or residents accessing private driveways.

Results also indicate that residents are evenly divided in opinion in relation to the physical closure of Jacobs Ladder 'after hours' and on-street parking conditions 'after hours'.

However, survey results do indicate that a number of residents are supportive of healthy and active living in their local area and some feel that no further restrictions should be implemented in and around the Mount Street area.

Full comprehensive details of the survey and its responses are provided in Schedule 2.

Recommendation 3

The City of Perth to review the wording on permit applications and consider whether permit applications can be refused for this area.

Following the meeting held on 27 August 2014, the City's Approval Services Unit was instructed not to issue any permits or approvals for events, promotions, use by fitness groups or any other activity in the area of Mount Street, Cliff Street and Bellevue Terrace.

The Approval Services Unit continues to adhere to this instruction and advise that there is only one current permit issued, which is due to expire on 5 April 2015, and when this permit has expired, no further permits will be issued.

In the survey residents were asked if the City of Perth should consider prohibiting fitness groups from utilising Mount Street, Cliff Street, Bellevue Terrace and Jacob's Ladder for fitness purposes. Currently, fitness instructors are permitted to conduct business in these areas between 8.00am and 6.30pm.

Responses are outlined below and it can be seen that the majority of residents surveyed strongly agreed or agreed with the prohibiting of fitness groups:

- **54% (n=102)** of residents strongly agreed or agreed with prohibiting fitness groups
- 7.9% (n=15) of residents remained neutral
- 37.5% (n=71) of residents disagreed or strongly disagreed with prohibiting fitness groups
- 0.6% (n=1) of residents provided no response.

The City no longer issues permits or approvals for an event or groups to undertake organised activities requiring the approval of the City. However, since this has been in place there have been occasions such as when WAFL football club members

came to this location to undertake some training on the challenging Mount Street hill. City rangers did respond and asked the WAFL Club to leave which they did, and the Club was requested to find an alternative location for such future activities.

Whilst activities requiring a permit can be controlled, individuals or even groups who are attracted to this area by the challenge of Jacob's Ladder and Mount Street, continue to come to the area which is a public place. Current laws do not enable the Council to ban such activities.

Recommendation 4

That the proposed report to Council referred to in Recommendation 1 should include an option that Jacobs Ladder be physically closed to prevent movement through during 'out of hours', and that guidance be sought from residents for suggestions as to what those hours should be.

Jacobs Ladder is an important City feature and is part of a road reserve. For a closure of the nature requested to occur there is a process prescribed under legislation. This process requires a report to Council for support, followed by an advertising period for comment, and finally Council would consider any comments before a partial closure could be put into place.

Under section 3.50 of the *Local Government Act 1995*, the Council are able to close roads (Jacobs Ladder is legally a road). Closures are normally for a day or continuous longer periods – the *Local Government Act 1995* does not make any mention of an ongoing daily closure.

Any closure of a road for a period exceeding 4 weeks needs to be advertised for public submissions prior to Council consideration.

In the survey distributed to residents there was a question relating to the physical closure of Jacob's Ladder during 'after hours' periods. It can be seen in the responses below that there was a very small % margin between the 'agree' and 'disagree' for the 'after hours' physical closure of Jacobs Ladder:

- 42.8% (n=81) of residents strongly agreed or agreed with physical closure of Jacob's Ladder 'after hours'
- 13.8% (no=26) of remained neutral
- 42.3% (no=80) of residents disagreed or strongly disagreed with physical closure of Jacob's Ladder 'after hours'
- 1.1% (n=2) of residents provided no response.

Residents who strongly agreed or agreed (n=81) that Jacob's Ladder should be closed 'after hours' were asked to provide comment as to what they considered 'after hours' to be on both weekdays and weekends. Responses were varied and a number

of responses did not differentiate between weekdays and weekends. The top three responses are outlined below:

1. 7.4% (n=6) of residents suggested 'all week 7.00pm – 7.00am'
2. 6.1% (n=5) of residents suggested 'all week 6.00pm – 8.00am'
3. 6.1% (n=5) of residents suggested 'after 7.00pm'.

In considering a partial closure the Council would need to consider community interest as well as the interests of the residents within the surrounding area of Jacobs Ladder.

Recommendation 5

That the proposed report to Council referred to in Recommendation 1 should include an option the stretching equipment located at the bottom of Jacobs Ladder to be removed.

