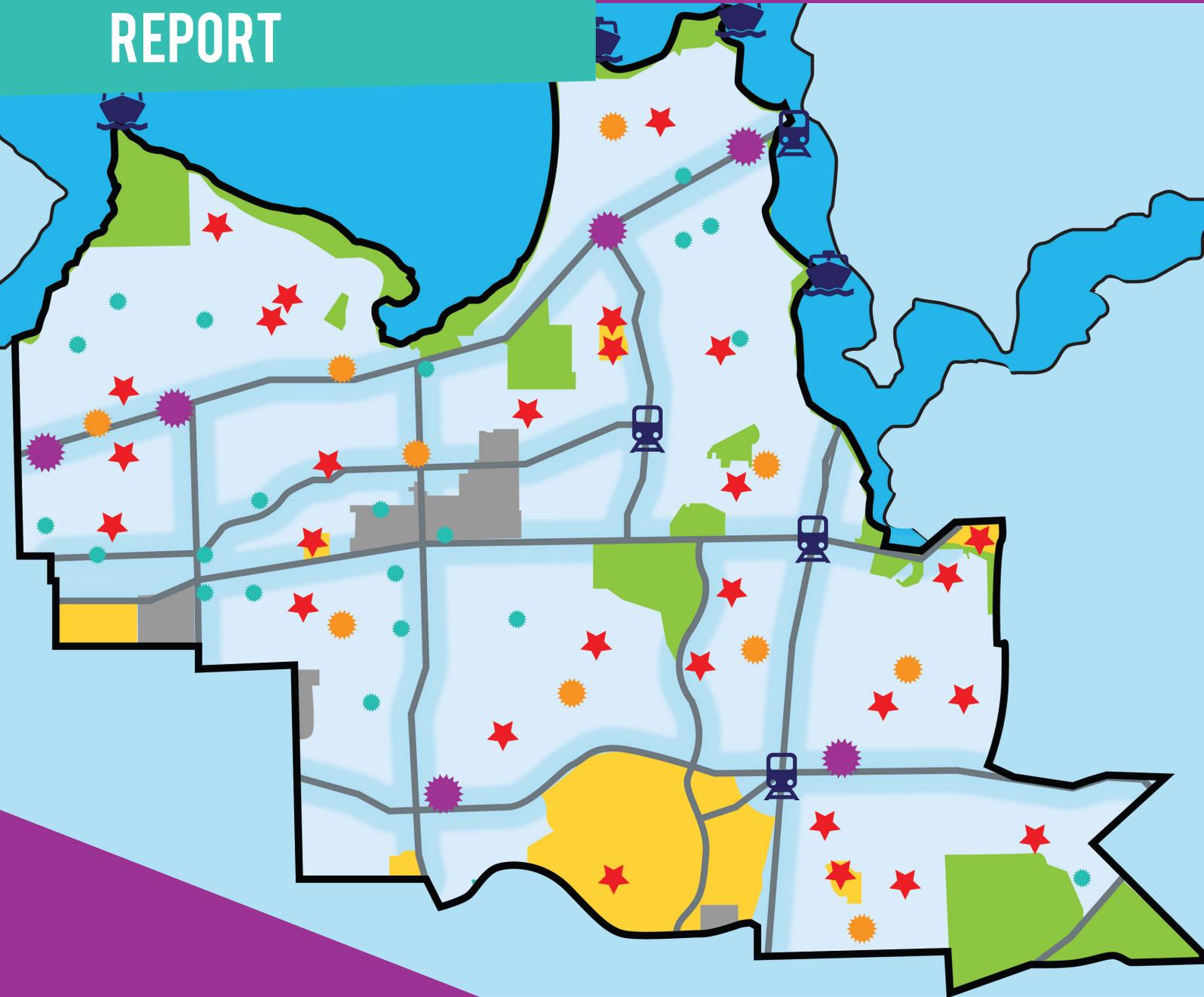




City of
Melville

REPORT



INTEGRATED TRANSPORT PLAN ENGAGEMENT

30 April 2019 to 13 May 2019
Survey and online community feedback



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Background

Through consultation for the City's strategic community plan, the community told us they wanted us to work towards a more sustainable and connected transport network, through better public transport, cycling and walking infrastructure throughout the City.

Sustainable and connected transport is important as it helps reduce the community's dependence on cars by providing more opportunities for walking and cycling, which has other environmental and health benefits.

Access to safe, convenient and affordable transport is also essential as it helps ensure that the community can take advantage of all the services and facilities the City has to offer. It also helps improve quality of life and contributes to economic development.

The City of Melville has been at the forefront of transport planning in Perth for many years, and was the first local government in Western Australia to develop and implement a Transport Strategy in 2000. This provided direction for transport programs in the ensuing years. Transport is very topical at the moment and there are many changes in technology and innovation. The plan will consider those opportunities but also look at the day to day impacts felt by our community.

The intended outcome of the integrated transport plan is to prioritise funding and expenditure for transport, improved connections within and between neighbourhoods, more sustainable urban form, and improved amenity and access for local streets.

Purpose of Engagement

Recognising that streets, including footpaths, verges and associated infrastructure are community assets and that transport opportunities impact on the amenity and lifestyle of our residents, the purpose of engagement is to ensure that there are opportunities to participate in the development of a new integrated transport plan to be adopted by Council, in ways that are fair, transparent and can be linked to other adopted strategies and their recommendations.

Objectives

The objectives of the Integrated Transport Plan engagement process were:

- To **inform** all stakeholders about the project the engagement process, and opportunities to participate.
- To **involve** stakeholders through an online survey, discussions and through providing advice to the CRG for their deliberations.
- To **involve** representatives of people likely to use the various forms of transport and infrastructure under consideration by inviting participation in a CRG to work on the following tasks:
 - Identify what they value about transport infrastructure and methods
 - Identify potential improvements transport infrastructure and methods
 - Review the draft Strategy and provide comment
 - Advise on how the broader community can be invited to comment
- To **consult** with the wider community about levels of support for the draft plan once it has been developed.

Engagement Actions

Inform

To **inform** stakeholders, direct emails were sent to randomly selected, representative samples of residents inviting their participation in the project. The email contained links to both an online survey and to a dedicated webpage on Melville Talks

Melville Talks contained detailed information on the engagement process, a timeline and a hotspot map showing the position of the various neighbourhood 'activity' centres, large and small. Infographics were created for each centre on the hotspot map which incorporated information each activity centre, the extent to which the site could be deemed 'walkable,' whether cycle paths were available, bus routes and stops etc.

Examples of the engagement methods to inform



How do you get around the City of Melville?

You have been randomly selected from our resident and ratepayer database to help us develop a new Integrated Transport Plan. Your feedback will help improve connections and access to places which you frequent or are important to you, such as activity centres, parks and reserves, schools, local streets and places.

The focus of this survey is the major activity centres, which are places with a mix of different activities and land uses, and transport within the City of Melville.

What do you have to do?

Click the link below to take part in our short **Community Survey**, the survey closes on Monday, 13 May 2019.

[Start the Community Survey](#)

*Email sent to random sample
(See Appendix I for full version)*



Integrated Transport Plan

We are looking for how to improve connections and access to places which you frequent or are important to you, such as activity centres, parks and reserves, schools and local streets and places.

Stay up to date

Sign up for Melville Talks and click the button below to be notified about any developments with the project. Alternatively sign up to our address to find out more about this project and others.

Timeline

- Community Discussion - February 2019
- Survey Opens - February 28, April 2019
- Survey Closes - March 17, April 2019
- Forum Group - February - May 2019 to be confirmed
- Community consultation on Draft Integrated Transport Plan - May

Contact Us

Name: Martin Spencer
Phone: 080 0548 1221

*Melville Talks Engagement page
(See Appendix I for full view)*

CANNINGBRIDGE ACTIVITY CENTRE

IS OVER 80,000
square metres in size

The activity centre is made up of the following land uses:

- 43% Residential
- 30% Office/Business
- 7% Vacant Floor Area
- 4% Utilities/Comms
- 4% Shop/Retail
- 4% Entertainment
- 1% Health/Welfare
- 1% Service Industry
- 1% Storage/Distribution
- 1% Other retail
- 0% Manufacturing

75% WALKABLE CATCHMENT
the availability to footpaths, connectors and availability to facilities including parks, shops, schools and public transport.

TRANSPORT

- 100% with cycle paths
- 90% without cycle paths
- 7 Bus stops
- 331 on street parking bays
- 1245 off street parking bays
- No restrictions
- 61% with footpaths
- 39% without footpaths

KEYROADS

- Canning Highway
- Kinjal Road
- Sleat Road
- The Esplanade
- Forbes Road
- Canning Beach Road

Activity Centre Infographics
(See Appendix I for all infographics)

RISELEY CENTRE ACTIVITY CENTRE

IS OVER 26,400
square metres in size

The activity centre is made up of the following land uses:

- 0% Residential
- 50% Office/Business
- 2.4% Vacant Floor Area
- 3.5% Utilities/Comms
- 33.4% Shop/Retail
- 4.3% Entertainment
- 1.1% Health/Welfare
- 2.3% Service Industry
- 1.4% Storage/Distribution
- 1% Other retail
- 0.2% Manufacturing

69% WALKABLE CATCHMENT
the availability to footpaths, connectors and availability to facilities including parks, shops, schools and public transport.

TRANSPORT

- 6% with cycle paths
- 94% without cycle paths
- 7 Bus stops
- 173 on street parking bays
- 1094 off street parking bays
- No restrictions
- 50% with footpaths
- 50% without footpaths

KEYROADS

- Canning Highway
- Riseley Street
- Wilcox Street
- Keams Crescent
- MacRae Road
- Simpson Street
- Bombard

Activity Centre Infographics
(See Appendix I for all infographics)

Engagement Results

Online Survey


11,673
EMAILS SENT


2,686
OPENS


686
LINK CLICKS


391
COMPLETED SURVEYS

The City of Melville sent an email invitation to 6,180 to a random sample of residents and ratepayers. An additional reminder email was sent on Friday, 10 May 2019 to 5,493 people prior to the survey closing.

Outcomes

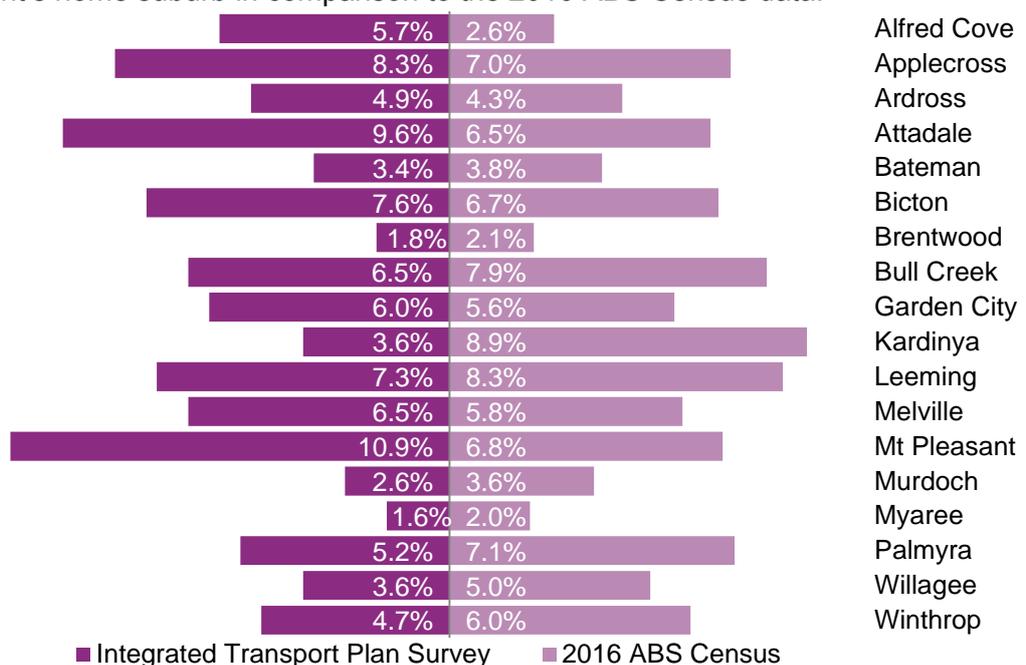
391 people responded to the online survey. Most people still prefer to rely on their cars, even when going to local shops within walking distance of home. Cars are still the main mode of transport, followed by public transport including the train and bus. There are no significant differences when comparing results between age groups, genders, life circumstances or suburbs.

