

## Appendix A. Strava Data

Strava routes:

ID	Route	Reason
1	Nicholson Road from Ranford Road to Garden Street.	From Canning Vale residential area to Canning Vale industrial area, Canning City Centre, train station, CBD.
2	Ranford Road from Roe Highway to Nicholson Road.	From Canning Vale residential area to Roe Highway/South Street for Fiona Stanley Hospital, Murdoch University, Murdoch train station, CBD, Jandakot – employment.
3	Roe Highway from South Street to Nicholson Road.	Links Melville/Cockburn local government areas with Canning City Centre.
4	Nicholson Road from Garden Street to Albany Highway.	From Canning Vale residential area via Lynwood/Langford and over Canning River to Canning City Centre, CBD.
5	Bannister Road.	Access to industrial area – employment.
6	High Road from Meadowbrook Drive to Nicholson Road.	Access to Lynwood High School.
7	Willeri Drive/Riley Road/Riverton Drive East from Roe Highway to Canning River.	Access to Riverton Forum shop and Riverton Leisureplex. Links to Riverton Bridge and Shelley Bridge to cross Canning River (to Curtin, CBD).
8	High Road from Willeri Drive to Vahland Avenue and Vahland Avenue from High Road to just before Burrendah Boulevard.	Access to schools, Riverton Forum shop and Riverton Leisureplex. Link to Southlands precinct.
9	Burrendah Boulevard, part of Vahland Avenue, South Street from Vahland Avenue to Karel Avenue.	Southlands shop, Willetton High School, sports ground, library, bus interchange.
10	Leach Highway from Karel Avenue to Shelley Bridge.	Bridge to cross Canning River, then to Curtin, CBD, City Centre, Welshpool (employment). Access to Rossmoyne High School.
11	Riverton Drive West from Riverton/Shelley Bridges to Bull Creek Road.	Bridge to cross Canning River, then to Curtin, CBD, City Centre, Welshpool (employment). Access to Rossmoyne High School. Recreational riders.
12	Fern Road from Riverton Bridge to Fleming Avenue.	Links western portion of Canning to Canning City Centre, train station, CBD, Curtin. Alternative to Leach Highway.
13	Bungaree Road.	Curtin, CBD, Bentley library/sports ground.
14	Manning Road from Albany Highway to Lawson Street.	Links Canning City Centre with Curtin.
15	Leach Highway from Shelley Bridge to Orrong Road.	Access to Welshpool/airport. Alternative access to Curtin and Canning City Centre.
16	Hill View Terrace/Lawson Street from Albany Highway to Manning Road.	Links Curtin and Shepparton Rd (for CBD) and Welshpool train station.
17	Albany Highway from Welshpool Road to Manning Road.	Access to CBD or Canning City Centre.

ID	Route	Reason
18	Albany Highway from Nicholson Road to Manning Road.	Access to Carousel shop and City Centre and train station.
19	Fleming Avenue and George Street West.	Links Fern Rd to Albany Highway for Canning City Centre, train station.
20	Various routes around river (not Fern Road) from Riverton Bridge to Fleming Avenue/George Street.	Alternative to Fern Rd for access to City Centre from western part of Canning. Access from SE part of Canning to City Centre. Recreational riders.
21	Sevenoaks Street from Welshpool Road to William Street.	Links train stations. Access to Sevenoaks High School and Welshpool and Carousel/City Centre. Alternative access to the CBD.
22	Wharf Street from Albany Highway to Welshpool Road.	Alternative route to Hamilton Street. Access to Sevenoaks High School, St Norbert High School, Cannington Pool/Library, Queens Park Train station. Has a crossing over the rail line.
23	Hamilton Road from Albany Highway to Welshpool Road.	Alternative route to Wharf Street. Access to Welshpool (employment), St Norbert High School, Queens Park Train station. Has a crossing over the rail line.
24	Gibbs Street from Orrong Road to Sevenoaks Street.	Access to Cannington Station, Welshpool (employment).
25	Station Street from Albany Highway to Welshpool Road.	Access to Cannington Station, Welshpool (employment).
26	Welshpool Road from Shepparton Road/Albany Highway to McDowell Road/Orrong Road/Roe Highway.	Access between Albany Highway/Shepparton Road (to CBD) and Roe Highway, via Welshpool (employment), Welshpool train station.

## Issues evident from Strava data:

Problem	Comment/Explanation	Potential Fix
Gap in Strava on High Road between Duff Road and Willeri Drive.	Shared path exists as for either side of this gap. Lots of driveways that service Riverton Forum shopping area. No-one cycles/walks to Riverton Forum?	Look into provision for cyclists at Riverton Forum. Maybe lack of shade for pedestrians along High Road.
Gap in Strava on High Road from Vahland Avenue to Leach Highway.	Mostly contains big box or showroom facilities – people like to drive to these type of uses. Houses probably accessed via local streets. A shared path already exists.	Nil.
Gap in Strava on Vahland Avenue between Burrendah Boulevard and Farleigh Drive.	Shared path exists as for either side of this gap. Appears that people might be walking/cycling via paths in Lincoln Park, rather than down Vahland Avenue – suggests traffic is going to Southlands, not South Street.	Check path/lighting provision through Lincoln Park and upgrade to shared path if necessary as this seems to be the shorter and preferred route for users.

Problem	Comment/Explanation	Potential Fix
Gap in Strava on Vahland Avenue, from High Road to Leach Highway	Shared path exists as for either side of this gap. Maybe not as popular/longer than the route High > Riley to access Riverton/Shelley Bridges.	Nil.
Gap in Strava at Bull Creek Road	There is a footpath here, but cycling is on road. Is it some issue to do with access to Rossmoyne SHS? Is it a pseudo pick up/drop off point for parents who don't want to cross Leach Highway?	Upgrade footpath to shared path. Look into the use of the area for pick/up drop off and manage via the school as necessary.
Gap in Strava at Centenary Ave from Leach Highway to Manning Road.	Shared path on Leach Highway ends at Marjorie Avenue and picks up again at Angler Court. ie. No path across Shelley Bridge or connecting to Centenary Ave.	Provision of shared path on Shelley Bridge and on Centenary Avenue.
Gap in Strava from south side of River to Albany Highway/Carousel/train station.	Richmond Street and Greenfields Street, which are the links to Albany Highway, both have paths. Crossing Albany Highway is a problem. There is an overpass between the two streets and traffic lights at Richmond Street. Possible that users aren't actually wanting to access Carousel. It could just be a recreational route (people want to stay on southern side).	Publicise route as an alternative to Fern Road (even though it is longer than Fern Road) – people may not be aware of the bridge at Willcock Street. Check safety (eg. Lighting) at transition from River up to Richmond/Greensfields Streets and around the path on the southern side of the River.
Fern Road to Albany Highway – why don't cyclists use Kent Street?	There is a red path from Kent Street Weir, which adjoins a grey, path down Kent Street. Seems to be that people follow the red path which goes through to Fern Road, rather than take the other, more direct path to Albany Highway on Kent Street. Kent Street/Albany Highway crossing is uncontrolled/no ramp – hence why George Street is preferred.	Address priority of paths along Kent Street. Improve Albany Highway crossing.
Why isn't Metcalfe Road used more?	On the Nicholson to High Road portion, there is a path but it is discontinuous in places and quite a long way "inland" from Metcalfe Road in places. High Road to Lyndale Avenue also already has a path (also a school and large oval).	Does this mean a lack of children walking/riding to Lynwood High School and Parkwood Primary?
Why isn't Gerald Street (overpass over rail line) used instead of Station Street (cannot cross rail line here)?	Suggests users aren't crossing the rail line, rather they are accessing the PSP and/or the bicycle facilities at Cannington Station.	Check provision of end of trip (EOT) facilities at Cannington Station. Extension of PSP along rail line to CBD/Town of Victoria Park and in other direction to City of Gosnells.

Problem	Comment/Explanation	Potential Fix
Lack of pedestrian/ bicycle crossing over industrial rail line from Canning Vale residential area into Canning Vale light industrial area causes users to go the “long way” via Nicholson and Bannister Road.	No previous requirement to allow bicycle /pedestrian access to industrial area. Avoidance of through bicycle /pedestrian traffic in industrial area.	Residential side has existing shared path that runs parallel with the rail line. The issue on the industrial side could be that there are few places to build a path through. There is one apparent path from near Parkland Trail on the residential side directly over the rail line and behind the run of lots on the western side of Mordaunt Circuit. Provides a link Baile Rd > Bannister > Willeri (on down towards Riverton Bridge). Another option is the rail corridor for the spur line from the main rail line to Baile Rd (if this still exists – rail line is no longer there, and the corridor appears to have been redeveloped/amalgamated into other lots). This could join the residential side at Lansdown Ent.
Lack of bicycle facilities on Leach Highway.	No cycle lanes, cyclists must ride on road on a major highway.	Upgrade to provide cycle lane/paths (PSP from Welshpool Road northward in City of Belmont, but not in Canning).
Extension of PSP westwards towards Perth CBD after Welshpool Station (Town of Vic Park) and eastwards after Beckenham Station (City of Gosnells) to provide a continuous route.	The PSP exists along the rail section that runs through City of Canning, but not before or after it. Cyclists must leave PSP on Canning's edges and venture without the PSP – impacts some crash hotspots.	Suggest to neighbouring LGAs that the PSP be extended.
Potential conversion to Bicycle Boulevard. Willcock Street, provides a continuation from Carousel, across the River. Rostrata Avenue, Killara Road, via existing “path” (it is an easement? It runs behind the houses) through to High Road, so users could access Riley Rd/River crossing.	Willcocks Street, Ferndale Crescent, Blancoa/Metcalf Roads, Ferndale Crescent to High Road provides a continuation from Carousel, across River to western part of City. Collins/Rostrata/Killara/existing path parallel to Canterbury Dr provides an alternative (quiet, safer route) to Willeri Drive.	Investigate use of parks and easements as cycling and walking routes.
Ensure link to City of Melville (for Murdoch University and Fiona Stanley Hospital) is in place.	Check that PSP on Roe Highway extends into Melville.	Work with neighbouring LGA.

## Appendix B. Saddle Survey Results

ID	Street Name	Lat	Long	Section Between	Category	Issues	Recommendations by Saddle Survey Participants	Considered in Plan?	Route*
1	Fleming Avenue	32°01'03.0"S	115°55'35.4"E	City of Canning office to Fern Road	Nil	Good cycle lane along road corridor.	Example of treatment where space available.	Y	OIL
2	Fern Road	32°00'56.1"S	115°55'28.4"E	Just after T junction with Fleming Avenue	Upgrade	Parking on left side with potential for 'car dooring'; No specific allowance for cyclist on or off road at start of section; Narrow footpath on northern side.	Assess road for cycle lane / 'bike boulevard' or off road shared path on southern side.	Y	OIL
3	Fern Road	32°00'60.0"S	115°55'19.9"E	Approx. 300m from T junction with Fleming Avenue	Upgrade	Shared path joins road corridor from south; Limited connectivity or signage.	Better connectivity to shared path on Fern Road or extension of shared path as noted above. Signage to indicate routes at decision points.	Y	4
4	Fern Road	32°01'04.2"S	115°55'04.0"E	Approx. 1km from intersection with Fleming Avenue	upgrade	Good shared path narrows to footpath after approx. 800m from above comment. No connectivity (ramp) for cyclists to get back onto road.	Extend wider shared path further west or provide connection for cyclists to get back onto road.	Y	4
5	Fern Road	32°01'16.6"S	115°54'49.3"E	Approx. 1.2km from intersection with Fleming Ave	upgrade	Shared path stops abruptly at roundabout.	Better connectivity and allowance for pedestrians and cyclists across roundabout.	Y	4
6	Fern Road	32°01'27.7"S	115°54'33.6"E	T junction with Watts Road	Upgrade	Narrow shared path along southern side. Narrow footpath along northern side. No allowance for cyclists on road and no specific crossing points for cyclists.	Upgrade shared path on southern side and appropriate treatments at T junctions.	Y	OIL
7	Fern Road	32°01'32.5"S	115°54'20.9"E	General	Maintenance	Street furniture on shared path restricting available width.	Assess opportunities to provide more width along shared path or allowance for cyclists on road.	Y	4
8	Fern Road	32°01'32.5"S	115°54'20.9"E		Upgrade	Narrow shared path.	Potential for upgrade with space available.	Y	4
9	Fern Road	32°01'37.9"S	115°54'10.6"E	Approach to Riverton Bridge	Upgrade	Parking on left side with potential for 'car dooring' on road and shared path; No specific allowance for cyclist on road with wide corridor.	Potential to upgrade shared path on southern side.	Y	5
10	Riverton Drive East	32°01'42.9"S	115°54'00.3"E	50m south of roundabout with Fern Road	Upgrade	Good shared path on eastern side of road which diverts away to follow river with no indication of the destination.	Provide signage of destination to give cyclists the option to use alternative route.	Y	5
11	Riverton Drive East	32°01'42.9"S	115°54'00.3"E	50m south of roundabout with Fern Road	Upgrade	Shared path stops with no continuation forcing cyclists onto road or onto narrow footpath (approx. 1.5m) on western side.	Provide continuation of the shared path on the eastern side in the reserve.	Y	5
12	Riverton Drive East	32°01'49.7"S	115°54'01.3"E	Roundabout with Tribute Street East	Upgrade	Poor pedestrian and cyclist facilities across roundabout on eastern side.	Provide continuation of the shared path on the eastern side in the reserve.	N	
13	Riley Road	32°02'14.0"S	115°54'12.7"E	Roundabout adjacent to Riverton Library	New	Poor pedestrian and cyclist facilities across roundabout on eastern side. Lack of facilities along entire stretch of Riverton Drive East and Riley Road from Fern Road to High Road with potential width for shared path along the length and/or better connection and signage to the shared path along the river to the east, note that this may not be a desirable / safe route after dark or in bad light. More space on western side at Riley Road opposite the library with potential to upgrade this for better connection to the wider shared path southbound on Willeri Drive.	Provide a shared path along the eastern side of the road or upgrade the shared path on the western side.	N	