At the meeting held on 27 August 2014, residents advised they felt the stretching fitness equipment located at the bottom of Jacobs Ladder is an encouragement to fitness groups to the area.

The City of Perth investigated the cost for removing the stretching station, which would be approximately \$2,000.

The second option was for the removal and replacing of the equipment to another location, and an informal costing was provided.

However, in the survey distributed to residents a question relating to the removal of the stretching station located at the base of Jacob's Ladder was included. Responses are outlined below and it can be seen that the majority of residents surveyed disagreed or strongly disagreed with the removal of the stretching station:

- 35% (n=66) of residents strongly agreed or agreed with removal of the stretching station
- 23.8% (no=45) residents remained neutral
- **41.2% (no=78)** of residents disagreed or strongly disagreed with removal of the stretching station.

This stretching station does allow users of Jacob's Ladder to stretch and thus reduce congestion on the stairs. Additionally, because of its location this equipment has little impact on the streets above, although it could have a minimal impact on the residential units in Mounts Bay Road.

Recommendation 6

That the prepared report to Council referred to in Recommendation 1 should include an option that parking restrictions be introduced in the area to make parking limited to residents only, and permit holders during 'out of hours', and guidance be sought from residents for suggestions as to what those hours should be.

Residents requested at the meeting held on 27 August 2014, that all parking in Mount Street should be converted to resident parking only.

The Council did, some years ago, consider a request for parking in Cliff and Mount Streets to be resident parking only. The Council did not support the request.

Residents of Mount and Cliff Streets and Bellevue Terrace are under the Resident Parking Policy and are able to apply for resident parking permits. These permits are restricted to 4 hours only parking per day, for residents who have onsite parking. Application for all day permits can be made where there is no onsite parking.

The 'designated locality' covers Mount Street, Cliff Street, Malcolm Street and Bellevue Terrace.

The survey included a question relating to on-street parking in Mount Street, Bellevue Terrace and Cliff Street. Residents were asked if they believed on-street parking in these areas should be restricted 'after hours' to residents and permit holders only. Survey responses are outlined below:

- 48.1% (n=91) of residents responded 'yes'
- 48.1% (n=91) of residents responded 'no'
- 3.8% (n=7) of residents provided no response.

Residents who responded 'yes' (n=91) were asked to provide comment as to what they considered 'after hours' to be on both weekdays and weekends in relation to on-street parking. Again, responses were varied and a number of responses did not differentiate between weekdays and weekends. The top three responses are outlined below:

1. 14.2% (n=13) of residents suggested 'all week 6.00pm – 8.00am'
2. 12.0% (n=11) of residents suggested 'all week after 6.00pm'
3. 5.4% (n=5) of residents suggested 'all week 5.00pm – 8.00am'

Currently no area within the City of Perth is restricted to resident parking only. The Council's approval would need to be obtained for any such change as suggested by residents.

FINANCIAL IMPLICATIONS:

There would be a cost should the Council undertake an advertising campaign to inform the public who use the area to be more considerate of residents. The costs associated with any such campaign would depend on the methods of communication to be used, but a minimum approximate cost would be in the vicinity of \$15,000.

All figures quoted in this report are exclusive of GST.

COMMENTS:

It is clear from the results of the survey that residents who responded are evenly divided in opinion in relation to the physical closure of Jacobs Ladder 'after hours'.

The survey also indicates that the same applies in relation to on-street parking conditions 'after hours'.

Currently funds are being spent in the Jacob's Ladder road reserve area and adjacent land owned by the City on selective planting, fire control and erosion control on this sensitive escarpment setting.

However, survey results do indicate that a number of residents are supportive of healthy and active living in their local area and some feel that no further restrictions should be implemented in and around the Mount Street area.

It is clear that residents in this area are and continue to be adversely impacted upon by some inconsiderate individuals and groups who exercise in the area.

The proximity of Jacob's Ladder and Mount Street to the city makes it an ideal location for City workers to go during lunch times, and before and after work.

It has been a destination for training for school sporting teams, as well as football and other sporting clubs who use the location for the 'one off' pre-season training exercise.

The proximity to Kings Park also makes it an attraction as many individuals run through Kings Park and then via Mount Street back into the city. The closure of some of the steep paths in Kings Park has also made the steep climb of Jacob's Ladder and Mount Street even more popular as a location to exercise in.

The growth of the city to the west with buildings such as the Woodside building and others has brought more city workers to the western end of the city, making Jacob's Ladder and Mount Street even more popular.

