



Proposed 40km/h In Kalamunda Central
Community Engagement Report
2021





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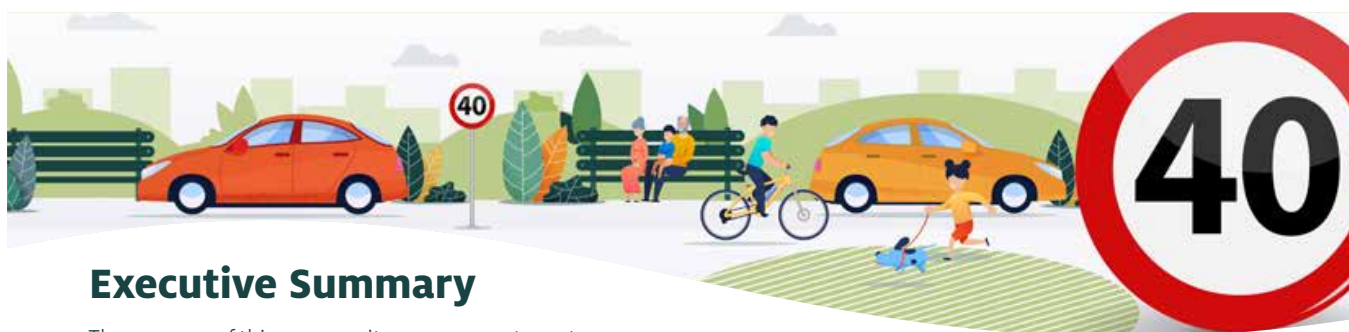
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Executive Summary

The purpose of this community engagement was to investigate community support for reducing the speed limit to 40km/h in some, or all the Kalamunda town centre, with a view to improving road safety outcomes all road users.

Background

On 7 August 2019 and 2 October 2020 the Community Safety and Crime Prevention Advisory Committee (CSCPAC) identified three locations in the City that would benefit from further road safety features to improve outcomes for all road users:

1. Kalamunda Town Centre – bounded by Stirk Street, Railway Road, Canning Road and Burt Street;
2. Hale Road, Forrestfield – Dawson Avenue to Anderson Road; and
3. Kalamunda Road, High Wycombe – Wittenoom Road to Cyril Road.

The Community Safety and Crime Prevention Advisory Committee (CSCPAC) presented a proposal to consider 40km/h speed limit reductions in the above zones; at the Ordinary Council Meeting, held on 26 November 2019. The Council supported investigations and public consultation (Simple majority 9/1).

In 2020, the City of Kalamunda commissioned Catalyse Pty Ltd to undertake a Community Perceptions Study known as a 'Community Scorecard'. The purpose of the study was to evaluate community priorities. Community Driven Actions included:

- » Slow down traffic on local roads (modified speed limits, traffic calming, signage)
- » More pedestrian crossings; replace speed bumps in town centre with pedestrian crossings.

Community Engagement

Targeted consultation ran from 4 February to 15 March 2021

Community Consultation for the project was delivered in line with a Communications and Engagement Plan prepared in line with IAP2 best practice principles. The Plan progressed to IAP2 spectrum level 'Involve' to work directly with the public throughout the process to ensure that public concerns and aspirations were consistently understood and considered, and was supported by an integrated marketing campaign.

Purpose of the 40km/h zone engagement:

To investigate community support for reducing the speed limit to 40km/h in some, or all the Kalamunda town centre, with a view to improving road safety outcomes all road users.

Key Engagement findings:

426 x Surveys received.

- » 64% said current speeds are just right.
- » 28.4% said current speeds are too high
- » 6% said current speeds are too low
- » 1.6% no response

14 x Submissions (8 of the 14 submissions the sentiment was not in favour of 40km/h zone).

Social Media received over 32,000 impressions; 4,500 Engagements and 180 comments. Sentiment was most against a 40km/h zone, with many comments highlighting that the traffic was already slower than 40km/h.

Note: Despite 42% of the Survey respondents aged 60+; and Social Media being utilised by a younger demographic on average, both groups were not in favour of a reduction to 40km/h overall. Both groups called for similar other actions/ outcomes to increase safety and improve traffic flow ie:

- » increased and improved zebra crossing layouts/traffic lights - as the current (Pedestrian) speed bumps are dangerous/confusing;
- » improved street design/layout to improve flow of traffic;
- » improved landscaping to improve pedestrian traffic;
- » improved road signage;
- » improved parking;
- » increased ACROD parking; and
- » increased policing of dangerous drivers, and illegal parking.



Community Engagement

Communications and Engagement Objectives:

- » Understand attitudes and perceptions of the City of Kalamunda community to 40km/h speed limits.
- » Inform community and stakeholders on the value of lower speeds, to achieve increased road safety; and of our intention to gather their feedback to present to council for discussion/advocacy to Main Roads WA.
- » Raise their awareness of the proposed 40km/h speed limit in the Kalamunda Town Centre and Community Consultation
- » Increase stakeholder understanding of road safety and awareness.
- » Promote a positive consultation experience among stakeholders with the City in obtaining equitable levels of feedback from community and residents across the City.

Sampling Size & Methodology

The City has approximately 22,786 households and the communication and engagement objective of obtaining over 50 survey responses was surpassed (426 Surveys), demonstrating the high level of interest by the community in having their voices heard on this issue.

To ensure equitable levels of feedback were provided across the City, the quota sampling methodology was used. The sample size aimed (vs achieved) for responses:

- » Even cross section of gender (42% Male : 47% Female)
- » Cross section of ages (42% over 60)
- » 20% local businesses (7% + 3% community groups)
- » 5% visitors (3%)

Strategic Planning Alignment

Kalamunda Advancing Strategic Community Plan to 2027

Priority 1: Kalamunda Cares and Interacts

Objective 1.2 - To provide a safe and healthy environment for community to enjoy.

Strategy - 1.2.1 Facilitate a safe community environment.

Priority 3: Kalamunda Develops

Objective 3.2 - To connect community to quality amenities.

Strategy 3.2.2 - Provide and advocate for improved transport solutions and better connectivity through integrated transport planning.

Communications and Engagement tools and objectives

The city engaged with key stakeholders and the broader community via:

| Engagement Tools | Objectives |
|--|---|
| Media Release (MR) | Targeting media outlets for a broader community reach. |
| Website: Linking to contributing nodes | Accessible, translatable, transparent. Single point reference. Links to Engagement Portal and Social Media. |
| Engagement Portal | FAQs, Survey, additional reading |
| Printed Flyer and Survey | Print is tangible, tactile, is viewed as trustworthy and reaches stakeholders who are not online. |
| Mailout/ letterbox drop | Directly targeting and owners and occupants within the proposed zone |
| Social Media Campaign | Targeted posts can reach stakeholders 24/7: Facebook posts, LinkedIn, Twitter, Instagram. |
| Face-to-Face | One-on-one meetings as required to address stakeholder enquiries. |
| Email Direct Marketing | Reach City of Kalamunda Subscribers |
| Newspaper Advert | Reach broader community who do not have online access |
| Posters | Visual campaign |
| Path Stickers | Targeting foot traffic within the Kalamunda Town Centre |
| Variable Message Board | Targeting road users within the Kalamunda Town Centre |

MARKYT® Community Scorecard Report

2020 Community Perceptions Survey

The City of Kalamunda commissioned CATALYSE® to conduct a MARKYT® Community Scorecard from 23 March to 14 April 2020. The purpose of the study was to evaluate community priorities and measure Council's performance against key indicators in the Strategic Community Plan.

Scorecard invitations were sent to 4,000 randomly selected households; 1,000 by mail and 3,000 by email.

483 randomly selected residents and ratepayers completed a scorecard.

Community Driven Actions included:

- » Slow down traffic on local roads (modified speed limits, traffic calming, signage)
- » More pedestrian crossings; replace speed bumps in town centre with pedestrian crossings.

Community Action Plan Traffic management on local roads

Challenges

- Population increase has led to more traffic congestion
- Heavy vehicles driving through the area, and taking shortcuts through residential areas
- Speeding and hooning on local roads
- Issues with pedestrian access across main roads and in the town centre

Community Driven Actions

1. Improve intersections to keep traffic flowing safely (roundabouts, lights, overpasses)
2. Slow down traffic on local roads (modified speed limits, traffic calming, signage)
3. Modify roads to restrict access (e.g. Zigzag road, Haynes Rd, local traffic only in suburbs)
4. More pedestrian crossings; replace speed bumps in town centre with pedestrian crossings

Community Voices

- "Traffic management through Forrestfield particularly access to Tonkin Hwy."
- "Traffic management - increase in units has increased vehicles in Kalamunda area. More roundabouts to allow residents to access Canning Road safely instead of taking risks."
- "Install round about on corner Canning Rd and Seymore Rd."
- "Tonkin Hwy / Welshpool Road intersection overpass required."
- "Diverting all types of heavy vehicle traffic away from residential areas."
- "Speed of traffic through Kalamunda, stop huge trucks taking a short cut through Kalamunda."
- "Action required immediately and ongoing on improving continual hooning on Williams to Zig Zag."
- "Speed enforcement its terrible around the local area. Back street LED signs slow down."
- "Speedhump to slow down vehicles in new infill areas."
- "Reduced road speeds on Canning Road to facilitate the elderly, disabled, and children crossing the road."
- "Addressing the dangerous situation on Haynes St in regard to crossings that look like pedestrian crossings but are not."
- "More pedestrian crossings FEWER SPEED HUMPS - very confusing!"

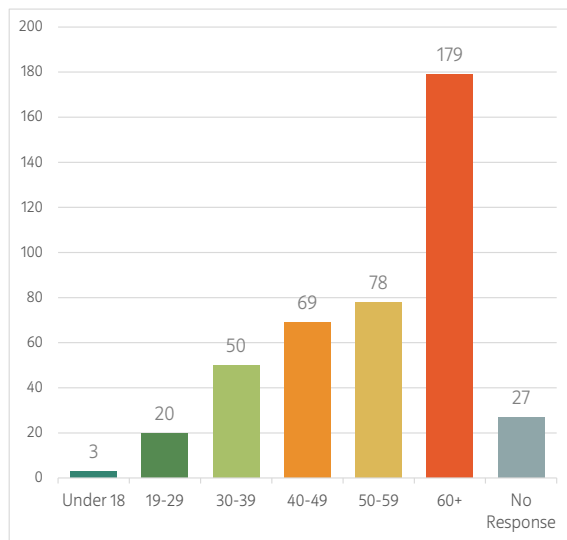
City of Kalamunda Fast Facts:

- » 32% of our population is aged over 60.
- » 12.9% of our population is aged under 10.
- » 3.6% of our population needs assistance with core activities.*
- » Approximately 60 businesses employing around 500 people in the area.
- » Tourism Research Australia visitor data suggests visitor levels are approximately 350-400 per day on average (for the whole Kalamunda Activity Centre)
- » In the five years 2015 to 2019, there were 63 significant crashes in the area proposed for a speed reduction (which is 63 crashes too many).

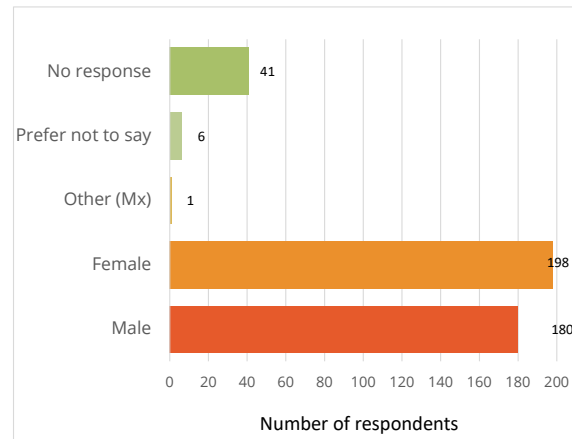
*Source: <https://www.abs.gov.au/>

Engage (Survey) | Demographics

Age of Respondents

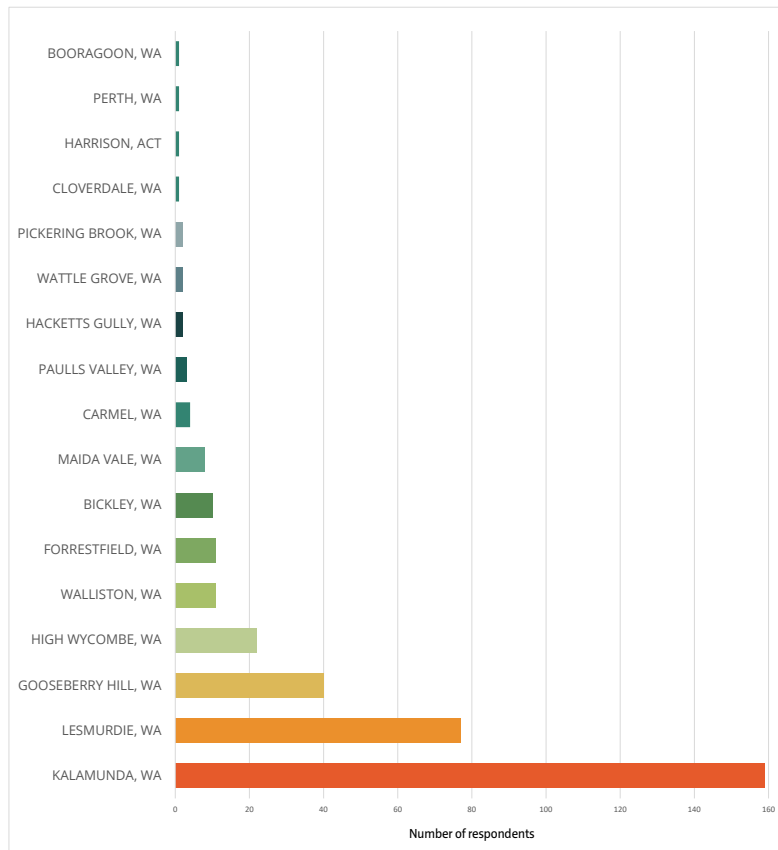


Gender of Respondents



The Survey received 426 responses
(In addition, 14 x Submissions were received.)

Suburb of Respondents



Engage Traffic

- 1.4K** Total visits
- 167** Maximum visits per day
- 775** Informed Visitors
- 1.1K** Aware Visitors
- 17** New Registrations
- 59** participants downloaded a copy of the FAQs

Profile

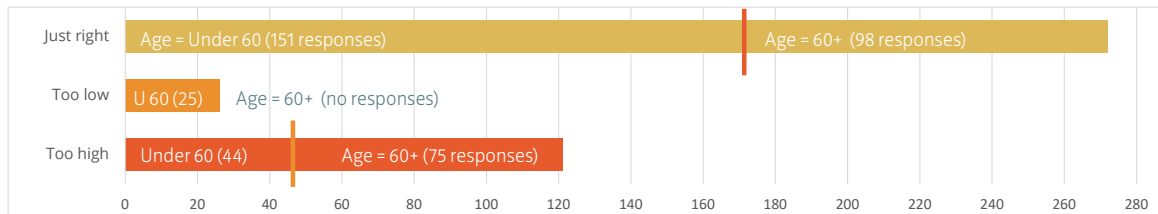
- 87%** Local residents
- 7%** Business operators
- 3%** Community groups
- 3%** Visitors to the area

The survey was a mixture of rating style questions and open comment questions.

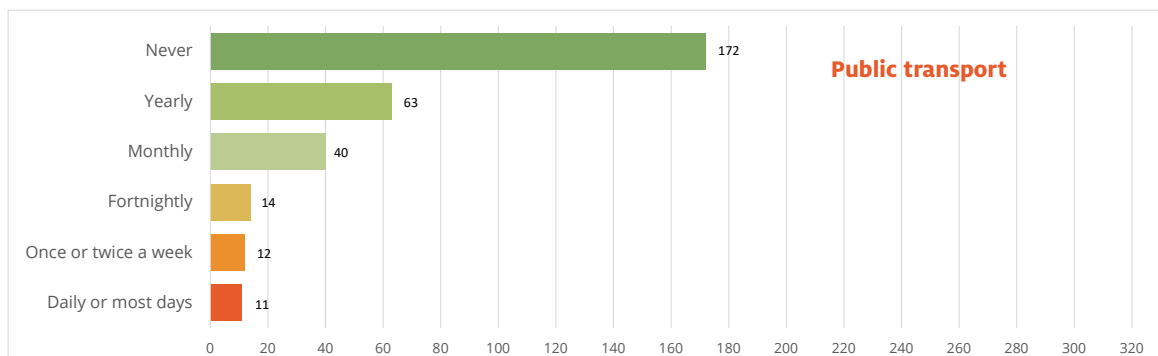
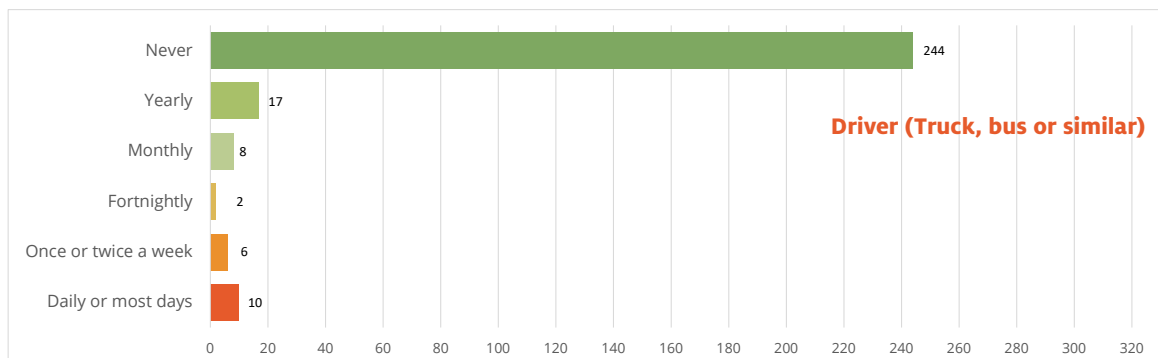
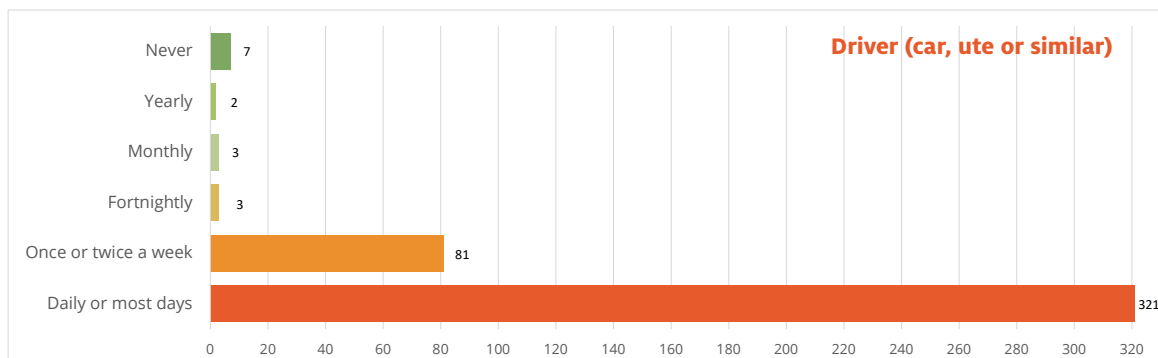
Engage (Survey) | Responses

Vehicle speeds and modes of transport

Are vehicles speeds in Kalamunda Town Centre Just right, too low, too high?

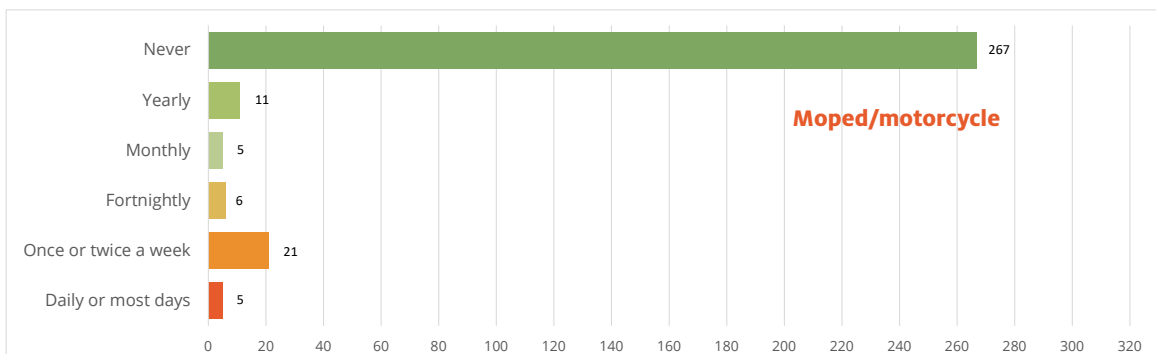
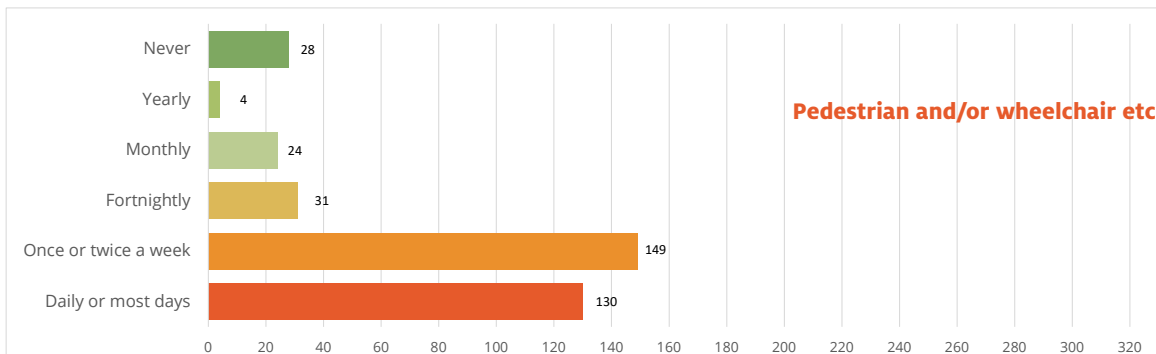
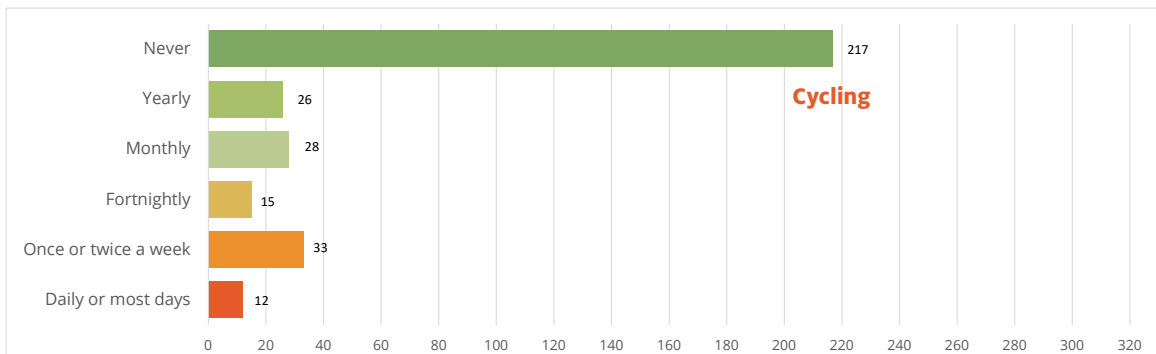
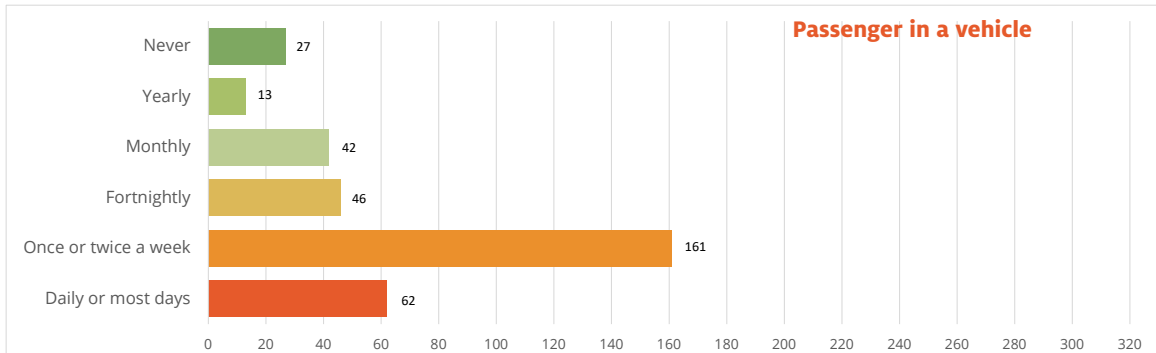


How often to you use each mode of transport in, or around the Kalamunda Town Centre?