14	Riley Road / Willeri Drive	32°02'19.6"S	115°54'12.9"E	Intersection with High Road	New	No cycle lane or advances stopping boxes for cyclists.	In conjunction with any options for upgrading Riverton Drive East, provide connection to the road with segregated cycle lanes and provisions for cyclists at the lights.	Y	2
15	Willeri Drive	32°02'19.6"S	115°54'12.9"E	South of intersection with High Road	Upgrade	Wide shared path on western side and narrow shared path on eastern side at the start of the section.	Potential to upgrade the shared path on the eastern side and link to shared path opposite library on Riley Road across the intersection.	N	
16	Willeri Drive	32°02'23.9"S	115°54'12.5"E	South of intersection with High Road	Maintenance	Bus stop furniture causing potential for clashes between pedestrians and cyclists using shared path.	Upgrade path and provide line marking to slow down cyclists at the stop.	N	
17	Willeri Drive	32°02'23.9"S	115°54'12.5"E	South of intersection with High Road	Maintenance	Issue as above with narrow footpath. Note width of carriageways for potential for on road cycle lane.	Determine route one side of the carriageway noting the width of the existing shared path on the western side and add cycle lane on the road (both directions).	N	
18	Willeri Drive	32°02'44.4"S	115°54'14.8"E	Willeri Drive T with Hossack Avenue	New	Footpath stops abruptly south of the T junction at a bus stop. Pedestrians observed walking along the vegetated reserve to get to the shopping centre to the south.	Connect the footpath along the eastern side of the carriageway for better pedestrian access to the shopping centre.	Y	3
19	Willeri Drive	32°03'13.5"S	115°54'16.2"E	Willeri Drive T with Vellgrove Avenue	Upgrade	Shared path stops with no connection on the eastern side for pedestrians or cyclists. Completes the theme of Willeri Drive which has a relatively wide shared path on the western side which could be upgraded and breaks in limited footpath on the eastern side which could be connected. The road also has no allowance for cyclists, yet there is sufficient width for two lanes of cars passing on the saddle survey.	Upgrade western shared path, connect footpath on eastern side, narrow down lanes on road to provide on road cycle lane.	N	
20	Willeri Drive	32°03'24.0"S	115°54'16.7"E	At Interchange with Roe Highway.	Nil	Good connectivity from the interchange south.	Continue the theme along Willeri Drive to the north.	Y	5
21	Willeri Drive / Bannister Road	32°03'36.9"S	115°54'25.2"E	Intersection	Upgrade	Poor visibility to the west at the intersection for cyclists wanting to get onto Bannister Road from the shared path with no signals for pedestrians / cyclists on the northwest corner.	Provide pedestrian / cyclists crossing at signals.	N	
22	Willeri Drive / Bannister Rd	32°03'36.9"S	115°54'25.2"E	Intersection	Upgrade	No allowance for cyclists to get from shared path to Bannister Road eastbound.	Upgrade intersection to allow for cyclist movements.	N	
23	Bannister Road	32°03'36.9"S	115°54'25.2"E	East and west of Willeri Drive intersection.	New	No on road or off road facilities for cyclists. Narrow footpath on northern side and limited crossing points for pedestrians to access bus stops. No pram ramps to assist with public transport.	Assess footpath on northern side for potential to upgrade to shared path. Provide better connectivity across the carriageway for access to bus stops.	N	
24	Bannister Road	32°03'46.1"S	115°54'14.2"E	West of Willeri Drive intersection.	Upgrade	Another example of no connectivity across carriageway. Also potential to provide shared path on southern side.	Provide safe access across carriageway for public transport. Provide footpath / shared path on southern side.	N	
25	Bannister Road	32°04'19.1"S	115°53'34.6"E	Towards intersection with South Street	New	No cycle facilities as noted previously and poor connectivity on approach to intersection on road.	Assess connectivity to the shared path at South Street in conjunction with any upgrades on Bannister Rd.	N	
26	South Street	32°04'09.6"S	115°53'23.2"E	At interchange with Roe Highway	Nil	Good facilities at interchange with poor connectivity either side.	Provide connectivity to/from shared path for cyclists.	Y	OIL
27	South Street	32°04'05.0"S	115°53'19.1"E	North of interchange with Roe Highway	Upgrade	Change in quality of shared path. Potential to upgrade from Roe Highway interchange to Pinetree Gully Road.	Potential to upgrade to the north and / or provide connection to / from shared path to road.	Y	OIL



28	Pinetree Gully Road	32°04'00.4"S	115°52'41.8"E	Start of section from South Street	New	No on or off road facilities with narrow footpath on western side.	Upgrade footpath on western side or push traffic to centre and provide on road cycle lane.	N	
29	Pinetree Gully Road	32°03'37.3"S	115°52'38.8"E	N/A	Upgrade	Existing footpath close to driveways. No / limited provision on eastern side.	Assess road to add cycle lane as noted above to keep cyclists away from driveway accesses.	Y	2
30	Pinetree Gully Road	32°03'37.3"S	115°52'38.8"E	Willetton School	Nil	Excellent provision and for cyclists with significant number of bikes for school trips.	Incentive to improve routes to the school.	Y	2
31	Pinetree Gully Road	32°03'37.3"S	115°52'38.8"E	Willetton School	Upgrade	Narrow footpath both sides of road and no on road allowance.	Assess route either side of road or on road to better allow for the number of cyclists commuting to school. Upgrade one side to a better standard shared path and/or provide some on road cycle lanes.	Y	2
32	Pinetree Gully Road	32°03'30.7"S	115°52'57.0"E	Intersection with Burrendah Boulevard	New	Upgrades have included a cycle lane on Burrendah Boulevard however there appears to be no allowance for bike start box	Assess potential for provision for cyclists at the intersection.	Y	2
33	Pinetree Gully Road	32°03'19.0"S	115°53'03.2"E	Burrendah Boulevard to Albatross Pass	Nil	Good off-road shared path (approx. 2.0m width).	Assess upgrade of the shared path from Burrendah Boulevard to Apsley Road on western side including the off road section.	Y	2
34	Pine Tree Gully Road / Apsley Road	32°02'52.9"S	115°53'01.9"E	Roundabout	Nil	Good example of allowances at roundabout for cyclists to get off and onto road at roundabout. For other areas to improve.	N/A	Y	2
35	Malindi Street / Acanthus Road and Augusta Street	32°02'36.9"S	115°52'52.7"E	Apsley Road and High Road	New	No provision on road and no allowance for pedestrians and cyclists on western side with narrow (approx. 1.2m) footpath close to driveways on eastern side.	Provide shared path on one side of the road as a minimum.	N	
36	High Road	32°02'19.6"S	115°53'09.7"E	Augusta Street and Herald Avenue	Upgrade	Minimum width (1.8m) shared path / footpath both sides of the road with a very wide road corridor (30m edge of footpath north to edge of footpath south). Limited crossing points for pedestrians (only one break in the median observed) over the approx. 800m long section.	Upgrade shared paths both sides and provide better crossing points adjacent to bus stops.	N	
37	Herald Avenue	32°02'19.5"S	115°53'17.9"E	Herald Avenue	New	No provision on road and no allowance for pedestrians and cyclists on western side with narrow (approx. 1.2m) footpath close to driveways on eastern side.	Provide shared path on one side of the road as a minimum.	N	
38	Apsley Road	32°03'18.8"S	115°52'41.5"E	Karel Avenue to Vahland Avenue	Upgrade	Road upgrades in progress to allow on road cyclist. Too early to fully assess however heading in the right direction with a much safer feel to the cyclists. Potential to include off-road bypass at roundabouts to existing shared path. Parking is allowed adjacent to cycle lane so potential for 'car dooring' to occur.	Good example of road cross section to adopt to a wider network. Allowance should be made at intersections for bike start box and ability for cyclists to exit and re-enter road at roundabouts with upgrades to the off road shared paths at these locations. Sufficient width with buffer should be allowed where parking is adjacent to the cycle lane to reduce the risk of 'car dooring.'	Y	3
39	Vahland Avenue	32°03'16.7"S	115°53'22.3"E	Burrendah Boulevard to High Road	Upgrade	No consistent provision for pedestrians and cyclists along the road corridor with footpath (approx. 1.5m width) starting on western side then stopping at Sinian Crescent and a wider shared path (varies, min approx. 2.0m) starting on eastern side at end of Chaparral Crescent. No allowance for pedestrian to cross the median observed along the entire section.	Upgrade and extend shared path on one or both sides with crossing facilities for pedestrians.	N	

40	Vahland Avenue	32°03'57.9"S	115°53'20.1"E	Access to the South Street PSP	Upgrade	No signage to show the location of the PSP on South Street and along Roe Highway. No provision also for cyclists on road to exit onto existing shared path to easily get to PSP.	In conjunction with any upgrades on Vahland Avenue, allow for access ramps from road to shared path and signage for cyclists to better assess route options as well as advanced signs to indicate upcoming PSP.	Y	OIL
41	South Street	32°04'06.2"S	115°53'20.0"E	Vahland Avenue to Roe Highway	Upgrade	Start of PSP with limited signage on route selection.	Provide better and advanced signage for cyclists to decide on route.	Y	OIL
42	Willeri Drive Northbound	32°02'52.8"S	115°54'14.4"E	Roe Highway to High Road	Upgrade	Relatively good shared path (approx. 3m width from kerb) from Collins Rd to area adjacent to Treecrest Cove. Could be maintained better with sandy verge potential to collect glass and sharp objects leading to punctures.	Maintain section better. Continue same shared path quality to the north.	N	
43	Leach Highway	31°59'55.5"S	115°55'39.2"E	Albany Highway to Orrong Road	Upgrade	Shoulder (approx. 2.5m width) disappears at bridge crossing over Sevenoaks St and Railway Parade with no allowance for cyclists. Very dangerous for cyclists with large portion of heavy vehicles passing in the left lane.	Provide alternative route or extend PSP from Jeffrey Street.	N	
44	Leach Highway	31°59'39.0"S	115°55'45.2"E	Intersection with Welshpool Road	Upgrade	No allowance for cyclists at intersection or along shoulder with narrow lanes. Heavy vehicles passing at green light with around 0.5m clearance and observed checking on wing mirror if he had cleared the cyclist.	Works to extend PSP and provide the grade separated interchange at Leach / Welshpool.	N	
45	Leach Highway	31°59'07.8"S	115°56'05.4"E	Orrong Road	Nil	Provision for cyclists at the exit ramp with different surfacing. Much better from a safety feel and good example of better on-road treatment for cyclists.	N/A	Y	OIL
46	Albany Highway	32°01'01.5"S	115°55'58.6"E	Wharf Street and Fletcher Street	Maintenance	Trees located in centre of path.	Remove tree/Change path location/Install bike lane.	N	
47	Albany Highway	32°01'02.2"S	115°56'01.5"E	Fletcher Street intersection	Upgrade	No marking to show where bike path continues.	Add cyclist markings.	N	
48	Albany Highway	32°01'07.4"S	115°56'08.0"E	First entry to Carousel	Upgrade	Entry ramp to intersection does not line up with crossing in island. Need markings.	Correct alignment. Add cyclist markings.	N	
49	Albany Highway	32°01'07.4"S	115°56'08.0"E	Near 1st entry to Carousel Centre	Maintenance	Pinch point between seat and bus stop	Remove seat.	N	
50	Albany Highway	32°01'10.2"S	115°56'10.5"E	Between 1st and 2nd entry to Carousel	Maintenance	Pinch point between bus shelter and bus stop	Relocate shelter.	N	
51	Albany Highway	32°01'17.6"S	115°56'16.9"E	Intersection with 2nd entry to Carousel	Upgrade	Entry ramp to intersection does not line up with crossing in island. Need markings.	Correct Alignment. Add cyclist markings.	N	
52	Liege Street	32°01'19.0"S	115°56'23.7"E	First Entry to shops	Upgrade	No markings.	Add markings.	Y	OIL
53	Liege Street	32°01'17.1"S	115°56'25.4"E	Second Entry to shops	Upgrade	No markings.	Add markings.	Y	OIL
54	Grose Avenue	32°01'14.3"S	115°56'25.2"E	Close to Liege Street	Maintenance	Significant pothole in path.	Fill in and repave.	N	
55	Grose Avenue	32°01'11.9"S	115°56'22.5"E	Before 1st entry to shops	Maintenance	Bus shelter interrupts path.	Relocate shelter.	N	
56	Grose Avenue	32°01'10.9"S	115°56'21.3"E	1st entry to shops	Upgrade	No markings.	Add cyclist markings.	N	
57	Grose Avenue	32°01'09.4"S	115°56'20.4"E	2st entry to shops	Upgrade	No markings.	Add cyclist markings.	N	
58	Grose Avenue	32°01'02.9"S	115°56'28.3"E	Before Carousel Road	Upgrade	Pylon interrupts path.	Enlarge path and add markings for cyclists to follow around pylon.	N	



59	Carousel Road	32°00'59.8"S	115°56'25.6"E	1 <sup>st</sup> entry to shops	Maintenance	No Markings. Bush causes blind corner meaning cycling speed reduced to walking pace. Very limited lighting.	Add cyclist markings. Remove bush. Install lighting along path.	Y	OIL
60	Carousel Road	32°00'59.8"S	115°56'25.6"E		Upgrade	Very narrow path, interaction with pedestrians/other cyclists is dangerous. Cycling surface is uneven.	Widen path. Improve path surface.	Y	OIL
61	Grose Avenue	32°01'01.0"S	115°56'30.9"E	Crossing After Carousel Road.	Upgrade	No markings.	Add cyclist markings.	N	
62	Grose Avenue near Cannington Station	32°00'51.1"S	115°56'43.9"E		Upgrade	No signage to direct to underpass (very unclear where nearest underpass was located)	Add signage.	Y	OIL
63	Gibbs Street	32°00'50.2"S	115°56'45.0"E	Near underpass	Upgrade	No signage to direct to shopping centre/other landmarks	Add signage.	Y	OIL
64	Gibbs Street	32°00'49.0"S	115°56'46.7"E		Maintenance	Poor riding surface. Path continually interrupted by construction sites/vehicles. Very little lighting along path. No signage to shopping centre/other landmarks.	Add bike lane along road.	Y	OIL
65	Gibbs Street	32°00'45.5"S	115°56'50.9"E	Renou Street intersection	Upgrade	Sharp corner on crossing, very difficult to navigate at the slow speeds it requires.	Change alignment of crossing (or install bike lane on road).	Y	OIL
66	Gibbs Street	32°00'27.6"S	115°57'11.0"E	Near Stephen Street	Maintenance	Part of path has settled and fractured.	Replace path (or install bike lane on road).	Y	OIL
67	Gerard Street	32°00'50.1"S	115°56'56.3"E	Intersection with Renou Street	Upgrade	No markings.	Add cyclist markings.	N	
68	Gerard Street	32°00'52.8"S	115°56'52.8"E		Upgrade	Poor lighting along path.	Install lighting along path (or install bike lane on road).	Y	OIL
69	Guthrie Street	32°00'52.8"S	115°56'52.8"E	Near overpass	Upgrade	Very poor signage to important landmarks.	Install signage.	Y	OIL
70	Lake Street	32°01'01.2"S	115°56'43.1"E		Upgrade	Light poles located on path	Widen path and place markings to direct traffic around poles.	N	
71	Lake Street	32°00'58.4"S	115°56'38.7"E	Near Liege Street	Maintenance	Electrical cable housing in centre of path	Change location of housing or widen path at this point.	N	
72	Railway Parade			Start at Beckenham Station, ride in north-west direction	Nil	PSP was a very pleasant path to ride on – comfortable surface, good width, consistent lighting, and well-marked.	Would encourage extending the PSP further along the train line, and install more signage directing cyclists to PSP.	Y	OIL
73	Railway Parade	32°01'21.7"S	115°57'15.6"E	Near Beckenham station	Upgrade	No signage/cyclist markings – unclear whether path exits on Railway parade/Sevenoaks St.	Install signage indicating where PSP begins (or extend PSP to Beckenham Station).	Y	OIL
74	Railway Parade	32°01'12.7"S	115°57'08.1"E	Start of PSP	Upgrade	No signage to indicate PSP. No markings to direct bike traffic to PSP. No Markings on crossing.	Install signage directing bike traffic to PSP. Add markings to crossing.	Y	OIL
75	Railway Parade	32°00'49.5"S	115°56'42.7"E	Cannington Station	End of trip	Large bike cage, very few free racks.	Install more bike racks.	Y	OIL
76	Railway Parade	32°00'24.9"S	115°56'17.5"E	Queens Park Station	End of trip	Very few bike lockers.	Install more bike racks (Similar to Cannington).	Y	OIL
77	Wharf Street				Upgrade	Path had a very poor riding surface, was uneven, and was made dangerous by objects interrupting path. There was very little lighting on the path, and blind driveways/narrow path width added unnecessary risk.		Y	OIL
78	Wharf Street			Opposite school	upgrade	Faded Markings, no guard rail.	Add cyclist markings, Add guard rail.	Y	OIL
79	Wharf Street			Crossing near Albany Highway	Crossing	No markings on crossing.	Add cyclist markings, Add guard rail.	Y	OIL

