



City of
Melville

REPORT



SAFE ACTIVE STREETS

Community consultation
and engagement report



Contents

Purpose of engagement.....	3
Objectives	3
Methodology.....	3
Engagement Process.....	5
How did Residents and Ratepayers find out about the consultation?.....	5
Who visited the Safe Active Streets pages and how did they get there?.....	5
What did they do once they reached Melville Talks?	5
Interactive Map Outcomes	8
Questions	8
Existing problems with Road Safety	9
Consequences/predictions	9
Suggestions for improvement	9
Workshop Outcomes.....	10
M- Participation	12
Group Discussion	15
Workshop Evaluation.....	16
References	9
Appendix A	10
Questions	10
Existing Problems.....	10
Consequences Identified	12
Suggestions for improvement	14
Appendix B	16
Burning Questions.....	16
Appendix C	17
Group Discussion	17

Purpose of engagement

To engage with citizens on concept planning for a safe active street route from Garden City to Riseley Centre in ways that are fair, transparent and can be linked to final outcome/s of engagement.

Objectives

- ✓ To **inform** residents along the proposed route for the Safe Active Street about the project, opportunities for community participation and where they can get more information.
- ✓ To **involve** residents who live along the proposed route in the concept design process, this will include two opportunities to participate:
 - Use of a social map on the City's engagement platform, MelvilleTalks
 - Attendance at a workshop to discuss findings from earlier phase and respond to issues, concerns and ideas to enhance the Safe Active Street
- ✓ To **inform** both schools and PF's about the project, where to get more information, add pins to a map of the route and include links to DoT services and programs.
- ✓ To **inform** the broader community, advocacy groups etc. about the project and where they can get more information, including links to DoT services and programs once consultation with residents along the route, schools and people who use the route.

Methodology

Stakeholder engagement deploys qualitative research methods to arrive at an understanding of the impacts of a project, plan, strategy, policy or service review on a community. It concerns the “why and how” questions of human responses to a situation rather than “counts or measures” (Given, L. M. 2008). The three most commonly used methods are participant observation, in-depth interviews and focus groups to be deployed dependent upon the type of information or data needed.

The City identifies people most likely to be directly impacted by a project – in this instance residents along the route - to obtain information on:

- How they believe they will be impacted (negatively or positively)
- Their issues, concerns and good ideas.

In this instance, qualitative methods to enable people most directly affected by the proposal to participate were deployed and are detailed on page 5 of this report.

To provide the community with details information about the project, the process of engagement and to collect the requisite information, a dedicated web page on MelvilleTalks was set up which included the following:

- What the engagement is about
- Who is being engaged and how
- Interactive maps of the route and how to use them
- Illustrations and explanations of features within the design
- A timeline

- A registration form to attend a workshop following the interactive mapping process
- A document library
- An open discussion forum (moderated)

The interactive map enabled residents and others to share thoughts and ideas online by selecting one of three different coloured pins to share a comment along the route. Blue pins indicated *I am resident*, purple pins indicated *I use this route*, and a yellow pin for parents and children of the two schools indicated *My trip to school*. This was intended to assist the project managers in reviewing and responding to community feedback from multiple perspectives.

The community workshop was co-hosted by the Department of Transport and the City of Melville for participants:

- To see how their feedback had informed the partners of their views
- To meet and hear from people in the partnership team
- To ask questions.

The outcomes of this workshop is detailed on page 10 to this report.

Engagement Process

How did Residents and Ratepayers find out about the consultation?



350 direct invitations
sent to residents along the route



3 in person meetings held with schools



9 street signs and 10 pavement stickers were placed along the route



A dedicated **Melville Talks page**

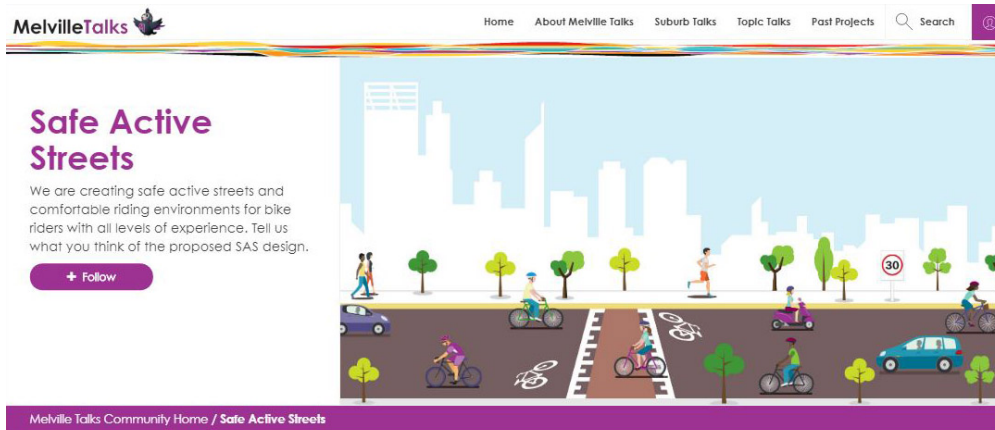


3 Facebook Posts shared



An **advertorial and news article** in the Melville Times

Melville Talks



News Article

Have say on road plans

THE City of Melville is seeking feedback from local residents and other road users on a project 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.

The City is seeking feedback on the concept design for the proposed Links Road Safe Active Street project via the City's online community engagement platform, Melville Talks, where people can find out more about the Department of Transport's Safe Active Streets Program and provide feedback on the concept design using an interactive map of the route.

People have until 5pm Friday, October 26, to give feedback.

After the engagement period, community members will be invited to attend a workshop at the City to hear the outcomes from the consultation and ask questions.

- PROPOSED ROUTE
- ABOUT THE CONSULTATION
- VIDEO
- HISTORY
- FAQS

The City of Melville has received funding from the Department of Transport 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 and walking.

The proposed route for the safe active streets encompasses:

- Links Road;
- Collier Road south of Millington Street;
- Millington Street east of Collier Road;
- Hope Road north of Millington Street; and

Existing vs Proposed Streetscape



Facebook Post



Advertorial

Community input sought on Safe Active Streets Project

The City of Melville has received funding from the Department of Transport 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.

Have your say on the concept design on Melville Talks, and register to attend a workshop at the City to hear the outcomes from the consultation and to ask questions of the experts involved in the project. Consultation closes 5.00pm Friday, 26 October 2018.

For more information on the proposed safe active streets and to provide your feedback using our interactive map, visit www.melvilletalks.com.au/sas or call 1300 635 845 | 9364 0666 for assistance.

Signage

City of Melville LINKS ROAD SAFE ACTIVE STREET PROJECT

Have your say!

The City of Melville has received funding from the Department of Transport 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 and walking.

Have your say on Melville Talks and register to attend a workshop at the City to find out what you told us and ask questions of the experts involved in the project.

www.melvilletalks.com.au/sas

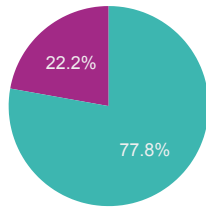
Who visited the Safe Active Streets pages on Melville Talks and how did they get there?



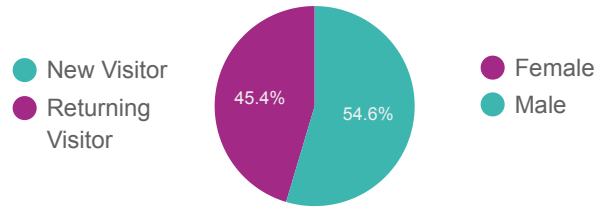
607 People

visited the Safe Active Streets pages on Melville Talks

Visitor Type



Gender



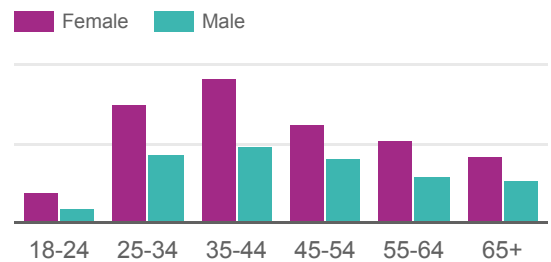
Bounce Rate

This is the percentage of single-page sessions that occurred with no user interactions.

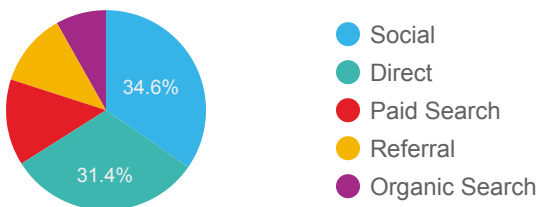


For example when a person has entered the site and backed out straight away. **The average for Australian websites is 34.8%**

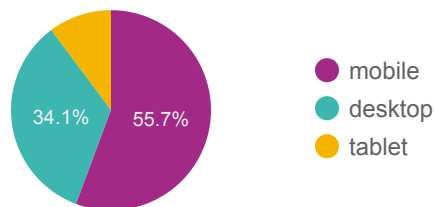
Age



How did they get to Melville Talks?



What did they use?



