

Community Feedback Summary

Draft Design – Healy Road, Hamilton Hill
August 2023



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1. Background

In 2021, the City invited residents to have their say on making Healy Road safer between Rockingham Road and Carrington Street. Through workshops and an online mapping exercise, participants pinpointed areas for improvement and proposed treatments for the road. The City received over 80 suggestions, with the majority raising concerns about vehicle speeds.

However, there were diverse and conflicting views about which traffic calming treatments to use. The most suggested treatments included speed humps, pavement markings, and various types of slow points. There was also a desire among respondents east of Hoskins Street to retain the existing road conditions.

Initially, the City's plan involved installing temporary fixtures like pot plants and bollards to slow traffic, which received funding from the RAC. However, upon further community feedback, the City committed to refining the design to better align with community expectations. Additional Council funding allowed the City to develop a revised design with permanent treatments.

Alongside site and budget constraints, the revised design considers the community's feedback from the initial consultation and includes the following treatments:

- Seven speed humps
- Three additional slow points
- Two pavement artworks
- Street trees or low garden beds along two corner verges
- No changes east of Hoskins Street.

Before finalising the design, the City invited past participants and Healy Road residents to provide feedback on the draft. This document summarises the feedback process and comments received.

2. Process

The City invited input over 24 days (August 2023) in the following ways:

- Online feedback form
- Hard copy feedback form
- Community drop-in session
- Email
- Phone.

To raise awareness and invite input, the City wrote to past participants, Healy Road residents, and property owners. The City also established a Comment on Cockburn webpage and contacted the Hamilton Hill Community Group.

3. Feedback Summary

The project page on the Comment on Cockburn website received 295 visits during the comment period. The City received 51 responses, including 49 feedback form responses and two submissions.

Respondents were asked their level of satisfaction with the design, including what they like, any improvements they would make, and any perceived challenges or concerns with implementing the design in its current form. Key feedback themes are outlined below:

- Opinions on the draft design were divided; 49 per cent of feedback form respondents are satisfied, 41 per cent are dissatisfied, eight per cent are neutral, and two per cent did not respond.

“You will never please everyone - but it is such a great move and it's really appreciated. Thank you for persisting and for trying to balance the concerns of everyone.”

“We believe that we do not have enough traffic to warrant this project and believe money could be spent better elsewhere.”

- The aspects liked most among all respondents are the slow points (18 mentions), verge vegetation (17 mentions), and pavement artwork (15 mentions).

“I like the slow points.”

“All the more natural options e.g. use of trees, plants, flower beds etc.”

“I LOVE the plan to have beautiful art work in front of my property, I'd love to see copies of the exact design of art that's being planned if possible!”

- The aspects that respondents mentioned most frequently as improvements they would make are:
 - Reduce the number of speed humps or use slow points instead (19 mentions).
 - Relocate some treatments away from their property due to concerns about driveway impacts (eight mentions).
 - Add more signage, such as intersection stop signs and speed limit signs (five mentions).

“[I am] opposed to the extensive number of road humps. I would suggest installing two or three and then seeing the result, before installing all of them.”

“The permanent slow point is right outside my home and will impede me and my family. We have a boat, trailer and caravan.”

“I believe that installing speed limit signs (white backed, black numbers, red circle) and is important.”

- The top challenges or concerns raised by respondents with the current design are the number of speed humps (14 mentions), the location of some treatments (eight mentions), and the cost of maintaining the pavement art (four mentions). Some respondents expressed no perceived challenges with the proposed design (seven mentions).

“I live on Healy Road so am aware of the speed some cars do, but I think this many speed bumps is too much.”

“I cannot speak for all of the locations for the slow points, but the one closest to me would be blocking the ease of access to the fire hydrant, which is within my neighbours crossover, that seems detrimental for the Firefighters ability to aid in an emergency.”

“The ongoing maintenance of painted road surfaces.”

“I'm very pleased, thank you for the opportunity for feedback.”

4. Participant Responses

Please note, in the interest of transparency responses are as received with minimal editing therefore some spelling and grammatical errors may exist.

4.1 Feedback form responses

Q1. Are there any specific elements of the design that you particularly like? If so, please explain.
Painted road surface
Yes I do like the speed hump design
Looks good to me overall
Yes planting of trees well needed but not on blind corners
Slow points and speed bumps around Ommaney st. It's a dodgy bend.
Yes. All the more natural options eg use of trees, plants, flower beds etc. Also the painted road creates a sense of local community vs sense of a fast road.
Permanent slow points are good, LESS SPEED HUMPS please. The speed humps can contribute to noise pollution from cars slowing down then speeding up to go over the humps,
The street art and the slow points with trees.
Painted road surface, slow points, street trees and flower beds
Humps, traffic slow triangles
Painted roads, tree scapes and permanent slow points
Really appreciate the changes and progressing on this.
1. The permanent slow points are fantastic - thank you!!!! These make a big difference to deterring speeding, reduces traffic and discourages speeding heavy vehicles from using Healy as a cut-through, and overall makes the road more friendly for active transport users.
2. The trees planted along the road are great - especially if you do plant them in the slow points. Please consider more trees!!!
3. Although I'm not as much of a fan of speed bumps - I appreciate changing the temporary speed bumps to permanent ones. These are less noisy and more comfortable to travel over.
I like the overall premise. Painted street and foliage would be welcomed improvements.
traffic slowing features and trees
I like the painted road surfaces but am aware that these will require maintenance and an added cost for the City. The permanent slow point to the West of Gordon Rd is useful as this is a hill and vehicles inevitably pick up speed as they descend

the hill and move eastwards. However, the permanent slow point on the corner of Showell may possibly cause problems for vehicles turning into Healy Rd from Showell St.