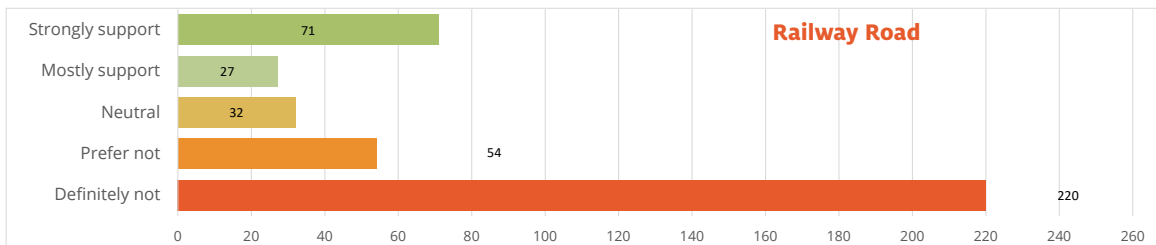
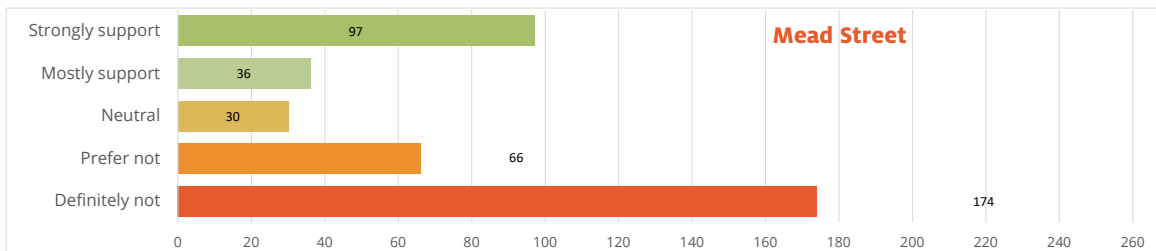
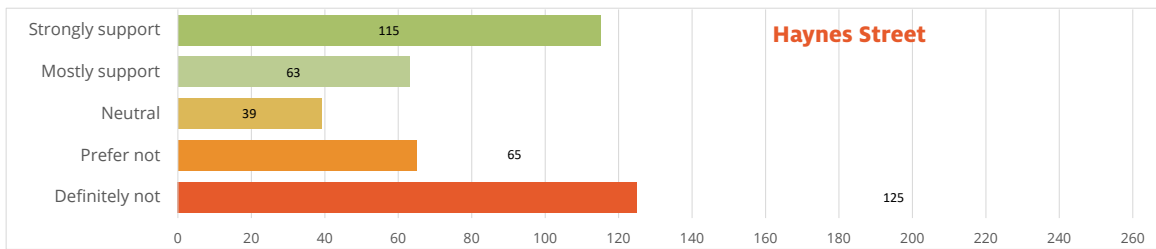
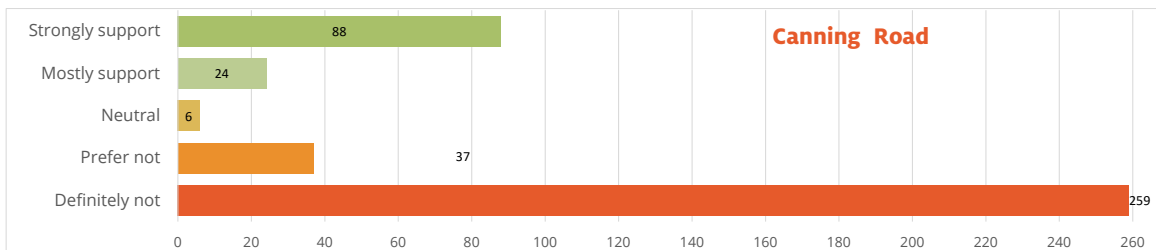
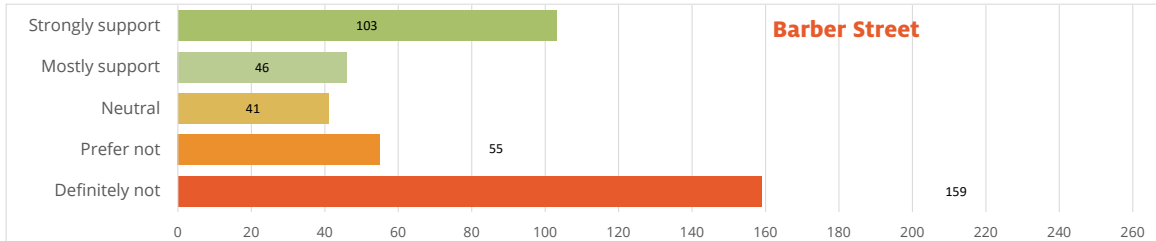
Engage (Survey) | Responses

Modes of transport



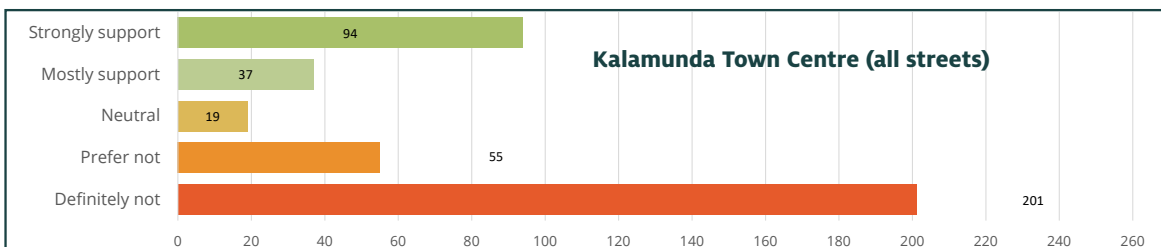
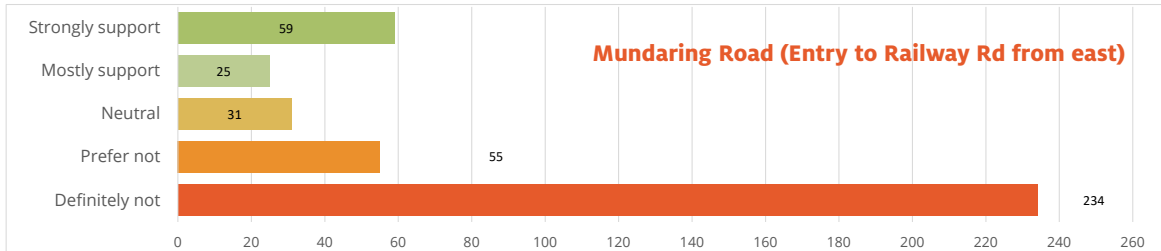
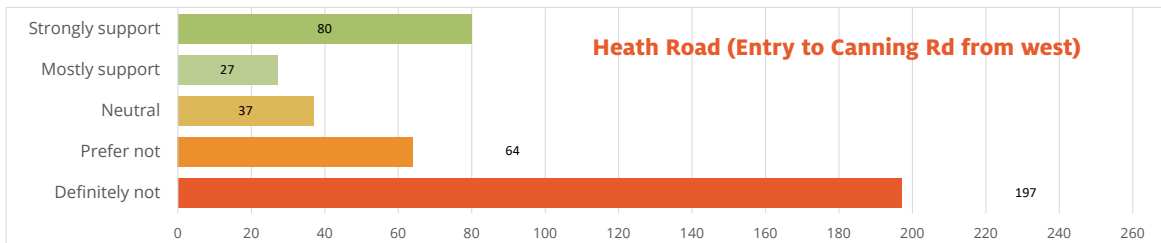
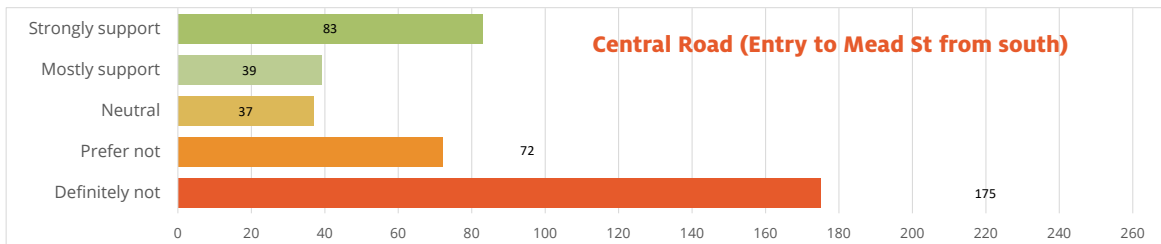
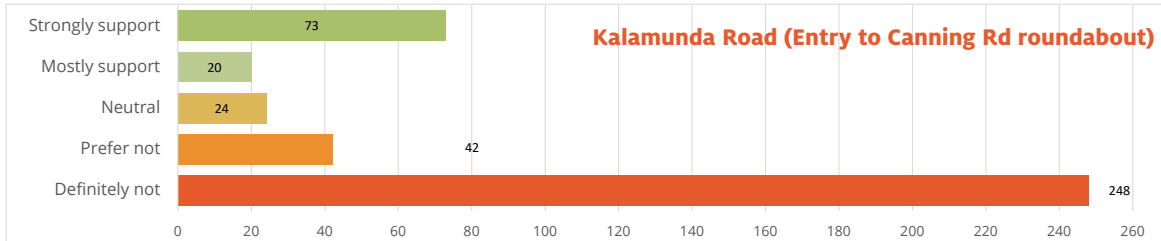
Engage (Survey) | Responses (Streets)

To what extent do you support a 40km/h speed limit on . . .



Engage (Survey) | Responses

To what extent do you support a 40km/h speed limit on . . .



Engage (Survey) | Responses

What other streets would you support a 40km/h speed limit on?

| Respondent | Demographic | Comment: |
|------------|-------------------|---|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 1 | 30-39 ♿ 🏠 | Stirk Street |
| 16 | 50-59 👤 🏠 | The whole length of Kalamunda road from Roe Highway ..to 50k |
| 22 | 30-39 ♿ 🏠 | Gladys Rd |
| 46 | 40-49 - 🏠 💰 | Barber Street has seen many accidents. It is a very visually distracting street with many entrances and exits from businesses or car parks |
| 55 | 60+ 🏠 🏠 | All speed limits are adequate as is. |
| 57 | 30-39 👤 🏠 | Gooseberry Hill Road |
| 67 | 30-39 👤 🏠 🏠 🗑️ | Elizabeth Street whole length |
| 89 | 60+ 🏠 | William street outside of Library and History Village up to intersection of Elizabeth street. All of Elizabeth street, and Railway road from Headingly into Kalamunda. |
| 91 | 🏠 | None |
| 92 | 60+ 👤 🏠 | Stirk not included in 40kph. Include Railway Road from Stirk to Mead.. but not outside that section. |
| 99 | 60+ 🏠 | Definitely not |
| 102 | 60+ 🏠 | Heslop Road |
| 114 | 19-29 👤 | no street |
| 119 | 60+ 🏠 | The area bounded by Canning Street, Mead Street, Railway road and Stirk |
| 134 | 50-59 ♿ 🏠 | There are already traffic reduction devices on Railway Road and Haynes St. Problem is these are confused as pedestrian crossings. I have seen a number of accidents and near misses at these devices. Fix this issue first. |
| 142 | 60+ 🏠 🏠 | Canning Road |
| 145 | 60+ 🏠 | Heath Road up to East Terrace. |
| 148 | 30-39 👤 🏠 | Burt Street - No. |

| | | |
|-----|--------------|--|
| 152 | 50-59 👤 🏠 | 50 kph is already in place for safety. Traffic builds up in these areas since population has increased in the area. Reducing speed limit will make this worse. I haven't observed a significant number of accidents in the area. |
| 163 | 60+ 🏠 | nil |
| 165 | 50-59 ♿ 🏠 | Fully support 40kmh zones near schools during school hours, and temporary speed changes for roadworks and safety related matters. |
| 168 | 60+ 🏠 | Wellington Street, Elizabeth Street, |
| 169 | 60+ 🏠 | There is a 50km/h zone along Williams Rd in Gooseberry Hill. We don't understand why that is so, because the road is not heavily populated - AND the speed limit is NOT marked! Why not? One is tempted to think "money trap ambush!" |
| 170 | 50-59 👤 🏠 | Stirk St |
| 172 | 60+ 🏠 💰 | May I suggest that Canning Road be left at 50KPH and the block of street on the map west of Canning Road also be left at 50kph and all the streets to the right of Canning Road, ie the Town Center be 40kph. |
| 174 | 60+ 🏠 🏠 | Why not clearly mark Mead Street, School Street as 50k zones; extend the 50k zone in Canning Road to Railway Road; clearly Mark Railway Road from Spring Street as a 50k zone??? |
| 176 | 60+ 🏠 | Speed is a simplistic solution to a complex problem. Most drive to the conditions. Too much signage is a bigger problem. For example the new crosswalk (which I support) is quite a challenge as pedestrians blend with the very visually busy fore and back |
| 179 | 60+ 🏠 🏠 | 7 Gunbar way and Heath road in the vicinity of IGA. Traffic turning into Heath road often does not give way to pedestrians using the shop carparks. |
| 182 | 50-59 ♿ 🏠 | Only school zones should be 40km |
| 232 | 60+ 🏠 🏠 | Spring Road; Williams Street to Elizabeth Street roundabout. |
| 233 | 50-59 👤 🏠 | Where there are shops,libraries, restaurants etc there should be low speed, traffic calming,and more pedestrian priority |
| 236 | 60+ 🏠 | On streets like Haynes Street, it's practically impossible to go too fast because of other traffic. Do we really need to legislate for this? |
| 243 | 👤 🏠 | Grirraween |

Engage (Survey) | Responses

What other streets would you support a 40km/h speed limit on?

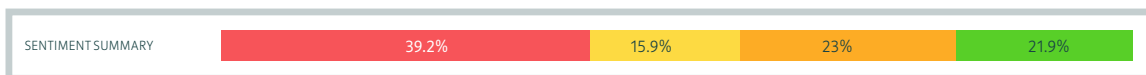
| Respondent | Demographic | Comment: |
|------------|-------------|--|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 247 | 60+ | Elizabeth Street from Williams Street to Hospital |
| 249 | 60+ | make a town centre that is slower ie 50km is more compatible to the area + stop the rat run effect that is happening at the moment |
| 250 | 50-59 | Mundaring Weir Rd between Railway Road and Schmitt st. In the portion that bends. Drivers go way too fast and frequently cross over line to head-on position as they can't keep to their side on the bends. Especially coming from Mundaring side towards Kala |
| 257 | 50-59 | Other than school zones which are already in place there is no need to carry it any further. |
| 258 | 30-39 | Elizabeth Street from Stirk Park to the Hospital |
| 270 | 40-49 | Not anywhere in the city of Kalamunda |
| 272 | 50-59 - | Anywhere in Kalamunda |
| 278 | 60+ | Canning Rd where it passes the Anglican and Catholic Churches and St Bridgid's - 40 kph |
| 282 | | Williams Street past Library and Spring Road past Kindy |
| 303 | 60+ | Elizabeth Street especially Eastern End to Hospital |
| 315 | 60+ | Canning Road - only to Lesmurdie Road |
| 316 | 60+ | Boonooloo Road/Kalamunda Road intersection |
| 317 | 60+ | Canning Road from Kalamunda Road to and including the high school. |
| 323 | 60+ | Railway Road through to Gooseberry Hill. Boonooloo Street. Robert Road. Recreation Road |
| 335 | 40-49 | Outside Spring Road Kindy |
| 339 | 50-59 | Remove parking at turn from Coles car park right opposite petrol station. Impedes view of oncoming traffic |
| 340 | 60+ | Railway Road from Stirk Street to Elizabeth Street should be reduced to 50kmh. |

| | | |
|-----|-------|--|
| 341 | 60+ | Burt Street Kalamunda is used as a test route by Toyota and other mechanics. Some vehicles on test are v. fast. |
| 344 | 60+ | Nairn Road Bickley |
| 359 | 40-49 | Regarding Mundaring Rd, rather than a 40 km zone, I think it would be better to put a traffic slowing device at the top of the hill as cars approach the roundabout. It's always hairy crossing there as a pedestrian or cyclist due to the blind corners. |
| 360 | 60+ | Bird Road |
| 368 | 50-59 | Canning Road 40km/h from Dome Cafe to Stirk Cottage. Railway Road from Tennis Courts to Mead St 40km/h. Railway Rd from Mundaring Weir Road to Stirk St 40 km. |
| 375 | 30-39 | William Street (just between spring road entry to the library) - pulling out of the library is dangerous due to oncoming traffic being in blind spots, especially with traffic coming around the bend from Spring Road. |
| 376 | 60+ | williams road and boonooloo road (rabit run, by hoons) |
| 380 | 50-59 | Stirk |
| 381 | 50-59 | Not needed |
| 387 | 60+ | There are no other streets that require a 40km limit |
| 396 | 60+ | No this is not progress |
| 397 | | Canning road 50 from the Toyota garage to Lesmurdie Road |
| 398 | 30-39 | Haynes St - reduce to 30km/h |
| 402 | 60+ | No opinion |
| 407 | 50-59 | Near Kalamunda Hotel at Coles area |
| 408 | 60+ | Near Coles at St Barnabas / Civic- need 40kmh busy and dangerous. |
| 411 | 60+ | Brooks Street |
| 416 | 60+ | Elizabeth & Williams, Elizabeth & Railway (down to hospital) Central Rd |
| 417 | 60+ | Elizabeth St beside Stirk Park |
| 418 | 60+ | Swindells Lane should be 20/25km |
| 422 | 60+ | Burt Street |

Engage (Survey) | Responses

Positive and/or negative effects as a driver of a private vehicle

What positive effects and/or negative effects have 40 km/h speed zones, in other areas, had for you as a driver of a private vehicle?



| Respondent | Demographic | Comments: |
|------------|------------------|--|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 1 | 30-39 ♂ 🏠 🏢 | Danger when slowing down to 40kph on a major road, as road users are not expecting such a drop in speed limit. |
| 2 | 40-49 ♀ 🏠 🚶 | 40 is just too slow. 50 is enough to allow for cars turning in or out of shops and pedestrians crossing. Canning road is slow enough in the morning without reducing the speed limit |
| 3 | 40-49 ♀ 🏠 🚶 | Frustration at drivers taking too long to move throughout the suburb |
| 4 | 30-39 ♂ 🏠 🚶 | I believe people concentrate less at 40. Personally I think 50 is fine. |
| 5 | 30-39 ♂ 🏠 🚶 | Nil |
| 6 | 50-59 ♀ 🏠 | Too slow |
| 7 | 50-59 ♂ 🏠 | |
| 8 | 30-39 ♀ 🏠 | Encouraging all vehicles to go at a more appropriate speed limit in a town centre can only make driving there easier. |
| 9 | 50-59 ♀ 🏠 🚶 🚶 | Mount Lawley has a 40 zone ... it is warranted as Beaufort street is incredibly busy. Kalamunda is not. |
| 10 | 50-59 ♂ 🏠 | Limit is too low for the relatively low traffic volume area. |
| 11 | 30-39 ♂ 🏠 | Increased driver frustration and heightened anxiety levels |

| | | |
|----|----------------|---|
| 12 | 50-59 ♀ 🏠 | Definitely easier to react when suddenly people decide to cross over or a car pulls up in front of you from a side street |
| 13 | 60+ ♀ 🏠 | It slows cars down so much that people get frustrated. |
| 14 | | Negative effects for canning road. Canning road stay at 50kmh, all other roads (eg Haynes St) will be fine to go 40kmh |
| 15 | 30-39 ♀ 🏠 🚶 | 40km in school zones or work areas is fine, anywhere else is ridiculous. 50km is slow enough in residential areas. People who don't obey road rules won't obey them if you drop the limit...others drive safely at 50km. |
| 16 | 50-59 ♀ 🏠 | |
| 17 | 40-49 ♂ 🏠 | I'll probably avoid |
| 18 | 60+ ♂ 🏠 | 40 km/h zones on major through roads are an inconvenience especially if the road is used by heavy trucks. |
| 19 | 40-49 ♀ 🏠 🚶 | My parents live in Mt Lawley and everything in my experience visiting that area has been completely positive since the 40km/h rules came in. I am more aware of the local businesses, and it is considerably easier for turning across traffic, safer too. I also feel I am more aware of my surroundings including other vehicles and pedestrians. |
| 20 | 60+ ♂ 🏠 🚶 | No issues |
| 21 | 60+ ♀ 🏠 | None |
| 22 | 30-39 ♂ 🏠 🚶 | Slower is safer |

Key

- ♂ Male
- ♀ Female
- 🏠 Local resident
- 🏢 Local business
- 👥 Community group
- 👋 Visitor to area
- 🚶 Mobility issues
- 🔑 Visual issues
- 👨‍👦 Accompanying children

Sentiment Key

- 🟢 Positive
- 🟠 Neutral
- 🟡 Mixed
- 🔴 Negative

Engage (Survey) | Responses

Positive and/or negative effects as a driver of a private vehicle

| Respondent | Demographic | Comments: |
|------------|-------------|---|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 23 | 19-29 | To large an area, will take to long to get any where which have made me avoid the area completely and travel further to avoid frustration |
| 24 | 50-59 | None other than protection of work people. 40 tends to promote impatience. 50 is adequate to meet pedestrian and safety needs |
| 25 | 60+ | Frustrating, difficult to maintain speed, can cause problems for traffic entering roads |
| 26 | 50-59 | People become complacent about cars and misjudged speeds. Pedestrians are more likely to cross in front of cars, parked cars more inclined to pull out as well as they underestimate how fast are are going. Creates more congestion and frustration. |
| 27 | 19-29 | Frustration |
| 28 | 30-39 | Having these lower limits Just frustrates drivers who obey the limit. |
| 29 | 19-29 | The speed limits are already too confusing in the area |
| 30 | 40-49 | Frustration at knowing what the limit actually is, people typically drive slower than that limit, people will cross the road illegally more frequently |
| 31 | 30-39 | Easier to spot parking, easier to see pedestrians, feel safer driving in busy areas when reduced speed |
| 32 | 60+ | 50 is just right, 40 will cause frustration |
| 33 | 50-59 | I believe that at schools and maybe down the Main Street it is a great idea. I think 50 is slow enough everywhere else. You will still get idiots unfortunately that will speed no matter what the limit. |
| 34 | 40-49 | At school time can create bottlenecks, when traffic needs to flow well. |
| 35 | 19-29 | Caused significant traffic build up. |
| 36 | 60+ | Only in dangerous situations 13 40kph a suitable speed. |

| | | |
|----|-----------|--|
| 37 | 30-39 | I can't think of any positive or negative effects. Dropping from 60 to 40km really doesn't make much difference to driving around. Most people drive slower in town centre anyway as they are looking for a park etc. |
| 38 | 40-49 | 40km school zones very positive - much easier to drive through those zones too, particularly entering intersections. Difficulty at the edges of school zones (eg intersections on Lesmurdie Rd) as traffic speeds are wildly variable. |
| 39 | 19-29 | People already do under the speed limit, it does not need to be any lower |
| 40 | 50-59 | Grow up and stop being a retirement village . |
| 41 | 40-49 | With all the traffic we have going through Kalamunda in the morning it's already slow trying to get to work. Dropping the already 50km speed limit will only make the traffic congestion worse. |
| 42 | 50-59 | I believe it's unnecessary, we already have a 50k zone. |
| 43 | 40-49 | As a driver I become more alert for pedestrians when the speed drops to 40. As long as the right areas are reduced so that drivers aren't slowing unnecessarily because a speed is reduced at an inappropriate location. |
| 44 | 50-59 | Unnecessary. 40km/h zones only frustrate drivers as traffic slows even further. |
| 45 | 40-49 | |
| 46 | 40-49 | Increased driver frustration. Plenty of slow drivers already in Kalamunda. Let's not encourage even slower driving and further driver frustration. Some of the driving is dangerously slow! |
| 47 | 40-49 | Slows for a short period which increases alert level to other hazards |
| 48 | 40-49 | None |
| 49 | | |
| 50 | 30-39 | Either cars go drive under 40 which is insanely annoying OR it insights some serious road rage |

Engage (Survey) | Responses






















Positive and/or negative effects as a driver of a private vehicle











| Respondent | Demographic | Comments: [Note: Text has been included without edits as provided by respondent.] |
|------------|----------------|--|
| 51 | 40-49 🏠 🚗 🚶 | Causes more congestion |
| 52 | 🏠 🚶 | They are not needed unless for school zones. I have found people are less likely to abide by the speed limit if set too low. 50 is the average speed limit and it should remain. |
| 53 | 60+ 🏠 🚗 🚶 | We live opposite the " Dome ". From 6.30am to 9am, and, 2.30pm to 4pm Canning Road, from the High School to the roundabout is a Race Track. The 50kmh sign is largely ignored, causing crossing the road and driving out of our drive problematic. A pop up Radar trap will prove the above statement as " FACT ". The 50 kmh sign, (or 40 kmh } should be South of the High School |
| 54 | 🚶 | Current speed limit are fine. |
| 55 | 60+ 🏠 🚗 🚶 | The current speed limits are adequate for my daily commuting past the town centre. |
| 56 | 30-39 🏠 🚗 🚶 | Negative effects - frustration, dangerous driving, no benefits |
| 57 | 30-39 🏠 🚗 | Safer roads |
| 58 | 40-49 🏠 🚗 🚶 | Reduced convenience - is too slow |
| 59 | 30-39 🏠 🚗 🚶 | Only negative effects. People don't stick to them, 40km/hr is barely walking speed, people are more likely to take short cuts and be inconsiderate drivers because they're frustrated the traffic moves so slowly. |
| 60 | 40-49 🏠 🚗 🚶 | Na |
| 61 | 40-49 🏠 🚗 🚶 | |
| 62 | 60+ 🏠 🚗 🚶 | Positive |
| 63 | 19-29 🏠 🚗 | Everyone in Kalamunda already drives below the speed limit, moving it to 40 would just be a huge inconvenience and there's no need for it. |
| 64 | 50-59 🏠 🚗 | 50 km is a safe speed in built up areas |
| 65 | 30-39 🏠 🚗 🚶 | I can slow down...i think we all need to sometimes :) |

| | | |
|----|----------------|---|
| 66 | 50-59 🏠 🚗 🚶 | Provides more time to see potential hazards and risks eg cyclists, pedestrians. |
| 67 | 30-39 🏠 🚗 🚶 | Safer especially with elderly drivers who can't react |
| 68 | 30-39 🏠 🚗 | 40km is too slow. |
| 69 | 50-59 🏠 🚗 | the speed is to slow with older drivers in area they are doing 40 anyway |
| 70 | 19-29 🏠 🚗 | Safety in school zones. |
| 71 | 40-49 🏠 🚗 🚶 | 40kms is too slow, just makes people angrier. |
| 72 | 40-49 🏠 🚗 | lower limits causes higher congestion or stops me from nothing going to that area and visiting the local shops because of the issues. |
| 73 | 30-39 🏠 🚗 🚶 | No benefits, only big negatives |
| 74 | 50-59 🏠 | No need for a change |
| 75 | 30-39 🏠 🚗 🚶 | 40 km/h reduces drivers' attention and awareness as they become too tired and complacent. |
| 76 | 60+ 🏠 🚗 🚶 | I feel by bringing in a 40km speed It has discouraged me from going into that area. |
| 77 | 60+ 🏠 🚶 | Makes drivers more aware |
| 78 | 40-49 🏠 🚗 🚶 | The only good 40km/h zone is during school times for a limited amount of road. Otherwise it would be severely negative for everyone. Also it would have a negative effect for emergency vehicles as it slows down the appliances during driving with lights & sirens. |
| 79 | 50-59 🏠 🚗 🚶 | Dropping the speed will lead to driver frustration as the current limits and behaviours are fine |
| 80 | 40-49 🏠 🚗 🚶 | I find 40km/h a frustratingly slow speed that seems only appropriate where there is a risk of small children running out into the road (like by schools) |
| 81 | 40-49 🏠 🚗 | I have no problems with 40km/h zones in high foot traffic areas, Kalamunda town centre does not fit this requirement, 63 incidents over 5 years doesn't sound to me to justify the 40km/h limit. how many of these are >40km/h incidents? |

Engage (Survey) | Responses




































Positive and/or negative effects as a driver of a private vehicle





























| Respondent | Demographic | Comments: |
|------------|---|---|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 82 | 30-39   | Much safer around cross walks and busy areas. Far less near misses. More likely to park, get out of my car and walk around to visit shops as feels safer around traffic. |
| 83 | 50-59   | Safely for pedestrians. Also more relaxing to drive. |
| 84 | 60+   | It is very difficult to keep to a 40km/hr speed and dangerous as more time is spent looking at the speedo than the road ahead. It is frustrating to be restricted to lengthy sections of 40 km/hr in quiet times or at night and really in busy times the lower speed limit occurs naturally as the flow of traffic prevents higher speeds. I foresee a rise in speeding revenue for the government. |
| 85 | 30-39   | 40 is way too slow. Unless it's in a school zone, then understandable |
| 86 | 30-39   | |
| 87 | 60+   | 40km is too slow and just causes angst |
| 88 | 60+   | |
| 89 | 60+   | |
| 90 | 60+     | There are only positive effects: the lower speed reduces risk of accidents - particularly as parts of the central Kalamunda townsite is a through-way for large trucks and haulage vehicles. There are also many retirees and pensioners living in and close to the town centre. Reducing the speed will increase their confidence to leave home and engage with local businesses and meet friends in the town. It will also make the area safer for young people and families after school and for market days and weekends. I'd strongly recommend the whole town centre be made a 40km zone to foster a safe community and add to economic growth as visitor numbers respond to the safer and more navigable zone. |
| 91 |  | absolutely around schools I agree with every other area I strongly disagree with and I am a driver who obeys the speed limits I don't even like the 50km speed limits. |

| | | |
|----|---|--|
| 92 | 60+   | Positive: it tends to make the slow area into a precinct / a friendly more carefree space allowing pedestrians to flow. Plus often it is an area that I would drive through at possibly even a slower speed because there is pedestrian activity and a relaxed pedestrian group of people make it feel a fun place to be. Negative: when the area involved has been expanded by council outside where the natural slow section should be and where pedestrians are few and far between. |
| 93 | 60+   | I believe that the 40k speed limit in school areas is very effective, however the 1 1/2 hour speed restriction is too long. As 90% of the time that I have driven through a school zone there was nobody there at all. This 40k limit would be much more appropriate if were like the South Australian rule that says 40km an hour When Children Are Present. This would then cover kids who were doing sports etc. after school hours. Traffic management and road works 40k speed limit is very frustrating when the 40k limit signs are placed a long way from the actual road works, some I've noticed are several hundred meters away (It does not take that long to slow a vehicle down from say 60 or 70 to 40 in the metro area) and then the speed restriction signage is left in place when there is nobody or machinery working there and the road condition is fine for the posted limits. Traffic management and road works 40k speed limit is very frustrating when the 40k limit signs are placed a long way from the actual road works, some I've noticed are several hundred meters away (It does not take that long to slow a vehicle down from say 60 or 70 to 40 in the metro area) and then the speed restriction signage is left in place when there is nobody or machinery working there and the road condition is fine for the posted limits. |
| 94 | 19-29   | Frustration and road rage. Keep the speed as is, there are cross walks available for pedestrians when necessary |
| 95 | 30-39   | 50 is already slow enough |
| 96 | 60+   | Drivers have problems keeping to the 40 km/h and traffic banks up. Some drivers get agitated wanting those if front to go faster. Quite often traffic is already slowed to below 50 km due to heavy vehicles coming up the hill and it becomes crowded at the roundabout. The place for 40 km/h is schools, roadworks and emergency situations. |