	Social	35.58%
	Direct	32.29%
	Paid Search	14.33%
	Referral	12.19%
	Organic Search	8.4%

mobile	55.68%
desktop	34.1%
tablet	10.21%

Source	How they got there?	Unique Pageviews
1. melvilletalks.com.au/sas	Direct	300
2. mobile.facebook.com	Social	198
3. google	Paid Search	131
4. melvillecity.com.au	Referral	84
5. google	Organic Search	71
6. facebook.com	Social	34
7. digitalmail.marketforcedigital.com.au	Referral	32
8. bing	Organic Search	22
9. forums.whirlpool.net.au	Referral	14
10. business.facebook.com	Social	11

What did they do once they reached Melville Talks?



607
People visited the
Community Aspiration
pages

776
Sessions or groups
of interactions by a
person in a period of time
were recorded

2,141
pages views
of the Community
Aspirations were
recorded

926
**unique page
views**
were recorded after
eliminating multiple
page views by the
same person

Per session

The average
person looked at

2.76
pages



and stayed on
Melville Talks for
01:12
minutes



55
Seconds
The average time spent by a person
on a Community Aspiration pages

Pages visited

Page	Unique Pageviews	Avg. Time on Page
/sas	661	00:00:37
/SAS	227	00:01:32
/SAS/safe-active-street-community-workshop	38	00:01:39
Grand total	926	00:00:55

Document Downloads

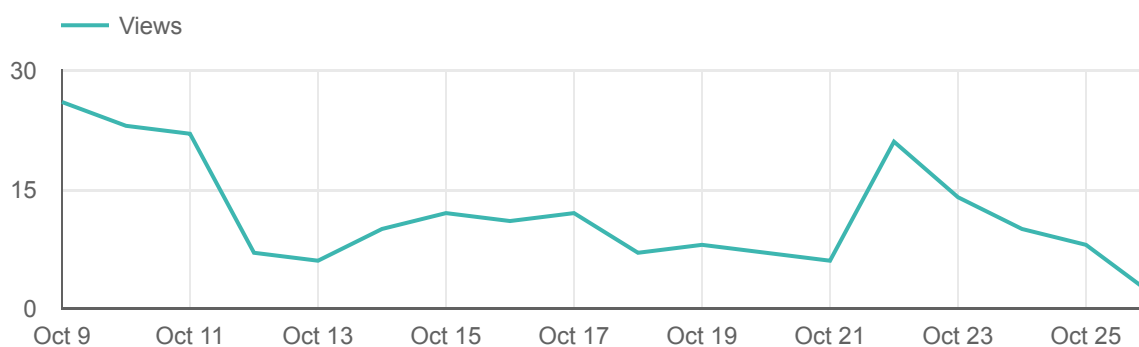


Safe Active Streets Information sheet
downloaded **65 times**



Safe Active Streets FAQs downloaded
91 times

Flyover videos watched



Video Title	Video Link	Views
City of Melville - Safe Active Streets Flyover Existing vs Proposed	https://www.youtube.com/watch?v=ody0iwnydnQ	202
City of Melville - Safe Active Streets Flyover Proposed	https://www.youtube.com/watch?v=-N8JasyA400	19
City of Melville - Safe Active Streets Flyover Existing	https://www.youtube.com/watch?v=3kFtfmRNUL0	3

Interactive Map Outcomes



41 People provided 67 responses

Participants' thoughts and feelings about the Safe Active Street proposal obtained via the interactive map were analysed using qualitative data techniques including:

- Scanning the primary data for words and phrases most commonly used by respondents,
- Reviewing the context within which words and phrases occurred,
- Coding and re-coding ideas into discrete ideas about what participants were thinking or feeling until all the data had been reviewed and no new insights emerged.

The primary insights are provided below, together with direct quotes from participants which best illustrate the insights.

Questions

These are the things we don't understand with respect to the project

"...what impact to traffic will there be as people divert and use streets adjacent to avoid slow points?"

"I am fully supportive of this type of initiative...what [will] the impact...be on school drop off and pick up traffic."

Existing problems with Road Safety

Things that worry us now, and how the project will fix them?

“The rat running is mainly during the morning community time and coincides with the movement of students walking or cycling on the way to the Links Rd Schools. – not a good mix”

“I regularly drive and walk along this route. Although I support the concept, at school pick up time lines of cars travelling south double-park from the school entrance back to Drumfern. It is difficult to see this behaviour changing, and any narrow points will make the street impassable at those times for residents.”

Consequences/predictions

Things that we anticipate could happen if the project goes ahead.

“This is long overdue and will be a vast improvement to the current layout. The only exception is the slow points on Links Road which are excessive to the plan, will reduce available car bays and create a hazardous situation for reversing residents...”

“Given that the ‘creation of liveable streets should be the main goal; and ‘safe active streets should be visually appealing, especially through greening’ I don’t think removal of green areas on Leverburgh Street to facilitate car parking, achieves either.”

“The school areas are already very congested at drop off and pick up times with high numbers of parents who travel from out of the ‘Local Intake Area’ to both primary and high school, they will certainly not be cycling. With the narrow roads it will cause bigger problems with the flow of traffic.”

Suggestions for improvement

Our good ideas

“More shady trees along this section would be better for pedestrians; otherwise you could have the footpath on the north side of the road to take advantage of existing shade trees.”

“...the additional parking in Alexander Street is not necessary if the parking in Leverburgh was used...this parking is on the opposite side of the street to the homes and is a much safer pick up point than Links Road. Pupils would just have to be educated to exit and cross the oval instead of all heading for the main gates.”

“The concept is good, but the road is very congested at school drop off and pick up times. So I think some modelling will need to be done to ensure traffic flow is not interrupted at these times.”

To conclude, analysis of the data suggests that most people approve the concept of the safe active street but need to have their reservations addressed and mitigated before giving wholehearted support.

The complete list of comments is provided in Appendix A to this report.

Workshop Outcomes



32 people attended the workshop

The workshop format included Mobile Participation (M-Participation), round table discussions and facilitated discussion, questions and answers and brief presentations.

M-Participation enables participants to use mobile devices to respond to a series of questions and to see how everyone else in the room has responded at the same time. Some questions ask participants to click on an image, or a map, others use multiple choice questions which can be displayed as dynamic bar graphs or donut charts. Open questions enable participants to text or type their responses and there is a range of formats in which all the responses will appear including text walls, text groupings and word clouds.



To assist people unfamiliar with this type of technology, staff were on hand to assist individuals and pre-set recycled iPad are provided for people who do not have a mobile device or don't want to use their own. To avoid the necessity of participants using their own data, the City has created an SSID specifically for this purpose and instruction is given on how to log on to it.

Experience has shown us a number of disadvantages using conventional methods of engagement employing the use of whiteboards, butchers paper and 'dotocracy' to capture the contributions of participants at a workshop. We have found that:

- Confident and articulate people will seek to direct and control the flow of discussions.
- People who are uncomfortable with speaking in a public setting will not contribute.
- Records of the event are likely to be incomplete or inaccurate, particularly in circumstances where volunteer scribes are used.
- In these circumstances, the output
 - Will need to be transcribed or collected in another way (photographs) as a record
 - May not accurately reflect what people in the group said
 - May not be understandable following the event without the advice of table participants
 - May be illegible
 - May not be available for several weeks, rather than immediately following an event.

On this occasion, M-Participation was integrated with a PowerPoint presentation and used as an ice-breaker, as a method to build social connectedness amongst participants, to identify questions of interest to everyone present and also for agreeing on the rules of engagement for the evening. M-participation was also used to evaluate the workshop from a participant's perspective.



Project team partners received individual submissions from people unable to attend the workshop.

M- Participation



How are you feeling today

Respond at PollEv.com/melvilletalks

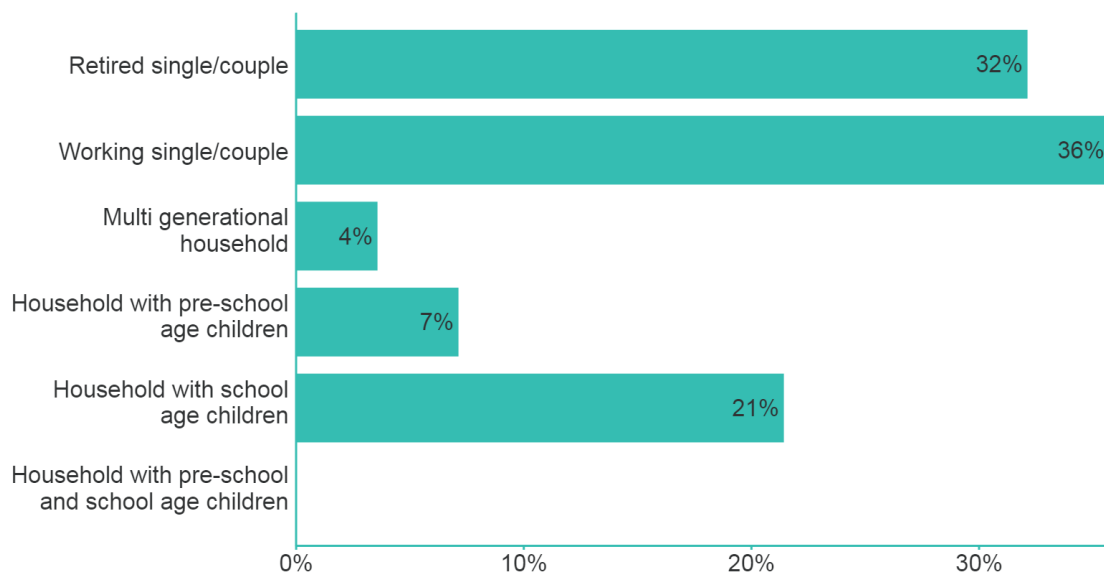


Most people responded with a smiling face.