Respondents were most concerned with reducing congestion around the City with 59% selecting this as one of their top three priorities. This resonates with the majority of respondents travelling by car. Families are more concerned with reducing congestion while singles would like to see more done in increasing public transport – suggesting that singles are more ready to travel by public transport if there are better accessibility.

Questions

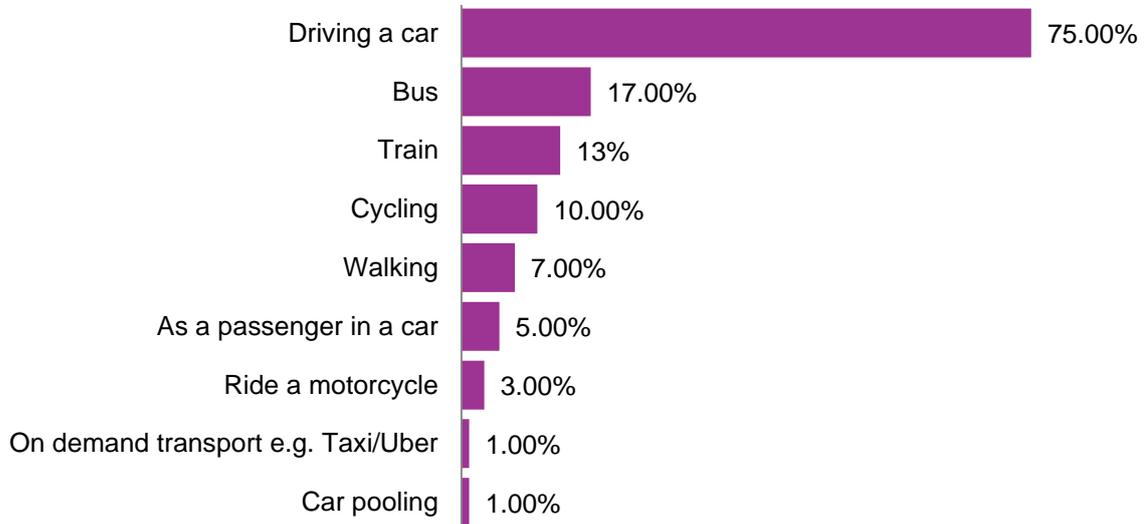
1. What is your home suburb?

Respondent's home suburb in comparison to the 2016 ABS Census data.



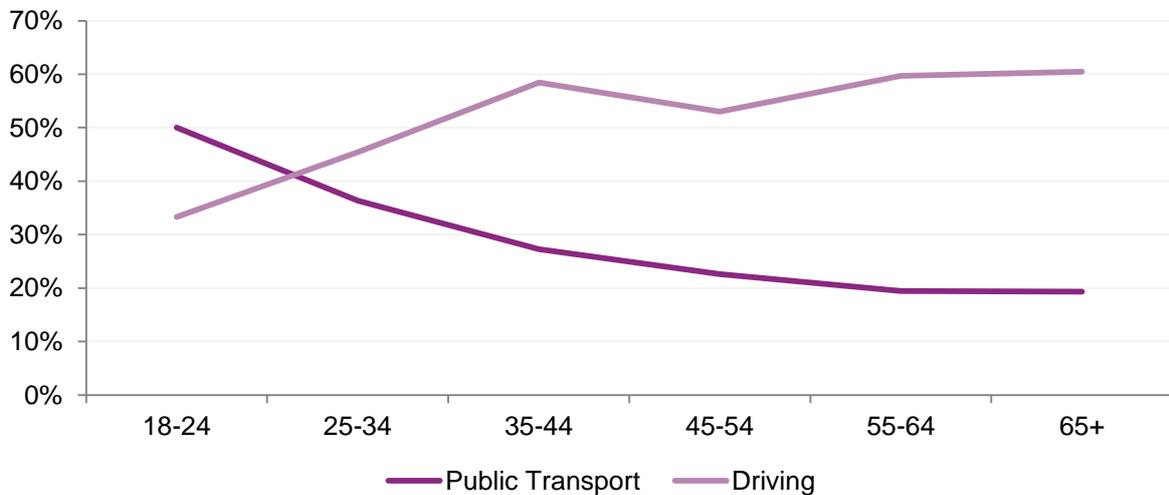
4. How do you travel to and from work/education?

There is a higher percentage of respondents (30%) using public transport to travel to and from work/education. The percentages of respondents travelling to work/education by public transport also decreases with age while those who drive increases.



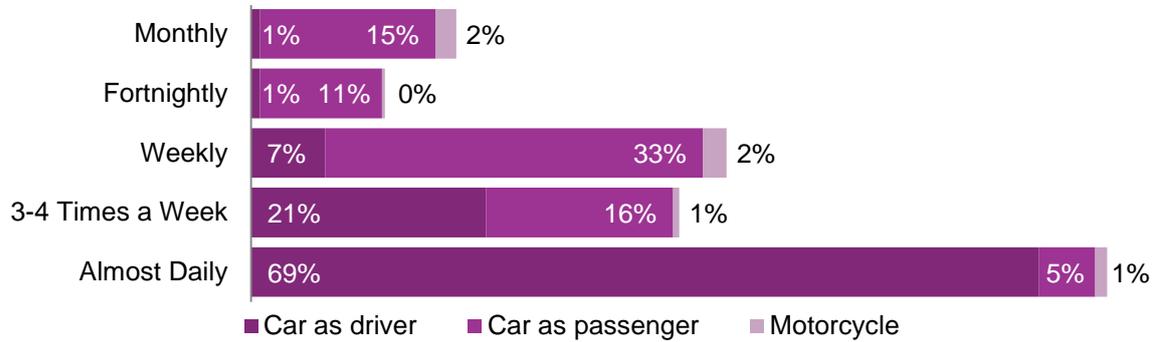
Respondents were able to choose more than one option for traveling to and from work/education.

% of respondents travelling to work/education via public transport vs driving

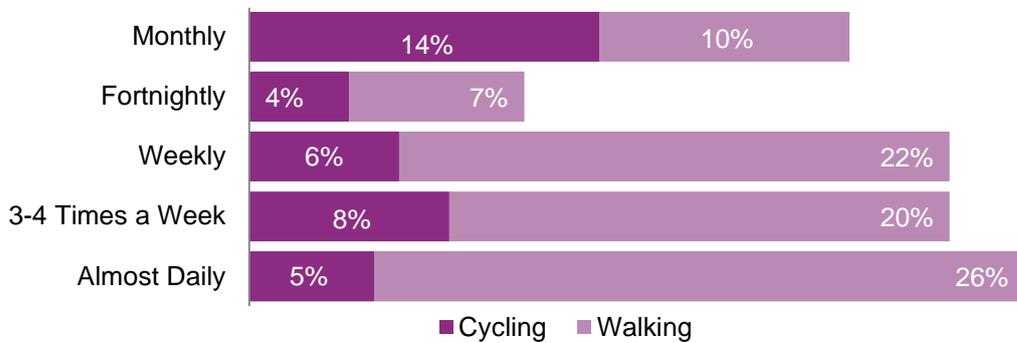


5. Thinking about how you travel around the City of Melville in the last six months, can you tell us how frequently you use the following:

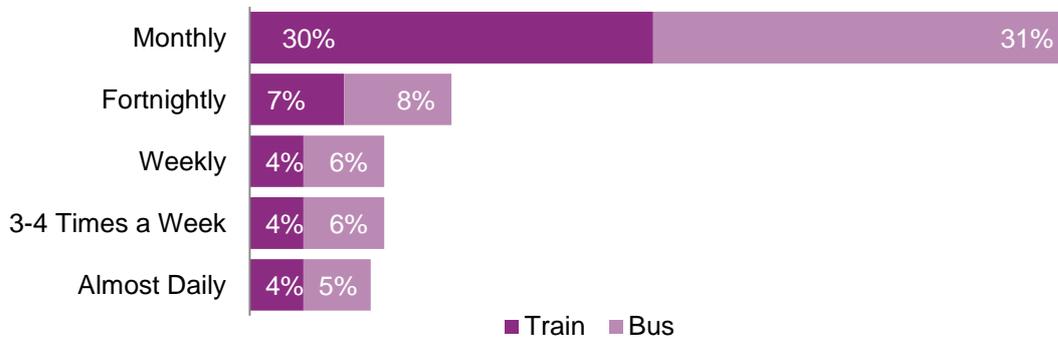
Frequency of usage of private vehicles



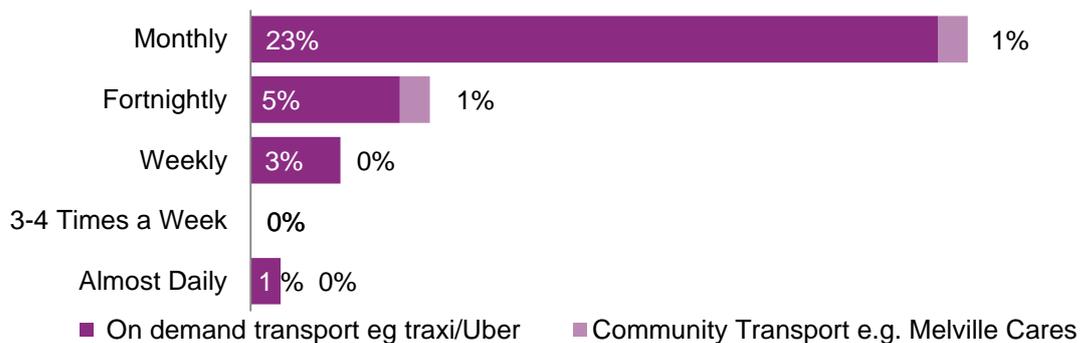
Frequency of self-power (cycle/walk) as a form of transit



Frequency of use of public transport

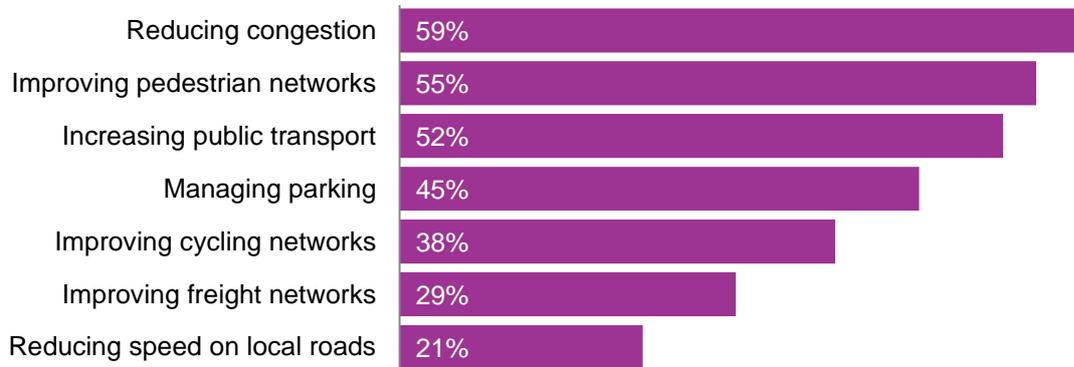


Frequency of use of third party transport other than public transport



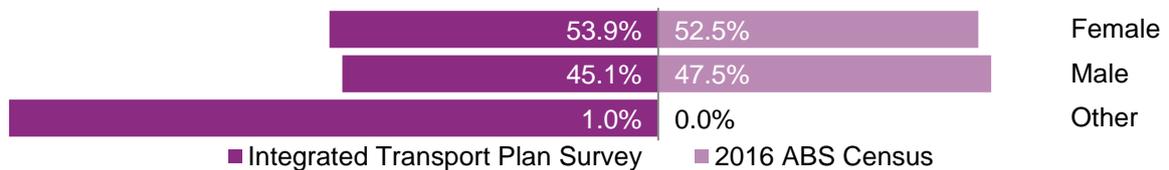
6. When considering transport in the City of Melville, please rank the following in order of importance.