Engage (Survey) | Responses























Positive and/or negative effects as a driver of a private vehicle







































| Respondent | Demographic | Comments: |
|------------|---|--|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 97 | 60+   | |
| 98 | 50-59   | Too slow |
| 99 | 60+   | No positive. Only frustration. Unnecessary. |
| 100 | 30-39     | Too slow and takes to long to get through 40kph zones |
| 101 | 50-59    | |
| 102 | 60+   | The traffic flow in and through Kalamunda is excellent. There is no need for a lowering of the speed limit. |
| 103 | 40-49    | Concentration on speedo rather that the streets and side walks. |
| 104 | 60+   | Positive effect of 40 km zone around schools is just the slowing process makes on away there could be children on the move across roads. |
| 105 | 60+    | No problems |
| 106 | 40-49     | |
| 107 | Under 18   | |
| 108 | 60+    | 50kms is good but most older people in Kalamunda drive 5 to 10 kms lower, I drive to the conditions but mostly under 50 kms as that is the condition. To reduce Canning Road, the main thoroughfare past the city centre will just calls problems and congestion (unless the government is planning to build a bypass). The cross walk is hard to see pedestrians because of the roses, this needs to have lights or look at changing / deleting the median strip gardens for their safety. To me the cross walk should be up higher towards the pool shop, more on the rise, less distraction from Heath, IGA, Haynes st turning vehicles and looking towards a roundabout. I am sure the older and parents would not be effective to cross 50 old metres up the road. |
| 109 | 60+    | No negative effects in 40kmh zones |

| | | |
|-----|---|---|
| 110 | 60+   | It's not the actual speed that's a problem- it's the constant change in speed zones that is very annoying and distracting. How many zones are there between the Kalamunda road to the other end of town?? Seven I think- maybe more. |
| 111 | 60+   | Absolute pain, especially at hours with no interaction with pedestrians. Cyclists still ride at speeds over the 40km/h |
| 112 | 30-39   | Increased congestion |
| 113 | | There are already too many slow moving vehicles in Kalamunda, it is hard to get up to 40km/h sometimes! |
| 114 | 19-29  | none, waste of time will get more angry drivers |
| 115 | 40-49   | The reduced speed often confuses people and they drive erratically - so too slow or too fast - but seldom at the designated limit and then when the slower limit zone is finished, then they continue to drive too slowly |
| 116 | Under 18   | |
| 117 | 60+   | |
| 118 | 50-59   | As a police officer for over 35 years and having been stationed in kalamunda when we had a Police Station there, lowering the speed limit will have little to no effect on crashes. Lowering the speed will increase driver frustration which in turn will lead to more crashes. The area has a 40kmh limit during school hours. Widen the road for cyclists if you wish, and educate the elderly to use the pedestrian cross walk you installed. |
| 119 | 60+   | The downside of numerous different speed zones is that one becomes more concerned with the allowed speed than paying attention to activity around oneself and ones vehicle. |
| 120 | 40-49    | I don't drive in areas where 40km/hr is implemented except school zones. On the main parts of town I rarely drive over 40, except canning Rd. I think canning Rd should be left as it is. |
| 121 | | Safer. |
| 122 | 40-49   | |
| 123 | 60+    | Nil negative. Safer for all at lower speeds |
| 124 | 50-59    | Frustration & will divert traffic into quieter areas |

Engage (Survey) | Responses





























Positive and/or negative effects as a driver of a private vehicle









| Respondent | Demographic | Comments: |
|------------|---|--|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 125 | 60+    | The positive effects have been good, people can feel safer when crossing roads, as the vehicles are moving more slowly. More time to locate an address/business you are looking for, better for the local economy as businesses have more opportunity to be seen if traffic is moving slower. |
| 126 | 50-59 -   | 40km/h affects delivery times and my arrival times at destinations. It is way to slow. It will discourage my from attending coffee shops and other local businesses. Many people like to think they're being safe by travelling 5 or 10km/h under the limit, so a 40km/h limit will effectively reduce speed to 30km/h!!!! |
| 127 | 60+   | Have to concentrate even more on watching speed limit and limit changes. Too much onus being placed on the driver. Make Haynes Street a pedestrian area but leave Canning Road (especially) at 50 - preferably 60. |
| 128 | 40-49   | Road safety |
| 129 | 30-39   | |
| 130 | 60+   | More aware of surroundings and pedestrians young and old alike |
| 131 | 30-39   | ridiculous idea, the focus is more on staying below 40 so you dont get a fine instead of actually driving for the conditions. 40 is too slow everywhere |
| 132 | 40-49   | The older ppl can't drive the speed limit now so by lowering it even more it will dangerous |
| 133 | 30-39    | It's only been positive in areas with lots of pedestrian crossings |
| 134 | 50-59   | Reduced speed limits on main roads through town centres like Kalamunda tend to compress traffic into long lines of slow moving vehicles which make turning from side streets into the traffic flow very difficult with long wait times. This makes people take risks pulling out into unrealistically small gaps in the traffic. This has occurred in Subiaco and Town of Vincent. Traffic flow diverts to the back streets to skirt around the congestion making the streets around the perimeter of the reduced speed zone busier. |

| | | |
|-----|---|---|
| 135 | 40-49    | |
| 136 | 50-59   | None |
| 137 | 40-49   | 50 km/h is slow enough with all the speed bumps already on lots of streets in the area it logical that we need to be aware of pedestrians etc |
| 138 | 19-29   | road rage, early morning or late at night it's too slow when no ones on the road |
| 139 | 19-29   | |
| 140 | 50-59   | I think 40 km/h is a great idea |
| 141 | 60+   | No positive effects causes frustration |
| 142 | 60+   | Safer |
| 143 | 30-39    | Travel time increase, driver frustration, dismay at pointless reductions - reduce impact of slower speed zones where they are actually needed. |
| 144 | 30-39    | More an issue is the speed humps / cross walks that aren't clear. Some use them as a cross walk and others don't. The speed isn't going to alter this confusion. |
| 145 | 60+   | None. They're good around schools etc. |
| 146 | 60+ -   | None . Absolutely zero |
| 147 | 50-59   | So slow that I find my attention and concentration wandering thus creating collision hazard. In fact I have nearly rear ended a vehicle in front of me in Vic Park because of this. |
| 148 | 30-39    | Positive: Restriction of speed around schools to enable better reaction to unexpected interactions. Negative: It can feel really slow. Other drivers get frustrated when I drive 40km/h and tailgate or overtake (I've even been overtaken at one of the speed humps on Railway Rd!). |
| 149 | 50-59    | It creates a build up of vehicles, road rage and excess fumes |
| 150 | 50-59    | Slower traffic more tolerance and safer. We have elderly population and slower speeds will make the streets safer |

Engage (Survey) | Responses

Positive and/or negative effects as a driver of a private vehicle

| Respondent | Demographic | Comments: |
|------------|---|---|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 151 | 60+   | Unnecessary slow speed zones make me avoid the area |
| 152 | 50-59   | Necessary for school zones |
| 153 | 50-59   | It is frustrating to go slower than safe or necessary. In Canning Road 50km/h is mostly safe. The smaller streets (e.g. Barber, Haynes etc.) are evidence that drivers drive slower based on conditions regardless of speed limit. Slower speeds reduce traffic flow and increase congestion. Will be an issue on Canning Road. |
| 154 |  | Dropping the speed limit will not reduce accidents as the majority of drivers are elderly and already drive 10km under the 50km limit. The problem is their inability to drive correctly. |
| 155 | 60+   | |
| 156 | 40-49    | |
| 157 | 40-49    | It is pedestrians that are the people spending the money i.e. once they have got out of their cars - once you're in the heart of a town your a pedestrian not a driver and the environment should prioritise that experience, not speed |
| 158 | 30-39    | I go through town all the time and I really think 50km/h is low enough any lower and it can become an inconvenience which may divert traffic through back roads instead. In my experience driving in the area, generally the traffic is conservative and considerate of others. |
| 159 | 50-59   | Only necessary in school zones |
| 160 | 60+   | most vehicles would be about 40kph and would support to formalise at 40 in the town centre |
| 161 | 60+   | |
| 162 | 60+    | Find myself being late for apptments |
| 163 | 60+  | The 40kmh are suitable for school zones, but creates congestion in general and in particular along main arterial routes such as Canning Road. |
| 164 | | 40 km/h is unnecessarily slow. |

| | | |
|-----|---|--|
| 165 | 50-59   | None |
| 166 | 60+   | <p>City of Bassendean have put in speed humps and one car passing points in an effort to reduce speed on Leake Street in a residential area. Have witnessed the following issues: the difficulty locals have manoeuvring these "calming" devices when towing trailers and caravans. As this road provides access to Riverside Gardens, many vehicles traverse Leake Street to access this park and often a bank up of vehicles are waiting to move through the one car passing points which impacts on the flow of traffic. Then there are a number of vehicles which ignore these "calming" measures and travel over the 40 km/h speed. It would be interesting to see or hear the views of the residents of streets such as Leake Street to gauge if lowering the speed limit and installing "calming" roadworks has had a positive or negative effect. The Cities of Victoria Park and Fremantle have reduced speeds to 40 km/h in commercial areas. Have witnessed traffic congestion is continually a problem in these zones. And while the traffic is waiting, have witnessed people are inattentive or impatient. Cannot believe the number of people who check their phones and not concentrating on what's happening around them. Impatient drivers are also a deadly hazard. Having travelled these particular roads in days of 50 km/h the traffic flow was better and 50km/h is a safe speed if people are concentrating on what's happening around them. Personally I try to avoid 40km/h commercial areas because of the issue of traffic congestion. I would rather visit other commercial areas where there is better traffic flow with no congestion.</p> |
| 167 | 60+   | They slow traffic to a ridiculous level with no increase in safety. Poor driving is more hazardous than speed of 50. |
| 168 | 60+  | 40kmh is quite adequate to travel around Kalamunda. Visitors that come here are want to be able to wander around the area in a safe environment. Not be dodging cars!!! |
| 169 | 60+  | I agree that school zones must have low speed limits, for the safety of all students. A 40km per hr zone around schools is a safe speed and I'm certainly happy to comply with that speed in school zones. |

Engage (Survey) | Responses














































Positive and/or negative effects as a driver of a private vehicle






























| Respondent | Demographic | Comments: |
|------------|---------------|---|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 170 | 50-59 👤 🏠 | <p>I have had no negative effects in 40km/h zones except for the obvious impatience of other drivers. This does tend to compound one's own slight irritation on the (apparent) slowness of progress even though the rule and it's concept is perfectly reasonable and easy to adhere to.</p> <p>Thus, if the speed limit is reduced, it is good to remove other impediments to progress such as speed humps, just have strict and well enforced speed limits, not cluttered driving surfaces.</p> <p>Positively, an enhanced sense of safety as a driver and a pedestrian is the result.</p> <p>I would add that giving way to pedestrians is not the West Australian way and WAY MORE education is needed to enhance pedestrian safety.</p> |
| 171 | 60+ 👤 🏠 🇺🇸 | Maybe 40 on Haines St, but not Canning Rd please |
| 172 | 60+ 👤 🏠 🇺🇸 | <p>There is more to this than just the single topic of Road Safety. Reduced speeds, within reason, reduce transport efficiency, as less cars per hour can pass through a given spot on the road. Congestion increases, traffic often comes to a complete standstill. Driver frustration and driver road rage increases. Not such an issue when you turn off say Canning Road into a side street that is 40KPH. However Canning Road as the main arterial road for the district needs to stay at 50KPH through the town center. The 50 KPH is 24 hours a day and 7 days a week, and I often drive Canning road late evening and at night and the street is deserted. Similarly all the streets in the town center are almost deserted after 9pm at night. No pedestrians, cyclists or old people on roads or footpaths. Why do we need 40KPH at night from say 9pm to 6am.??</p> |
| 173 | 60+ 👤 🏠 | |
| 174 | 60+ 👤 🏠 🇺🇸 | <p>As a driver, I find that the sudden entry into a 40k zone is a driving hazard. The 40k area in Beaufort Street Mt Lawley is littered with gross illuminated signs which detract from watching the road, other road users and pedestrian crossings. There is a great difference between a 40k zone outside a school with increased pedestrians and vehicle traffic twice a day but otherwise the 40k zones do nothing for safety or the economy.</p> |

| | | |
|-----|-----------------|---|
| 175 | 50-59 👤 🏠 | Don't mind to do 40km/h in school zones but frustrating when there is little traffic and people to slow down to 40km. 50km/h is safe enough. Awareness and consideration of pedestrians and cyclists are more important than speed. |
| 176 | 60+ 👤 🏠 | It slows the overall movement of vehicles. Only law abiding drivers obey the signage, hoons ignore it. |
| 177 | 60+ 👤 🏠 🇺🇸 | It is too slow, there are too many differing speed limits and I don't believe we need to lower Kalamunda's limit |
| 178 | 40-49 👤 🏠 🇺🇸 | all negative. there is no vaild reason for including Canning Rd in the zone to be reduced. it is a main road. 40 kms is too slow |
| 179 | 60+ 👤 🏠 🇺🇸 | Driving has been less hassled, safer. Been able to watch out for pedestrians. It is also much safer to read public signage such as those on trailer mounted, flashing announcements. |
| 180 | 50-59 👤 🏠 | Usually that speed limit is for high density traffic |
| 181 | 19-29 👤 🏠 | |
| 182 | 50-59 👤 🏠 🇺🇸 | Most drivers drive at 10km below the speed indicated. So already driving at around 40km in a 50km zone |
| 183 | 50-59 👤 🏠 🇺🇸 | Slower speeds in densely populated areas make sense. They provide more time for driver reactions, injuries are reduced if an accident does occur, and it contributes to a more peaceful environment. |
| 184 | 40-49 👤 🏠 🇺🇸 | Safety. I think the limit should be 20km/hr on Haynes street |
| 185 | 60+ 👤 🏠 🇺🇸 | |
| 186 | 50-59 👤 🏠 🇺🇸 | We need to drop to 40 BUT who will monitor it? Living on Canning Road most nights sound like a speedway mostly youngsters in their noisy cars with the spoiler in the back same cars every night weekends are worse |
| 187 | 19-29 👤 🏠 | |
| 188 | 30-39 👤 🏠 | No benefits - unnecessarily slow. |
| 189 | 40-49 👤 🏠 🇺🇸 | I feel 40km/hr zones are not required in other areas that have them already- leave these zones specifically for school zones as they have more benefits there |

Engage (Survey) | Responses

Positive and/or negative effects as a driver of a private vehicle

| Respondent | Demographic | Comments: |
|------------|---|---|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 190 | 19-29    | |
| 191 | 40-49    | In my experience the 40km hr speed limit seems to encourage pedestrians and cyclists to take risks. They more often walk or ride in front of traffic as they expect vehicles to emergency brake for them. |
| 192 | 50-59    | 40km of benefit in school zones however in other areas 40km creates a sense of frustration when driving which causes impatience on the road |
| 193 | 30-39    | Frustration |
| 194 | 30-39    | East Vic Park - I appreciated the change to 40km/h along Albany Hwy near McDonalds as it was common for pedestrians to be crossing. |
| 195 | 30-39    | In my experience when driving through the 40km zones in Subiaco (once or twice a week) and mt Lawley (fortnightly) no one really drives at 40km. Everyone ends up driving close to you or speeds around you and drives much faster than the 40kms. This to me would actually cause more accidents than keeping it at 50kms. |
| 196 | 40-49    | Too slow and confusing and does not solve the problem of crashes but rather does the opposite effect |
| 197 |   | |
| 198 | 50-59    | I believe you have already stated possible positives. |
| 199 | 60+    | I abide by the road rules so have to put up with the reduced speed. |
| 200 | 50-59    | 40 is too slow |
| 201 | 40-49    | |
| 202 | 60+     | Negative. At slower speeds traffic will 'concertina', leaving fewer gaps for pedestrians or joining traffic. The added tedium reduces concentration and raises the blood pressure. |
| 203 | 30-39    | |
| 204 | 30-39    | |

| | | |
|-----|---|--|
| 205 | 40-49     | Caused traffic to bank up and sode roads never clear |
| 206 | 40-49    | 40km/h zone around schools etc, are great as they are based on peak times and when utilisation of the area is high. Based on the proposal it feels that reducing from 50 to 40 would have no benefit in the proposed area as there are already speed calming devices implemented and times of high traffic volumes in this area are for very short durations during the week. Most of the accidents are caused by bad driving not speed. Traffic flow during peak times is already bad. Reducing the speed will not help this any further, so without further traffic flow improvements reducing the speed alone doesn't make any sense. It feels like a waste of council money to just reduce from 50 to 40 when the money would be much more beneficial in other areas. |
| 207 | 40-49    | 40km p/hr in school zones is necessary and reasonable, the only other place I believe it is good is in the town centre of Vic Park, along Albany Hwy, and only because Vic Park has a high population, lots of visitors and is home to a very busy cafe strip with many restaurants, pubs, cafes etc - Kalamunda is NOT comparable to Vic Park and therefore I DON'T believe we need to lower the speed to 40km p/hr. |
| 208 | 60+     | No experience in other areas so unable to comment |
| 209 | 60+    | Understandable in school zones because of inattention of drivers picking children up, but a pain in the backside anywhere else and not necessary. |
| 210 |   | Traffic flow is important and there are some drivers that drive 10-20 below the posted limit which frustrates other drivers. Idiots will speed regardless and the law abiding driver will often be penalised. |
| 211 | 60+     | Good by school zones but not support it in other areas. |
| 212 | 60+    | 40 km/h too slow, driver concentration easily lapses and tempers become frayed, especially if some drivers slow down even further |
| 213 | 60+    | None known but probably be safer for cyclists |

Engage (Survey) | Responses





































Positive and/or negative effects as a driver of a private vehicle

| Respondent | Demographic | Comments: |
|------------|--------------|---|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 214 | 60+ ♂ 🏠 | 40km limits in many areas, unnecessarily located, create driver frustration. |
| 215 | ♂ 🏠 | Most ridiculous suggestion I have heard |
| 216 | 40-49 ♂ 🏠 | Requires unnecessary monitoring of speedo and less concentration on surroundings. 50km is fine. |
| 217 | 40-49 ♂ 🏠 | No effect on economy to lower the speed limit. 40km speed would be less convenient |
| 218 | ♂ 🏠 | Only necessary for school zones. |
| 219 | 60+ ♂ 🏠 | Neither positive or negative effects. In the majority of cases, the 40kph limit fits the immediate local need, such as school zones, and road works. Occasionally, there are temporary speed limit signs for nonexistent road works, which can be an irritation to motorists. |
| 220 | 60+ ♂ 🏠 | |
| 221 | 50-59 ♀ 🏠 | Traffic back ups, forgetting the change, slower traffic makes it harder to join traffic |
| 222 | 50-59 ♀ 🏠 | 40km/h in school zones works well. |
| 223 | 50-59 ♀ 🏠 | 50km is quite slow enough. 40km is unnecessary and causes frustration in already safe drivers |
| 224 | | |
| 225 | ♂ 🏠 | MOST DRIVERS IN KALAMUNDA SEEM TO DRIVE 20 KPH BELOW THE POSTED SPEED LIMITS ALREADY. |
| 226 | 60+ ♂ 🏠 | It's a trap for more revenue raising. I avoid those areas where I can. |
| 227 | 30-39 ♀ 🏠 | All negative - delays traffic, longer commute times, more anxious/ aggravated drivers which can increase risk taking |
| 228 | 60+ ♂ 🏠 | Fine in school zones |
| 229 | 60+ ♂ 🏠 | I feel that 40kmh limit will increase safety for pedestrians |
| 230 | 60+ ♂ 🏠 | OK for school zones |
| 231 | 60+ ♂ 🏠 | I am not aware of such speed zones being in place, generally, anywhere else other than school zones. |

| | | |
|-----|--------------|---|
| 232 | 60+ ♂ 🏠 | 40 km/h speed limit gives drivers more time to stop for pedestrians crossing the roads. Current speed limit within town centre is 50 km/h but it is likely that some motorists drive at above that speed. |
| 233 | 50-59 ♀ 🏠 | |
| 234 | 30-39 ♀ 🏠 | 40km/hr during high traffic times slows traffic so its easier for other cars to turn out of parking lots, is safer for pedestrians moving around the area. The speed limit drop would be less beneficial at night when the roads are quieter and there is less pedestrians. |
| 235 | 50-59 ♂ 🏠 | There is nothing wrong about 50kph in the area concerned |
| 236 | 60+ ♂ 🏠 | These days 40 km/h is really very slow. I agree that it should be around schools, but I don't think we need it in the area suggested. What we really need is something to make sure drivers remain focussed - slowing them down doesn't do that. |
| 237 | 40-49 ♀ 🏠 | It makes it very difficult to keep to 40 km/h and then vehicles go slower than this which makes it dangerous to travel. |
| 238 | 60+ ♂ 🏠 | Try to avoid them |
| 239 | 40-49 ♂ 🏠 | Negative effects only. Usually where you find 40km speed zones, you also find other traffic calming tools. The average speed through an area then drops to 15-20km per hour as you negotiate these speed humps, chicanes etc |
| 240 | 19-29 ♂ 🏠 | Drivers in Kalamunda currently drive slow most of the time. Drivers already adapt to the conditions of Kalamunda, i.e on a Saturday or Sunday morning, drivers are often driving 40 km/h through Kalamunda as there are a lot of pedestrians. However, at night, 40 km/h is unnecessary as pedestrian traffic is low. |
| 241 | 60+ ♂ 🏠 | 40km/h does not slow traffic as many drivers speed and there are no consequences as lack of police presence |
| 242 | 60+ ♂ 🏠 | Slows down access to facilities won't be policed due to lack of police |
| 243 | ♂ 🏠 | |
| 244 | 30-39 ♂ 🏠 | Very difficult to exit side streets with slow moving traffic |
| 245 | 60+ ♂ 🏠 | Very annoying, compressing traffic does not allow for access from side roads |





































Engage (Survey) | Responses


















































Positive and/or negative effects as a driver of a private vehicle

| Respondent | Demographic | Comments: |
|------------|---|--|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 246 | 60+   | reduce accidents, particularly with school children & elderly |
| 247 | 60+  | N/A |
| 248 | 60+   | Risks to elderly and to school age caused by higher speeds |
| 249 | 60+  | Good to reduce speed 50 km/h |
| 250 | 50-59   | Many people in Kalamunda area drive way slower than regulated. I fear reducing the speed limit will make the situation worse and cause more road rage. I have seen drivers going well below the speed limits and how many drivers have been enraged with this pace. The only section that would benefit from this reduction is the crossing from the new IGA to the old ANZ building. And that crossing should stay a genuine pedestrian crossing not like the other confusing crossings in Kalamunda where pedestrian traffic gives way to traffic. |
| 251 | 40-49   | I believe areas of heavy pedestrian traffic are made safer by reducing speeds to 40kph such as Haynes st but think it is inconvenient to vehicle traffic on main roads such as Canning Rd. Think the crosswalk on Canning Road is sufficient to ensure pedestrian safety, though pedestrians and drivers need re-educating on how crosswalks work. (Me included). |
| 252 | 50-59   | 50kph is fine, which is currently in place as soon as you near Mead St. There are already so many school zones which are 40kph, we don't need anymore. Younger generations are moving into the area and don't want a 40kph zone. |
| 253 | 40-49   | Leave the speed limit as is. If it's not broke don't change it. |
| 254 | 60+   | Slowed the traffic flow |
| 255 | 50-59   | Safer |
| 256 | 50-59    | 40km is good in very high pedestrian areas, such as school zones. However, the volume of pedestrian activity around town is not equal to that of a school zone. Currently installed traffic calming devices appear to be adequately managing traffic speeds in potentially hazardous areas. Any reduction in speed limits appears to be redundant and I can't see how it would meaningfully improve safety. |
| 257 | 50-59    | Absolutely no need to lower to lower speed limit from 50kph to 40kph through central Kalamunda precinct. School zones such as Kalamunda high school....definitely. I don't see changing speed will benefit safety issues and there are enough speed control barriers in place. |
| 258 | 30-39   | |
| 259 | 60+   | As an example, the area of Albany Highway from the causeway out through Victoria Park I avoid if at all possible, as while there are a couple of sections that 40km makes sense, there are larger sections where it is annoyingly slow for no apparent gain. |
| 260 | 60+    | I'm happy with keeping speed as is in the town Center |
| 261 | 60+   | I consider that 40 km/h zones are useful and positive safety measures when applied judiciously over short distances in areas with heavy pedestrian use such as school zones and town/city centres. They influence, or should influence, the behaviour of all drivers to drive more cautiously and to be aware that pedestrians may behave unpredictably. However, if 40 km/h zones are imposed where there is little or no pedestrian activity, this encourages disregard of 40 km/h speed zones in general, in the same way that road work speed restrictions frustrate drivers when there are no roadworks in progress or they extend over long stretches of road where work is not taking place. This frustration is evident as fewer drivers respect the speed zones. I am constantly surprised by the numbers of drivers who speed in school zones with children in their cars. |
| 262 | 60+    | Safety for pedestrians, less chance of vehicle collision |

Engage (Survey) | Responses

Positive and/or negative effects as a driver of a private vehicle

| Respondent | Demographic | Comments: |
|------------|---|--|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 263 | 60+     | Positive effects in Mt Lawley and Subiaco. More time to be aware of pedestrians and vehicles parking. Much safer when in an unfamiliar area and looking for street parking. |
| 264 |  | I find 50 zones slow enough. It is often slower with elderly drivers. If it is slowed down in all areas, people will get frustrated and maybe there will be more accidents of another kind. |
| 265 | 60+     | Frustratingly too slow. |
| 266 | 50-59    | The only negative effect is there is no police to enforce it |
| 267 | 60+    | It would slow down access and through traffic. |
| 268 | 40-49    | If it goes to 40 then remove the crosswalk at Crabbs, its totally unnecessary as you have the refuge island in the middle. I do not want the 40k zone on a main road |
| 269 | | Unnecessarily slow - 50kph gives a LOT of reaction/braking time. 40kph causes congestion. |
| 270 | 40-49      | Totally unnecessary to Reduce the speed as the amount for traffic in the area doesn't warrant the need. |
| 271 | 50-59     | No need for 40km in the City of Kalamunda. Only at school zones in the morning and afternoon |
| 272 | 50-59 -  | Negative effect - Frustration, queuing traffic, bottle necking, further holdup trying to turn into road in an area where traffic speed is too slow. Turns me off visiting the area and shops etc . Will be worse on market days. |
| 273 | 50-59     | none |
| 274 | 40-49     | Very few positive effects of note. All it does is slow down traffic, create unnecessary congestion and delay and incentivise additional risk taking by pedestrians. This is a daft idea – whether you like it or not, Canning Road and Railway Road are major thoroughfares. Do what you want to the inner streets but for the love of God, show some common sense on the major roads. |

| | | |
|-----|---|---|
| 275 | 30-39     | Conformance to speed limits is rarely seen particularly when the road layouts do not suit the speed limit. In this case the large wide roads will naturally have people driving faster meaning significant infrastructure spend would need to occur. The area for 40km/has should be focussed on heavily pedestrian areas such as Haynes Street but should not be put on major roads such as Canning Road and Kalamunda |
| 276 | 19-29    | Built up traffic from Kalamunda high school every morning and afternoon making it impossible to turn into the town centre. |
| 277 | 60+    | Negative effect - it's too slow |
| 278 | 60+    | All positive |
| 279 | 40-49 -  | Neutral, feel that reducing speed takes responsibility away from (all- pedestrian or drivers) road users to pay attention. |
| 280 | 60+     | improved safety driving and parking |
| 281 | 60+    | Feel there are too many differing speed limits and time is spent watching your speedo instead of the road. |
| 282 |     | Calmer environment. More time to observe for pedestrians. |
| 283 | 60+    | There are no positives |
| 284 | | Work well IF on the right roads. |
| 285 | 40-49     | Not really a problem, would rather drive at 40km/h in high risk areas and avoid an accident. |
| 286 | | |
| 287 | 40-49    | Safer for everyone in a built up city centre Instal patience and care in road users and pedestrians |
| 288 | 50-59    | I can't see any positives only more congestion going to 40kph |
| 289 | 60+    | more pedestrian friendly |
| 290 | 30-39      | No positive |
| 291 | 50-59    | Feel thats about as fast as anyone can get around most of the hills areas anyway so I think a 40km is going to make some terrible drivers do 20 km instead. The speed limit is not the issue |