How could we describe our 'stage of life?'

Respond at PollEv.com/melvilletalks



Most people were working single/couple.



Rules of Engagement

Respond at PollEv.com/melvilletalks

- "Listen to others and hear how the design can be enhanced"
- "Respectful discussion"
- "Council to listewn"
- "Council will actually take notice of what is said!"

"Friendly manner, open for questions and answers"

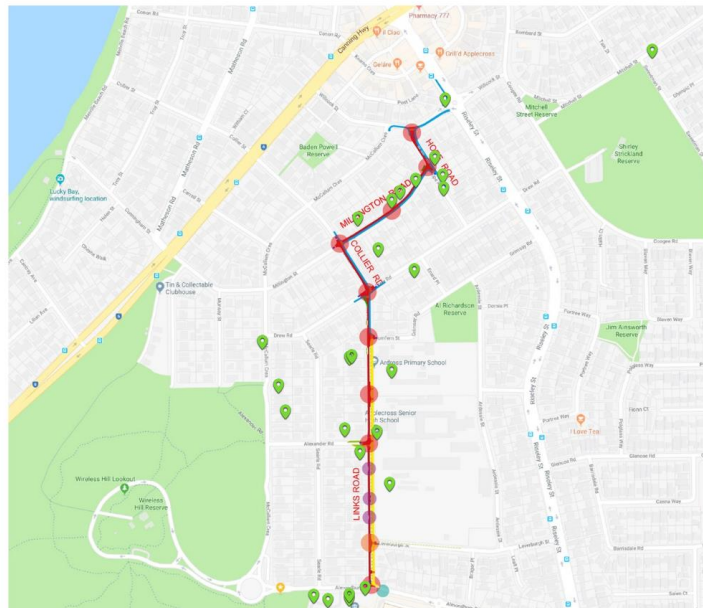
- "Respect to"
- "Respect other people's opinions"
- "Respectv"
- "Open forum"
- "Respect other's opinions"
- "Happy to talk"
- "Try and answer the question"
- "Hear people out."
- "Every opinion is important"
- "Polite discussion"
- "Margaret Kenny"
- "Listen to others and don't dominate"
- "Questions answered"
- "Respectful of all opnio"
- "Respectful"
- "Courteous"
- "Listen to others"
- "Respect prevails"
- "Listen to others differing opinions"

The *Rules of Engagement* set by participants for the evening.



Where do you live along the Safe Active Street Route?

Respond at PollEv.com/melvilletalks





My burning question for this workshop is...

Respond at PollEv.com/melvilletalks

Answers to this poll are anonymous

"Have any pedestrian and cycling counts /studies been undertaken to establish the priority movements of people in this Ardross area as we have dominant movements to and from the high school on Alexander Rd and"

"Will the route eventually connect to the river?"

"If the purpose of the project is to link Garden City with the Riesly centre, why do we need to link them?"

"How has the significant increase in both road and pedestrian traffic at school drop off and pick up been considered and addressed?"

"Where are all cars dropping kids at school going to access the area / park?"

"How do you know this project will achieve its objectives and not cause unintended problems for residents"

"Where will all the CARS" "Why parking on west side of links road"

"If the project does not go ahead are there any plans for traffic calming/improving sidewalks on links road?"

"Do you expect the route to divert vehicle traffic to Drew and Hope roads and what options are available to avoid it before it happens?"

"Will it be more difficult to turn into my driveway? Or onto the front lawn?"

"Future plan connecting this road to garden city upgrade and connecting to the river?"

The complete list of burning questions submitted by attendees is located in Appendix B of this report.

Group Discussion

Participants were shown 4 separate, colour coded maps which showed what people thought and felt about the project under the headings of questions, existing issues, consequences and suggestions for improvement, respectively. Comments relevant to each theme were numbered and linked to places on the maps as shown in the example below. All four maps are available in Appendix C of this report.

MelvilleTalks

SUGGESTIONS FOR IMPROVEMENT

- Discouragement for cars to use this street desperately needed - as cars avoiding Canning Hwy/Risley St lights cut through here. Perhaps 1 way traffic, narrowed street &/or reduced speed limit?
- Probably better ways to create traffic calming without impeding overall traffic flow, still maintaining safety and avoiding rat races down other streets. Just restrict to in front of the school for the time being as not many pedestrians & cyclists use the other parts of the route...
- More shady trees along this section would be better for pedestrians, otherwise you could have the footpath on the north side of the road to take advantage of existing shade trees.
- ...the concept needs to be extended to include a much wider/broader area and include MacCallum Cres and Cunningham street and the streets between Collier Rd and MacCallum through to Almondbury Road to make the whole area a much safer environment for the residents and school children who use these streets. Drivers now are using MacCallum Cres as an alternative route.
- The concept is good, but the road is very congested at school drop off and pick up times. So I think some modelling will need to be done to ensure traffic flow is not interrupted at these times.
- If Parking bays are going to be installed at the eastern end (northern side) of Alexander Road, I consider that parking bays should also be installed towards Seale Road (also on the northern side) as when cars are parked in Alexander Rd at school pick up time, the whole street becomes a single lane road causing traffic congestion and creating a road hazard.
- I live on the corner of links and alexander the additional parking in alexander st is not necessary if the parking in leverburgh was used this parking is on the opposite side of the street to the homes and is a much safer pickup point than links rd. pupils would just have to be educated to exit across the oval instead of all heading for the main gates.
- ...I would recommend the extension of the raised plateau on to Wilcock St, to address the speeding and rat running occurring on this street. The raised plateau will also help to cross the street in a safer manner...
- The raised plateau sound like a good idea in order to slow traffic down, however the narrow (or slow points) are not practical. There is enough congestion and potential hazard at school drop off and pick up at present. These narrow points will add to that 10 fold.
- Lengthen left turning lane onto Canning Hwy to ease traffic congestion at lights - which leads to traffic favouring Wilcock Street - decreasing safety of pedestrians/cyclists.
- Parallel parking suggested to ease traffic congestion along proposed narrow road (presently requiring parallel parking which takes space & time to execute park).
- You should consider a cross walk or Tetra Crossing from Alexander Road, across Links Road. This is a very dangerous area at school pick up and drop off time. With drivers often doing the wrong thing, this is an accident waiting to happen.
- ...there should be a way to slow traffic on Wilcock street. With all the high density living that will be in the future, there will be an increase in the car volume in this area. At the moment I find it quite unsafe at times to cross the road, as cars generally go quite fast. A safe crossing area across Wilcock to allow residents of the SAS area to access the Risley St planning area would be welcomed.
- I think there should be slow points all along Hope Road, as people use it to avoid Risley St to cut through to Canning Hwy heading to Fremantle, via Wilcock St.
- Could the council please help make Risley Street safer for our primary school kids. It is so busy along this street and apart from the crossing guards and their flags there isn't really any alerts for drivers to slow down or for caution watch for young school kids. Not everyone uses the crossing guards, as they are situated near Bedford Rd for the high school students and many primary school kids cross on top of the hill at Calgary St. It is unsafe being on a hill, on sharp bends blocking vision and level large trees sometimes blocking your vision when waiting in the middle of the road. The school P&C have been discussing this issue, and we all feel it need to be made safer. Warning lights to alert drivers as they approach during school drop off times or something. This road is so busy and is only going to get worse. I would be happy to discuss with council.
- Links Road between Leverburgh and Druffern should be one way and a single lane only. Parking outside the school should be perpendicular parking only allowing for more parking spaces in a smaller area. There should also be a large Kiss & Drive area outside the school that is separated from the road by greening affording only one entry and one exit point to prevent it being used as parking and to provide a buffer from the road for the children's safety. Both should be easily achievable given the need for only one lane, and residents in the affected area can be compensated by a combination of additional greening in the areas of carriageway that is no longer required, and resident (visitor) only parking bays. There should not be any additional areas of parking and in fact the emphasis should be on greening the area and removing bitumen. This is about creating safer more liveable streets, not encouraging and facilitating more vehicle usage.

Each table was asked to review one map and to choose the comments they would like to explore further with input from the project partners. It was explained there would be insufficient time to respond to all of them in the time available on the night and that the project partners would provide a comprehensive response covering all matters raised via MelvilleTalks at a later date.