The following were ranked by the respondent's top 3 responses.



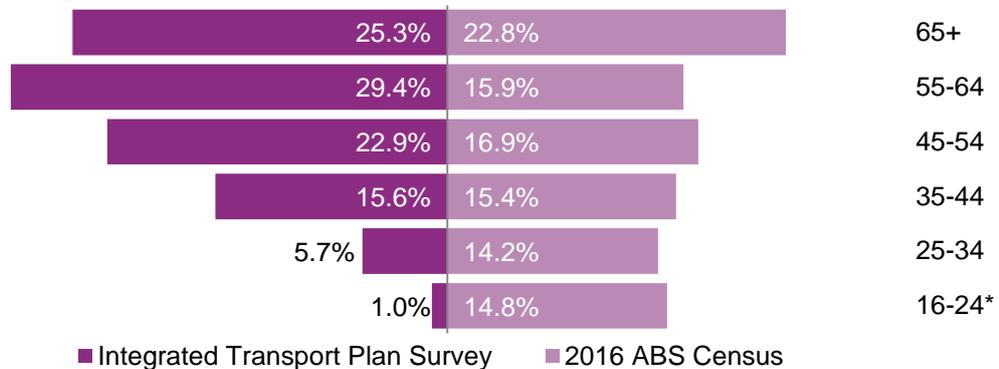
7. Gender

Respondent's gender in comparison to the 2016 ABS Census data.

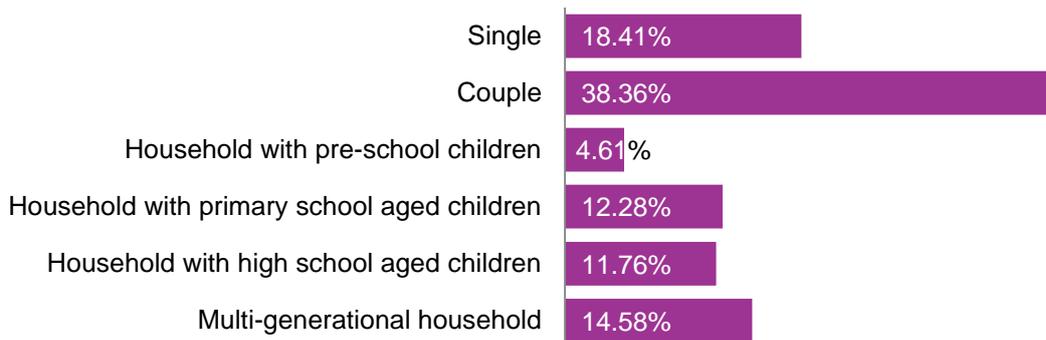


8. Age range

Respondent's age range in comparison to the 2016 ABS Census data.



9. Life circumstances



Safety

Solutions	Direct Quotations
Make cycle paths safer	<ul style="list-style-type: none"> • “Bicycle lanes ...are not fit for purpose...do not provide a 1 metre buffer giving motorists the impression that the solid line is a lawful separation point.” • “Cycle path along freeway between Leach Highway and South Street...notoriously bumpy and need maintenance. Lack of lighting...have reflector markings...colour distinction between cycle lane and...road.” • “...importantly...should have some physical separation from vehicles by a kerb to give cyclists of all ages and abilities the feeling of safety and confidence to make the trip, not battle with cars and trucks.”
Off highway bus stops	<ul style="list-style-type: none"> • “...we saw a cyclist riding in a cycle lane tragically die after he ran into the back of a stationary bus stopped on the cycle lane. Bus stops ought to be indented into the verge for the safety of cyclists, pedestrians and motorists.”
Increase number of footpaths	<ul style="list-style-type: none"> • “I’m shocked how many streets don’t have footpaths, or only have footpaths on one side...we can’t comfortably walk to shops, parks etc”
Pedestrian crossings	<ul style="list-style-type: none"> • “Consider making a safe pedestrian crossing on Canning Highway for school children trying to get to Applecross High School. ...They currently use Riseley Street traffic lights but cars regularly go through the red light at that intersection as peak hour”

Congestion

Solutions	Direct Quotations
Provide alternative transport options	<ul style="list-style-type: none"> • “A ferry system (with parking or local bus connection) connecting Point Walter to Canning Bridge.” • “Please bring in some light rail/trams to connect us locally between the hubs.” • “...high frequency light rail (or dedicated bus) lands along Canning Highway, Marmion to Garden City and Leach Highway to connect Fremantle with freeway train stations.”
Bus services	<ul style="list-style-type: none"> • “One bus that runs along Stirling and Canning Highway would save a lot of time for a lot of people.” • “A frequent, reliable bus service connecting Fremantle Station and Bull Creek Station would be very handy.”
Bike path connectivity	<ul style="list-style-type: none"> • “I would like to see a cycle path through Willagee that connects west to Fremantle, east to Bull Creek Station and north toward the river...[it] would connect and encourage cycling...for leisure and travel to work for many people.” • “There is so much more that can be done to encourage people to cycle...fantastic bike paths but sadly...often interconnected to roads...designated cycle friendly, are anything but. With the increased uptake of electric bicycles there is a massive opportunity to reduce the use of cars on the roads.” • “Cycling lanes need continuity, not evaporating at roundabouts .e.g., Parry Avenue. A bike bridge across [the] freeway alongside Leach Highway would allow east west cycling. Presently you have to get off and walk etc.”

Other methods used to inform

The City of Melville news article received 30 unique page views, the first Facebook post reached 17,542 people and received 68 comments, and the second Facebook post reached 7,670 and received 6 comments.

Next steps

To **involve** representatives via a CRG, 14 (of 48) people who had registered to attend a focus group were invited to complete the tasks outlined above, leading up to publication of the draft Integrated Transport Plan.

To **consult** with the wider community on the draft Plan following publication.

Appendix I – Engagement Materials

Email sent to Random Sample

MelvilleTalks



How do you get around the City of Melville?

You have been randomly selected from our resident and ratepayer database to help us develop a new Integrated Transport Plan. Your feedback will help improve connections and access to places which you frequent or are important to you, such as activity centres, parks and reserves, schools, local streets and places.

The focus of this survey is the major activity centres, which are places with a mix of different activities and land uses, and transport within the City of Melville.

What do you have to do?

Click the link below to take part in our short **Community Survey**, the survey closes on Monday, 13 May 2019.

[Start the Community Survey](#)

Find out more about the Integrated Transport Plan by visiting Melville Talks using the link below.

[Visit Melville Talks](#)

Online survey – Questions 6 to 9

* 6. When considering transport in the City of Melville, please rank the following in order of importance.

⋮	<input type="text"/>	Improving pedestrian networks
⋮	<input type="text"/>	Improving cycling networks
⋮	<input type="text"/>	Increasing public transport
⋮	<input type="text"/>	Improving freight networks
⋮	<input type="text"/>	Reducing speed on local roads
⋮	<input type="text"/>	Managing parking
⋮	<input type="text"/>	Reducing congestion

* 7. Your Gender

- Male
 Female
 Other

* 8. Your age range

- Under 18
 18-24
 25-34
 35-44
 45-54
 55-64
 65+

* 9. Your life circumstances

- Single
 Couple
 Household with pre-school children
 Household with primary school aged children
 Household with high school aged children
 Multi-generational household

10. We are intending to host a focus group at the City of Melville from 5.30 - 7.30pm on Monday 20 May 2019, if you are interested in attending, please provide your contact details below. Places will be limited and decisions on the final make up of the group will be based on a representative sample of the population.

Name	<input type="text"/>
Address	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
State/Province	<input type="text"/>
ZIP/Postal Code	<input type="text"/>
Country	<input type="text"/>
Email Address	<input type="text"/>
Phone Number	<input type="text"/>

Done

Powered by
 SurveyMonkey
See how easy it is to [create a survey](#).

[Privacy & Cookie Policy](#)

Integrated Transport Plan

We are looking at how to improve connections and access to spaces and places the community visit.

[+ Follow](#)



Melville Talks Community Home / [Integrated Transport Plan](#)

An Integrated Transport Plan looks at how the City can improve connections and access to places the community frequents or is important to them, such as activity centres, parks and reserves, schools and local streets and places.

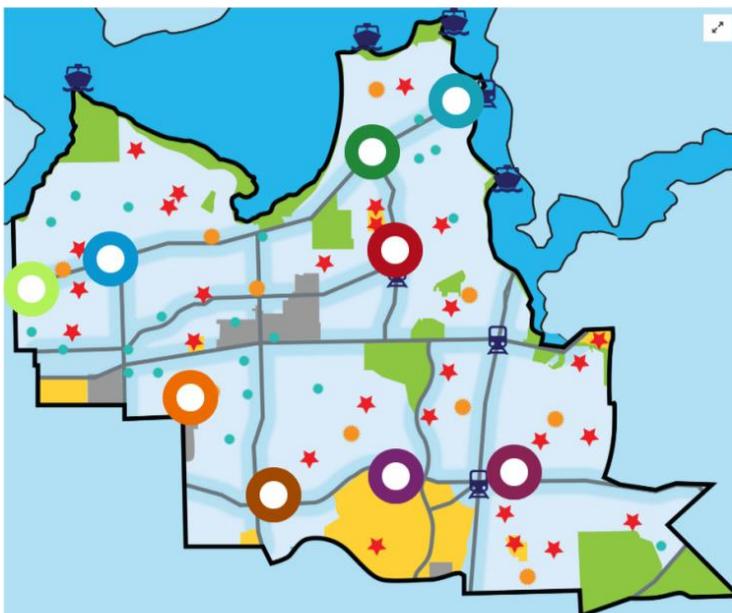
This is your opportunity to participate in the development of a new Integrated Transport Plan, to be adopted by Council, and plan for the next 10 years of transport for people in the City.

GET INVOLVED

ABOUT THE CONSULTATION

Activity centres are vibrant, dynamic places with a mix of different activities and land uses.

The City of Melville has a range of different activity centres, ranging from very large centres such as Murdoch, Canning Bridge and Melville City Centre (area around Garden City Shopping Centre), to small commercial areas in the suburbs. Click one of the large icons on the map below to find out more about our major activity centres.



- Neighbourhood Centre
- Local Centre
- Medium Density Residential
- Low Density Residential
- Industrial
- Public Purposes
- ★ Education
- 🚂 Railway or Bus Station
- 🚢 Ferry / River Nodes of Activity
- 🌳 Parks and Recreation

How connected are you?

Tell us which modes of transport you use, where you regularly travel to and how you get there, what your transport preferences are, and any obstacles, barriers or reasons you have for not using different types of transport.

Add Comment

Your Comment

[Subscribe to Conversation](#)

Stay up to date

Sign up to Melville Talks and click the follow button above to be notified about key developments with this project. Alternatively sign up to our eNews to find out more about this project and others.

[Sign up to our eNews](#)

Timeline

- ★ **Community Discussion**
April/May 2019
- ✓ **Survey Opens**
Tuesday, 30 April 2019
Sent to random sample of City of Melville Residents and Ratepayers
- ✓ **Survey Closes**
Monday, 13 May 2019
- ☆ **Focus Group**
Postponed, new date to be confirmed.
- ☆ **Community consultation on Draft Integrated Transport Plan**
TBA

[See less](#)

Contact Us

Have questions or want to learn more about a project, contact us below:

- 👤 Name [Martin Spencer](#)
- ☎ Phone (08) 9364 1221
- ✉ Email Martin.Spencer@melville.wa.gov.au

Integrated Transport Plan

We are looking at how to improve connections and access to spaces and places the community visit.

