

## Community Engagement Report Comments and Responses

Comment	Response
I think some of the intersection upgrades could be improved on.	During detailed design the City will consult with the nearby community to ensure the designs are appropriate.
Why traffic lights instead of pedestrian crossing? I am going to suggest, AGAIN, that roundabouts are designed to slow traffic, so that traffic from all directions have an equal chance to enter, and that with traffic slowed there should be no need to use lights to allow pedestrians to cross.	Pedestrian crossing lights will only be installed if (and when) the pedestrian numbers and traffic factors require it.
The single lane with cycle path and wide foot path is ideal. Trucks need to be stopped from using Kalamunda road as a cut through. The state government spent money so trucks could use Abernethy and great eastern bypass, not Kalamunda road as a short cut.	The designs are expected to discourage through traffic but must support local heavy vehicles such as delivery trucks.
I do not agree with all submissions.	During detailed design the City will consult with the nearby community to ensure the designs are appropriate.
It will be a wait and see. Heavy haulage and articulated vehicles need to be strictly controlled through HW only delivery vehicles to the shopping centre and petrol deliveries to service station. Buses The proposed Industrial Development on Stirling the traffic flow should be restricted to using Adelaide in and out. Stirling Adelaide to Kalamunda very restrictive.	The designs are expected to discourage through traffic but must support local heavy vehicles such as delivery trucks. Adelaide Street and Stirling Crescent options are being investigated separately.
Speed should be 50. If Canning through Kalamunda the same speed through, HW should be the same. It would be strange to have 2 roundabouts so close together at Rangeview and Cyril road. Surely it would impede the flow of traffic!	A separate request through the Community Safety and Crime Prevention Advisory Committee has asked for a speed zone review adjacent to the shopping centre. With regards to the rest of the plan, at this time there is no intention to change the speed zoning. The detailed design of the work will ensure that appropriate geometries and dimensions are used.
Kalamunda Rd is and should be used as a higher capacity distributor rd.	The current plan is based on community feedback in 2019 and endorsed by Council to proceed as a low capacity main street I in July 2019.

<p>Too many roundabouts along Kalamunda road. The existing one at Newburn was poorly designed and drivers regularly encounter issues. Many drivers STILL don't know how to navigate them. Truck drivers mostly mount them as the design is too tight for them. There will still be plenty of trucks using Kalamunda Road due to the industrial estates at Stirling Cr and Adelaide Streets. It'll become more troublesome with roundabouts.</p>	<p>Roundabouts are considered to be an effective traffic calming treatment that improve road safety while enabling efficient traffic flow at intersections. Some roundabouts are designed with an inner "annulus" that is for trucks and other large vehicles to drive over. Adelaide Street and Stirling Crescent options are being investigated separately.</p>
<p>Upset about travelling northbound.</p>	<p>Noted.</p>
<p>I believe that the trucks that use Kalamunda Rd are the reason the road is in such a bad state. As it is well known that roundabouts detour speeding &amp; also excessive truck usage, Kalamunda Rd, I believe, needs a roundabout at both ends, Stirling and also Range view to make an impact of road uses.</p>	<p>The road itself is not in poor condition. Noted support of the roundabouts.</p>
<p>Why close Fernan? I am waiting for the day there is an accident at Stirling Crescent and Wittenoon Roads, these 2 intersections need a roundabout more urgently than Fernan Road, Cyril Road and the all the tree scraping. The roundabout at Range Court and Hawkevale Road is a long time coming. Range View Road should be a left hand turn only.</p>	<p>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the Fernan Road closure and the Hawkevale-Rangeview-Range intersection proposal.</p>
<p>Kalamunda Road is a main thoroughfare &amp; in approx 1.5 km between Roe Highway &amp; Stirling Crescent you plan to introduce a further 3 roundabouts (in addition to the one already at Newburn Rd/Kalamunda Rd) &amp; a pedestrian crossing.</p>	<p>The current plan is based on community feedback in 2019 and endorsed by Council to proceed as a low capacity main street I in July 2019.</p>
<p>Based on the size of the road at present they will be relatively small in size and all they will do is create bottle necks where drivers are required to stop-wait-start, have to deal with/give way to traffic from multiple directions, and/or take unnecessary risks to get on to the roundabout which may or may not be due to their or other driver's frustrations. So how is this going to ease congestion or improve traffic flow?</p>	<p>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the intersection designs. The intention is to design full sized roundabouts.</p>
<p>No need for a), b) or e). No need from 2025 for b. No need from 2035 for b) as you guys</p>	<p>The latter comment is in relation to Range Court. According to aerial images, this was</p>

<p>have moved this intersection three times already.</p>	<p>open from original construction and then before or around 1995 has been closed.</p>
<p>There is one corner you forgot to mention - Cnr Plover Rd and Maida Vale Rd- where "KEEP LEFT" sign should be raised extensively so cars do not do a "U" turn and disrupt traffic- this happens on a daily basis.</p>	<p>This intersection is outside the study area. The City is however planning to make improvements to this intersection.</p>
<p>I don't want any roundabouts on Kalamunda Rd and leave Range View Rd.</p>	<p>Noted. Roundabouts are considered to be an effective traffic calming treatment that improve road safety while enabling efficient traffic flow at intersections.</p>