The survey of residents shows that they are divided on the impact of popularity of the area for people who exercise and adversely impact on the amenity of the area.

To close Jacob's Ladder would adversely impact on access to and from Cliff Street to Mounts Bay Road, but it could be argued that this road gets minimal use during 'out of hours' between 10.00pm to 5.00am. However, if it was closed early and kept closed until 7.00am or 8.00am it would adversely impact on many people, both locals and workers who use this facility as a form of exercise.

Given the residents are almost evenly divided on this issue, it is recommended that the Council does not close Jacob's Ladder.

For similar reasons it is also recommended that the parking 'out of hours' does not revert to resident parking only, nor that the stretching station at the bottom of Jacob's Ladder be removed.

An extensive, advertising campaign encouraging users of the area to be considerate of the residents in the streets, and recommending that for more active pursuits, people use the facilities in Kings Park, may help to lessen the negative amenity impact.

Along with this style of campaign the City should continue to monitor the area and not permit or allow any organised groups who would require a permit or approval to use this sensitive area for fitness classes, or events that are not in keeping with the residential nature of the area.

Jacob's Ladder has been identified as a future capital works project and listed in the City's long term financial plan. No plans have yet been developed although architects, Woodhead Australia, produced a design as part of the City's 'What If' program in 2010.

OFFICER RECOMMENDATION

That Council:

1. acknowledges that there are adverse amenity impacts to residents in Cliff Street, Mount Street and Bellevue Terrace due to the popularity of Jacob's Ladder and Mount Street for public use;
2. notes the request from residents of Mount Street, Cliff Street and Bellevue Terrace for:
 - 2.1 a report to be presented to Council on resident concerns in relation to impact on residential amenity by groups of people exercising in this residential area;
 - 2.2 a survey of residents to be conducted;
 - 2.3 the City of Perth to review its wording on permit applications;

Responses to General Business from a Previous Meeting

New General Business

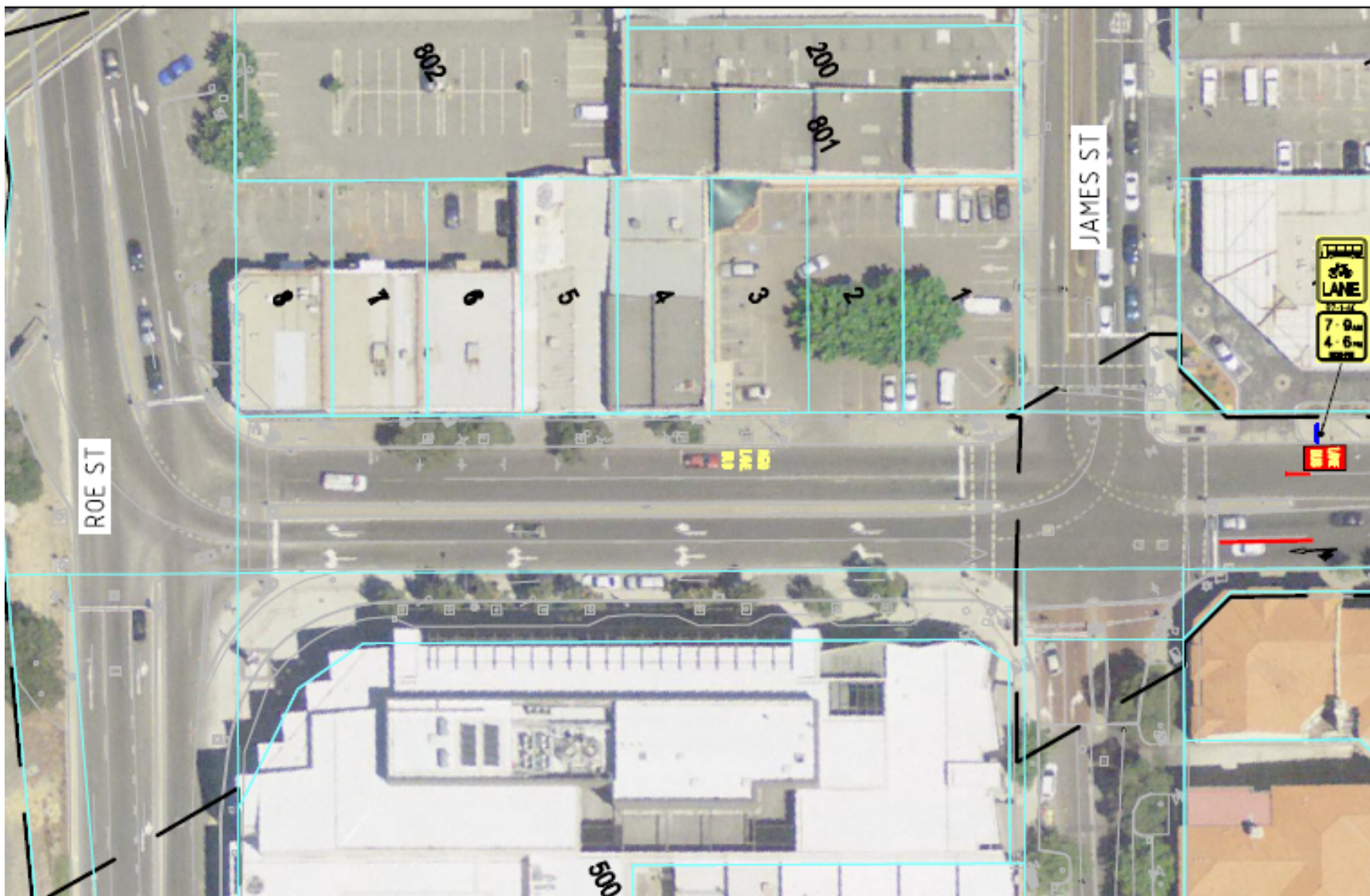
The Acting Director City Infrastructure and Enterprises provided an update in relation the future logos for the trucks and utes that are to be used by WAE. There are two City Cleaning utes, one will be based in the City in the evenings to address any emergencies that occur in the City. The sign on the truck will vary from truck to truck with different messages. The Chief Executive Officer also advised that this Cleaning Schedule and initiatives will be subject to discussion with the Executive Leadership Group.