[+ Follow](#)



Melville Talks Community Home / [Integrated Transport Plan](#)

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This is your opportunity to participate in the development of a new Integrated Transport Plan, to be adopted by Council, and plan for the next 10 years of transport for people in the City.

[GET INVOLVED](#)

[ABOUT THE CONSULTATION](#)

Through consultation for the City's strategic community plan, the community told us they wanted us to work towards a more sustainable and connected transport network, through better public transport, cycling and walking infrastructure throughout the City.

Sustainable and connected transport is important as it helps reduce the community's dependence on cars by providing more opportunities for walking and cycling, which has other environmental and health benefits.

Access to safe, convenient and affordable transport is also essential as it helps ensure that the community can take advantage of all the services and facilities the City has to offer. It also helps improve quality of life and contributes to economic development.

The City of Melville has been at the forefront of transport planning in Perth for many years, and was the first local government in Western Australia to develop and implement a Transport Strategy in 2000. This provided direction for transport programs in the ensuing years.

Transport is very topical at the moment and there are many changes in technology and innovation. The plan will consider those opportunities but also look at the day to day impacts felt by our community.

The City of Melville has a very good transport network.

Did you know we have:

- Over 480 kms of footpaths and 507 kms of roads that we maintain.
- Boarding's on Trains have been trending upwards since 2008
- Murdoch has the highest number of people boarding outside of the CBD
- Murdoch, Canning Bridge and Bull Creek have the highest percentage of transfers from bus to train in the metropolitan network
- 34.5% of our households own only one car or less

The intended outcome of the integrated transport plan is to prioritise funding and expenditure for transport, improved connections within and between neighbourhoods, more sustainable urban form, and improved amenity and access for local streets.

Who is being consulted?

We are consulting widely with the community to help build a more complete picture of how people get around Melville and what is important in your area of the City.

A random sample of residents and ratepayers in the City of Melville will receive a direct invitation to participate.

How can people get involved?

- Direct emails will be sent to a random sample of residents and ratepayers to ask for their feedback via a survey.
- Registrations for a Community Reference Group will be sought from the survey participants and final selection will be determined based on demographic representation of the City.
- On Melville Talks, the community can join a discussion to tell us which modes of transport they use, where they regularly travel to and how they get there, what their transport preferences are, and any obstacles, barriers or reasons they have for not using different types of transport.

What will happen with the information from the survey and online discussion?

The results from the survey and the community discussion board on Melville Talks will be shared with the Community Reference Group (CGR). This will help the City of Melville to identify what the community values and what potential improvements could be made to transportation infrastructure system.

The results will also inform the draft Integrated Transport Plan.

What happens after that?

The Draft Integrated Transport Strategy will be published for comment on Melville Talks before referral to Council for endorsement.

Stay up to date

Sign up to Melville Talks and click the follow button above to be notified about key developments with this project. Alternatively sign up to our eNews to find out more about this project and others.

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TBA

[See less](#)

Contact Us

Have questions or want to learn more about a project, contact us below:

- 👤 Name **Martin Spencer**
- ☎ Phone **(08) 9364 1221**
- ✉ Email **Martin.Spencer@melville.wa.gov.au**

CANNING BRIDGE

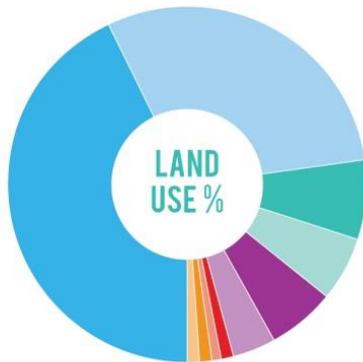
ACTIVITY CENTRE

IS OVER **80,000**

square metres in size

The activity centre is made up of the following land uses:

- 43% Residential
- 30% Office/Business
- 7% Vacant Floor Area
- 6% Utilities/Comms
- 6% Shop/Retail
- 4% Entertainment
- 1% Health/Welfare
- 1% Service Industry
- 1% Storage/Distribution
- 1% Other retail
- 0% Manufacturing



75%
WALKABLE
CATCHMENT

the availability to footpaths, connections and availability to facilities including parks, shops, schools and public transport.



TRANSPORT

- 10% with cycle paths
90% without cycle paths
- 7 Bus stops
- 331 on street parking bays
1245 off street parking bays
No restrictions
- 61% with footpaths
39% without footpaths

KEYROADS

- Canning Highway
- Kintail Road
- Sleat Road
- The Esplanade
- Forbes Road
- Canning Beach Road

RISELEY CENTRE

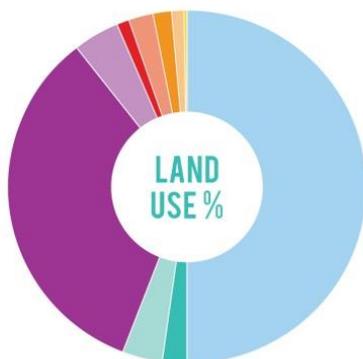
ACTIVITY CENTRE

IS OVER **26,400**

square metres in size

The activity centre is made up of the following land uses:

- 0% Residential
- 50% Office/Business
- 2.4% Vacant Floor Area
- 3.5% Utilities/Comms
- 33.6% Shop/Retail
- 4.3% Entertainment
- 1.1% Health/Welfare
- 2.3% Service Industry
- 1.6% Storage/Distribution
- 1% Other retail
- 0.2% Manufacturing



69%
WALKABLE
CATCHMENT

the availability to footpaths, connections and availability to facilities including parks, shops, schools and public transport.



TRANSPORT

- 6% with cycle paths
94% without cycle paths
- 7 Bus stops
- 173 on street parking bays
1094 off street parking bays
Has restrictions
- 50% with footpaths
50% without footpaths

KEYROADS

- Canning Highway
- Riseley Street
- Wilcox Street
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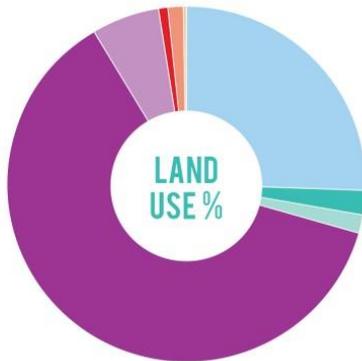
MELVILLE CITY CENTRE ACTIVITY CENTRE

IS OVER **26,400**

square metres in size

The activity centre is made up of the following land uses:

- 0% Residential
- 25.6% Office/Business
- 2.3% Vacant Floor Area
- 1.8% Utilities/Comms
- 62% Shop/Retail
- 5.9% Entertainment
- 1.1% Health/Welfare
- 1.3% Service Industry
- 0% Storage/Distribution
- 0.1% Other retail
- 0% Manufacturing



82%
WALKABLE
CATCHMENT

the availability to footpaths, connections and availability to facilities including parks, shops, schools and public transport.



TRANSPORT



15% with cycle paths
85% without cycle paths



7 Bus stops



Nil on street parking bays
4250 off street parking bays
Has restrictions



42% with footpaths
58% without footpaths

KEYROADS

Marmion Street
Riseley Street
Coomoora Road
Davy Street
Almondbury Road
Links Road

MELVILLE DISTRICT ACTIVITY CENTRE

IS OVER **14,100**

square metres in size

The activity centre is made up of the following land uses:

- 0% Residential
- 10.2% Office/Business
- 0% Vacant Floor Area
- 0.7% Utilities/Comms
- 60.8% Shop/Retail
- 7.6% Entertainment
- 0.9% Health/Welfare
- 4.2% Service Industry
- 7.5% Storage/Distribution
- 8.1% Other retail
- 0% Manufacturing



69%
WALKABLE
CATCHMENT

the availability to footpaths, connections and availability to facilities including parks, shops, schools and public transport.



TRANSPORT



11% with cycle paths
89% without cycle paths



9 Bus stops



39 on street parking bays
865 off street parking bays
Has restrictions



19% with footpaths
81% without footpaths

KEYROADS

Canning Highway
Murray Road
Fifth Street
Waddell Road
Stock Road
Hope Road

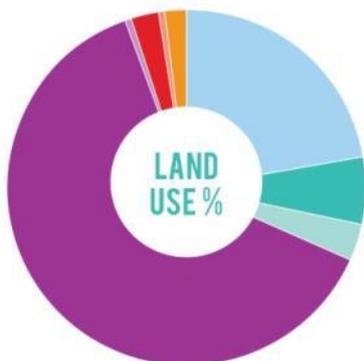
PETRA STREET ACTIVITY CENTRE

IS OVER **13,200**

square metres in size

The activity centre is made up of the following land uses:

- 0% Residential
- 22.5% Office/Business
- 5.9% Vacant Floor Area
- 3.5% Utilities/Comms
- 62.9% Shop/Retail
- 0.5% Entertainment
- 2.3% Health/Welfare
- 0.8% Service Industry
- 1.7% Storage/Distribution
- 0% Other retail
- 0% Manufacturing



52%
WALKABLE
CATCHMENT

the availability to footpaths, connections and availability to facilities including parks, shops, schools and public transport.



TRANSPORT



28% with cycle paths
72% without cycle paths



6 Bus stops



19 on street parking bays
494 off street parking bays
No restrictions



74% with footpaths
26% without footpaths

KEY ROADS

Canning Highway
Petra Street
Hammad Street
Antony Street
Westbury Crescent

WILLAGEE ACTIVITY CENTRE

IS **3483**

square metres in size

The activity centre is made up of the following land uses:

- 0% Residential
- 22.5% Office/Business
- 5.9% Vacant Floor Area
- 3.5% Utilities/Comms
- 62.9% Shop/Retail
- 0.5% Entertainment
- 2.3% Health/Welfare
- 0.8% Service Industry
- 1.7% Storage/Distribution
- 0% Other retail
- 0% Manufacturing



79%
WALKABLE
CATCHMENT

the availability to footpaths, connections and availability to facilities including parks, shops, schools and public transport.



TRANSPORT



0% with cycle paths
100% without cycle paths



6 Bus stops



113 on street parking bays
100 off street parking bays
No restrictions



59% with footpaths
41% without footpaths

KEY ROADS

Archibald Street
Winnacot Street
Worley Street

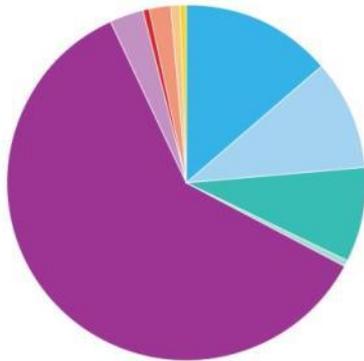
KARDINYA ACTIVITY CENTRE

IS OVER **23,100**

square metres in size

The activity centre is made up of the following land uses:

- 13.8% Residential
- 9.9% Office/Business
- 8.7% Vacant Floor Area
- 0.5% Utilities/Comms
- 60.2% Shop/Retail
- 3.1% Entertainment
- 0.5% Health/Welfare
- 2.1% Service Industry
- 0% Storage/Distribution
- 0.8% Other retail
- 0.4% Manufacturing



75%
WALKABLE
CATCHMENT

the availability to footpaths, connections and availability to facilities including parks, shops, schools and public transport.



