

Kelmscott District Centre Precinct Plan

Place Audit Report (including Public Open Space Audit)



Document History & Status

**Kelmscott District Centre Precinct Plan
Place Audit Report (including POS Audit)**

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Revision	Reviewer	Date Issued
20/053	SB	13 May 2021

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Section

1.0

Place Audit

1.0 Introduction

TBB undertook a place audit of the Kelmscott Town Centre on 20 April 2021, from 9.00am-3.00pm. To supplement the place audit, Emerge Associates undertook a POS audit on 6 May 2021. Through observation, the audit ranks factors supporting the key attributes which define “place”, being:

- Uses and activities;
- Sociability;
- Access and linkages; and
- Comfort and image.

The audit focussed on twenty-three key areas within the precinct, including nineteen streets and four public open spaces, being:

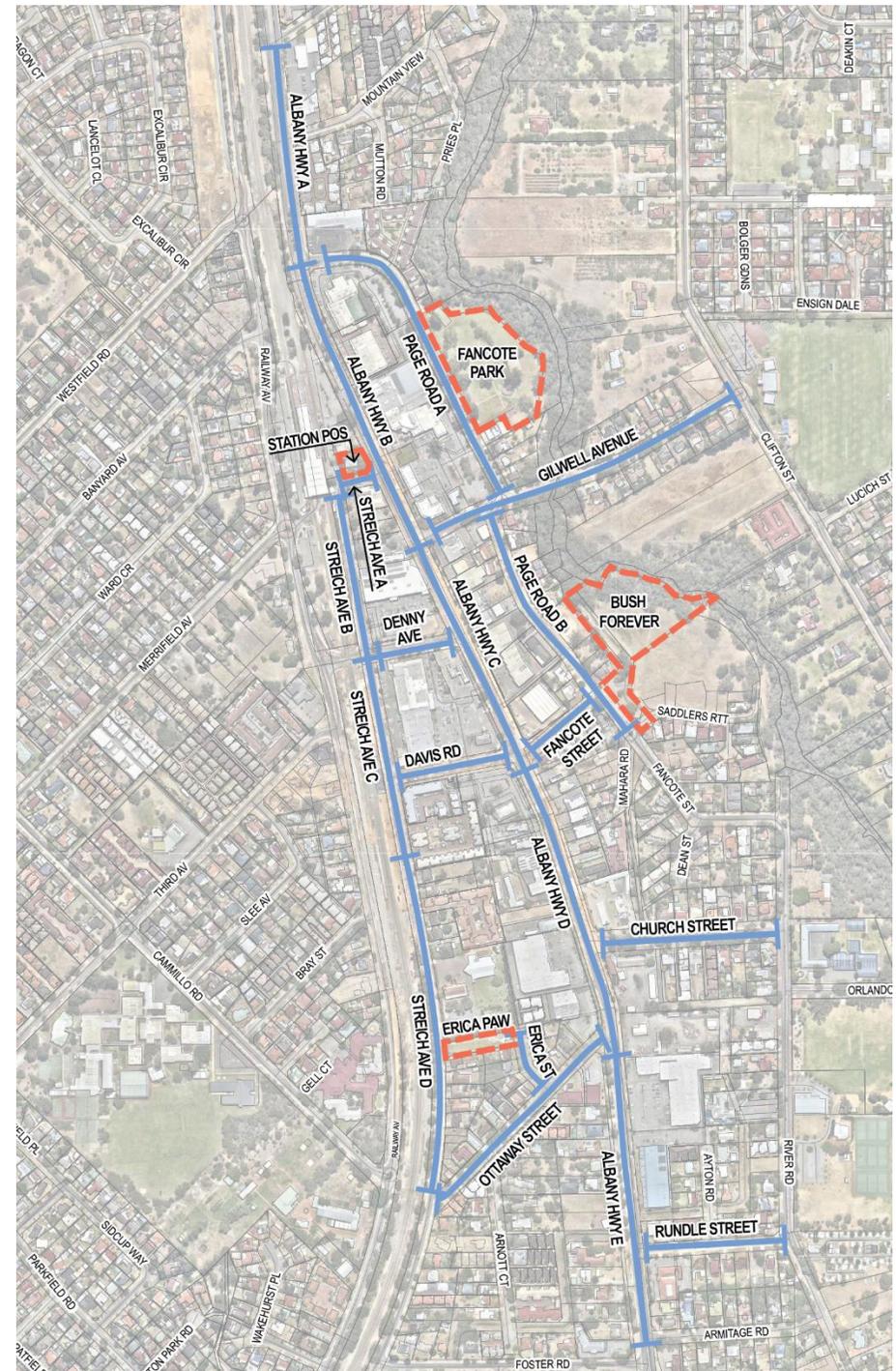
Streets:

1. Albany Highway (A)
2. Albany Highway (B)
3. Albany Highway (C)
4. Albany Highway (D)
5. Albany Highway (E)
6. Streich Avenue (A)
7. Streich Avenue (B)
8. Streich Avenue (C)
9. Streich Avenue (D)
10. Denny Avenue
11. Davis Road
12. Erica Street
13. Ottaway Street
14. Page Road (A)
15. Page Road (B)
16. Gilwell Avenue
17. Fancote Street
18. Church Street
19. Rundle Street

Public Open Spaces:

20. Fancote Park
21. Station POS
22. Erica Street PAW
23. Bush Forever Site

The results of the place audit will be used to inform engagement with stakeholders and the community, and will guide the preparation of the Place Plan for the precinct.



1.1 Assessment Exercise

For each key area in the precinct, the following themes and questions were assessed to evaluate how well the area is currently performing as a place, to identify what the problems are and to begin to identify opportunities. Each question was ranked from Strongly Disagree to Strongly Agree.

The key strengths and weaknesses of each place were also recorded during the audit, as well as photographic records.

Uses and Activities
Many different types of activities are occurring, and are not just related to a planned event.
Many different kinds of people and different age groups are using this place (children, elderly, families, etc.).
Street design helps businesses.
Places to eat or socialise.
There are several "choices" of things to do in the public realm and it is easy to go from one choice to another (Power of 10).
Uses are easily visible and inviting for pedestrians.
Retail traders display in, and interact with, the public realm.

Access and Linkages
People can easily and comfortably walk to and through the place.
Footpaths connect adjacent areas, allowing for convenient pedestrian access.
There is convenient access by transit.
Continuity of street-level uses makes for a pleasant walking environment.
Bicycling is safe and convenient (suitable traffic speed; paths...)
Bicycle parking is plentiful and convenient.
Safe for street crossing. (Crosswalks are well-placed and well-marked; minimal crossing distances; suitable traffic speed).
There is adequate directional signage, maps and location information.

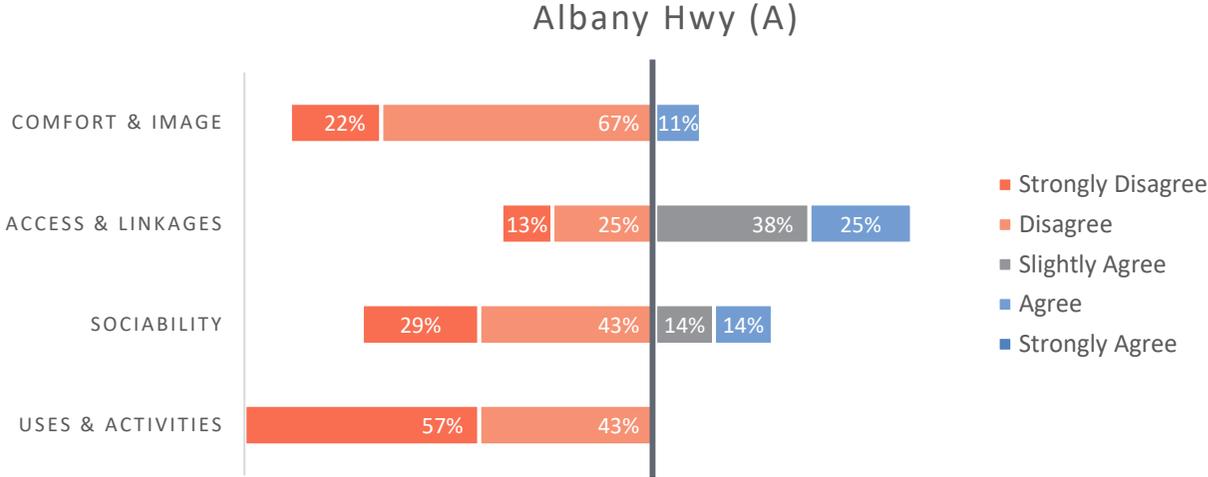
Sociability
Pedestrians use the street regularly and by choice.
You would bring your friends and relatives to see the place.
There are places to gather.
There is evidence of people in groups.
Strangers make eye contact; people smile and display happiness.
There is a mix of ages, sexes, and ethnic groups (which may generally reflect the community at large).
The place and experience is memorable.

Comfort and Image
It is attractive (trees, landscaping, building presentation...).
Public realm and building facades are well-maintained, clean and free of litter.
Shade and shelter are provided along pedestrian pathways.
It feels safe during the day.
It feels safe during the night (good lighting; activity in buildings and public realm...).
The scale of buildings is comfortable for pedestrians.
Users have a choice of places to sit or use, either in the sun or shade.
Vehicle speeds do not detract from pedestrian experience.
There is a feeling of connection to the past.

2.0 Summary by Location - Streets

2.1 Albany Highway (A)

Albany Highway (A) consists of a high traffic volume main road with commercial and residential land uses on its eastern boundary and the railway line on its western boundary. This stretch of Albany Highway is well maintained with areas of landscaping.



