

Specific comments were provided to the following questions:

Survey question:	Survey response:	LANGE Design Response
Would you like to see more streetscape plantings in Perth	Not if on the road and only if on nature strips	Planting will occur within the nature strip and within proposed kerb buildouts.
	This would depend on method, the concept plan only starts in the middle of main street, what happens in regards to the northern end?	This is outside the current scope of works.
	Yes, and not just to the Main Street. Other wider streets that intersect with Main Street could benefit from street trees, particularly in nature strips. Mass/consecutive planting of same species trees to line each street would visually enhance streetscapes.	This is outside the current scope of works.
	We don't want trees planted on the road we want them in the nature strips	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat.
	Yes but not to the point where it is causing vehicles to have to drive on the opposite lane	No comment.
	I don't mind the idea, as long as they don't take up the road space like in Norfolk Street, and they don't block your view of traffic when you want to pull out of a street.	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat. Placement of street trees provide greater visual access to traffic than a parked car in the same location.
	The planning of the streetscape seems to stop at Fairfough St. The whole Main St should be incorporated from the Northern roundabout all the way through to the Southern roundabout.	This is outside the current scope of works.
	No, they block access to trucks and machinery	Street trees will not obstruct trucks or machinery.
	As long as it doesn't affect parking. Feast gets very bust as does the area near IGA, the butcher and chemist area. Trees at the entrance of the shopping area but not in the shopping area.	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat. Line marking will provide clearly defined parking bays therefore restricting haphazard parking.

	I fully endorse the planting of trees, bushes and shrubs, in the Perth Main Street, but also more widely, as the budget allows - including the area to the north of Perth, where so many trees were destroyed due to the building of the new highway. Such plantings would enhance the approach to Perth.	Great feedback, thank you.
	No, I used to work for launnie council and seen how much money and time they wasted putting trees in along Wellington Street they don't even look that good, rate payers money should be put to better use	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat.
	Why Perth if it is bi passed. What about Campbell Town More tourists and traffic pass and stop in Campbell Tow then Longford, Perth and Edendale put together. So I guess this is why you want to sell Campbell Town Matorial Hall	NA
	Yes as long as it doesn't cause congestion and makes street parking harder	Line marking will provide clearly defined parking bays therefore restricting haphazard parking.
	I feel like to money would be better used elsewhere, something that residents can actually use	NA.
	Yes but not on the road	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat.
	My concern is a lack of parking that will be created around the shopping area of chemist, butcher, iga, pub, post office to the cafe and bakery, particularly around 3pm	Line marking will provide clearly defined parking bays therefore restricting haphazard parking.

Would you like to see traffic calming measures in the main street of Perth to slow cars	Hasn't the traffic already be reduced by the new highway?	NA
	Yes as long as there are no trees/ plants taking up valuable car spaces outside the businesses	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat. Line marking will provide clearly defined parking bays therefore restricting haphazard parking.
	Street parking needs to be applied for residents that are now built at Cnr Main Road and Youl Main Road. This has now become a dangerous approach area for traffic especially for the residents entering/exiting their driveways. A road realignment needs to be performed before an accidents occur.	This is outside the current scope of works.
	No, the Main Street is a thorough fare. No different to Longford or Campbell Town	NA
	The main street doesn't need it but some side streets do. Arthur St. etc.	NA
	A permanent zebra crossing, which would benefit all but especially the elderly.	Two pedestrian crossing nodes are proposed. Zebra crossings can be included to increase pedestrian safety.
	Not sure I believe it is necessary. The traffic is quite manageable.	NA
	I would like to see the school crossing become a permanent pedestrian crossing. People stand there to cross out of school hours and some cars stop. It would take away the confusion.	A pedestrian crossing node is proposed. Zebra crossings can be included to increase pedestrian safety.
	I thought that's what the highway around the town was for? Working as an asphalt worker for 13 years I know full well you can put a million signs, display boards up and drivers will not take notice, the best way to slow them down is speed humps	Speed humps are not appropriate for a main street.
	Depends on the traffic calming and how intrusive to traffic flow.	Extent of kerb buildouts and pedestrian crossing nodes are shown on the concept plans.
	Again, now that we've been bypassed, traffic is nowhere near what it was. I wouldn't let my children ride on the main road paths before because it was too dangerous- now it's fantastic a much nicer place to live.	Will be even better with the proposed streetscape design.

