

Community Engagement Report Comments and Responses

Q2. Please tell us why you rated the proposed plan as you did and any other comments.

The comments from the submission are included verbatim with identifying details redacted

| Respondent | Comments (sic) | City's Responses |
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| 3 | Strongly Agree Addresses the issues likely to be experienced at Hawkevale Road intersection with Kalamunda Road when the Karingal Green Aged Care Precinct opens. All proposals should work together to slow traffic and improve access by local traffic. Delivery trucks to businesses and Aged Care Precinct will probably hate the number and narrowness of roundabouts but will still need to navigate them unless they take rat runs such as those used through Karingal Green to avoid the roundabouts on Hawkevale Road by big trucks. | Noted. |
| 4 | Strongly Agree Reduces non-local traffic and congestion, hopefully will steer trucks back onto Great Eastern/ Roe Hwy. | Noted. |
| 10 | Strongly Agree I really like the idea of the roundabouts, keeping traffic flowing. Strongly agree with Stirling Crescent & Hawkevale/Range | Noted. |
| | View, quite often I get stuck pulling out of Hawkevale, with increased traffic flow through to Karingal this will help. | Noted. |
| 13 | Strongly Agree I have supported the idea all along of allowing residents to access Kalamunda Rd in a safe manner by installing roundabouts. | Noted. |
| 14 | Strongly Agree This is the perfect balance between Kalamunda Road being an arterial link of City of Kalamunda, and a residential area. | Noted. |
| | The current design of Kalamunda Road almost separates our suburb of High Wycombe, and I feel this will improve that significantly. | |
| 21 | Strongly Agree The proposed concept plan will greatly improve traffic flow on Kalamunda Road. | The detailed design of the work will ensure that appropriate geometries and dimensions are used. |

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| | I suggest that the proposed new roundabout at Stirling Crescent be brought forward to was congestion at that point. | The timing of work will be dependent on both traffic modelling and funding. |
| 22 | Strongly Agree Will improve access to Kalamunda Rd for local residents, slow the traffic, safer for pedestrians and will look prettier and more like a town centre. | Noted. |
| 29 | Strongly Agree Anything to improve traffic flow and conditions on Kalamunda Road will be a benefit as it only needs one bus to stop near Newburn Road/Chipping Road and it's chaos. | Noted. |
| 30 | Strongly Agree Kalamunda Road desparately needs sorted as very very busy. Footpaths & bike lane are desparately needed. We have no way of leaving High Wycombe safely on a push bike. | The designs include improved pedestrian and cycling infrastructure. |
| 33 | Strongly Agree Shire needs + MRD also need to address the use of Kalamunda Rd (from Abernethy - Roe Hwy) being used by vehicles larger than 12.5m long (unless for deliveries) there is a bypass built for this purpose. (ie. Centurion for trucks etc). | The design will need to provide for 19 metre long vehicles that are able to travel "as-of-right" without special permits. The overall objective is to make the road unattractive to through-traffic. |
| 35 | Strongly Agree When going to Midland it is very difficult to turn right onto Kalamunda Rd when coming from Rangeview Rd. Roundabouts will help this a lot | This is outside the study area. However separate investigations are underway for Midland Road. |
| 38 | Strongly Agree I live on the corner of Kalamunda Road and Stirling Cres and Id like to see the removal of big trucks here and anything to slow traffic down as this corner is dangerous | Noted. |
| 39 | Strongly Agree I think it is all long overdue! Also the lake at the back of the retirement village corner of Abernethy Rd & Kalamunda needs a wall built to block off traffic noise, there is zero serenity when your sitting on park bench there! Check it yourself! | Noted. This feedback will be provided to Main Roads WA for consideration with the Abernethy Road upgrades. |
| 41 | Strongly Agree All proposals appear to be improvements | Noted. |
| 43 | Strongly Agree Slows down the traffic so it is a safer. Might stop trucks using it as a thoroughfare | Noted. |

| Respondent | Comments (sic) | City's Responses |
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| 45 | Very happy to close Fernan Road speeding cars trucks parked on corner dangerous when driving into street from Kalamunda Road | Noted. |
| 6 | 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. |
| 11 | 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. | Traffic lights are not proposed. Pedestrian crossing lights ("Pelican crossings") will only be installed if (and when) the pedestrian numbers and traffic factors require it. |
| 15 | The single lane with cycle path and wide foot path is ideal. | Noted. |
| | 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. | Noted. The City of Kalamunda is working with the City of Swan and Main Roads WA on the planning for the changes arising from the Great Eastern Highway Upgrades. The designs are expected to discourage through traffic but must support local heavy vehicles such as delivery trucks. |
| 16 | These fixes will slow the traffic and make it safer to get onto Kalamunda Rd and in and out of the shops all sounds good. | Noted |
| 17 | I do not agree with all submissions. | During detailed design the City will consult with the nearby community to ensure the designs are appropriate. |
| 23 | [Left blank] | |
| 24 | 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. |