Weaknesses

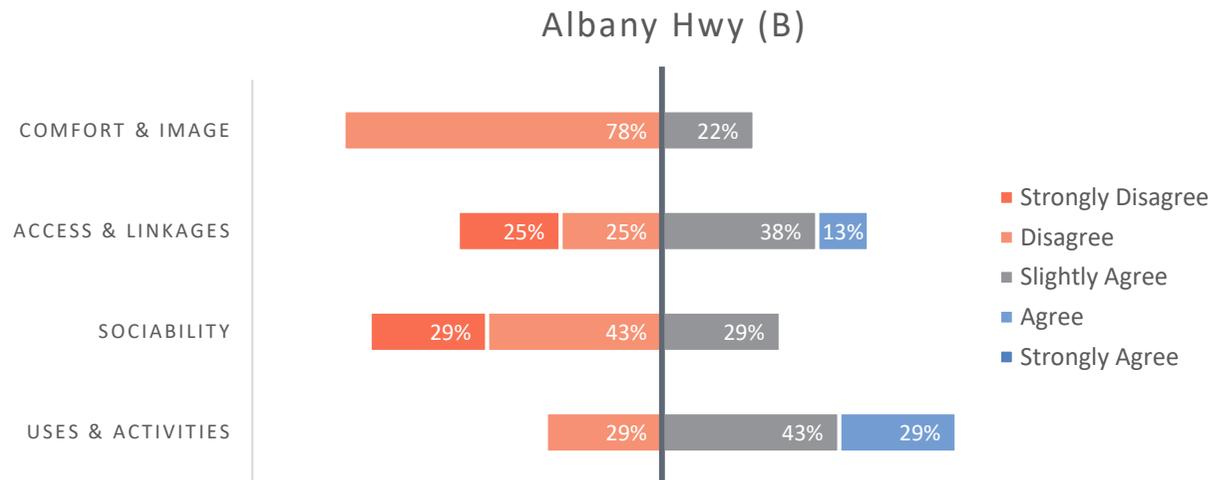
- Inadequate street trees/shading
- Footpath located “back of kerb” impacts real and perceived pedestrian safety given vehicle speeds
- Single storey buildings with large setbacks and wide road reserve create poor “sense of enclosure”
- Limited pedestrian crossing opportunities
- Car-orientated commercial uses limit pedestrian activity
- Poor interface with Stargate “civic space”

Strengths

- Proximity to train/bus station and shared path
- Train station highly visible from north approach
- Good mix of commercial uses
- Signalised pedestrian crossing

2.2 Albany Highway (B)

Albany Highway (B) consists of a high traffic volume main road with commercial land uses on the eastern side of the road and the Kelmscott train station on the west. There is a distinct lack of shading and areas for pedestrians to sit. There is a median strip in the middle of the road reserve that includes established street trees.



Weaknesses

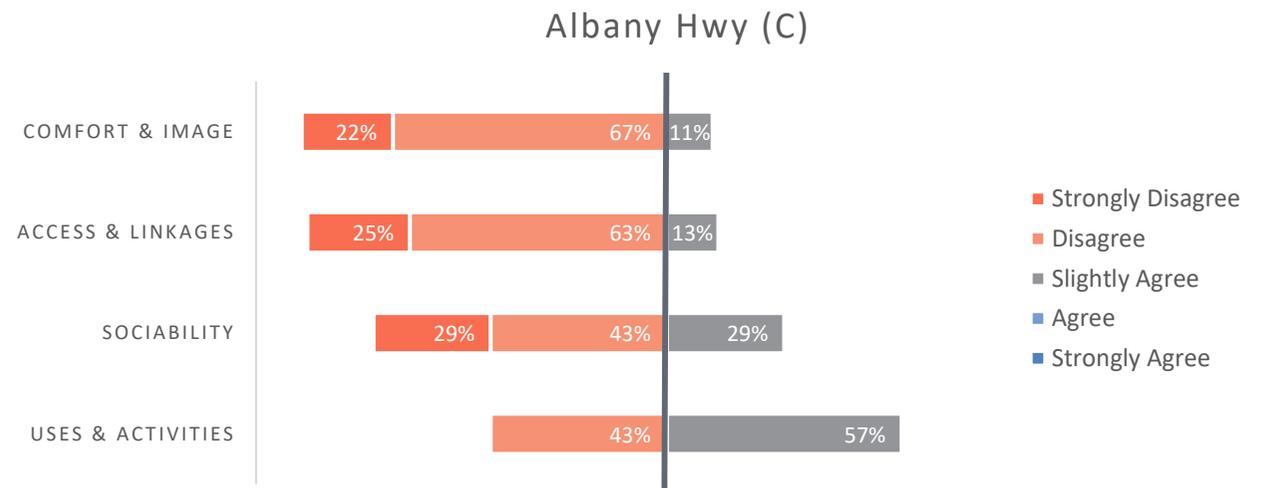
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- Car-orientated commercial uses limit pedestrian activity
- Poor interface with Stargate “civic space”

Strengths

- Proximity to train/bus station and shared path
- Train station highly visible from north approach
- Good mix of commercial uses
- Signalised pedestrian crossing

2.3 Albany Highway (C)

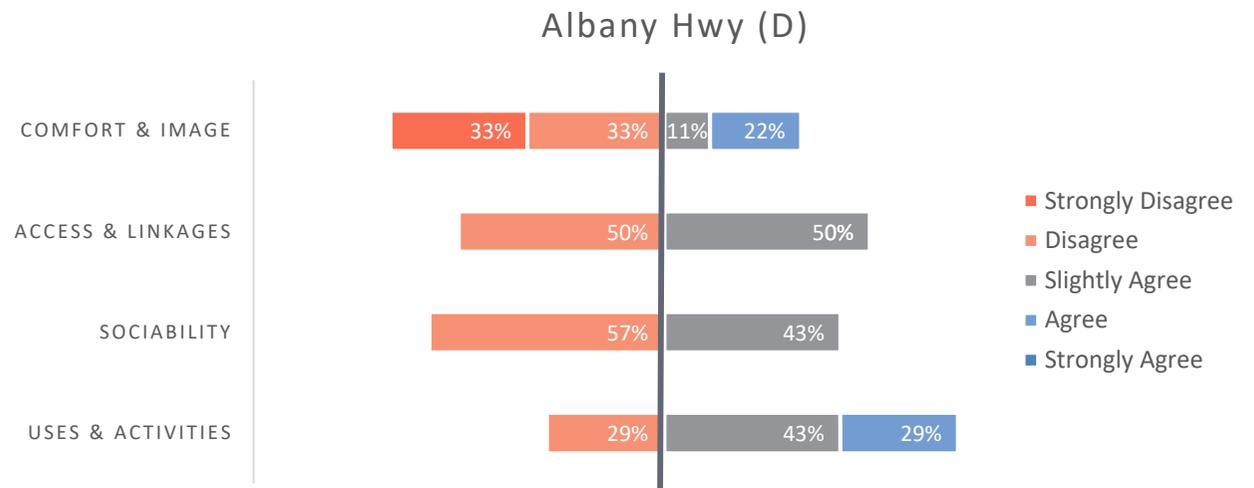
Albany Highway (C) consists of a high traffic volume main road with commercial land uses on both sides of the road. There are no street trees present and therefore no shaded areas to improve pedestrian amenity.



Weaknesses	Strengths
<ul style="list-style-type: none"> • Inadequate street trees/shading • Footpath located “back of kerb” impacts real and perceived pedestrian safety given vehicle speeds • Single storey buildings with large setbacks and wide road reserve create poor “sense of enclosure” • Limited pedestrian crossing opportunities • Car-orientated commercial uses limit pedestrian activity • Poor interface with Kelmscott Plaza • Heavy traffic and fast vehicle speeds; • Limited/no places to gather 	<ul style="list-style-type: none"> • Good mix of commercial uses • “Key stretch” through town centre – opportunity for unique street-scape and placemaking • Prime location for potential future signalised pedestrian crossing

2.4 Albany Highway (D)

Albany Highway (D) consists of a high traffic volume highway with commercial uses, and petrol stations operating on both sides of the road. There are no street trees present and no places to sit.



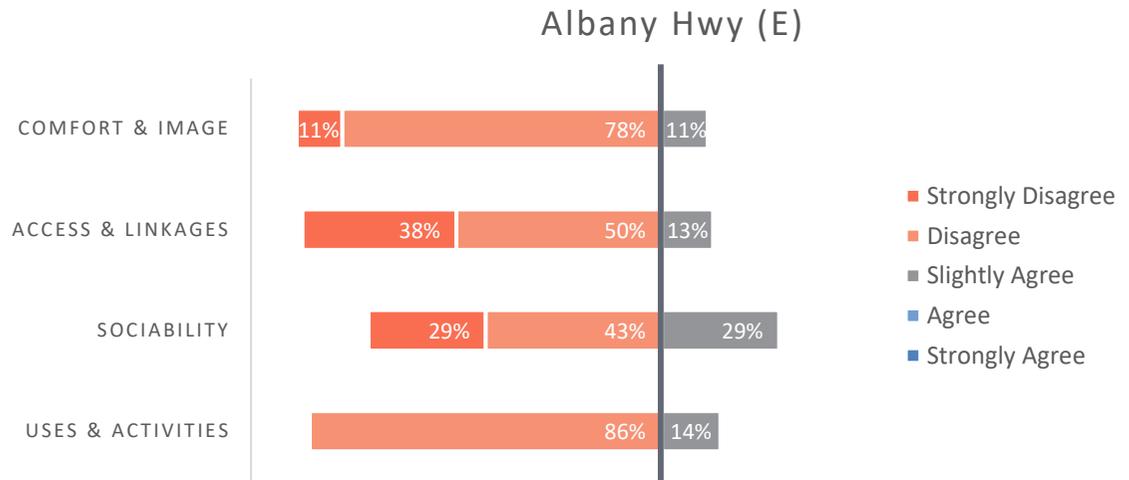
Weaknesses

- Automobile dependant commercial uses lack character and opportunities for pedestrian activation
- Lack of street trees/shading
- Lack of pedestrian crossing opportunity
- Car dominant street environment

Strengths

2.5 Albany Highway (E)

Albany Highway (E) consists of a high traffic volume highway with a mixture of commercial and residential land uses. There are street trees present and providing shaded areas, however there are no area to sit. The pedestrian side walk is located in very close proximity to the road, which creates an unsafe walking environment at some points.



