



## PROJECT UPDATE - THREE

JUNE 2022

Phase two of the Movement and Place project is drawing to a close. During 2021, the draft Movement and Place Framework (the Framework) was further developed and refined following completion of an initial round of desktop testing. These modifications refined the criteria and input data used to classify a road or street using the matrix (see Figure 1) and improved the tools used to understand the users of a road or street (see Figure 2).

In Quarter 4, 2021 and Quarter 1, 2022 a second round of desktop testing was conducted on several sites around Perth, which have known tension in their movement and place roles. This testing aimed to work through undertaking a full Movement and Place assessment using the draft Framework.

Test team members from the Transport Portfolio and Department of Planning Lands and Heritage, joined representatives from the WA Local Government Association (WALGA), the City of Melville, the City of Stirling and the Town of Claremont to test the draft Framework on hypothetical scenarios in the respective local government areas.

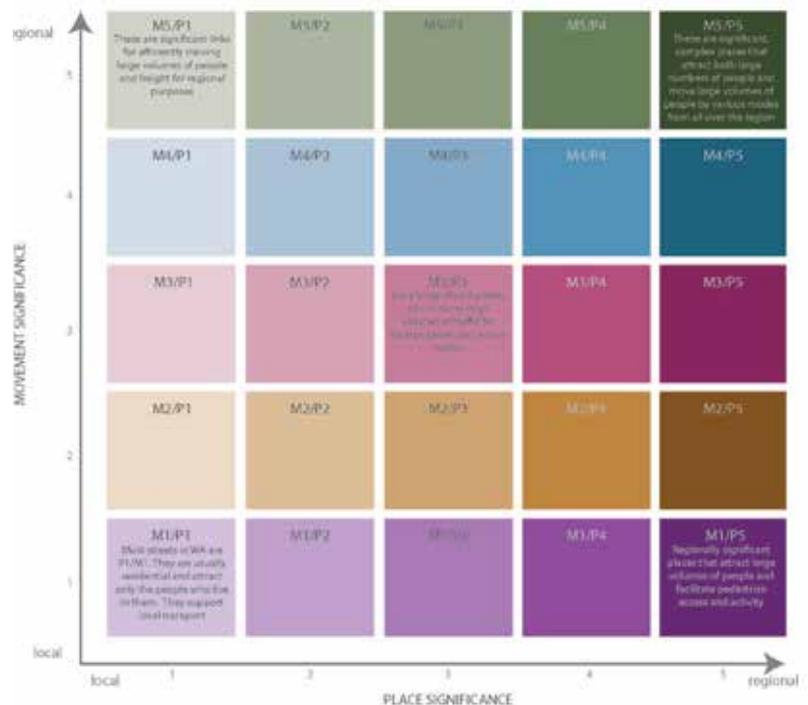


Figure 1:  
Draft matrix for Movement and Place Framework

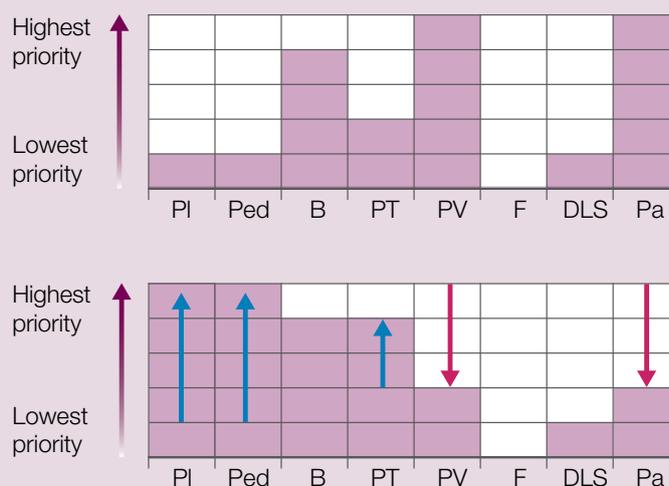


The test scenarios confirmed the components of the Framework can be applied to analyse the road or street but highlighted a need to provide clearer guidance on how the draft Framework fits with the existing land use and transport planning systems in WA.

Insight gained in the second round of testing will help us to further refine the draft Framework.

A third phase of the Movement and Place project is likely to commence in late 2022. It is anticipated this will include circulating the draft Framework to a broader industry audience.

Figure 2:  
Draft user priority diagram for  
Movement and Place Framework



**Legend:**

PI	<b>Place users:</b> People using the road or street to dwell or for non-transport activities (e.g. al-fresco eating, sitting on a bench, strolling, looking at public art).
Ped	<b>Pedestrians:</b> People of all ages and abilities (includes people using wheelchairs or mobility aids), sitting, walking, pausing and resting. These are pedestrians walking as a mode of transport.
B	<b>People on bicycles:</b> Includes people riding all types of bicycles, including e-bikes and e-scooters (and other micro-mobility technologies) and cycle parking.
PT	<b>People using public transport:</b> Includes people accessing, waiting for, on and transferring between public transport services such as bus or heavy or light rail.
PV	<b>People in private vehicles:</b> Includes people in cars and on motorbikes.
F	<b>Freight:</b> The movement of goods though the network via heavy vehicles.
DLS	<b>Deliveries/Loading/Servicing:</b> Includes loading and servicing kerbside activities as well as on-demand pickups and set downs and car sharing.
Pa	<b>Parking and access:</b> Includes kerbside parking of motor vehicles for extended periods of time (regulated and unregulated) as well as access to adjacent land uses.