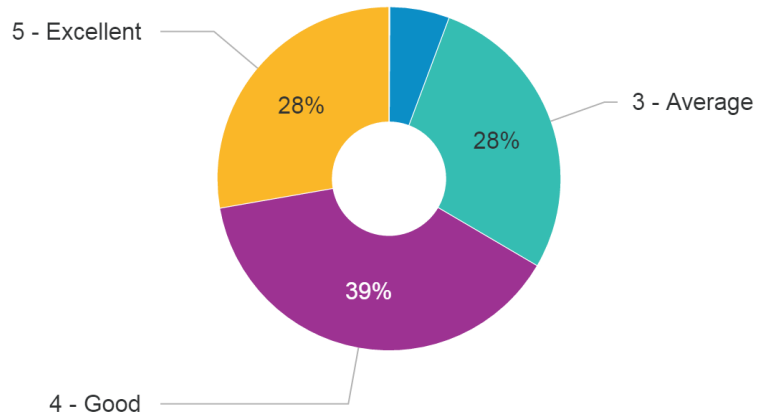
Workshop Evaluation



To what extent do you think the project partners have understood your feedback?

Respond at PollEv.com/melvilletalks

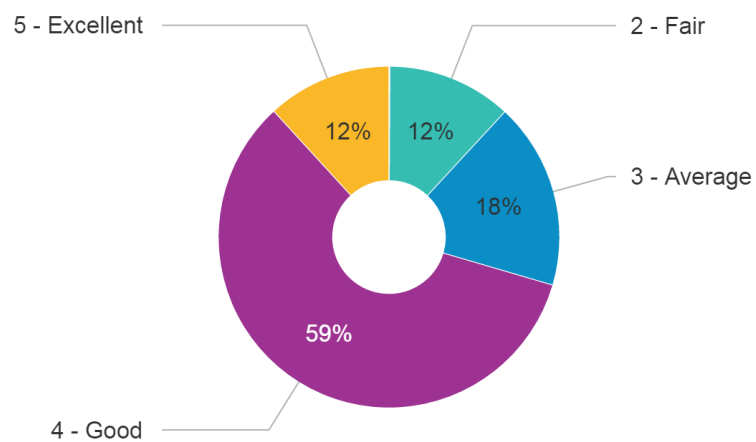
1 - Poor 2 - Fair 3 - Average 4 - Good 5 - Excellent



How would you rate the project partners responses to your feedback?

Respond at PollEv.com/melvilletalks

1 - Poor 2 - Fair 3 - Average 4 - Good 5 - Excellent





How do you feel having attended the workshop?

Respond at PollEv.com/melvilletalks

“Optimistic” “Enjoyed the opportunity. Not sure the experts understand the issues.” “Excited” “Informed” “Reassured”
“OK” “Cautiously optimistic that the issues outside the high school will be addressed” “Too many issues unresolved”
“B I Better informed”

“The workshop was constructive and productive”

“Better than for other workshops. Good representation from DOT” “Better informed” “Glad I attended” “Unconvinced”
“Informed and inclusive!!” “Good. I feel DOT staff listened to our concerns.”
“Pleased to have the opportunity to participate in the workshop. Still away to go.”

14 of the 17 comments indicated that participants felt better about the project having attended the workshop.

References

Denzin, N. K., & Lincoln, Y. S. (1994). *Handbook of qualitative research*. Sage publications, inc.

Given, L. M. (Ed.). (2008). *The Sage encyclopedia of qualitative research methods*. Sage Publications.

Neuman, W. L. (2013). *Social research methods: Qualitative and quantitative approaches*. Pearson education.

Appendix A

Questions

Comments

1. ...Hope Road is a great road for a club cyclist wanting to get in some hill repeats, but do cyclists actually use this given the gradient?
2. What is the proposed speed limit on this reduced width roadway?
3. ...what impact to traffic will there be as people divert and use streets adjacent to avoid slow points?
4. I do not understand the justification for the proposed project. Aside from school drop-off and pick-up times, the traffic along this route is quite minimal. There are existing new footpaths over majority of route (except for Millington St). The gradient of Hope Rd does not make it suitable for general cyclists.
5. ...what is planned for the safety of people who walk on Millington St to the west to access Canning Hwy and the river walk path. Every day many people have to walk on the road to undertake these activities.
6. The question that has to be asked is will the council follow through with this elaborate design or when the money is allocated will the road be realigned with the traffic calming measures be deemed to be too expensive, resulting in a traffic light free route from Canning Highway to Garden City...
7. How will this impact the volume of traffic and speed of traffic in McCallum crescent?
8. I am fully supportive of this type of initiative, however I wonder what the impact of this design will be on school drop off and pick up traffic. It is already extremely busy and the one-way slow points will become quite a problem at this time. What consideration has been given to the school traffic and the impact on surrounding streets?
9. I am a resident in this street and won't they just use my street as rat run? It is busy enough during school pick up and drop off. I am not in favour of this proposal.
10. What is the reason for this additional parking area requirement? Vehicles are seldom parked in Alexander Road at any time and only vehicles picking up or dropping off school pupils ever park in the street for around 10 minutes or less per day...
11. A large number of high school students currently park in the bays on Links Road during school term. Where do you expect these students to park if you reduce the number of bays?
12. Who has right of way along the sections that are 1 way only?

Existing Problems

Comments

1. ...I've lived at 10 Hope Rd for about 20 years and have noticed a significant increase in rat running recently as people heading north on Riseley seek to avoid the Willcock St roundabout by turning off Riseley into Drew and then Hope, and then left into Willcock to Canning Hwy, or left into Millington to Canning Hwy. I suggest traffic calming measures at the Drew/Hope intersection to begin slowing drivers down before they strike the SAS at Hope/Millington or at Drew/Links/Collier. The rat running is mainly during the morning commuting time and coincides with movement of students walking or cycling on way to the Links Rd schools - not a good mix.

2. RAISED TABLE PLATFORM ON DRUMFERN RD ADJACENT TO ARDROSS PRIMARY SCHOOL. I cannot believe that there is currently this raised platform area and a sign that gives priority to the CAR on a major exit out of a primary school. And you are doing all this work to improve walking a cycling just a few metres away. This current signage seems to contradict the whole ethos of proposal at hand.
3. McCallum Cres needs to be part of this project as it is becoming more and more a rat run to Garden City and between Canning Hwy and Leach Hwy. There is a high walking movement along and across this road for those people using the great facilities of Wireless Hill yet nothing is proposed for this street.
4. Many school children and local residents (including the young and the elderly) use this intersection to walk through Wireless Hill to Canning Hwy and beyond or to use the paths of Wireless Hill and McCallum Cres is a busy street so this intersection needs to be made safer for those people. This project needs to be also about how the children get to school safely not just at the school boundary.
5. I live on links road and love this proposal. Our street is generally quiet except around school drop off and pick up times. Many parents drop children on the opposite side of the street (even though there are no standing signs 8am-8pm) and children are forced to cross the road often dodging cars, while other vehicles try to navigate around those not doing the right thing, which can be quite dangerous. Those who use the road outside school hours occasionally speed through so anything to slow these people down improve safety. Great to see extra parking along leverburgh st as there are often many cars parked along this street.
6. The raised road crossing and signage here needs to be changed. Directly outside a school is so dangerous, as no one fully understands its use or purpose. It's a crossing point saying pedestrians give way to traffic but then looks like but isn't a zebra crossing. Some cars stop and give way to kids others don't. Confusing for kids. Make it work please.
7. I frequently cycle to garden city along Ridley Street, which is rather scary at times of heavy traffic, I will opt to use this alternative route, if it goes ahead.
8. I am a resident on Links Road. I think this is a splendid proposal. The street is actually very quiet except when the children are going to or leaving the schools. It is quite congested and to be frank can be quite dangerous at those times. With what appears to be more restricted access for vehicles this will have to be addressed in the proposal. Even with the present arrangement there needs to be some kind of traffic plan put in place. I assume that people won't change their behaviour so it would be good to engineer a solution.
9. We support the SAS in principle subject to some reservations about safety. Pupils cycle to and from ASHS past our house and have to negotiate the potentially dangerous junction of Willcock and Hope. Vehicles speed excessively both ways along Willcock in an effort to beat the lights at junction of Riseley and Canning highway and so increase the danger to cyclists entering/leaving Hope. We are encouraged to walk to the Riseley Centre but there is little or no provision for the safety of cyclists or pedestrians needing to negotiate the roundabout on Riseley or to cross Riseley safely despite one of the objectives of the SAS being "to create a series of safe active streets from Garden City to Riseley Centre", with such streets defined as "local streets with few cars, travelling at low speeds that prioritise cycling..and walking

10. Please consider adding in speed bumps further along Hope Road (like the ones at the round about on the corner of Bombard & Ardross St). These significantly slow down cars and would divert non essential traffic away from the SAS area. It would also discourage vehicles from using it as a short cut to get through to Canning Hwy. My children are desperate to walk to school alone, however I do not feel that it is safe for them due to the high volume of traffic and the speed at which cars travel down these back streets. Adding in the speed bumps higher up Hope Rd will reduce the amount of cars cutting through to Canning Hwy, which will in turn make the start of the SAS route safer.
11. I regularly drive and walk along this route. Although I support the concept, at school pick up time lines of cars travelling south double park from the school entrance back to Drumfern. It is difficult to see this behaviour changing, and any narrow points will make the street impassable at those times for residents.
12. This idea has my full support. However, the current issues that make this route less safe should be addressed. Parents vehicles obstructing the footpaths, double parking, stopping in no stopping areas and failing to give way on corners are all in evidence on any given school day. I find it disappointing that parents will so readily put other people's children at risk for their convenience but there you go. I'd like to see the Council, Schools and Police address these issues too as I suspect that the SAS may exacerbate the problems.