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| | | Speed should be 50. If Canning through Kalamunda the same speed through, HW should be the same. | A speed zone review has been requested from Main Roads WA for the section beside the shopping centre. Main Roads WA are the authority for speed zoning in WA. Main Roads WA have declined the request due to the nature of the road being one-sided in terms of retail activity (one of many factors they consider). With regards to the rest of the plan, at this time there is no intention to change the speed zoning. |
| 25 | Mostly Agree | It would be strange to have 2 roundabouts so close together at Rangeview and Cyril road. Surely it would impede the flow of traffic! | The detailed design of the work will ensure that appropriate geometries and dimensions are used. |
| 26 | Mostly Agree | Have no problem with the plans for Kalamunda Rd except the dust Main Roads is creating. I live | Noted. |
| 28 | Mostly Agree | [Left blank] | |
| 31 | Mostly Agree | I am against the proposal to Rangeview Rd Access to Kalamunda Rd. I believe this will encourage more people to use Rangeview Road as their thoroughfare rather than Edney Rd. As a resident with young children I don't want increased traffic on Rangeview | With other improvements to the wider road network, the City expects only local traffic (to this area of High Wycombe) to use local roads. |
| 36 | Mostly Agree | Too many roundabouts in small distance. May impede traffic flow leaving Roe Hwy | The detailed design of the work will ensure that appropriate geometries and dimensions are used. |
| 37 | Mostly Agree | As a resident of , I am concerned more through traffic in an already busy street; more danger for our local children on roads as they play in parks and community centre | The proposals should not have a notable impact on traffic numbers in the residential streets (beyond Kalamunda Road), and will deter through-traffic. |
| 40 | Mostly Agree | All good except roundabout @ Cyril Road/Kalamunda Road too many roundabouts too close together with range court/Frenan rd lights no good will stop traffic flow how about an overpass | The detailed design of the work will ensure that appropriate geometries and dimensions are used. |
| 44 | Mostly Agree | It is more difficult to do a right turn out of Hawkevale + Rangeview Rd and it will be worse when the Rowe + Kalamunda Rd intersection is | The roundabout will mean drivers will only need to contend with traffic from the right, and not from both directions as is currently the case. |

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| | complete because now the light hold up the traffic | |
| 46 | Mostly Agree Ok in principle but could be improved on by this year (2020) placing 50kph restriction signs ON Kalamunda Road because soon traffic will come fast freely off new interchange with Roe Highway | A speed zone review adjacent to the shopping centre has been completed and sent to Main Roads WA, the authority for speed zoning in WA. Main Roads WA have declined the request due to the nature of the road being one-sided in terms of retail activity (one of many factors they consider). Other parts of Kalamunda Road would also not qualify for a reduction. |
| 47 | Mostly Agree That is a lot of roundabouts! Would have liked an explanation of the (reason) plans for Kalamunda Road ie. Reduce traffic flow in keeping as a suburb? This would make the road less of an arterial road. Is this the plan? A lot of trucks use this section of the road & would damage roundabouts very quickly. | This purpose is explained in the reports. |
| 5 | Neutral Some proposals are very sensible (e.g. realignment and roundabout at Range Ct), while others are excessive and unnecessary (e.g. roundabouts at Cyril Rd and Stirling Cres.) | The intersection designs are based on traffic modelling and crash history. |
| 19 | Neutral The more slow points on Kalamunda Rd will force traffic to use Abernethy Rd or the G E Bypass to Roe H/Way. The more slow points the less H/D traffic. | Noted. |
| 1 | Mostly Disagree 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 in July 2019. |
| 2 | Mostly Disagree 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. | 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. |
| 7 | Mostly Disagree Upset about travelling northbound. | These intersections are far apart. It is not clear from the comment what the issue is. A roundabout at Range Court should |

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| | The only way I will accept a roundabout at Range Ct is if there is a ramp on Maidavale Rd northbound built prior! | improve north-bound connectivity as drivers will be able to exit onto Kalamunda Road at a roundabout. |
| 8 | Mostly Disagree 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 & 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. | The road itself is not in poor condition. Noted support of the roundabouts. |
| 9 | Mostly Disagree 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. | 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. |
| 12 | Mostly Disagree Kalamunda Road is a main thoroughfare & in approx 1.5 km between Roe Highway & Stirling Crescent you plan to introduce a further 3 roundabouts (in addition to the one already at Newburn Rd/Kalamunda Rd) & a pedestrian crossing. | The current plan is based on community feedback in 2019 and endorsed by Council to proceed as a low capacity main street in July 2019. |
| 12 | Mostly Disagree 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? | 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. |
| 18 | Mostly Disagree No need for a), b) or e). No need from 2025 for b. No need from 2035 for b) as you guys have moved this intersection three times already. | According to aerial images, Range Court this was open when originally constructed, and then before or around 1995 was closed. |
| 27 | Mostly Disagree 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. | This intersection is outside the study area. The City is however planning to make improvements to this intersection. |