Weaknesses

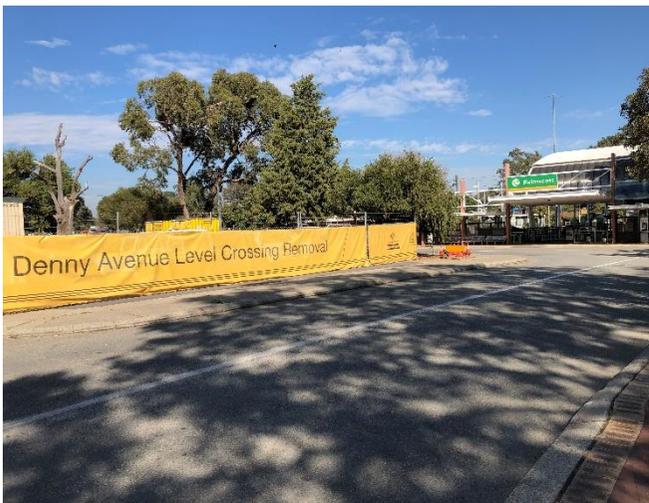
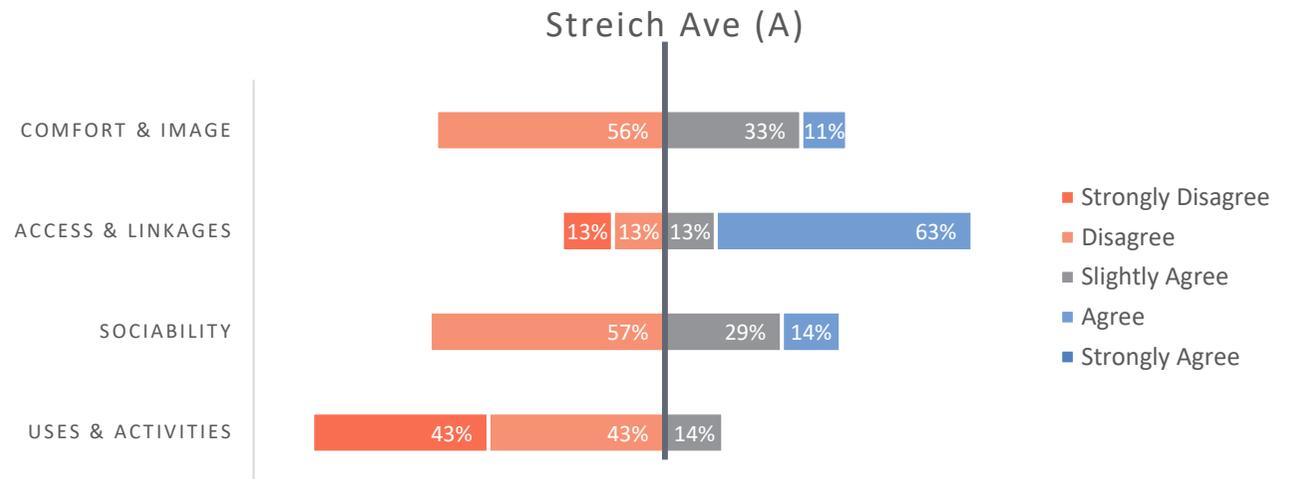
- Lack of distinct character – mixed building age, style and use
- Narrow verge limits opportunities to improve pedestrian experience
- Lack of pedestrian crossing opportunity
- Deviations in footpath alignment and limited setback from road impact active transport opportunities
- Car dominant street environment

Strengths

- Heritage buildings improve character
- Some street trees
- Views to hills to south

2.6 Streich Avenue (A)

Streich Avenue (A) is a small section of road connecting Albany Highway through to the Kelmscott Train Station with no current land uses. There are no street trees providing shade, limited signage and limited lighting. This road is of particular importance to pedestrian connectivity to the train station and the town centre.



Weaknesses

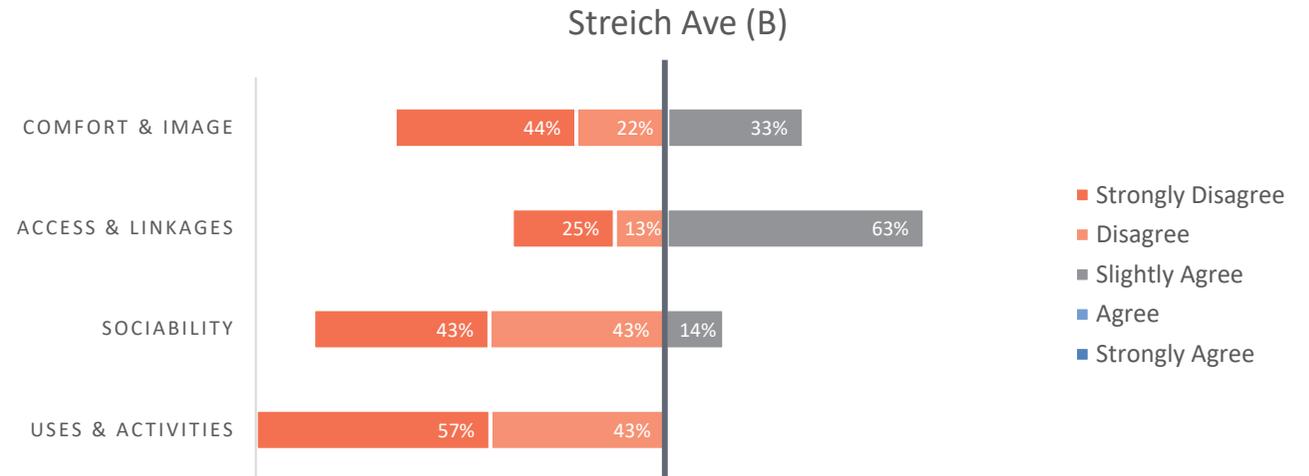
- Construction site to south and abandoned Station Master's cottage to north do not currently activate street
- Underutilised "node" at station entrance
- Vista from station entry to Albany Hwy terminates in low quality "Jetts" building
- No street trees/shading
- Limited street lighting
- Narrow road reserve makes pedestrian improvements challenging within current verge
- Poor wayfinding and signage
- Lack of gathering spaces

Strengths

- Proximity to both train station and Albany Hwy
- Good views to hills to west
- Station master's quarters have character value

2.7 Streich Avenue (B)

Streich Avenue (B) consists of a north south road running parallel with the train line and in close proximity to the Kelmscott Train Station. Commercial/retail uses occupy this portion of the road. There is excessive hard surface (road, footpath) present in this stretch of the road and there is a distinct lack of landscaping. It is noted that there are street trees present, however there is a lack of places to sit within the shaded areas provided.



Weaknesses

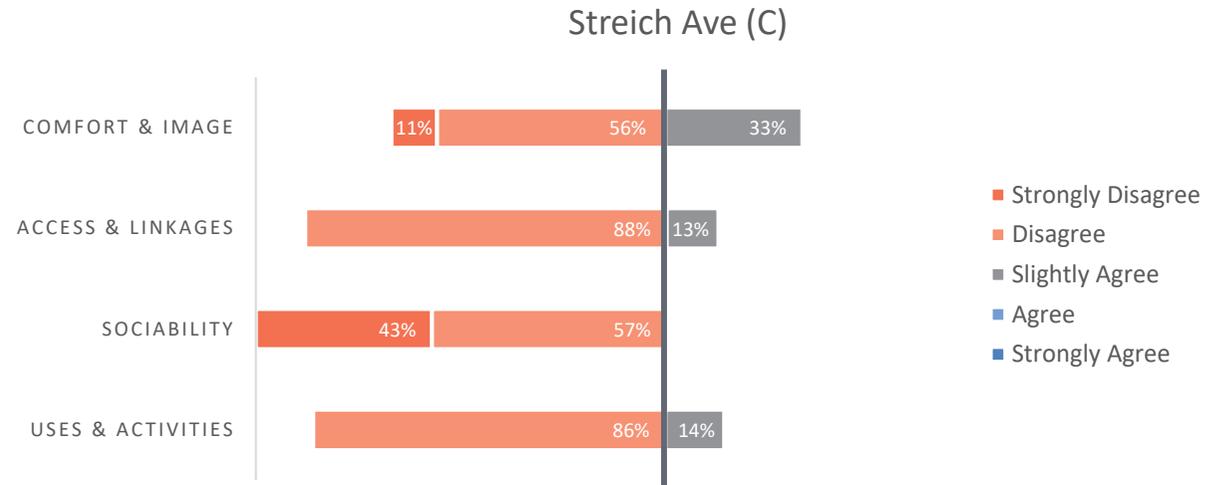
- Lack of active commercial frontages limits vitality with poor pedestrian activity and passive surveillance
- Predominance of hard surface
- Limited street trees/shading and lighting
- Potential rail noise issues
- Physical barrier formed by railway
- Graffiti along blank walls and rubbish present in verge/road

Strengths

- Potential development site(s) adjacent station
- Proximity to 'heart' of town centre
- Key pedestrian and vehicle access route to train/bus station

2.8 Streich Avenue (C)

Streich Avenue (C) consists of a north south road running parallel with the train line. Commercial/retail uses occupy this portion of the road. There is a lack of street trees and as a result there is limited shading provided, and limited areas to sit (with or without shade cover).



Weaknesses

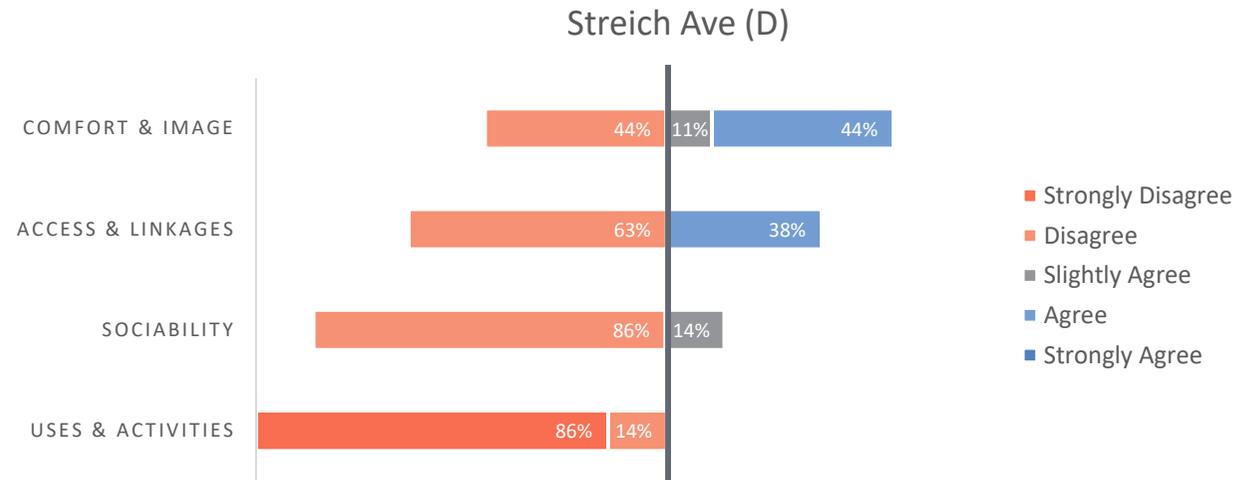
- Lack of active commercial frontages limits vitality with poor pedestrian activity and passive surveillance
- Physical barrier formed by railway
- Visual impact of railway retaining
- Predominance of hard surfaces creates hostile pedestrian environment
- Limited street trees/shading and lighting
- Potential rail noise issues

Strengths

- Good views to hills
- Proximity to popular Kelmscott Plaza shopping centre
- Key route to Davis Road underpass

2.9 Streich Avenue (D)

Streich Avenue (D) consists of a north south road running parallel with the train line. There is a large church that occupies the street's eastern boundary. There is a large presence of significant established trees bordering the road and the train line. There is limited street trees, shading and places to sit on the eastern side of the road, which is where the pedestrian access footpath exists. There is limited signage to the landscaped public access way (PAW) that is located on the southern end of the road.