Cr Butler queried when the works will commence for the Wellington Street Bus Station. The Director City Services advised that works would commence in October 2015, however there may be forward works associated with the preparation for this construction.

Cr McEvoy advised that four new parking bays which have been installed on Colin Street just before Hay Street, are causing traffic congestion. The Manager City Design advised that he would investigate and provide an update to Cr McEvoy.

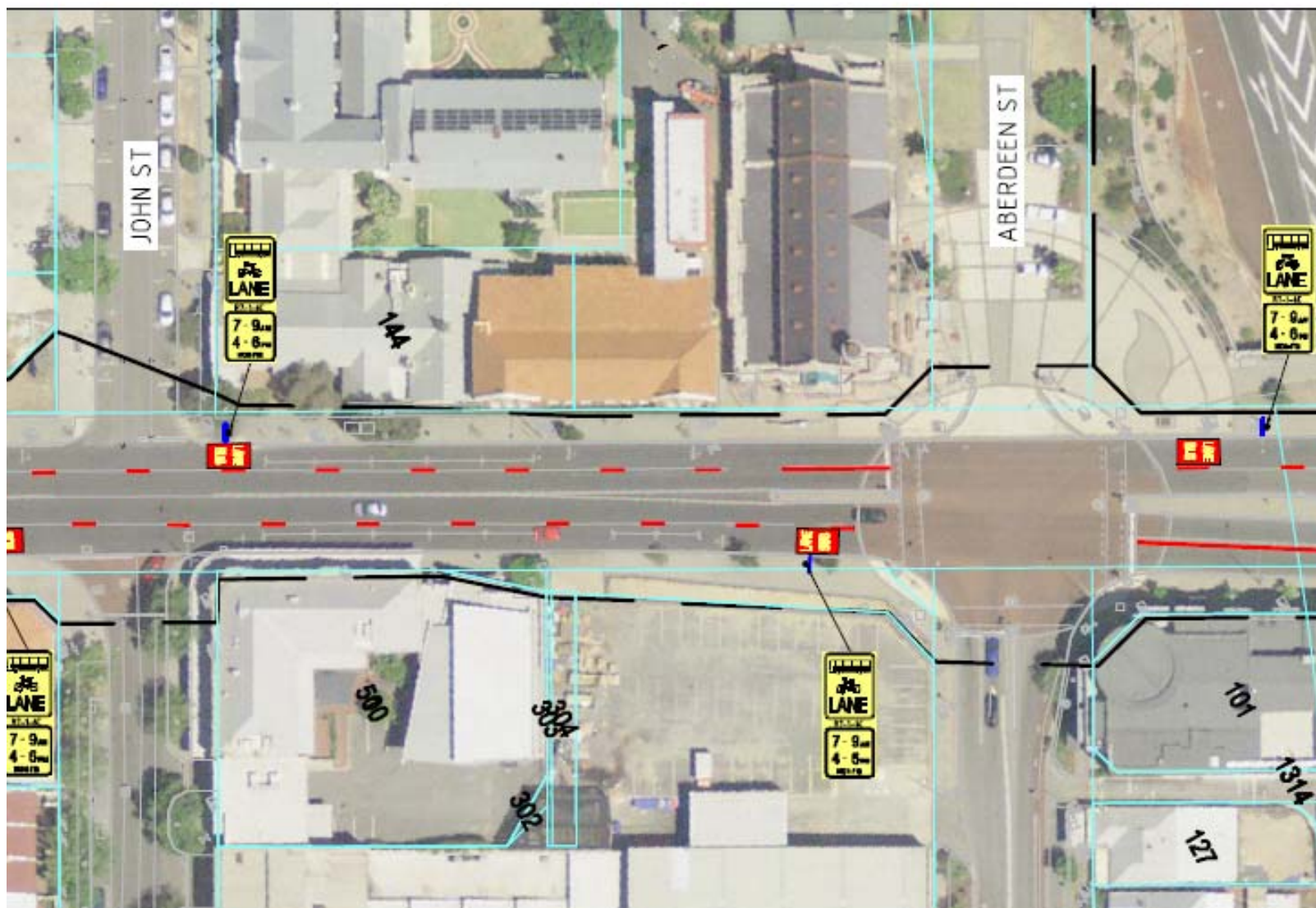
Cr Butler advised that traffic congestion into the Perth Convention and Exhibition Centre while attending the Oil and Gas Conference 11-13 March 2015 was high due to there only being one turning lane into the Centre and raised this as an issue for future consideration. The Manager City Design advised that traffic management to cater for the Event was considered to be poorly managed. The Chief Executive Officer advised that he would raise this issue at the next CBD Traffic Management Steering Committee to investigate traffic management of future events.