Consequences Identified

Comments

1. We oppose the idea. The school areas are already very congested at drop off & pick up times with high numbers of parents who travel from out of the 'Local Intake Area' to both the primary & high school, they will certainly not be cycling. With the narrow roads it will cause bigger problems with the flow of traffic. We will not be cycling to Garden City to do our shopping, we are a large family & require large quantities of groceries several times a week. If we go cycling, we head to the river not along this proposed route. Would be interested to know how many cyclists actually use this route & why would they want to go from Garden City to the Riseley Centre?? This proposal might sound all warm & fussy but it's not practical for day to day life.
2. I live nearby , and I know for a fact that apart from 2 time slots during the weekdays, Links Road is a very quiet street and is wide and safe. To make all these changes and to reduce the speed will merely move traffic to surrounding streets. I would be very concerned if I was a resident on Searle Road! Also you have missed the main path of the highschool students : most of them make their way to and fro from the bus stop by Cunningham Street on Canning Highway : they don't go to Riseley Street. Millington Street is already narrow, and this will increase congestion even more when there are parked cars. Not a fan of this whole idea at all. Better idea is to make Links Road and Searle Road one way streets so that streets are safer for all the students at drop off and pick up time.
3. This is long overdue and will be a vast improvement on the current layout. The only exception is the slow points on Links Road which are excessive to the plan, will reduce available car bays and create a hazardous situation for reversing residents, everything else is great.

4. Given that the "creation of liveable streets should be the main goal" and "safe active streets should be visually appealing, especially through greening", I don't think the removal of green areas on Leverburgh Street to facilitate car parking achieves either. Also, the council is approving apartment plans that allow variations to the residential design codes requiring visitor parking to be provided onsite, thereby using existing on-street parking (Ardessie Street) to the benefit of developers and the detriment of existing rate payers. I don't see that rate payers should now lose green areas to facilitate parking.
5. I am a resident here. I am concerned about the likely increase in traffic on Searle Rd due to drivers avoiding Links Rd. The road outside my house is frequently used as drop off and pick up site. Visibility at stop sign intersection of Searle Rd and Alexander Rd is poor due to parking and cars waiting along Alexander Rd.
6. These changes will create chaos at school drop-off and pick-up times, and push unwanted traffic in to neighboring streets. Not to mention the residents having their street parking severely reduced. Whilst I generally support the idea I do wonder if this is yet another ill conceived cyclist ideology being foisted on us?
7. This is already getting very busy on our corner of Hope Rd. Though we welcome any way to slow traffic and make it cycle, pedestrian friendly, this will only increase the traffic along the route. Will the council enforce the speed limit and monitor the use, we do not think so as in the case when asked about traffic along Willcock St increasing we were told it had gone up by 10 cars an hour in 10 years. Because of higher density housing now in the area there are more and more on street parking, Will this still be acceptable. Carry on using Riseley St, was not the roundabout at Willcock St put in for that reason?
8. I am a resident, concerned about 1. increased traffic in my street as people divert to avoid slow points 2. People regularly park on the street (increased density with smaller blocks & therefore less parking options?), which will be affected.
9. With all this street calming has anyone considered the effect it will have on Drew Road (which is actually the busiest at school pickup times and any other time), I've lived in Millington St as well, it is quiet compared to Drew Rd, with all these slowing measures in the other streets, Drew Rd will become unbearable with traffic dodging slowing speed measures put in place, coming straight through from Riseley Street.
10. There is insufficient space for the primary school and high school to park their school buses! Let alone an extended bus. Not very practical.
11. The proposed parking on the West side of Links Road is not practical. All of the existing parking around Applecross High and Ardross Primary school is, rightly so, on the school side of the street. To propose 2 or 3 parking bays, randomly, on the opposite side of Links Road seems crazy. Why don't you extend the parking, by as many bays as possible, around Al Richardson Reserve - on the school side of the street. This would seem a lot more practical and safer for the students too.
12. Is all this extra parking paid? Time restricted? Anyone that lives around here knows what Christmas is like with parking. Once GC is redeveloped and it becomes paid parking like Carosuel every day will be Christmas. Residents won't get a look in and these will be taken by shoppers looking to save a few bucks. More traffic, particularly at weekends. So much for safer streets. Terrible idea.

Suggestions for improvement

Comments

1. Discouragement for cars to use this street desperately needed - as cars avoiding Canning Hwy/Risely St lights cut through here. Perhaps 1 way traffic, narrowed street &/or reduced speed limit?
2. Probably better ways to create traffic calming without impeding overall traffic flow, still maintaining safety and avoiding rat races down other streets. Just restrict to in front of the school for the time being as not many pedestrians & cyclists use the other parts of the of the route...
3. More shady trees along this section would be better for pedestrians, otherwise you could have the footpath on the north side of the road to take advantage of existing shade trees.
4. ...the concept needs to be extended to include a much wider/broader area and include MacCallum Cres and Cunningham street and the streets between Collier Rd and MacCallum through to Almondbury Road to make the whole area a much safer environment for the residents and school children who use these streets. Drivers now are using MacCallum Cres as an alternative route.
5. The concept is good, but the road is very congested at school drop off and pick up times. So I think some modelling will need to be done to ensure traffic flow is not interrupted at these times.
6. If Parking bays are going to be installed at the eastern end (northern side) of Alexander Road, I consider that parking bays should also be installed towards Searle Road (also on the northern side)as when cars are parked in Alexander Rd at school pick up time, the whole street becomes a single lane road causing traffic congestion and creating a road hazard.
7. I live on the corner of links and alexander the additional parking in alexander st is not necessary if the parking in leverburgh was used this parking is on the opposite side of the street to the homes and is a much safer pickup point than links rd. pupils would just have to be educated to exit across the oval instead of all heading for the main gates.
8. ...I would recommend the extension of the raised plateau on to Willcock St, to address the speeding and rat running occurring on this street. The raised plateau will also help to cross the street in a safer manner...
9. The raised plateaus sound like a good idea in order to slow traffic down, however the narrow (or slow points) are not practical. There is enough congestion and potential hazard at school drop off and pick up at present. These narrow points will add to that 10 fold.
10. Lengthen left turning lane onto Canning Hwy to ease traffic congestion at lights - which leads to traffic favouring Willcock Street - decreasing safety of pedestrians/cyclists.
11. Parallel parking suggested to ease traffic congestion along proposed narrow road (presently requiring parallel parking which takes space & time to execute park).
12. You should consider a cross walk or Zebra Crossing from Alexander Road, across Links Road. This is a very dangerous area at school pick up and drop off time. With drivers often doing the wrong thing, this is an accident waiting to happen.
13. ...there should be a way to slow traffic on Willcock street. With all the high density living that will be in the future, there will be an increase in the car volume in this area.

At the moment I find it quite unsafe at times to cross the road, as cars generally go quite fast. A safe crossing area across Willcock to allow residents of the SAS area to access the Riseley St planning area would be welcomed.

14. I think there should be slow points all along Hope Road, as people use it to avoid Riseley St to cut through to Canning Hwy heading to Fremantle, via Willcock St.
15. Could the council please help make Riseley Street safer for our primary school kids. It is so busy along this street and apart from the crossing guards and their flags there isn't really any alerts for drivers to slow down or for caution watch for young school kids. Not everyone uses the crossing guards, as they are situated near Bedford Rd for the highschool students and many primary school kids cross on top of the hill at Calgary St. it is unsafe being on a hill, on sharp bends blocking vision and lovely large trees sometimes blocking your vision when waiting in the middle of the road. The school P&C have been discussing this issue, and we all feel it need to be made safer. Warning lights to alert drivers as they approach during school drop off times or something. This road is so busy and is only going to get worse. I would be happy to discuss with council.
16. Links Road between Leverburgh and Drumfern should be one way and a single lane only. Parking outside the school should be perpendicular parking only allowing for more parking spaces in a smaller area. There should also be a large Kiss & Drive area outside the school that is separated from the road by greening affording only one entry and one exit point to prevent it being used as parking and to provide a buffer from the road for the children's safety.