Engage (Survey) | Responses

































Positive and/or negative effects as a driver of a private vehicle











































| Respondent | Demographic | Comments: |
|------------|----------------|--|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 292 | 19-29 ♂ 🏠 🚗 | I know they are good for school zones as there are many people and cars in these areas at one particular point of time. Negative effects of slow areas is higher build up of cars in the area creating more issues with congestion and further reason for accidents especially with older residents. |
| 293 | 50-59 ♂ 🏠 | Everyone already drives at 40kmh. If you change it to 40 everyone will do 20. Too slow |
| 294 | 50-59 ♀ 🏠 | Negative effects - You are constantly checking the speedometer instead of focussing on the traffic ahead. |
| 295 | 60+ | 40K limits tend to disrupt traffic flow and cause uncertainty |
| 296 | 60+ ♂ 🏠 🚗 | Absolutely none. What problem is this proposal intended to fix? In 48 years of living in Kalamunda I can not recall any traffic related injuries having occurred in the Kalamunda town centre. There is no need for this proposed reduction of the speed limit. |
| 297 | 60+ 🏠 🚗 | I keep to the speed of the road and adjust to traffic and weather conditions. But you will always get the ones who driver faster whatever the speed limit is. |
| 298 | 60+ ♂ 🏠 | feel safer |
| 299 | 60+ ♂ | Re Canning Road - I believe that 50kph is safe IF people pay attention to the speed limit. People who speed through a 50kph limit will likely be even worse through a 40kph limit. |
| 300 | 40-49 ♀ 🏠 🚗 | Actually, I pay closer attention looking for children |
| 301 | 60+ 🏠 | They have significantly removed 'emergency' braking, unexpected situations with children etc. |
| 302 | 60+ ♀ | |
| 303 | 60+ ♀ 🏠 | Shopping in Kalamunda and Lesmurdie |
| 304 | 60+ ♀ 🏠 🚗 | |
| 305 | 30-39 ♂ 🏠 | Cause unnecessary traffic. |
| 306 | 60+ ♂ 🏠 🚗 | Loss of minutes (minimal) |

| | | |
|-----|---------------------|---|
| 307 | 60+ ♀ 🏠 | Safety. Noise reduction. |
| 308 | 60+ ♂ 🏠 | apart from school zone, they are a pain |
| 309 | 60+ ♀ 🏠 | Private vehicle |
| 310 | 60+ ♀ 🏠 | Excellent in school areas at school times - beginning and end of school days. |
| 311 | 60+ ♂ 🏠 | Not much parking |
| 312 | 60+ ♀ 🏠 🚗 | Safer with speed restricts everyone |
| 313 | 60+ ♀ 🏠 | safer to be slow - if EVERYONE is |
| 314 | 60+ ♀ 🏠 | Unnecessary - the 50km/h is perfect |
| 315 | 60+ ♂ 🏠 | No inconvenience provided there is adequate signage. |
| 316 | 60+ ♀ 🏠 | |
| 317 | 60+ ♀ 🏠 | |
| 318 | 60+ ♀ 🏠 | None |
| 319 | 40-49 ♂ 🏠 🚗 | I avoid those areas. Its a frustration. |
| 320 | 60+ ♂ 🏠 | |
| 321 | 60+ ♀ 🏠 | Seems unnecessary |
| 322 | 50-59 ♀ 🏠 | Much safer |
| 323 | 60+ ♀ 🏠 🚗 | Reduced speeds encourage a better feel for the community overall - It creates a positive area for people to live, work and play together. |
| 324 | 60+ ♀ 🏠 🚗 | Makes driving safer - especially for right turns |
| 325 | 60+ ♀ 🏠 🚗 | I am inclined to use another route around school areas particularly Canning/Lesmurdie Rd |
| 326 | 50-59 60+ ♂ 🏠 | I drive through country towns with 40km limit not a problem |
| 327 | 60+ | |
| 328 | 60+ ♂ 🏠 🚗 | Frustration and irritation because at a 40 limit some do 30 |
| 329 | 60+ ♂ 🏠 | |

Engage (Survey) | Responses

Positive and/or negative effects as a driver of a private vehicle

| Respondent | Demographic | Comments: |
|------------|---|---|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 330 | 60+   | No negative effects. It's slowing down, big deal, easy peasy. It means less worry about parallel parking because you have more time it's just safer all 'round. |
| 331 | 40-49     | 40kms speed limit is easy to stop in an urgency. |
| 332 | 30-39    | Personally, as a driver of a reasonably heavy manual-drive vehicle, driving at lower speeds (and therefore in a lower gear) in steep and hilly areas puts quite a strain on my poor old car! |
| 333 | 60+   | People get frustrated when the speed is too low. Most elderly drivers in Kalamunda drive slower than the speed limit already, which is annoying. All you need to do is have some well placed, clearly marked, pedestrian crossings. |
| 334 | 50-59   | People end up doing 30 they can never do the speed limit regardless of what it is it's always 10 or 20 slower then signed |
| 335 | 40-49    | Little |
| 336 | 19-29   | To me, the lower speed limits are more of an inconvenience than a benefit. |
| 337 | 60+   | Should not be 24/7 |
| 338 | 50-59   | More often than not the residents of Kalamunda frequently travel 10kms under any posted limit. A negative effect would be those would continue to drive 10km under due to competency and hesitation. This would effect the usual frustration to other road users who travel at the posted limit. Slower access to get to shops, avoiding this area will be preferable. There was a recent spike in elderly drivers pressing the wrong pedal causing an accident as they moved away from a parked spot etc. 10km reduction would not fix this. |
| 339 | 50-59    | Too slow at 40km and therefore not likely to be adhered to causing further problem |
| 340 | 60+   | Usually beneficial |
| 341 | 60+    | Driving at 40km/h is calmer |
| 342 | 60+   | |

| | | |
|-----|---|--|
| 343 | 60+    | Feel much safer as a lot of people are on foot including seniors and children. |
| 344 | 60+   | |
| 345 | 60+   | Lots |
| 346 | 60+   | None |
| 347 | 60+    | |
| 348 | 60+    | None |
| 349 | 60+    | |
| 350 | 60+     | Feel safer |
| 351 | 60+   | |
| 352 | 60+     | Safe for pedestrians and children |
| 353 | 50-59   | |
| 354 | 50-59    | 40kmh limits in areas such as Vic Park or Beaufort St have been perfectly fine to deal with |
| 355 | | I think it is acceptable for short focused period such as school start and finish but not other times. Drivers still stop for pedestrians at the speed humps around the town centre and this halts traffic flow for no reason. |
| 356 | 30-39    | |
| 357 | 60+    | Speed limits are a maximum speed. This does not mean you must do this speed. If the driving conditions require slower speed then drive to the condition. The conditions change depending on the time of day so outside peak periods you are still required to go at the reduced speed. |
| 358 | 60+    | Positive - safety for school children during certain hours. Negative - drivers who ignore the 40 km/h speed zones and roar past or are very impatient. |

Engage (Survey) | Responses

Positive and/or negative effects as a driver of a private vehicle

| Respondent | Demographic | Comments: |
|------------|----------------|--|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 359 | 40-49 🏠👤 | Positive - reduces the risk of accidents on streets where there are a lot of pedestrians, especially on market days i.e Haynes St, Barber St, Railway Rd between Mead St and Haynes St. Negative - pretty infuriating for drivers who just want to get to work along main thoroughfares like Canning Rd, Kalamunda Rd, and the majority of Railway Rd. |
| 360 | 60+ 👤 🏠 | S |
| 361 | | |
| 362 | | |
| 363 | 60+ 👤 🏠🚗 | Positive - slows high traffic in busy areas for safety of all road users Negative- needs prominent signage to alert motorists to lower speed |
| 364 | 19-29 🏠👤 | |
| 365 | 60+ 👤 🏠 | OK and necessary in school zones. But frustrating when not necessary - where the current speed limit is adequate. |
| 366 | 40-49 🏠👤 | I dislike 40km zones because I am forced to watch my speedo, rather than keep my eyes on the road. |
| 367 | 40-49 🏠👤 | No negative impacts as the 40km/h zones are only installed within locations that are appropriate and have been approved by MRWA. Travel time implications are negligible. Access is not impacted, cars are still able to move through those zones easily and other street users are safer. Positive effects of providing a safer general environment for all users of streets. Slower speed areas create nicer environments in urban areas to support land uses that attract people - having higher speed roads through the middle of the Activity Centre is entirely contradictory to good planning and improving the area |
| 368 | 50-59 🏠 | |
| 369 | | |
| 370 | Under 18 🏠👤 | None |

| | | |
|-----|-------------------------|--|
| 371 | 60+ 🏠👤🚗 | The speed limit is good as it is, my observation is most people in Kalamunda drive safely and slowing it down will cause unnecessary frustration |
| 372 | 40-49 🏠👤 | Traffic moves too slowly and it takes longer to get to destination. A lot of drivers already do under the required speed limit on local roads so reducing it even further is just going to create greater frustration |
| 373 | 50-59 🏠👤 🚗 | 40 km/h is too slow and unnecessary. I've noticed that those who want to speed in school zones do so anyway. And more extensive stretches of 40 km/h will probably lead to increased driver frustration. |
| 374 | 50-59 🏠👤 | Reduced traffic flow during peak hour; increased time to destination |
| 375 | 30-39 🏠👤 🚗 | Too slow |
| 376 | 60+ 🏠👤 🚗 | Much safer and more courteous when at a slower pace and much easier to stop quickly, if necessary |
| 377 | 40-49 🏠👤 | 50 kmh is slow enough. Often travelling slower than posted limit anyway |
| 378 | 50-59 🏠👤 🚗 | Nil positive |
| 379 | 50-59 🏠👤 | Around school zones at very specific times it is positive as it allows for the unpredictability of school children, but also allows traffic to flow through efficiently at times when children are not in the area. In areas where there is a permanent reduction of speed, i.e. Perth City during late evening or night when very few people are around, it adds considerable time to my travelling time and lessens my alertness level. |
| 380 | 50-59 🏠👤 | Such areas are generally 'busy' with vehicles/peds/signs, car parking etc so the slower speed allows more time to absorb information of the surroundings allowing safer driving. |
| 381 | 50-59 60+ 🏠👤 🚗 | With 50km/hr zone ubiquitous it seems to me that 40km/hr zones away from schools does little but give an avenue for fund raising. The disadvantages I have seen include vehicles stalling, drivers paying less attention to outside the car, negative change to indication. |
| 382 | | It is very annoying having to do 40 km/h at 7.30am around schools when there is not a child or parent in sight. |

Engage (Survey) | Responses

Positive and/or negative effects as a driver of a private vehicle

| Respondent | Demographic | Comments: |
|------------|---------------------|--|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 383 | 60+ ♀ 🏠 | Safer for pedestrians. Makes drivers aware there is a possibility of pedestrians. |
| 384 | 19-29 ♂ 🏠 | I have never seen a positive effect but have seen many negative effects. These include lower levels of traffic, increased aggression from drivers. |
| 385 | 40-49 ♂ 🏠 | This will create even more delays in the already slow thoroughfare of Canning Rd. There would be more benefit to slightly widening the road rather than slowing traffic. 50km/h is perfectly fine for these sections of roads. The "vulnerable" pedestrians currently do not use the already poorly placed crossing near IGA and are constantly seen endangering themselves and others, 40 km/h will not help this. |
| 386 | 40-49 ♀ 🏠 💰 | |
| 387 | 60+ ♂ 🏠 | No positive effects. Negative effects include the need to monitor speed constantly to avoid overspeeding and therefore pay less attention to the road, increase in congestion, fewer breaks in traffic flow for merging as vehicle gaps get smaller. |
| 388 | 40-49 ♂ 🏠 🚗 🚲 | Positive - None Negative - too slow. |
| 389 | 50-59 ♂ 🏠 🚗 | As a motor vehicle driver I find that there are already too many speed zone changes across the Kalamunda area. It can become confusing as to what the speed limit is in a particular zone. I think 50km/h in the main part of Kalamunda is an appropriate speed zone. Drivers should always drive to the conditions anyway so should slow down below the official speed limit as required. |
| 390 | 60+ ♂ 🏠 💰 | |
| 391 | 50-59 ♀ 🏠 🚗 | absolutely no positive. negative = bottle neck of traffic. kalamunda roadways not geared up to take the excess. people become irrate, impatient, erratic. accidents occur. |

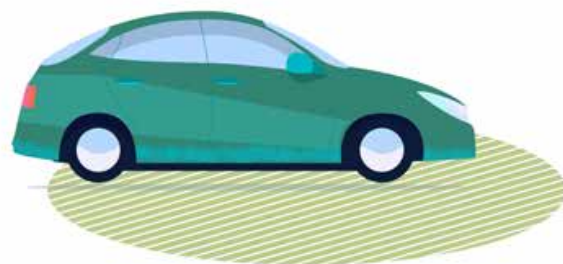
| | | |
|-----|-------------------|--|
| 392 | 60+ ♂ 🏠 | I can see no negative affects to 40 km/h. Positive, safety for everybody using the roads. Positive, lessen the noise. |
| 393 | 60+ ♀ 🏠 | I don't think 40km/h is necessary. Most drivers travel slowly anyway when in Haynes St etc |
| 394 | ♂ 🏠 🚗 🚲 | I am happy to drive 40kph in school zones which are only when students attend. |
| 395 | 40-49 ♂ 🏠 🚗 | Too slow when the areas are not busy. Most people drive to the conditions (ie. when busy, most people will drive slower anyway). |
| 396 | 60+ ♀ 🏠 | No positive effects, more problems Spend the money trying to increase the parking! |
| 397 | 🏠 | Safety, noise control esp motorbikes |
| 398 | 30-39 ♂ 🏠 🚗 | Reduced vehicle speed through/around a town centre is a minor inconvenience due to the increased travel time when driving. However this is a sacrifice im willing to make to increase safety for all users. |
| 399 | 60+ ♀ 🏠 🚗 | |
| 400 | 60+ ♂ 🏠 🚗 | Negative |
| 401 | 50-59 ♀ 🏠 🚗 | I feel that the 40km/h limit is very good for high pedestrian areas and I do not have a problem slowing down. |
| 402 | 60+ ♂ 🏠 | Apart from School Zones , seem to usually interrupt passage of vehicular traffic |
| 403 | 40-49 ♀ 🏠 | I don't think the speed is the issue- it's the lack of skill of some drivers and lack of understanding of road rules that causes near misses that I have seen. |
| 404 | 60+ ♀ 🏠 | It causes people to become impatient |
| 405 | | It makes for more ordered traffic and provides more time to react to pedestrians and cyclists. It also make for safer turning and crossing at intersection. |
| 406 | 30-39 ♀ 🏠 | I think the 50kmh speed limit is fine at the moment, but the things that are causing problems are respeed humps which people think are crossings. You need to get rid of the white lines and change them to yellow or just get rid of them all together. Since they were put in I have seen many near misses from the fonfusion. |
| 407 | 50-59 ♀ 🏠 🚗 | '+ve!!! |

Engage (Survey) | Responses

Positive and/or negative effects as a driver of a private vehicle

| Respondent | Demographic | Comments: |
|------------|--------------|--|
| | | [Note: Text has been included without edits as provided by respondent.] |
| 408 | 60+ 🏠 🏡 | Prefer 40, But even 50 at the Vinnies Junction drivers often do 60 or 70! Never reprimanded or cautioned!! |
| 409 | 40-49 👤 🏠 | The speed is adequate as a driver. Problem is the pseudo-crossings. |
| 410 | 60+ 👤 🏠 | More time to see pedestrians |
| 411 | 60+ 🏠 🏡 | Good |
| 412 | 60+ 🏠 | |
| 413 | 60+ 🏠 🏡 | Only positive |
| 414 | 60+ 🏠 🏡 | None |
| 415 | 60+ 🏠 | No Negatives |
| 416 | 60+ 🏠 🏡 | Allows more time to scan sides of roads slows traffic ready for roundabout and bumps |
| 417 | 60+ 🏠 🏡 | OK during school times and to protect wildlife ie where ducks/ducklings cross roads. |

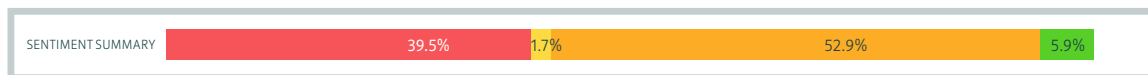
| | | |
|-----|------------|---|
| 418 | 60+ 🏠 🏡 | Feel safer in very busy areas |
| 419 | 60+ 🏠 🏡 | |
| 420 | 60+ 🏠 🏡 | It just brings to your awareness you are in a shopping precinct and there may be more pedestrians. Reducing speed allows for vehicles to safely park and keeps our town safe. |
| 421 | 60+ 🏠 | |
| 422 | 60+ 🏠 🏡 | they give me the opportunity to be alert to hazards and potential accidents. Also, its calming |
| 423 | 60+ 🏠 | Some times too slow |
| 424 | 60+ 🏠 🏡 | Awareness in school zones. Noticeable effect on motorists in these areas. |
| 425 | 60+ 🏠 🏡 | Safety for pedestrians |
| 426 | 60+ 🏠 🏡 | Public convenience |



Engage (Survey) | Responses

Positive and/or negative effects as a driver of a business vehicle

Positive and/or negative effects of 40km/h zones as a driver of a business vehicle.



| Respondent | Demographic | Comments: |
|------------|-----------------|---|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 1 | 30-39 ♂ 🏠💰 | Danger when slowing down to 40kph on a major road, as road users are not expecting such a drop in speed limit. |
| 6 | 50-59 ♀ 🏠 | No positive effects |
| 15 | 30-39 ♀ 🏠👤 | It takes way longer to complete a delivery route and when you're pressed for time it's definitely not convenient. |
| 17 | 40-49 ♂ 🏠 | None, people just need to look where they are walking its simple stuff. Maybe it's time for a "look both ways before you cross the road campaign again for the less intelligent folk |
| 20 | 60+ ♂🏠 👤 | No issues |
| 22 | 30-39 ♂ 🏠👤 | Nil. If you are running late, leave earlier |
| 23 | 19-29 ♂ 🏠👤 | Would avoid the area to save frustration |
| 29 | 19-29 ♀ 🏠👤 | Slowing the traffic will cause drivers to avoid the area |
| 33 | 50-59 ♀ 🏠👤 | It's great for schools and the safety of our children/grandchildren |
| 39 | 19-29 ♀ 🏠💰👤👤 | I have a schedule to keep, which is difficult when people don't even keep to the speed limit |
| 40 | 50-59 ♂ 🏠👤 | NONE |
| 41 | 40-49 ♀ 🏠👤 | No positive. |
| 55 | 60+ ♂🏠 👤 | There are no positive effects. Current speed limits are adequate. |
| 56 | 30-39 ♀ 🏠👤 | None other than in school zones |
| 64 | 50-59 ♀ 🏠 | 50 km is a good safe speed in built up areas |
| 68 | 30-39 ♂ 🏠 | Would sooner go and shop elsewhere |
| 71 | 40-49 ♀ 🏠👤 | Angrier drivers |
| 72 | 40-49 ♂ 🏠 | delays due to traffic movement and difficulty navigating the area due to islands or traffic slowing obstructions |
| 73 | 30-39 ♂ 🏠👤 | No benefits, only big negatives |
| 74 | 50-59 🏠 | No need for a change |
| 79 | 50-59 ♂ 🏠💰 | Negligible, of the stated accidents, its questionable as to whether many of them would have been avoided at a lower speed. The reversing accidents for instance, would have been in the act of parking, and therefore nothing to do with speed. |
| 83 | 50-59 ♂ 🏠👤 | This will hopefully attract more for traffic to the town centre. Which should result in higher local sales. |
| 90 | 60+ ♂🏠 💰🚫 | There are many around greater Perth. In Bayswater a large stretch of King William Road is now 40km zone. This slows commercial traffic through a retail and residential zone. There is no impediment for commercial vehicles, they still have full access to the road and points beyond while making central Bayswater safer for locals and visitors of all ages. |
| 100 | 30-39 ♂ 🏠👤👤 | Negatives would be delays in goods deliveries and increase cost to transport operators and then increases to the consumers |
| 102 | 60+ ♂🏠 | As a resident within the City of Kalamunda I cannot see any need for the proposed change. With slightly more than one accident per month in the area of proposed change it would not appear necessary. |
| 103 | 40-49 ♂ 🏠👤 | Concentration on speedo rather that the streets and side walks. |
| 104 | 60+ ♀🏠 | I rarely drive where the limit is 40km |
| 108 | 60+ ♂ 🏠💰 | I live in Gooseberry Hill and have another 3 rental property in Kalamunda, so as a rate payer of 4 Properties and a work as a local property maintenance contractor this will be a inconvenience. |
| 109 | 60+ ♂🏠 👤 | No negative effects in 40kmh zones |
| 111 | 60+ ♂🏠 | As above, especially re cyclists. |
| 114 | 19-29 ♀ | none slow drivers are reasons why your late for work |

Engage (Survey) | Responses

Positive and/or negative effects as a driver of a business vehicle

| Respondent | Demographic | Comments: |
|------------|--------------------|---|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 131 | 30-39 ♂ 🏠 🗑️ | easier and more time to be able to turn onto busy road |
| 134 | 50-59 ♂ 🏠 🗑️ | People will tend to avoid areas of traffic congestion. Business in Subiaco has suffered terribly since introducing the 30km/h speed limits. Nobody wants to talk about the negative impact of the speed limit change and try to blame other issues. I will never visit Subiaco any more because the traffic flow is a disaster. Once business leaves, it rarely comes back. |
| 137 | 40-49 ♀ 🏠 🗑️ | No positive effects as it will result in more drivers to become more aggressive, impatient and drive very closer to other cars. |
| 141 | 60+ ♂ 🏠 | Frustration |
| 143 | 30-39 ♂ 🗑️ 🗑️ | Travel time increase, driver frustration, dismay at pointless reductions - reduce impact of slower speed zones where they are actually needed. |
| 144 | 30-39 ♀ 🏠 🗑️ 🗑️ | I don't think they will change anything for us except for more speeding in the area. |
| 150 | 50-59 ♂ 🏠 🗑️ | It's feels safer and easier to through these areas. |
| 154 | 🏠 | 40km speed limits don't stop bad drivers or those who are too old to be driving. |
| 159 | 50-59 ♂ 🏠 🗑️ | No positive effects |
| 160 | 60+ ♂ 🏠 | retain Canning Rd as a major through fare as 50 kph, the crosswalk near Haynes/ Heath has a traffic calming effect |
| 168 | 60+ ♀ 🏠 | Couldn't comment as a business driver. But the business drivers are more courteous than the car drivers. |
| 172 | 60+ ♂ 🏠 🗑️ | Yes I drive a business vehicle as well as private in Kalamunda and the comments made above would also apply. |
| 178 | 40-49 ♂ 🏠 🗑️ | all negative. there is no valid reason for including Canning Rd in the zone to be reduced. it is a main road. 40 kms is too slow |
| 182 | 50-59 ♂ 🗑️ 🗑️ | Most drivers drive at 10km below the speed indicated. So already driving at around 40km in a 50km zone |
| 186 | 50-59 ♀ 🏠 🗑️ | Safer for all |

| | | |
|-----|---------------------------|---|
| 191 | 40-49 - 🏠 🗑️ | In my experience the 40km hr speed limit seems to encourage pedestrians and cyclists to take risks. They more often walk or ride in front of traffic as they expect vehicles to emergency brake for them. |
| 193 | 30-39 ♂ 🏠 | Frustration driving at these speeds when there's minimal vehicles or for traffic in the area. |
| 215 | 🏠 🗑️ | Congestion |
| 216 | 40-49 ♂ 🏠 | Requires unnecessary monitoring of speed and less concentration on surroundings. 50km is fine. |
| 223 | 50-59 ♀ 🏠 🗑️ 🗑️ | None what so ever |
| 225 | 🗑️ 🗑️ | LOWERING THE SPEED LIMIT WILL CAUSE FURTHER DELAYS TO ALREADY SLOW TRAFFIC |
| 229 | 60+ ♂ 🏠 | Feel that people are more aware of being alert for other traffic movements and pedestrians |
| 237 | 40-49 ♀ 🏠 | Vehicles go slower than the 40 km/h making it more dangerous than if they were travelling faster. |
| 239 | 40-49 ♂ 🏠 🗑️ | I drive a truck that is required to service private residences. These 40km zones are unavoidable to do my work and going over hump is very uncomfortable and inconvenient |
| 242 | 60+ ♂ 🏠 🗑️ | N/A as usually just passing through - would slow me up |
| 244 | 30-39 🏠 🗑️ | slow speeds congest traffic more |
| 245 | 60+ 🏠 🗑️ | slows access. wastes fuel while waiting to get to your destination |
| 250 | 50-59 ♀ 🏠 🗑️ | Canning Road is a very busy thoroughfare and reducing the speed in a long stretch would not be good for traffic flow or the economy. |
| 253 | 40-49 ♂ 🏠 🗑️ | Stop changing everything. Leave the place as it is |
| 265 | 60+ ♂ 🏠 🗑️ | I avoid going to Victoria Park because of Albany H'ways crazy speed limits. |
| 266 | 50-59 ♂ 🏠 | Safer for pedestrians and reducing car accidents |
| 267 | 60+ ♂ 🏠 | Slows passage. |
| 271 | 50-59 ♀ 🏠 🗑️ | I go to Kalamunda at least 20 times a week. Have the 40KM is just crazy and to slow |
| 287 | 40-49 Other 🏠 🗑️ 🗑️ | Safer for everyone in a built up city centre Instal patience and care in road users and pedestrians |

Engage (Survey) | Responses

Positive and/or negative effects as a driver of a business vehicle

| Respondent | Demographic | Comments: |
|------------|--------------|--|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 290 | 30-39 🏠💰👤 | No positive |
| 291 | 50-59 🏠 | It brings out the worst drivers which the town is already full of the amount of seniors that should hand in there licence feel that it is still safe to plod around the hills still. |
| 300 | 40-49 🏠👤 | As above because who wants to crash the company car. |
| 313 | 60+ 🏠👤 | safer to be slow - if EVERYONE is |
| 330 | 60+ 🏠👤 | More time to parallel park on the main street. More time to pull out of parking spots. Just an easier time all 'round. A slower, easier place for Kalamunda would be a nice thing. |
| 337 | 60+ 🏠👤 | School Zones |

| | | |
|-----|-------------|--|
| 338 | 50-59 🏠👤 | Longer to get to patients as a Paramedic. Inconvenience as other road users travel below the posted limit. Sometimes being reduced to 30kms. |
| 339 | 50-59 🏠👤 | Too slow, prefer 50 |
| 340 | 60+ 🏠👤 | Does not apply |
| 341 | 60+ 🏠👤 | Have ceased doing so |
| 360 | 60+ 🏠👤 | Greater safety |
| 371 | 60+ 🏠👤 | I believe the 40 zone in Vic park is an example of where traffic is worse than before and more drivers are irritable as a result. |
| 378 | 50-59 🏠💰 | Nil positive |
| 392 | 60+ 🏠👤 | Victoria Park has a 40 limit on most of the Albany Hw along the café strip. This had no negative affect that I am aware of. |
| 396 | 60+ 🏠👤 | Just a nuisance |