SCHEDULES
FOR THE MINUTES OF THE
WORKS AND URBAN
DEVELOPMENT
COMMITTEE MEETING
HELD ON
24 MARCH 2015

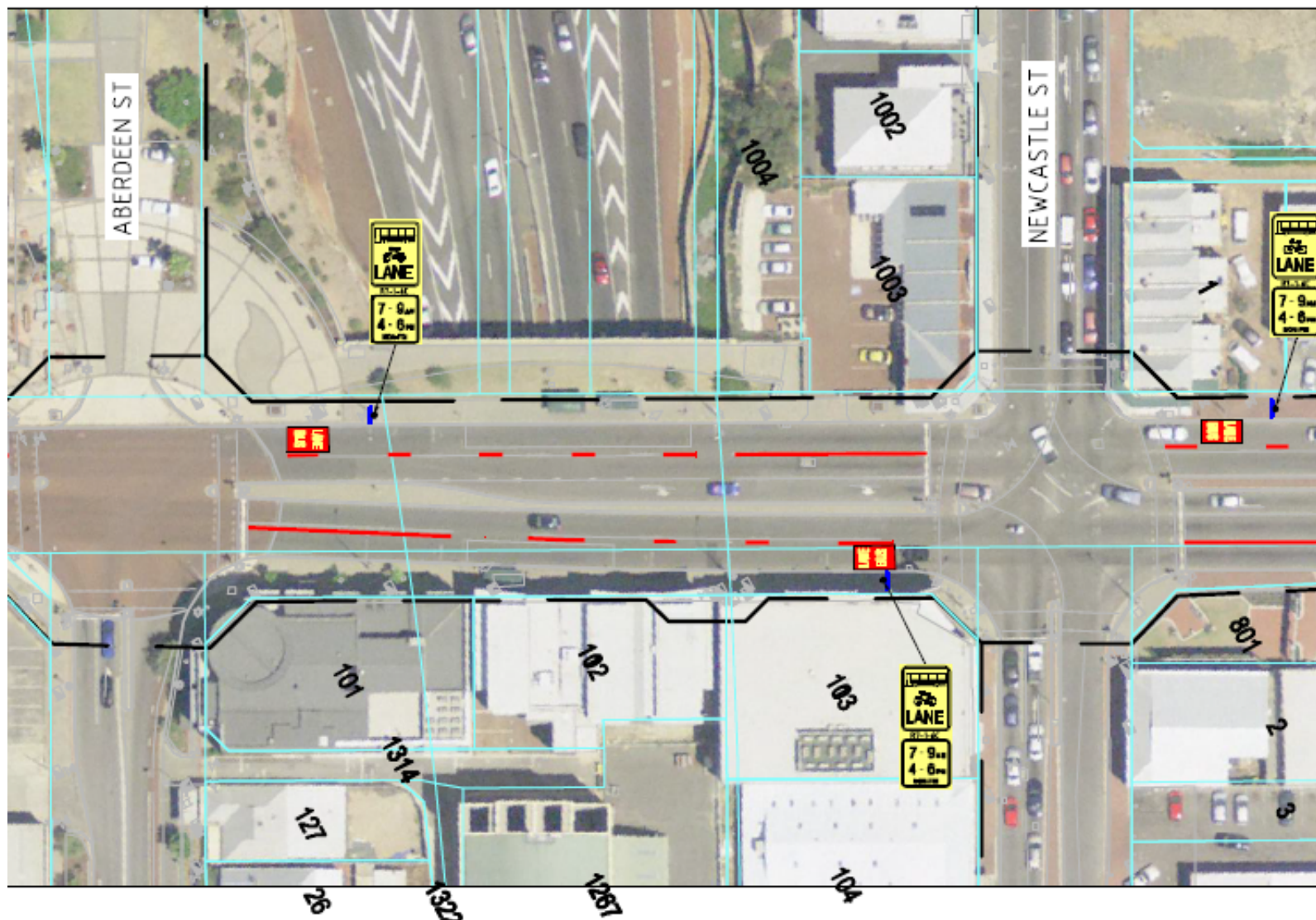


Roe Street to James Street





John Street to Aberdeen Street



Aberdeen Street to Newcastle Street



MANAGEMENT OF JACOB'S LADDER AND ADJOINING STREETS RESIDENT SURVEY

The City of Perth is keen to understand resident's opinions and views on management of the local area including Mount Street, Cliff Street, Bellevue Terrace and Jacob's Ladder. The City recognises that both fitness groups and individuals frequent this area often to undertake fitness activities.

This survey will take approximately 5 minutes to complete. Please answer all questions to the best of your knowledge by ticking the relevant box and providing responses where indicated.

Please use the enclosed reply paid envelope to return this survey to the City of Perth by **Friday 30 January 2015**.

START OF SURVEY

Please supply your full name and address below.

--

Question 1. Fitness Groups

The City of Perth has the capacity to enable the operation of fitness groups on local government property including Mount Street, Cliff Street, Bellevue Terrace and on Jacob's Ladder. Currently, fitness instructors are permitted to conduct business in these areas between 8.00am and 6.30pm.

In your view, should the City of Perth consider prohibiting fitness groups from utilising these areas for fitness purposes at all times?

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly Disagree