None at all.

The design is going to have drastic impacts on our property (further comments below).

The artwork is a waste of money and this money for the artwork should be placed elsewhere in the community.

Painted road surface, permanent slow points, planting trees.

No

Art works

Love the pavement art and Street trees :) Slows the traffic while adding to the aesthetics

I like the slow points

I like the pavement artworks and the slow points. Adding some art to the suburban streetscape is a great idea.

As owner of [REDACTED] healy road [REDACTED]

I LOVE the plan to have beautiful Art Work in front of my property, I'd love to see copies of the Exact Design of art that's being planned if possible!

Although I have never had too many issues on Healy road, I have once or twice witness cars doing high speeds exactly where the slow points and speed bumps will be placed.

At the end of the day, if the street is getting an upgrade, artwork, looking nicer with maintenance whilst promoting safe speeds. I'm very happy

I think it's a great initial draft, I like the slow points.

I like the slow points, especially if trees are planted within them and I like the planting of street trees on corners.

Between Showell and Hurford has blind curve and bushes block view when heading east also at Parnell many cut corner plus buses can cause issues so addressing this assists

We like the overall design -- except for the lack of changes east of Hoskins. We live at the junction of Healy Road and Weavell Street and gave specific feedback in the 2021 consultation about the need for traffic calming treatments between Hoskins and Carrington. We query the basis for the "desire among respondents east of Hoskins" and, if there was a such a view, why it should win over some basic changes to make the road more safe.

Street trees & garden beds

Slowing traffic esp via slow points

Speed humps

No

No, but I understand the importance of slowing the traffic down or redirecting the use of Healy Rd as a cut through street

Really appreciate the changes and progressing on this.

1. The permanent slow points are fantastic - thank you!!!! These make a big difference to deterring speeding, reduces traffic and discourages speeding heavy vehicles from using Healy as a cut-through, and overall makes the road more friendly for active transport users.

2. The trees planted along the road are great - especially if you do plant them in the slow points. Please consider more trees!!!

3. Although I'm not as much of a fan of speed bumps - I appreciate changing the temporary speed bumps to these wide permanent ones. These are less noisy and more comfortable to travel over.

yes the street trees and painted road surface at several intersections

No.

Street trees. The more trees the better. Thank you for including this into the planning. Please select trees that would benefit the wildlife habitat and feeding. There is no point putting in trees that look lovely if they serve no purpose in greening and serving the environment.

No

Slow points along the straight parts of Healy Rd.

I love that the city is trying to address reducing speed on this road. I near by and use the area as a pedestrian, cyclist and motorist. Reducing speed on Healy Road is definitely needed

Trees & artwork suggestions

Street art would be most welcome as it would add vibrancy to the street

I like the speed bumps but hope they are low profile ones and think there's too many on the eastern end

The Permanent slow ping + speed humps are excellent, especially on Healy Road from Rockingham Rd to Ommaney Street

Extra Trees

Speed control and accompanying vegetation

Thank you for actually, actually producing a plan to REDUCE Traffic in dangerous Healy Rod especially from Rocknigham Rd to Ommaney St

Q2. Considering the limited budget and site constraints, are there any aspects of the design that you believe could be improved or modified? If yes, what changes would you suggest?

A few less speed bumps

Speed hump design

better than nothing

I would like to see more trees, perhaps exchange speed bumps with slow points and plant a tree in them. Less hard fill needed possibly and a nicer street scape,cooling of the area.

What do plants on corners do except restrict vision? Ridiculous in a road safety project .

A few 'cycle safe zone' signs wouldn't hurt.

I don't like speed humps. And there are too many. They may be effective but they are frustrating and annoying and uncomfortable and ugly. Also bad for anyone with back problems. I'm not sure why anyone thinks there is a need for them on Healy Rd.

I think the only speed humps necessary are the one just before Gordon Rd, just after Ormanney Rd, and just before Hurford St. Remove the other 4 from the draft design will reduce the cost of the project.

Make the street a bike priority street and indicate this with traffic signs and street markings. Make use of on street parking bays to slow down traffic. I live east of Hoskins and would like one slow point east of Hoskins and it would be nice to have an artwork at Weavell as well.

Add more slow points than speed humps. 4x4 vehicles can go straight over speed humps without slowing.

Do like the idea of having a slow point at the front of my house

Request that the speed humps don't cover the whole road, allowing a space for cyclists to ride around /between them.

Yes remove the trees from showell St. Lots of kids cross healy road at that point and I'm concerned about that obstructing their view and also hiding them from oncoming drivers.

A zebra crossing near showell street crossing from one side of healy road to the other would be perfect. Lots of dog walkers, kids, bike riders and pedestrians cross here to get to the park and shops. The ommaney st corner is virtually a blind turn, putting a traffic slow sign or bump before and after this street would be great.