	Do not to calm the traffic, hardly any there. Spend money on more important things.	NA	
	There also needs to be bike lanes	Unfortunately there is not enough room.	
	I don't believe speed is a problem since the bypass was put in	NA	
	Not as necessary now that the bypass is completed	NA	
Would you like to see more public open space (parks / lawn) in the main street of Perth	Provided the open spaces are regularly maintained	NA	
	There isn't enough parking around the local business already. There is plenty of park and open spaces around the south esk river.	Line marking will provide clearly defined parking bays therefore restricting haphazard parking.	
	A pump track bike track so there is something for young people to do	NA	
	Not on the Main Street	NA	
	More community areas with BBQ facilities would be great and more parks and trees and walking areas and seating for the elderly along the walkways	NA	
	Parks and children's play equipment is suitable in quieter areas of Perth. Leave the Main Street for travel	NA	
	Adequate public space is very important for people's health- especially trees, which also support the environment.	Great feedback, thank you.	
	Not all of perth but quite a few Streets including the main road have plenty of wide nature strips, plus the main road being as wide as it is is good for parking cars	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat. Line marking will provide clearly defined parking bays therefore restricting haphazard parking.	
	Good lord what a bloody waste of money	NA	
	Yes, but there is no space available to put in a village green. So it will only be little parklets really. Need to focus on improving the Train Park - better use of any money available.	NA	
	The council should purchase the house next to fire station for a park and Perth Garden.	Great feedback, thank you.	

Do you support more street trees to provide shade, greenery and traffic calming in the streetscape	What other kind of evergreen tree do you anticipate planting, that does not create leaf litter. Look at the deciduous trees near the Tabanacle & on William Street you will see the difficulties of trees of this nature.	London Plane trees are not proposed for the Main Street streetscape. Although evergreen trees provide much needed shade in summer, they do not provide solar access during winter.
	Yes, as long as it is continued up to the new northern entrance/roundabout to Perth.	Great feedback, thank you.
	Not on the road! Only on nature strips. Norfolk street proved how dangerous and stupid these are so please don't repeat this mistake!	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat.
	As long as they are not on the road like Norfolk street	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat.
	Yes as long as they don't block gutters and are maintained	Deciduous trees provide much needed shade in summer, as well as solar access during winter. Deciduous street trees will be selected for their leaf size to restrict drain blocking.
	I do support more trees - but where possible (and this may not be within the scope of Local Council), highways should also have roadside plantings, as this is of benefit to the wildlife, but also to drivers, as greenery is calming.	Great feedback, thank you.
	Trees etc. But not traffic calming	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat.
	Ha Ha your a bloody Joke what about Avoca and Conara	NA
	Street trees are a visual and eco benefit. More on the footpaths then the road.	Great feedback, thank you. Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat.
	No! This is a repeat of previous question (Q3).	NA
	I don't think we need traffic calming bumps or anything like that	Speed bumps are not proposed.
	As long as it don't impact the shopping strip	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat. Line marking will provide clearly defined parking bays therefore restricting haphazard parking.

<p>Would you like to see a more defined entrance to Perth's central shopping district, for example with prominent tree plantings</p>	<p>It would be better to have a beautification effort instead at the roundabouts off both highways as it's an eyesore at the moment. Also an insensitive to clean up some houses on the main street as trees and flowers are lovely but eyesore houses and yards takes all the effort to beautify the street backwards. Longford main streetscape does not have this</p>	<p>Great feedback, thank you.</p>
	<p>yes I agree with all that is proposed for beautifying Perth are there any plans for the North entrance to Perth along the main road there, I live behind those pine trees and various other trees, I think those large trees need replacing with smaller trees and that whole area needs a good clean up, because its the entrance to our little town. If this is on the agenda as well, thank you</p>	<p>Great feedback, thank you.</p>
	<p>Where is the actual business district, &amp; if you plant trees are you going to clean up &amp; maintain the areas.</p>	<p>NA</p>
	<p>As we live in such a wasteful society why not use recycled or sustainable products as much as possible? The Pavers for the Future that the West Tamar, Hobart &amp; Glenorchy city council use frequently from Island block and paving (which is a mere 4km from Perth so very economical) would be a great consideration for this project.</p>	<p>Agree 100%, but are cost prohibitive.</p>
	<p>Yes, would also like to see the northern entrance to Perth receive similar beatification/defined entrance measures.</p>	<p>Great feedback, thank you.</p>
	<p>The designs are excellent. Having recently moved back home from Sydney, it's this type of infrastructure that gives a place a more calming and pleasing aesthetic. Well done; now the bypass is in, traffic can be calmed, and a more welcoming streetscape. Hopefully this will make the place look a lot neater and attract more people to local businesses.</p>	<p>Great feedback, thank you.</p>
	<p>Proper signage for Perth like there is at the entrance to longford would be</p>	<p>Great feedback, thank you.</p>
	<p>Signage would be great</p>	<p>Great feedback, thank you.</p>