Question 2. Jacob's Ladder

The location of Jacob's Ladder has proved to be a catalyst to large volumes of people frequenting the area for fitness activities. In your view, should any of the following measures be progressed by the City of Perth to assist in managing the subsequent high usage of Jacob's Ladder for fitness activities?

2.A Removal of the stretching station located at the base of Jacob's Ladder.

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly Disagree

2.B Physical closure of Jacob's Ladder during 'after hours' periods, similar to restrictions in place for the Lotterywest Federation Walkway in Kings Park.

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly Disagree

If you Strongly Agree/Agree in **2.B**, what do you consider to be 'after hours' on both weekdays and weekends? Please list comments below.

Question 3. On-Street Parking

A fee is payable for on-street parking between the hours of 8.00 – 6.00pm Monday – Friday in Mount Street (2 hours maximum), Bellevue Terrace and Cliff Street (3 hours maximum). Parking on all streets is free on Saturday and Sunday with no time restrictions in place.

In your view, should on-street parking in Mount Street, Bellevue Terrace and Cliff Street be restricted 'after hours' to only residents and permit holders?

☐ Yes

☐ No

If Yes - what do you consider to be 'after hours' on both weekdays and weekends?
Please list comments below.

Question 4. Antisocial Behaviour

In your view, is antisocial behaviour an issue in your local area?