Less speed bumps

1. It would be wonderful to see more slow points.

1.a. Can we move the western most slow point further west, then replace a speed bump at point where the Dixon Reserve Tuarts and the Gordon Rd vegetation join (leading up to Clontarf Hill) with a slow point? Native trees planted in the slow points will mean a green corridor for wildlife and safe and cool spot for pedestrians crossing at this point. It will also slow traffic more as they come down the hill.

1.b. Can we put another slow point between Ommanney and Hurford intersections (replacing the middle of the three speed humps).

2.The bend at Ommanney and Healy is particularly dangerous, especially for traffic travelling east as they speed from the hill. It might also be useful or put another slow point or hump (with a pedestrian crossing on it) between the intersections of

Healy with Showell and Ommanney. Other options could be a small round-about with a tree planted in it or a 'warning concealed driveway signs' and a '30 km / hr' sign as they approach the intersection?

3. It would be fantastic to incorporate many more trees - please ensure there are trees are planted in the permanent slow points (please pick natives) and add more trees along the road where possible - especially places of opportunity like the sump on Healy and Showell, the space near Newmarket, and also Parnell and Healy.

If more money for the above trees and slow points is required - I'd prefer these traffic calming and tree canopy additions instead of the painted roads - which will do nothing to slow traffic nor add thermal comfort.

Review use of excessive speed bumps.

I am not in favour of speed bumps and would prefer slow points. I would like some signs alerting drivers to wildlife (bobtails) as see so many squished on the road.

The western corner of Healy Rd (intersection of Healy and Rockingham) is a very dangerous corner as both bicycles and vehicles need to cross 2 lanes when turning right and the distance between the intersection of Cockburn Rd and Rockingham Rd is very small. Likewise cyclists exiting the bike path and accessing crossing Rockingham Rd to Healy Rd experience difficulties. Vehicles turning left off Hampton Rd move quickly to this intersection. It would be a better solution for Newmarket St to connect to Healy Rd.

Yes.

No trees on the permanent slow points. Such slow points, as proposed, will be placed right in the middle of our driveway. This poses a significant safety risk. The trees will interfere with and block vision when reversing from the driveway.

Perhaps stick to low lying shrubs?

The slow points are a death trap waiting to happen.

No! Speed humps close to street corners.

No! Slow points where fire hydrants are present.

Not necessary no problem with speed in the area.

I'd consider painting road at Parnell Rd instead of carter st- more kids cross road near Parnell Rd on way to school and would be good to slow traffic on corner.

Nothing needs to be added, the road is fine and safe. I've lived on Healy Road for two years and never had any issues.

no speed humps

Speed bumps are irritating, excessive and unnecessary cost - aside from long term damage to car suspensions

We got promised a bike path a while back with some additional RAC funding. Has this idea now totally disappeared

I would remove one of the speed humps between Ommanney St and Hurford St.

I HATE sped humps - please don't contaminate our street with these. I attended a community meeting on this issue (Healy Rd) where nearly all, if not all, participants said they don't want them. I can't understand why you're saying they were a preferred option. In my opinion the street will be safe enough with just the few slow points you've indicated. It's not a particularly dangerous street - I've never seen any problems with it.

Yes just ensure that the first road hump from Rocky Road is placed last ■ Healy drive to the complex on east side of the drive entry to ensure removal and delivery trucks can enter or turn without having speed bump issues

Yes - there should be at least a painted road surface at the junction of Healy Road and Weavell Street. This is consistent with the overall design three major traffic problems for this section of Healy Road: (1) the tendency for cars to accelerate up the hill after they pass the street divide at Hoskins; (2) the frequent use of Weavell Street - Healy Road intersection by cars travelling to Carrington Street and a number of near-miss accidents; and (3) the volume of traffic entering Healy Road east of Hoskins, from Carter Street, from residences on Hanlon Street, and from Weavell Road. There is a pedestrian walkway that leads up to Michelle Place and Weavell Road is commonly used by persons (including children from several families) from Healy Road to access Bakers Square. All of these considerations support at least a painted road surface at Healy-Weavell.

I'd love to see more street trees, also more slow points (instead of speed humps).

Scrap the whole thing. Waste of money.

Abandon the project completely.

I have safety concerns for the Permanent slow point, especially the one planned for outside my address of ■ Healy Rd. I have a trade vehicle with limited visibility due to tool boxes etc so i alway reverse into my drive way which is done to make it safer when exiting the drive way as i have clear vision of on coming traffic and especially pedestrians using the foot path which i located on my side of the street. I feel that these permanent slow point could cause issues for me reversing and also my soon be driving teenagers. I also fear for my elderly neighbors at ■ Healy Rd who still drive. I feel that their safety is being put at risk but installing the slow point outside our property's

1. It would be wonderful to see more slow points.

1.a. Can we move the western most slow point further west, then replace a speed bump at point where the Dixon Reserve Tuarts and the Gordon Rd vegetation join (leading up to Clontarf Hill) with a slow point? Native trees planted in the slow points will mean a green corridor for wildlife and safe and cool spot for pedestrians crossing at this point. It will also slow traffic more as they come down the hill. The addition of a WIIDLIFE bridge would be amazing!!!

1.b. Can we put another slow point between Ommanney and Hurford intersections (replacing the middle of the three speed humps).