Engage (Survey) | Responses

Positive and/or negative effects as a pedestrian or cyclist



| Respondent | Demographic | Comment: |
|------------|-------------|---|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 1 | 30-39 🏠👤 | Less noise, pollution and easier to cross the road. |
| 2 | 40-49 🏠👤 | Designated cross walks would be more helpful (converting those odd ones currently around town to proper crossings) than slower cars. |
| 4 | 30-39 🏠👤 | None. Harder for cars to overtake cyclists. |
| 8 | 30-39 🏠👤 | Aside from the proven safety benefits to pedestrians and cyclists, lower speed limits make shopping along a street or sitting outside a cafe or restaurant much more pleasant due to reduced noise and aggravation. |
| 9 | 50-59 🏠👤 | It's warranted in busy areas with heavy road systems. Kalamunda does not have that - the shire is trying to make more excuses for people to NOT visit our area. |
| 12 | 50-59 🏠👤 | Especially on the main street in kalamunda cars drive too fast, makes it dangerous to cross or even park |
| 13 | 60+ 🏠👤 | When drivers are courteous there is no problem. The speed doesn't matter. If the driver is not courteous, the speed doesn't make a difference. Drivers Education should be added to the school curriculum. |
| 15 | 30-39 🏠👤 | No benefit. |

| | | |
|----|-------------|---|
| 17 | 40-49 🏠👤 | None, people just need to look where they are walking its simple stuff. Maybe it's time for a "look both ways before you cross the road campaign again for the less intelligent folk |
| 18 | 60+ 🏠👤 | Gives time to cross road if no crosswalks in area. |
| 19 | 40-49 🏠👤 | It is so much safer for children and for all pedestrians. Drivers seem much more aware. It is also much easier to cross the road - even if cars a doing a little above the new speed limit 50km is so much more pedestrian friendly than 70km in terms of the amount of time you have to cross. |
| 20 | 60+ 🏠👤 | No issues |
| 22 | 30-39 🏠👤 | Slower is safer |
| 23 | 19-29 🏠👤 | If you cross at appropriate crossings and people are doing the speed limit there is no issues |
| 26 | 50-59 🏠👤 | You need to proof read your questions. I have never been the driver of a pedestrian or cyclist. Drivers are less tolerant of cyclists or pedestrians in lower speed zones. |
| 28 | 30-39 🏠👤 | No effects positive or negative |
| 29 | 19-29 🏠👤 | It might make drivers too lazy to pay attention in the area |
| 30 | 40-49 🏠👤 | Lol a driver of a pedestrian or cyclist? |
| 31 | 30-39 🏠👤 | increased safety, easier to see cars when coming around corners. |



Engage (Survey) | Responses

































**Positive and/or negative effects
as a pedestrian or cyclist**

































| Respondent | Demographic | Comment: |
|------------|---------------|---|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 37 | 30-39 👤🏠 | As a mum to young children a lower speed limit makes a big difference to my child's safety. It gives more time for a child to see a car and the car to see the child. |
| 38 | 40-49 👤🏠 | Feeling of safety, particularly regarding elderly people and children. More likely to get out of my vehicle and walk where the traffic is safe, therefore increasing foot traffic. |
| 39 | 19-29 👤🏠🚶🚴 | I walk through Kalamunda for work. There is no issue with the speed limit if you just cross the road safely |
| 40 | 50-59 👤🏠 | I will never shop or spend a cent in Kalamunda if speed limits are lowered . |
| 41 | 40-49 👤🏠 | None so far. I don't have any negative experience to report on so far. |
| 43 | 40-49 👤🏠🚶 | Speed limit reduction better delineates a shared pedestrian/road traffic area and promotes an inviting environment for cafes and people. |
| 47 | 40-49 👤🏠 | Get across roads easier and safer |
| 52 | 🏠👤 | Negative - people are either going to fast and not abiding by the speed limit or you have to wait longer for the people doing 40. They are more focused on their speed then watching the road. zebra crossings or allocated pedestrian crossing would work much better. |
| 53 | 60+ 🚶 🏠👤 | Will be able to cross Canning Road in relative safety |
| 54 | 👤 | Speed limits are fine as is. |
| 55 | 60+ 🚶 🏠👤 | There are no positive effects. The current speed limits are adequate. |
| 56 | 30-39 👤🏠 | Cyclists cause significant safety issues, mostly for drivers, especially in Kalamunda and something needs to be done immediately |
| 57 | 30-39 👤🏠 | Safer environment. |
| 65 | 30-39 👤🏠 | Less likely to get run over ;) |
| 66 | 50-59 👤🏠 | Gives more time to cross roads and to avoid traffic. Less noise from vehicles accelerating rapidly. |

| | | |
|----|---------------|--|
| 67 | 30-39 👤🏠🚶🚴 | Obviously safer |
| 71 | 40-49 👤🏠 | Angrier drivers |
| 72 | 40-49 👤🏠 | slower traffic makes it harder to judge what people are doing, you'll get 20/30/40 and 50kph drivers in the 40kph zones. It makes it worse, riding a push bike ill pass slow moving cars that end up nearly killing you because they just change direction without indicating , it happens more at low speeds. |
| 73 | 30-39 👤🏠 | No benefits, only big negatives |
| 74 | 50-59 🏠 | No need for a change |
| 75 | 30-39 👤🏠 | As a pedestrian I take responsibility for my actions around the road and pay attention to incoming traffic. I teach my two kids to do the same. |
| 76 | 60+ 🚶 🏠👤 | As a pedestrian I am observant of all traffic around me at all times. |
| 77 | 60+ 👤 🏠 | Time to cross the road |
| 78 | 40-49 👤🏠 | There is not a lot of traffic around Kalamunda. It would not matter for me if people would drive 40 or 50 or 60 in that area. It makes absolutely no difference at all. |
| 79 | 50-59 👤🏠 | Will make little difference, |
| 80 | 40-49 👤🏠 | No problem either way |
| 83 | 50-59 👤🏠 | I have experienced Albany hwy in Vic Park. If you're in a hurry you can use Sheparton road, I would suggest to make clear what the quicker routes will be. I.e going along the canning road roundabout and up Stirk rd past Bunnings (still at 50kmh). |
| 84 | 60+ 👤 🏠🚶 | Easier to cross the road anywhere you like rather than be good pedestrians and use the designated crossing points. More crossing points would help as much as a lower speed limit. Well signed and lighted crossings, even dare I say crossing lights would protect pedestrians better than a blanket slowing down of traffic. |

Engage (Survey) | Responses































**Positive and/or negative effects
as a pedestrian or cyclist**































| Respondent | Demographic | Comment: |
|------------|---|--|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 90 | 60+     | As a driver, the designation of a 40km zone makes me even more vigilant as I pass through it. The commercial area along Beaufort St Mt Lawley is one of those zones. As a cyclist these zones are safer and have a 'friendlier' feeling. As a pedestrian in central Perth where 40km/hr is in place walking and crossing town is safer and more pleasant as the noise of revving motors is muted as cars adopt the slower speed. |
| 91 |  | As a pedestrian I find most drivers slow down as a matter of course when they see people crossing the road and with the speed humps in the area this also helps although the crossings in Haynes street that asks pedestrians to give way to motorists is generally ignored as we are trained to observe crosswalks where cars give way to pedestrians. |
| 92 | 60+    | As A Pedestrian: Positive...One feels there is a 'community' of shops/ cafes within a slow zone. Negative: none |
| 94 | 19-29   | No positive, unless the city, as difficult to gage cars speed (since some do 30-50km/r). Keep as is |
| 96 | 60+    | At times I find myself concentrating so much on keeping my speed down that my attention is taken away from the road. |
| 98 | 50-59    | No effects either way. You no the speed limit and you judge crossing the road, using common sense. |
| 99 | 60+   | No problems with 50 km/h as a pedestrian. |
| 103 | 40-49    | Assists pedestrians and definitely safer for them. As long as the Police monitor the speeds |
| 104 | 60+   | I rarely drive in 40 km areas |
| 105 | 60+    | No problems |
| 107 | Under 18   | It makes it easier to ride without consequence |
| 108 | 60+     | None, just confused every one, as it is, all tourist think the speed humps are cross walks, remove the strips or make them all cross walks. My preference is make them all cross walks as cars slow down anyway. Make a stand and don't just say we have no control of our roads up to the Main Roads (who are in Perth CBD) |

| | | |
|-----|---|---|
| 109 | 60+    | Feel more anxious and unsafe as a pedestrian in zones without 40kmh speed restrictions |
| 110 | 60+   | Too much traffic - especially in school times. Makes it almost impossible to cross Canning Rd. I would rather see some efforts made to reduce the through traffic than the actual speed. |
| 111 | 60+   | None as a pedestrian, I wait for cars before I cross a road. |
| 112 | 30-39   | Increased congestion difficulty crossing major road |
| 113 | | The greater risk is in the number of incompetent and/or geriatric drivers found in Kalamunda. |
| 115 | 40-49   | Pedestrians become complacent because of the reduced speed signs and step out in front of moving traffic more than they would do so otherwise as the cars are travelling slower - this is a hazard for both drivers and the pedestrians |
| 123 | 60+    | Nil negative. Safer for all at lower speeds |
| 126 | 50-59 -   | It can be frustrating if waiting to cross the road, We are used to judging times/distances at 60km/h or 50km/h - so when we see a vehicle a certain distance away we wait (that vehicle is doing 40km/h or 30km/h - being doubly safe), we wait, we wait and wait. This builds frustration and also increases danger that next time I will not wait and further when I go to cross the road outside the town centre - I have to re-adjust my thinking and calcs again, creating uncertainty and danger. |
| 127 | 60+    | I have as much of a duty as a pedestrian to be aware of other road users as the next person. Whether it be 40, 50 or 80+ kph I am responsible too for road safety. Are we a nanny state? |
| 131 | 30-39    | negative gives pedestrians a false sense of having additional time to walk over a road |
| 132 | 40-49    | Cyclist should not be on the road!! |
| 133 | 30-39     | Able to cross easier as cars are more likely to stop if needed |
| 134 | 50-59    | I avoid commercial areas in Perth with lower speed limits. If this change is brought into Kalamunda, I will reduce my patronage to businesses inside the reduced speed zone limit. |

Engage (Survey) | Responses










































**Positive and/or negative effects
as a pedestrian or cyclist**













































| Respondent | Demographic | Comment: |
|------------|---|---|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 137 | 40-49    | It will not help anyone driving slower the public need to be aware where it is safe to cross, ride a bike etc on a road. |
| 138 | 19-29   | going 40 or 50 will not change walking or riding. stay on paths and cross at crosswalks and there's nothing to worry about |
| 141 | 60+   | Frustration |
| 143 | 30-39    | Travel time increase, driver frustration, dismay at pointless reductions - reduce impact of slower speed zones where they are actually needed. |
| 145 | 60+   | Happy to comply. |
| 147 | 50-59   | None that I can think of. As a pedestrian there are plenty of islands to cross too. The crossing zones, not crosswalks, are hazardous because many pedestrians treat them as a crosswalk and expect vehicles to stop. Cycling is always hazardous and I prefer to ride on the footpaths where available |
| 148 | 30-39    | Positive: More comfortable riding or as a pedestrian judging distance when crossing the road (because there are no cross walks in Kalamunda!). |
| 149 | 50-59    | The only issues are cyclists not sticking to the outside of roundabouts so they can be seen and the confusion as to whether the crossing humps are in fact pedestrian crossings. Either make them a crossing or remove them so everyone knows what's happening |
| 150 | 50-59    | As a cyclist I frequently get pressured or abused by motorists in a hurry |
| 153 | 50-59   | "driver of a pedestrian" ? Was this survey proof read? Slower speeds will mean pedestrians wait longer to cross a road, but it will be safer if there is a gap. |
| 154 |  | 50 km is fine. You just need to get it enforced by the non-existent police in Kalamunda! |
| 157 | 40-49     | Increases likelihood that children and other vulnerable road users can increase extent of walking and cycling when you know that a collision will not be fatal. |

| | | |
|-----|--|--|
| 158 | 30-39    | I walk frequently with 3 kids and a dog and have not encountered any issues with the current speed limits. Never have I thought "geez, wish they were going even slower". |
| 163 | 60+  | Pedestrian crossings have had more of a positive impact, speed limits not really a factor so long as you have good traffic sense |
| 166 | 60+    | Trying to cross the road in the commercial areas of the Cities of Victoria Park and Fremantle is an issue. With few pedestrian crossings, congestion, inattentive or impatient drivers it becomes dangerous crossing busy roads. |
| 167 | 60+    | Something wrong with question at end. Doesn't make sense |
| 168 | 60+   | Cyclists love Kalamunda and bring business to the community. I give way to them and the majority are decent road users. |
| 169 | 60+   | Kalamunda has become much busier in recent years and I believe that reducing the current speed limit to 40km/h will cause impatience and thus rude and risky driving, perhaps even road rage in some instances. |
| 170 | 50-59   | The main problem I have had as a driver and pedestrian is the poor understanding of rights and responsibilities. leading to poor communication and then frustration, endangering pedestrians mostly. A 40km/h limit would hopefully enable more time to communicate and a less aggressive approach from drivers. |
| 174 | 60+    | I am not a cyclist. As a pedestrian, a 40k zone makes no difference to me. Whether the zone is 40, 50,60,70 or 80 I use common sense and cross at designated pedestrian zones or cross safely when I am able to do so. |
| 175 | 50-59   | 40km/h unnecessary, awareness is more important. |
| 178 | 40-49    | all negative. there is no valid reason for including Canning Rd in the zone to be reduced. it is a main road. 40 kms is too slow |
| 182 | 50-59    | Most drivers drive at 10km below the speed indicated. So already driving at around 40km in a 50km zone |
| 183 | 50-59    | This is a badly worded question.... what is a driver of a pedestrian?! If you mean effects on pedestrians then the advantages include it being easier and safer to cross the road and move around the town centre. |

Engage (Survey) | Responses

**Positive and/or negative effects
as a pedestrian or cyclist**

| Respondent | Demographic | Comment: |
|------------|---|--|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 185 | 60+    | As a long time cyclist I feel a lower speed limit would reduce the difference in speed between my cycle and other vehicles, reducing the chance of a collision between cycle and motor vehicle and in the event of such a collision reduce severity of any injury. |
| 186 | 50-59    | Safety |
| 188 | 30-39   | No benefits - I can cycle faster than 40kmph. |
| 189 | 40-49    | As a pedestrian I have found limited difference between different speeds of vehicles |
| 194 | 30-39    | Pedestrian with small kids - easier to make eye contact and cross at crossings. |
| 195 | 30-39    | It's a bit safer with young kids. we have 4 kids, so as a pedestrian I would love the 40km just bit as a driver. |
| 202 | 60+    | What is a 'driver of a pedestrian'? |
| 206 | 40-49    | The zone proposed already has slow vehicle movements and there are no issues for pedestrians. |
| 208 | 60+    | No experience in other areas so unable to comment |
| 209 | 60+   | Not necessary |
| 210 |   | Pedestrians often are distracted by mobile phones, crosswalks that are not crosswalks but dressed up to look like one. We as a pedestrian need to start to take some responsibility as well as the vehicle driver. |
| 212 | 60+   | No positive effects that I can see, negative effects are impatience of people crossing the road as drivers are so slow. |
| 213 | 60+   | We dont have dedicated cycleways or lanes and dont accomodate the large number of cyclists that visit the town centre or use local major road ways, |
| 214 | 60+   | None, pure annoyance and frustration |
| 216 | 40-49   | Takes drivers concentration off the road and therefore surrounding dangers. |
| 217 | 40-49    | No effect on economy to lower the speed limit. 40km speed would be less convenient |

| | | |
|-----|---|--|
| 219 | 60+   | Strange question which doesn't seem complete; what is a driver of a pedestrian or cyclist? |
| 223 | 50-59      | I have never had any problems or felt unsafe with the current speed limits, and I have left in the area since 1980 |
| 229 | 60+   | as above with comments item 5 |
| 232 | 60+    | The atmosphere of the areas is more relaxed and it is safer to cross the roads. As a cyclist, the 40 km/h zones are less stressful to ride through. |
| 233 | 50-59    | Pedestrians should have priority in shopping areas. it makes shopping more pleasant which in turn encourages time spent on the high street and in shops. Cars should not have priority in shopping areas. |
| 236 | 60+   | Ha ha! I don't often drive a pedestrian, but I do understand what you are asking! I often walk in Kalamunda and the 50 km/h does not cause me a problem. It's the drivers who are not keeping to that speed limit who are troublesome. Try crossing Canning Road near KL Toyota and you'd better keep your wits about you. |
| 237 | 40-49   | Your question doesnt make sense - maybe read it... pedestrians have a false sense of security that they can cross anywhere... |
| 239 | 40-49    | The need to go over speed humps on a bike is dangerous. Designated bike roads etc are not enjoyable to ride on. |
| 241 | 60+    | Would prefer pedestrian crossings with flashing light in preference to lower speed. |
| 242 | 60+    | rather have more "pedestrian crossings" with flashing lights |
| 245 | 60+   | awareness starts with the individual |
| 246 | 60+    | some intersections chaotic |
| 250 | 50-59    | Slowing down the traffic adds more time to commute |
| 251 | 40-49   | I feel safe walking around the streets in Kalamunda. I think a lot of the risk comes from speeding drivers who will likely still ignore the limits regardless of a 40 or 50 speed zone. |
| 253 | 40-49    | Cyclists r a pain in the ass. And don't follow road rules. So not caring. |
| 255 | 50-59    | Safer |

Engage (Survey) | Responses

































**Positive and/or negative effects
as a pedestrian or cyclist**












| Respondent | Demographic | Comment: |
|------------|-------------|--|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 259 | 60+ | Not experienced |
| 261 | 60+ | 40 km/h speed zones are beneficial to cyclists and pedestrians as they reduce speed differentials between them and other vehicles. They give additional time for all road users to react to each other and lessen the frequency and severity of accidents. |
| 262 | 60+ | ease of travel at intersections. |
| 267 | 60+ | More chance t look around |
| 270 | 40-49 | No effect as cars drivers are generally courteous. |
| 271 | 50-59 | No positive effects at all at having 40KM/h |
| 272 | 50-59 - | Turns me off visiting the area and shops etc . Will be worse on market days. |
| 274 | 40-49 | I observe no difference as a pedestrian or a cyclist between speed limits at 50km/h or 40km/h. |
| 275 | 30-39 | In the areas heavily used by pedestrians such as Haynes Street it will be safer however the 40km/h speed limit should not be put on the busy roads such as canning road and kalamunda road. Putting the zebra crossing on canning road is a poor position and is currently more likely to injure pedestrians crossing the road here as drivers are not soused to the arrangement |
| 276 | 19-29 | No one lets pedestrians cross, the traffic builds up so much you can't cross until the traffic comes to a stop, slower speeds cause more cars to build up. The problem is the driving ability of the residents and not the speed limits. |
| 278 | 60+ | much safer - easier to cross the road and easier to make right hand turns |
| 280 | 60+ | Improved safety |
| 281 | 60+ | None. I think pedestrians crossing roads are well able to determine speeds of oncoming vehicles and behave accordingly. Children should also be well educated in crossing roads of variable speed limits. |
| 282 | | Easier to cross streets when busier. Will make it feel more of a community. |

| | | |
|-----|-------------|---|
| 283 | 60+ | As a pedestrian I think controls at the Canning Rd crossing near Heath Rd would be of greater benefit |
| 284 | | No, sometimes going too slow - so you make a rushed decision to cross etc which has more near misses than at speed where you take more care |
| 285 | 40-49 | Feel safer with cars driving at lower speed. |
| 287 | 40-49 Other | Safer for everyone in a built up city centre Instal patience and care in road users and pedestrians |
| 288 | 50-59 | congestion. |
| 289 | 60+ | merging into traffic easier. More likely to let you get out of a parking space or turn a corner |
| 290 | 30-39 | No positive |
| 291 | 50-59 | the speed of a pedestrian and a cyclist is still not the speed or weight of a motor vehicle so the result of a collision is still going to be bad. I dont believe there are that many vehicles doing more than 40 around the town anyway. |
| 298 | 60+ | feel safer |
| 300 | 40-49 | I feel safer knowing cars are paying closer attention. I relax more. |
| 303 | 60+ | Tremendous convenience for all or most shopping. |
| 304 | 60+ | Easier to cross the road (and safer) with slower traffic |
| 305 | 30-39 | I have found no problem with the current speed and I frequently ride through this area. |
| 306 | 60+ | Crossing Canning Rd near the "Dome" can be interesting!!! |
| 309 | 60+ | Pedestrian |
| 310 | 60+ | Helpful in school areas; not necessary in other general areas. |
| 313 | 60+ | safer at pedestrian crossings |
| 314 | 60+ | Not necessary to reduce pace as 50km/h is adequate. |
| 319 | 40-49 | None. Traffic is no safer in those areas. |

Engage (Survey) | Responses

























**Positive and/or negative effects
as a pedestrian or cyclist**






























| Respondent | Demographic | Comment: |
|------------|---|---|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 323 | 60+   | Positive effects - far safer for everyone. It creates a LIVING area. |
| 324 | 60+   | Makes it easier to cross the road |
| 327 | 60+ | I feel safer |
| 328 | 60+    | Irritation and frustration |
| 330 | 60+  | Slower speeds = more time to react. Very positive effect. |
| 332 | 30-39   | It gives you a chance to cross the road a little easier, but to be honest I would much rather be using an official pedestrian crossing (at which point, the speed limit is realt irrelevant) than take my chances dashing across lanes elsewhere. |
| 335 | 40-49   | Speeding fines |
| 336 | 19-29   | As a pedestrian, I benefit from pedestrian crossings. In my view, the speed limit is not particularly relevant to pedestrians. Drivers going 50km vs 40km doesn't really make a difference to a pedestrian. |
| 337 | 60+  | Only good for special events |
| 338 | 50-59   | No difference. Cars will still run over cyclists due to driver error and not paying attention. Being hit at 40 and hit at 50 is still going to hurt alot :(|
| 339 | 50-59   | Too slow |
| 341 | 60+   | 40km/h motor vehicle speeds seem to be far more civilised |
| 343 | 60+   | Much safer |
| 347 | 60+   | Feel Safer |
| 350 | 60+    | Same |
| 351 | 60+  | Easier crossing road |
| 352 | 60+    | So much safer |

| | | |
|-----|---|--|
| 357 | 60+   | Slower speeds have not had a positive impact on me as a pedestrian |
| 358 | 60+   | As a pedestrian the lower speed limits make me feel safer. The negatives are the same as for 3. above. |
| 359 | 40-49   | I keep off the road as a pedestrian or cyclist - I use the footpaths. Roads are for cars - I watch out for them accordingly. However, see point 10... |
| 360 | 60+  | Greater safety |
| 366 | 40-49   | I have never had an issue as a pedestrian with the speed of traffic in Kalamunda. I believe MOST drivers are very courteous and travel at speeds appropriate to what is going on at the time. |
| 367 | 40-49   | <p>The positive implications for a reduced speed zone are numerous and would have been considered within the Activity Centre Plan developed by Council, as well as the proposal for this zone. The most fundamental outcome of implementing a lower speed zone in the centre is that you are reducing the potential for serious injuries and fatalities for pedestrians and cyclists - the most vulnerable street users. In a centre such as Kalamunda, which has a high proportion of elderly and young families, this consideration is absolutely paramount and should void all arguments and noise about retaining higher speeds.</p> <p>As a parent walking with three young children, the speed of vehicles along streets in the centre of Town is absolutely a concern. The difference between areas such as Oxford Street, Albany Highway, Fremantle, Central Perth, Subiaco and Mandurah compared to Kalamunda is marked. Centres should be planned around moving people around them by foot and giving them access to businesses, cafes, park areas and experiences at eye level, not aiding and abetting fast vehicle movement. Low speed zones in my experience have never impacted cars moving in and around centres.</p> <p>As an experienced cyclist who commutes from Lesmurdie to Leederville and back, I actively avoid Canning Road and Railway Parade. I would not let my own children cycle on any of the streets in the centre of Kalamunda. In other areas where 40km/h limits are in place, I have quite readily cycled along Rokeby Road, South Terrace in Fremantle, Oxford Street in Leederville and parts of Albany Highway because of the reduced speed limit.</p> |

Engage (Survey) | Responses

**Positive and/or negative effects
as a pedestrian or cyclist**

| Respondent | Demographic | Comment: |
|------------|---|---|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 371 | 60+   | I don't understand this question as a driver I'm not a pedestrian |
| 374 | 50-59   | Longer exposure to noise as it takes longer for car to pass |
| 376 | 60+   | feel much safer when speeds are lower |
| 378 | 50-59   | Nil positive |
| 379 | 50-59   | As a cyclist I take responsibility for myself and have found changing the speed limit to 40kph in various areas has not made a difference to my safety. If anything it has reduced it as drivers tend to look around more when they are forced to drive slower. Most drivers are considerate of cyclists and pedestrians. |
| 380 | 50-59   | You feel safer when amongst slower vehicles. |
| 383 | 60+   | Feel safer crossing the road as a pedestrian. More likely to shop in the town centre rather than go to a shopping centre in another area. |
| 385 | 40-49   | Cyclist in and around Kalamunda have no regard for other road users do this ridiculous idea will not change anything. |
| 388 | 40-49   | No positive effects. no negative effects |
| 389 | 50-59   | As a pedestrian I don't find there to be any discernible difference when walking in a 50km/h zone to a 40km/h zone |
| 391 | 50-59   | no Positive at all. there is plenty of crosswalks (although they are poorly signed) for pedestrians in the local township. AND plenty of traffic islands with ridiculously oversized kerbs for pedestrians to take refuge on in crossing road. |
| 392 | 60+   | As a pedestrian it makes it easy to cross the road. There is a negative affect in as much some driver like to tailgate and push, some people are impatient. It is critical the speed limit is well signed posted or written on the road a great big 40 so ever body knows. |
















| | | |
|-----|---|--|
| 394 |   | When escorting children in school zones, the 40kmh is appreciated. |
| 395 | 40-49   | I have found that slower speed limits are not as effective as demarcating a lane or road shoulder that a cyclist can use. |
| 396 | 60+   | Build a cycle path and more zebra crossings, not the half hearted attempt and poorly designed one near the new IGA |
| 398 | 30-39   | All positive - Increased safety, reduced vehicle noise |
| 401 | 50-59   | 40km/hr allows you judge your time better crossing a road. |
| 402 | 60+   | Can increase pressure (even when at high alert , driving to allow for pedestrians) |
| 405 | | It supports vibrant and enjoyable town centres with more pedestrians using and spending time in the town centre. |
| 408 | 60+   | Pedestrian at Dome and St Vincent de Paul. dangerous crossing at bus terminal area. Drivers oft speed down to Canning Rd from Kosteras. Please caution speedy drivers 40kmh essential. |
| 409 | 40-49   | Pseudo-crossings create a huge amount of ambiguity for drivers/pedestrians remove these or change to proper crossings to increase safety. Its not the speed that's an issue. |
| 410 | 60+   | Feel safe no speeding vehicles |
| 411 | 60+   | Good |
| 415 | 60+  | No Negatives |
| 416 | 60+   | Vehicles do not come at you at such a rate. Is specially important at complex intersections eg. Mead and Central, Barber and Haynes, Canning & Haynes. |
| 421 | 60+   | Pedestrian |
| 422 | 60+   | They give me the opportunity to cross streets with vastly better safety. |
| 426 | 60+   | Public convenience |

Engage (Survey) | Responses

Do you have any further comments?