☐ Yes

☐ No

If Yes - what kind of antisocial behaviour have you experienced or witnessed?
Please list comments below.

Question 5. Are there any further comments you would like the City of Perth to consider in regards to the management of this area? Please list comments below.

If you would like to enter the draw to win a \$200 Myer gift voucher, please supply your email address or phone number below.

END OF SURVEY

Question 2.B - Physical Closure of Jacob's Ladder Summary Table

Jacob's Ladder – comments for 'after hours'	Number of resident responses
All week 7.00pm - 7.00am	6
All week 6.00pm - 8.00am	5
After 7.00pm	5
All week 5.00pm - 9.00am	4
After 5.00pm	3
After 6.00pm	3
After 6.30pm	3
All week 6.30pm – 8.00am	3
All week 7.00pm – 8.00am	3
All week 8.00pm – 8.00am	3
After 8.00pm	2
After 9.00pm	2
All week 5.00pm – 8.00am	2
All week 8.00pm – 6.00am	2
Weekdays after 6.00pm. Weekends after 5.00pm	2
Closed until 9am	1
All week 4.00pm - 9.00am	1
All week 6.00pm - 6.00am	1
All week 7.30pm - 7.00am	1
All week 7.30pm - 7.30am	1
All week 8.00pm - 7.00am	1
All week 9.00pm - 5.00am	1
All week 10.00pm - 6.00am	1
All week 6.00am - 9.00am and 4.00pm - 9.00pm	1
Weekdays after 5.30pm. Weekends after 6.00pm	1
Weekdays 5.00pm - 8.00am. Weekends 3.00pm - 9.00am	1
Weekdays 5.00pm - 9.00am. Weekends 4.00pm - 10.00am	1
Weekdays 6.00pm - 7.00am. Weekends 6.00pm - 8.00am	1
Weekdays 6.00pm - 7.00am. Weekends 7.00pm - 8.00am	1
Weekdays 6.00pm - 7.30am. Weekends 5.30pm - 8.00am	1
Weekdays 6.00pm - 8.00am. Weekends 8.00pm - 8.00am	1
Weekdays 6.00pm - 9.00am. Weekends CLOSED	1
Weekdays 7.00pm - 6.00am. Weekends 6.00pm - 7.00am	1
Weekdays 9.00pm - 6.00am. Weekends 10.00pm - to 6.00am	1
OPEN at all times	1
CLOSED at all times	1

Question 3. On-Street Parking Summary Table

On-Street Parking – Comments for 'After Hours'	Number of Resident Responses
All week 6.00pm - 8.00am	13
After 6.00pm	11
All week 5.00pm - 8.00am	5
All week 6.30pm - 8.00am	4
Weekdays 6.00pm - 8.00am. Weekends Residents and Permit Holders Only	4
Parking should be restricted to residents and Permit holders at all times	4
After 5.30pm	3
After 6.30pm	3
After 7.00pm	3
All week 5.00pm - 9.00am	3
All week 6.00pm - 6.00am	3
All week 6.00pm - 7.00am	3
After 5.00pm	2
After 8.00pm	2
All week 6.00pm - 9.00am	2
All week 7.00pm - 7.00am	2
All week 8.00pm - 6.00am	2
All week 6.00pm - 11.00am	1
All week 7.00pm - 8.00am	1
Weekdays after 6.00pm. Weekends after 5.00pm	1
Weekdays after 6.00pm. Weekends after 12.00pm	1
Weekdays after 7.00pm. Weekends after 6.00pm	1
Weekdays 5.00pm - 9.00am. Weekends 4.00pm - 10.00am	1
Weekdays 5.00pm - 8.00am. Weekends 3.00pm - 9.00am	1
Weekdays 6.00pm - 8.00am. Weekends 5.00pm - 9.00am	1
Weekdays 6.00pm - 7.30am. Weekends 5.30pm - 8:00am	1
Weekdays 6.30pm - 8.00am. Weekends 7.00pm - 9.00am	1
Weekdays 6.00pm - 7.00am. Weekends Residents and Permit Holders Only	1
Weekdays 8.00pm to 6.00am. Weekends 4.00pm to 10.00am	1
Weekdays 8.00pm to 6.00am. Weekends 2.00pm to 10.00am	1
No free parking on weekends	1