80	Fleming Avenue	32°01'02.8"S	115°55'35.8"E		Upgrade	<ul style="list-style-type: none"> <li>Existing cycle canes not up to standard – 1.5m.</li> <li>Missing bicycle stencil marking on bicycle lane.</li> <li>1-2 Local bike route signage observed – grossly insufficient.</li> <li>Cycle red treatment looking a bit 'washed out'.</li> <li>Lack of signage at Fern Road junction – advising cyclists of destinations west &amp; north of intersection.</li> <li>Lack of signage at Kent Street junction indicating Canning River Café/ Kent St Weir/ Castledare as local destinations.</li> <li>Cycle lanes just terminate on approach to Manning Road.</li> </ul>	<ul style="list-style-type: none"> <li>Create wider cycle lanes by reducing verge/ median widths.</li> <li>Add in bicycle stencil markings.</li> <li>Additional signage.</li> <li>Intersection treatment at Fleming Avenue/ Manning Road.</li> <li>Existence of a parallel shared path between Fern Road and Kent Street leading into Gledhill Way. This route should be explored further as an alternative to Fleming Avenue. Especially when buses commence operations on Fleming Avenue.</li> <li>Strong desire line from Fleming Avenue to Chapman Road across Leach Hwy.</li> <li>MRWA has identified Shelley Bridge as a greater priority – Leach/ Manning Rd intersection upgrade not happening anytime soon.</li> </ul>	Y	OIL
81	Fern Road	32°01'02.6"S	115°55'12.8"E		Upgrade	<ul style="list-style-type: none"> <li>Shared path does not continue to Fleming Avenue.</li> <li>Shared path not line-marked and sign-posted.</li> <li>Existing chicanes lack reflective markings.</li> </ul>	<ul style="list-style-type: none"> <li>Extend shared path to Fleming Avenue (eastwards).</li> <li>Extend shared path to Riverton Drive E (westwards).</li> <li>Add reflective markings to chicanes.</li> <li>Add line-marking where necessary.</li> </ul>	Y	4
82	Fern Road	32°01'01.7"S	115°55'15.6"E	Rose Place	Upgrade	No bike markings on the road. Shared path Rose Pl exists. It wasn't line marked.	<ul style="list-style-type: none"> <li>Put markings indicating shared path.</li> <li>Add markings on path.</li> </ul>	Y	4
83	Hyland Avenue	32°01'10.7"S	115°54'51.4"E		New	<ul style="list-style-type: none"> <li>Adjacent to a park.</li> <li>Small footpath leading from Hyland Place to Leach Highway.</li> <li>Road is devoid of footpaths.</li> </ul>	<ul style="list-style-type: none"> <li>Potential Bike Boulevard treatment.</li> <li>Need to have a footpath.</li> </ul>	N	
84	Leach Highway	32°01'06.2"S	115°54'47.1"E		Upgrade	<ul style="list-style-type: none"> <li>1.5m footpath on both sides of Leach Highway.</li> <li>Footpath into Bungaree Road terminates at the intersection.</li> <li>Tight corners at Bungaree Road/ Leach Highway section – blind spot for oncoming cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>Poor cycling environment.</li> <li>Widen footpath into a shared path.</li> <li>Install guard rails along Leach Highway for increased safety to pedestrians/ cyclists.</li> <li>Treatments along crossovers for properties abutting Leach Highway.</li> <li>Improve footpath around Leach Highway/ Bungaree Road intersection.</li> </ul>	N	
85	Overhead bridge at Wilson Primary School	32°01'06.2"S	115°54'47.1"E	Leach and Wilson Primary School	Upgrade	<ul style="list-style-type: none"> <li>Pedestrian overhead bridge across Leach Highway – 1.8m wide.</li> <li>Rear access to Wilson Primary School.</li> <li>Bus stop.</li> <li>Needs to be lighting at overhead bridge, bridge will be dark at night.</li> <li>No signage indicating bridge use for bikes (are bikes allowed to use or not? If yes, should we push our bikes?). Riding on the bridge felt unsafe to me, I pushed the bike instead. Bridge is too narrow for bikes.</li> <li>Lack of signage advising cyclists to push bicycle across the bridge.</li> </ul>	<ul style="list-style-type: none"> <li>Provide lightings on bridge and near the entrance/exit of bridge as they are not obvious to spot at night.</li> <li>Provide signs advising cyclists to dismount and walk bike over the bridge.</li> <li>Widen entrance to Wilson Primary.</li> <li>Upgrade footpath to Wilson Primary (currently old and narrow).</li> <li>Fund upgrades to Wilson Primary via Connecting Schools Grants Program.</li> </ul>	N	

86	Bungaree Road	32°00'50.1"S	115°54'17.3"E	Manning Road and Leach Highway	Upgrade	<ul style="list-style-type: none"> <li>• Footpath on west side of road (mostly).</li> <li>• A few round-a-bouts along the way.</li> <li>• Bus stops – a number of Bus services.</li> <li>• Relatively high volumes of traffic when identifying on-road cycling options.</li> <li>• Large number of crossovers.</li> <li>• Any cycle infrastructure on Bungaree Road is likely to be used by students at nearby Wilson Primary.</li> <li>• No markings for crossing.</li> <li>• Marking was on footpath.</li> </ul>	<ul style="list-style-type: none"> <li>• Shared path on the east side of Bungaree Road.</li> <li>• Improve path around Leach Highway intersection.</li> <li>• Treatment over cross-overs.</li> <li>• Draw markings on road.</li> <li>• Review existing marking.</li> </ul>	Y	OIL
87	Manning Road (crossing Manning Road)	32°00'44.1"S	115°54'55.9"E		Upgrade	<ul style="list-style-type: none"> <li>• Footpaths on both sides of the road.</li> <li>• High traffic volumes means long time to cross the road.</li> <li>• No markings on either side indicating bike path.</li> </ul>	<ul style="list-style-type: none"> <li>• Poor cycling environment.</li> <li>• Signalise the intersection – costly.</li> <li>• Redraw markings, some are already fading.</li> </ul>	Y	OIL
88	Farnham Street	32°00'44.1"S	115°54'02.4"E	Lawson St	New	<ul style="list-style-type: none"> <li>• Local street.</li> <li>• Footpath on one side of the road.</li> <li>• Bus stops.</li> <li>• Steep hill – but only for a short distance.</li> <li>• Need to cross Lawson St which can get busy.</li> <li>• Can't see traffic very well at this intersection due to the bus stop blocking the view of incoming traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• Good cycling environment.</li> <li>• Low traffic volumes.</li> <li>• Potential Bike Boulevard treatment.</li> <li>• Install a hump on Lawson Street on approach to the intersection.</li> <li>• Move the bus stop.</li> </ul>	N	
89	Earl Street	32°00'38.8"S	115°53'52.0"E		New	<ul style="list-style-type: none"> <li>• Quiet street with a footpath on one side of the road.</li> </ul>	<ul style="list-style-type: none"> <li>• Good cycling environment.</li> <li>• Low traffic volumes.</li> <li>• Potential Bike Boulevard treatment</li> </ul>	N	
90	Canning College Car Park to Curtin	32°00'30.9"S	115°53'46.2"E		End of trip	<ul style="list-style-type: none"> <li>• No cycle infrastructure – apart from riding in a car park.</li> <li>• Could not find cycling End-of-Trip facilities within Canning College.</li> <li>• Safety issues of riding in a car park – who bears responsibility in the event of an accident.</li> <li>• Some areas of the car park is quite difficult to build a shared path without significant earthworks or taking out parking lots.</li> <li>• Need to install bike parking.</li> <li>• Footpath linking Canning College to Curtin too narrow.</li> <li>• Cycle crossing on Brand Drive leads into a footpath.</li> <li>• Had to cycle through Canning College carpark to access Curtin. No obvious bike path or bike routes leading to Curtin University at this location. Bike route access is not completely obvious.</li> </ul>	<ul style="list-style-type: none"> <li>• Good cycling environment.</li> <li>• Car Park mostly empty.</li> <li>• A shared path or slow speed zone treatment in the car park.</li> <li>• Install humps in the car park.</li> <li>• Install end of trip facilities at Canning College.</li> <li>• Need to look at how cyclists are fed into Curtin – internal study of cycling infrastructure in Curtin.</li> <li>• Works to the car park could be funded through Connecting Schools Grants Program.</li> <li>• Curtin Uni &amp; Canning College technically sit in Vic Park LGA boundary – unsure if still within scope.</li> <li>• Build bike path for cyclist to enter Curtin grounds directly.</li> </ul>	Y	4, 5
91	Canning College	32°00'35.8"S	115°53'48.6"E		End of trip	<ul style="list-style-type: none"> <li>• No obvious bike rails or facility at Canning College.</li> <li>• Expected some bike rails as some students frequently use the college.</li> </ul>	<ul style="list-style-type: none"> <li>• Build bike rails.</li> </ul>	Y	4, 5
92	Hayman Road	32°00'18.8"S	115°53'49.0"E		Upgrade	<ul style="list-style-type: none"> <li>• Footpath on one side, shared path on the other side.</li> <li>• Bike parking near the bus port.</li> <li>• Crossing Hayman Road as there is a strong desire line to enter Adie Court.</li> <li>• Significant number of buses entering the bus port.</li> <li>• Cycling in the vicinity of the bus port is near impossible.</li> <li>• Construction going on nearby – temporary issue.</li> <li>• Refuge island width not wide enough (less than 2m) to accommodate bike.</li> </ul>	<ul style="list-style-type: none"> <li>• Poor cycling environment.</li> <li>• Install traffic signals</li> <li>• Add a shared path on the east-side of Hayman Road.</li> <li>• Need to study cycle movements within Curtin University.</li> <li>• Unsure but Cardno may have done a study of end of trip facilities at Curtin.</li> <li>• Widen island to accommodate bikes.</li> </ul>	Y	OIL

93	Adie Court	32°00'10.1"S	115°53'57.6"E		New	<ul style="list-style-type: none"> <li>• Footpath on one side of the road .</li> <li>• Cycling on footpath an issue with a number of elderly people living in the area.</li> <li>• Cycling on roads an issue as a significant number of buses plying on Adie Court.</li> <li>• Access into Jarrah Road needs to be made clearer that cyclists can use it as well – sign permits only buses and taxis.</li> </ul>	<ul style="list-style-type: none"> <li>• Poor cycling environment.</li> <li>• Main bus route into Curtin.</li> <li>• Potentially buffered bike lane.</li> <li>• Possibly bike boulevard treatment.</li> </ul>	Y	1
94	Jarrah Road	32°00'11.5"S	115°54'09.2"E	Hill View and Boundary road	Upgrade	<ul style="list-style-type: none"> <li>• Bicycle lanes on both side.</li> <li>• Footpath on both side.</li> <li>• Bicycle lanes terminate on approach to Hillview Terrace.</li> <li>• Signalised intersection at Hillview Terrace.</li> <li>• Need to address how cyclists are better fed into the intersection with Hillview Terrace.</li> <li>• Strong desire line to continue cycling onto Boundary Road and Hillview Terrace as well.</li> <li>• Lack of cycle lanterns at signals on Hillview Terrace.</li> <li>• Pedestrian/bike crossing lights missing for one side of the road (button exists but indicating lights do not exist).</li> </ul>	<ul style="list-style-type: none"> <li>• Good cycling environment.</li> <li>• Install cycle lanterns at Hillview Terrace intersection.</li> </ul>	Y	1
95	Boundary Road	32°00'08.4"S	115°54'26.0"E		Nil	<ul style="list-style-type: none"> <li>• Footpath on one side of the road, extremely steep slope.</li> <li>• Curtin Cabs bus route.</li> <li>• Extremely steep slope.</li> </ul>	<ul style="list-style-type: none"> <li>• Average cycling environment, steep hill at start of Boundary Road, quiet local street, bike lanes.</li> <li>• Steep hill on at start of Boundary Road.</li> <li>• Quiet local street.</li> <li>• Bike lanes.</li> </ul>	Y	1
96	Chapman Road	32°00'10.1"S	115°54'39.4"E		Crossing	<ul style="list-style-type: none"> <li>• Footpaths on both sides of the road.</li> <li>• Quite busy road.</li> <li>• Bus route – bus stops.</li> <li>• Houses abutting Chapman Road.</li> <li>• Need to address Chapman Road/ Wyong Road intersection – cars speed up on approach.</li> </ul>	<ul style="list-style-type: none"> <li>• Good cycling environment.</li> <li>• Round-a-bouts along the way.</li> <li>• Buffered bike lane.</li> </ul>	N	

\*1, 2, 3, 4, 5 = Routes 1 to 5; OIL = Other Identified Links. Refer to Appendix G for recommended treatments of route sections.

## Appendix C. School Survey Results

Question	Shelley PS	Lynwood SHS	Bannister Creek PS	Queen of Apostles PS
What is the percentage of students riding to/from school (with parents or by themselves)?	5% or more	5% or more	5% or more (65 children)	2-3%
What is the percentage of students walking to/from school (with parents or by themselves)?	20% or more	15-20%	20% or more (100 children)	<5%
How many bicycle parking/ storage spaces does the school have (for bicycle riders to use)	15 or more	15 or more	15 or more Need more. 40 spaces, 65 regular riders.	5-10
How many showers/changing facilities does the school have (for bicycle riders to use)?	None	10-15	<5	None
Has the school got plans to upgrade shower/changing facilities for bicycle riders in the near future?	No No funds from DoE for this	No	No	No No funding and not the demand
What programmes does the school currently have to encourage active travel (walking/cycling/public transport)?	Cycle/Walk/Scoot to school days. Bike Ed program for Year 5-6.	Provision of secure bike rack. Health education programs encourage active travel to/from school.  Increase in number of buses travelling through Langford, in addition to public buses.	Travel Smart school. SDERA (School, Drug and Road Aware) initiatives. 'Walk/Ride to School Days' supported by 80% of our students. 'Walking School Bus' Weekly Walking Wednesday where we collect data on students walking or riding to school and award incentive prize draws.	"Walk to School Day" initiative
Are there direct and adequate bicycle routes to/from school? Which bicycle routes are most frequently used by students?	No direct bicycle routes to school, Students use paths leading to the school for access.	Routes are adequate. Distance is the main issue. Along Metcalfe Road from both the Ferndale and Parkwood ends. Nicholson Road and High Road from both directions. Also via Romney Way and Gama Court.	Routes not adequate. 223 of our students cross Metcalfe Road daily.	No direct routes. Only 5-6 children ride bikes and they come via different routes.
Are there safe crossing points at/or near the school? Where about are they?	Crossing with a Traffic Warden on the corner of Tribute and Monota Ave. Students who live in Riverton have to cross Leach Highway near Nurdi Park, this is a very dangerous crossing.	Traffic signals on the High and Metcalfe Road intersection. Traffic warden on Metcalfe Road near Zerkova Way.	No marked crossings on roads bordering the perimeter of the school. Frequent parent complaints about the lack of safe pedestrian crossings on Metcalfe Road.	Corner of Tribute Street and Tudor Ave
Are there direct and adequate walking routes to/from school? Which walking routes are most frequently used by students?	There are paths that allow students to access the school from all directions.	Adequate shared paths surrounding the school. Similar to the riding routes with the additional routes through Romney Way	Pathways leading to school.	Yes. Almost no children walk to school – maybe 4-5 in total.

Question	Shelley PS	Lynwood SHS and Gama Court	Bannister Creek PS	Queen of Apostles PS
What do you consider the quality of bicycle routes, shared paths and footpaths around the school?	Bicycle routes – Poor Shared paths – Medium Footpaths - Medium	Bicycle routes – None Shared paths – High Footpaths - High	Bicycle routes – Poor Shared paths – Medium Footpaths - Medium	Bicycle routes – None Shared paths – None Footpaths – Medium
Would you encourage students or staff to cycle or walk more if the right infrastructure was available?	Yes	We encourage students and staff to ride now – the health aspect, lessen traffic congestion from cars etc.	Yes. We hold Walk/Ride to school days to promote active alternatives to driving to school.	Yes
What do you consider the top three key factors that stop people from walking or cycling to/from school?	Convenient Weather Time (longer to walk/cycle than being dropped off by car)	Distance Weather Time (longer to walk/cycle than being dropped off by car)	Safety/security Lack of confidence/riding skills Lack of safe road crossing points Lack of good cycling routes/footpaths	Distance Safety/Security Convenient
Any other comments you may have	It would be good to see a City of Canning Cycling/Walking liaison officer to coordinate with schools to encourage cycling/walking to school.		<p>223 students live on the other side of Metcalfe Road, our community would like safe pedestrian crossing points on Metcalfe Road. Ideally these would link with pathways leading to the school. Many children also cross Lynwood Ave where there are no designated safe crossings.</p> <p>Many complaints from parents about limited parking around the school perimeter. Waiting confirmation from the Council for developing a set Down/Pick up area outside our school. Parents are encouraged to park further from the school at Woodford Park but the lack of a crossing between Woodford Road and the school grounds hinders parents from using this option.</p> <p>I would like to have more opportunities to provide feedback on a variety of issues.</p>	



## Appendix D. Community Survey Results

Figure A1: What modes of transport do you most commonly use?