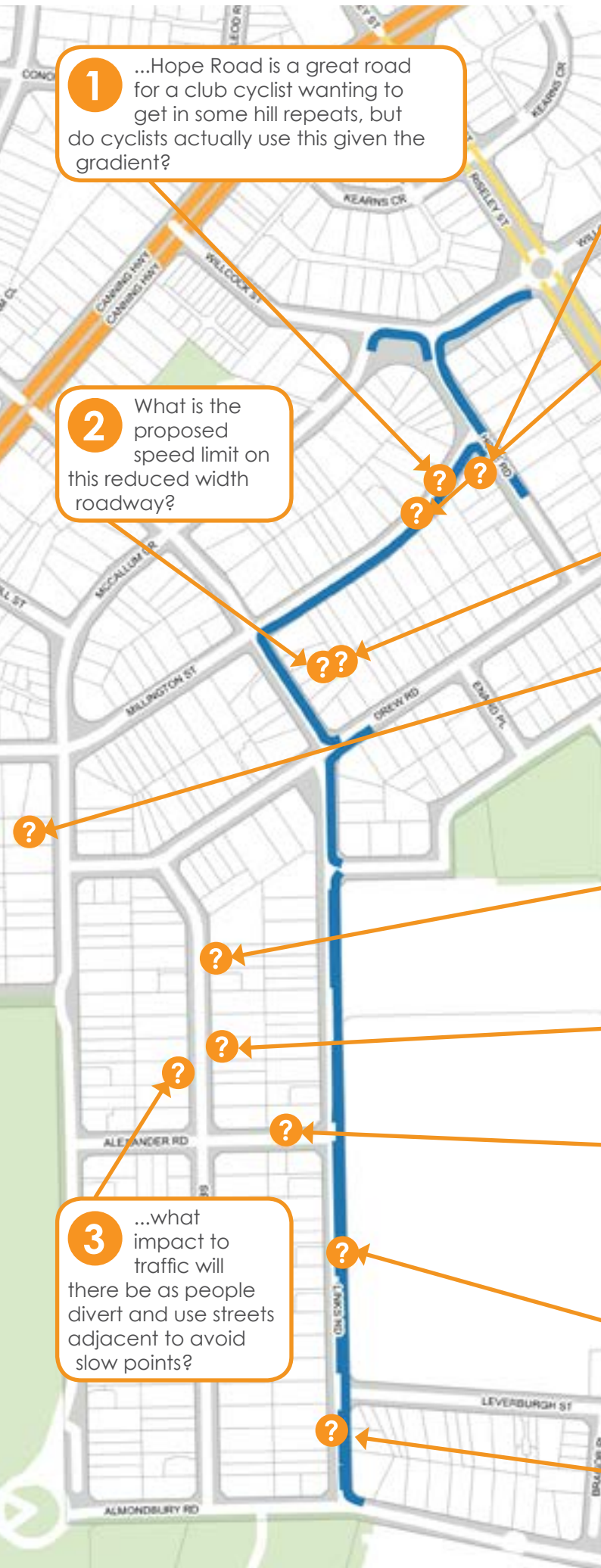
Both should be easily achievable given the need for only one lane, and residents in the affected area can be compensated by a combination of additional greening in the areas of carriageway that is not longer required, and resident (visitor) only parking bays. There should not be any additional areas of parking and in fact the emphasis should be on greening the area and removing bitumen.

This is about creating safer more liveable streets, not encouraging and facilitating more vehicle usage.

Appendix B

Burning Questions

1. Where are all cars dropping kids at school going to access the area / park?
2. Will traffic be inclined to use quieter streets to avoid I.e links road
3. Collier. Milliton intersection control when turning
4. Pedestrian access to Wireless Hill is not being addressed as part of this project.
5. What is going to be done to stop the rat run on the portion of Hope Rd to the South of Millington? We have already had a death on the street so we don't want another one!!!!
6. Will the route eventually connect to the river?
7. Have any pedestrian and cycling counts /studies been undertaken to establish the priority movements of people in this Ardross area as we have dominant movements to and from the high school on Alexander Rd and
8. How has the significant increase in both road and pedestrian traffic at school drop off and pick up been considered and addressed?
9. What ranger follow up be arranged to help change behaviour regarding parking
10. Do you expect the route to divert vehicle traffic to Drew and Hope roads and what options are available to avoid it before it happens?
11. If the project does not go ahead are there any plans for traffic calming/improving sidewalks on links road?
12. How will heavy school traffic morning and afternoon be managed effectively?
13. How busy???
14. Future plan connecting this road to garden city upgrade and connecting to the river?
15. Will there be a reduction in the number of parking bays from what is currently available on Links Rd
16. How do you know this project will achieve its objectives and not cause unintended problems for residents
17. Why parking on west side of links road
18. Will it be more difficult to turn into my driveway? Or onto the front lawn?
19. That I still will be able to move my caravan after the road modifications
20. Clear objective and direction to assist with productive design outcome
21. Is the route fixed, and if so was Drew Road considered as an alternative to Millington St?
22. Where will all the CARS
23. Do the local community support this initiative?
24. If the purpose of the project is to link Garden City with the Riseley centre, why do we need to link them?
25. Will congestion be an issue with the one way points?
26. What do people want from their street? A safe space to walk/ride to local places? More trees?
27. How will cyclists be made to feel safe on the route



1 ...Hope Road is a great road for a club cyclist wanting to get in some hill repeats, but do cyclists actually use this given the gradient?

2 What is the proposed speed limit on this reduced width roadway?

3 ...what impact to traffic will there be as people divert and use streets adjacent to avoid slow points?

4 I do not understand the justification for the proposed project. Aside from school drop-off and pick-up times, the traffic along this route is quite minimal. There are existing new footpaths over majority of route (except for Millington St). The gradient of Hope Rd does not make it suitable for general cyclists.

5 ...what is planned for the safety of people who walk on Millington St to the west to access Canning Hwy and the river walk path. Every day many people have to walk on the road to undertake these activities.

6 The question that has to be asked is will the council follow through with this elaborate design or when the money is allocated will the road be realigned with the traffic calming measures be deemed to be too expensive, resulting in a traffic light free route from Canning Highway to Garden City...

7 How will this impact the volume of traffic and speed of traffic in McCallum crescent?

8 I am fully supportive of this type of initiative, however I wonder what the impact of this design will be on school drop off and pick up traffic. It is already extremely busy and the one-way slow points will become quite a problem at this time. What consideration has been given to the school traffic and the impact on surrounding streets?

9 I am a resident in this street and won't they just use my street as rat run? It is busy enough during school pick up and drop off. I am not in favour of this proposal.

10 What is the reason for this additional parking area requirement? Vehicles are seldom parked in Alexander Road at any time and only vehicles picking up or dropping off school pupils ever park in the street for around 10 minutes or less per day...

11 A large number of high school students currently park in the bays on Links Road during school term. Where do you expect these students to park if you reduce the number of bays?

12 Who has right of way along the sections that are 1 way only?

1 ...I've lived at 10 Hope Rd for about 20 years and have noticed a significant increase in rat running recently as people heading north on Riseley seek to avoid the Willcock St roundabout by turning off Riseley into Drew and then Hope, and then left into Willcock to Canning Hwy, or left into Millington to Canning Hwy. I suggest traffic calming measures at the Drew/Hope intersection to begin slowing drivers down before they strike the SAS at Hope/Millington or at Drew/Links/Collier. The rat running is mainly during the morning commuting time and coincides with movement of students walking or cycling on way to the Links Rd schools - not a good mix.

2 RAISED TABLE PLATFORM ON DRUMFERN RD ADJACENT TO ARDROSS PRIMARY SCHOOL. I cannot believe that there is currently this raised platform area and a sign that gives priority to the CAR on a major exit out of a primary school. And you are doing all this work to improve walking a cycling just a few metres away. This current signage seems to contradict the whole ethos of proposal at hand.

3 McCallum Cres needs to be part of this project as it is becoming more and more a rat run to Garden City and between Canning Hwy and Leach Hwy. There is a high walking movement along and across this road for those people using the great facilities of Wireless Hill yet nothing is proposed for this street.

4 Many school children and local residents (including the young and the elderly) use this intersection to walk through Wireless Hill to Canning Hwy and beyond or to use the paths of Wireless Hill and McCallum Cres is a busy street so this intersection needs to be made safer for those people. This project needs to be also about how the children get to school safely not just at the school boundary.

5 I live on links road and love this proposal. Our street is generally quiet except around school drop off and pick up times. Many parents drop children on the opposite side of the street (even though there are no standing signs 8am-8pm) and children are forced to cross the road often dodging cars, while other vehicles try to navigate around those not doing the right thing, which can be quite dangerous. Those who use the road outside school hours occasionally speed through so anything to slow these people down improve safety. Great to see extra parking along leverburgh st as there are often many cars parked along this street.

6 The raised road crossing and signage here needs to be changed. Directly outside a school is so dangerous, as no one fully understands its use or purpose. It's a crossing point saying pedestrians give way to traffic but then looks like but isn't a zebra crossing. Some cars stop and give way to kids others don't. Confusing for kids. Make it work please.

7 I frequently cycle to garden city along Ridley Street, which is rather scary at times of heavy traffic, I will opt to use this alternative route, if it goes ahead.