Question 4 - Antisocial Behaviour Summary Table

Antisocial Behaviour – Comments/Themes	Number of times this comment/theme was listed by residents
General lack of respect by people (groups and individuals) undertaking fitness activities, particularly in Mount Street including; <ul style="list-style-type: none"> • spitting/vomiting • yelling/offensive language • verbal abuse towards residents • undertaking fitness activities on the road, often in the wrong direction with no concern for passing traffic or residents accessing/leaving private driveways 	82
General antisocial behaviour not related to fitness activities <ul style="list-style-type: none"> • drunk and disorderly conduct • yelling/offensive language • tampering with private intercom systems. 	22
Concern with public urination.	20
Litter concerns.	20
Safety concerns regarding cyclists speed and lack of concern for other pedestrians in Mount Street.	13
Property damage.	8
Degradation of street verges.	4
General comment that numbers of people congregating in and visiting the area have increased.	4
Safety concerns regarding cyclists speed and lack of concern for other pedestrians in Bellevue Terrace.	2
Excessive noise generated by people using Jacob's Ladder.	2
Support healthy and active living. Further restrictions in the area not supported.	2
Dangerous driving.	1
The current COP restrictions regarding fitness activities are effective and should be continued.	1
Vehicles often parked in 'no parking' spaces.	1
Safety concerns regarding skateboarding and lack of concern for other pedestrians in Mount Street.	1

Question 5 – General Comments Summary Table

General Comments/Themes	Number of times this comment/theme was listed by residents
Support healthy and active living. Further restrictions in the area not supported.	34
General lack of respect by people (groups and individuals) undertaking fitness activities, particularly in Mount Street including; <ul style="list-style-type: none"> • spitting/vomiting • yelling/offensive language • verbal abuse towards residents • undertaking fitness activities on the road, often in the wrong direction with no concern for passing traffic or residents accessing/leaving private driveways 	30
General comment that numbers of people congregating in and visiting the area have increased.	12
Effort should be made to direct all fitness activities to King's Park and other areas.	11
Safety concerns regarding cyclists speed and lack of concern for other pedestrians in Mount Street.	10
COP should manage and/or monitor group fitness activities more closely.	10
Degradation of street verges.	10
A 'Code of Conduct' should be developed for the area.	8
Surveillance of the area should be increased (CCTV/Police presence).	8
Restrictions should be considered which limit fitness activities/cycling in Mount Street.	7
'After hours' parking should be restricted to 'residents only'.	6
COP should increase routine parking inspections in the area.	6
Current COP signs relating to fitness activities conditions in area are not effective and are not enforced.	4
COP is encouraging unsafe use of the area/perceived general lack of action.	4
King's Park fitness activities conditions are not enforced.	4
Increase parking permit allocation for residents if restricting parking hours for visitors.	3
Construction noise at the base of Jacobs Ladder is an ongoing concern.	3
Jacob's Ladder should be closed after hours.	3
Current COP signs in the area are visually unacceptable.	3
Excessive noise generated by people using Jacob's Ladder.	3
Jacob's Ladder and surrounding precinct requires maintenance/upgrade.	2

The current COP restrictions regarding fitness activities are effective and should be continued.	2
Need to establish toilet facilities in the area.	2
Need to increase bike parking facilities in the area.	2
Need to install speed humps in Mount Street.	1
Safety concerns regarding cyclists speed and lack of concern for other pedestrians in Bellevue Terrace.	1
Safety concerns regarding skateboarding and lack of concern for other pedestrians in Mount Street.	1
Not for profit group fitness activities should be supported in the area and not restricted.	1
No issues experienced with antisocial behaviour in the area.	1
General antisocial behaviour not related to fitness activities including; <ul style="list-style-type: none"> • drunk and disorderly conduct • yelling/offensive language • tampering with private intercom systems. 	1
Dedicated cycle path should be installed in Mount Street.	1
Diagonal parking options should be considered in Mount Street.	1
Concern with public urination.	1
Street vendors and additional cafes should be encouraged to operate in the area.	1
Number of rubbish bins in area should be increased.	1
COP street cleaners should be scheduled during day time hours.	1
Consider installing additional fitness equipment/shelter in the Jacob's Ladder precinct.	1
Do not install speed humps in the area.	1
All parking in the area should be restricted to residents and visitors only.	1
COP should investigate alternative areas in the city to build fitness infrastructure.	1
COP collection of household items.	1
General safety concerns with the area.	1
Litter concerns.	1
Close and remove Jacob's Ladder.	1