| Respondent | Demographic | Comments |
|---|--------------|---|
| [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] | | |
| 1 | 30-39 🏠 🚗 | Vehicles travelling on Stirk Street downhill/west do so at a very high speed. It makes the road very difficult to cross. This should be included in the speed limit reduction. Also, in regards to the Hayes street, more crosswalks need to be installed or this area made pedestrian priority. No matter the decision, on street parking should not be reduced as this would negatively effect local business. |
| 3 | 40-49 🏠 🚗 | There is already enough of an issue with elderly drivers in the area going slower than the speed limit. I think one of the main areas of concern in the centre of Kalamunda is that the allocated speed humps look like crossings and unless you know that they are not designated pedestrian crossings, most people get confused. I believe that dedicated crossings where pedestrians have right of way would be appropriate for the centre of town to facilitate safe crossings for people. |
| 4 | 30-39 🏠 🚗 | Please provide a reference to the statement "Lower fuel consumptions resulting in a reduction in greenhouse gas emissions". I believe this is incorrect. |
| 5 | 30-39 🏠 🚗 | 40km is not required where speed bumps are already in place, Haynes street etc. canning road is a main road and should be 60kmph. |
| 8 | 30-39 🏠 🚗 | As positive a step as a reduced speed limit is, what the town centre really needs is for the false pedestrian crossings to either become real pedestrian crossings or be removed altogether. They cause confusion and misunderstandings between drivers and pedestrians. |
| 9 | 50-59 🏠 🚗 | Spend more time trying to attract people - the streetscape could be made more village like, maybe street art but trying to reduce speeds to a snail pace on roads that are not busy is ridiculous. |
| 11 | 30-39 🏠 🚗 | Bad drivers ought to be targeted with traditional means (i.e. speed cameras). It is insulting to good drivers to reduce the speed limits to a pace that is inefficient and frustrating. |
| 12 | 50-59 🏠 🚗 | A bigger issue in the hills is,; and pls read the Perth Hills chat forum on fb, where hundreds of residents in Ilesmurdie kalamunda and gooseberry Hill write how they've trouble sleeping of the extreme loud exhausts of certain cars who drive in our streets at night, from Ilesmurdie to gooseberry Hill, racing through our streets, people complain how they lay awake at night from this terrible noise. This is actually a big issue for the hills area. A police car should patrol in the hills at night, with their window open, so they can hear easily where they are. Fine these idiots who keep us awake. Such a simple solution and after a week, I'm sure this issue will b solved. It's a huge problem and on that chat forum people are so sick of it, no one understands how this is acceptable in our community. |
| 13 | 60+ 🏠 🚗 | Changing the speed & access to the Zig Zag didn't eliminate all the hooning & garbage. People need education more than they need speed limits & we should begin with our teens. Teach them driving respect & respect for their surroundings. |
| 15 | 30-39 🏠 🚗 | Dropping to 40km only hurts the good drivers who follow the rules. It causes road rage and more speeding and reckless driving in drivers who don't care and wouldn't follow the rules anyway. |
| 16 | 50-59 🏠 🚗 | The traffic passing through this area on average travel 10 to 20k faster than the speed limit.This area is unsafe for children and older people to safely enjoy a walk,bike,or even a drive to enjoy our surroundings. |
| 17 | 40-49 🏠 🚗 | People need to take responsibility for where they walk, its not hard. |


























| Respondent | Demographic | Comments |
|------------|---|--|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 18 | 60+  | Canning Road has too many speed zones in a short distance when school zones operating |
| 19 | 40-49    | Over the last 3 - 5 years, there seem to have been an increase in accidents in the Kalamunda CBD. I very much like the fact that a zebra crossing was added near Crabbs. I just wish there were similar facilities on Haynes Street and Central Rd. The reduced speed limit would reduce the need for this, and I think would have the added benefit of making drivers and especially passengers more aware of local businesses on those roads (and drivers more aware of pedestrian and cycle traffic) |
| 20 | 60+   | Is this likely to impact our rates by having extra staff to monitor these proposals? We should be advised about how Council plans to monitor speed restrictions and any extra cost to the community, and an opportunity to respond before a decision is made by Council. |
| 22 | 30-39    | Speed bumps are good too |
| 23 | 19-29    | I regularly travel to Kalamunda town centre but will be avoiding the area completely if this goes ahead. It's just as easy and only another 5-10 minutes extra to drive to other surrounding areas to avoid frustration |
| 26 | 50-59    | As I have mobility issues, currently in a wheelchair, it's draining not being able to park directly outside of destinations. The hills going up drain all my strength and going down hill, are stressful as well as draining. Reducing the speed limit will not make the area more attractive to me one bit. |
| 30 | 40-49    | Your time can be used better elsewhere such as educating cyclists and putting in cycling lanes to enable traffic to move |
| 31 | 30-39    | |
| 32 | 60+  | Please make speed limit consistent throughout the city, 50kpm is perfect. |
| 33 | 50-59    | Most streets in Kalamunda as they are set up already are designed to keep speed down for most drivers. You will always get idiots who will speed no matter what. I love my town and think it is very well set up. I grew up here and think it is a peaceful place to live. I have not seen to many idiots on our main streets. Most are happy to just drive with respect for other drivers and road users. |
| 34 | 40-49   | I think it is to change all walk crossings so when you go to cross the vehicles stop for pedestrians NOT the other way round. It is very confusing for pedestrians as it is. You wait there and half the time drivers stop for you. Who knows who to stop and who to go. |
| 36 | 60+    | As you will have, no doubt, already observed in travelling anywhere where there is a low speed limit very few drivers of any and all vehicle observe the limit. 40kph is too slow a speed and will not lessen accidents. There is the possibility accident rates will increase due to impatience. It is also 'dumbing down' so those who choose to walk, ride or drive without proper care are accidents waiting to happen. |
| 37 | 30-39    | I think it is a great idea to improve the walkability and pedestrian safety of Kalamunda town centre. |
| 38 | 40-49    | The speed cushions that aren't zebra crossings continue to cause confusion for drivers and pedestrians. Although the signs tell pedestrians they must give way for cars, most drivers can't read those signs and so you get many drivers stopping suddenly or unexpectedly, causing frustration for other drivers and uncertainty for pedestrians. Please reduce the number of speed cushions (install chicanes if you must) but convert the remaining speed cushions into zebra crossings to improve clarity. |
| 40 | 50-59    | LEAVE THE SPEED LIMIT AS IS OR RAISE IT TO 60 KPH |
| 42 | 50-59    | Please turn all of the speed bumps in the town area into cross walks. There are so many near misses from drivers waving pedestrians across in one side of the road without the car in the other side of the road realising. Make them all crosswalks or take them all out. |
































| Respondent | Demographic | Comments |
|------------|-------------|--|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 47 | 40-49 | People go so slow anyway. The biggest hazard in the town centre is the traffic treatments that look like pedestrian crossings but aren't. Either make them pedestrian crossings or take them out. They are the cause of so much confusion for road users, vehicles and pedestrians alike. I never use them walking with my little kids because people always stop for you which goes nowhere to teaching them road safety because it isn't an actual crossing. I work in the road safety space and these are one of the most dangerous things I've seen. |
| 49 | | No one speeds in Kalamunda CBD |
| 50 | 30-39 | Don't do it! The speed limits are perfect as they are. You will only increase road rage and driver and pedestrian frustrations. If you want to make the roads safer make the crossing points actual pedestrian crossings |
| 52 | | Lower the speed limit will not have a positive affect on the town |
| 53 | 60+ | We have lived in the Shire of Kalamunda since 1971. Things have changed. In particular the traffic volume and speed |
| 55 | 60+ | Leave the current speed limits as they are. There are differing speed limits in the recommended changes now. They are adequate. |
| 57 | 30-39 | We have people using Kalamunda road, Railway road, the zig zag and Gooseberry road as a race track late at night and early mornings. Sometimes convoys of high powered vehicles using this loop as a Speedway. It's putting our local residents and wildlife in danger. |
| 60 | 40-49 | People should spend more time concentrating on the road and what's ahead rather than concentrating on whether they are going over the speed limit / being distracted in general and trying to look out for speed camera's!! |
| 61 | 40-49 | Most people slow down in congestion anyway, Canning/Mead/Railway are all thoroughfares for people to get around Kalamunda, they don't deserve to be slowed down just to slow our journey. The poorly placed pedestrian crossing at IGA is a bigger traffic hazard than anything else in Kalamunda. |
| 65 | 30-39 | More of those movable speed humps! |
| 66 | 50-59 | The re-opening of the IGA on the corner of Heath and Canning will bring back many of the pedestrian crossing issues and vehicle movement bottle neck. It would be helpful to have the carpark entry relocated further west, away from the corner. |
| 67 | 30-39 | Fix the crossings while you're at it |
| 68 | 30-39 | About time city of kalamunda actually started focusing on more important things like the parks and gardens around the area rather than focusing on something as wasteful as this. We pay good rates to live in city of kalamunda and I'd like to know where we are actually getting benefit rather than the city wasting it's time on something as pointless as this survey. |
| 72 | 40-49 | remove any objects that obstruct your view when exiting T junctions , the central area is terrible for it .. getting onto canning turning right is shocking dangerous , lower limits here will make it even harder to exit. |
| 73 | 30-39 | This will be just another reason to avoid Kalamunda town and go elsewhere for shopping. The city should be making it easier for residents to get around and shop rather than making it harder |
| 74 | 50-59 | No need for a change |
| 75 | 30-39 | I support lowering the speed limit on canning rd between Kalamunda rd roundabout and Barber st. |
| 78 | 40-49 | Implementing this plan would severely affect traffic flow for the negative. I strongly advise not to implement this plan. |















| Respondent | Demographic | Comments |
|------------|-------------|---|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 79 | 50-59 | Please look at the data and determine which of the listed accidents would have been avoided with a lower speed limit, i believe you may be trying to solve a problem that doesnt exist. Perhaps look at road configuration rather than speed to resolve the issues (elizabeth street is a prime example). Also do SOMETHING with the 'not' pedestrian crossings, either remove the 'this is a not a crossing' sign, make them a crossing, or relocate an ACTUAL crossing elsewhere. |
| 80 | 40-49 | 50km/h seems to work well as a reduction on the central Kalamunda stretch of Canning Road. The central roads between Canning Road and Railway Road could be well controlled by the speed humps as Haynes Street currently is. I would support the limit of speed and traffic in the central shopping roads: Haynes/Barber/Central, and possibly Mead. I would love to see the main shopping areas treated with different road surfaces like the shared streets in Europe - Haynes Street, Central Rd and the northern end of Barber Street. It should relate to the adjacent uses and not just limit drivers for no reason. |
| 81 | 40-49 | as a rate payer I find the justification weak and want to know the cost impact of making a change where I don't believe a change is required. |
| 82 | 30-39 | 40km/h must include the Canning Rd area. The crosswalk near IGA is dangerous and a disaster waiting to happen. I think 40km/h should be required at all busy pedestrian areas around the town centre but I believe this cross walk in particular and Canning Rd near Kala town centre in general should be priority for speed reduction. Literally 95% of the time I cross or observed the crossing at IGA there is confusion, with near car crash and/ or pedestrian being hit. Even more of an issue when IGA reopens. I worry for my grandparents who use the crosswalk weekly. 40km/h would probably help alleviate confusion and reduce near misses on the Haynes St crosswalks as well, which is very bad. |
| 83 | 50-59 | There needs to be a clear route for road users to avoid the town center. Also suggest a 'cars always give way to pedestrians' rule in the town centre. If not that, then make the current raised crosswalks proper zebra crossings. (Current set up confused both cars and pedestrians alike). |
| 84 | 60+ | Enforcing the current 50 km/ he speed limit in residential areas is of greater importance. Parts of Lesmurdie still seem to be used as racetracks including Glyde rd Lesmrdie road a d Grove road. There are probably many other areas the same. |
| 85 | 30-39 | 40 kmh is too slow, except in School Zones when there are children |
| 89 | 60+ | the Railway rd and Elizabeth st intersection would have to be one of if not the worst intersection for crashes in Kalamunda |
| 90 | 60+ | This is an idea whose time has come and an important step to making central Kalamunda a more pleasant and accessible place to visit and do business. |
| 92 | 60+ | Please do not extend it to include the bordering streets especially Canning, Central ROAD, Burt. Even though Swindle is not it the "precinct" space from Burt to northern end , by virtue of its being a lane could easily be 40 and is probably already driven at that speed through there. |






| Respondent | Demographic | Comments |
|---|---|---|
| [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] | | |
| 93 | 60+   | <p>With regards to reducing the posted speed limits in the Kalamunda central area from 50 down to 40 I would have to disagree with this proposal based on the fact that the vehicle speed in these areas is governed by the flow of traffic and going through these areas regularly the speed is often below 40km per hour so you drive to conditions not a posted speed limit - so why waste several hundred thousand dollars of tax/rate payer's money (As documented in 10.4.10 of the Community Safety & Crime Prevention article) to change something for community safety when it's being working fine for years. This money should be concentrated on Crime Prevention as this would be far more appropriate and warranted.</p> <p>Has the Shire measured/recorded the speed of vehicles in the Kalamunda area to identify any issues or concerns with the current speed limits?</p> <p>Can the City of Kalamunda show more clarification regarding the 63 significant accidents? Were they serious accidents or simple 'fender benders', were they actually in the boundaries set for the new speed limit trial in Kalamunda or over the 3 proposed areas, were these accidents caused by exceeding the posted speed limits or just inattention/concentration to driving conditions?</p> <p>Savings in fuel consumption & Emissions would be absolutely minimal for these areas and would not justify a cost of several hundred thousand dollars.</p> <p>The Kalamunda Road section in High Wycombe is a divided road with ample turning bays and reducing the speed limit could well cause driver frustration and bottle necking of the traffic flow.</p> <p>As I do not frequent the Hale Road section in Forrestfield I cannot comment about this area.</p> <p>Regarding the Engage Kalamunda web site and actively involving the community to comment etc. how has this been broadcast to our community, as the only way that I picked up on this was the digital billboards that are placed on Canning Road, I then had to phone the Shire who told me about the web site. I have not seen any mailbox leaflets or mentioned on radio or TV. I like many other residents would have no idea that this web site even existed. How many residents have commented on this topic to date?</p> <p>Also, I cannot find any information on the Engage Kalamunda web site that relates to crime prevention in our area? I believe that this should be a major priority and the 'several hundred thousand dollars' ear marked for reducing speed limits would be better spent on crime prevention in our shire.</p> <p>Should you wish to contact me regarding comments etc. please feel free to email me at hmprice@iinet.net.au</p> |
| 96 | 60+   | <p>We want to encourage visitors and shoppers to Kalamunda. I tend to avoid the suburbs who have adopted the 40 km p/h even if they have nice restaurants and shops. I feel this is how visitors and shoppers will feel about Kalamunda if too many " Nanny" rules are introduced.</p> |
| 97 | 60+   | <p>I'm unconcerned about changing the limit. However, the zone should start/end at the school zone sign to make the corner of Recreation Rd safer. Oh, and those dangerous speed bumps that some drivers treat like pedestrian crossings while others are shocked as pedestrians walk out in front of them because they don't read the signs...</p> |
| 98 | 50-59   | <p>I don't know why or who has suggested this but it isn't needed to change the speed especially on the main roads. Those roads should be 60.</p> |
| 99 | 60+   | <p>Don't do it. Completely unnecessary.</p> |
| 100 | 30-39     | <p>Not a good idea to reduce sorted limit</p> |
| 104 | 60+   | <p>I have NOT found speed to be an issue in any of the town centre streets.</p> <p>However the hooning and speeding on Railway Road and Williams Street is a nightly event.</p> |
| 105 | 60+   | <p>The excessive traffic speed at School starting and finishing times is unsatisfactory</p> |
| 106 | 40-49     | <p>A bigger island with a dedicated turning lane on Canning rd north bound into Mead st, with included cross walk or at least facilitate space in the island for pedestrians to pause with ramps/space for wheelchair and carer.</p> |
| 110 | 60+   | <p>Other issues cause accidents too, not just traffic speed. Eg the exit from the shopping centre car park (opposite the Night Owl) where it is almost impossible to see oncoming traffic behind huge vehicles usually parked there in the parking bay. I have seen several near misses here.</p> |





























| Respondent | Demographic | Comments |
|------------|-------------|--|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 111 | 60+ | 50km/h is slow enough, there are speed humps, need nothing more. |
| 113 | | In the absence of alternative through routes, Canning Road and Kalamunda Road should be unchanged and council should ensure that no planning changes are permitted that would increase the risks on that section of road. |
| 114 | 19-29 | please don't be wasting time, people already go slow if they want to don't need to make other people go slower! people already go 40kms when it's 50kms anyway if it's goes down they will just go 30kms it's not needed |
| 115 | 40-49 | It would make more sense to install a roundabout at the intersection of Canning x Mead and make traffic flow adjustments to vehicles wanting to turn onto Canning from Haynes than to adjust the overall speed limit around the town centre to a crawl |
| 118 | 50-59 | Use 40 kmh speed limits were pedestrian Traffic is heavy, ie Haynes St, Barber St, Mead St. Leave the others at 50kmh |
| 119 | 60+ | As per the answer in point 7. In addition, I would recommend that all speed humps should be demarcated as pedestrian crossings. Many people stop and wave the pedestrians over anyway. |
| 120 | 40-49 | I think all the pedestrian crossings should be made into zebra crossings as they cause confusion in their current state. I have had pedestrians get cross at me for not stopping when the sign says for them to give way to cars. A zebra crossing is safer and makes it clear. |
| 125 | 60+ | None, apart from support for all the Kalamunda town centre streets to be reduced in speed limits, reduces noise, pollutants and with the aging community and the young people from high schools. |
| 126 | 50-59 - | Don't do it!!!!!! Red flags are next. What will become of school zones - do they need to reduce to 30km/h or 20km/h if this goes ahead??????? |
| 127 | 60+ | See my comment in 5 above |
| 132 | 40-49 | 40km is dangerous and most cars cannot sit at 40 |
| 134 | 50-59 | Transperth buses already travel in the major roads of this zone at or below 40km/h. Have a look at the congestion that builds up behind the buses. Now imagine that fulltime in the Kalamunda CBD during morning and evening traffic and every Saturday morning. That is what you will get from this change. |
| 138 | 19-29 | it's a joke, 50 is fine. when cars are about and people are around, people drive slower anyway. no one goes 50 during peak times |
| 140 | 50-59 | I think a 40km/h grid in the Town Centre is a smart idea |
| 143 | 30-39 | Restrict any such reductions to where there are actually significant, ongoing pedestrian movements - Canning road doesn't have these. For irregular pedestrian movements, or in pedestrian crossings - they still work in 50 zones. |
| 147 | 50-59 | The vehicles travelling through Kalamunda regulate their speed according to traffic volumes and road conditions. It is unnecessary and another impost to impose more conditions upon motorists. Perhaps actually designing the streetscapes to create safer zones would be better? |
| 148 | 30-39 | Consideration for a one-way down Haynes St with increased angled street parking, landscaping and more of those portable wooden sitting areas and designated pedestrian crossings. |
| 149 | 50-59 | As the crossings are really the only issue and pedestrians and cyclists not paying attention, maybe this needs to be looked at instead |
| 151 | 60+ | I support the 40km speed limit at school zones. However, making the town "pedestrian friendly" by incrementally lowering speed limits and increasing the roads affected will end up making Kalamunda less attractive to visitors. Already it has so many empty shops and too many coffee shops. |



































| Respondent | Demographic | Comments |
|------------|---|--|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 152 | 50-59  | Make pedestrian crossings more visible |
| 153 | 50-59  | This is not a fair or objective survey after such a biased introduction. Please do not make rules and regulations where there is no need. There is not a speed problem on the smaller narrower streets, hence evidence that speed limits are not required. |
| 154 |  | How about worrying about attracting more business to Kalamunda and making the town centre more inviting and alive instead of worrying about speed limits. |
| 157 | 40-49    | 1) Speed limit within the core, pedestrian area of the City should actually be <30km/hr which is internationally proven to reduce the likelihood of a fatality to about 5% - see https://thewest.com.au/news/transport/push-for-30kmh-speed-limits-in-perth-gathers-pace-with-international-research-saying-it-would-save-lives-ng-b88109314 and https://en.wikipedia.org/wiki/30_km/h_zone which notes that "At 40 km/h (25 mph), almost all crashes result in severe injuries and roughly half are fatal" which shows that 40km/hr for highly pedestrianised areas is still not slow enough to give pedestrians priority 2) Need to ensure the road is designed to reflect the desired speed limit. This can be done effectively without speed humps etc but by reducing pavement width, increasing footpath size, street tree planting and other visual cues |
| 159 | 50-59   | I have always found the roads in the centre to be slow enough and the roads surrounding the centre have no need to drop from 50 to 40 . There is sufficient pedestrian crossings already in the area |
| 161 | 60+   | 1.When are you going to make Kalamunda road up the hill two lanes, the road is wide enough to make it two lanes. 2.Make Haynes street a one way street. 3. Motorcycle parking on Barber street/Haynes street |
| 163 | 60+  | The roads in and around Kalamunda center are already inadequate in ensuring smooth traffic flow, reducing speed limits will only increase congestion and driver frustration leading to potential increases in road rage |
| 165 | 50-59   | The onus is on road users to drive appropriately and pedestrian traffic to also be aware of requirements when on or about the roadway. The lowering of speed limits is not the solution education of drivers and traffic enforcement would have a more lasting effect as it puts the onus back upon the responsible party. |
| 167 | 60+   | The accidents that resulted in deaths were not caused by speed but by very aged drivers and an aged pedestrian. One can't legislate about that. |
| 169 | 60+   | I find that members of the public, driving in Kalamunda, are currently courteous and considerate. Please do not mess with this good driving attitude, by lowering the speed limit to 40km/h, which will cause frustration, irritation and impatience in many drivers! Impatience leads to accidents! 60km/h is a balanced and sensible speed. |
| 170 | 50-59   | When I say "mostly support" I mean- don't overdo it, it will make the town a crawl space. Mead St is fine as 50km/h, so is Mundaring Weir Rd. |
| 172 | 60+    | If you are hell bent on the town center being 40kph, then may I suggest that Canning Road be left at 50KPH and the block of street on the map west of Canning Road also be left at 50kph and the block of streets on the map to the right of Canning Road, ie the Town Center be 40 kph. |
| 174 | 60+    | I would strongly support the extension of the 50k zone from the Dome in Canning Road to the Railway Road and Canning Road junction. I would strongly support the continuation of the 50k zone in Railway Road from Canning Road to School Street. I would endorse more clearly defined pedestrian crossing places in Haynes Street, Canning Road at Mead Street and in Railway Road by the Haynes Street intersection and a crossing by the Church across Railway Road to the Coles shopping centre. I strongly oppose a blanket imposition of a 40k speed limit extending over the Kalamunda Business Area. It is unwarranted and in my view will not decrease the tail end accidents that occur in these streets. |

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| 176 | 60+   | From 9 above: ground. I believe you will antagonise more than you will help with this idea. |
| 177 | 60+   | Please don't lower the speed limit, 50 is plenty slow enough. |
| 178 | 40-49   | all negative. there is no valid reason for including Canning Rd in the zone to be reduced. it is a main road. 40 kms is too slow |
| 179 | 60+    | This is a good proposal. Will also save fuel and cut down on noise, especially that from weekend motorcycles which is a big problem. |
| 180 | 50-59   | There is no need to reduce speed limits. Generally speed is slow due to either poor quality of the road, busy, pedestrians, speed humps, people looking for parking |
| 183 | 50-59   | Please do address the issue of the crossings outlined above. |
| 184 | 40-49   | The speed limit should be 20km on streets like Haynes street |
| 186 | 50-59   | We need more police presence |
| 187 | 19-29   | Please DONT change the speed limits, we have enough people driving under the limit and it's dangerous, hooners are always going to hoon and changing the speed to 40km/h isn't going to change that all it's going to do is irritate the people who are doing the right thing at the moment. I think the ones that drive ridiculously slow on canning rd and worse than people who speed. |
| 188 | 30-39   | The traffic flow and speeds around Kalamunda self moderates and is good as it is. I don't feel restricting the speed limit would add any value - for example the traffic on Haynes St is usually quite slow already due to the many cars parking and the speed controls. Basically I feel it's a non-issue at the moment and existing laws are sufficient. |
| 189 | 40-49   | I do not see the benefit to lowering the current limits except the negative impact of more prominent signage (like flashing speed signs) |
| 192 | 50-59   | As I posted on Facebook, I believe the proposal of 40km to be out of keeping with other issues which create road traffic hazards in the Kalamunda area. The stats provided do nothing to indicate that the accidents which have occurred, did so in the central roads of the town. A terribly sad incident which resulted in the death of an elderly man on Barber St was not due to speed. I believe the City needs to concentrate on the removal of the humps which are often seen as a pedestrian crossing but are not. Traffic coming out of Haynes at the Library to turn left often get held up by cars which decide to allow people to cross the road to go to the Visitors Centre etc. The signs indicating that pedestrians must give way, are clearly not working. I have been a pedestrian waiting to cross the road when the coast is clear and cars have stopped unnecessarily for me. When I indicated that I was happy to wait, I was abused for not crossing! It might be better to have one or two pelican crossings instead which would make things more clear for drivers. |
| 193 | 30-39   | Motorists in Kalamunda already drive 10kmh below the speed limit. Having them drive at 30kmh would result in more frustration on the roads. Not to mention extra confusion. Pedestrians and drivers are already confused by having signs saying "pedestrians give way to vehicles" (which cars keep stopping to let pedestrians cross) right near a "vehicles give way to pedestrians" crossing (of which cars keep going through). |
| 195 | 30-39   | I think it's ridiculous to lower the speed limit to 40kms. |
| 196 | 40-49   | More roundabouts especially at corner of mead and canning, recreation and canning and outside Woolworths |

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| 198 | 50-59  | 40 kph should only be applied to areas with High pedestrian access. roads need to be redesigned to cause this reduction-i.e. narrow streets with increased street side width parking. "who is going to enforce this?" Police do not have the time. The roads need to indicate the the area is designed for pedestrians - with vehicle access- not the other way around. |
| 199 | 60+  | Reducing the speed limit will not improve the driving ability or road awareness. Everyone, driver or pedestrian needs to concentrate more and drive at a suitable speed for the conditions without being "told" what speed. Positioning of vehicles turning off or onto roads in Kalamunda area is extremely bad, it is the driving ability that is the problem. In one journey from our home to Stirk Park we had two vehicles pull out in front of us when there was insufficient room. One had to sit in the middle of Canning Road, near MuzzBuzz to allow us to pass, there was no traffic behind us - poor driving, nothing to do with speed limits. I have been driving for many, many years without incident! |
| 200 | 50-59  | 50 is slow enough. |
| 202 | 60+  | Speed restrictions in the designated area will result in more vehicles taking the easy way through the town, sometimes at considerable speed, along Brooks and Boonooloo Streets |
| 206 | 40-49  | It feels like a waste of council money to just reduce from 50 to 40 when the money would be much more beneficial spent on other projects. eg Stirk park |
| 207 | 40-49  | I strongly appose the lowering of the speed limit to 40km/per hr. We live in a nanny state as it is, please don't make Kalamunda part of this. It seems we always cater to the lowest common denominator. I understand that Kalamunda is home to elderly people, but if driving at the normal speed limit is an issue then perhaps the holding of their driving license needs to be addressed, not lowering the speed limit. The point you make about it being safer is a silly claim, so are we going to lower the speed limit EVERYWHERE so that it reduces the likelihood of a crash??? Ridiculous! And your claim that it's better for the environment because of reduced emissions, what an absolute joke!! If the City of Kalamunda wants to help the environment there are many many things they could implement that would have a way bigger positive impact on the environment and carbon emissions! |
| 208 | 60+  | Current speed limits are appropriate |
| 209 | 60+  | Some or the speed limits are inexplicable, i.e. 60kph along Hale Road, Forrestfield, down from 70kph some time ago, and then you get Pomeroy Road, Lesmurdie, where you can do 70kph and there are many houses along there. Hale should go back up to 70kph |
| 212 | 60+  | As an older person I resent the idea that I need traffic to slow down - if anything, drivers need to be more efficient, I can drive perfectly well at current speed limits. If 40 km is introduced it will turn me off from using Kalamunda businesses and I will be less in town. It will create a 'dead' town. Another issue is with the survey itself - the map is far too small and indistinct for people to see clearly what are the boundaries of the proposed speed reduction area. |
| 213 | 60+  | Yes - get rid of the ridiculous crosswalks that aren't crosswalks have seen more near misses on these pedestrian walkways that give way to cars than any other incident. Pedestrians dont read the signs and car drivers dont know whether they are supposed to stop or not - just confusion either make them proper crosswalks or get rid of them altogether - most stupid idea I have ever seen implemented anywhere. |
| 214 | 60+  | Do not do this, you will absolutely kill off any life thats left in central Kalamunda. |
| 215 |  | Stop wasting our time and money on stupid destructive things |
| 216 | 40-49  | When traffic, both vehicular and pedestrian, is busy, it's impossible to move at the signed limit of 50kmh anyway (or sixty 60km outside of the city centre). Restricting roads to 40kmh (especially Canning Road) during off peak times would be a ridiculous situation. As Canning Road is the main road for the area and is in such a poor state, any further restrictions would be detrimental to those that use it at times other than market days etc. In the inner sections of the commercial areas, go for it! |
| 217 | 40-49  | Unless it's a school zone then the speed limit should remain at 50kph |
