2. The bend at Ommannee and Healy is particularly dangerous, especially for traffic travelling east as they speed from the hill. It might also be useful or put another slow point or hump (with a pedestrian crossing on it) between the intersections of Healy with Showell and Ommannee. Other options could be a small round-about with a tree planted in it or a 'warning concealed driveway signs' and a '30 km / hr' sign as they approach the intersection?

3. It would be fantastic to incorporate many more trees - please ensure there are trees are planted in the permanent slow points (please pick natives) and add more trees along the road where possible - especially places of opportunity like the sump on Healy and Showell, the space near Newmarket, and also Parnell and Healy. If more money for the above trees and slow points is required - I'd prefer these traffic calming and tree canopy additions instead of the painted roads - which will do nothing to slow traffic nor add thermal comfort.

4. The best solution would be to consider blocking Healy Rd altogether - connect the Dixon Tuart remnants at the north of the Dixon reserve (near 47 Healy) to the area of green space at Gordon Rd and up through to Contarf. This is an important green link for wildlife, and the path has significant Aboriginal cultural importance. It would also add value to the area, build climate resilience, and offer a chance to create a large Green-space for residents and visitors.

5. Ensure there is room for bikes on the CURB side of the slow points to keep the road safe for those on bikes.

get rid of most of the speed humps and use Barrington street Spearwood as an example, between stock road and Rockingham road where a digital speed screen is operational at 50km. Place signage at the corner of Rockingham Road and Healy road to state "Local Traffic only" as Google Maps designates Healy road as the shortest route to all traffic on Cockburn road which are heading to all suburbs East of Cockburn road.

An optimal solution should not be constrained by budget, especially if the proposed solution has an adverse impact on the residents. A staged solution should be considered if necessary. The current design does NOT address the most significant problems on Healy Road. Improvements to the intersections with Parnell Street and Hurford Street should be a priority. Coincidentally, upgrades to these intersections will likely also have a positive impact on speed reduction. Please see "any further comments" section.

I believe it is over kill on the amount of slow points being planned. Given that it is a main road, if the traffic is slowed to a point that people find alternative routes, there may be quieter normally less used roads that see an increase in traffic. With no slow points there and the speed limit at 50kms in residential areas, it could potentially create another problem.

Healy Rd looks to be between 1.2 and 1.6 kms long, therefore, with 10 slow points

that's around one every 160 metres or more. I would think no more than 4 or 5 speed bumps at the most. i would think the object is not to discourage drivers from using this route, but to make it difficult to speed on.

I live close to Troode Rd, one of the few connecting roads from Rockingham Rd to Hamilton Rd. There are two speed bumps and three dips in this road over around 400metres. I am basing my opinion on my daily usage of this road.

I'm not happy about the slow points - especially since one is very close to our driveway. Can 'slow points' be positioned at the intersection of Parnell Road/Healy Road, Hurford Street/Healy Road and Ommanney Street/Healy Road, similar to those on Coolbellup Avenue and Waverly Street, Coolbellup? There also seem to be a lot of speed bumps. I cannot see how painted road surfaces slow down traffic - it seems to me to be a waste of public funds.

Modifying the intensity of the slow points to replicate the one already in place between Carter and Hoskins Sts. i.e. rather than chicanes, just s-bends.

I would reduce the number of speed humps. More speed humps and humps that are too sharp on entry and exit, increase traffic noise and emissions. I also believe the speed humps should not impede cyclists and not extend to the last 0.5m to the curb. Speed humps also need to be soft entry/exit and longer in length like the ones near Fremantle arts Center on Ord St, not sharp ones like the ones on York St in Beaconsfield. This will reduce the noise from cars slowing and speeding up. I'm happy to be contacted to explain this further. One of the most important thing is missing. I believe that installing speed limit signs (White backed, black numbers, red circle) and is important. A flashing speed reminder (smiley face = below limit vs frowny face = speeding) is very important, Particularly at the corner of Gordon Rd for east bound traffic.

No humps! Only slow points added in

It is ridiculous how many roads are getting humps which I think are damaging to vehicles unless complete stop at each hump.

Slow points would stop hooning speedsters

I would encourage more slow points instead of speed bumps.

I often cross Healy rd near Gordon road to get between bushland and would love to see an island with a tree+speed bump here to aid in crossing near the crest rather than a slow point further up. It would also be wonderful if bike users could be considered as the current walk path is inadequate for bicycles and it's dangerous to cycle on the road near the crest. Could a bike lane fit?

The cost and then ongoing maintenance of painted road surface could be better replaced by more planting of street trees + flowerbeds where safe.

At the squeeze points to make it possible for cyclists to pass on the inside and not be forced to the road centre.

As there is a [illegible] I would not put the [illegible]

- 1) No Street painting, please - [illegable - possibly: protect roads not decorated]
- 2) Further greening eg in slow points, angled in Healy Rod. more and more trees etc.

Q3. Are there any specific concerns or challenges you foresee with implementing the design as it is currently proposed?

I feel that coming down Healy Rd from Rockingham Rd the 3 speed bumps plus slow point are excessive. I don't believe the speed bump near Gordon Rd is required or the middle one between Ommanney and Hurford. I think this will just push more traffic to travel along Ommanney & Hurford out to Rockingham Rd (south near IGA) putting more strain on the intersection there as well with the Basketball Courts.