	Not sure the trees are needed right near the shops.	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat. Line marking will provide clearly defined parking bays therefore restricting haphazard parking.
	As long as the trees are well away from the central shopping area and away from cars trying to pull into/out of parking spaces	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat. Line marking will provide clearly defined parking bays therefore restricting haphazard parking.
	Seriously no more trees	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat. Line marking will provide clearly defined parking bays therefore restricting haphazard parking.
	Also a more welcoming appearance for the Northern entry/exit.	Great feedback, thank you.
	At each end yes but not in the middle	Great feedback, thank you.
	Bloody shopping district what chopping district	NA
	I think these businesses need more constructive help, rather than "street calming". We need a more defined entrance to our town, not just the shopping area. A large welcome type sign or increased signage at the slip lanes to Perth.	Great feedback, thank you.
	No, how about something historical/cultural as an entrance. Get over trees as the answer to all questions. Maybe something with bluestone? How about more signage and tourist information?	Street trees will be planted in the road to shade parked cars and the asphalt to reduce urban heat.
	No, but I would like to see enhancements to some footpaths that have never been touched for years, particularly for those using them to and from school bus zones, I would also like the paths on a consistent side of the road, for example Seccombe st one end to the other you have to cross the road three times! Also with the new entrance Seccombe St needs to be widened with all the parked cars with the street now carrying a lot of traffic from Arthur St,	New footpaths are proposed within the scope of works.

In addition to the survey responses two emails were received from the Tamar Bicycle Users Group, the content which is copied below:

*I am writing to you on behalf of Tamar Bicycle Users Group, (TBUG.) I apologise for missing the deadline and I hope you will consider these short comments.*

*As you may know, TBUG is a member based organisation with over 500 members and supporters. We have members based across northern Tasmania including Northern Midlands.*

*In essence our main concern is that there appears to be no provision for bicycles. Given the increasing focus on local government planning for health via the promotion of active transport not only in Tasmania but across the country, such an oversight is hard to understand.*

*Moreover, Perth is a fast growing residential area with an increasing focus on young families. Providing an explicit signals to encourage more riding of bikes would seem to make perfect sense in this context.*

*This also inconsistent with your plans for expanding the bike riding infrastructure across the municipality by extending the Bredadbane/Pateena Road trail to Longford and back to the City of Launceston boundary.*

*TBUG understands that the main street redevelopment only covers a small area of Perth itself but in terms of promoting better health, social and environmental outcomes, physical planning of appropriate infrastructure has to start somewhere and the Main Street redesign is a perfect opportunity to do so. Not only that with the Highway bypass removing lots of heavy traffic, encouraging a slower moving more people focused town centre becomes even more achievable.*

*In terms of design specifics we strongly recommend installing bike racks. Increased numbers of bike riders will bring undoubted economic benefits to Main Street businesses and the installation of bike racks would help ensure maximum benefits are realised. Secondly, the current design could actually undermine bike safety with the pinch points created by the proposed outstands. Of course we support street greening but some of this space could easily incorporate a specific bike lane.*

*There are many examples of best practice street designs that incorporate provision for bicycles available from other local government areas within Tasmania and other states. Not only that there are many examples of international designs easily accessible via the web.*