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|------------|---|--|
| 219 | 60+   | As a general rule, the road and vehicle situation within the town centre necessitates driving slowly and carefully. I would rarely drive above 40kph other than on Canning Road west beyond Mead St. |
| 222 | 50-59   | I have observed the behaviour of pedestrians as a 'free for all'. You are placing the onus on drivers. Educate the public!!(good luck with that). Market days are difficult with multiple cars cramming into every available space, people darting across or in most cases dawdling. I have seen numerous cases that the pedestrian in Kalamunda can do what they want. Take your speed bumps which is a huge confusion for humans who do not read the signage and walk slowly across totally unaware. Then we have the mobs of cyclists, which is a great source of income for the local cafes, all works well knowing the distance rules but you are always going to get cyclists who are inconsiderate. The blame then goes onto the driver every time. I go into Kalamunda daily, Traffic works well and like the cyclists, there is always going to be that inconsiderate idiot no matter what speed limits you provide. |
| 224 | | your introductory spiel to this issue presents lower speed limits as an unmitigated good, and suggests some un-measurable safety benefits, or are an insignificant benefit (cough fuel consumption). You present crash statistics implying that speed was a factor and that a 10km/h reduction would improve that. I call you out on that, because 1) you havent presented any evidence to support your claim, and 2) it does not seem to recognise two things: a) although speed limits are 50 in central Kalamunda, due to the congested nature of the streets and traffic in critical areas, its not really possible or practical to travel faster than 40 in any case; and b) that in congested areas, crashes occur at low speed in any case, eg rear enders as people werent paying attention or were looking right to check traffic and the person that pulled away in front of them decides to stop (thats happened to me). I reckon little to none would have been in a situation where the crash situation initiated at 50km/h. there are already speed humps on Railway and Haynes. The ones on Haynes are fine as its a low speed road anyway. The ones on Railway Rd are a pain in the A** as its a faster road, and if you reduced the speed limit to 40 I would want to see them removed as a form of compensation. You want to take credit for miniscule fuel consumption improvement but ignore increased wear & tear due to braking and acceleration that occurs at traffic calmers. You should take a close look at the crash stats including location and consider improving the actual roads to prevent it, eg, put a roundabout at the intersection of Canning & Mead. Central Rd is a transit road for getting in and out, and doesnt have a lot of people crossing it as its not a shopping area, so It should preferably stay at its current limit. in conclusion, I wouldnt mind 40 in the central area with the mentioned central Rd caveat as it wouldnt really affect anything, but keep them off Canning, Kalamunda & Mundaring. |
| 225 |   | STOP PEOPLE & BUILDERS BUILDING TINY DOG-BOX HOUSE, PURELY TO CREATE FURTHER RATE INCOME. |
| 226 | 60+   | The speed limits currently in force are confusing enough e.g. Canning Road before Kalamunda High School 60KPH; near the school is either 60 or 40 depending on time of day; past the school back up to 60; then after a hundred metres or so, down to 50KPH! As a compromise maybe you should make it 50 before the school, dropping down to 40 during school zone times and then back up to 50 after school and into the town centre. Much less confusing. |
| 227 | 30-39   | Canning road is a central transit point for commuters heading down the hill as there is no viable alternative capable of handling the same traffic volumes. It would be highly detrimental to the many Kalamunda commuters who need to use this route to get to work down the hill. |
| 230 | 60+   | School zones OK at 40km/h, otherwise too slow unless there's a public gathering |















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|------------|---|---|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 231 | 60+   | <p>It seems to me that you have presented a solution looking for a problem. We dont have a problem of speeding through central Kalamunda, that warrants, this level of intervention. My experience has been that drivers are generally considerate, courteous and drive to the prevailing conditions. I have not witnessed any speeding or dangerous driving within the designated area in all my 47 years living in Kalamunda.</p> <p>Enough of more rules and regulations.</p> <p>Just let the community exercise their common sense and good judgement in these matters.</p> <p>In respect to the 63 car crashes, how many involved speed of 40 kph or less ?</p> <p>My strongest recommendation is NO, to any 40 kph speed limit in Kalamunda other than those in place for school zones.</p> |
| 232 | 60+   | With the town centre being located on a hill, some motorists tend to put their foot down to accelerate on the upslopes. With a 40 km/h speed limit perhaps the slow points on Haynes St could be removed to avoid the confusion by motorists as to whether to stop or not when pedestrians cross. Many pedestrians ignore the notice to give way to motorists. |
| 233 | 50-59   | The speed bumps around kalamunda should ALL be pedestrian crossings. Why should cars have priority here and pedestrians no priority. Haynes could even be shared pedestrian car with a limit of 15. |
| 234 | 30-39   | Consider time sensitive speed limits ie. Drop the limit to 40km/hr during work hours/school/busy periods, weekends during markets/shop open times. |
| 235 | 50-59   | Please see the video below https://www.youtube.com/watch?v=2BKdbxX1pDw |
| 236 | 60+   | I understand why speed humps are necessary (to slow down the inevitable hoons) but they are definitely detrimental to our cars even if taken slowly. Let's investigate better solutions, perhaps like the things on Betty road where you have to drive a chicane (what are they called?) |
| 239 | 40-49   | There is no need to change the signposted speeds on most roads, as it is not even possible to get to 40km/h. It would be a waste of ratepayers money with zero benefits. |
| 242 | 60+   | 50km/h speed limit is low enough |
| 243 |   | Kalamatta & Girraween need speed humps! |
| 244 | 30-39   | This won't help! Take a look at the roadwork on Kalamunda Road Maida Vale. Speds are 40 there and I work that area and find it nearly impossible to turn right off a side street. I never had an issue when speeds were 60 |
| 245 | 60+   | Dumbing down is not the answer. Drivers don't need safety gurus telling us to be careful. Speed limits in Kalamunda are ok. A great excuse for police to revenue raise trying to police this. Accidents in this area are caused by in attention. |
| 246 | 60+   | Elderly & school children are at high risk on road at peak hours need more cameras and police presence also |
| 247 | 60+   | 1) 50 Km/h on railway road from Elizabeth Street towards town centre 2) Replace 'Give Way' with 'Stop' Sign on Elizabeth Street and Railway Road |
| 249 | 60+   | The town centre needs a major up draft of ideas. Itis unique to WA. Nother area like this is in WA. Use the vic method of hills townships to attract visitors. Your township is dying. Clean up the area. Use the township to open the gateway to the Bickley Valley. NO parking all day - needs a major carpark building. |





















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|------------|---|---|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 254 | 60+   | As a driver having multiple speed limits is not good, you are continually having to check speed limits and signs. If you are going to change the limits there should only be two, 60km/h on the major roads, i.e. Canning Rd and 40km/h on Hayne Street etc. Consideration be made to painting speed limits on the road, where they change and at internals in 40km/h roads to remind users. Suggestion to be considered or investigated is to make Haynes, and Barbers St (from Haynes to Aust Post building dual use. Remove kerbs and make dual use, similar to some streets in Europe, adding trees, benches, seating areas, to make more communal friendly areas. |
| 256 | 50-59    | It is often difficult to see people approaching on the crosswalk outside the new IGA on Canning Road, where they just step out in front of vehicles. There is often a lot of activity for drivers to be aware of (turning lanes, cars entering from Haynes and driveways) which may be distracting in busy periods. There may be advantages to reducing the speed limit in that area to allow drivers enough time to register someone on the crosswalk then react accordingly. Either that or install a roundabout. |
| 259 | 60+   | One major difficulty to a blanket 40km speed limit relates to the time of the day. Canning Road in particular is a major arterial road, yet in the evening is very quiet with low traffic volumes. Even the current 50km limit is painful for much of the evening - sometimes there isn't even another vehicle to be seen. However, during the day I acknowledge the difficulty of the entry of Heath Rd and Haynes St with Canning Rd, and more so now that the former Crabs IGA has reopened. |
| 261 | 60+   | I consider that a 40 km/h speed zone for Kalamunda Town Centre should include all roads within the perimeter of Stirk Street, Canning Road, Mead Street and Railway Road. The zone should not include the named streets with the possible exception of Railway Road between Mead Street and Stirk Street. All roads outside the suggested area do not carry heavy pedestrian/cyclist traffic and are subject to a 50 km/h limit, including Canning Road through the town centre. The pedestrian crossings in Kalamunda centre cause confusion; although vehicles have priority, both drivers and pedestrians seem uncertain as to which has right of way. I suggest that pedestrian crossings on roads subject to a 40 km/h speed limit should give priority to pedestrians. This should not include pedestrian crossings in school zones as they are generally controlled by flag controllers. |
| 262 | 60+    | Good idea for road safety |
| 263 | 60+    | Canning Road cross walk being close to junction of Haynes Street is a hazard as are the road humps that encourage cars to give way to pedestrians and cause a build up of traffic at the corner of Haynes and Canning Road. Why can't the speed humps be painted reflective yellow instead of cross walk white? No matter how many signs are erected pedestrians still feel they have the right of way, and drivers wishing to show courtesy cause dangerous situations to arise with the build up of traffic. |
| 265 | 60+    | What will be next 30 20 km |
| 270 | 40-49     | Seriously consider installing proper zebra crossings and a few key roundabouts before initiating a revenue raising unnecessary speed limit change. |
| 271 | 50-59    | reducing to 40 kn/h will have such a negative effect of daily commute . Just leave it as it is. |
| 273 | 50-59    | Not a fan of these proposals |
| 274 | 40-49    | These low limits slow down traffic, create unnecessary congestion and delay and incentivise additional risk taking by pedestrians. This is a daft idea – whether you like it or not, Canning Road, Railway Road and others are major thoroughfares. Do what you want to the inner streets but for the love of God, show some common sense on the major roads and don't impose stupidly low limits on a 24/7 basis. Stop stuffing up things that already work just fine as they are. |
| 276 | 19-29    | Definitely not my daring weir road!!!!!! People have jobs to get to. |

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|------------|-------------|---|
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| 277 | 60+ | This is over the top. Let's keep the Nanny State in check, please.. |
| 278 | 60+ | All speed humps in the central town area should be foot paths with pedestrian priority. Haynes St should be 30 kph The footpath on Lesmurdie Rd from Villa Maria to Glyde Rd is dangerous and has many elderly pedestrians. It is too narrow, slopes down to the road and is often strewn with gravel and honkey nuts making it hazardous for elderly people using walkers. A traffic calming device or small roundabout at Falls Rd is needed and 40 kph speed limit. |
| 282 | | Should have been done a long time ago. |
| 283 | 60+ | Many vehicle operators in Kalamunda drive under the limit as it is as they keep one eye scanning for the revenue cameras. A lower speed would result in even slower speeds and push even more traffic on to suburban side streets that are less likely to be policed. It is happening already, let's not make a bad situation worse |
| 284 | | Need to have better access from Mead & Haynes Street onto Canning Road. Railway Rd between Haynes St & the roundabout at Mundaring Weir / Mead St could be 40 (isn't it reduced speed anyhow?) It would be nice if people did 50 along Canning Road in the 50 zone instead of 70...maybe some rumble strips to remind / reduce their speed? |
| 285 | 40-49 | In my experience of driving from The Gum nut roundabout at the start of Canning rd to Autoone during the afternoon/evening drive home the traffic is often travelling at around 40km/h and a new speed limit of 40km/h wouldn't feel any different to people driving home. At other less busy times of the day when there is less to no activity people may feel 40km/h is too slow. If a school zone approach of variable speed limit was adopted then the same speed limit lights should be used at either end of the 40km/h zone, so drivers are not distracted by checking the time of day to work out which speed limit applies. |
| 286 | | The pedestrian crossing on Canning Rd has very bad visibility, especially when someone is in the centre island. The rose garden needs to be removed to give full visibility. Zigzag lines on the road would also advise people that there is a crossing ahead. If these suggestions were implemented I don't think lowering the speed limit would be required. |
| 287 | 40-49 Other | Railway rd from Haynes st to Mead/Mundaring is 20km, it would be consistent to have 20km speed zones within main city centre. Better still pedestrianise Haynes and Barber st. It's a no brainer to decrease speed limit on Canning rd between Kalamunda/canning roundabout to Mead st. A 20km would be arguably better than 40km. |
| 288 | 50-59 | nobody speeds through the town centre, this exercise is a total waste of time and resources, concentrate on the real issues like hooning and burnouts around town. |
| 289 | 60+ | There appears to be a lot of seniors who use the area and could do with the traffic slowing as they are doing. |
| 290 | 30-39 | How about making the main strip one way with diagonal parking. |
| 291 | 50-59 | the quality of driving is not related to the speed so reducing speed will not increase the skill level of the drivers on these roads. |
| 292 | 19-29 | I think that 40km/h within the main confines of Kalamunda Central is potentially needed however not on the main artery roads. If anything add another zebra crossing on the canning road closer to muzz buzz. also make all the speed bumps with the mainpart of Kalamunda zebra crossings so it isn't confusing with pedestrians as everyone thinks that they should stop for pedestrians but pedestrians in fact should stop for cars as per signs. Also maybe some zebra crossings on Barber street. |
| 294 | 50-59 | Canning Road should not be considered as a 40Km zone, ever. I am against the 40 Km speed limit in Kalamunda as it will just attract Speed cameras in the area, raising revenue rather than saving lives. |
| 295 | 60+ | There is no good reason to implement a 40 zone. It deters visitors causes uncertainty etc. You will not stop the speeders nor will you catch them. You can't police the 50K zones as it is. |





















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|------------|--|---|
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| 296 | 60+  | Strangle the Nanny State! |
| 298 | 60+  | there is no control on the speed in residential areas which is supposed to be 50. There should be more signs with traffic speed information. |
| 299 | 60+  | It would be useful to be able to send this via your website or by email. [Note: a hardcopy version of the survey returned. CityStaff] |
| 300 | 40-49   | Crossing Canning Rd in particular after school (outside KSHS) is deadly. We need either more crosswalks (opp Dome? opp Toyota?) or 40 km zone permanently. It's only a matter of time before someone is hit - and that's kids who can run. What about the elderly? |
| 301 | 60+  | Strongly support 40km/h along Canning Rd commencing before KSHS past Kostera Oval then around the roundabout at the top of Kalamunda Road and going to 70kmh just past the service station. Vehicle traffic along this route is very busy now and more so since IGA has reopened. |
| 302 | 60+  | I would strongly support a 40km speed limit at the junction to roundabout and cross over from of Elizabeth St - Williams St - Railway Road. Also a stop sign not just giveaway signs. This area is a danger - constant prangs. |
| 304 | 60+   | We live near "The Dome" it is hard to cross Canning Rd safely with present speed limits. |
| 306 | 60+   | A pop up radar in the vicinity of the "Dome" between 6.30am to 9am and 3pm -4pm would quickly stop the speeding in this area. Also 50km sign should be south of KSHS. |
| 307 | 60+  | Reducing the speed limit is necessary but it is also necessary to monitor speed by camera installation. Many ignore existing limits so policing is vital. |
| 309 | 60+  | More camera would be great around Auto1 Mead/Canning to record the hoon-type vehicles with extremely noisy engines (over the limit I'm sure, and, sand trucks etc using JackBrakes on Canning Rd). |
| 310 | 60+  | With the already increased traffic density, I consider it could cause congestions and resulting frustration for drivers. Currently, the 50kph allows a good flow within a "safety" speed. Thank you. |
| 311 | 60+   | All these questions on this form do not mean a darn thing. No 1 people can not read road signs "at all". No 2. we people of Kalamunda have not got a Police Station so who is going to police it? Complete waste of paper. |
| 313 | 60+   | On the whole drivers of private vehicles in Kalamunda are very conscious of and courteous to pedestrians. |
| 314 | 60+   | all that is required are islands in the middle of the road to allow pedestrians to pause safely. These ought to be there anyway regardless of speed limit. I don't believe 40km/h will achieve anything or enhance living in Kalamunda. |
| 315 | 60+   | Pedestrian controlled traffic lights on crosswalk outside the new IGA Heath Rd/Canning Road essential |
| 316 | 60+   | I would like to see Kalamunda Road slow to 40kph down to Boonooloo Road roundabout. Kalamunda Road drivers DO NOT like to slow down at this roundabout even if one is on roundabout at this intersection. Trying to fix this intersection has not slowed this traffic. Maybe slowing got 40kmh may prevent a very bad accident happening!!! |
| 317 | 60+   | Canning Road changes speed three times from the high school to mead street area when school is in. No need to change all of Canning Road. |
| 318 | 60+   | Could trucks be diverted from Canning Rd PLEASE |
| 320 | 60+   | The section of Heath Rd between Canning and Boonooloo Roads is often used as a bypass to reach Kalamunda Rd. In addition, this section often has vehicles exceeding 60hk/h in a noisy fashion, while motorbikes are worse. The residents on both sides of this road are generally aged and retired. During the past 3 years there have been 2 deaths caused by speeding vehicles. This section urgently needs restricting to 40km/hr. |
| 323 | 60+   | This 40km/h limit initiative is wonderful and long overdue. It has worked well in other townships, engendering a safer, friendly community feel. This is what Kalamunda needs. |
| 325 | 60+   | I would like to see 50km/h in built up areas enforced especially Lindsay St, Elizabeth St |

| Respondent | Demographic | Comments |
|------------|--|--|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 326 | 50-59 60+    | 40km would help the pedestrians to cross Canning Rd! with more signs! At the moment a 50km sign before the Gull roundabout, and thats it on Kala Ra by the time people get to Canning Rd they are speeding an issue that has bee bought over and over the need for more signs. |
| 328 | 60+    | People will never give up cars. Public transport is a no go. Therefore traffic will always be a problem. There is a need for bypass methods. |
| 329 | 60+   | The intersection of Heath St and Canning road needs to be in a 50KPH and not a 60KPH as it presently is. Cars coming from the South in Canning Road are very difficult to see when turning right from Canning Road into Heath - a bit of a Russian Roulette job! |
| 332 | 30-39    | Are most of the accidents that happen in 40 zones caused by people that are following the speed limit or those blatantly ignoring it? You'll find that more often than not, it's the latter. You could make it any speed you like, but if someone wants to drive like a turd and hoon it through an area with complete disregard for other drivers and pedestrians, it doesn't matter what that shiny, expensive little sign says. All a slower speed limit does is creates frustrations for people that DO follow the rules. |
| 333 | 60+    | The money would be better spent on supporting small businesses and improving security in the town centre. The low accident rate on our roads does not warrant this ridiculous decrease in speed. Stop pandering to a small minority who come up with ideas for the sake of it. |
| 336 | 19-29   | A speed limit of 40km will result in greater inconvenience to locals than benefit. |
| 337 | 60+   | Only time needed is for special events An electronic speed sign , only required for peak hours |
| 338 | 50-59   | I have noticed on many occasions that drivers in Kalamunda already constantly travel at or below the limit. Below by 10kms/hr on a high regularity. For those that speed, they will constantly speed with zero disregard to the law. On the rare occasion I am not travelling in front of someone, I panic with a speed check and think I am speeding - only to realise I am in fact doing the posted limit. In the area proposed for the lower limit, there is an extremely high amount of parking traffic going to businesses travelling at low limits. Of the 63 crashes aired in your article, of what were related to speeds of 50kms? Any stats can be skewed... |
| 340 | 60+   | For a very long time I have found the marked "pedestrian crossings" in the centre of Kalamunda to be highly frustrating. The confusing instructions advise that pedestrians should give way to vehicles - which is contrary to most pedestrian crossings elsewhere. When, as a pedestrian, I stand back from the edge of the crossing - signifying that I am waiting for traffic to pass - the cars invariably stop for me. This is a perfectly understandable action by the drivers, but contravenes the instructions, with the result being that everyone is confused. |
| 341 | 60+    | Sections of Canning Road can be reasonably safe with speeds higher than 40km/h but the vicinity of Woolworths supermarket is presently fraught. The advent of electrically driven vehicles WILL be problematical in terms of silent running and near instantaneous acceleration. |
| 343 | 60+    | 1. Kalamunda Rd need 40km/h sign approaching Kalamunda to start before the Lindsay St roundabout as no one heeds the bend sign to Kalamunda Clubs concealed exit. 2. The change of speed sign on Canning Rd - now after Recreation Road - needs to be before Recreation Rd. As people crossing Canning Road from Burt St side have no vision left and can be part way across when cars etc come round at 60km/h. |
| 344 | 60+   | Nairn Rd - Driving drop off and pick up cars zoom up and down street. I visit my parents on Canning Rd everyday. Canning Rd between Recreation and Heath is a nightmare for fast traffic 98% people living in that section are seniors crossing the road and coming out of their drives is impossible most days. Also school children and pedestrians walk down that road side leaving bus and then try to cross. Needs a 2nd crosswalk. |
| 346 | 60+  | Yes, Kalamunda Road Hill Street lighting is very poor. |

| Respondent | Demographic | Comments |
|---|---|---|
| [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] | | |
| 352 | 60+    | Big trucks need tracking and a survey - they seem to be taking a shortcut through Kalamunda Canning Road to fast and very dangerous - they are not using the truck route of Welshpool Rd and Roe or Tonkin H'way. Canning Road past Jack Healey Cent etc. is now 50km/h but nobody takes any notice. it needs policing as all roads will in the future. |
| 355 | | Please don't change it from what it currently is. Thank-you. |
| 359 | 40-49   | <p>Would also be good to add traffic slowing devices wherever the Railway Heritage Trail crosses a tarmacked road. I've been caught out a few times as a driver, a walker and a cyclist.</p> <p>I think 50 km/hr is adequate though. If you reduce it to 40 on Canning Rd, cars will use Brooks St as a rat run, which I'm sure all the elderly residents in units would not appreciate.</p> <p>Also, in an ideal world, we would construct dedicated cycle paths for all the weekend groups of cyclists. A 40 km/hr speed limit would make it very difficult for drivers to overtake them when the chance arose. (I also think they should pay licence and registration fees if they're going to use the roads, but that's another matter...)</p> <p>Also, I think a major issue is the very confusing 'pedestrian crossings' on Haynes St, Barber St and Railway Rd. The raised physical appearance of them gives the illusion that pedestrians have right of way, however the signs on the short poles say differently, but no one reads those. One car will stop and wave a pedestrian across, as a favour, however the car travelling in the opposite direction will barrel on through - as they are allowed to do. I've nearly been cleaned up on a number of occasions, hence why I will cross the road anywhere OTHER THAN those crossings. Please either make them all proper pedestrian crossings like the new one near the building-formerly-known-as-Crabbes-IGA (and I have previously given feedback to please remove the roses there for driver visibility...), otherwise get rid of them. Is the 40 km/hr proposal an easy way to deal with those poorly thought out crossings, I wonder...</p> |
| 363 | 60+    | If the speed limit was to 40 km in the Kalamunda Town Centre - then all the striped speed humps should be removed at same time. They are not formal pedestrian crossings and cause confusion for pedestrians and motorists (small sign says "pedestrians give way to vehicles" Replace striped speed humps with well signed pedestrian crossings particularly at top of Haynes Street to Railway Road and one site on Haynes Street. |
| 365 | 60+   | I believe the current speed limits are sufficient on all except the 3 marked above. I have been using Railway Road for many years and have rarely, if ever, witnessed accidents there, so I believe the current speed limit is quite safe. Reducing speed limits is not going to stop the 'hoons' that speed around at night. |
| 366 | 40-49   | I do NOT support the 40Km/hr speed limit in the center of Kalamunda. I have always found MOST cars to be courteous and drive in a manner suitable to what is happening at the time. There is already plenty of infrastructure aimed at slowing cars down. I do not think it necessary to enforce 40km for driving through Kalamunda at 9pm. |
| 367 | 40-49   | <p>The imposition of a posted speed zone is one element to the project. Additional works that go beyond what was set out in the Activity Centre should be included as there is no point in simply putting up a posted speed limit without appropriate traffic management measures to deal with vehicle drivers. There is a proven link between the two - but most importantly, putting in the right measures will also aide pedestrian movements around the centre and make it a nicer place to visit.</p> <p>I say this as an experienced professional in the field with my own business who has implemented and advocated for slower speed limit zones in a range of activity areas around Perth - starting with developing the 40km zone for the City of Perth in 2010 through to completing Activity Centre plans for a substantial range of locations.</p> <p>Most importantly though, as a member of this community who has chosen to live here now with three young children and two elderly parents that live on Canning Road in the middle of the Centre, there is no rational reason for retaining higher speeds on the streets in the centre. None. Being yelled at via Facebook is not a reason for this not to be passed. These measures are not about removing any rights of anyone to drive or park in the Centre, the reduction of the posted speed limit is about making it safer for everyone and making it more attractive as an area and more attractive for people to spend more time in the centre, recreate and support local businesses. Show some leadership and advocate for a positive outcome.</p> |

| Respondent | Demographic | Comments [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
|------------|--|---|
| 369 | | If 40km restrictions were put in, the time coming up Kalamunda Rd hill would be increased and there would be more congestion |
| 371 | 60+   | If you wish to make life safer for our older or younger generations may I suggest making the humped crossing clearly pedestrian priority. Most drivers give way to pedestrians anyway it would remove the guessing game you have right now. Also Cyclists have had a lot of concessions but it has not changed their general attitude, I suggest a campaign to promote a better less selfish attitude. |
| 375 | 30-39   | Mead street is probably the most in need of a lower speed limit as there are A LOT of intersections / heavy use entry points on both sides of the road (Aldi, petrol station, Coles, barber square carpark, Dome cafe, bus station) and cars are entering from all directions. 40km on Mead would be good. Congestion on Canning Road is already too much, 40km would not be helpful. A lot of elderly people already driving too slow, unsure of the road rules and I've seen so many cars just come to a complete stop in the middle of the road for no apparent reason instead of pulling off into a driveway or carpark! Speedhumps/ crossings on Railway Road should be converted to pedestrian crossings or remove the stripes. William Street section as noted above. |
| 376 | 60+   | i would be happy to have 30km max speed limits through the town centre |
| 377 | 40-49   | Put flashing lights on the pedestrian crossing by Krabbs. The area is congested with two major t intersections in close proximity; additional advance warning of crossing would be appreciated |
| 379 | 50-59   | Responsible drivers travel at a speed suitable to the conditions and are observant of what is required and courteous to elderly people and young children attempting to cross the road. Changing the speed limit of an area will not stop the drivers who are irresponsible from speeding. If you must change the speed limit in these areas, then consider having the 40km speed limit in force during business and high usage times only. |
| 380 | 50-59   | Railway Rd south of Mead probably does not need to be 40, nor Burt. |
| 381 | 50-59   60+   | A major safety initiative would be to convert the crossing where pedestrians are supposed to give way to cars into proper cross walks. The current system is daft. |
| 382 | | We would really like to see the speed humps in Haynes St and Railway Rd removed, and a few crosswalks installed instead. These speed humps are a constant source of confusion as many drivers mistake them for crosswalks. The result being that neither drivers nor pedestrians know if a person is going to stop or not, which can be very dangerous at times, when people's expectations are not met. It would be a lot less annoying and confusing for everyone if the speed humps were removed (especially the one as you turn from Canning Rd into Haynes St) or if they were marked in a different colour so there could be no confusion about what they are. The signs saying that they are not crosswalks and that pedestrians should give way to the traffic are not visible to drivers, who, if they are not locals, do not realise that these are not meant to be used as crosswalks. Thank you for your consideration. Regarding the Canning Rd speed limit, it is already 50km/h, and most people seem to do less than this already, so no need to change it. |
| 385 | 40-49   | This whole exercise is a waste of time and money, to benefit a very small portion of the City. Please concentrate on improving the actual quality of the roads. |
| 387 | 60+   | The majority of drivers are able to maintain a 60 limit without regularly monitoring their speedometer given that this is the speed we drive at, at the majority of time. Speeds lower than 60 necessitate having to regularly check your speed and take your attention off the road, which can result in a rear end collision due to the driver in front of you being over cautious, or driving well below the limit to ensure you do not overspeed and causing further congestion and traffic delays |