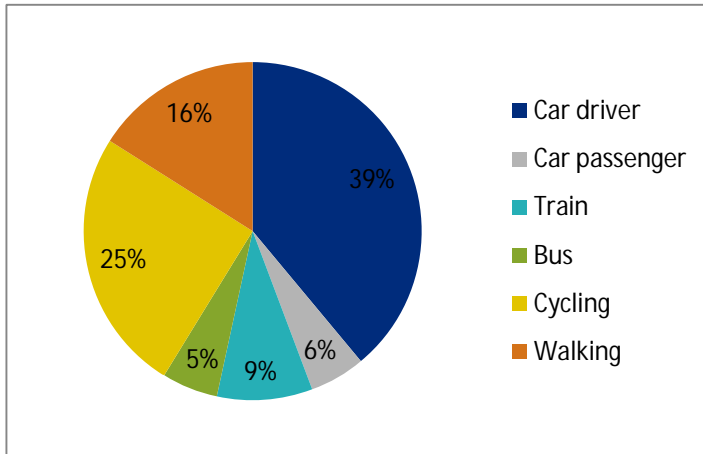


Figure A2: Do you currently cycle?

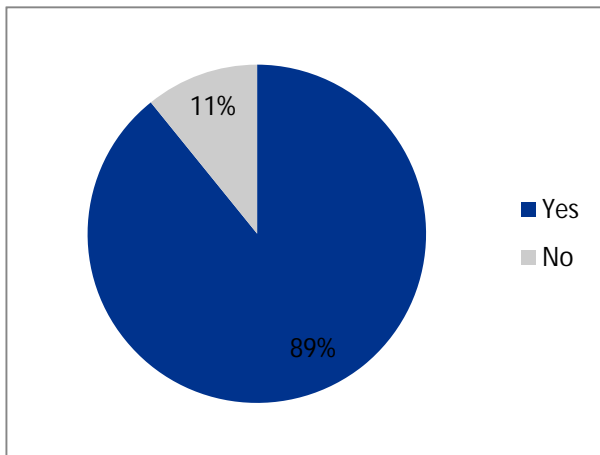


Figure A3: What is the main reason you cycle?

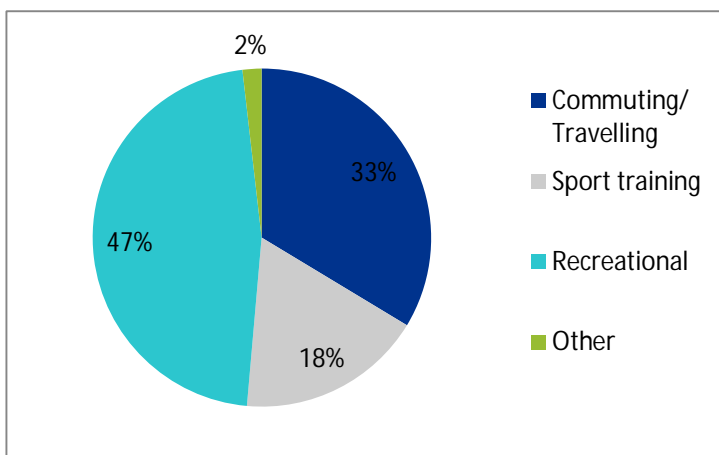


Figure A4: Do you own or have access to a bicycle?

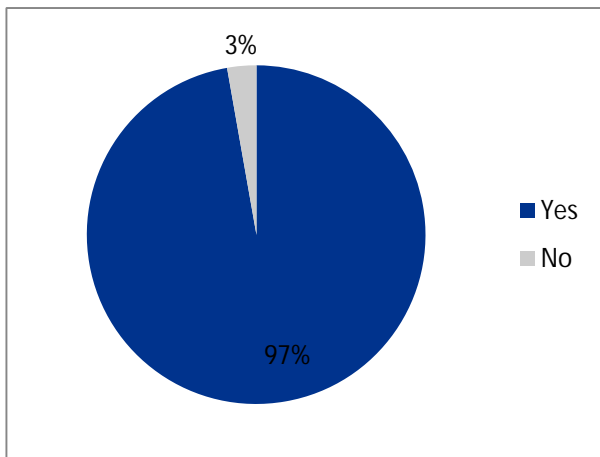


Figure A5: how often do you use your bicycle?

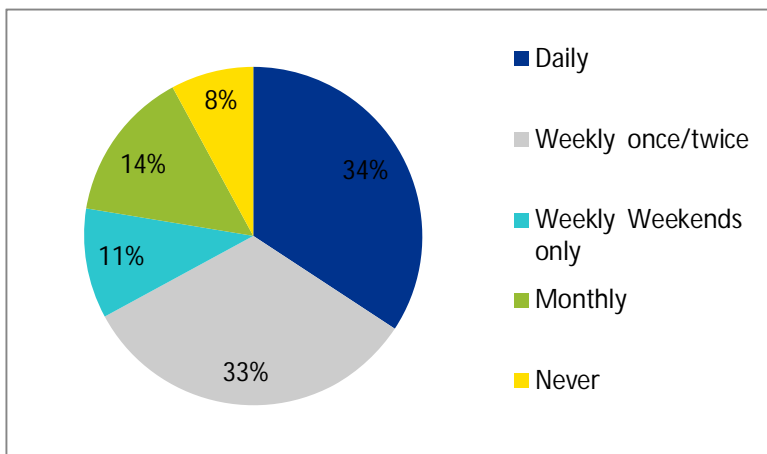


Figure A6: How would you rate your level of riding skill on a scale of 1 (low) to 10 (high)?

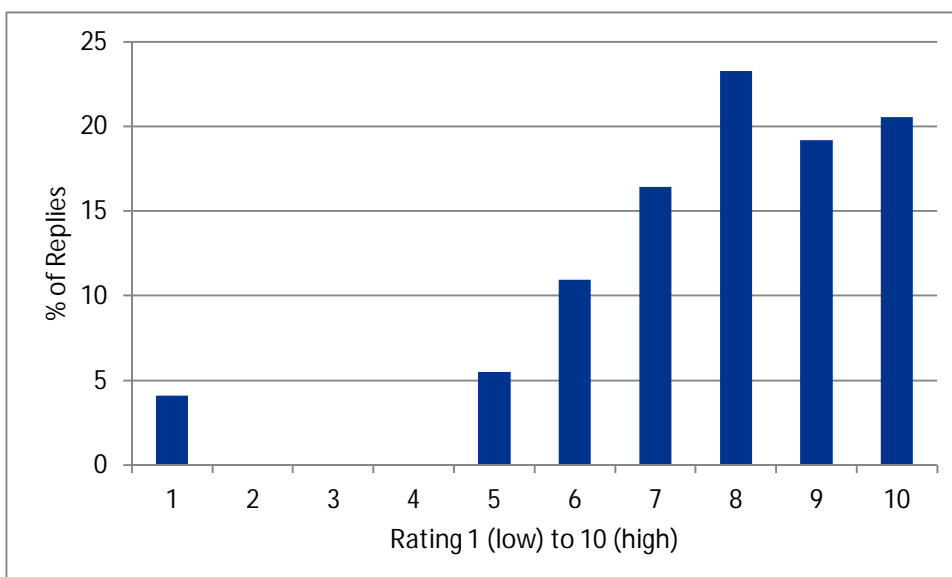


Figure A7: What are the key destinations for cycling?

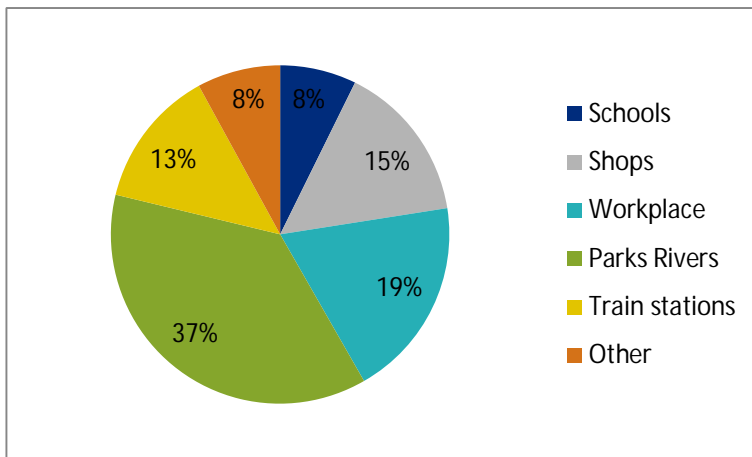


Figure A8: What are the barriers to cycling in Canning?

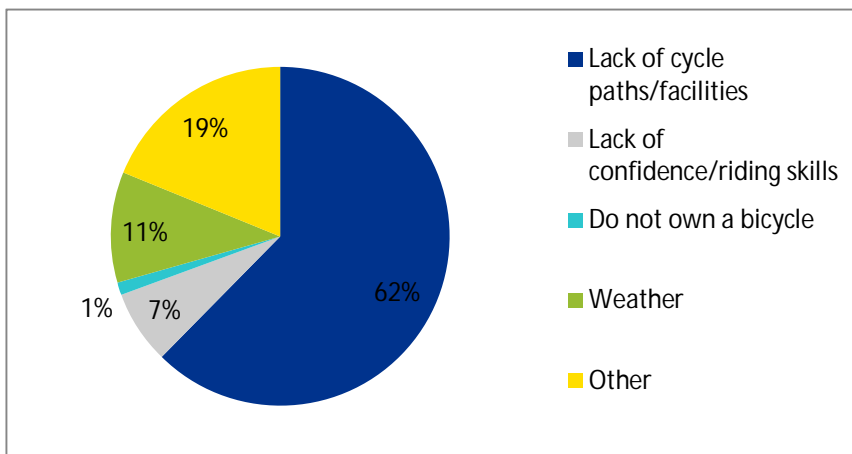


Figure A9: Would you consider cycling more if the right infrastructure was available?

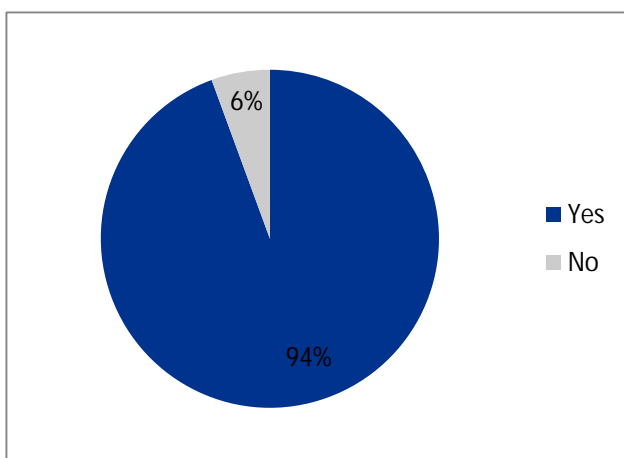


Figure A10: How far do you consider is too far to ride?

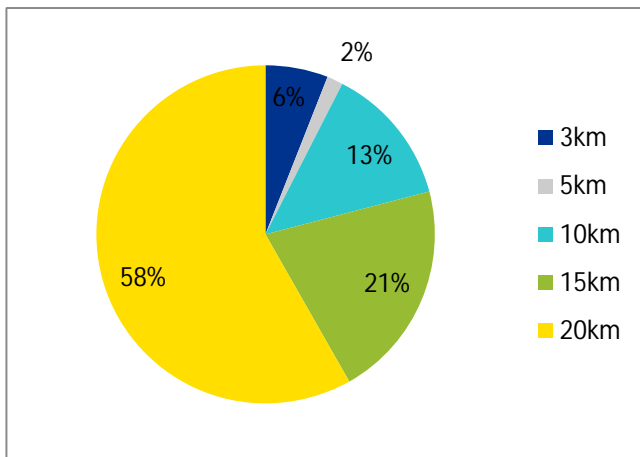


Figure A11: How often do you walk as a mode of transport?

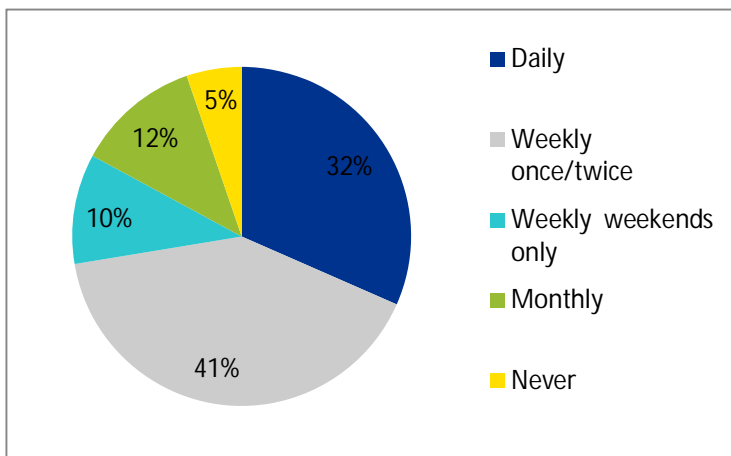


Figure A12: How far do you consider is too far to walk?

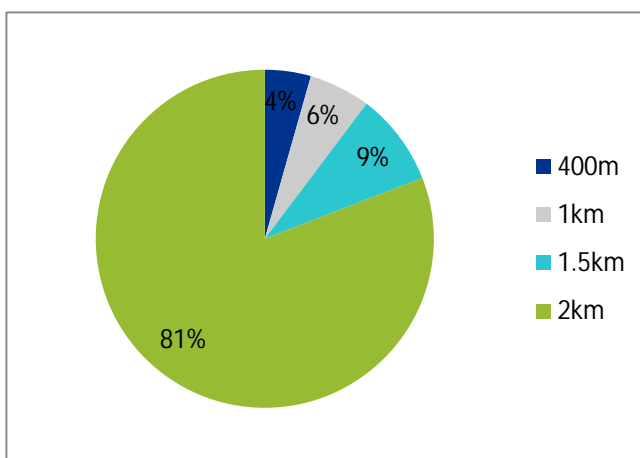


Figure A13: What are the barriers to walking in Canning?

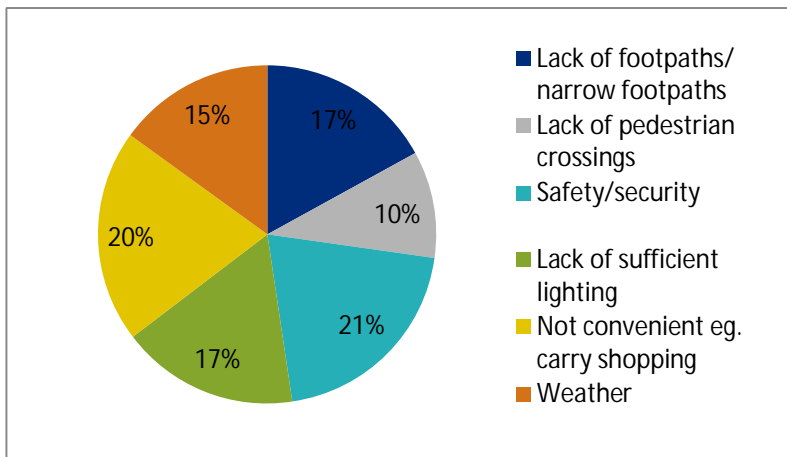


Figure A14: Would you consider walking more if the right infrastructure was available?