TRANSPORT



0% with cycle paths
100% without cycle paths



11 Bus stops



0 on street parking bays
1124 off street parking bays
Has restrictions



21% with footpaths
79% without footpaths

KEYROADS

South street
North Lake Road
Gilbertson Road
Dalston Crescent

MURDOCH CITY ACTIVITY CENTRE

IS OVER **660,000**

square metres in size

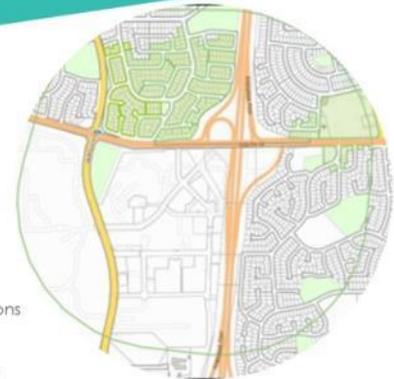
The activity centre is made up of the following land uses:

- 14.8% Residential
- 11.3% Office/Business
- 0% Vacant Floor Area
- 6.7% Utilities/Comms
- 0.4% Shop/Retail
- 3.5% Entertainment
- 56.2% Health/
- 5.7% Service Industry
- 1.4% Storage/Distribution
- 0% Other retail
- 0% Manufacturing



27%
WALKABLE
CATCHMENT

the availability to footpaths, connections and availability to facilities including parks, shops, schools and public transport.



TRANSPORT



19% with cycle paths
81% without cycle paths



7 Bus stops



96 on street parking bays
4835 off street parking bays
Has restrictions



25% with footpaths
75% without footpaths

KEYROADS

South street
Murdoch Drive
Robin Warren Drive
Bramanti Road

BULL CREEK ACTIVITY CENTRE

IS OVER **12,100**

square metres in size

The activity centre is made up of the following land uses:

- 0% Residential
- 27.8% Office/Business
- 3.5% Vacant Floor Area
- 0.5% Utilities/Comms
- 48.2% Shop/Retail
- 11.7% Entertainment
- 5.6% Health/Welfare
- 1.9% Service Industry
- 0% Storage/Distribution
- 0.7% Other retail
- 0% Manufacturing



75%
**WALKABLE
CATCHMENT**

the availability to footpaths, connections and availability to facilities including parks, shops, schools and public transport.



TRANSPORT



5% with cycle paths
95% without cycle paths



7 Bus stops



25 on street parking bays
969 off street parking bays
No restrictions



31% with footpaths
69% without footpaths

KEYROADS

South Street
Benningfield Road
Leichardt Street
Hassell Crescent
Caley Drive
Beckley Circle
Theakston Green

City of Melville Media Release – City Seeking community input on Integrated Transport Plan

From: [Stephanie Courtney](#)
Subject: MELVILLE MEDIA RELEASE - City seeking community input on Integrated Transport Plan - Tuesday, 30 April 2019
Date: Tuesday, 30 April 2019 4:30:48 PM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
The City of Melville is seeking community input for the development of its new Integrated Transport Plan. (2).jpg

Subject: City seeking community input on Integrated Transport Plan

Date: Tuesday, 30 April 2019

The City of Melville is seeking community input for the development of its new Integrated Transport Plan, which will prioritise the City's funding and expenditure for transport projects for the next ten years.

The Integrated Transport Plan will look at how the City can improve connections and access to places the community frequents or is important to them, such as activity centres, parks and reserves, schools and local streets and places.

City of Melville Mayor Russell Aubrey said maintaining a sustainable and connected transport network is a high priority for the City as it can have a significant impact on the community's quality of life.

"Having a sustainable and connected transport network is important as it helps reduce the community's dependence on cars by providing more opportunities for walking and cycling, which have important environmental and health benefits," Mayor Aubrey said.

"Access to safe, convenient and affordable transport is also essential as it helps ensure that the community can take full advantage of all the services and facilities the City has to offer, which can help improve quality of life and contribute to economic development."

The City of Melville has been at the forefront of transport planning in Perth for many years, and was the first local government in Western Australia to develop and implement a Transport Strategy in 2000. This provided direction for transport programs in the ensuing years.

The Integrated Transport Plan builds on the foundations laid in that Transport Strategy by considering the impacts of land use, local connections to shops and schools and the impacts of State strategies to best plan transport projects for the next ten years.

"Developing this plan also supports achievement of our community's aspirations, as through consultation for our Strategic Community Plan 2016-2026 they told us they wanted the City to work towards a more sustainable and connected transport network, through better public transport, cycling and walking infrastructure throughout the City," Mayor Aubrey said.

The City is asking for input from the wider community through Melville Talks, the City's engagement platform, from Monday, 29 April until Friday, 10 May, as well as through sending an email survey to a random sample of residents and ratepayers.

From the email survey, a Community Reference Group will be recruited, who will consider the feedback provided by the community and work with the City to interpret community priorities, which will feed into the draft Integrated Transport Plan.

The draft Integrated Transport Plan will then be presented to the community and important stakeholders, who will have a chance to comment on the strategy before being referred to Council for final endorsement.

For more information on the Integrated Transport Plan and to provide feedback, visit www.melvilletalks.com.au/ITP or call **1300 635 845** | **9364 0666** for assistance.

Image: The City of Melville is seeking community input for the development of its new Integrated Transport Plan.

Media Contact: Jo Arbel | 9364 0245

Authorised for Release by:

Marten Tieleman
Chief Executive Officer

Russell Aubrey
City of Melville Mayor

Steve Cope
Director Urban Planning

City of Melville, 10 Almondbury Road, Booragoon, Western Australia 6154

City seeking community input on Integrated Transport Plan

Home | Our City | News | Latest News | 2019 | April | City seeking community input on Integrated Transport Plan



30 April 2019

The City of Melville is seeking community input for the development of its new Integrated Transport Plan.

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- melinfo@melville.wa.gov.au
- City of Melville Civic Centre**
10 Almondbury Road Booragoon WA 6154
- Mail to**
City of Melville, Locked Bag 1,
Booragoon WA 6954

See all contacts >



Voting open now for Project Robin Hood!

Jump online to Melville Talks to read this year's Project Robin Hood submissions and cast your votes for the projects you want to see happen. The projects with the most votes will receive a share of \$100,000 of Project Robin Hood funding.

For more information and to vote, visit www.melvillecity.com.au/projectrobinhood/

Have your say on Integrated Transport Plan

The City of Melville is seeking community input for the development of its new Integrated Transport Plan, which will prioritise the City's funding and expenditure for transport projects for the next ten years.

The Integrated Transport Plan will look at how the City can improve connections and access to places the community frequents or is important to them, such as activity centres, parks and reserves, schools and local streets and places.

Join the discussion on Melville Talks and tell us which modes of transport you use, where you regularly travel to and how you prefer to get there, what your transport preferences are, and any obstacles, barriers or reasons you have for not using different types of transport.

Feedback will be presented to a Community Reference Group who will work with the City to interpret community priorities and feed into the Integrated Transport Plan, which will be published for comment on Melville Talks before final endorsement.

Visit www.melvillecity.com.au/ITP to have your say.

Consultation closes Monday, 13 May 2019.



SUSTAINABLE
AND CONNECTED
TRANSPORT

Neighbourhood Centre Week

To celebrate Neighbourhood Centre Week, the City of Melville is offering a range of free activities at its Community Centres.

Community Barbeque

Date: Thursday, 9 May

Time: 12.00noon to 1.30pm

Location: Willagee Community Centre

'Ready Steady Go Kids' multi-sports

Date: Tuesday, 7 May

Time: 12noon to 2.00pm

Location: Blue Gum Community Centre
Suitable for children aged between 1.5 years to 6 years

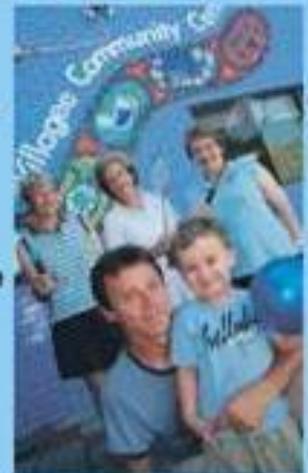
Chat, Chill and Coffee

Drop in and socialise!

Date: Friday, 10 May

Time: 9.30am to 11.00am

Location: Bull Creek Community Centre



For more details, visit www.melvillecity.com.au/neighbourhoodcentrewk/, or contact Brian Marshall on 0854 0663 or brian.marshall@melville.wa.gov.au

Facebook Posts on City of Melville Facebook Page

Post 1 (1 May 2019)

City of Melville

1 May · 🌐

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🚗 🚶 🚲 HAVE YOUR SAY- INTEGRATED TRANSPORT PLAN 🚗 🚶 🚲

The City of Melville is seeking community input for the development of its new Integrated Transport Plan, which will prioritise the City's funding and expenditure for transport projects for the next ten years.

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City of Melville

Government organisation

📧 Send Message

17,542

People reached

1,685

Engagements

🔄 Boost again

Boosted on 1 May 2019
By Tara Hardmeier

<p>People reached</p> <p>12.3K</p>	<p>Post engagement</p> <p>762</p>
---	--

View results

👍👤 Di Scott, Carly Wills and 66 others

25 Comments 13 shares

👍 Like

💬 Comment

🔗 Share

⋮

Performance for your post

17,542 People Reached

170 Reactions, comments & shares ⓘ

84 👍 Like	72 On post	12 On shares
---------------------	----------------------	------------------------

4 ❤️ Love	3 On post	1 On shares
---------------------	---------------------	-----------------------

68 Comments	57 On Post	11 On Shares
-----------------------	----------------------	------------------------

14 Shares	13 On Post	1 On Shares
---------------------	----------------------	-----------------------

1,515 Post Clicks

318 Photo views	316 Link clicks	881 Other Clicks ⓘ
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NEGATIVE FEEDBACK

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City of Melville

7 May · 🌐

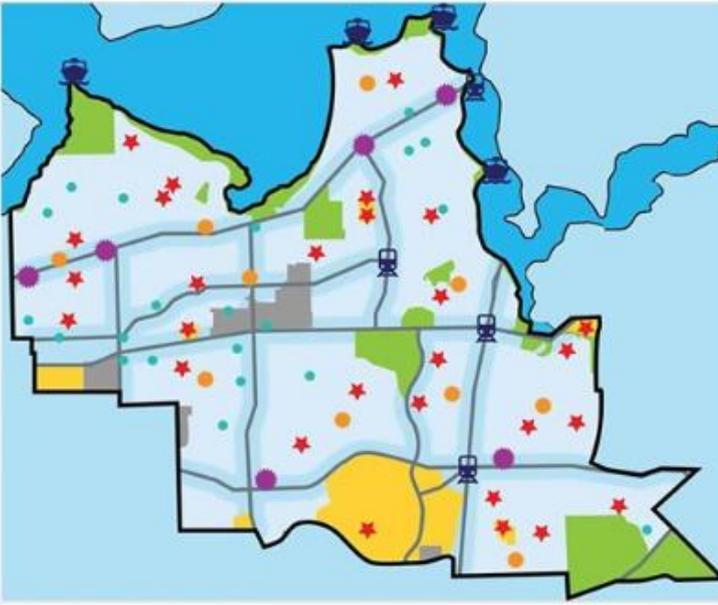
👍 Like Page

🚗 🚲 🇺🇸 LAST WEEK TO HAVE YOUR SAY 🚗 🚲 🇺🇸

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City of Melville

Government organisation

✉ Send Message

7,670

People reached

437

Engagements

Boost again

Boosted on 10 May 2019
By Tara Hardmeier Completed

<p>People reached 4.9K</p>	<p>Post engagement 183</p>
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[View results](#)

👤 Yvette Torres, Jonney Sammut and 6 others

4 Comments 2 shares

👍 Like

💬 Comment

➦ Share

⋮

Performance for your post

7,670 People Reached

17 Likes, Comments & Shares

9 Likes	8 On Post	1 On Shares
----------------	------------------	--------------------

6 Comments	6 On Post	0 On Shares
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2 Shares	2 On Post	0 On Shares
-----------------	------------------	--------------------

420 Post Clicks

101 Photo views	129 Link clicks	190 Other Clicks
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NEGATIVE FEEDBACK

0 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

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Appendix II – Survey Results

Q2. On most occasions, where do you primarily go for the following?