| Respondent | | Comments (sic) | City's Responses |
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| 34 | Mostly Disagree | We don't believe Kalamunda Road needs all those roundabouts, especially Cyril road and Stirling Crescent. Money should be spent elsewhere, namely the back intersection on the Maida Vale Road off ramp. We can't even get our trees trimmed properly. | The City has appointed a contractor to construct improvements at the Roe Highway off ramp intersection with Maida Vale Road. The work is expected to start in January 2021. |
| 42 | Mostly Disagree | Due to McDonalds 24 hour operation noise from V8 cars revving & speeding down Kalamunda Rd towards Abernethy Rd all hours of the night, I feel it should be a priority!! A roundabout at Stirling Cres may deter them from skidding at high speed up the road. I am sure you could confirm this by placing a noise meter at one of the houses across from McDonalds. Roundabout may slow hoons coming out of McDonalds late at night | Noted. |
| 20 | Strongly Disagree | I don't want any roundabouts on Kalamunda Rd and leave Range View Rd. | Noted. Roundabouts are considered to be an effective traffic calming treatment that improve road safety while enabling efficient traffic flow at intersections. |
| 32 | Strongly Disagree | Need extra two lanes from Roe Hwy to Abernathy Road. Still cannot understand why this wasn't done during the last Kalamunda rd upgrade. A roundabout at the Hawke Vale Road intersection will lead to a horrendous increase in traffic noise. | The current plan is based on community feedback in 2019 and endorsed by Council to proceed as a low capacity main street in July 2019. |

| Respondent | | Comments (sic) | City's Responses |
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| Section 1: Between Abernethy and Wittenoom roads | | | |
| 9 | | Why close Fernan? I am waiting for the day there is an accident at Stirling Crescent and Wittenoom 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>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the Fernan Road closure</p> <p>The intersection designs are based on traffic modelling and crash history. In this respect Kalamunda-Wittenoom was considered to be able to function effectively as T-intersections.</p> <p>Notable idea for left turn in to Range View Road.</p> |

| Respondent | | Comments (sic) | City's Responses |
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| 18 | | Roundabout on Stirling/ Kalamunda | Noted. |
| 19 | | Wittenoom Rd roundabout? | The intersection designs are based on traffic modelling and crash history. In this respect Kalamunda-Wittenoom was considered to be able to function effectively as a T-intersection. |
| 29 | | Good idea | Noted. |
| Section 1A: Between Abernethy Road and Stirling Crescent | | | |
| 14 | | There needs to be a plan to ensure trucks using Stirling Cr get to Roe Hwy via Abernethy when Stirling Cr at Roe Hwy closes. Large, sometimes oversize trucks need to stay away from Kalamunda Rd | Noted. The City of Kalamunda is working with the City of Swan and Main Roads WA on the planning for the changes arising from the Great Eastern Highway Upgrades. |
| 19 | | Round about at Stirling Crs Section | Noted. |
| 24 | | A round-a-bout at Stirling now not later | Noted. The timing of work is based on projected traffic growth in addition to other factors. |
| 29 | | Good idea | Noted. |
| 47 | | Is it necessary for roundabout there with Chullwyne St right nearby? | The detailed design of the work will ensure that appropriate geometries and dimensions are used. |
| Section 1B: Between Stirling Crescent and Wittenoom Road | | | |
| 8 | | This is a bad area not to forget Foxtan Rd being a huge impact to traffic, maybe a dual lane or oval roundabout will work. | The intersection designs are based on traffic modelling and crash history. In this respect Kalamunda-Foxtan was considered to be able to function effectively as T-intersections. |
| 13 | | Just wondering why there are no plans for a roundabout at Wittenoom Rd / Kalamunda Rd as a great deal of traffic uses this intersection? | The intersection designs are based on traffic modelling and crash history. In this respect Kalamunda-Wittenoom was considered to be able to function effectively as a T-intersection. |
| 19 | | Foxtan Bvd? | The intersection designs are based on traffic modelling and crash history. In this respect Kalamunda-Foxtan was considered to be able to function effectively as a T-intersection. |