No

no

Yes bottleneck (slow points) on the bottom of the hill that begins Healy road and the corner or showell st this is just dangerous and ill-conceived

We wish to keep the road conditions the same at this point

No.

Yes, there is too much for a road that isn't crazy busy. I prefer the permanent slow points to speed humps but they also create difficulties for cyclists and cars together.

Healy Road does not need 7 speed humps, reduce them to 3.

I don't mind but the number of speed humps seems large particularly between Ommanney and Hurford. I think there will be less resistance against slow points so maybe consider using more of these.

No

Due to the increased of car flow and approval of the town house on 72 on Healy road. I feel like maybe the road should be blocked off. We could even block off the road off at the bottom of the hill and give some bush land back to nature and put in a bush path instead of painting the road

7 speed bumps and 3 slow points over a stretch of 1km road seems excessive. I live on heavy road so am aware of the speed some cars do but I think this many speed bumps are too much.

You will never please everyone - but it is such a great move and it's really appreciated. Thank you for persisting and for trying to balance the concerns of everyone.

Some might not like the speed bumps, so you might get push back. Honestly I wold prefer more slow points with trees in them over speed bumps, but I'd rather this design than nothing at all.

I've seen speed bumps and slow points used in isolation but never together. My concern is that the speed bumps in addition to the slow points would be overkill and become frustrating to residents. They can always be added later if the initial measures don't address the issue. In addition, I have some concerns about the slow point near a corner. Lastly, low foliage and big trees may make children and pedestrians difficult to see.

I would like to see a wildlife crossing near the Clontarf rd section

I was somewhat surprised by the number of speed humps (7) that are proposed. Are these speed tables or as recorded on the plan "humps". I believe research has indicated that speed tables are preferable for a number of reasons. I attended the in person consultation in 2021 and I remember that a large number of attendees were advocating for either no speed humps or as few as feasible. It is my understanding that trucks and SUVs are not always slowed down by speed humps. Currently there are a lot of trucks using this road as a shortcut to and from Carrington St. In addition, there is also an increase in truck movements due to the development at 70/72 Healy Rd.

The planting of street trees/low flower beds is welcomed. However, I have noticed that the number of street trees planted on Simms Rd in Hamilton Hill has not been successful as only half of those planted now remain.

I'm uncertain as to what will be planted on the corner of Parnell Rd. This road is used by buses (532 route) and buses turning right into Parnell is always a challenge for vehicles that are exiting Parnell onto Healy Rd as it is a tight corner. If buses are moving south and turning onto Healy Rd from Parnell high plantings could obscure vision of vehicles travelling east on Healy Rd.

We have many concerns and hope these are taken into account.

1. the location of the slow points, and trees are to be placed in the middle of our driveway.
2. the trees will block vision when reversing.
3. in the future, we propose to build on our block. The ignorance of the location as to where to 'dump' the slow points will have material impacts and adverse affects on building our future home, including placement of the driveway.
4. the proposed location of the slow points will inhibit and block the use of the front of our block for the purposes of our boat.
5. the proposed location of the slow points will affect the value of our property, given they are to be placed in the middle of our driveway.
6. the artwork is tacky and this money should be allocated elsewhere in the community.

The permanent slow point outside [REDACTED] Healy Road is not going to suit my circumstances with reversing my caravan (a large one) into my yard as it is very difficult as it stands. Also, I have a hydrant in driveway.

Very little communication in the past. not advertised enough.

We are at ■ Healy Rd - happy to have speed hump or the slow point out front, prefer not directly in front of driveway (we reverse a camper trailer into driveway).

Please make our rates less instead of doing these works.

we don't want speed humps

How long will road works disruptions last ?

Many people hate speed humps including me . Please do not use them. They are not good for my already broken spine and for my car

No.

Not at all.

I'm very pleased,thank you for the opportunity for feedback.

People drive dangerously fast as they cut through to from Rockingham road, my concern is there are not enough slow points to improve community safety.

I'd love to see more trees please.

I don't know whether painting the road surface will slow the traffic but if you go ahead with this could you please use non-toxic paint?

Yes just ensure that the first road hump from Rocky Road is placed last ■ Healy drive to the complex on east side of the drive entry to ensure removal and delivery trucks can enter or turn without having speed bump issues

We urge the City to consider at least a painted road surface at the junction of Healy Road and Weavell Street. Failure to implement some change east of Hoskins would fail to address the traffic problems that exist -- chiefly cars moving too fast toward Carrington Street after Hoskins and the near-miss accidents of cars entering onto Healy from Weavell. These are real, on-going problems that could be addressed.

Yes. the permanent slowpoint is right outside my home and will impede me and my family. We have a boat. trailer and caravan.

My husband is disables & has a large van to pick him and his electric scooter up. This project will impede on us.

As mentioned above. I would like to see less traffic cut through Healy Rd. One suggestion it trial a dead end on the Western point of Healy Rd

You will never please everyone - but it is such a great move and it's really appreciated. Thank you for persisting and for trying to balance the concerns of everyone. Some might not like the speed bumps, so you might get push back. Honestly I wold prefer more slow points with trees in them over speed bumps, but I'd rather this design than nothing at all.

yes Google Map users entering Healy road and not knowing what excessive fiasco lies ahead shall become quite angry at with 7 speed humps and 3 slow points on a 1km road

The residents of Healy Road that I have consulted are 100% against this project as it proposed. Does ratepayer anger count?