Weaknesses

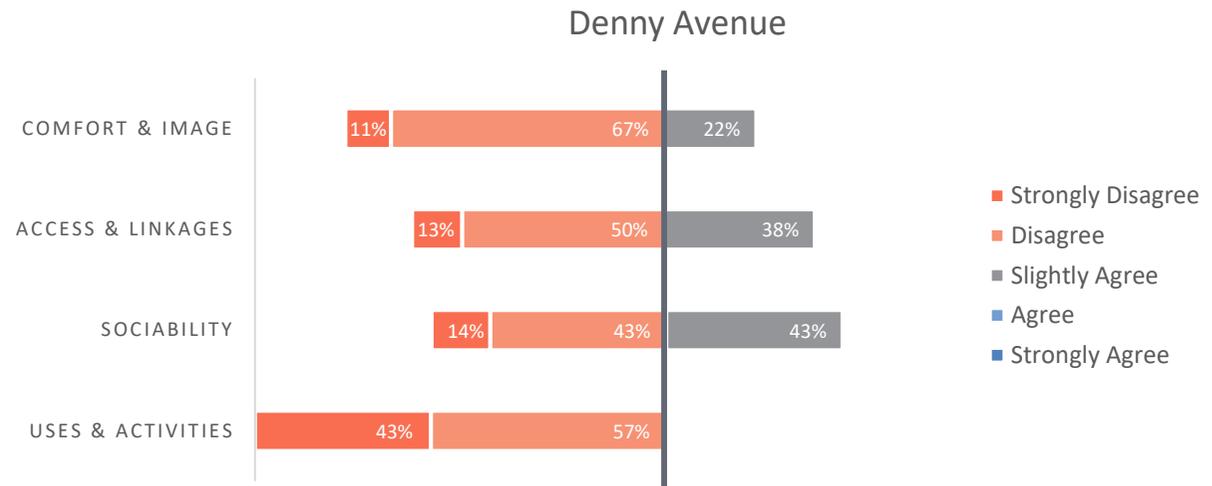
- Rail to west, and church as major landholding to east limits activity along street
- Limited street trees/shading to footpath
- Footpath to one side of street only

Strengths

- Established street trees along railway reserve provide visual amenity and opportunity for shaded pedestrian route
- Landscaped PAW provides access to small POS

2.10 Denny Avenue

Denny Avenue is a small section of road connecting Streich Avenue to Albany Highway. This is a key connecting route with strong potential for redevelopment and street redesign. It is a quiet street with limited activity. There is a lack of street trees, landscaping and no land uses front the street. Further to this the road is lacking signage which would assist pedestrian direction to and from the Kelmscott Train Station. The view of the hills facing east is significant.



Weaknesses

- Open car park to north and blank building wall to south limits opportunities for passive surveillance
- Limited shade from street trees
- Level difference between street and car park to north creates challenges for any future interface
- Four lane road unnecessarily large now that Denny Ave level crossing has been removed.

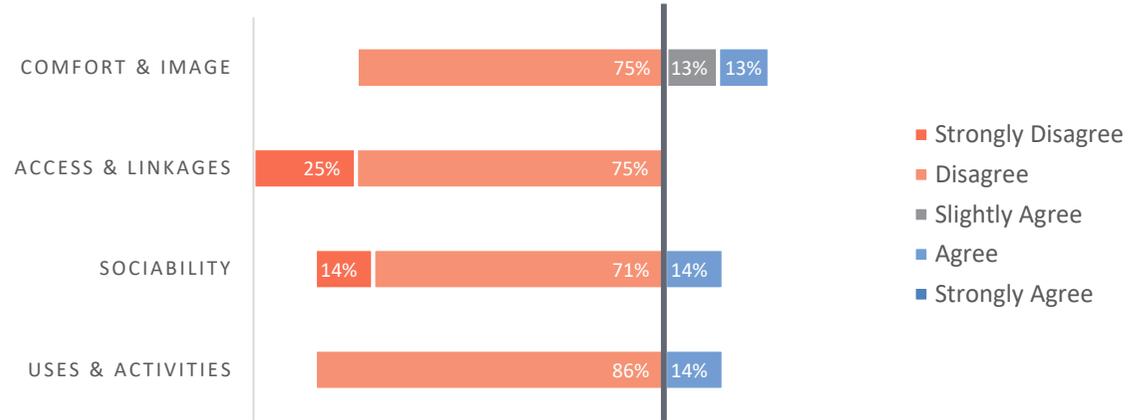
Strengths

- Key E-W route in proximity to station
- Potential development site to north of street (Albany Hwy corner)
- Views to hills provide visual amenity

2.11 Davis Road

Davis Road consists of a road currently under construction of road works. Whilst a description is currently not pragmatic given the work that is currently being undertaken, the road may be of significant future importance as a high amenity pedestrian route given its linkage to the rail line and Albany Highway.

Davis Road



Weaknesses

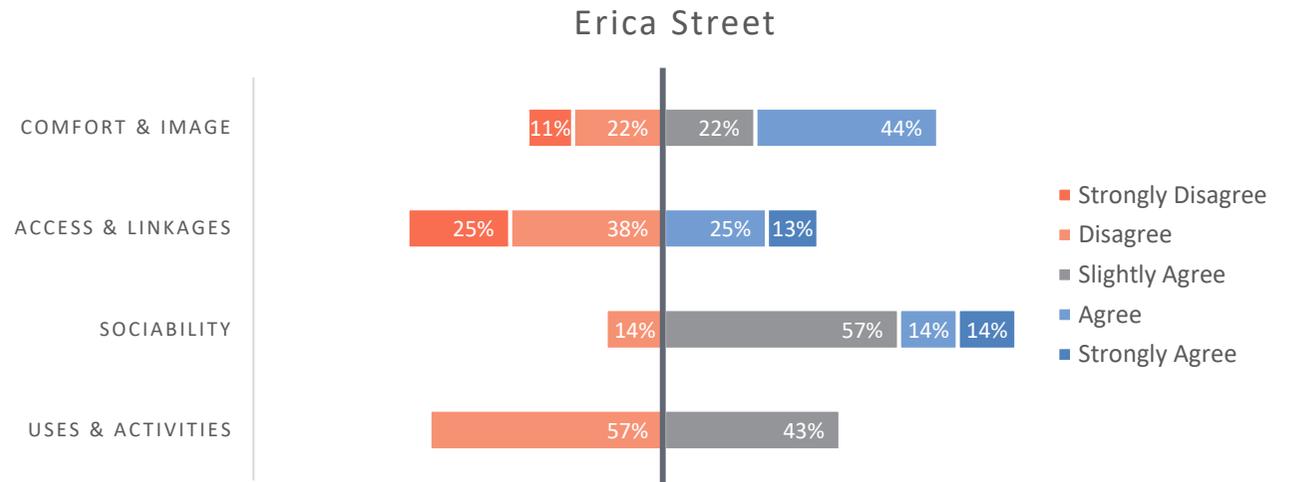
- Blank side of Kelmscott Plaza and large area of open carpark to north limit opportunity for street activation.
- No street trees (at time of audit)
- Potential high traffic area due to new rail underpass connection

Strengths

- Proximity to Kelmscott Plaza creates opportunity for land use intensification
- Accessibility across rail line – potential key pedestrian route
- Ground floor commercial uses to south of street provide some street activation

2.12 Erica Street

Erica Street consists of a quiet residential street which connects to a public access way park area at its northern end. The street lacks shade and pedestrian movement which is unsurprising given its quiet residential nature. Generous front setbacks are provided, and there is no footpath currently existing ensuring pedestrians are required to utilise the road for pedestrian thoroughfare to the public access way.



Weaknesses

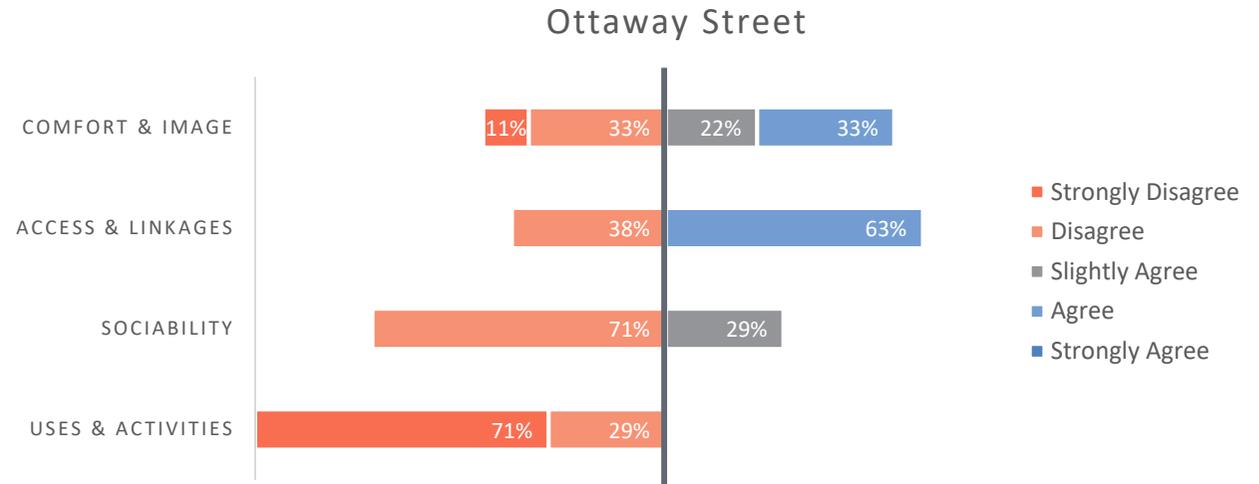
- Lack of street trees/shading
- No footpaths

Strengths

- Low-traffic environment
- Wide street with ample verge and setbacks
- Borrowed amenity from landscaped PAW

2.13 Ottaway Street

Ottaway Street consists predominately of low scale residential land use with generous front setbacks provided. The street includes views to the north east to the hills and south to the rail reserve trees. Ottaway Street is lacking in shade provision, places to sit and the street design encourages high vehicle speeds.