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| 23 | [Requesting] Roundabout [at Wittenoom]. | The intersection designs are based on traffic modelling and crash history. In this respect Kalamunda-Wittenoom was considered to be able to function effectively as a T-intersection. |
| 24 | I like the latest landscaping. What are the gumtrees? | This refers to the statues in the roundabout at Kalamunda-Newburn. |
| 29 | Good idea | Noted. |
| Section 2: High Wycombe Shopping Centre between Wittenoom Road and Cyril Road | | |
| 14 | There MUST be a way to force vehicles to turn left out of the shopping centre. Far too often people try to turn right out of the shopping centre and almost cause an accident because they cannot make the illegal sharp turn quickly enough. Does the shopping centre need this many entries/exits? | This exit has been reviewed and the shopping centre has been asked to implement changes to prevent this activity. |
| | Also, a signalised pedestrian crossing is great, but it needs to be placed correctly to ensure pedestrians will use it All: Roundabouts are the perfect solution to managing traffic flow on Kalamunda Rd. They may not be popular as people do not know how to use them, but if they are appropriately sized, they will be much better than any kind of traffic light. | Noted. |
| 17 | Do away with roundabout at Kalamunda Road and Newburn Road and replace with traffic lights and pedestrian crossing with lights. No roundabout at chipping drive, too close to Roe Hwy lights. There is enough hold ups with all the roundabouts you propose, so think carefully as drivers do not know how to use roundabouts. Traffic lights are the positive way to go, if you need anything, and drivers know what to expect. | Main Roads WA are the authority for approving traffic lights at intersections. None of the proposed changes are likely to meet the requirements for traffic lights. As each intersection proceeds to detailed design, other options will be reviewed. |
| 19 | Should never been built on a main road. Shire pressure | Not sure what this comment relates to. |
| 23 | Roundabout at Fernan | As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the Fernan Road closure |
| 24 | Feron traffic light. What ever can be used to control the through traffic Section 2B: Once again the big and not too big trucks coming off Roe heading to the industrial in the North Eastern corner, not ours but Swan they park on Kalamunda road at the shops. | Main Roads WA are the authority for approving traffic lights at intersections. None of the proposed changes are likely to meet the requirements for traffic lights. Further comment noted. |

| Respondent | | Comments (sic) | City's Responses |
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| 28 | | Definitely need a crosswalk. A lot of gophers in the area. I have macular degeneration and I am scared to cross Kalamunda Road. | Noted. |
| 29 | | Good idea | Noted. |
| 30 | | Very busy, needs something done to slow up | Noted. |
| 47 | | Shift the tower/pole that blocks our view of oncoming traffic when turning right into shopping centre off Kalamunda! | Noted. |
| Section 2A: Between Wittenoom Road and Newburn Road/Chipping Drive | | | |
| 19 | | Shopping centre exit | This exit has been reviewed and the shopping centre has been asked to implement changes to manage egress. |
| 29 | | Excellent idea | Noted. |
| 30 | | Very busy, needs something done to slow up | Noted. |
| Section 2B: Between Newburn Road/Chipping Drive and Cyril Road | | | |
| 19 | | Kenneth Rd roundabout. | The intersection designs are based on traffic modelling and crash history. In this respect Kalamunda-Wittenoom, Kalamunda-Foxton and Kalamunda-Kenneth were considered to be able to function effectively as T-intersections. |
| 29 | | Excellent idea | Noted. |
| 30 | | Very busy, needs something done to slow up | Noted. |
| 47 | | Is another roundabout at Cyril Road necessary?? It is very close to Hankvale Rd one Cyril Road onto Kalamunda Rd is no busier than Kenneth or Foxton & there's none for Wittenoom which is even busier | The detailed design of the work will ensure that appropriate geometries and dimensions are used. |
| Section 3: The section between Cyril Road and Roe Highway | | | |
| 1 | | Roundabout not required at Cyril Rd just a slip lane | The intersection designs are based on traffic modelling and crash history. |
| 2 | | I don't understand why 2 roundabouts are required in this section. Surely the levels of traffic don't warrant this. | The intersection designs are based on traffic modelling and crash history. |

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| 5 | <p>Streetscaping should be minimal- there's no justification for spending ratepayers' money for aesthetics, when it instead could be spent on practical transport solutions (e.g. converting Kalamunda Road into a dual-carriageway from Roe Hwy to Abernethy Rd)</p> | <p>Streetscaping is intended to enhance the amenity and hence quality of life of the area.</p> <p>Funding assistance will be sought through grants and other sources to limit the impact to municipal funds.</p> <p>The current plan is based on community feedback in 2019 and endorsed by Council to proceed as a low capacity main street in July 2019.</p> |
| 12 | <p>Specifically relating specifically the roundabout at the intersection of Kalamunda Rd & Range Court. I have already had to deal with the increase in traffic volume (especially trucks) when Kalamunda Rd was upgraded so I am strongly against this proposal because of the direct & significant negative impact this will have on me & my property. I live at which sits at the end of the court (same end as the proposed roundabout) & I will be impacted more than any other property bordering the proposed roundabout or located in the court. In addition to being close to the proposed roundabout my home sits close to the front of the property which makes me more vulnerable than if it was further back. I understand you want to look after road users but it shouldn't be without regard to home owners who are directly affected who will be forced to live with the changes at the expense of their physical health and mental well-being, nor where the proposed changes may introduce more risk.</p> | <p>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the designs.</p> |
| 12 | <p>I have made the assumption that Range Court will not only be extended but also widened to allow for optimal traffic flow to the left, right and straight ahead. This would mean that the current bus stop will need to be relocated (to?) & that the trees in front of my property will be removed to allow the current footpath to be redirected along the narrow verge in front of my property. In addition to my main concerns, the removal of the trees will mean my home has nothing to block/diffuse approaching vehicle headlights at night or have some protection from the summer sun. Yes, I can close the blinds & roller shutters but these both block open windows which effectively mean I have no air flow through those rooms.</p> | <p>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the designs. There are a range of options that could be applied to resolve the concerns.</p> |
| | <p>Also, your future plans refer to bike lanes and improved shared paths. Is this going to be factored in as part of this proposal or is it going to be done at a later date which may affect me even further?</p> | <p>The intention is to complete each section or intersection as complete projects, including all elements.</p> |