See above

As mentioned in point 2: I would prefer to see a different design of the slow points. Perhaps speed bumps could be introduced at a later stage, if required, once the 'modified' design of slow points has been implemented and trialled.

I disagree with street painting, I believe that they can be confusing to some motorists, especially if road demarkation lines are not painted over the design. It would be far simpler to paint the road lines, install stop signs and maintain a clear path of vision at the intersections. Especially the intersections of Hurford and Healy and Ommanney and Healy.

The junction of Parnell and Healy has a history of near misses and accidents from people cutting the corner or missing oncoming traffic due to the lack of visibility on the east corner, to plant road trees would further inhibit the view.

I cannot speak for all of the locations for the slow points, but the one closest to me would be blocking the ease of access to the fire hydrant which is within my neighbours crossover, that seems detrimental for the Firefighters ability to aid in an emergency.

Regarding speed-humps, I personally drive a car with a reasonably low clearance and would be concerned that the height of the speed-bumps could potentially damage my cars undercarriage. Speed bumps like those along York St in Beaconsfield are at an acceptable height and width for easing over, but conventional ones that are the full width of the road, would be most uncomfortable on a day to day basis.

I do not believe that it is necessary to have speed bumps or slow points on any section of Healy Rd that is not straight, in fact I suspect it may cause more accidents by people needing to slow down around the curve between Ommanney and Hurford St and by having the slow point on the hill coming from Rockingham Rd towards Gordon Rd.

Healy road is used by a lot of cyclist and consideration needs to be made for them. From my observations interacting with this area on a daily basis for the last 5 years, one of the biggest problems is east bound vehicles gaining too much speed coming down the hill near Gordon rd and then whipping into the blind chicane at Ommanney St. It seems as though this has been considered with the slow point at Showell St. That slow point seems as though it may cause confusion for motorists interacting with that intersection. I hope that has been considered in the design.

If speed humps are going to be applied to the hill on Healy ... I request a bike lane free of hump as we cycle down this hill frequently and DO NOT want to deal with humps which could have dangerous outcomes at cycle speed!

I would thoroughly discourage speed bumps. To the residence living close by they would be constantly subjected to slow down-speed up car sounds all day and night. To me this would be torture.

Ask any of the businesses along South Terrace how annoying this has been for them since the install of speed bumps.

I don't know how much a painted road surface costs and don't know how necessary it is! I would prefer to see that money allocated to a bike lane from Showell st to Rockingham road. There's also far too many slowing points between intersections, we use this road every day and think the 1st, 3rd (with an island added), 5th and 7th speed bumps (from left to right) would be adequate.

The ongoing maintenance of painted road surfaces
speed bump noise has been addressed.

Not so far - i think it will work well.

As long as my comments in section 2 are addressed i'm happy.

Q4. Overall, how satisfied or dissatisfied are you with the design?	Responses
Very satisfied	8
Somewhat satisfied	16
Neither satisfied nor dissatisfied	4
Somewhat dissatisfied	8
Very dissatisfied	12

Q5. Any further comments

at least 3 times a week around 5 am is a super noisy motorbike racing racing up healy rd. tome to get things like this stopped. most of the cars driving faster than the speed limit.

As I member of this street and suburb my entire life I would think money would be spent better on surrounding parks and recreation facilities such as skate park gym equipment and a Bmx track that can last more then 2 winters

As well as having the local park not flood every winter

Street lighting between Ommaney st and Rockingham road is dire.

Take out the speed humps and then I'd feel much more satisfied. And there are too many of them. I travel up and down this road every day often more than once. I prefer that Hamilton Hill focuses on creating a greener more attractive neighbourhood feel vs adding in speed humps into a local environment

The population around Healy Road is unlikely to increase significantly in the next 10 years or so, therefore, the amount of traffic on it will remain about the same. It is not a thorough fair that would need so many speed humps to deter non-residents from using it. The proposed number of speed humps will frustrate residents of Healy Road, for example, me, who has no choice but to use the road on a daily basis.

We would

Like to see the western end of Healy Rd enhanced. Painted road surface.

At the moment my young kids can cross healy, ommaney, showell streets without much concern other than speed. We get very little traffic. I regularly cross with a pram and on bikes. I'm concerned these streets will be turned into what clontarf is like. More humps, zebra crossings and traffic slow spots would be great. Keep our speeds low with more visibility. To be honest, I'm not sure what those additional trees add, save money there and give more bumps.

The last draft proposed had positions of signs and so stopping zones. My house had a no stopping zone and two signs out the front. As I would not like 2 no parking signs on my verge are there any alternatives such as painting the road

Thank you.

Please consider the bobtails!

Bicycles heading east and travelling from Healy Rd west to Healy Rd east (and the reverse -travelling from Healy Rd east to Healy Rd west) have difficulty crossing Carrington St. This has not been addressed in the plan as no changes are proposed east of Hoskins St.