Weaknesses

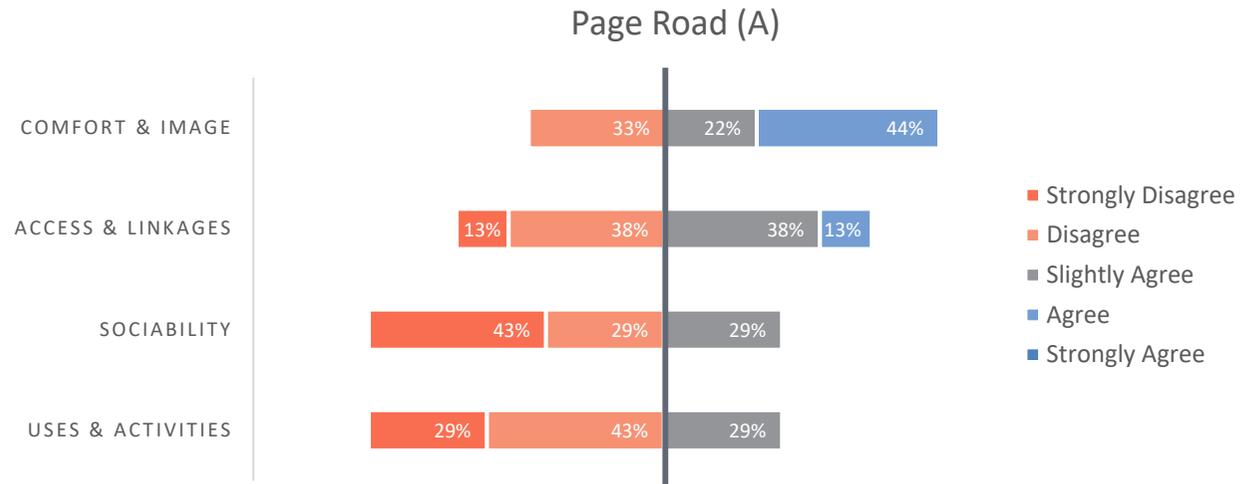
- Street design encourages high vehicle speeds
- Lack of street trees/shading to North verge

Strengths

- Good interface with child care centre on corner activates street during centre open hours
- Good views north east to hills, South to rail reserve trees
- Lots of trees in road and private property (Southern half) provide good visual amenity

2.14 Page Road (A)

Page Road (A) comprises of a wide residential street with significant street trees. Fancote Park to the east provides significant streetscape character to this stretch of road, whilst the car park area and blank sheer wall to the west are a substantial detraction. There is a lack of street lighting and substantial vehicle traffic accessing the shopping centre car park, although this may be reduced when access from Albany Highway is reinstated.



Weaknesses

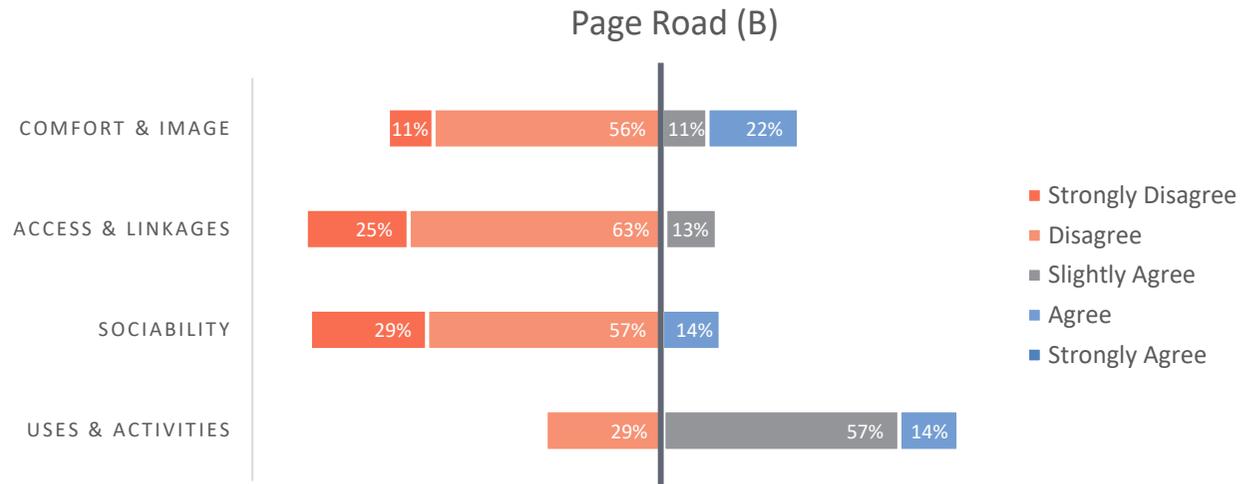
- Lack of active land use fronting street and extensive blank wall adjacent footpath limits pedestrian activity and amenity
- Poor connectivity and route legibility to POS from Albany Highway
- Limited seating and opportunities to gather
- Lack of street lighting
- Heavy local vehicle traffic
- Footpaths one side only and of inadequate width – conflict with cycles and other users
- Evidence of negative social issues (sharps disposal in POS)

Strengths

- Good established street trees, clean and well-maintained verge
- Reasonable shading to footpath
- Proximity to park creates

2.15 Page Road (B)

Page Road (B) includes residential land uses on the east side of the road, and commercial land uses to its west. The residential strip of housing is well maintained, whilst the commercial strip of shops are of mixed presentation, including poorly maintained frontages and vacant buildings.



Weaknesses

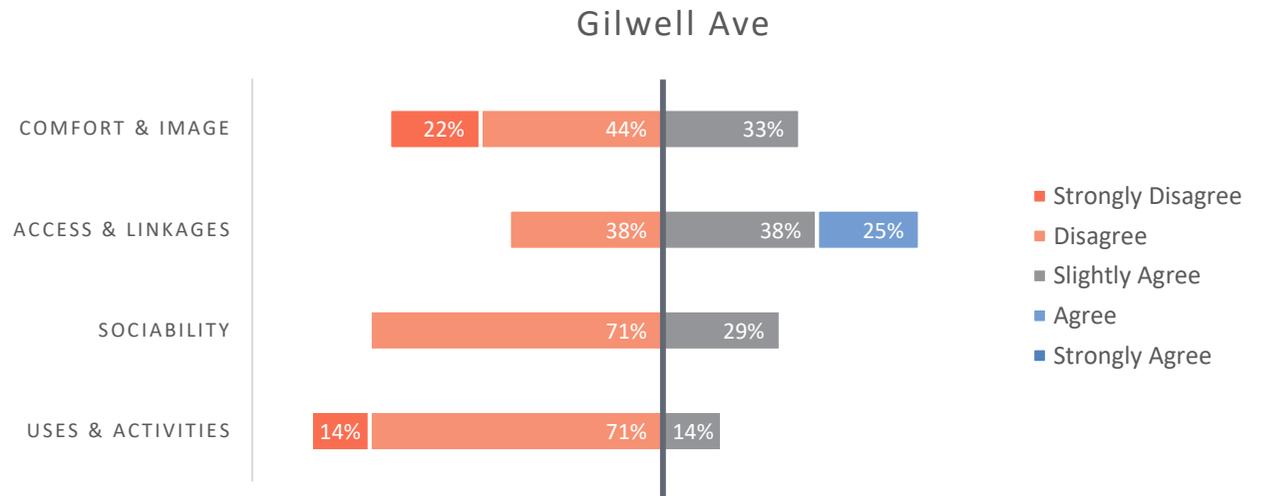
- Vacant lots and inactive commercial frontages; commercial uses set back from road, behind parking - limits vitality
- Poorly maintained front set-backs
- Limited street trees/shading
- No footpath on side adjacent commercial uses
- Poor accessibility to/from Albany Hwy
- Vehicle speeds limit cycling opportunity
- Lack of opportunities for gathering

Strengths

- Reasonable mix of land uses
- Some pedestrian activity indicates potential key route
- Above average quality of housing, some new buildings
- “Hidden” Café one of the few signs of gentrification of the area
- Established trees along river visible and provides good amenity

2.16 Gilwell Avenue

Gilwell Avenue consists of residential land uses on both sides of the street and a heritage bridge over the Canning River. Generous setbacks and significant street trees characterise the area to the east of the bridge, however there are poorly maintained verges in places and rubbish present within the river reserve area.



Weaknesses

- Visible rubbish in river reserve
- Poorly maintained verge (adjacent river)
- Footpath one side of street only
- Single narrow footpath on bridge, potential conflict between pedestrians and cyclists on footpath

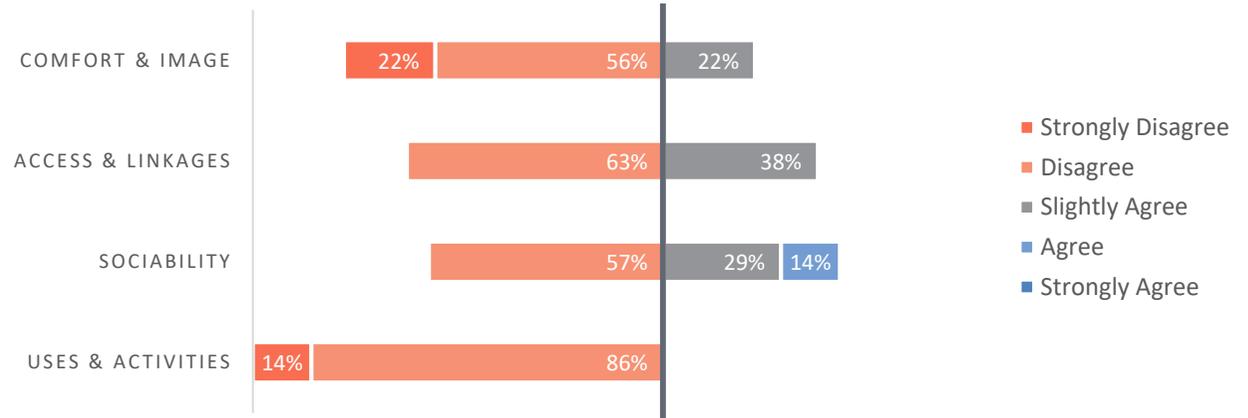
Strengths

- Abundance of trees in river reserve and established street trees provide visual amenity
- Good views west to hills
- Key pedestrian and vehicle connection across river, linking town centre with residents and recreational uses to the east
- Good accessibility and visibility of Frye Park Pavilion

2.17 Fancote Street

Fancote Street provides a potential connection between Page Road and Albany Highway. Fancote Street was undergoing substantial roadwork construction at the time of the audit. The commercial land uses to the north of the street present a poor interface. There is limited street trees and landscaping present.