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|------------|---|--|
| | <p>I would also like to know how you plan to address my other concerns. The increase in noise & fumes entering my home from: Vehicles Idling/waiting (including loud stereos/exhausts) to turn on to Kalamunda Rd; Increased vehicle activity up/down Range Court; and Vehicles accelerating out of/braking (including hoons, trucks using exhaust brakes) approaching the roundabout. The increase in headlights/emergency service lights shining in to the front of my home at night from: Vehicles turning into Range Court from Kalamunda Rd; Vehicles driving through from Hawkevale Rd, and Vehicles coming up Range Court from Range View Rd.</p> | <p>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the designs. There are a range of options that could be applied to resolve the concerns.</p> |
| | <p>The impact to my privacy due to the close proximity of the front of my home to the footpath where people will be able to look into my living room or bedroom. It will also be impacted due to traffic flow coming closer to my side boundary where higher vehicles will be able to see over the fence and into my yard & kitchen/dining area. My safety will be impacted & the potential for damage to me/my car will increase as access to my property will be very close to where vehicles exit the roundabout on to Range Court.</p> | <p>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the designs. There are a range of options that could be applied to resolve the concerns.</p> |
| 12 | <p>As I slow down, or required to stop due to my driveway being blocked, then the potential to be rear ended is very likely. There is also the increased risk of damage to my home because of an out control vehicle entering/exiting the roundabout. If this occurred then it may also affect my ability to adequately secure my home while waiting repairs. I'm sure there is more that I haven't identified that may not even be known for years (home structural integrity or land stability from vibration when building the roundabout or traffic vibration) but just looking at the ones listed I am pretty sure that the value of my property will also decrease even after all the repairs/improvements I have made.</p> | <p>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the designs.</p> <p>There are a range of options that could be applied to resolve the concerns.</p> <p>Improvements in road safety, streetscaping, and reductions in speeds should all contribute to improved property values along the road.</p> |
| | <p>Finally, I am currently able to have a skip bin for rubbish removal from the shire but these can only be positioned on the verge. So if I don't have a verge how does this work? Will this no longer be available to me? Thank you for taking the time to read this and I look forward to hearing from you.</p> | <p>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the designs.</p> |
| 15 | <p>The position of the road into Hawkevale road is dangerous. Its original position removes the danger of cars turning into the first 2 properties on the west side of Hawkevale road. Why do you need to move its original position? This is just adding to the cost and there will be no clear advantage in moving it's position.</p> | <p>The detailed design of the work will ensure that appropriate geometries and dimensions are used.</p> |
| 29 | <p>Excellent idea</p> | <p>Noted.</p> |

| Respondent | | Comments (sic) | City's Responses |
|------------|--|---|---|
| 30 | | Only going to get busier , but should be improved when Roe finished. | Noted. |
| 32 | | Should be four lanes | The current plan is based on community feedback in 2019 and endorsed by Council to proceed as a low capacity main street in July 2019. |
| 35 | | There is a bus stop at end of Range Court with parking for parents to pick up kids on bus. Can cul-de-sac and bus stop be relocated to end of Rangeview Rd | Notable suggestion and will be considered with detailed design. |
| 36 | | Cyril Road roundabout not needed | The intersection designs are based on traffic modelling and crash history. |
| 38 | | Less trucks and slower speed limit as cars + trucks travel well above current speed limit. The hardstand trucks do not follow the rule of entering at Kalamunda Road. | Noted. Not clear on the meaning of the 'rule of entering'. |
| 39 | | do u plan to landscape this section? Next to umina recently mulched! | The projects will be delivered over many years, and are subject to further design. |
| 46 | | Needs doing no later than 2022 because new Roe Highway and Kalamunda Interchange | Noted, however the City will be limited in the ability to fund the work. |
| 47 | | <p>1) Access needs to remain as a thoroughfare from Rangeview to Berle to Edney for reasonable access on Kalamunda Rd to go to Midland.</p> <p>2) Mini shopping centre right near Roe should only have single entry/exit Road because of close proximity to new Roe/Kalamunda Roundabout.</p> | <p>The intersection designs are based on traffic modelling and crash history. In this respect repositioning the intersection to Range Court was considered to be a better outcome.</p> <p>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the designs.</p> <p>The access to the shopping centre is being improved as part of the Roe-Kalamunda Interchange project.</p> |

| Additional Comments | | |
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| 4 | What time frame are we looking for Maida Vale road path and road upgrade. | Not clear which part of Maida Vale Road this is referring to. The section between Roe Highway and Ibis Place will not be upgraded until the Forrestfield North Structure plan reaches maturity. Further west the road will be upgraded in 2021 as part of the train station project. |