The plan does not address issues faced by cyclists at each end of Healy Rd west. These are 2 major failings. Healy Rd is used by large numbers of cyclists travelling to and from Healy Rd east to the bicycle path to South Beach.

Please move the slow points and artwork away from our driveway.

I agree with some of the speed humps not! the ones close to street corners, and also speed humps on a UPHILL slope. too close together.

Very unfair for elderly people in the area with no internet skills and non-speaking English. Who don't understand

More street trees, especially some larger species where there are no power lines. Trees can help to calm traffic by enclosing the road verge/making road feel narrower. We also plan to convert over to native verge next April - may be some opportunity to encourage native verge conversion as part of the project. If creating Healy Rd as a cycling corridor, would be great to look at the Rockingham Rd/Hamilton Hill crossing at same time... or as the next project. Thanks... happy to see this project go ahead.

Please make our rates less instead of doing these works.

I am very disappointed that there is no mention of a bike path or a speed limit. I also want to mention that it is very dangerous to turn into Market Street or from Market Street back onto Healy Rd for cyclists. There is only one narrow path angled west, at least it would need another small bike path angle facing east

No further comments.

As owner of [REDACTED] Healy Road

I am very happy with beautiful artwork being displayed on the road opposite [REDACTED] St.

Thank you for the design and investment in my street, would love to see more trees

As noted, we support the overall design (except the lack of features east of Hoskins) and the overall aim of the project. There is a strong safety basis for at least a painted road surface at Weavell and Healy. We live at that junction with two small children and there is a family at the house opposite, along with other children who access Bakers Square via this junction.

Thanks for your work on this :)

I DO NOT want the permanent slow point outside my home at [REDACTED] Healy Road. Please call me to discuss on [REDACTED]

[Doc ID 11603404]

We believe that we do not have enough traffic to warrant this project & believe money could be spent better elsewhere.

[Doc ID 11603405]

I HAVE BEEN A RESIDENT OF NORTH COOGEE FOR 14 YEARS NOW AND OFTEN TRAVEL ALONG HEALY ROAD FOR VARIOUS REASONS AND I HAVE BEEN CONCERNED THAT ALL TRAFFIC HEADING EAST IS DIRECTED BY GOOGLE MAPS TO USE HEALY RD- PLEASE CONSIDER THE SIGNAGE AND SPEED SCREEN.

I have had several email communications with the Council, specifically [REDACTED]. The stated outcome is that the Council will not entertain any changes/ or alternative options to the current project. It appears the only option is to accept it as is or encourage the Council to vote it down. References have been made about alignment with the Town Planning Scheme and the Traffic Management Scheme, but no specific detail has been supplied. Reference had been made about surveys that were conducted and how the data reflected the need to slow vehicle speed on Healy Road. I received links to this data yesterday (28th August 2023). After analysing the data the following was found and conclusions made:

1. The 3 surveys were undertaken over a period between Mar 2019 and Nov 2020. Assuming relativity between the surveys it shows a 13% increase in just over 6 months in 2019 and a 10% increase in about 16 months to November 2020. A broad brush extrapolation would suggest that a 10% per year increase in traffic over the last 3 years would indicate a traffic count of around 1400 vehicles a day now of which nearly 100 heavy / commercial vehicles are included. At what point is traffic management, other than speed management to be considered?
2. The traffic data provided does not indicate vehicle speed. What information do you have that provides vehicle speed data. Given the most recent revision of the project is all about reducing speed, how do you propose to measure the vehicle speed changes before and after the project completion? Surely this would be a

major KPI for the project.

3. The traffic count data did not directly cover the section of Healy Road between Parnell Street and Hurford Street. I consider this to be the busiest section of Healy Road due to the through traffic to/from Parnell Street through to/from Hurford Street. This was missed in the previous traffic surveys.

4. The crash data is not up to date and gives an erroneous view. The car crash shown east of Parnell Street was in fact where a lady under the influence of drugs tried to turn left into Healy Road from Parnell Street and drove on the verge lawns before demolishing an Olive tree a few houses up. This was in the mid-afternoon on a fine sunny day. No amount of speed bumps or slow points would have stopped this, so it would be inappropriate to use this accident in any analysis related to road safety upgrades.

The crash on the corner of Hurford Street and Healy Road further stresses the need for upgrades to the intersections at Hurford and Parnell Streets. Something similar to that used on Coolbellup Avenue between Winterfold and Waverly Roads perhaps? I'm sure there are other suitable alternatives for intersection upgrades. There was another crash that has not been shown. As I mentioned previously, it was a significant crash on the corner of Healy Road and Parnell Street that required emergency services. I do not believe that speed was a factor in this case, however changes to the intersection could lessen the likelihood of it happening again.

5. It's interesting that the section of Healy Road east of Hoskins Street where the Council has decided to make no changes, has the highest average weekday vehicle count (just under 1070) and the highest heavy / commercial traffic at 6.9% (just under 75 per day), the most of the 3 surveys.

6. Based on this data I believe that upgrades to the intersections of Parnell Street and Healy Road and Hurford Street and Healy Road are justified and required urgently. In the first instance (based on the information provided) I do not believe speed bumps are warranted. Once metrics have been obtained post upgrades to the intersections, a future review should be considered. New metrics must specifically include the section of Healy Road between Parnell Street and Hurford Street. I suggest that a vehicular traffic and speed survey on this section of Healy Road (and other sections) be undertaken immediately so there are relevant metrics to use in any future analysis.