Fancote Street



Weaknesses

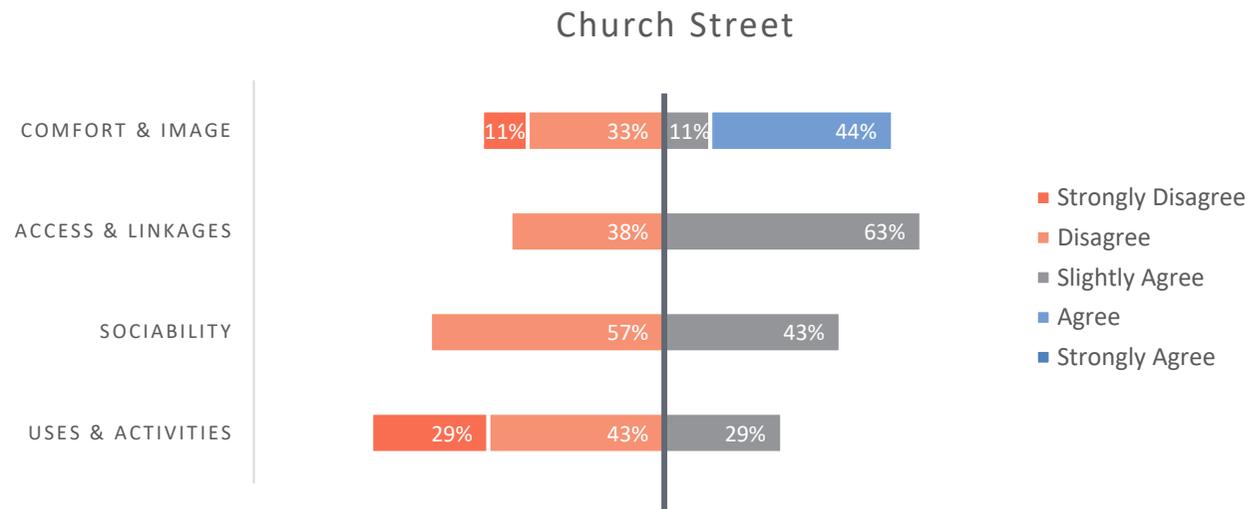
- Poor built form interface to north side
- No street trees/shading

Strengths

- Key link connecting Davis Ave underpass to river reserve
- Open space at East end of street provides potential amenity

2.18 Church Street

The Church Street area comprises a mix of commercial uses adjoining Albany Highway and residential properties to the east. There is a good presence of street trees and generous setbacks. There is however no presence of places to sit within shaded areas.



Weaknesses

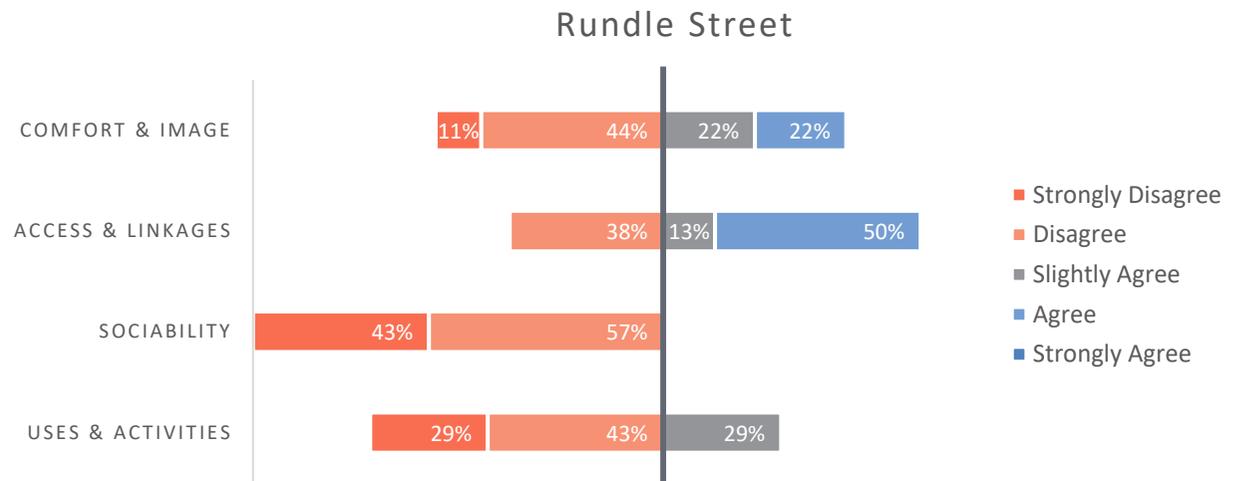
- Poor interface with Water Corporation Kelmscott Depot
- Poor condition of verge landscaping in some areas
- Footpath to one side of verge only
- Low intensity residential land-use

Strengths

- Wide verge
- Great street trees create good visual amenity
- Key route between town centre and Kelmscott Primary School, Rushton Park and church (Anglican Parish of Kelmscott)

2.19 Rundle Street

Rundle Street consists of commercial uses on each of its corner with Albany Highway, with the balance of the street consisting of predominantly low-scale residential to the east. As is a consistent feature of the area, there are significant views to east (hills, trees within Kelmscott Caravan Park), with some established street trees. The Street is lacking in the provision of shade and encounters large volumes of traffic for a residential street, due to its connection to Albany Highway.



Weaknesses

- Street design encourages high vehicle speeds
- Limited street trees/shade

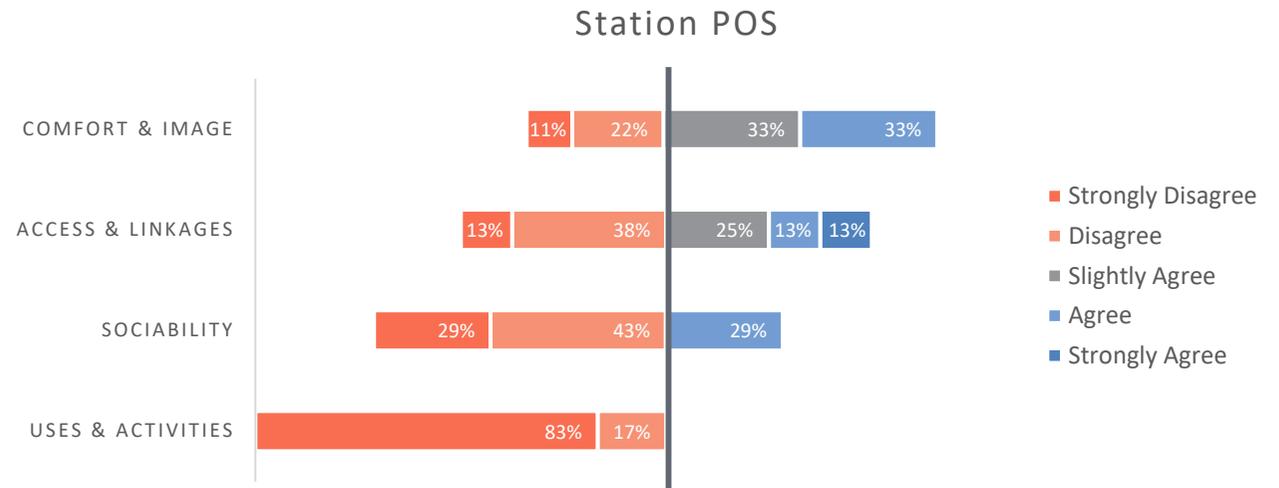
Strengths

- Good views to east (hills, trees at Kelmscott Caravan Park)
- Some corner activation at Albany Highway
- Some established street trees

3.0 Summary by Location – Public Open Spaces

3.1 Station POS

The Station POS has potential to create a soft interface and respite location from the rail to Albany Highway. The Station Masters cottage provide instant character and the existing trees provide immediate shade and refuge opportunities. As it is currently fenced, it provides little public amenity in its current status.



Weaknesses

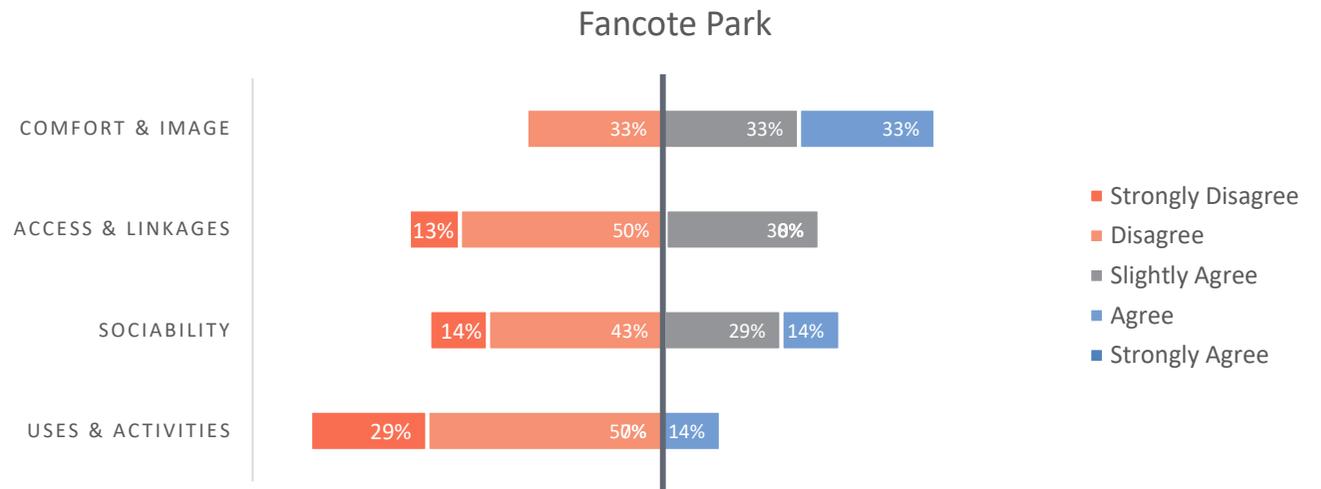
- High level of traffic noise.
- Is located adjacent Albany Highway so design needs to consider pedestrian & vehicle interface
- Limited wayfinding
- Allocated pedestrian crossing across Albany Highway is from the east on the opposite verge (south) or further north along Albany Highway from the shopping complex

Strengths

- Prime access from the rail station through to Albany Highway so optimal location for POS
- Heavily shaded so instant appeal
- Interesting building (Station Masters Cottage) in situ which looks as a conversion opportunity (for example a café)
- High level of passive surveillance and ready traffic use nearby makes this location feel safe
- Existing building with potential for heritage retrofit (similar to Goods Shed café in Claremont).
- Key pedestrian access from each boundary and in close proximity to the train station.