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| 5 | High Wycombe is looking good, the community is getting stronger we just need a council to get strong with us. | Noted. |
| 7 | The only way i will accept a roundabout at Range Ct is if there is a ramp on Maida Vale Rd Northbound built prior! | <p>Main Roads WA have advised they are unable to provide a north-bound ramp off Maida Vale Road due to proximity to the Roe-Kalamunda Interchange.</p> <p>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the designs.</p> |
| 9 | Who of the persons wanting these changes actually use these roads every day. We the residents do and know. | The current plan is based on community feedback in 2019 and endorsed by Council to proceed as a low capacity main street in July 2019. Had the City received a resounding non-support of change this would have resulted in a different outcome. |
| 11 | <p>Again, as in Qld signage, I am going to request that roundabouts have suggested 30kmp/h (eg) and give way signage. If the roundabouts are installed and traffic is required to slow down (this is just not happening at the Newburn / Kalamunda Rds intersection) then drivers will already be alert enough to give way at a pedestrian crossing. So many traffic lights in WA are set to waste time and vehicle emissions. Roundabouts work! But only when made properly.</p> <p>Please invite me to come and explain our driver frustrations!</p> | <p>In order to meet the design standards for a 30 km/hr intersection, the City would need to implement substantial traffic calming treatments.</p> <p>The detailed design of the work will ensure that appropriate geometries and dimensions are used.</p> <p>As the project planning proceeds to detailed design, there will be specific consultation with the community regarding the designs.</p> |
| 15 | Will you be applying to stop the trucks using Kalamunda road as a shortcut. They have ample alternatives without using Kalamunda Road. | <p>The design will need to provide for 19 metre long vehicles that are able to travel "as-of-right" without special permits.</p> <p>To limit the size of trucks would require a separate approval. No class limits are presently proposed.</p> |
| 16 | As well as improved road system it will be nice to have native landscaping same as what has been done between Stirling Cres and Wittenoom Rd. | Noted. |

Written Submission Prior to Consultation Close

One written submission was received. The comments from the submission are included verbatim with identifying details redacted.

| Respondent | Comment | | | | | | | | | | | | |
|--------------------------------|---|--------------------------------|---------------------|-------------------|---------------------|-----------------------------|------------|-------------------|---------------------|-------------------|------------|-------------------|---------------------|
| 1 | <p>Thank you for the opportunity to give a local point of view on this proposal. I have lived in [redacted] for 19 years and intend to live here for another 40+ years. That is why I have found it necessary to comment on the proposed changes.</p> <p>I filled out the initial survey and have spent a lot of time reading through both the results and the concept proposed. I also spent a significant amount of time looking at the traffic analysis for the area conducted by two consulting companies working on different developments in the area.</p> <p>Traffic Study</p> <p>The traffic study on this project states that the road in its current form is at the design capacity of 15000vpd. I have removed the crash stats for the Kalamunda/Roe hwy intersection, as these have already been addressed by the current grade separation project underway. I also removed Kalamunda/Abernethy rd stats as this intersection not changing.</p> <p>The crash history highlights are as follows.</p> <table border="1" data-bbox="370 1041 1366 1164"> <tbody> <tr> <td>Newburn/Kalamunda/Chipping rds</td> <td>39 crashes</td> <td>0 hospitalisation</td> <td>9 medical treatment</td> </tr> <tr> <td>9 other Minor intersections</td> <td>19 crashes</td> <td>1 hospitalisation</td> <td>3 medical treatment</td> </tr> <tr> <td>Mid block crashes</td> <td>37 crashes</td> <td>2 hospitalisation</td> <td>8 medical treatment</td> </tr> </tbody> </table> <p>The interesting facts out of the crash stats is that only 2 crashes were right angle collisions and only 1 crash involved pedestrians. The reasoning for the extensive use of roundabouts in this concept is explained as reducing right turn crashes. The crash heat map shows that 41% of the crashes occurred at a roundabout at Newburn/Kalamunda/Chipping roads.</p> <p>If you look at what is proposed to occur at specific intersections, I would like to highlight the following:</p> <p>Kalamunda/Stirling cr intersection</p> <p>The proposed roundabout is much larger than at the other intersections as it states that it is designed to cater for the swept path of a 19m prime mover and semi trailer as of right vehicle. As it is an "as of right vehicle", it is permitted on any road in the network, so I would have thought that all of the roundabouts would have to be this size. If an as of right vehicle can negotiate the other roundabouts, then why does this one need to be so large?</p> <p>City's Response</p> <p>The Stirling Crescent roundabout concept has included the turning movements to and from Stirling Crescent, which is necessary due to the higher proportion of heavy vehicles accessing from the north. The other intersections are expected to mainly cater for through traffic along Kalamunda Road.</p> <p>All roundabouts will be able to accommodate as-of-right vehicles, with the smaller roundabouts having a concrete annulus that allows for rear wheels to pass over the kerb.</p> <p>The detailed design of the work will ensure that appropriate geometries and dimensions are used.</p> | Newburn/Kalamunda/Chipping rds | 39 crashes | 0 hospitalisation | 9 medical treatment | 9 other Minor intersections | 19 crashes | 1 hospitalisation | 3 medical treatment | Mid block crashes | 37 crashes | 2 hospitalisation | 8 medical treatment |
| Newburn/Kalamunda/Chipping rds | 39 crashes | 0 hospitalisation | 9 medical treatment | | | | | | | | | | |
| 9 other Minor intersections | 19 crashes | 1 hospitalisation | 3 medical treatment | | | | | | | | | | |
| Mid block crashes | 37 crashes | 2 hospitalisation | 8 medical treatment | | | | | | | | | | |