As a ratepayer, I am strongly against the expenditure of ratepayer funds on a project that does not have a justified premise (ie. the need to slow traffic) and will not address the obvious need for non-speed reduction specific upgrades to the intersections mentioned above.

Try out Troode Road and test the speed you can do (safely) without causing injury to your back (or passengers around) over the speed bumps. If there is no oncoming traffic one can drive a little over to the middle of the road, slow right down and drive over the speed bump straight on. If however, there are other

approaching vehicles, one has to slow down to 5 or 10 kms as going over the speed bump, the right side of the vehicle upon the speed bump while the left side wheel remains flat on the level road. Going any faster throws your back around.

The initial draft document (Your ref:144/005) was headlined "Help make Healy Road a more pedestrian friendly, vibrant road". Pedestrian pathways along Healy Road are mismatched in width so that more than two people are not able to use it comfortably. Between Hurdford and Ommanney Street the pavement is also at different levels, making this a tripping hazard. Furthermore, vegetation, both natural and cultivated, overhangs the footpath, increasing the tripping hazard. What strategies can be introduced to further limit traffic onto Healy Road?

I Frequently cycle westbound on Healey and turn northbound onto Newmarket St to avoid cycling in heavy traffic with a child in a childcarrier and then again in reverse. The angle of the pedestrian/ cycle cutaway makes turn on and off Newmarket street makes it very hard for a cyclist to stay mounted without sweeping wide into the middle of Healy road, thus exposing cyclists to longer time in the middle of the road. Can we please address this issue?

I have heard vehicles going down the hill at speed from my house at Riggs Way ... but think slow points would be best option on a hill

The overall design is fantastic, well done for coming up with such a great design on such a tiny budget. Please reconsider the speed bumps though.

Just reiterating to please ensure the speed bumps are low profile similar to York St :) thank you!

This plan is the best, so far, to reduce speeding on Healy Rd and the aesthetic appeal of planting green-[illegible] where safe.

Unsure that calming is necessary.

Drainage area corner of Showell and Healy Road have more trees etc if possible.

4.2 Submissions

I have been on leave and just now trying to upload my dissatisfaction with the plan as proposed. I live at ■■■ Healy road and am opposed to the extensive number of road humps. I would suggest installing 2 or 3 and then seeing the result, before installing all of them.

Dear Ben,

We regret to inform you,after much deliberation,as a . ' permanent resident of Healy Rd.<

That the Draft Calming Plan for Healy Road is unacceptable in its current form.

1.)More particularly the residents of xx and xx, both of which have been sub-divided, and xx across the road will be impacted by the fact the 5 properties will need to find space for upto 15 bins to be placed for collection by Cockburn Council, without the Trucks having to reach across the slow point islands.

2.)There is also a Fire Hydrant on the verge outside xx which will need clear access.

3.)We are also mindful of the fact that the multi use pathway, that is well used by pedestrians, cyclists, dog walkers, runners, and family groups that include small kids on bikes and scooters, needs to be kept clear.

In summary it seems that the permanent Slow/Squeeze Point shown on the Draft Plan will have more negative than positive benefits.

As an alternative, a suggestion has been made that mini roundabouts for slowing traffic at the intersections of Stowell St. and Parnell Rd, would eliminate the need for 2 of the Slow Points, with the additional benefit of preventing drivers from dangerously cutting the corners at these intersections.

Thank you for your consideration.

Since we moved here 6 months ago, we have discovered that Healy Road has very light vehicle traffic, that does not disturb us. We have not heard of any accidents or injuries taking place.

We note that Healy Road is designated by signage as being a safe and bicycle friend road. SW10

We therefore think Healy Road does NOT need calming as most vehicles do not speed. In fact by introducing 3 additional slow or squeeze points will ENDANGER CYCLISTS, by forcing them out in the middle of the road with the rest of the traffic. FOR THE SAKE OF SAFETY we would rather see the existing pathway upgraded as DUEL USE.

We are certainly aware of the increase in CYCLE USE since the e-bike evolution. Especially as Healy Road is in direct line with PEDIESTRIAN/BICLCYLE POARTH down to South Beach.

FOR SAFETY

Other signage that should be considered by DOT and Cockburn Traffic and Transport Tam

- 1) Currently there is no 50km sign at the start of Healy Road to remind drivers who have just come off the 60m Rockingham and Hampton Road that they have come onto a residential road.
- 2) There is no road markings or signs at of the T intersections coming into Healy Road to give way or stop. This causes drivers to dangerously to cut the corners on the wrong side of the road. In our area this includes the intersections with PARNELL ROAD, HURFORD ROAD, OMMANY ROAD and SHOWELL Street.
- 3) The electronic SMILY FACE usually works really well.

5. Next Steps

Thank you for sharing your feedback on the draft design for Healy Road. We appreciate your input.

The City will review and consider the community's feedback as we determine the next steps of this project. When available, we will publish an update and project outcomes on the Comment on Cockburn website comment.cockburn.wa.gov.au/healy-road.

For any further enquiries, please contact the City's Transport and Traffic Team at 08 9411 3444 or customer@cockburn.wa.gov.au.

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