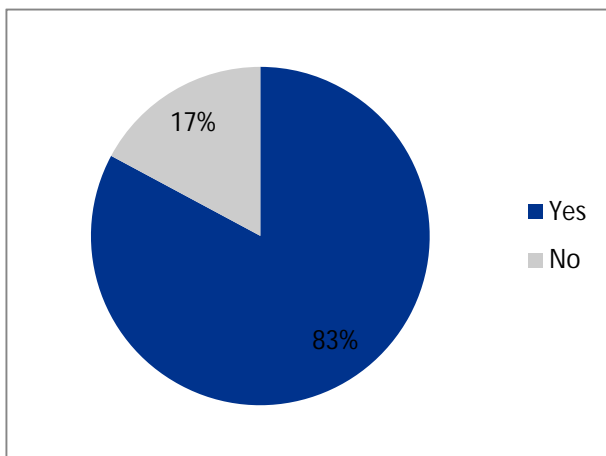
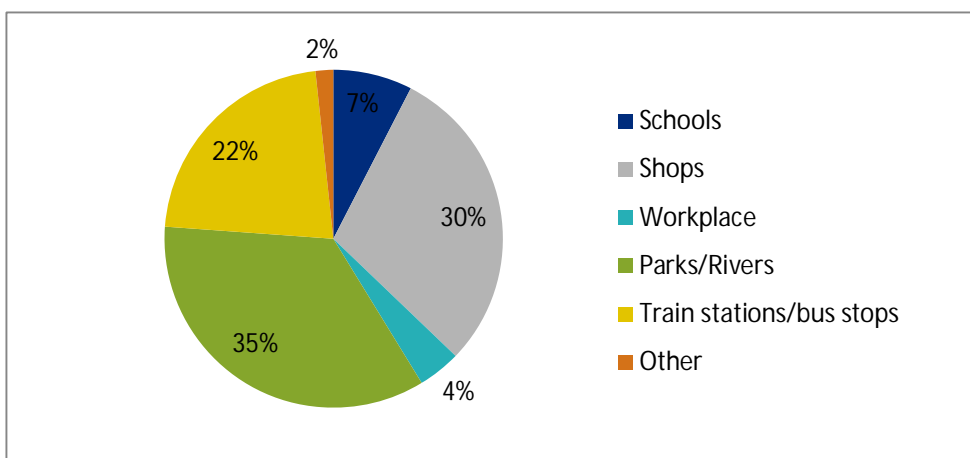


Figure A15: What are the key destinations for walking?



## Appendix E. Community Identification of Places Needing Cycling and Walking Improvements

ID	Street Name	Lat	Long	Section Between	Category	Issues	Considered in Plan?	Route*
1	Shelley Foreshore Shared Path	32°01'23.0"S	115°53'30.2"E	Second Avenue and Zenith Street	Nil	Good for pedestrians. Design is such that it is difficult for cyclists to go fast.	Y	OIL
2	Shelley Foreshore Shared Path	32°02'30.6"S	115°51'43.7"E	Second Avenue and Wilber Street	Cyclist Pedestrian conflict	Not good for pedestrian safety. Design of path encourages cyclists to speed.	Y	OIL
3	Riverton Drive West	32°02'17.9"S	115°51'39.3"E		Cyclist Pedestrian conflict	Speeding cyclists (more than 30km/h) and groups of cyclists on the shared path endanger walkers and children.	Y	OIL
4	Shelley Foreshore Shared Path	32°02'17.9"S	115°51'39.3"E		Cyclist Pedestrian conflict	Speeding cyclists endangering walkers and children.	Y	OIL
5	Albany Highway	32°01'36.9"S	115°56'42.3"E	Nicholson Road	Crossing	Difficult for pedestrians to cross. A lot of traffic, no shelter if raining.	N	
6	Vahland Avenue	32°02'20.2"S	115°53'36.4"E		New	No on road bike lanes.	N	
7	Willeri Drive	32°02'51.8"S	115°54'14.3"E	Killara Avenue to Riverton Forum	New	No on road bike lanes.	N	
8	Nicholson Road	32°01'56.6"S	115°56'14.2"E		New	No on road bike lanes.	Y	OIL
9	Sevenoaks Street	32°01'21.9"S	115°57'14.6"E	Near Beckenham Station	New	No on road bike lanes.	Y	OIL
10	Shelley Bridge/Leach Highway	32°01'25.3"S	115°54'05.4"E	Shelley Bridge to Orrong Road	New	No commuter cyclist path to link with State Government path at Orrong Road.	Y	OIL
11	High Road/Metcalf Road	32°02'29.2"S	115°55'08.3"E	Riverton Forum to Nicholson Road	Upgrade	No direct link from Riverton to Nicholson Road (ie. Not a scenic long loop river foreshore trip). Better lighting on Metcalfe Road.	N	
12	Shopping Centres				End of trip	Lack of sheltered bike parking.	Y	
13	Footbridge over Canning River to Ferndale	32°01'21.7"S	115°55'57.8"E		Upgrade	Needs better lighting.	Y	2
14	Albany Highway	32°01'28.7"S	115°56'28.5"E	Liege Street to Nicholson Road	Crossing	Where to cross road?	N	
15	Willeri Drive/Vellgrove Ave	32°03'13.5"S	115°54'16.3"E		Maintenance	Sand encroaches on paths.	N	
16	Shelley Bridge/Leach Highway	32°01'25.3"S	115°54'05.4"E		Upgrade	Not wide enough, only allows for one way traffic.	Y	OIL
17	Leach Hwy	32°01'25.3"S	115°54'05.4"E		Maintenance	Path is often not clean and unmaintained surfaces cause punctures.	N	
18	Acanthus Road	32°02'36.8"S	115°52'47.7"E		Maintenance	Overgrown vegetation narrows path.	N	
19	Curtin University/Canning LGA Interface	32°00'41.0"S	115°53'48.5"E		Upgrade	Nominated "bicycle friendly streets" on the Curtin/Canning interface are really not friendly enough.	Y	1, 4, 5
20	Curtin University/Canning LGA Interface	32°00'41.0"S	115°53'48.5"E		Upgrade	Lack of walking.	Y	1, 4, 5
21	Curtin University/Canning LGA Interface	32°00'41.0"S	115°53'48.5"E		Nil	Signature projects.	Y	1, 4, 5
22	Curtin University/Canning LGA Interface	32°00'41.0"S	115°53'48.5"E		Nil	Funding.	Y	1, 4, 5
23	Curtin University/Canning LGA Interface	32°00'41.0"S	115°53'48.5"E		New	Residential street speed limit.	Y	1, 4, 5
24	Metcalf Road	32°02'17.5"S	115°55'22.0"E		Crossing	Routes not adequate, especially with 223 of 560 of our students crossing Metcalfe Road daily. Frequent parent complaints about the lack of safe pedestrian crossings on Metcalfe Road.	Y	3
25	Woodford Road	32°02'24.5"S	115°55'49.5"E	Purley Crescent	Crossing	No marked crossings on roads bordering the perimeter of the school.	Y	3
26	Lynwood Ave	32°02'24.5"S	115°55'49.5"E		Crossing	No designated safe crossing point.	Y	3
27	General Area	32°02'26.5"S	115°55'44.5"E		New	Lacking of linking pathways to the school.	Y	3
28	Metcalf Road, Nicholson Road, High Road, Romney Way and Gama Court.	32°02'26.7"S	115°55'05.4"E		New	Lack of bike routes to the school.	Y	3
29	Tribute Street, Tudor Avenue	32°01'50.4"S	115°53'41.2"E		New	No bike routes or shared paths. Footpaths of medium quality.	Y	OIL
30	Leach Highway	32°02'04.6"S	115°53'01.9"E	Near Nurdi Park	Crossing	Dangerous for students/parents to cross Leach Highway to Shelley side from Riverton side.	N	
31	General Area	32°01'52.1"S	115°53'08.8"E		New	Lack of bike routes to the school.	Y	OIL
32	Mason Street	32°01'11.2"S	115°55'51.7"E		Upgrade	Prone to Flooding. When it is flooded, no-one can walk/cycling through the path without getting wet feet.	N	
33	Bywater Way	32°01'45.3"S	115°54'32.5"E	Watts Road to Bywater Way Wilson	New	Promised footpath/cycleway from Watts Road to Bywater Road would be appreciated.	Y	OIL
34	Vahland Avenue	32°01'55.1"S	115°53'35.6"E	Corinthian Road East to Tribute Street East	Cyclist Pedestrian conflict	Cyclists riding on footpath expect pedestrians to move onto the verge to let them go by.	N	
35	Corinthian Road East	32°02'02.4"S	115°53'45.2"E	Leach Avenue and Tricourt Grove	Cyclist Pedestrian conflict	Cyclists riding on footpath expect pedestrians to move onto the verge to let them go by.	N	



36	Tudor Ave South	32°01'55.8"S	115°53'40.7"E	Kareela Road and Anona Place	Cyclist Pedestrian conflict	Cyclists riding on footpath expect pedestrians to move onto the verge to let them go by.	N	
37	Tribute Street East	32°01'50.3"S	115°53'44.6"E	Tudor Ave South and Marjorie Avenue	Cyclist Pedestrian conflict	Cyclists riding on footpath expect pedestrians to move onto the verge to let them go by.	N	
38	Riverton Drive East	32°01'45.5"S	115°53'59.9"E	Barbican Street East and Tribute Street East	Cyclist Pedestrian conflict	Cyclists riding on footpath expect pedestrians to move onto the verge to let them go by.	Y	5
39	Fern Road	32°01'24.1"S	115°54'41.4"E	Hollis Road to Bow Street	Crossing	There is a curve in the solid centre line on the road which motorists continuously drive over on the wrong side of the road, especially heading west. This is dangerous for pedestrians crossing, cyclists and motorists driving the other way.	Y	4
40	Fern Road	32°01'40.2"S	115°54'06.1"E	Riverton Bridge	Cyclist Pedestrian conflict	A large number of cyclists, a lot of them in large groups use the road along Fern Road, from the bridge to Fleming Avenue, and very few use the dual cycleway. As Fern Road isn't wide and curves and has speed humps it makes it dangerous for cyclists and motorists. Why do we build more cycle ways when cyclists insist on cycling on the road? On the other hand, some cyclists who use the dual use path ride extremely fast and do not use their bells when coming up behind a pedestrian.	Y	4
41	Fern Road	32°00'57.8"S	115°55'29.8"E	Near intersection of Fleming Avenue	Cyclist Pedestrian conflict	A large number of cyclists, a lot of them in large groups use the road along Fern Road, from the bridge to Fleming Avenue, and very few use the dual cycleway. As Fern Road isn't wide and curves and has speed humps it makes it dangerous for cyclists and motorists. Why do we build more cycle ways when cyclists insist on cycling on the road? On the other hand, some cyclists who use the dual use path ride extremely fast and do not use their bells when coming up behind a pedestrian.	Y	4
42	Kent Street	32°01'12.2"S	115°55'21.3"E		Cyclist Pedestrian conflict	Problem on Saturday mornings with Park Run people parking along the dual use path. Pedestrians with prams and/or dogs and/or children and cyclists have to dodge and guess where cars are going (and vice versa).	Y	OIL
43	Bywater Way	32°01'30.6"S	115°54'50.9"E		New	Promised walkway from Bywater Way through to Kent Street will be welcome.	Y	OIL
44	Fern Road	32°01'39.2"S	115°54'07.9"E	Riverton Bridge	New	There is a footpath on each side of Fern Road but not a dual footpath which allows for cyclists and pedestrians. Fern Road especially on Saturday mornings is busy with groups of cyclists but where are they expected to go?	Y	5
45	Leach Highway	32°02'03.9"S	115°53'01.3"E	Beatrice Ave and Shelley Primary	Maintenance	Footpath along here is damaged from tree roots and quite bumpy.	N	
46	Leach Highway	32°02'17.2"S	115°52'42.3"E	Burnham Way and Beatrice Avenue	Maintenance	Footpath along here is damaged from tree roots and quite bumpy.	N	
47	Acanthus Road	32°02'37.4"S	115°53'00.8"E	Near Gympie Way	Upgrade	The roundabout that was placed here recently is very dangerous for cyclists. The roadway is narrow and if an inexperienced driver tries to enter the roundabout when a cyclist is present it is likely to result in a collision. Another dedicated lane for cyclists on the outside of the roundabout is required to make it safe.	N	
48	Albany Highway	32°00'41.2"S	115°55'34.3"E	Near Hamilton Street	New	Overpasses needed for crossing Albany Highway, makes crossing safer for both pedestrians and cyclists.	Y	OIL
49	Albany Highway	32°00'52.3"S	115°55'41.5"E	Near Kent Street	New	Overpasses needed for crossing Albany Highway, makes crossing safer for both pedestrians and cyclists.	N	
50	Hamilton Street	32°00'16.0"S	115°56'04.6"E	Near Sevenoaks Street	Crossing	Pedestrian\Cyclist Crossing lights are needed here as are signs explaining that Pedestrian\Cyclists on the shared path have right of way over motorists turning left.	Y	OIL
51	Sevenoaks Street	32°00'27.3"S	115°56'19.2"E	Queens Park Station	End of trip	Ask Transperth to put in a secured Bike Locker at Queens Park Station.	Y	OIL
52	Fern Road	32°01'18.7"S	115°54'48.7"E	Near Bungaree Road	Upgrade	Existing cycle path along Fern Road travelling towards Riverton runs out in a sandy patch at the roundabout at Bungaree Road. The path should lead onto the corner at Castledare Place and the cycle path should be continued along Fern Road where it is currently a little used walking path. This would allow for a safe circuit around the river using Kent Street Weir bridge and Riverton Bridge as most of the circuit is on cycle path. This crossing is particularly dangerous when travelling in the reverse direction and trying to ride back onto the cycle path across Fern Rd on-coming traffic after negotiating the roundabout.	Y	4
53	Riverton Drive East	32°01'49.1"S	115°54'00.7"E	Near Tribute Street East	Upgrade	This footpath should be widened to also allow cycling. It is too dangerous for cyclists to use Riverton Drive. The lanes are not wide enough for motorised traffic especially buses and trucks to pass cyclists. If the motorised vehicle does not pass, the overall traffic is held up.	N	
54	Fern Road	32°01'26.1"S	115°54'37.7"E	Near Hollis Road	Upgrade	Fern Road between Riverton Bridge and Bungaree Road should have a wide cycleway and pedestrian path. The path should be on the other side of Fern Road to avoid the need to cross over Bow Street and Hollis Road. Cyclists should be required to use the cycleway and not ride their bikes on Fern Road as this often causes a significant delay to traffic.	Y	4