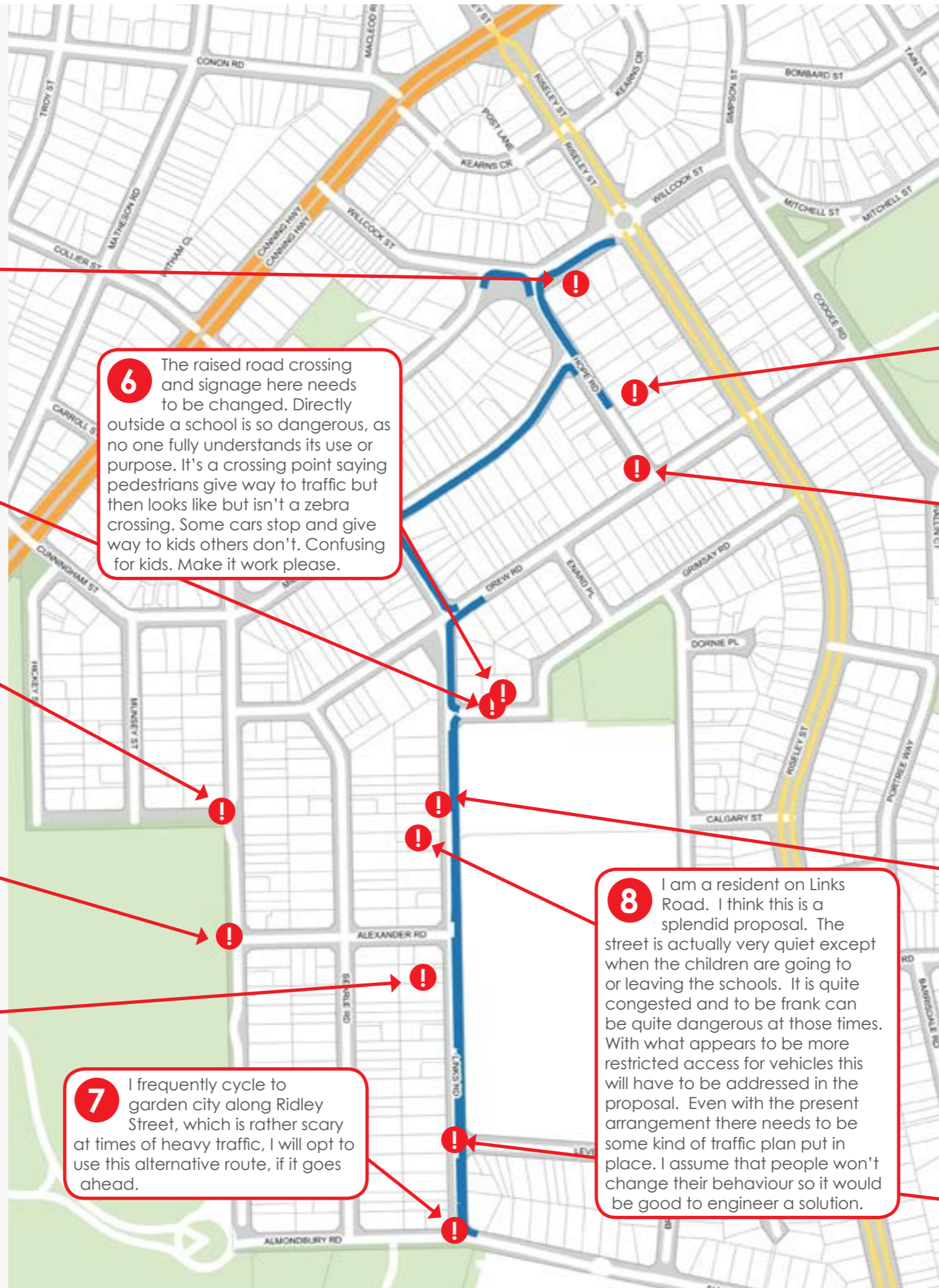
8 I am a resident on Links Road. I think this is a splendid proposal. The street is actually very quiet except when the children are going to or leaving the schools. It is quite congested and to be frank can be quite dangerous at those times. With what appears to be more restricted access for vehicles this will have to be addressed in the proposal. Even with the present arrangement there needs to be some kind of traffic plan put in place. I assume that people won't change their behaviour so it would be good to engineer a solution.

9 We support the SAS in principle subject to some reservations about safety. Pupils cycle to and from ASHS past our house and have to negotiate the potentially dangerous junction of Willcock and Hope. Vehicles speed excessively both ways along Willcock in an effort to beat the lights at junction of Riseley and Canning highway and so increase the danger to cyclists entering/leaving Hope. We are encouraged to walk to the Riseley Centre but there is little or no provision for the safety of cyclists or pedestrians needing to negotiate the roundabout on Riseley or to cross Riseley safely despite one of the objectives of the SAS being "to create a series of safe active streets from Garden City to Riseley Centre", with such streets defined as "local streets with few cars, travelling at low speeds that prioritise cycling..and walking

10 Please consider adding in speed bumps further along Hope Road (like the ones at the round about on the corner of Bombard & Ardross St). These significantly slow down cars and would divert non essential traffic away from the SAS area. It would also discourage vehicles from using it as a short cut to get through to Canning Hwy. My children are desperate to walk to school alone, however I do not feel that it is safe for them due to the high volume of traffic and the speed at which cars travel down these back streets. Adding in the speed bumps higher up Hope Rd will reduce the amount of cars cutting through to Canning Hwy, which will in turn make the start of the SAS route safer.

11 I regulaly drive and walk along this route. Although I support the concept, at school pick up time lines of cars travelling south double park from the school entrance back to Drumfern. It is difficult to see this behaviour changing, and any narrow points will make the street impassable at those times for residents.

12 This idea has my full support. However, the current issues that make this route less safe should be addressed. Parents vehicles obstructing the footpaths, double parking, stopping in no stopping areas and failing to give way on corners are all in evidence on any given school day. I find it disappointing that parents will so readily put other people's children at risk for their convenience but there you go. I'd like to see the Council, Schools and Police address these issues too as I suspect that the SAS may exacerbate the problems.



1 We oppose the idea. The school areas are already very congested at drop off & pick up times with high numbers of parents who travel from out of the 'Local Intake Area' to both the primary & high school, they will certainly not be cycling. With the narrow roads it will cause bigger problems with the flow of traffic. We will not be cycling to Garden City to do our shopping, we are a large family & require large quantities of groceries several times a week. If we go cycling, we head to the river not along this proposed route. Would be interested to know how many cyclists actually use this route & why would they want to go from Garden City to the Riseley Centre?? This proposal might sound all warm & fussy but it's not practical for day to day life.

2 I live nearby, and I know for a fact that apart from 2 time slots during the weekdays, Links Road is a very quiet street and is wide and safe. To make all these changes and to reduce the speed will merely move traffic to surrounding streets. I would be very concerned if I was a resident on Searle Road! Also you have missed the main path of the highschool students: most of them make their way to and fro from the bus stop by Cunningham Street on Canning Highway: they don't go to Riseley Street. Millington Street is already narrow, and this will increase congestion even more when there are parked cars. Not a fan of this whole idea at all. Better idea is to make Links Road and Searle Road one way streets so that streets are safer for all the students at drop off and pick up time.

3 This is long overdue and will be a vast improvement on the current layout. The only exception is the slow points on Links Road which are excessive to the plan, will reduce available car bays and create a hazardous situation for reversing residents, everything else is great.

4 Given that the "creation of liveable streets should be the main goal" and "safe active streets should be visually appealing, especially through greening", I don't think the removal of green areas on Leverburgh Street to facilitate car parking achieves either.

Also, the council is approving apartment plans that allow variations to the residential design codes requiring visitor parking to provided onsite, thereby using existing on-street parking (Ardessie Street) to the benefit of developers and the detrement of existing rate payers. I don't see that rate payers should now lose green areas to facilitate parking.

4 This project is going to increase the traffic on the section of Hope Road south of Millington Rd dramatically and should be resisted at all costs by the residents of Hope Road. Protest now and loudly to the Council.

5 I am a resident here. I am concerned about the likely increase in traffic on Searle Rd due to drivers avoiding Links Rd. The road outside my house is frequently used as drop off and pick up site. Visibility at stop sign intersection of Searle Rd and Alexander Rd is poor due to parking and cars waiting along Alexander Rd.

6 These changes will create chaos at school drop-off and pick-up times, and push unwanted traffic in to neighboring streets. Not to mention the residents having their street parking severely reduced. Whilst I generally support the idea I do wonder if this is yet another ill conceived cyclist ideology being foisted on us?

7 This is already getting very busy on our corner of hope rd. Though we welcome any way to slow traffic and make it cycle,pedestrian friendly, this will only increase the traffic along the route. Will the council in force the speed limit and monitor the use, we do not think so as in the case when asked about traffic along Willcock st increaseing we were told it had gone up by 10 cars an hour in 10 years. Because of higher density housing now in the area there are more and more on street parking, Will this still be acceptable. Carry on using Riseley st, was,nt the roundabout at Willcock st put in for that reason?