Answer Choices	Booragoon	Canning Bridge	Riseley Centre	Melville Plaza	Petra Street	Kardinya Park	Bull Creek	My local shops	Total	Weighted Average
Daily shopping - bread, milk	65	17	4	60	12	17	36	172	383	5.59
Weekly household food shop	123	7	1	82	12	26	52	77	380	4.38
Eating out - restaurant cafe	43	31	82	16	5	7	18	114	316	4.81
Fast food (takeaway)	28	29	26	29	7	5	27	172	323	5.91
Retail (clothes, gifts, homewares)	327	0	4	1	0	10	13	22	377	1.78
Socialising	80	29	50	12	3	2	21	98	295	4.39
Medical appointments	72	26	30	7	19	11	23	136	324	5.1
									Answered	391
									Skipped	0

Q3. When you travel to these centres, how do you get there?

Answer Choices	Car as driver	Car as passenger	Motorcycle	On demand transport	Cycling	Walking	Train	Bus	Community Transport	Total
Booragoon	349	11	4	0	4	15	0	8	0	391
Canning Bridge	301	15	3	6	13	20	8	24	1	391
Riseley Centre	331	20	4	4	7	17	0	8	0	391
Melville Plaza	348	14	3	0	8	11	0	6	1	391
Petra Street	348	16	4	1	3	9	0	9	1	391
Kardinya Park	356	14	2	1	5	7	0	5	1	391
Bull Creek	354	11	3	0	5	7	3	7	1	391
My local shops	236	3	2	1	10	134	0	2	3	391
									Answered	391
									Skipped	0

Q4. How do you travel to and from work/education?

Answer Choices	Response Percent	Responses
Driving a car	76.30%	293
As a passenger in a car	4.69%	18
Ride a motorcycle	3.13%	12
Car pooling	1.04%	4
On demand transport e.g. Taxi/Uber	1.30%	5
Cycling	9.90%	38
Walking	6.77%	26
Train	12.76%	49
Bus	17.19%	66
		Answered
		384
		Skipped
		7

Q5. Thinking about how you travel around the City of Melville in the last six months, can you tell us how frequently you use the following:

Answer Choices	Almost daily	3-4 times a week	Weekly	Fortnightly	Monthly	Never	Total	Weighted Average
Car as driver	269	79	25	3	5	10	391	1.53
Car as passenger	19	63	129	41	60	79	391	3.76
Motorcycle	4	2	8	1	7	369	391	5.84
On demand transport	3	0	12	21	92	263	391	5.53
Community Transport e.g. Melville Cares	0	0	1	3	2	385	391	5.97
Cycling	20	31	24	15	54	247	391	5.03
Walking	103	77	84	26	40	61	391	3.02
Train	17	18	16	27	118	195	391	5.04
Bus	18	24	24	30	121	174	391	4.88
							Answered	391
							Skipped	0

Q6. When considering transport in the City of Melville, please rank the following in order of importance.

Answer Choices	1	2	3	4	5	6	7	Total	Score
Improving pedestrian networks	62	77	76	61	56	43	16	391	4.58
Improving cycling networks	42	56	49	62	65	65	52	391	3.84
Increasing public transport	84	64	56	69	63	35	20	391	4.62
Improving freight networks	37	37	41	39	57	74	106	391	3.24
Reducing speed on local roads	22	25	34	35	54	83	138	391	2.76
Managing parking	39	67	72	66	56	57	34	391	4.13
Reducing congestion	105	65	63	59	40	34	25	391	4.83
								Answered	391
								Skipped	0

Q7. Your Gender

Answer Choices	Response Percent	Responses	
Male	44.50%	174	
Female	54.48%	213	
Other	1.02%	4	
		Answered	391
		Skipped	0

Appendix III – Discussion Forum Comments

Shell | Posted on 1st May 2019

Please seriously consider road traffic in the canning bridge precinct especially Sleat rd. Traffic congestion is already terrible during peak periods and you are about to add thousands more vehicles with the many developments going up. It's going to become a very significant issue as it's the main access rd to canning hwy heading east.

james_barton | Posted on 1st May 2019

Would love foot bridges across Leach Highway at Bull Creek Train Station and Myaree

Isis | Reply Posted on 10th May 2019

totally agree. If said footbridges could be covered and well lit like the Cockburn central station one, it would be great. My vote is for this!

Nowwant | Posted on 2nd May 2019

LIGHT RAIL / TRAMS ARE THE FUTURE AND THE PAST

MKendrick | Posted on 2nd May 2019

A frequent, reliable bus service connecting Fremantle Station and Bull Creek Station would be very handy. Currently, there's a 501/502 bus, which is nice, but increasing the frequency of that service (or at least have one that goes straight down Leach Hwy), especially on weekends and during peak hour, would be fantastic for those living in the Palmyra/Myaree area as those train stations are the fastest route to the city.

A barrier to using the bus right now is that I can't rely on how often it will arrive, and on hot summer days waiting for 20-30 minutes can get dangerous.

Parking at Bull Creek and Fremantle Stations is okay so far, but may need expansion if you want to encourage greater use of public transit; same for Garden City shopping centre, as that shopping centre has a bus port that could be used by locals who may want to leave their car somewhere convenient instead of driving.

On that note, if you could upgrade some bus stops so that there is better shelter against the elements I would personally be very grateful (Along Canning & Leach Highway, and some side-streets). I tend to use public transport to get around, particularly if it's a short trip that's a bit too long to walk.

More parking/convenient access around Canning Bridge station may reduce congestion as people commute past the train station every peak hour, especially as Applecross develops and opens new residential and commercial places. It will get prohibitively hard to visit Applecross if it gets much busier with the amount of parking and transport options currently available.

Thanks for taking the time to ask about public transit use!

Aren | Reply Posted on 7th May 2019

501s were upgraded to 15mins on Sundays about 1.5yrs ago now, although the frequency drops off quickly after around 5-6pm. 502s run 30mins on weekdays and hourly on weekends. A direct Leach Hwy/High St service would certainly work up to Stock Road, but after that, you are in very close proximity to Marmion St and are effectively stealing passengers from the 501. Something that feeds Booragoon better from O'Connor might work - I'm not a huge fan of this approach where the only journey we take is to or from a train station.

The other alternative is the 114 to the city (Carrington & Marmion Sts in that area) which has very good hours of operation (last bus 2335hrs) and is 30mins frequency 6 days a week, with 10min peak frequency. It has a competitive journey time vs interchanging at Bull Creek Station.

CH | Posted on 2nd May 2019

Please bring in some light rail/trams to connect us locally between the hubs.

Ruth Behn | Posted on 3rd May 2019

Public transport connecting Leach Hwy through Norma Road and onto to Canning Hwy is required.

A direct bus/light rail link from Victoria Park to Fremantle along Leach Hwy stopping at but not changing at Bull Creek Station.

Safer/better pedestrian cycle access along Riseley St especially at the Almondbury Rd intersection and close to Garden City. Possible reduction in road speed in this area.

Reduce pedestrian severance on South St east of Murdoch Train Station for people wishing to access Bull Creek Shopping Centre. There are aged care facilities on both sides of South St with residents regularly crossing South St.

Hdhsjs shbdgd | Posted on 5th May 2019

One bus that runs along both Stirling and Canning highway would save a lot of time for a lot of people

A Lizard | Posted on 5th May 2019

I would like to see a public service along Kitchener Road. I suggest from Pt Walter, Melville Plaza Shopping Centre, Melville Recreation Centre, Bracks Library etc to Garden City.

The few bus stops on Kitchener between North Lake Road and Norma Road need upgrading. The first one requires a person waiting to be in full sun. Non have rain protection. I have a long walk to my nearest bus stop and find it easier to drive to Garden City to catch buses to Perth. My walking is slow so I drive everywhere and am glad of ACROD parking.

A decent local public service along Kitchener Road could provide a service for visitors to the new Opal Aged Residential Care and possibly reduce traffic on busy, narrow Kitchener Road, Melville, Alfred Cove, Myaree and Booragoon.

Something like free CAT buses would be a good service for Melville but it needs to be frequent, if it is to be used by residents and visitors.

Manon | Posted on 5th May 2019

I believe the pedestrian connection between applecross and canning bridge station needs improvement, perhaps the walkway going over the section of the freeway on-ramp instead out detouring along the river and under.

Also, public transport into the applecross, the only bus that goes that way is the (158) which ends at 6pm and runs every hour. It is very difficult to get in or out of applecross.

From what I have seen on the signs around the Caltex on the corner of canning bridge, maybe that intersection is being modified, but if there aren't plans for modification. Perhaps modification is needed. Coming off canning Bridge, the ofoiton to turn left up kintail or straight along Melville beach pde? Is a serious cause of congestion. Either forcing all cars straight or left, or modifying the lights sequence

BRL | Posted on 5th May 2019

The percentage with cycle paths seems quite low, between 0% to 28%, with an average of 10%. Personally I don't feel comfortable cycling on busy roads, so significantly increasing the connection to centres by cycle paths would be great.

BRL | Reply Posted on 5th May 2019

More cycle paths would allow people to actually make a choice on an alternative transport option, particularly for shorter trips eg. to the shops. Current design means cars are often the only efficient mode available. I think as it is, many people who don't cycle would be wary about trying it, when they would have to cycle in vehicle traffic.

BRL | Reply Posted on 8th May 2019

I travelled from the river side of Bicton to UWA regularly in 2017-2018, I also travel into Perth city to catch up with friends. My preferred transport is bus, and it was quicker and more practical for me to catch a bus straight to Elizabeth quay busport, and then the frequent service to the uni (than go via Fremantle). I had the main option of the 158 which was within a 10 minute walk from my house but was infrequent or the 111 which was frequent but would have been 20-30minute walk. I would often get dropped at the Melville Plaza stop for the 111. This stop is a timed stop so I could be certain that it hadn't already gone past, but there is no parking available for people who wish to catch the bus. I was lucky enough to have people around to drop me off, but further consideration of the public transport access in Bicton and Attadale would be appreciated. Perhaps some dedicated parking at a central, timed stop for people in who don't have a quick walk to a frequent bus. Or increase the frequency of the 158. Or even a ferry system (with parking or local bus connection) connecting Point Walter to Canning Bridge.

Taking the bus regularly down Canning Hwy also highlighted the crossing issue at Cunningham Street between Applecross and Ardross. At school times the students had to cross busy Canning Hwy, which was unsafe. A pedestrian underpass or a crossing lights at this point would be helpful.

Casey | Posted on 5th May 2019

Transport Used - Bicycle

Regular Travel - City and Leeming

Transport Preference - Bicycle

Obstacles - Bicycle lanes that are not fit for purpose as they do not provide a 1 metre buffer giving motorists the impression that the solid line is a lawful separation point.

Failure to enforce bylaws, namely Illegal parking and stopping, particularly around schools.

MaxF | Reply Posted on 7th May 2019

Casey, you make an excellent point about bike lanes needing to be fit for purpose. Road Safety is a key factor in achieving greater connectivity throughout Melville.

In late 2017 we saw a cyclist, riding in a cycle lane, tragically die after he ran into the back of a stationary bus stopped on the cycle lan at a bus stop on Marmion Street, Melville.

Bus stops ought to be indented into the verge for the safety of cyclists, pedestrians, and motorists. It is common sense.

Kevin | Posted on 5th May 2019

This is your opportunity to participate in the development of a new Integrated Transport Plan, to be adopted by Council, and plan for the next 10 years of transport for people in the City.

...and ratepayers are given just 2 weeks to discover this, give it consideration and comment. You'll forgive me for thinking that this just a token gesture to enable you to tick off the "community consultation" checkbox....

martinspencer | Reply Posted on 8th May 2019

Kevin, This is only one part of the consultation and engagement. We are taking a snapshot of ideas through this process. There will be further opportunities to have a say before the plan is finalised. There will also be more continuous engagement in the implementation phase. Martin

Jesse | Posted on 6th May 2019

I live in Murdoch University Villiage and study on campus. Public transport is very convenient in Murdoch and I am able to travel to the city or Fremantle with great ease.