55	Leach Highway	32°02'22.2"S	115°52'36.0"E	Burnham Way and Beatrice Avenue	Maintenance	Extensive maintenance is required on this joint cycleway and footpath between Beatrice Avenue and Fifth Avenue.	N	
56	Kalangedy Drive	32°02'17.8"S	115°53'03.5"E		Crossing	This section of Kalangedy Drive has become dangerous to cyclists, pedestrians and motorists. The section is on a bend which is on a slight hill and vehicles are often parked on the bend for long periods of time. When passing these vehicles there is no other option but to go onto the wrong side of the road in order to get to your destination. The problem with this is that in a normal sedan there is not always sufficient time to see whether another vehicle is coming the other way. Also as there is no footpath, cyclists and pedestrians are also effected. Unless this problem is addressed I believe it is just a matter of time before an accident occurs. To rectify the problem I suggest that NO STANDING signs with \$100 FINES be erected on either side of the road on the bend itself and possibly a further 20 metres at both ends.	N	
57	Fern Road	32°01'43.6"S	115°54'29.2"E	Watts Road to Bywater Way Wilson	New	Promised link not delivered yet, key link to connect path between Watts Road and Bywater Way.	Y	OIL
58	Under Shelley Bridge (Leach Highway)	32°01'26.0"S	115°53'59.5"E		Upgrade	Improve lighting under bridge along to park. Install light bollards to improve security at night.	Y	OIL
59	Fern Road	32°01'37.8"S	115°54'09.8"E	Lo Quay Café (Riverton Bridge)	End of trip	Improve end of trip facilities at Lo Quay, bike parking, maybe a bike repair station, shower at toilets.	Y	5
60	Path	32°01'42.2"S	115°54'16.7"E	Fern Road to Surrey Road	Maintenance	More regular sweeping of this section of path, seen two cyclists fall off bikes in this section because of plant/tree debris on path making it slippery.	Y	OIL
61	Ferndale Crescent	32°01'46.4"S	115°55'00.3"E	Near Spey Place	Cyclist Pedestrian conflict	Needs to be marked whether Ferndale Crescent is both for cycle and pedestrians or just pedestrians. It is not clear throughout Ferndale which are cycleways or not. Shared walkways/cycleways should have centre lines with indications on paths what they are used for. Bicycles should give way to pedestrians on shared paths.	Y	OIL
62	Pathway	32°03'47.5"S	115°52'50.9"E	Jasmine Loop to Kennon Street	Upgrade	Within a short space, there are two sets of blocking bars which serve no useful purpose. These are not just a single post, they are each a veritable convoluted forest of steel which force you to get off your bike and carefully walk it around or under. The pathway is too narrow for cars to get through anyway and who would care if one did. An hour work with an angle grinder would see a big improvement.	N	
63	North side of Canning River	32°02'00.8"S	115°56'59.9"E		New	It would be great to see the path along the north side of the Canning River between Roe Highway and Nicholson Road completed. At the moment, it starts out good from Roe Highway but gradually piffles out in confusion as you head north west.	N	
64	North side of Canning River	32°01'44.5"S	115°54'22.8"E	Watts Road and Kent Street	New	The missing section of path on the north side of the Canning river between Watts Road and Kent Street is badly needed. At the moment, cyclists are forced out onto Fern Road which is really quite dangerous because of the traffic channelling which has narrowed the roadway.	Y	2
65	Edgeware Park	32°02'00.5"S	115°55'43.9"E	Ferndale Cres and Edgeware Street	Upgrade	Should have notification that between the white line and curb it is meant for bicycles and have a bicycle logo painted at intervals in that area	N	
66	Kent Street	32°01'24.9"S	115°55'23.5"E	In the Park, near the Weir	Cyclist Pedestrian conflict	Bicycle speed needs to be controlled on shared footpaths there have been a number of near misses and bicycles hitting pedestrians due to their excessive speed and not keeping adequate distance when passing	Y	OIL
67	Leach Highway	32°01'39.2"S	115°53'36.6"E	Barbican Street West and Tudor Avenue North	Maintenance	Need better cycle paths along Leach Highway. Here is where I blew a tire after lifting my head for 1 second and riding over a huge elevated broken concrete slab. Long term there should be a smooth, red asphalt PSP on both sides of Leach Highway. Need to move away from 'concrete block paths'. Red asphalt paths benefit everyone including walkers and gophers.	N	
68	Balaka Way	32°00'04.5"S	115°56'08.2"E		New	When will the connection be made here? I need to carry my bike through this sand pit to get to the newish PSP on Railway Parade along the train line, I need to ride further away from the PSP in the other direction to get to the PSP! Make good on your rhetoric of 'Improving Accessibility'. For over 30 years nothing has been done.	N	
69	Spencer Road	32°01'53.6"S	115°56'21.1"E	At Nicholson Road	Crossing	This junction is very poor visibility crossing from Spencer Road from east to west, which one stream of traffic has no lights control. People who are on the river shared path have to cross three separate streams of traffic!	N	

70	High Road	32°02'19.9"S	115°54'04.4"E	Near Rosehill Crescent	Crossing	This is a heavily used crossing, there was already a fatality on this crossing in 2015. As this is an East->West road the sun in the morning and evening makes the visibility particularly bad. It is heavily used by children crossing to the park and leisure centre.	Y	5
71	Willeri Drive	32°03'33.6"S	115°54'20.8"E	Near Roe Highway	Maintenance	Footpath needs more regular sweeping - there is constant debris on the path and I have had multiple punctures.	Y	5
72	Centenary Avenue	32°00'58.5"S	115°53'57.3"E		Upgrade	High limestone walls make it difficult to see traffic coming out of the side street. The PSP has been kinked and cut to give priority to motor vehicles turning in and out of this side street. Through-travelling cyclists and pedestrians should have priority. This junction should be exit-only, and the cars should be the ones going over a marked speed bump, and giving way to active transport users, rather than the other way around.	Y	4, 5
73	Willeri Drive	32°03'19.4"S	115°54'16.6"E	Near Roe Highway	Upgrade	Confusing for cyclists wanting to cross Roe Highway - the safest route is to cycle down to the PSP - go under Willeri Drive and come up the other side - but this is not signposted or explained at all.	Y	5
74	Leach Highway	32°01'25.9"S	115°54'04.4"E	Shelley Bridge	New	There should be a continuation of the cycle path across the river. Active transport users should not have to take a long diversion; their movement should be prioritised over motor vehicle traffic, rather than the other way around.	Y	OIL
75	Willeri Drive	32°03'13.1"S	115°54'16.1"E	Near Vellgrove Ave	Crossing	Very difficult crossing - no signs warning cars that cyclists may be crossing here.	N	
76	Fern Road	32°01'38.7"S	115°54'09.5"E	Riverton Bridge	Cyclist Pedestrian conflict	The pedestrian and cycle paths should be separated. On-street parking could be eliminated to achieve this. If you want fast cyclists to use the cycleways, they can't be mixing with pedestrians, particularly at a location with so many young children.	Y	5
77	Fern Road	32°01'36.1"S	115°54'16.5"E	Near Surrey Road	Upgrade	Shared path mysteriously ends in horrible pavement. To all pedestrians who wonder why there are bikes on the road instead of the shared path: this is why!	Y	OIL
78	Pathway	32°02'57.0"S	115°54'07.0"E	Bowen Place and Scylla Court	Maintenance	Quite a lot of sand on the path and it's quite steep - could be a hazard for cyclists.	Y	3
79	Tyre Avenue	32°01'51.5"S	115°54'01.0"E	At Riverton Drive end	Upgrade	The new noise-preventing wall has blocked off a useful permeable cycle/walking route and reduced visibility for cyclists trying to join the roundabout. Active transport users have to give way to motor vehicles at all entrances and exits, and it gets very busy with cars during rush hour, even though this is supposed to be a quiet local route (through traffic should be using Vahland Avenue). Cars should be de-prioritised, the cycle route should be reinstated, and done properly, rather than as a shared path which is frequently blocked by parked cars, or busy with people walking with small children or pets.	Y	5
80	Willeri Avenue	32°02'28.9"S	115°54'12.8"E	Near Madeira Road	Crossing	Active transport users have to pick their moment to cross this dual carriageway; the only pedestrian lights are at the High Road/ Willeri Drive intersection, which is further than most are willing to walk or cycle. Cars, on the other hand, find it easy to access this shopping centre.	N	
81	Willeri Avenue	32°03'14.2"S	115°54'15.8"E	Near Roe Highway	Upgrade	This cycle route connection is not adequate. The roundabout completely breaks the PSP; all the ways of crossing the road to rejoin it involve giving way to traffic from many different directions with zero or narrow waiting spaces. There needs to be a good underpass or overpass, or a pedestrian light, in order to connect up the Roe Highway PSP with the N-S paths in this area.	Y	5
82	High Road	32°02'20.2"S	115°53'58.2"E	Near Granville Way	Upgrade	Low quality path - and it is very confusing to know if cyclists are allowed to use it.	Y	OIL
83	Collins Road	32°03'19.8"S	115°54'10.6"E	Approaching Willeri Drive	Upgrade	This cycle route connection is not adequate. The roundabout completely breaks the PSP; all the ways of crossing the road to rejoin it involve giving way to traffic from many different directions with zero or narrow waiting spaces. There needs to be a good underpass or overpass, or a pedestrian light, in order to connect up the Roe Highway PSP with the N-S paths in this area.	Y	5
84	Karel Avenue	32°02'35.4"S	115°52'20.7"E	Near Leach Highway	Upgrade	NW-SE cycle route connecting Willetton to Bull Creek Station vanishes near Karel Avenue and necessitates a long detour. Cycle route needs to be continued through this junction, rather than expecting cyclists to cross Leach Highway at the High Road intersection, and then again at Rossmoyne High School.	Y	3
85	Vahland Avenue	32°02'56.8"S	115°53'31.5"E	Near Sharba Close	Upgrade	There are five chicanes here, making it completely impossible to manoeuvre a bicycle down this path. Once you're down, there is no pedestrian button or crossing. This section needs to be fixed to improve permeability.	Y	3
86	Apsley Road	32°02'53.8"S	115°53'27.6"E	Near Chelmer Way	New	Bus stop here drops you off onto a verge with no footpath. Very bad access for prams, bicycles, or wheelchairs.	Y	3

87	Fern Road	32°01'41.0"S	115°54'00.6"E	Riverton Bridge	Crossing	When crossing to continue on the cycle path - the island between the streams of traffic is very small and only just fits a bike. Almost impossible to cross when the traffic is busy - lots of cyclists end up just using the road - which annoys car drivers.	Y	5
88	Vervain Way	32°01'56.1"S	115°54'11.4"E	Rivermore Loop	Maintenance	Very dangerous corner with a man hole cover that is raised in the middle of the road. A hazard to cyclists and cars alike!	N	
89	Centenary Avenue	32°01'13.2"S	115°54'03.0"E		Crossing	Turning and queueing motor vehicle traffic has priority over active transport users on this shared path / PSP. The reverse should be true.	Y	5
90	Leach Highway	32°01'01.2"S	115°54'54.2"E	Braibrise Road	Crossing	No safe public pedestrian/cycle crossings across Leach Highway for kilometres in either direction. Leach Highway therefore acts as a huge barrier to active transport users trying to move N-S. No good cycle path alongside Leach Highway, either.	N	
91	Leach Highway	32°01'11.6"S	115°54'41.5"E	Bungaree Road	Crossing	No safe public pedestrian/cycle crossings across Leach Highway for kilometres in either direction. Leach Highway therefore acts as a huge barrier to active transport users trying to move N-S. No good cycle path alongside Leach Highway, either.	Y	OIL
92	Leach Highway	32°01'22.4"S	115°54'23.8"E	Wendouree Road	Crossing	No safe public pedestrian/cycle crossings across Leach Highway for kilometres in either direction. Leach Highway therefore acts as a huge barrier to active transport users trying to move N-S. No good cycle path alongside Leach Highway, either.	N	
93	Vahland Ave	32°01'50.4"S	115°53'34.1"E	Tribute Street East	Crossing	This road is very difficult to cross, but it gives access to a bridge to cross Leach Highway.	Y	OIL
94	North side of Canning River	32°01'25.9"S	115°55'24.6"E	Near Kent Street	Cyclist Pedestrian conflict	Or, more sensibly, we could build separated cycle way and pedestrian paths instead of making the same users moving at different speeds share the same, extremely narrow, paths. Good design promotes safe behaviour. Bad design promotes conflict between otherwise well-meaning groups of people.	Y	OIL
95	Spencer Road	32°01'53.2"S	115°56'19.0"E	Nicholson Road	Crossing	This junction is awful.	Y	3
96	Railway Parade	32°00'50.2"S	115°56'43.2"E	Cannington Station	Cyclist Pedestrian conflict	There is a 'narrowing' point here consisting of several bollards, which has been put in to try to slow cyclists down, so they don't conflict with pedestrians using the train station. This is absolutely terrible design. Right next to the narrow shared path there is a very wide, very quiet road, Railway Parade. What should be done is to narrow Railway Parade and use some of that space to provide a continuous through route for cyclists which goes completely around the station, and gives them very good sight-lines so they can see pedestrians. There should be a zebra crossing across both the cycle path and Railway Parade, so pedestrians have priority. If cyclists were given adequate sight lines and space, then they would happily give way. Instead they are forcibly slowed down and at the same time can't see pedestrians coming out of the station.	Y	OIL
97	Corinthian Road East	32°02'01.6"S	115°53'47.8"E	Near Leach Avenue	Upgrade	Very difficult 'cycle chicane' at either end - impossible to navigate using a mobility scooter or bike with a baby trailer. Well-spaced bollards would be better.	N	
98	Nicholson Road	32°03'35.7"S	115°56'11.2"E	At Rail Crossing	Upgrade	The barriers preventing cyclists from crossing the train line are way too restrictive. Most people just cycle right on the edge of the road, between the fence and the road, which is very dangerous. If you have a trailer or a tandem, the route is totally impassable. Cyclists should be treated like motorists; they can make sensible decisions about their own safety and will yield to a train at a signal just like motorists do. These over-engineered barriers need to be removed and replaced with a simple drop gate.	Y	OIL
99	Nicholson Road	32°03'40.3"S	115°56'12.9"E	Wilfred Road and Garden Street	New	No cycle route on the west side of Nicholson Road.	Y	OIL
100	Cameron Street	32°03'04.2"S	115°56'21.1"E	Bridge over Roe Highway	Upgrade	This cycle bridge exits onto a private driveway. The house owner often parks their car such that it blocks the cycleway completely.	N	
101	Elliot Place	32°03'16.3"S	115°56'34.8"E	Cameron Street	Upgrade	Very difficult railway crossing to negotiate on bicycles, particularly if you have a trailer or tandem. Shame, as this would otherwise be a good route to avoid Nicholson Road.	N	
102	Royal Street	32°02'38.8"S	115°57'56.2"E		Upgrade	The underpass is narrow, steep, has a lot of sand on it, and instead of being designed with good sightlines and widening at the bottom, has been marked as 'Dangerous! Slow' -- a very poor fix.	N	
103	Wenden Place	32°02'30.7"S	115°54'05.3"E		Upgrade	Very difficult 'cycle chicane' - impossible for mobility scooters or bikes with baby trailers to get through.	N	
104	High Road	32°02'18.9"S	115°54'23.7"E	Near Adroit Street	Upgrade	No safe way for pedestrians and cyclists to get to the shopping centre. Going to Willeri Drive intersection involves a kilometre detour.	N	
105	Verdon Place	32°02'12.6"S	115°54'23.3"E	Near Adroit Street	Upgrade	Shared path turns through two 90-degree angles and has a large bollard right in the middle. Extremely difficult to navigate when you have a trailer and are trying to look out for traffic on Adenia Road.	Y	2