3.2 Fancote Park

The arrival to Fancote Park along Page Rd is book ended with carparking each end on the opposite lots. Whilst there is great tree canopy, shade, and amenity appeal, the park faces the back of house of the adjacent shops with no evident path connections from outside of the park. Whilst the park is well maintained and shady, it is without a large range of activities available and the elements within the POS are not organised. There is no connection to the river and currently there is evidence of anti-social behaviour.



Weaknesses

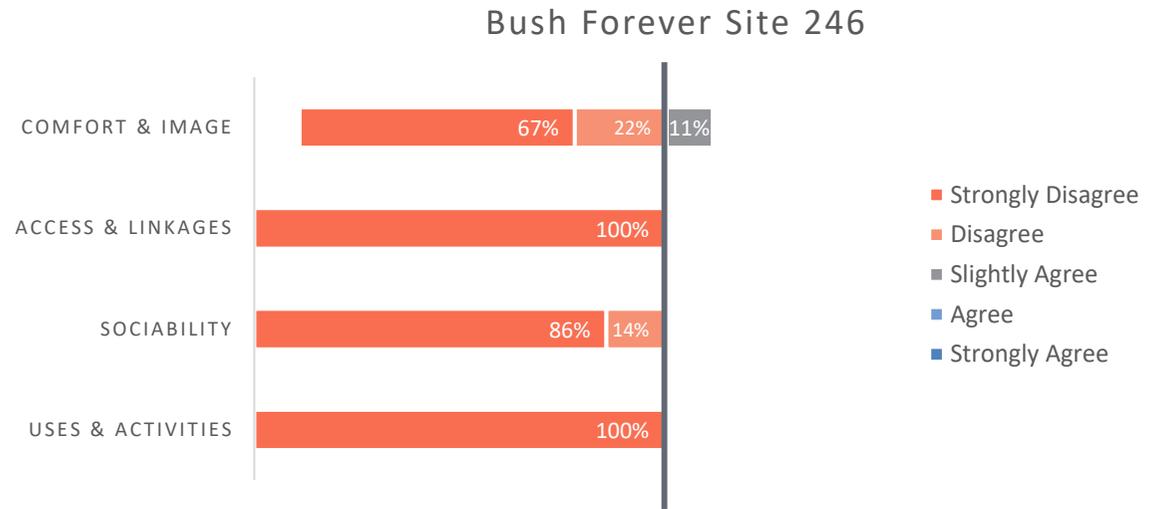
- The whole length of the park along Page Rd to the south faces the back of house of the shopping centre and side house fencing. There is no visual connection to Albany Highway or the activity in the town centre. Where it isn't back of house, there is low walling in need of maintenance.
- The park lacks a focus/heart. There is a confusing central stone structure with no apparent purpose. By the nature of it, it is inward facing and not connected to the broader park.
- Having the river near by without any connection is a rare but missed opportunity.
- There is no passive surveillance.
- There are 14 pole top lights throughout the park without any seeming order. Some light poles are in the middle of grass areas and not near anything in particular in some cases.
- Evidence of anti-social uses within the park. This is not a reassuring aspect to encourage use.
- Dated large play structure. Functional but aging.
- There is no pram ramp connecting from this path link to the park.
- There is a 'gateway' to the park, but no connecting pedestrian path to this from anywhere adjacent.
- Basic picnic settings and seating peppered around the park. No apparent organisation of facilitates.
- You can walk to the park from Albany Hwy but only by crossing carparking.
- Fitness equipment layout not aligned to changing 'outdoor fitness design'. Locations have no shelter or water. They are located where self-consciousness and close proximity to road doesn't appeal for use.

Strengths

- It is actually a leafy green space with a large expanse of well-maintained grass, uncomplicated planting of trees, ample shade and basic amenity (play, seating, BBQ, fitness, lighting).
- River vegetation backdrop great strength to feel close to nature, even if there is no connection. Vegetation backdrop is a strength of the park
- What is in the park is tidy and maintained.
- Still has a country feel about the space which connected to the ranges and the village feel of Kelmscott / Armadale.
- Fitness equipment in two zones.
- The arrival to Fancote Park along Page Rd is book ended with carparking each end on the opposite lots. There is significant street character with tree canopy and shade on the verge opposite the park along the path.
- There is a 5-bay carpark adjacent the path. This is sufficient on the basis of the high number of parking across the road.

3.3 Bush Forever Site 246

The Bush forever site is situated to the rear of residential properties with the north extent bounded by Gilwell Road. The river flows through the site with the majority of vegetation is located adjacent its banks. It is denser here than in other locations where there is no vegetation at all. There is no formal infrastructure provided and pedestrian use feels discouraged.



Weaknesses

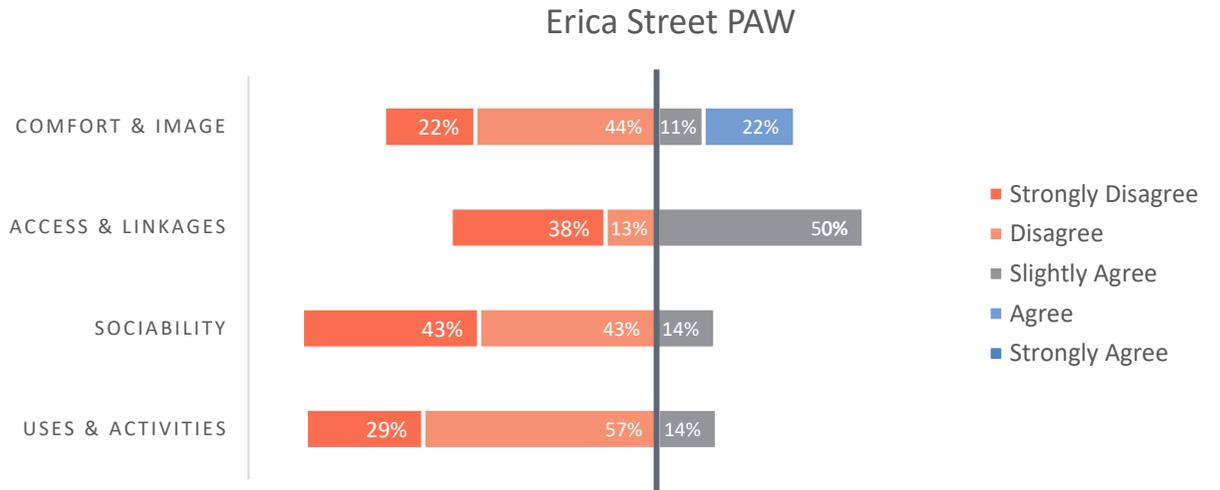
- No amenity. Located back of house
- Rubbish evident and detracting from general sense of maintenance investment.
- Not fully vegetated.
- No passive surveillance and feels unsafe.
- No infrastructure
- There is access off Gilwell Ave however the majority of the Bush Forever site is beyond housing with no public access.

Strengths

- Leafy interface with Gilwell Ave
- Shaded

3.4 Erica Street PAW

Erica Street PAW has been elevated in use by the play elements clustered at the eastern end of the PAW. It is tidy and well maintained but only provides a true connection to a quiet residential street. There are no connecting paths beyond the one located in the POS. The lack of shade would detract from use.



Weaknesses

- Limited shade
- Limited traffic at entry points
- No connection of footpath to adjacent paths
- PAW doesn't lead to anywhere in particular

Strengths

- There is clear visibility within this PAW
- Primarily the elements (low key play & basketball half court) encourage use within the PAW beyond pedestrian thoroughfare
- Limited passive surveillance but doesn't feel unsafe
- Whilst still basic, it is a positive attempt to be more engaging with any public park provision
- Clear access from Streich Ave to Erica Street

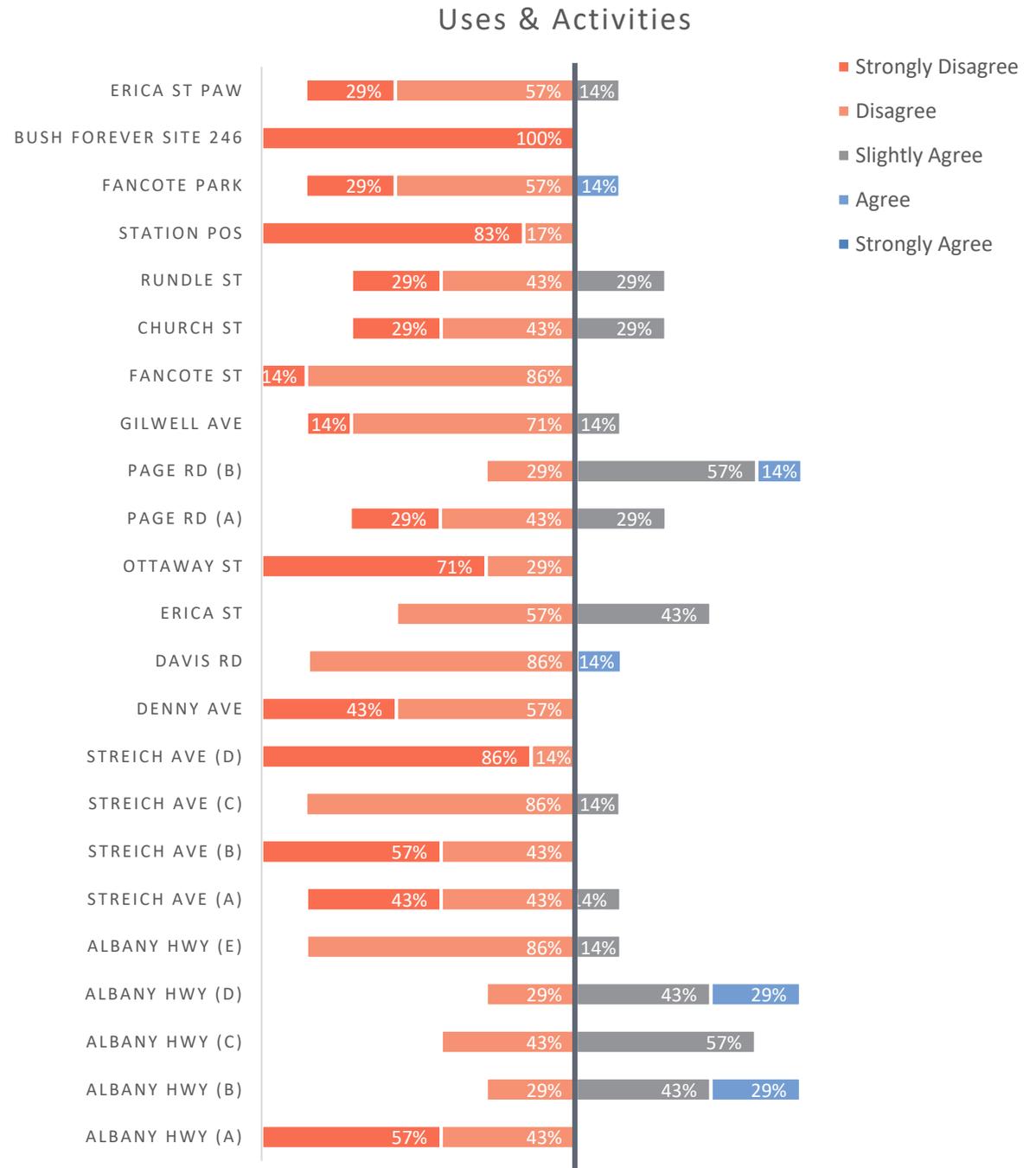
4.0 Summary by Category

4.1 Uses & Activities

The results generally represent a negative assessment of the uses and activities survey over the entire study area. The data indicates a predominantly 'Strongly Disagree' or 'Disagree' responses to the audit criteria. None of the locations recorded any 'Strongly Agree' responses to the criteria.