| Respondent | Demographic | Comments |
|------------|-------------|--|
| | | [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
| 388 | 40-49 | This is the most pathetic 'idea' that you have had. People drive far too slow in Kalamunda as it stands now - there are too many elderly that shouldn't be behind the steering wheel. They are the ones that cause the accidents and the 'road rage' incidents. Maybe chat to the local doctors and get them to be more vigilant about approving licences for those over 75 years of age. Here's another idea - spend rate payers money on fixing up the roads and foot paths that are already in the area instead of wasting it on a "community consultation" that the Council are not even going to listen to anyway. You've already made up your mind, this survey is just a formality so it "looks" like you are doing the right thing by your community. |
| 389 | 50-59 | I think the current traffic conditions are suitable for the town centre and surrounding area. |
| 391 | 50-59 | I strictly oppose the 40kms limit |
| 392 | 60+ | Bring it on the more the better even closing streets some evening to promote events. |
| 394 | | I believe the current speed zone of 50kph adequately covers cyclist and pedestrian safety within the precinct. Its a case of mutual respect and consideration. Most accidents are due to drivers who would do not respect speed limitations and cyclists /pedestrians who do not consider motorists. It is all about consideration from all parties involved. |
| 395 | 40-49 | I think the speed bumps along Railway Rd and Haynes St are sufficient to limit the speeds through these areas without needing to post a 40 kph limit. I usually only travel about 40 kph on Barber St and find it is neither long enough or busy enough to bother anyone by travelling at this speed. |
| 396 | 60+ | Do not make the movement of traffic slower, it will cause more problems |
| 398 | 30-39 | Change pedestrian crossings from vehicle priority to pedestrian priority. Current road markings state pedestrians are to give way to vehicles, is this really the outcome we want? |
| 404 | 60+ | Please trim the roses on Canning Rd near the IGA ...you basically can't see the traffic coming down Canning Rd when you are turning into Heath ... I think something needs doing now at the people cross also on Canning Rd ... outside IGA ... it needs light or somethinga accident is going to happen there (it's very busy now IGA has really-opened |
| 406 | 30-39 | As I said the speed hump confusion is the biggest negative in our town centre and in my opinion unsafe given all the near misses I've seen. |
| 408 | 60+ | Nobody a) checks the 2hr parking zones. b) Nobody "polices" speed at Kalamunda Library Williams Rd entrance - from Hotel to Williams Rd (St) : Dangerous corner at car park near residents corner. |
| 409 | 40-49 | I, and many others, have given feedback multiple times regarding the speed bump/pseudo-crossings. It never seems to be listened to as the crossings are still here! |
| 410 | 60+ | Passage between BWS and Kalamunda Fish shop is dangerous. People step out in front of vehicles coming from left. |
| 413 | 60+ | Yes. Railway Rd between roundabout or Mead, Mundaring Rd and Canning Rd, becomes a speedway for motor bikes. Speed cushions (bumps) should be installed there as it is used by cyclists and walkers enjoying the Bibbulmun Track |
| 414 | 60+ | The 20km zone on Railway Rd in front of Coles and the hotel is too low as nobody goes under 30kms here. |
| 416 | 60+ | On the whole, I find drivers are courteous to pedestrians at crossings on Railway, Haynes and Barber. There are some 4WD large vehicles that are frightening in their speed and give pedestrians the image that they will be mowed down if they cross. The crossing to Woolworths on Canning has become very dangerous to disabled people, prams tec. |

| Respondent | Demographic | Comments [Note: Text has been included without edits as provided by respondent. Answers left blank or responded with N/A have been removed.] |
|------------|---|--|
| 417 | 60+    | Although I acknowledge that a roundabout is planned for the top of Elizabeth St, this WILL NOT BE ENOUGH! Many times a day/night drivers (cars, utes & motorbikes) turn into the street off Kalamunda Rd and totally tramp it! Any speed limit 50/40 whatever makes no difference. They totally ignore it particularly endangering wildlife. Needs more police radars and speed humps. P.S. We already drive much of the time in the main precinct at speeds much less than 40, so reducing it further should not be necessary. P.S. In Haynes St vehicles/pedestrians still treat speed humps as pedestrian crossings. A pedestrian crossing IS REQUIRED at lower end of Haynes St. |
| 418 | 60+    | I have asked for one way, speed humps and speed reduced to 20/25km in my street and Swindells Lane - but rejected out of hand as no accidents have YET been reported. |
| 419 | 60+   | Kalamunda is a busy town. Congestion of slow moving vehicles causes natural delays. Traffic is already moving slow. Out of [****] a limit of speed may be helpful. |
| 420 | 60+   | Reviewing the speed reduction I consider its the approach into Kala. Where drivers have increased speed eg. Mundaring Rd and Kala Rd where drivers need to be reminded there is a town close. The 50km near the summit of Kala Rd is working well as a reminder. Maybe similar on Canning & Mundaring Rd |
| 421 | 60+   | Hoons making excessive noise on Kalamunda/Canning Rd roundabout. |
| 422 | 60+    | Burt Street is part of a circuit that motor mechanics use. It is common for test vehicles to be given maximum acceleration. One moment they are in the distance, next moment they are right on you. |
| 423 | 60+   | Canning Rd 50 good |
| 424 | 60+    | Few Drivers observe the '50' limit on Canning Road between the high school and roundabout at "Red Rooster". you take your life in your hands using the pedestrian crossing at IGA. It would be impossible to enforce a 40k limit at this location. |
| 425 | 60+   | The traffic does not slow down to 50 now to keep some control the 40 will have to be monitored. |
| 426 | 60+    | Parking on roads and exits blocks view of traffic. |

Submissions

Text has been included without edits as provided.

Respondent 1

I favour a reduction to 40 kph down from 50 kph. Traffic lights are irrelevant to the Town Centre.

I am not in favour of the existing crossings and signage in Haynes Street which is dangerous to both pedestrians and drivers and causes total confusion as to who has right of way to travel. This approach is in total contrast to the road rules in WA. Vehicles must give way to pedestrians.

I am not in favour of sinusoidal speed humps which cost money. If the speed is changed and sign posted properly the money saved by not installing a further obstruction could be used to offer more shaded seating for the community to use whilst out and about.

Small businesses in the affected area should also be consulted directly by the Shire to hear their opinions.

From a tourism perspective, the Gum Nut entry fountain at the intersection of Kalamunda Road and Canning Road should be switched on more often. The Shire should encourage businesses by way of reduced rate incentives to return and counter the wave of 'For Lease' signs which have proliferated recently. Street sweeping should be conducted more frequently to remove honky nuts which have fallen onto footpaths and roads (eg: Barber Street / Haynes Street / Mead Street / Railway Road).

Respondent 2

I'd like to add my support for the speed limit for the stretch of Canning Road in the area of Haynes Street and Heath Road be reduced to 40km/hour.

Respondent 3

Hi,

Whilst the above is a worthy proposal I would recommend that the City of Kalamunda instead look at the following suggestions to ease traffic congestion within the town centre and increase safety for pedestrians:

- 1) Installation of a roundabout at the intersection of Canning Road and Mead Street.
- 2) Designated turning lane when turning right into Railway Road from Canning Road.
- 3) Installation of a raised platform for the pedestrian crossing on Canning Road between Heath Road and Haynes Street.

I don't believe a reduction in the speed limit alone would provide any benefit to vehicular and pedestrian traffic as it may result in a longer slow moving line of traffic leading to increased delays for those turning on to Canning Road.

I trust that the above suggestions will be given due consideration and would welcome any feedback that the City of Kalamunda may be able to provide me in regard to the proposals that I have put forward.

Respondent 4

Good day

I honestly believe that Kalamunda residents would benefit from the speed limit around the city being reduced from 50kmh to 40kmh.

I know visitors and some residents alike don't even keep to the 50kmh. Making it 40kmh would show everyone that we are serious about protecting our residents.

It works in Victoria Park why not Kalamunda?

We should also have a program whereby speed cameras are placed in the black spots.

Railway Road being one of them.

William Street also is considered a death trap especially getting closer to the town centre.

I vote for 40kmh on all roads entering Kalamunda.

Respondent 5

Please do not make Canning Rd 40kph near Crabbs.

The xxxx family

Respondent 6

Hello

I would like to give my opinion on the 40km proposed speed zone

I am against the proposal, I think it is unnecessary, most drivers drive at that speed anyway and the raised crossings help slow people down. Even if the speed limit was reduced it would be ignored by the "Hoons" as it is now.

And of course the police would then view it as a revenue raising location for speed cameras

I commend the Council for asking for comment and would ask they also do this regarding whether to re-open the Zig Zag or not to traffic

Respondent 7

To whom it may concern,

All a bit pointless, really. Lowering the speed on an arterial route, and one that seems to be plagued already by slow drivers, is just going to be annoying. There is already a pedestrian crossing in Canning Rd and both Canning and Kalamunda Rds have central reservations. Maybe put a pedestrian crossing or two in Mead St. and/or Railway Pde. Traffic in Haynes St and the lanes is already slow enough

More particularly, when there is a reasonable amount of traffic in Canning Rd it is already travelling significantly more slowly than the current 50km/h limit so lowering the limit will just slow people in very light traffic conditions, conditions in which people should currently find it easy enough to cross the road. Your traffic people need to generate an individual vehicle report through Metrocount and put the figures into a spreadsheet so they can order the data on time between vehicles and have a look at how speed varies with that.

I do traffic counts for local government and work under the Road Safety officer.

Respondent 8

Subject Ridiculous speed limit + Survey attachment

Respondent 9

I would like to register my opinion in this matter. I have lived Kalamunda for many years. I DO NOT think we need to change the speed limit to 40.

Respondent 10

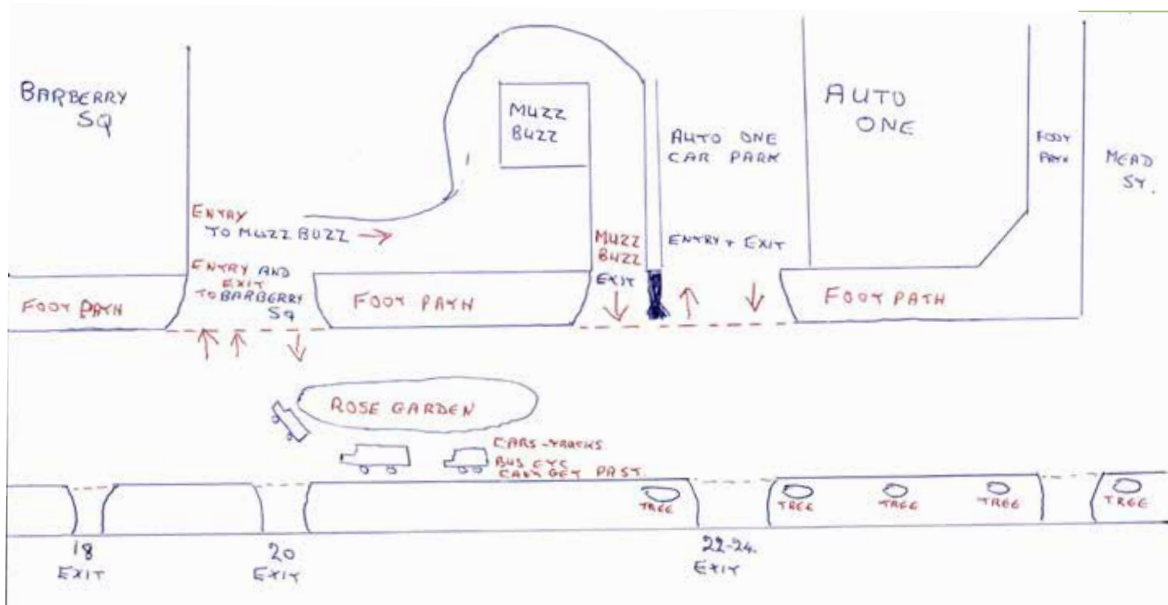
An Addition to 40km/h Form

No doubt about it Canning Rd is a dangerous Rd, and so many seniors live near it, what with approx. 11 entries and exits not counting private crossovers then including the danger of Muzz Buzz Coffee and AutoOne entries and exit. Near misses every day - Unsafe pedestrian crossings - And above all the speed of traffic - also the worrying BIG TRAFFIC movements along Canning Rd.

A sigh of relief from everybody when all above is sorted.

Why do I fill in this information and reply to your questions,

I (we) have lived in Kalamunda City (Shire) for 50 years - AND WE CARE.





Respondent 11

Dear Sir/Madam,

In response to the invited feedback for a proposed 40km speed limit in Kalamunda Precinct, I would like to register my opposition to this proposal.

As a long time, local resident and regular patron of Kalamunda, I believe the current 50km/h speed zone adequately meets traffic flow and safety requirements for normal and special events in the Kalamunda precinct. I personally have had my car severely damaged on two occasions in the Kalamunda precinct. Fortunately on both occasions, I was not in my vehicle and accidents were due to old age and alcohol of the other party. Neither incident was due to speed.

Kindly acknowledge receipt of this response.

Thank you

Respondent 12

I do not think it is necessary to reduce the speed limit on Canning Rd (Central Kalamunda) to 40klm, 50klm is adequate.

Respondent 13

Subject no to 40 km

Dear Councillors,

Thank you for your concern, but I do feel our speed limits should remain as they are.

I would like to say No to a decrease in the speed limit from 50 to 40 along Canning Road between the high school and the Puma service station. Although there is an increase in traffic, people drive well and are responsive to other road uses.

Respondent 14

Submission in Response to the City of Kalamunda community consultation -

"Proposing 40km/h zones in the Kalamunda Town Centre."

Foreword.-

The introduction for this consultation gives prominence to the words "ROAD SAFETY OUTCOMES FOR ALL ROAD USERS."

Posing a question this simplistically by referring primarily to vehicular speed limits is evading the harsh reality of multiple issues regarding traffic movement on all roads into and surrounding this Town Centre; and crosswalk safety resulting from long-term failures of both Planning and roads Asset Management (including the recent Activity Centre Plan for Kalamunda.)

Immediately before the current State Government went into Caretaker mode prior to the still impending 2021 election, this writer personally pursued with Hon Minister Saffioti (as Minister for both Planning and Transport) the matter of apparently conflicting portfolio advice as between Planning and Main Roads regarding Pedestrian Safety and Traffic management in Kalamunda; and was advised and I quote "Canning Road, Haynes Street, Baber Street and Railway Road are local roads under the care and control of the City and the responsibility for the investigation and design of traffic management and pedestrian safety on these roads rests with the City"

.....

As a local resident ratepayer and 7 day/ week user of Kalamunda Town Centre, the following are very specific concerns that are widely shared amongst residents of Kalamunda.-

1. A current primary reality is that this Town centre must be entered, often with continuing difficulty and at high personal risk via the 'Spine' of Canning Road from all of the multiple surrounding inner Town residential areas access roads. Traffic volumes and vehicle speeds are obviously excessive for a road that comprises one of only four roads immediately surrounding the core of this District Activity Centre. Also, variable posted speed limits on Canning Road are confusing and certainly not helpful to anyone.

2. In addition and for the same reasons, access to major functioning activity-generating elements of Kalamunda.- The District High School; the Kalamunda Glades (Woolworths etc) Shopping centre; the Kalamunda Performing Arts Centre and the Multiple Sports Ovals and Showgrounds, it is often extremely difficult and dangerously unsafe due to continuous streams of vehicular traffic on this section of Canning Road.

3. (No evidence exists publicly of any vehicular movement-tracing analysis having been undertaken for private car and commercial vehicle provisioning and servicing access to the core of this Town Centre .)

4. The City has overall failed to provide safe pedestrian priority crosswalk entry to, and egress from the multi-functional retail and associated services in this Town Centre. (In direct contravention of the requirements of State Planning Policy SPP 2.4 (Activity Centres)

5. The Kalamunda Town Centre also has inadequate internal provision of short-term parking spaces appropriately located to serve the user-population and existing retail outlets.

6. Furthermore, vehicular traffic volumes along Canning Road have been allowed to progressively increase to a current very high volume recently, including multi axle HGVs that are apparently using this 'spine' road as an alternative bypass route towards Midland. That is without any serious attempts by the City to divert or reduce it over the full length - from its junction south of the Town Centre with Lesmurdie Road and northward through to Stirk Park and then joining Kalamunda Road at the Elizabeth Street/ Boonooloo Road junction headed westward down-hill towards Roe Highway and Midland.

7. A Consultant proposal some 11 years ago to split traffic volumes on Canning Road (diverting part of that along Railway Road either side of the Town centre and down Elizabeth Street past Stirk Park and resuming down Kalamunda Road at the Boonooloo junction, was unwisely not acted upon by then City Planning management; apparently lacking in 'futures vision' that is an essential element of orderly and proper Planning. Since then other substantial major changes of property use in the Town Centre have been sanctioned and now made that option almost impossible. -

8. These on-going failures to plan for safe user-access have undoubtedly contributed to Economic decline of this formerly thriving 'District Centre', now being further accelerated by the popularity of on-line marketing and delivery services.

9. Proposals for Railway Road.- There is now serious congestion and accident risk on Railway Road between the Mundaring Weir Road /Mead Street junction and the Haynes Street / Railway Road junction.- The major development of Kalamunda Central Shopping Centre dominated by Coles and surrounding car parks, (having gradually displaced a substantial number of different smaller retail shops in the Town Centre) has very substantially intensified entry and egress traffic, resulting in a continuous volume of vehicles entering and exiting onto Railway Road beside the Kalamunda Hotel as yet with no priority control to the point where it is now an ever- present dangerous 'bottleneck' that must be resolved immediately. (Also, Visiting cyclists using the new Railway Heritage Trail have not been provided with any designated parking area; and at weekends often overwhelm the Kalamunda Central / Coles Shopping Centre car park)

10. Proposals for Canning Road - Since through- traffic volume along this 'Spine' Road has been allowed to increase freely and often become densely bumper-to-bumper and travelling at 50 or 60km/hr in daylight hours; there will naturally be some driver resistance to lowering the speed limit. However, many Drivers due to the distractions of congestion and speed limit changes are made effectively oblivious to pedestrians wishing to cross; and queues of vehicles attempting to enter from side roads. Also fail to recognise due to linear development the fact that most of this road from the Junction with Lesmurdie Road along Canning Road to Kalamunda Road is actually part of the active District Centre of Kalamunda. -

a) Yes the speed limit on all of Canning Road from Lesmurdie Road to Kalamunda Road should be reduced; and consistently throughout to 40km/hr. and with prominent signage at intervals along it, to read.-

YOU ARE NOW ENTERING THE HISTORIC TOWN OF KALAMUNDA PLEASE BE AWARE OF LOCAL PEOPLE WISHING TO CROSS THIS BUSY ROAD FOR COURTESY PLEASE KEEP A SAFE DISTANCE FROM VEHICLES IN FRONT

b) All vegetation including Rose planting on the central reserve of the dual carriageway section of Canning Road from Auto One to Haynes Street, that in fact dangerously hides approaching traffic in this sloping section, as well as hiding the zebra crosswalk at IGA - should be removed forthwith.

11. Proposals within Haynes Street, Mead Street and Barber Street.-

a) Vehicle speed limits should be signed 30km/hr.

b) The present quaintly ambiguous crosswalks that allow vehicle priority over pedestrians are highly confusing to Visitors (essential to the future economic survival of Kalamunda) and should be changed to give priority to pedestrians and road markings changed to suit.

c) Each crosswalk should be given internationally recognisable Belisha beacons at either end (*Definition: 'Flashing orange globe mounted on a post marking a pedestrian crossing'*).

d) Mead Street pedestrian crossings need special attention due to high numbers of pedestrians (including school children and aged persons with age-related mobility limitations needing to cross to and from the Bus Station and along Central Road.

Footnote:

Unfortunately, the last 15 years of Planning history of Kalamunda Town as a District Centre (including the recent engagement once again of external consultants, at an overall cost to Ratepayers of approx. \$300,000 for 'Activity Centre Planning' of Kalamunda) demonstrates continuing failure to prioritise community-user safety and convenience. That is despite clear WAPC/DPLH Planning guidance to the contrary in 'SPP 4.2 Activity Centres'.

- Zero effort for instance was made in that 'Planning' to address safety for continuing high pedestrian numbers needing to cross Canning Road from Haynes Street to enter the extremely busy Stirk Medical and other adjoining retail facilities; including Stirk House opposite; or entry to Stirk Park that is Kalamunda Towns primary Public Park and outdoor entertainment venue!

[End]

Example of Communications

Communications included:

- » Community Surveys
- » Social Media Awareness Campaign
- » Website: Linking to contributing nodes
- » Media Release
- » Newspaper advertisements
- » Flyers and newsletters
- » Letters to community members
- » FAQs
- » Path Stickers
- » Variable Message Board
- » Face-to-Face

Content was posted across the City's buildings and shared with Stakeholders, such as local schools for placement in their newsletters.



Social Media | Campaign post insights



An integrated social media campaigns was run across the City’s LinkedIn, Facebook, Twitter and Instagram accounts, with Facebook receiving the largest proportion of engagement. Below is a sample of some of the top posts.

| | | | | | |
|----------------------|---|-----------------------|-------------|---------------------|---|
| | February 11, 2021 07:59pm Slower, Safer, Active Streets. The City of Kalamunda is investigating reduced speed limits in some, or all the Kalamunda Town Centre to further improve road safety. We are keen to understand your experience with 40 km/h speed limits, and your opinion about future options. For more information on the proposal visit engage.kalamunda.wa.gov.au/40kmh | City of Kalamunda | | | |
| Impressions 7,481 | Engagements 1,536 | Comments 15 | Shares 6 | Eng. Rate 18.11% | https://www.facebook.com/114178051977993/posts/3834255336636894 |
| | February 17, 2021 02:59pm Road safety isn't always black and white. Complete our survey to have your say 🗳️🗣️🗨️ The City of Kalamunda is investigating reduced speed limits in some, or all the Kalamunda Town Centre to further improve road safety. We are keen to understand your experience with 40 km/h speed limits, and your opinion about future options. For more information on the proposal visit engage.kalamunda.wa.gov.au/40kmh | City of Kalamunda | | | |
| Reach 5,833 | Engagements 1,163 | Comments 54 | Shares 7 | Eng. Rate 19.22% | https://www.facebook.com/114178051977993/posts/3848994545162973 |
| | February 26, 2021 03:15pm We'd love to 'bubble-wrap' everyone to keep them safe on our roads – but can't. Instead, we are investigating reduced speed limits in some, or all the Kalamunda Town Centre to further improve road safety. We are keen to understand your experience with 40 km/h speed limits, and your opinion about future options. For more information on the proposal visit engage.kalamunda.wa.gov.au/40kmh | City of Kalamunda | | | |
| Reach 5,739 | Engagements 623 | Comments 67 | Shares 1 | Eng. Rate 15.58% | https://www.facebook.com/114178051977993/posts/387773548562212 |
| | February 21, 2021 03:02pm Do you live, work or visit Kalamunda Town Centre? The City of Kalamunda is investigating reduced speed limits in some, or all the Kalamunda Town Centre to further improve road safety. We are keen to understand your experience with 40 km/h speed limits, and your opinion about future options. For more information on the proposal visit engage.kalamunda.wa.gov.au/40kmh | City of Kalamunda | | | |
| Reach 3,019 | Engagements 520 | Comments 35 | Shares 1 | Eng. Rate 16.22% | https://www.facebook.com/114178051977993/posts/3858978230831271 |
| | March 9, 2021 07:25am Yes, accidents do happen! However, lower speeds reduce the chance of being involved in a crash, and less severity in injuries and property damage should an accident occur. The City of Kalamunda is investigating reduced speed limits in some, or all the Kalamunda Town Centre to further improve road safety. We are keen to understand your experience with 40 km/h speed limits, and your opinion about future options. For more information on the proposal visit engage.kalamunda.wa.gov.au/40kmh | City of Kalamunda | | | |
| Impressions 2,149 | Engagements 321 | Comments 33 | Shares 0 | Eng. Rate 14.38% | https://www.facebook.com/114178051977993/posts/3907092506019843 |
| | March 12, 2021 04:35pm Fast Facts to move you to slow down: > 32% of our population is aged over 60. > 12.9% of our population is aged under 10. > 3.6% of our population needs assistance with core activities. * The City of Kalamunda is investigating reduced speed limits in some, or all the Kalamunda Town Centre to further improve road safety for all road users. For more information on the proposal visit engage.kalamunda.wa.gov.au/40kmh | City of Kalamunda | | | |
| Impressions 2,134 | Engagements 255 | Comments 20 | Shares 0 | Eng. Rate 11.76% | https://www.facebook.com/114178051977993/posts/3915656701830090 |

Social Media continued | Sample of comments

Summary of proposed actions from feedback:

- » Sentiment was mostly anti 40km/h zone.
- » Highlighted traffic is already slow.
- » Proposed improved road upgrades/design.
- » Need for improved parking.
- » Need for more ACROD parking.
- » Need for improved zebra crossing layout/traffic lights.
- » (Pedestrian) speed bumps dangerous/confusing.

Sample of social media comments:

Names have been redacted.

- » People all ready drive too slow. Please don't make it more painful!
- » Thanks for sharing! Something that affects us so much and only hearing about it thanks to your post!
- » Looooo that's the maximum speed of your average "Kalamunda Driver" anyway
- » How about NO!!
- » You are kidding surely, driving through Kalamunda we do 40km/h now...
- » [redacted] like it isn't slow enough already... 🙄 😏 🙄
- » People will just race down recreation and boonooloo etc etc to go to round the 40 zone . Dumb idea
- » ACROD parking!! Almost impossible to navigate the area for members of the public that need a bit of extra space to park. Pretty unimpressive.
- » Raise it to 70
- » The the veranda posts outside Crabb's conceal pedestrians about to use the crossing. Pedestrian crossing traffic control lights would go some way... See more
- » [redacted] im all for better cross walks one up at woollies would be good too
- » You must be kidding - the traffic doesn't get above 40 now...
- » No. This will just force more speeding
- » Next it will be a no car city are they stupid
- » No
- » No
- » Some useable ACROD parking would be nice
- » Street parking is insane!
- » If you could actually see the pedestrians or on coming traffic around all the poorly parked people in the street parking maybe that would solve most of the problems.
- » Think you need to rectify the crosswalks that aren't crosswalks situation first before someone gets hurt. . .
- » Why don't you just ban all cars and be done with it?!
- » No 🙄 full stop!

- » If the concern is dangerous driving at high speeds in the area, then it doesn't matter what limit you set - those kind of people are going to drive recklessly anyway. They already disregard the rules; you could drop it to 20km/h and STILL have some douc... See more
- » Can we sort out the "not a pedestrian crossing" humps down Haynes and on Canning?
- » Hard No!
- » [redacted] ha, I was gonna say they may as well change the speed limit cuz I get stuck behind someone almost daily doing 40 anyway!
- » [redacted] there has been 3 fatalities of pedestrians in the last few years.... slowing cars down in the town centre might save another old person's life
- » I'm all for safer roads but can you imagine how much worse the Heath Road/Canning Road intersection would be after school pickup/drop offs? It's bad enough as it is...
- » I wish they would reduce the speed limit on Holmes road and Kalamunda road.
- » I think a better idea would be for the raised crosswalks that are not crosswalks to actually become crosswalks! Confused? So are pedestrians and drivers! Non local pedestrians cross anyway and a lot of drivers stop to allow people who were waiting to cross to do so. I've actually had a driver stop and impatiently honk at me to walk when I've been waiting for them to pass! It's a crazy set up.
- » I'm all for safer speed limits. This needs to be extended for other areas also. For example, Anderson Road in Forrestfield is a 60kph zone but several people use this road as a drag strip and reach speeds well over 100kph. Speed barriers need to be installed on this road especially around the park where kids are playing.
- » I totally disagree with this proposal. . . I do have a recommendation if you want to make the area safer for foot traffic. Close of Haynes street of all traffic. make this foot traffic only with park and benches and open area for people to use. You need to walk anyway from where you park (in side streets). Make this area more vibrant. This concept is working very good over the world
- » Replace pedestrian crossings with crosswalks And add more
- » Need more cross walks one at woollies would be good
- » Can I suggest that you have your say via the survey link, comments on social media will have absolutely no impact whatsoever. Click on the link and have a read through the info. . . . It's very clear that community consultation is a requirement. Also, main roads determine the road speed limits so there are things that need to be done. Have your say! . . . Perhaps resources could be better used towards a proposal for road upgrades and traffic control devices like roundabouts and dedicated turning lanes. Canning road is very busy, reducing the speed is the cheaper option but only a bandaid.