106	Verdon Place	32°02'12.4"S	115°54'23.3"E	Near Adroit Street	Upgrade	This path forces you to turn parallel to the road making it difficult to see traffic that is behind you.	Y	2
107	Cecil Avenue	32°00'57.6"S	15°56'19.7"E	Cannington Station to Carousel Shop	New	Protected cycling path/lane required from train station to Carousel.	Y	2
108	Richmond Street	32°01'06.3"S	115°56'04.7"E	Albany Highway	Upgrade	Safe underpass required for cyclists as per Dutch design which lets light through. Underpass is better than overpass which is too steep.	Y	2
109	Richmond Street	32°01'11.7"S	115°55'59.5"E	Carden Drive	Upgrade	Protected bike lanes required from Carousel to the river / education centre. Current on-road provision not adequate.	Y	2
110	Spencer Road	32°02'16.0"S	115°56'37.9"E	Near Ellison Drive	Upgrade	Protected bike lane required along whole length of Spencer Road. One where cyclists are NOT de-prioritized at every single intersection.	N	
111	Nicholson Road	32°02'25.6"S	115°56'00.2"E	Lynwood Avenue	New	Protected bike lane required along Nicholson Road.	N	
112	High Road	32°02'22.5"S	115°54'52.3"E	Meadowbrook Drive	New	Protected bike lane required along High Road.	N	
113	Vahland Ave	32°02'26.2"S	115°53'34.1"E	Kielman Road	New	Protected bike lane required on Vahland Avenue and/or Willeri Drive to provide north-south connection.	N	
114	Leach Hwy	32°02'45.4"S	115°52'01.5"E	Webb Street	Upgrade	Visibility poor. Unable to see oncoming cyclists. Dangerous.	Y	OIL
115	Centenary Avenue	32°00'58.5"S	115°53'58.5"E		Upgrade	There is a narrowing point just south of intersection Manning Rd and Centenary. If cycling on road this point is extremely dangerous. Motorists still want to overtake, but no room, also big indent in road at this appoint and unable to ride close(r) to curb.	Y	4
116	Centenary Avenue	32°01'00.4"S	115°53'56.0"E		Upgrade	Cyclists/pedestrians on PSP should NOT be de-prioritized at these intersections.	Y	4
117	Leach Highway	32°02'18.4"S	115°52'40.3"E	Burnham Way	Maintenance	Lots of thick bushes with 90 degree turns makes the visibility here quite poor.	N	
118	Wickling Drive	32°01'15.7"S	115°57'28.6"E		Upgrade	General comment: Canning needs some good, main north/south and east/west connection through the whole of the council area that make it clear where cyclists can travel safely. This ideally should be protected cycle lanes. Bike boulevards could be considered in some locations.	N	
119	Bannister Road	32°03'50.8"S	115°54'08.3"E	Baile Road	Crossing	It is impossible to know if bikes are supposed to use this crossing light. If not, the light for turning right only triggers with cars and does not trigger for bikes alone. I have been hit here by cars a couple of times and there are no signs for cars to look out for cyclists or pedestrians. The path ends at the start of Baile Road with no path on Baile for anyone but cars.	Y	5
120	Sevenoaks Street	32°00'51.9"S	115°56'43.5"E	Cannington Station	Upgrade	I do not use cycle path because of this slow point design.	Y	OIL
121	William Street	32°01'24.1"S	115°57'08.2"E	Bickley Road	Upgrade	Cyclist path stops around this point. It is a 90 degree corner to get onto road which is dangerous and not user friendly.	Y	OIL
122	Station Street	32°01'22.5"S	115°56'38.5"E	Near Garden Street	Upgrade	The roads that run between railway line and Albany Highway are dangerous to cycle on. They all need protected bike lanes so that cycling to the shops along these streets becomes an option.	N	
123	Banister Road	32°03'37.9"S	115°54'23.1"E	Willeri Drive	Upgrade	No clear understanding on what cyclists should do when the multi-use path ends. There are little facilities for crossing the road or taking a right. If cyclists need to use the road, then we need a way to trigger the light taking a right. Also the road is two lanes, but the side is often filled with debris and has large grates that can be hard to cycle over.	N	
124	Jaccard Way	32°02'22.8"S	115°55'21.3"E		New	Should be protected bike lane along this road.	N	
125	Wharf Street	32°00'12.0"S	115°56'55.5"E	Stephen Street and Ayer Road	New	Protected bike lane required along Wharf Street. Other street could be chosen, however needs to be connect and clear.	Y	OIL
126	Stockland Riverton Shop	32°02'25.9"S	115°54'15.4"E	Corner High Road and Willeri Drive	End of trip	Only a small bike rack that fills up with bikes on some afternoons. Lots of signs of where not to put bikes. Bike rack is in full sun which makes it really hot for children seats.	Y	2
127	Station Street	32°00'41.1"S	115°57'23.4"E	Scarpview Place and Campbell Street	Upgrade	Protected cycling facilities required to travel east/west.	N	
128	Canning River Regional Park	32°01'25.9"S	115°55'13.3"E		Cyclist Pedestrian conflict	As a general rule, cycling and walking infrastructure should be separated.	Y	OIL
129	Canning River Regional Park	32°01'25.9"S	115°55'13.3"E		Upgrade	Signposting in Canning River Regional Park to be improved. Maps would be idea. Very difficult to know where you are in this area if cycling around.	Y	OIL
130	Bridge over Canning River	32°01'23.8"S	115°55'57.1"E	Bergall Court and Carden Drive	Upgrade	Have points across river for 'fast' connection for cyclists.	Y	2, 3, 4
131	Hayman Road	32°00'22.5"S	115°53'53.3"E		Crossing	Bicycle crossing light that leads into a narrow foot path. No easy way for bikes to get through this area to the multi-purpose paths that starts after Adie Court.	Y	OIL

132	Hedley Place	32°00'40.6"S	115°54'36.2"E		Upgrade	You need to find out what the preferred route/s are for people that cycle from or through the Canning area to the Perth CBD and make sure that those connections are clear, fast and safe. Protected cycle lanes are the preferred way. Consultation with neighbouring councils will be required.	Y	OIL
133	Manning Road	32°00'50.3"S	115°54'23.2"E	Holford Way	Upgrade	Manning Road is a great east/west connection for motorists. There is no safe alternative for cyclists. This needs to be created.	Y	OIL
134	Duke Street	32°00'36.4"S	115°55'05.8"E		Upgrade	You need to find out what the preferred route/s are for people that cycle from or through Canning to Vic Park/CBD. These routes need to be clear and safe (they are currently not). Strong preference for protected cycling lanes. Ensure that cyclists are not de-prioritized at every single intersection as is currently the case as this leads to many using the road instead.	N	
135	Armstrong Road	32°01'07.8"S	115°54'29.1"E		Upgrade	Design of roundabouts in the City of Canning will need attention. Current roundabout design is dangerous for cyclists. Canning should lead the way and implement designs such as done in the Netherlands and not follow the current standard where cyclists are pushed off/on the road by design (or motorists).	N	
136	Manning Road	32°00'49.0"S	115°54'40.8"E	Braibrise Road	Crossing	Crossing Manning Road is near impossible at times. Underpass/es are required for major north/south connections.	Y	OIL
137	Leach Highway	32°02'50.2"S	115°51'35.6"E	Bullcreek Drive	Upgrade	Very steep kerb ramps - have caught my pedal on the path on quite a few occasions. Also a common problem, path users have to give way to traffic on the slip road leaving Leach Highway. When it's rush hour it's very hard, and cars tend to block the path crossing when stopped.	N	
138	Corinthian Road East	32°02'02.9"S	115°54'01.5"E	Tyre Ave (Riverton Primary)	Upgrade	Many parents drop their kids off by car, even though the catchment area for this school is not large. Safer cycleways in this area should be a priority, and there should be an education programme for parents encouraging them to get themselves and their kids walking or cycling to school.	N	
140	Riverton Leisureplex	32°02'16.9"S	115°54'07.0"E	Corner High Road and Riley Road	End of trip	Cycle racks outside the Leisure Centre need a roof to protect from sun/rain.	Y	2
141	Stockland Riverton Shop	32°02'22.2"S	15°54'21.0"E	Corner High Road and Willeri Drive	End of trip	Bicycle racks have been placed too close to a wall, and are almost unusable.	Y	2
142	Spencer Road	32°04'01.5"S	115°58'19.2"E	Lilac Place	Crossing	Very difficult, dangerous pedestrian/cycle crossing, even though this should be a major connection between the riverside PSP and the doctor's surgery and pharmacy.	N	
143	Warton Road	32°04'01.0"S	115°58'15.0"E	Spencer Road	End of trip	No bicycle racks at the doctor's surgery and pharmacy.	N	
144	Centenary Avenue	32°00'49.9"S	115°53'55.7"E	Manning Road	Crossing	Lights are very poorly timed for pedestrians and cyclists, forcing them to wait on a narrow triangle of raised tarmac in the middle of a busy junction. At peak times, not all cyclists can fit on this small area so some have to wait for the lights to rotate twice, completely. It is very difficult to navigate these lights with a tandem or trailer. The waiting area should be made larger, flatter, easier to navigate, and the lights should be timed so that active transport users can cross continuously without waiting.	Y	4, 5
145	Manning Road	32°00'48.1"S	115°53'31.6"E	Townsend Drive	Crossing	No pedestrian lights to enter Curtin University from the south side of Manning Road.	Y	OIL
146	Albany Highway	31°59'39.3"S	115°54'46.5"E	Welshpool Road	Crossing	This crossing is dangerous and difficult for cyclists and pedestrians. Some directions of crossing are not possible. The shared path becomes a footpath with kerbs, and then completely disappears, so it's not clear where active transport users are supposed to go. There is also a light which turns green for pedestrians, but it's also green for cars, who don't always give way.	N	
147	Albany Highway	32°01'40.2"S	115°56'55.7"E	Kenwick Link	Crossing	This junction is extremely difficult and dangerous for active transport users to cross.	N	
148	Mills Street	32°00'21.5"S	115°55'40.0"E	Bentley Hospital	End of trip	No bike racks at Bentley Hospital	N	
149	Hedley Place	32°00'36.5"S	115°54'40.8"E		End of trip	No bike racks at Bentley Community Centre	Y	OIL
150	Vahland Avenue	32°03'24.1"S	115°53'21.3"E	Near Panamuna Drive	New	Vahland Avenue is a great N-S route for motorists, but it needs a separated dedicated bicycle lane that joins up smoothly with the Roe 8 PSP in the south and the riverside PSP in the north.	N	
151	Centenary Avenue	32°00'48.0"S	115°54'00.9"E	Lawson Street	Crossing	Pressing the pedestrian button at this intersection doesn't always trigger the "walk" light when travelling in the East->West direction. It only works occasionally. The West->East direction seems to be working just fine.	Y	OIL



152	Holder Street	32°00'23.3"S	115°54'24.7"E	Walpole Road	Maintenance	There is an oval concrete access panel on the ground here that has been dug up at some point but the surrounding concrete has never been replaced. As a result there is a large, sand filled, rut that takes up about 1/3 of the footpath. This rut is hard to see until you are right on top of it, and riding over will cause damage to your wheel and cause you to come off your bike. I have seen this happen, and narrowly avoided having it happen to me.	Y	OIL
153	Albany Highway	31°59'40.3"S	115°54'47.9"E	Welshpool Road	Maintenance	The owners of this car yard regularly use the footpath and verge to park cars. When this happens there is no way to get a bike through, and cyclists are forced to ride on the road.	N	
154	Carousel Shops	32°01'10.1"S	115°56'13.9"E		End of trip	As far as I have been able to determine there are no cycle racks at the front of the shopping centre. The only racks are at the back entrance where people congregate to smoke.	Y	1, 2, 4
155	Hayman Road	31°59'54.3"S	115°53'30.4"E	Near Technology Park	Nil	Your map is wrong. This road joins on to Hayman.	N	
156	Hayman Road	31°59'54.3"S	115°53'31.1"E	Near Technology Park	Upgrade	Cars use the pedestrian/cycle path to access parking on the grass. This occurs a lot in the morning peak hour and has nearly caused an accident on multiple occasions.	N	
157	Manning Road	32°00'45.7"S	115°53'21.0"E	Near Waterford Road	Maintenance	This footpath is nearly always covered in sand, and is not level. The concrete slabs are frequently broken making cycling dangerous, particularly when passing another cyclist or pedestrian.	N	
158	Manning Road	32°00'44.9"S	115°54'47.4"E	Near Wyong Road	Upgrade	There is an access point here that allows pedestrians and cyclists to move into the cul-de-sac. The access point is very narrow and at a blind corner. People exiting are not visible to, and have not visibility of, people approaching from the Westerly direction.	Y	OIL
159	John Street	32°00'00.8"S	115°55'10.2"E		Maintenance	This thoroughfare often contains shopping trolleys that collect against the metal barriers, blocking cycle access.	Y	OIL
160	Ashburton Street	32°00'15.7"S	115°54'57.9"E	Near Boulder Street	Maintenance	The new cycle path along this road is very nice, but every day when I ride to work I have to hop onto the road due to people parking on or across the cycle path. This is made worse by the fact that most of the driveways don't meet the road smoothly, often having a 2-3cm jump between the driveway and the road.	Y	1
161	Ashburton Street	32°00'07.7"S	115°55'06.8"E	Near Albany Highway	Maintenance	The carpark behind the gym here does not have clearly labelled car spaces. Often people will park in what they think is a car space but they are actually just parking on the cycle path.	Y	OIL
162	Hayman Road	32°00'26.1"S	115°53'56.5"E	Curtin University	Crossing	There is a cycle only crossing near the Curtin bus station, indicating that cyclists are expected to use this route. However it is not clear which path they are meant to use. Both paths have poor connections with side roads, and both have bus stops that are so close to the curb that they obstruct cyclists. When people are waiting at these stops there is no space to pass on a bicycle.	Y	OIL
163	Curtin University	32°00'22.2"S	115°53'34.0"E		End of trip	Curtin University doesn't know how to accommodate cyclists. There are bike pods and racks all around campus, but the infrastructure that connects them is almost non-existent.	Y	1, 4, 5
164	Marriamup Street	32°01'31.6"S	115°56'16.5"E		Maintenance	Cars often park on the shared cycle path here defeating its use.	Y	3
165	Cannington Station	32°00'50.7"S	115°56'40.2"E		Upgrade	Agree with others here. In fact there is a way to avoid the northern 'slowing' device, which involves cycling right through the station, where pedestrians are.	Y	OIL
166	Sevenoaks Street	32°00'35.8"S	115°56'26.7"E	Wharf Street	Crossing	For someone wanting to cycle to the aquatic centre, this is the most obvious place to cross. When you arrive at these lights there is an awful interplay between the train signals and the traffic lights that completely ignores the pedestrian/cycle crossing. The result is a very long wait for people trying to cross from the cycle path to the aquatic centre.	Y	OIL
167	Albany Highway	32°00'46.8"S	115°55'39.0"E	Near Mallard Way	Upgrade	The footpath between Leach Highway and the Carousel Shopping Centre is terrible. The brickwork is always uneven, contains sink holes, and uplifts from tree roots. Bus stops and signs are placed so close together that it is hard to navigate at anything but a snail pace (even worse when people are waiting at these stops). The transition from path-to-road-to-path at each cross street is terrible, and the traffic islands are all raised with steep ramps. This could be improved so much. Compare this to the stretch of road from Leach Highway northward to the Bentley Shopping Centre. Such a stark difference.	N	
168	Manning Road	32°00'48.7"S	115°55'35.4"E	Before Albany Highway	Maintenance	The footpath here simply ends at the grassed area offering no way for cyclists to easily access the footpath or lights at Albany Highway. The transition between footpath and grass is made worse by the mini sand pits that inevitably develop.	N	