I cycle and walk often but I find that South Street offers many difficulties. Though it is very convenient for commuting, it can be a barrier for cyclists and pedestrians. The footpaths are often narrow and uneven. The most dangerous section is on the north side of the street to the east of Kardinya shopping centre as it often is obstructed by sand and overgrown foliage. Moreover, it can be difficult to cross as it is often very busy and there are few safe crossings, notably absent at the long unbroken stretch that begins either side of Murdoch University and the Kardinya shopping centre bus stop, where I often see pedestrians struggle to navigate four lanes of traffic

AstridBarros | Posted on 7th May 2019

I usually commute by bus from Attadale to Perth CBD.

My suggestion for transport development is a better integration within the City of Melville suburbs, e.g. connecting north-south of the Canning Highway as well as east-west.

The preferred vehicle for this type of transport would be an underground metro net, which would avoid increase in congestion along Canning Highway.

G Maspn | Posted on 7th May 2019

need to make it safer for people and school children to cross McCallum Cres to go to and from Wireless Hill Park

G Mason | Posted on 7th May 2019

many people use Cunningham St to walk to and from the river. There is no pedestrian crossing facilities at the Canning Hwy Cunningham St intersection for this.

Bob | Reply Posted on 10th May 2019

The one at Collier and Canning is a great improvement.

G Mason | Posted on 7th May 2019

Council has a strong focus on cycling but minimal emphasis on walking. More people walk than ride, less infrastructure is required for walking than cycling as a general rule, more vulnerable people walk than ride. We need to get more people walking as part of their local trips. This plan needs to address this and recognise that walking is at the top of the transport / movement hierarchy.

MaxF | Posted on 7th May 2019

I use my car to shop at Melville Plaza (Coles and Dan Murphy).

It is important to get frozen and refrigerated goods home quickly for obvious reasons. As a case of beer and a trolley of goods cannot be transported other than by car, it is important that adequate car parking is maintained at shopping centres

Omarose | Posted on 7th May 2019

Cycling lanes need continuity, not evaporating at roundabouts.eg Parry ave .

A bike bridge across freeway alongside Leach hwy would allow east west cycling. Presently you have to get off and walk along bus station or cross lanes to go along path in middle of leach + 3 sets of traffic lights.

Could commuter style bike paths run along median strips ala Melbourne?

Make the Esplanade in Mt Pleasant one way and use the other lane for bikes to separate them from the the walkers, prams, dogs and runners on the path. There are so many intersecting streets that one way traffic would not be a problem for residents.

Laurel | Posted on 7th May 2019

could you get Jandakot airport to get aircraft to fly over freeway & roe highway instead of over our homes in Leeming, this was never zoned as a high aircraft impact zone

Jennifer | Posted on 7th May 2019

I would love to see Parry Avenue turned into a more pedestrian/cycle friendly street. From Dean Rd, Bateman to Karel Ave, Bull Creek there are two shopping districts and three medical centres directly on Parry Ave. There is a BMX club, a tennis club, several parks and nearby retirement villages. Parry Ave also provides access to Bateman, Bull Creek and Oberthur Primary schools, Yidarra Primary, Corpus Christi College, All Saints College (K-12), and Rossmoyne and Willetton High Schools. Yet it is a rat-run for people avoiding Leach Highway and South Street. Imagine if all of these facilities could be accessed by people walking and on bikes, primary school children even. Big, wide bike lanes, shaded paths and local cars only, at 40kmph. That would be nice.

Joanne A | Posted on 8th May 2019

Would be great to see you sink the cycle path under Cranford Ave for all cyclists; a much safer approach for all users - including drivers

Drema | Posted on 9th May 2019

Many residents in the city strive for uni education and attend UWA, an integrated transport system involving ferry connection into UWA would be a great help. Getting to Curtin, Murdoch and Notre dame is alright for now but getting our young residents to their education at UWA would be a great initiative.

MaxF | Posted on 9th May 2019

With infill and population growth we are seeing increases in private, commercial, and public transport densit. Internet shopping is producing many home delivery vehicles, including Coles and Woolies, and Uber is ever increasing with ride share and food delivery.

In order to promote traffic flow and enhance road safety, the City policy CP 029, which "prioritises on-Street car parking" needs to be reversed to discourage on-street car parking. Developers and new home builders should ensure sufficient off-street parking when submitting development applications.

Failure to act now will produce much congestion and gridlock, and with it, a degradation of safety and liveability throughout the City which will be with us forever more. Think ahead and act now.

JM | Posted on 9th May 2019

Please....traffic lights at highway end of hislop road! So many people take their life in their hands trying to duck across towards Fremantle ...another accident waiting to happen.

MaxF | Reply Posted on 9th May 2019

Yes, Canning and Hislop is treacherous. It need lights as you suggest, or preferably, reduce the number of right turns from Canning Highway. Use the right turns before or after Hislop and deny a right turn at Hislop.

Pete Best | Reply Posted on 15th May 2019

I know of one fatality at Canning and Hislop. It might not have happened had there been some traffic control in place.

JSten | Posted on 9th May 2019

a ferry service from canning bridge into the city would be great

Browny | Posted on 10th May 2019

Please consider CAT style buses that could transport you directly to and from the nearest Train Station to the local Activity Centre. In addition a CAT bus running between the Activity Centres themselves would also be great.

Paul H | Posted on 10th May 2019

A few points:

The first few are state/federal government finance projects, but Melville can advocate for these.

- high frequency light rail (or dedicated bus) lanes along Canning Hwy, Marmion to Garden City and Leach Hwy to connect Fremantle with the Freeway train stations. Must be quicker than cars or people will not use them.
- Fix up the Canning Bridge interchange. Needs to have a drop off zones, better pedestrian and bicycle accessibility
- Cycling routes that link our activity nodes, along secondary roads. Importantly they should have some physical separation from the vehicles by a kerb or similar to give cyclists of all ages and abilities the feeling of safety and confidence to make the trip, not battle with cars and trucks.

Bob | Posted on 10th May 2019

I am retired and live about a kilometre north of Garden City.

I have two main destinations - Garden City which I get to on my bicycle, and Melville Glades Golf Club to which I drive. I also ride my bike to Bunnings quite often, and several times a week go for a bike ride - mainly on cycle paths. I am very fortunate as there are no major barriers, but in the cycling realm i need to be very careful off the paths as the roads are risky - particularly at roundabouts and at pinch points where median islands have been placed to slow the traffic. Both of these are dangerous places for a cyclist. I always wear a highvis jacket when riding my bike

I virtually never use public transport, once in the last year to go to the cricket.

E | Posted on 10th May 2019

The connection between Canning bridge station and the canning bridge precinct needs to be improved. Pedestrian access currently requires using the underpass under the freeway on-ramp. An update of the bridge to allow a covered walkway +/- space for small commercial shops similar to those in transport tunnels linking train stations could be a solution.

Rhonda | Reply Posted on 11th May 2019

Good suggestion! We were promised a second bridge as part of the Canning Bridge Plan but it dissolved by the time the Structure Plan was agreed. Access to the station from MT Pleasant is quite difficult and highly exposed to the sun and winds.

Jenny | Posted on 10th May 2019

As there is so little interest paid to disability parking I have had to give up any thoughts of going anywhere and have given up trying. More attention should be paid to disability parking, especially in the village shopping on Ardross Street. My late years of life have been very disappointing for the above reasons.

Wazza | Posted on 10th May 2019

There is currently major congestion problems in the Canning Bridge precinct especially Sleat Road. I live 700 metres from Canning Bridge and am forced to drive via Sleat Road to access Canning Highway to travel to Canning Bridge. At off-peak periods it takes me 3 minutes to reach Canning Bridge. However in peak periods, it can take up to 25 minutes to reach Canning Bridge from my home. The main congestion point is the Sleat Road/Canning Highway intersection. This is due to the poor design of this intersection on the Mount Pleasant side and the long wait times (up to 2 minutes at the traffic lights before Mt Pleasant residents are allowed to access Canning Highway). As you are about to add thousands more vehicles with the many high rise developments going up in Mount Pleasant, this situation is going to become far worse. It's going to become a very significant issue as Sleat Road is the main access road to Canning Highway for those residents of Mount Pleasant heading east to the Kwinana Freeway.

Monika | Posted on 10th May 2019

I used to commute to work by bus most days before I moved to Willagee. Now however I have to commute by car. The first bus in the morning leaves too late and it's just a very slow route to the city. Also in the afternoon, buses are not regular enough until early evening, it doesn't suit my work hours. I would love to switch to public transport more regularly if it was faster/more regular.

Dutch cyclist | Posted on 10th May 2019

Cycle path along freeway, between Leach Hwy and South St, sections of it are notoriously bumpy and need of maintenance and I almost fell off the bike as you accelerate downhill from Bullcreek station. Lack of lighting along freeway cycle path especially near South St; between FSH and Farrington Road, Cranford Ave towards Mount Henry Bridge; the freeway cycle paths south of and north of Canning Hwy connecting to Perth City; and at Piney Lakes Reserve with the upgraded shared paths along Murdoch Drive. They are all very dark at night and makes one feel uncomfortable to commute at night. Could the cycle paths in particular along the freeway, in addition to having lights installed also have white reflector markings not just on the median but also on the sides? Despite having night lights on it is difficult to see the path ahead.

I am reluctant to cycle along Somerville Boulevard, Winthrop, because a) you will be cycling towards the sun (sunrise and sunset) thus motorists will have difficulty seeing you and b) there is no colour distinction between the cycle lane and proper car road. Not keen on becoming another cyclist statistic! All cycle lanes throughout City of Melville should be in red colour to 'separate' it from the car road.

A colleague who lives in Canningvale was thinking of cycling to Murdoch Station to catch the train to Rockingham for work but is put off by the lack of proper cycle paths. Apparently cyclists are able to use the dedicated bus lane on South St, but in his words it is 'dicey' to which I concur.

So you are left with the option of cycling on the pedestrian path (made of concrete slabs) along South St (Kardinya, Murdoch, Leeming) and because there is not much attention by the council, the pedestrian concrete slabs are sticking in the air and not uniformly flat with the next concrete slab, thus making for a very bumpy and uncomfortable ride.

Can I suggest separating cyclists from pedestrians with their own dedicated path especially in areas where it is popular with walkers and runners - Shelly foreshore, the Esplanade in Mount Pleasant, and the shared path along the freeway between Cranford and Perth City? The Netherlands style - On top is the pedestrian path in grey colour separated by a small kerb with the red maroon cycle path which is a level down, which in turn is separated by a road kerb.

Alighting a bus on South St, Murdoch and Kardinya area, and crossing 3 lanes from both directions to reach the residential areas on the north side of South St, is a dangerous game of dodging traffic. There is no overpass or pedestrian traffic light crossing. You have to run when crossing South

St to avoid being hit.

I am all for electric trackless trams. They are much cheaper because there are no tracks and overhead electric wires to install. China is using this technology.

Trisha | Posted on 11th May 2019

The amount of traffic cutting through Mount Pleasant is already very heavy. The Canning Bridge proposals are going to make the traffic horrendous. It now takes 35 minutes in a morning to travel from Ogilvie Road to the Dentist on the other side of the Canning Hwy due to the "rat runners" and the queue at the traffic lights on Sleat Road. Another huge problem is the number of cyclists that appear to think Applecross and Mount Pleasant are the equivalent of the Tour de France bike race. The vast majority do not adhere to the rules of the road or the pathways as they speed up behind you and ride very close when passing.

Rhonda | Reply Posted on 11th May 2019

I agree with your comments Trisha. It can take 35 minutes in the morning to get out of MT Pleasant . When winter comes and there are blockages on the freeway this is likely to become much worse.

Janet | Posted on 11th May 2019

Melville needs free local buses, the CBD and Fremantle have them. The buses need to be electric buses, as in Shenzhen, China. Don't spend rate payers money on outdated buses. Or light rail/trams. The buses need to travel to popular places with lack of adequate parking, Deep water pt, Heathcote, Canning bridge, etc. it's ridiculous walk from the Reynolds Rd bus stop, elderly people can't walk that far, esp on a hot day.