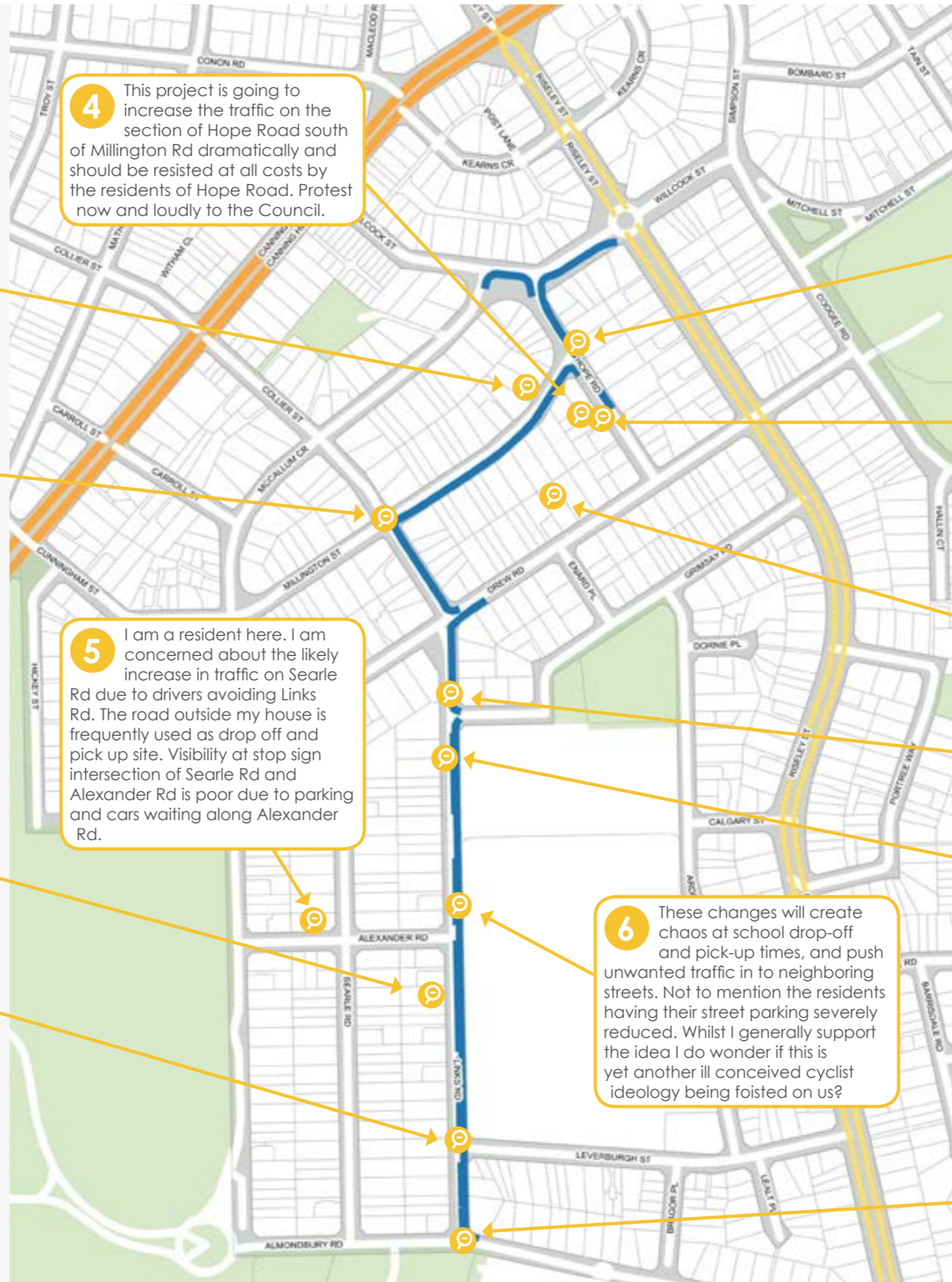
8 I am a resident, concerned about 1. increased traffic in my street as people divert to avoid slow points 2. People regularly park on the street (increased density with smaller blocks & therefore less parking options?), which will be affected.

9 With all this street calming has anyone considered the effect it will have on Drew Road (which is actually the busiest at school pickup times and any other time), I've lived in Millington St as well, it is quiet compared to Drew Rd, with all these slowing measures in the other streets, Drew Rd will become unbearable with traffic dodging slowing speed measures put in place, coming straight through from Riseley Street.

11 There is insufficient space for the primary school and high school to park their school buses! Let along an extended bus. Not very practical.

12 The proposed parking on the West side of Links Road is not practical. All of the existing parking around Applecross High and Ardross Primary school is, rightly so, on the school side of the street. To propose 2 or 3 parking bays, randomly, on the opposite side of Links Road seems crazy. Why don't you extend the parking, by as many bays as possible, around Al Richardson Reserve - on the school side of the street. This would seem a lot more practical and safer for the students too.

13 Is all this extra parking paid? Time restricted? Anyone that lives around here knows what Christmas is like with parking. Once GC is redeveloped and it becomes paid parking like Carosuel every day will be Christmas. Residents won't get a look in and these will be taken by shoppers looking to save a few bucks. More traffic, particulary at weekends. So much for safer streets. Terrible idea.



1 Discouragement for cars to use this street desperately needed - as cars avoiding Canning Hwy/Riseley St lights cut through here. Perhaps 1 way traffic, narrowed street &/or reduced speed limit?

2 Probably better ways to create traffic calming without impeding overall traffic flow, still maintaining safety and avoiding rat races down other streets. Just restrict to in front of the school for the time being as not many pedestrians & cyclists use the other parts of the of the route...

3 More shady trees along this section would be better for pedestrians, otherwise you could have the footpath on the north side of the road to take advantage of existing shade trees.

4 ...the concept needs to be extended to include a much wider/broader are and include MacCallum Cres and Cunningham street and the streets between Collier Rd and MacCallum through to Almondbury Road to make the whole area a much safer environment for the residents and school children who use these streets. Drivers now are using MacCallum Cres as an alternative route.

5 The concept is good, but the road is very congested at school drop off and pick up times. So I think some modelling will need to be done to ensure traffic flow is not interrupted at these times.

6 If Parking bays are going to be installed at the eastern end (northern side) of Alexander Road, I consider that parking bays should also be installed towards Searle Road (also on the northern side)as when cars are parked in Alexander Rd at school pick up time, the whole street becomes a single lane road causing traffic congestion and creating a road hazard.

7 i live on the corner of links and alexander the additional parking in alexander st is not necessary if the the parking in leverburgh was used this parking is on the opposite side of the street to the homes and is a much safer pickup point than links rd. pupils would just have to educated to exit across the oval instead of all heading for the main gates.

8 ...I would recommend the extension of the raised plateau on to Willcock St, to address the speeding and rat running occurring on this street. The raised plateau will also help to cross the street in a safer manner...

10 Lengthen left turning lane onto Canning Hwy to ease traffic congestion at lights - which leads to traffic favouring Willcock Street - decreasing safety of pedestrians/cyclists.

13 ...there should be a way to slow traffic on Willcock street. With all the high density living that will be in the future, there will be an increase in the car volume in this area. At the moment I find it quite unsafe at times to cross the road, as cars generally go quite fast. A safe crossing area across Willcock to allow residents of the SAS area to access the Riseley St planning area would be welcomed.

14 I think there should be slow points all along Hope Road, as people use it to avoid Riseley St to cut through to Canning Hwy heading to Fremantle, via Willcock St.

15 Could the council please help make Riseley Street safer for our primary school kids. It is so busy along this street and apart from the crossing guards and their flags there isn't really any alerts for drivers to slow down or for caution watch for young school kids. Not everyone uses the crossing guards, as they are situated near Bedford Rd for the highschool students and many primary school kids cross on top of the hill at Calgary St. it is unsafe being on a hill, on sharp bends blocking vision and lovely large trees sometimes blocking your vision when waiting in the middle of the road. The school P&C have been discussing this issue, and we all feel it need to be made safer. Warning lights to alert drivers as they approach during school drop off times or something. This road is so busy and is only going to get worse. I would be happy to discuss with council.

11 Parallel parking suggested to ease traffic congestion along proposed narrow road (presently requiring parallel parking which takes space & time to execute park).

16 Links Road between Leverburgh and Drumfern should be one way and a single lane only. Parking outside the school should be perpendicular parking only allowing for more parking spaces in a smaller area. There should also be a large Kiss & Drive area outside the school that is separated from the road by greening affording only one entry and one exit point to prevent it being used as parking and to provide a buffer from the road for the children's safety.

Both should be easily achievable given the need for only one lane, and residents in the affected area can be compensated by a combination of additional greening in the areas of carriageway that is not longer required, and resident (visitor) only parking bays. There should not be any additional areas of parking and in fact the emphasis should be on greening the area and removing bitumen.

This is about creating safer more liveable streets, not encouraging and facilitating more vehicle usage.



9 The raised plateaus sound like a good idea in order to slow traffic down, however the narrow (or slow points) are not practical. There is enough congestion and potential hazard at school drop off and pick up at present. These narrow points will add to that 10 fold.

12 You should consider a cross walk or Zebra Crossing from Alexander Road, across Links Road. This is a very dangerous area at school pick up and drop off time. With drivers often doing the wrong thing, this is an accident waiting to happen.