*LANGE Design agree with your response and are fully aware of National and international examples of bikes lanes incorporated into streetscapes. Unfortunately, the existing distances between kerbs on each side of the road do not allow for defined bike lanes. LANGE Design has made considerable efforts to reduce the speed of vehicular traffic and more importantly providing safer pedestrian access throughout the streetscape area. By reducing traffic speed we have also provided a safer environment for cyclists, knowing that drivers must comply with State laws of keeping a 1.5m distance when passing a cyclist.*

And



*Perth is a growing residential area and with the highway bypass there is great potential to transform the area to include active transport options for locals to get between Longford, Perth and Devon Hills by bike, and potentially on to Evandale. This would be great news for children getting to school and locals wanting to shop, work and socialize. It would be liberating for many people to be able to jump on their bike, e-bike or scooter to get to the local shops, work, school or other activities instead of always having to drive.*

*As Malcolm has mentioned, the streetscape design effectively locks out the potential for creating easy access bike riding by prioritizing walking and driving.*

*It's great to see the shared path linking the potential new residential development for the first few blocks of Main Road – and would hope that any residential development there includes a wide shared path down Drummond Street to link with the new bypass path. But once someone riding gets to the main shopping area they look to be forced onto the road or dodging people walking on the footpath, even though there's enough space to continue a shared path or split the path at the telephone poles, with walking path on one side and riding on the other.*

*Unfortunately, the existing distances between kerbs on each side of the road do not allow for defined bike lanes. We have made all efforts to reduce the speed of vehicular traffic and more importantly providing safer pedestrian access throughout the streetscape area. By reducing traffic speed we have also provided a safer environment for cyclists, knowing that drivers must comply with State laws of keeping a 1.5m distance when passing a cyclist.*

*LANGE Design does not favour the idea of continuing the shared pedestrian / cyclist pathway through the shopping district as the safe riding practices of a cyclist cannot be guaranteed. Furthermore, shared pathways within a high pedestrian zone can put young and elderly pedestrians at risk of injury due to collisions. LANGE Design does not support confining pedestrians to one side of the road, and cyclists to the other, as pedestrians of all ages will not conform to separate uses.*

*The street network is such that you could easily remove parking on Main Rd on one side of the street to give you more space for shared paths and greenery and prioritise parking in the many side streets connecting to Main Rd – some are wide enough to implement parallel parking if it's thought more parking space is needed.*

*LANGE Design understands the importance of prioritised cycle lanes in major and regional centres, but do not support the inclusion of such infrastructure in a small town with reduced traffic flows. Unfortunately, the existing distances between kerbs on each side of the road do not allow for defined bike lanes. LANGE Design has made considerable efforts to reduce the speed of vehicular traffic and more importantly providing safer pedestrian access throughout the streetscape area. By reducing traffic speed we have also provided a safer environment for cyclists, knowing that drivers must comply with State laws of keeping a 1.5m distance when passing a cyclist.*

*Here is a selection of other places that have implemented split cycling and walking paths with plantings – Sydney, Geelong, Adelaide and Melbourne. The cycle paths can be one direction on both sides of the street or bi-directional on one side of the street.*



*While the council may not be in the position to build cycle paths now, it would be shame to adopt a streetscape design that prevented them doing so in the future.*

A resident of Perth also attended a meeting with Council officers regarding the streetscape plan.

- No access shown to front door of heritage cottage at 5 Scone Street  
Access will be provided to the front door in the detailed design phase of the project.
- No access driveway shown to garage/shed at 57 Main Street  
Driveway access is shown on the concept plan. No line has been shown separating the garage and the outline of the Tasmanian Country Bakehouse building.
- Designers must be conscious of protecting Heritage Listed and other old buildings from damage during construction and by landscaping plantings/pavements  
Root barrier will control tree roots. Installation practices will be the responsibility of the contractor, not the designer.
- What is green area adjacent to buildings – is this lawn or green shrubbery?  
Low planting under 1m.
- Large tree outside 5 Scone Street shown as 'Green Vase' – this tree has a canopy of 14m x 10m and too large for anywhere in the town streets, especially in this location  
Not considered too large for a street tree.
- 'Green Vase' trees should not be planted in Perth urban streets as they are too large  
Not considered too large for a street tree.
- Suggest some fruit trees be planted in urban street area  
Great idea, but not considered feasible for long term maintenance.
- Adequate access width is required for mobility devices  
Standard requirement for any public space.