



City of Melville Links Road Safe Active Street Project

COMMUNITY CONSULTATION FREQUENTLY ASKED QUESTIONS

The City of Melville (the City) has received funding from the Department of Transport (DoT) to create a series of safe active streets linking Garden City Shopping Centre and Riseley Street Activity Centre.

Safe active streets are local streets with few cars, travelling at low speeds that prioritise bicycling and enhance conditions for walking. They are an important, new part of Perth's transport network offering safe and comfortable routes for people riding bikes.

You told us what matters to you along the proposed Safe Active Street and we now have a real understanding of what is important to you all.

Thank you to everyone who took part in the consultation and provided valuable feedback on the project. This feedback is being used by the project design team.

This document provides responses to frequently asked questions raised during the consultation period.

Q: Will additional trees and greenery be planted along the route?


Key nodes of green space are being designed within the project and additional tree planting is being considered along the length of the route. This is in keeping with the City's Urban Forest Strategic Policy.

Q: Will the safe active street be designed to take advantage of existing tree shade?

The City endeavours to retain as many trees as possible and plant additional trees in order to maximise shade along the route. If a tree is removed at least two more will be planted either in a similar location or elsewhere in the area.

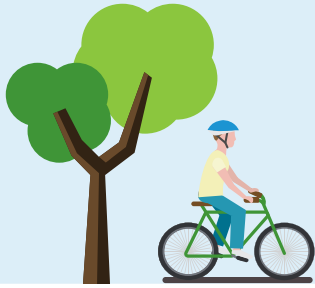
Q: Will a walking and cycling route to Wireless Hill be addressed in this project?

A route via Wireless Hill is out of the scope of this project. Traffic studies will be undertaken after the project is finalised and if there are issues with pedestrian and cyclist safety, local traffic management measures will be considered.

For more information  www.melvilletalks.com.au/sas  talk@melville.wa.gov.au  9364 0666



COMMUNITY CONSULTATION FAQs



Q: Isn't the gradient on Hope Road too steep for cycling?

Only the northern end of Hope Street is part of the safe active street. All routes from Canning Highway to Garden City will have some gradient issues, owing to the nature of the topography.

Q: Will other changes to local roads be considered as part of this project, such as lengthening the turning lane onto Canning Highway?

Changes to roads outside of the alignment of the safe active street are out of the scope of this project, however they will be considered in future local traffic management planning.

Q: What will be the impact to other local roads if cars divert to avoid the safe active street?

The roads along the proposed route are local access roads and most traffic is local in origin. As the existing traffic volume is low on Links Road, it is not expected that there will be a significant redistribution of traffic to the surrounding streets. Similar projects in the cities of Vincent and Bayswater have shown little to no change in traffic in surrounding streets as a result of safe active streets. Additionally, the safe active street will create a more attractive and convenient route for people to walk and cycle to Garden City, potentially decreasing local trips made by car. Before and after traffic studies will be conducted to assess traffic impact on the surrounding streets as well as road safety impacts. Any impacts will be considered and addressed as part of ongoing local traffic management planning.

Q: Why are there no one-way sections in the design?

Research into one-way roads shows that they increase speed as drivers don't pay as much attention to the road given there is no oncoming traffic. Narrowing the road and decreasing the speed to 30km/h will increase safety for all users. For sections where parked cars may narrow the road space, effectively making it one-way, standard give way rules will apply (approaching vehicles give way to any car or bike already at or passing through the slow point).



Q: What will be the parking impact of the project along the route and to surrounding streets? Have future developments and density been considered?

Parking provision along the route will not decrease as part of the project, while additional parking is proposed to be created in surrounding streets. Parking for any new developments, including higher density developments, will be considered in the planning and approval processes of those projects. The operation of the selected route, including parking, will be monitored and amendments to the parking scheme will be made if required.

COMMUNITY CONSULTATION FAQs

Q: Has the impact on the schools been considered?

The aim of the safe active street project is to increase active travel in the area, including increasing the number of students walking and cycling to school. The City and DoT will continue to engage with the schools to ensure the design and activation of the project addresses specific parking and traffic needs.

Q: Are additional facilities being considered for the schools, such as signage, perpendicular parking, pick-up and drop-off areas and crossing treatments?

“LOOK” pavement marking at pedestrian crossings will be put in place to alert path users that they don’t have priority. This has been shown to be effective on other safe active street projects. Both schools have pick-up and drop-off facilities on surrounding streets. Perpendicular parking is not being considered as it is less safe than parallel parking as cars back out onto the traffic. The City and DoT will continue to work with the schools on educational activities to assist students in safe travel to school.

Q: How will the 30km/h speed limit be monitored and enforced?

An aim of the safe active street project is to increase safety for all users and reduce speed in the area. The route is designed for 30km/h through a range of measures, including raised platforms, signage, street narrowing and landscaping. All speed zones are enforceable by the Police. The City and DoT will monitor traffic on the route and address the design as required.

Q: Will additional secure bike parking be made available at Garden City?

Yes, additional secure bike parking will be made available at the Garden City’s end of trip facilities.

Q: Are there plans for more local footpaths on surrounding streets?

Local streets are all considered as part of the City’s forward works program for footpath installation.

Q: Can the project be extended to include a broader local area? Are there plans for treatments on other local roads?

There are proposals to extend the safe active street over Canning Highway and north to the river and also to install safe active streets in other areas of the City. These proposals will be considered as part of ongoing local transport and traffic management planning.