| Respondent | Comment |
|-------------|--|
| 1 continued | <p>Shopping centre driveways</p> <p>The swept path analysis indicates that the right turn movement into High Wycombe Shopping Centre can accommodate an 8.8m design vehicle at both access 2 and 3. My experience as a driver gives me the knowledge that a vehicle takes as much, or more room to turn left than it does to turn right. I assume that the vehicles entering will be leaving at some stage, so why is there no swept path analysis on left turns. It is also my understanding that Coles 19m Prime mover and semi trailer delivery trucks exit the shopping centre at driveway 2, which is a left turn only driveway. How do they manage to get out without running over things?</p> <p>City's Response</p> <p>The swept path was provided because there is a proposal to modify the centre median, to prevent vehicles from exiting the shopping centre and trying to turn right. Because the left turn movement exiting the centre is not being changed, a swept path was not required.</p> <p>The detailed design of the work will ensure that appropriate geometries and dimensions are used.</p> <p>Cyrl Rd Roundabout</p> <p>The report states that "It should be noted that access to Lot 57 and Lot 503 be facilitated directly into the new roundabout proposed at Kalamunda/Cyrl rd intersection as illustrated at figure 19"</p> <p>Having sat in the Council chamber at a meeting regarding Welshpool/Lewis rd, it was proposed to have a roundabout to provide access to a private property. The answer given by the City Officer was "a private driveway onto a roundabout would not happen anywhere" There are 2 private driveways onto the roundabout and 2 more on the approach. This seems very dangerous to me.</p> <p>City's Response</p> <p>The comment refers to the intersection of Welshpool Road East and Lewis Road. If a roundabout was constructed at this location, private property access would not be permitted due to the road being a RAV route and having a higher speed zone.</p> <p>Whilst it should be avoided if possible, private property access can be included to lower speed zone roads.</p> <p>The detailed design of the work will ensure that appropriate geometries and dimensions are used.</p> |

| Respondent | Comment |
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| 1 continued | <p>Hawkevale/Range ct Roundabout</p> <p>There was a transport impact assessment conducted by Shawmac in 2019 had the current vpd on Kalamunda rd measured at 16120. With the developments approved in Karingal Green, it was estimated to rise to 16654 vpd. The study states that “No additional potential road accidents are expected to occur due to the added traffic volume” it also states that “The intersection operates within capacity during Am and Pm peaks and will continue to do so with the approved developments.” I use this intersection multiple times a day and the only issue I have ever had is vehicles queuing across the intersection at Pm peak. Again this will not happen once the grade separation is completed.</p> <p>By opening Range Ct and closing Rangeview rd, you will be completely changing the flow of traffic from Edney rd to Rangeview Rd. As there is already traffic calming devices on Rangeview rd, there has clearly been a traffic issue and complaints on this road in the past.</p> |
| | <p>City’s Response</p> <p>Comment noted.</p> <p>Transport Impact Assessments are prepared to address specifically the impact of the development. The Kalamunda Road Study has been prepared to identify how the roads can change to meet the desired future road environment.</p> <p>Bus Embayments</p> <p>It is proposed to remove all bus embayments except those located at the shops. It states that “Buses stopping in the lane of traffic have been used in several situations to assist with road calming measures.” Is that what we want on a road that will see an increase in frequency of buses due to the railway station and on a road that is currently functioning above design capacity?</p> <p>It is also recommended that the proposed bus embayment to the west of Cyril Road (westbound direction) be retained in order to reduce the potential impact of this bus stop on traffic operations at the Kalamunda Rd/Cyrl Road intersection. Why isn’t the same applied to the bus stops on the eastern side of the Hawkevale roundabout.</p> <p>City’s Response</p> <p>The Public Transport Authority’s preference is not to have bus embayments except for timed stops. This is standard throughout the City.</p> <p>The proposed designs are intended to support the intended road capacity.</p> <p>The need for the bus embayment west of Cyril will be reviewed at detailed design stage.</p> |