<https://techcrunch.com/2019/01/04/shenzhen-electric-taxis-push/>

1234sox | Posted on 11th May 2019

access from Applecross to Applecross High School in Ardross is difficult for children...

consider making a safe pedestrian crossing canning hwy for school children trying to get to Applecross High School from Applecross. They currently use Riseley St traffic lights but cars regularly go through the red light at that intersection at peak hour when children are crossing. Consider making the existing red light camera at this intersection fine cars that stop half way through the intersection (blocking the whole intersection) after the light has gone red so pedestrians can cross unobstructed. Also consider adding a bus for school children to get from Kintail and Matheson Rd to Applecross High School, currently it takes two busses and about 30mins to travel 2km to and from school.

Willx2 | Posted on 11th May 2019

There is so much more that can be done to encourage people to cycle. There are some fantastic cycle paths but sadly they are often interconnected to roads that whilst designated cycle friendly, are anything but. With the increased uptake of electric bicycles there's a massive opportunity to reduce the use of cars on our roads

The current reality is cycling to work in Perth is dangerous, it doesn't have to be...

Rhonda | Posted on 11th May 2019

The survey makes assumptions that may disturb the results. It concerns the level of local amenity. I do not shop in the City of Melville due to the lack of desirable options. For example it asks where daily shopping is done and how one gets there. AS there are no shops in Mt Pleasant where one can buy an apple, a lettuce or a carrot local people drive to Brentwood as the local shops. It is too dangerous to walk across Canning Hwy to get to the 24 hour supermarket and they are too expensive. It would take 30 minutes to walk or 2 bus trips each way to get to Brentwood so not an option. Similarly to use an ATM there are no bank ATMs at Canning Bridge, Applecross, Brentwood or in Mt Pleasant. It is a 40 minute walk to Booragoon or a 20 minute walk to Riseley St. So I weekly shop at the Manning Farmers Market, buy groceries from Karrawarra .

McGrath | Posted on 11th May 2019

I mostly travel locally around the city of Melville to the local primary school and my work which is also in the city. Most of my other activities are also within the city in terms of after school activities, shopping and socialising. Beyond that we go out of the city from time to time for appointments and to visit family and we frequent Fremantle quite a bit.

The majority of our travel is by car, twice per week we walk to school.

We own bikes, but riding to work is not an option as I can't make it in time between school drop off and work start. And vice versa when leaving work to pick the kids up from school. Further to that is the sweat and helmet hair factor when at work. My work does have facilities to shower, but again time and vanity is an issue working in a corporate environment.

Riding a bike isn't helpful when getting groceries, and again, time is usually a factor when choosing to ride to appointments. Going to Fremantle usually involves bringing a lot of tools or other items, so again we need a car to transport our gear

We are going to Optus stadium on the weekend, we will catch public transport then because it is easy and a treat for the kids. Generally though, public transport is time consuming and we only use it when we have a whole day and we can make it an experience rather than convenience.

Leeming Res | Posted on 11th May 2019

Farrington Road

Monitor Truck Usage

Continue Dual Lanes – Bibra Drive to North Lake Road

Round-a-bouts – Progress Drive and to Kennedy Baptist College (can't find road name)

Give access via Round-a-bouts to Gilbertson Road and/or Windelya Road from Farrington Road

Progress Drive – Get rid of stupid Stop sign traffic calming area at Farrington Road end (probably part of Cockburn)

Murdoch Train Station

More Car Parking

East side of Carpark - 1. Access to Freeway South

2. 1 Left turn lane & 2 right turn lanes at lights on to South Street

3. Tidy up over grown footpath.

4. Pedestrian Bridge access somewhere near retirement Village

Corner South Street, Calley Drive and Bullcreek Shopping Centre Access

Allow Pedestrian crossing on all sides of the intersection.

Camera to catch all illegal U-turns.

Under South Street walk way from Retirement Village to Banks, Shopping Area.

Michael | Posted on 11th May 2019

Hello I predominantly use pedal power to ride daily from Bicton to the city and back for work. I also do an early morning ride in various pelotons on either a Saturday or Sunday. While I find the vast majority of the vehicle drivers who pass me are courteous and understanding, there are still some exceptions to the rule, who find nothing better than to shout and hurl abuse at me or drive up next to me and toot the horn in my ear for no apparent reason than to try to make me soil my dacks.

My question - Is there going to be a time when there are designated bike lanes on major roads, such as Bourke Drive or even Canning Highway, such as there is on Preston Point Road?

Regards

Michael

Keito | Posted on 11th May 2019

Accessible footpaths please! Especially for people with prams/ walkers /wheelchairs. I'm shocked how many streets don't have footpaths, or only have footpaths on one side. No wonder we have traffic congestion if we can't comfortably walk to shops, parks etc.

SQ | Posted on 11th May 2019

I use my car to travel everywhere due to a leg operation / disability. I often give up if I can't find an ACROD bay with plenty of room to open the car door wide enough. There are not enough ACROD bays for food shopping or general areas. Perhaps if there were extra bays allocated for off peak only times, that would help. I have needed to ask strangers to reverse out my car if someone has parked too close so that I can not access the car door.

SQ | Posted on 11th May 2019

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Mitchell | Posted on 11th May 2019

I regularly use the 910/111 bus routes in both directions. I use these buses for work to connect to canning bridge station.

I drive throughout the city as well, it is highly connected.

My only issue is the intersections on Canning highway from riseley street to Reynolds road. This is a highly congested section of road (during peak hour) impacting the efficiency of public transport routes along this strip.

It is sometimes quicker to catch the 148/158 bus through Applecross in order to avoid this traffic, as is also common practice amongst car drivers

R3dwyn | Posted on 11th May 2019

please can you look at the intersections of Reynolds and Canning Hwy. It's so often used as a "rat run" during peak periods which means it's difficult for local residents to get out of their houses. It's only going to get worse with the canning bridge infill plan.

Terry | Posted on 12th May 2019

Light rail from Murdoch station towards fremantle will help to connect the medical hub and university to the town.

jack_mccarthy | Posted on 12th May 2019

Mainly car with occasional bus. Peak hour canning hwy is going to be serious issue going forward and proper infrastructure must be looked at to open it up.

Dale Quinlivan | Posted on 12th May 2019

I agree with the comment below about a bridges across Leach Highway at Bull Creek Station which should also be suitable for cyclists.

An east to west cycle path in the south of the city to Fremantle is needed to avoid having to cycle down South Street. The former Roe Hwy road reserve provides an opportunity to create something really special that can be used for all forms of active transport.

Richie | Posted on 13th May 2019

A bus connecting willagee to bullcreek stn would be great. Also perhaps to pt Walter.

Get trucks off our roads. Flyover at leach / stock.

Better cycle path opposite intersection of leach / winthrop dve.

Intersection of leach / winnacott is a nightmare. Unsafe.

Drainage pits to bottom of ladner st prior garling to prevent possible aquaplane incident. Very dangerous in winter.

Nicer entry statements to Willagee please !

Peter & Kathy Melsom | Posted on 13th May 2019

Desperately need overhead foot crossing between Marcus Ave and Riseley St. adjacent to bus stops on either side. Impossible to cross with massive traffic particularly trucks on Leach Highway. Kids on bicycles traversing to school, residents on northern side attempting to access the

southern side, parents with prams, residents with animals and bus patrons at opposite side bus stops face near suicidal double lanes of constant traffic attempting to access the opposite side.

Peta | Posted on 13th May 2019

car

Cycle

Occasional trsi

JudyB | Posted on 14th May 2019

Canning Bridge and Station needs to be replaced. At peak crossing Canning Bridge from Applecross to Como is highly inefficient. The right hand lane entering the freeway north blocks the left lane crossing Canning Bridge (as do buses stopped at the train station). The right lane is blocked with traffic entering the freeway South. This leaves no movement across the bridge until the traffic moves. I fail to see how the new Smart Freeway measures are going to improve the flow of traffic along Canning Highway.

<https://project.mainroads.wa.gov.au/home/smartfreeways/Pages/default.aspx>

I would also like to know why, with the relocation of bus stops along Canning Highway is the past couple of years, why the City has not constructed off highway bus bays. The previous locations had them. This results in lane changing to go around buses that reduces the traffic flow and increases the risk of accidents. The one bus stop that does concern me the most is the stop just after Sleat Road Applecross heading East. This stop is very close to the intersection. Cars crossing the intersection then have to stop suddenly when a bus stops (stop 10322) often causing traffic behind to stop in the intersection.

With the increased density in the City of Melville along Canning Highway an additional dedicated public transport lane would be appreciated by many.

JK | Posted on 14th May 2019

I would like to see a cycle path through Willagee that connects west to Fremantle, east to Bullcreek Station and north toward the river. This would connect and encourage cycling from this suburb for leisure and travel to work for many people. This suburb is well located to cycle to these locations being less than 5km in each direction. Willagee is also very overlooked for public transport options. The bus through the suburb is infrequent during the day and weekends. There is also a lack of north south bus connections, it would be great to have a bus option along the full length of north lake road, giving non drivers and teens easier access to adventure world, cockburn ice arena, cockburn arc and the gateway shopping centre.

Pete Best | Posted on 15th May 2019

Here in Willagee it is totally impossible to get onto a cycle path without risking our lives amongst aggressive traffic. If we want to ride our bikes to Fremantle, Bull Creek Station, Cockburn Central, Perth City or anywhere else we must put our lives at risk. We'd really like to have safe cycle access into and out of The Gee.

Keep up the good work.

Pete Best | Posted on 15th May 2019

Disability access to Canning Bridge Station is essentially non-existent. A person on crutches or with a wheelchair is severely disadvantaged when approaching the station from any direction. It is ten years now since we took a walk around the extended area of Canning Bridge with a disability consultant, the then Minister for Transport, the Mayors of South Perth and Melville and the two Councils' Planning Directors. Nothing has changed.

Pete Best | Reply Posted on 15th May 2019

My blog ten years ago tells the same story. The WA State MP for South Perth commented that he would try to get action. Nothing happened. <https://comobeach.blogspot.com/2009/02/no-disabled-access-at-canning-bridge.html>

Themax | Posted on 15th May 2019

Weaning people away from their cars needs to be made easier & more convenient. Providing for more car bays @ Bull Creek train station would be a good start. Arranging more ferry trips to Perth & UWA, such as from Canning Bridge, would also be a good initiative. Introducing a toll on public transport routes, such as Kwinana Freeway, during peak hours would reduce traffic congestion pretty quickly. Traffic calming infrastructure on the Esplanade in Mt Pleasant needs a review & restructuring to enable cars to travel unhindered by bikes.

Ada | Posted on 15th May 2019

I travel predominantly via bus down South St from East Leeming to Murdoch University. I generally find this mode of transport quite satisfactory. My one issue is with the decision to make the bus lane along this section of South St a "bus and bike" lane. Not only does this slow down the bus traffic if a cyclist does dare use it for this purpose, but it is very dangerous for cyclists! I do cycle around this area somewhat frequently, and would cycle to uni if there was a better route available, but I myself would not dare to cycle in the bus lane - and the footpath option is windy, slow and very bumpy! I also drive regularly around Leeming, and using South St/Vahland to travel to other areas.

JonathanU | Posted on 17th May 2019

Road traffic along Canning Highway from Riseley St Heading east to Canning Bridge in the mornings is terrible. The buses get held up very badly. Can anything be done to help fix this? It's pretty bad heading west in the evenings too, but probably not as bad as the morning.

The pedestrian cross walk across Canning Highway at the Melville Plaza shopping centre takes ages to stop the traffic and people don't bother waiting for it. Can this be improved please? It is really difficult to cross Canning Highway as a pedestrian even at the best of times. This could be a real asset to the community if it was functioning effectively.

The traffic lights at the intersection of Petra Street and Canning Highway desperately need an upgrade. They go green but the red right turn arrow stays on - why on earth this happens I have no idea. This is the only set of traffic lights that does this. It is highly inefficient.