Streich Avenue D recorded the worst overall score for uses and activity, with 100% of criteria either disagreed or strongly disagreed with (86% 'Strongly Disagree'; 14% 'Disagree'). In contrast, Albany Highway B and D scored the most favourably against the criteria, with both recording 29% 'Agree' and 43% 'Slightly Agree' against the criteria.

The results indicate that uses and activities are a key concern for the Kelmscott Activity Centre with regards to the overall quality of place and should be a key consideration when considering place creation strategies going forward.

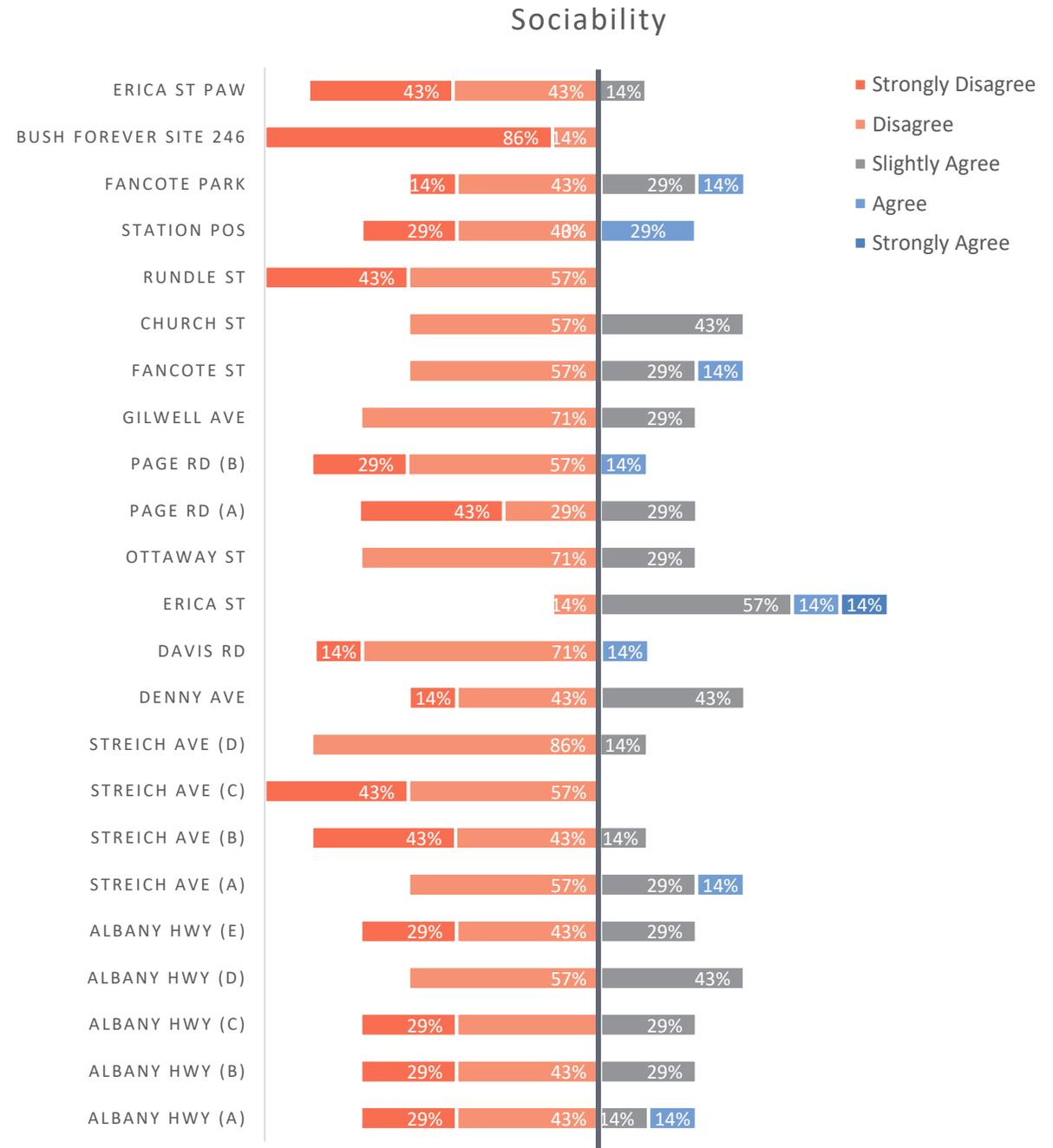


4.2 Sociability

The audit results indicate that majority of the streets are not very well placed in the sociability category.

Erica Street scored the highest in the 'sociability' category with 85% of criteria agreed with, due largely to the 'borrowed amenity' from the adjacent PAW. Rundle Street scored the lowest with 100% of criteria disagreed with.

The results indicate that sociability factors such as pedestrian amenity and places to gather should be a key focus of any place improvements.

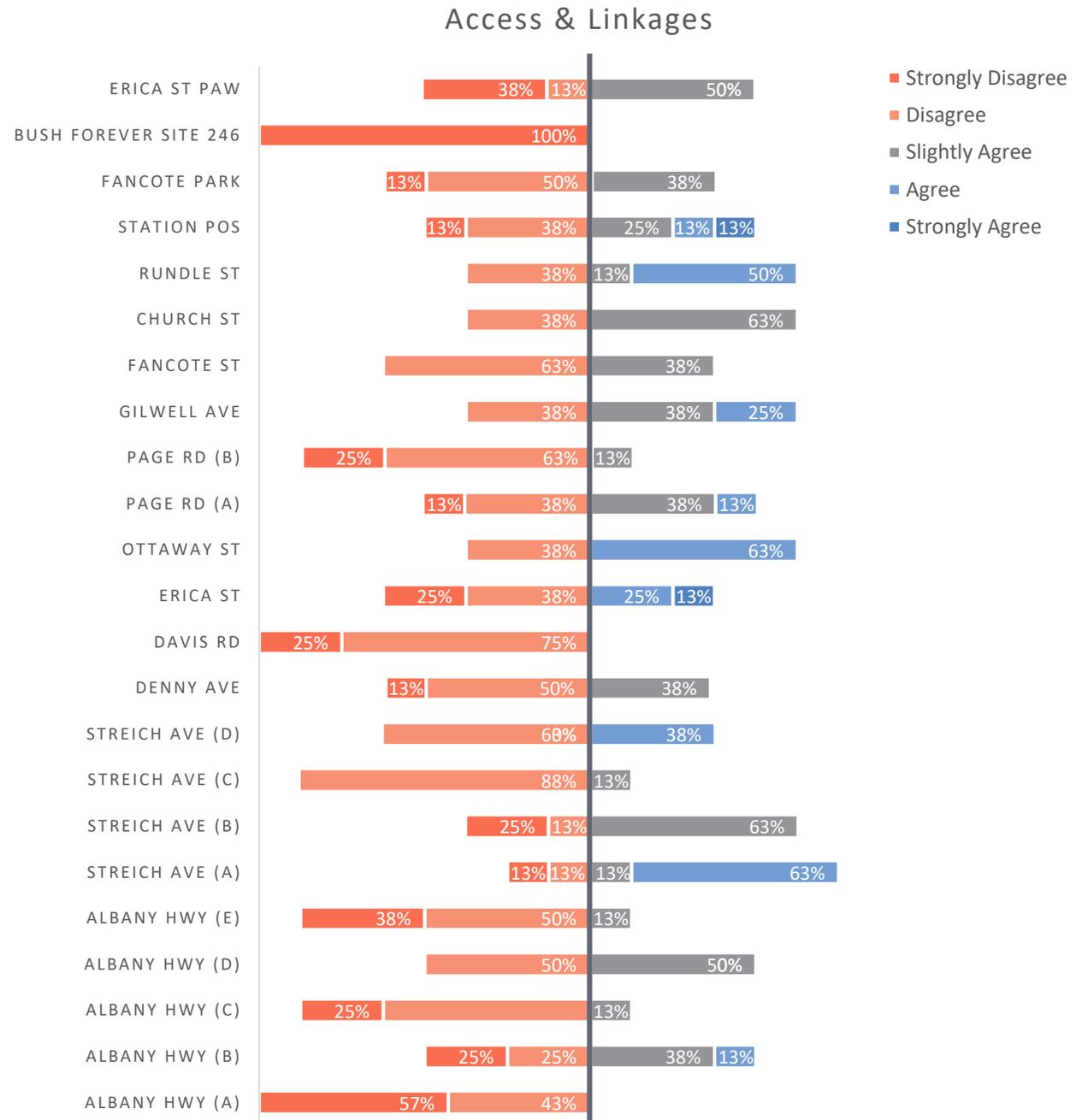


4.3 Access & Linkages

Results were mixed for the 'Access & Linkages' category.

Streich Avenue (A) ranked the highest in the 'Access & Linkages' category with 76% 'Agree' or 'Slightly Agree', whilst in contrast, Davis Road and Albany Highway (A) both scored 100% in 'Disagree' and 'Strongly Disagree'.

The results indicate that access and linkage improvements such as provision for active transport, signage and wayfinding should be considered across the study area, with particular attention paid to underperforming areas.



4.4 Comfort & Image

The 'Comfort & Image' category was relatively low scoring across all areas,

The results show 89% of criteria in the 'Disagree' category with for Albany Highway (A). Page Road (A) and Erica Street were both the highest ranked in the with an equal 66% 'Agree' and 'Slightly Agree' category across all criteria.

As with access and linkages category, the findings indicate some improvements will be required to all areas within the study area, such as the attractiveness of landscaping and building presentation, night time safety and provision of places to sit.