| Respondent | Comment |
|-------------|--|
| | <p>Cycle Lanes</p> <p>There are 2 types of cyclists, Commuters and Recreational Cyclists. According to Ausroads guide to road design part 4b – roundabouts may not be as safe for cyclists as other road users. The changes to cycle conditions proposed leave big sections of Kalamunda road without a cycle lane. A commuter will not go from on road cycling to path cycling 4 times and contend with numerous cross streets and driveways in the length between Abernethy and Roe Hwy. They will stay on the road and be faced with numerous pinch points at roundabouts and traffic islands.</p> <hr/> <p>City’s Response</p> <p>Confident cyclists are able to take prime position along the road lanes and through roundabouts.</p> <p>All cyclists have the choice of riding on the road or taking shared paths when needed.</p> <p>The detailed design of the work will ensure that appropriate geometries and dimensions are used.</p> <hr/> <p>Timeline</p> <p>The project timeline proposes that the first work will occur between Cyril rd to Roe Hwy. This section of road already has a Shared path and on road cycling lanes on both sides of the road. Section 1 that has no footpath or on road cycle lane will not get any improvement until 2030 or later.</p> |
| 1 continued | <p>City’s Response</p> <p>The project timeline is indicative, and is based on forecast traffic needs. Actual project timing will be subject to periodic review of needs, and funding.</p> <hr/> <p>Conclusion</p> <p>When I filled out the initial survey for this project, I was presented with pretty pictures and asked to choose how I would like the road to look. There was not one roundabout in any of these pictures and it was the City of Kalamunda who suggested roundabouts for this section of road, not Cardno who were the hired experts for this project. With the Grade separated intersection currently under construction, combined with this proposal, there will be a total of 6 roundabouts in under 2km of road. I would have thought that the lesson on roundabouts on Kalamunda road would have been learnt from the hundreds of thousands of dollars spent and multiple attempts on the Newburn/Kalamunda/Chipping intersection.</p> <p>This road will have buses stopping in the lane causing tailbacks across intersections and cyclists zig zagging on and off the road trying to avoid being crushed by buses, trucks and cars.</p> <p>It is proposed to spend over 17 million dollars on a road to make it inconvenient for trucks that have as much right to use the road as cars, cyclists and pedestrians. This road will have no increased capacity and no room for expansion in the future.</p> <p>The explanation that will be given is that “this is just a concept”, but based on the turnover of staff at the City of Kalamunda in the last five years, by the time this is completed, no one that approved this concept will be around to explain it and it will be the residents left with a grid locked and dangerous road post 2032.</p> <p>While I concede that this road does need some improvement and I have lost the battle for a dual carriageway, I would like to see this road as a single lane each way with bus bays and a continuous cycle lane the entire length.</p> |

| Respondent | Comment |
|------------|--|
| | <p>City's Response</p> <p>The first paragraph refers to the initial consultation, conducted in 2018. The purpose of this consultation was to gauge the support for Kalamunda Road to be upgraded to either a lower capacity or higher capacity road. Roundabouts were not considered until a decision was made regarding the capacity.</p> <p>The Newburn/Kalamunda/Chipping intersection has required several stages of improvement as traffic has grown and crashes increased.</p> <p>Comments regarding buses, embayments and cyclists addressed previously.</p> <p>Comment regarding intended road capacity has been addressed above.</p> <p>All strategies are assigned responsibility internally, as part of the City's Corporate Plan. This is independent of individual staff.</p> <p>The interest in cycle lanes is noted.</p> |

Written Submission After Consultation Close

At the July 2020 Ordinary Council meeting, a submission with 243 Signatories was submitted. Whilst originally presented as a petition, upon clarification with the submitter, it was to be considered a late submission to the consultation.

| Respondent | Comment |
|------------|--|
| 1 | <p>Support the closure of Rangeview Rd at Kalamunda Rd and install the roundabout at Range Ct, Hawkevale Rd (and Kalamunda Rd) as a matter of urgency</p> <p>City's Response The City notes the support for the roundabout, whilst noting also the number of concerns specifically raised by Range Court residents for the same proposal. This will require further consultation before the project proceeds to detail design</p> |
| 1 | <p>Not install a Medium Strip as outlined in the Concept Plan.</p> <p>Clarification meant that the centre median outside 442 Kalamunda Rd prevents vehicles turning right into the property</p> <p>City's Response The median island shown on the concept plan is indicative and can be located as needed during detail design to suit local access needs whilst providing lane delineation and separation</p> |
| 1 | <p>Not reduce the verge access to vehicles at 442 Kalamunda Rd.</p> <p>Clarification was that the proponent wished for vehicles to be able to park on the verge when attending their business.</p> <p>City's Response This is not supported as this perpetuates an ongoing safety risk if not addressed through adequate design. The subject address is a chiropractic business who have at times customers with larger vehicles seeking parking. Businesses as part of their development approval are required to address customer parking within their lot. The City will undertake further discussions with the proponent on this issue.</p> |