169	Manning Road	32°00'47.7"S	115°55'27.7"E	Hamilton Street	Crossing	The traffic island here is narrow, and raised, making it a hassle to navigate by bike. It is often easier to ride around the island, but this is dangerous.	Y	OIL
170	Whitby Court	32°00'41.2"S	115°54'58.3"E		Upgrade	The bollards in this thoroughfare are very narrow. A single bollard would stop traffic whilst allowing cyclists and pedestrians to pass with ease.	N	
171	Tate Street	31°59'46.8"S	115°55'18.9"E	Charles Street	Maintenance	Transition here contains a very steep ramp from the road to the footpath. Likely caused by a tree root under the pavement.	N	
172	Tate Street	31°59'49.0"S	115°55'16.4"E		Maintenance	Footpath here (whole block) is too narrow for passing, and is usually obscured by overhanging trees.	N	
173	Albany Highway	31°59'56.5"S	115°55'00.1"E	Opposite Walpole Street	Upgrade	The parking lot for this chemist/doctor is a complete dog's breakfast. There are two entries, neither of which is marked as the correct one to use. The northern most entry is occasionally used by impatient drivers wanting a quick entry/exit, and this causes traffic congestion, and also a danger to cyclists and pedestrians. The parking lot is in such a poor state that cycling around an exiting car can be difficult. People parking in the lot also tend to park with significant overhang on to the footpath reducing the usable area.	N	
174	Holder Street	32°00'24.2"S	115°54'09.7"E	Marquis Street	Upgrade	This small stretch of footpath is a black mark on my cycle to work each day. The cycle path that has been installed alongside Dumond Park and whatever-this-other-park-is-called suddenly becomes a busted up piece of pavement, that is often obstructed by parked cars.	Y	OIL
175	Marquis Street	32°00'24.4"S	115°54'07.0"E	Holder Street	Crossing	The crossing here (over a road that is not on this map), is a sharp right angle turn, and the ramps either side are steep. A wider, shallower ramp at each side would greatly improve this transition.	Y	OIL
176	Jarrah Road	31°59'56.1"S	115°53'48.8"E		Maintenance	Cars frequently park in the clearly marked cycle lane that is on the N-E side of this road.	Y	1
177	Albany Highway	32°00'25.9"S	115°55'25.3"E	Leach Highway	Crossing	This traffic island has a horrible transition for cyclists. It is raised, and the entry/exit points are not aligned at all.	Y	1
178	Albany Highway	32°00'27.6"S	115°55'26.6"E	Leach Highway	Maintenance	The path under this bridge consists of concrete tiles that are uneven. The gaps between the tiles are filled with sand, and the gaps are often wide enough to snag a wheel and cause an accident.	Y	1
179	Welshpool Road	31°59'45.3"S	115°56'00.9"E	Radium Street	Upgrade	This is a major east-west route, that should join up with the N-S train-line PSP, but cycling provision is horrible.	N	
180	Welshpool Road	31°59'39.0"S	115°55'15.4"E	Sevenoaks Street	Upgrade	PSP disappears at a really dangerous junction, just before one enters an industrial estate where people go to hoon at the weekends.	Y	OIL
181	Acanthus Road	32°02'37.4"S	115°53'09.1"E		Upgrade	A lot of kids use this footpath to ride to school and along here the footpath is very narrow and people's shrubs are hanging over the footpath making it unsafe for cyclist and/or pedestrians to pass each other safely.	N	
182	Corinthian Road East	32°02'02.5"S	115°53'53.9"E		Upgrade	This is a narrow footpath and is used heavily for people taking their kids to and from school cycling and walking.	N	
183	Riverton Drive East	32°01'46.5"S	115°54'00.0"E		Upgrade	The footpath along here is not wide enough for both cyclists and/or pedestrians at the same time. Cyclists are then urged to use the road but motorists are impatient and end up trying to over- take cyclists before the roundabout.	Y	OIL
184	Riverton Drive North	32°01'41.8"S	115°52'58.4"E		Cyclist Pedestrian conflict	This area has a well-used children's playground and is a very popular picnic area for young and old. It is very dangerous for speeding cyclists to ride through without regard for the safety of pedestrians and small children on bikes, scooters etc. Inconsiderate behaviour by cyclists has been witnessed on many occasions	Y	OIL
185	Carmick Way	32°01'50.3"S	115°55'34.9"E		Maintenance	General comment on the walkways connecting loop roads in Ferndale: Many of these are in poor shape with rough, uneven surfaces and often covered in weeds and littered with broken glass and rubbish. These need to be maintained more frequently to make them cycle-friendly.	N	
186	Nicholson Road	32°01'45.3"S	115°56'24.5"E		Upgrade	The existing path on the north side of Nicholson Road bridge should be diverted to run under the bridge to join the southern section. There should be a commitment to connecting all existing paths around the river to create a continuous loop uninterrupted by residential streets and busy roads.	Y	3
187	Fern Road	115°54'39.9"E	32°01'27.1"S		Nil	I disagree with the comment that cyclists should be disallowed from using roads if a cycleway is provided. Cyclists have the same right to use these roads as motorists do. Restricting access to roads which cyclists are legally entitled to use would discourage cycling and reinforce the misapprehension in many motorists' minds that cyclists should be confined to dual-use paths.	Y	4

188	Pembury Cres	32°01'48.1"S	115°55'01.4"E		Upgrade	There are a number of connecting walk/cycle paths where the barriers require cyclists to dismount to gain access. These should be replaced with chicane type barriers.	N	
189	Blancoa Road	32°01'57.8"S	115°55'27.6"E	Between Ferndale Crescent and Lambertia Way	Maintenance	The path here is usually strewn with debris and glass and needs to be properly maintained. The speed bumps should be redesigned or provided with gaps to permit unimpeded cycle access.	Y	2
190	Catherine Street	31°59'53.0"S	115°55'14.9"E		New	There is no pedestrian footpath on either side of this road, forcing pedestrians to walk on the side of the road. The road isn't busy, but it causes an unnecessary hazard.	N	
191	Webb Street	32°02'43.6"S	115°52'01.8"E	Webb Street	Crossing	As a cyclist it is dangerous to cross Webb Street. Fast incoming cars, no visibility. May need street humps to slow cars down or zebra crosses .	Y	OIL
192	Leach Highway	32°02'44.1"S	115°52'04.1"E	Shelley Bridge	Upgrade	I wish the bridge is more cyclist friendly, wider bridge and higher fence.	Y	OIL
193	Vahland Avenue	32°02'51.2"S	115°53'33.5"E		Upgrade	Vahland Avenue needs a secure bike lane for both directions.	N	
194	Karel Avenue	32°02'49.9"S	115°52'23.2"E	Apsley Road	Upgrade	Need a wider gap at this corner for a cyclist to turn left into Apsley Road. High hill slows cyclist down but cars are speeding up.	Y	3
195	Bull Creek Drive	32°02'50.1"S	115°51'35.3"E	Leach Highway	Crossing	Scary crossing for cyclist. Four different roads to cross with cars coming from four different directions.	N	

\*1, 2, 3, 4, 5 = Routes 1 to 5; OIL = Other Identified Links. Refer to Appendix G for recommended treatments of route sections.

## Appendix F. Intersections/Crossings Requiring Assessment

Intersection/Crossing
Albany Highway and Cockram Street
Albany Highway and Hamilton Street
Albany Highway from Liege Street to Nicholson Road
Albany Highway and Kent Street
Albany Highway and Welshpool Road
Bannister Road and Baile Road
Bannister Road and Willeri Drive
Burrendah Boulevard and Pinetree Gully Road
Hamilton Street and Sevenoaks Street
High Road from Augusta Street to Herald Avenue
High Road and Rose Hill Crescent
High Road and Willeri Drive/Riley Road
Hossack Road and Willeri Drive
Vahland Avenue from Burrendah Boulevard to High Road
Leach Highway from Braibrise Road to Wendouree Road
Leach Highway near Nurdi Way
Leach Highway and Welshpool Road
Lynwood Avenue
Manning Road and Bungaree Road
Manning Road from Centenary Avenue to Lawson Street
Manning Road and Hamilton Street
Maderia Road and Willeri Drive
Metcalfe Road
Nicholson Road and Spencer Road
Sevenoaks Street and Wharf Street
Vahland Avenue and Sharba Close
Webb Street
Woodford Road near Bannister Creek School

## Appendix G. Implementation Plan

Item	Length (m)	Length Needing Treatment(m)	Current Treatment	Suggested Treatment	In Canning LGA	Less than 2m	In identified Canning route?	Priority	Estimated Cost (\$)	Estimated Year Assuming 1million	Estimated Year Assuming 1.25million	Estimated Year Assuming 1.5million
<b>Canning Path Network Route 1 (Welshpool Road to Curtin)</b>												
Gibbs Street	2210	2210	1.5/2m footpath	Bike boulevard	Yes	Yes	No	Medium	1105000	2018	2018	2018
Cecil Avenue	1004	1004	2.5m shared path	2.5m shared path	Yes	No	Yes	Medium	251000	2019	2019	2018
Pattie Street	313	313	1.5m footpath	2.5m shared path	Yes	Yes	Yes	High	78250	2018	2017	2017
Wharf Street from Pattie Street to Halsey Close	41	41	2m footpath	2.5m shared path	Yes	Yes	Yes	High	10250	2017	2017	2017
Halsey Close	212	212	1.5m footpath	Bike boulevard	Yes	Yes	Yes	High	106000	2018	2017	2017
Herndon Close	308	308	1.5m footpath	Bike boulevard	Yes	Yes	Yes	High	154000	2017	2017	2017
Doust Street	528	528	1.5m footpath	Bike boulevard	Yes	Yes	Yes	High	264000	2019	2019	2018
Mills Street between Doust Street and Albany Highway	182	182	1.5m footpath	2.5m shared path	Yes	Yes	Yes	High	45500	2018	2018	2017
Albany Highway from Mills Street to Mitchell Street	392	237	3.5m shared path, 2m footpath	2.5m shared path	Yes	No	Yes	Medium	59250	2019	2018	2018
Mitchell Street from Albany Highway to Boulder Street	200	200	1.2m footpath	2.5m shared path	Yes	Yes	Yes	High	50000	2017	2017	2017
Boulder Street from Mitchell Street to Ashburton Street	580	580	1.5m footpath	Bike boulevard	Yes	Yes	Yes	High	290000	2019	2018	2018
Ashburton Street from Boulder Street to Pollock Street	578	0	2.5m shared path	2.5m shared path	Yes	No	Yes	No work needed	0	2017	2017	2017
Wilby Place	190	190	1.2m footpath	2.5m shared path	Yes	Yes	Yes	High	47500	2017	2017	2017
Mannock Road	150	150	1.2m footpath	2.5m shared path	Yes	Yes	Yes	High	37500	2017	2017	2017
Taree Street from Mannock Road to Reen Street	571	571	1.5m footpath, None	2.5m shared path	Yes	Yes	Yes	High	142750	2017	2017	2017
Taree Street from Reen Street to Boundary Road (Town of Vic Park)			1.5m footpath	Liaison by CofC with TVP to upgrade to 2.5m shared path.	No	Yes	Yes	Medium	0	2017	2017	2017
Boundary Road from Taree Street to Hill View Terrace (Town of Vic Park)			1.5m footpath	Liaison by CofC with TVP to upgrade to 2.5m shared path.	No	Yes	Yes	Medium	0	2017	2017	2017
Jarra Road from Hill View Terrace to Adie Court (Town of Vic Park)			1.5m footpath and bike lanes	Liaison by CofC with TVP to upgrade to 2.5m shared path.	No	Yes	Yes	Medium	0	2017	2017	2017
Adie Court to Curtin University (Town of Victoria Park)			2m footpath and 40kmph road with cars prohibited	Liaison by CofC with TVP to upgrade to 2.5m shared path.	No	No	Yes	Low	0	2017	2017	2017
<b>Canning Path Network Route 2 (Carousel to Southlands)</b>												
Cockram Street	152	152	None	2.5m shared path	Yes	Yes	Yes	High	38000	2018	2017	2017
Carden Drive from Cockram Street to Greenfield Street	134	134	1.5m footpath	2.5m shared path	Yes	Yes	Yes	High	33500	2018	2017	2017
Through park across Canning River footbridge, through park	473	92	3m shared path, 2m footpath, 1.5m footbridge	2.5m shared path	Yes	No	Yes	Medium	23000	2021	2020	2020
Willcock Street	941	941	1.5m footpath, 1.2m footpath	Bike boulevard	Yes	Yes	Yes	High	470500	2020	2019	2019



Ferndale Crescent from Willcock Street to Blancoa Road	132	132	2m footpath	2.5m shared path	Yes	No	Yes	Medium	33000	2019	2018	2018
Blancoa Road from Ferndale Crescent to Lambertia Way	410	410	2m footpath	Bike boulevard	Yes	Yes	Yes	High	205000	2020	2019	2019
Lambertia Way	468	468	None	2.5m shared path	Yes	Yes	Yes	High	117000	2020	2020	2019
Ferndale Crescent from Lambertia Way to Bursaria Crescent	186	186	1.5m footpath, 2m footpath	2.5m shared path	Yes	No	Yes	Medium	46500	2020	2019	2019
Bursaria Crescent from Ferndale Crescent to Adenia Rd	195	195	2m footpath	2.5m shared path	Yes	No	Yes	Medium	48750	2021	2020	2020
Adenia Road (east side) then via park	138	96	None, 1.5m footpath, 2.5m footbridge	2.5m shared path	Yes	Yes	Yes	High	24000	2019	2018	2017
Adenia Road	876	72	3m shared path, link to Verdon Place missing	2.5m shared path	Yes	No	Yes	Medium	18000	2020	2019	2019
Verdon Place	221	221	2m footpath, none	2.5m shared path	Yes	Yes	Yes	High	55250	2018	2018	2017
High Road from Verdon Place to Rosehill Crescent	421	421	2m footpath	2.5m shared path	Yes	No	Yes	Medium	105250	2020	2020	2020
Rosehill Crescent to park (drainage easement)	124	124	None	2.5m shared path	Yes	Yes	Yes	High	31000	2019	2018	2017
Park (drainage easement) to Woolner Green	158	158	2m footpath	2.5m shared path	Yes	No	Yes	Medium	39500	2020	2020	2020
Woolner Green	233	233	None	2.5m shared path	Yes	Yes	Yes	High	58250	2018	2018	2017
Keilman Road from Woolner Green to green way	126	126	None	2.5m shared path	Yes	Yes	Yes	High	31500	2018	2018	2017
Green way from Keilman Road to Vahland Avenue	476	476	2m footpath, 2m shared path	2.5m shared path	Yes	No	Yes	Medium	119000	2021	2020	2020
Green way from Vahland Avenue to Huon Street to Shedrake Park	250	250	2m shared path	2.5m shared path	Yes	No	Yes	Medium	62500	2021	2020	2019
Sheldrake Park, green way and Jennings Park to Apsley Road	747	747	2m shared path, 2m footpath	2.5m shared path	Yes	No	Yes	Medium	186750	2021	2020	2019
Green way, Aderyn Park to Pinetree Gully Road (after Aderyn Place)	445	445	2m footpath	2.5m shared path	Yes	No	Yes	Medium	111250	2021	2020	2019
Pinetree Gully Road (after Aderyn Place) to Southlands	1000	1000	1.5m and 2m footpath	2.5m shared path	Yes	No	Yes	Medium	250000	2021	2020	2019
Pinetree Gully Road from Burrendah Boulevard to Castlereagh Close	83	83	2m footpath	2.5m shared path	Yes	No	Yes	Medium	20750	2022	2020	2019
Castlereagh Close	218	218	1.5m footpath	2.5m shared path	Yes	Yes	Yes	High	54500	2019	2018	2018
<b><u>Canning Path Network Route 3 (Carousel to Rossmoyne High School)</u></b>												
Cockram Street			see above	2.5m shared path								
Carden Drive from Cockram Street to Greenfield Street			see above	2.5m shared path								
Through park to Marriamup Street	592	0	3m shared path	2.5m shared path	Yes	No	Yes	No work needed	0	2021	2020	2020
Marriamup Street from park to Woodloes Street	225	0	2.5m shared path	2.5m shared path	Yes	No	Yes	No work needed	0	2021	2020	2020
Woodloes Street	523	0	2.5m shared path	2.5m shared path	Yes	No	Yes	No work needed	0	2021	2020	2020
Nicholson Road South from Woodloes Street to Nicholson Road	51	0	2.5m shared path, then on-road (closed road, few cars)	2.5m shared path	Yes	No	Yes	No work needed	0	2021	2020	2020
Nicholson Road from Woodloes Street to Metcalfe Road	764	764	2m footpath	2.5m shared path	Yes	No	Yes	Medium	191000	2022	2021	2020
Metcalfe Rd from park to Bridgeway Avenue	169	169	1.5m footpath	2.5m shared path	Yes	Yes	Yes	High	42250	2021	2020	2020
Via green way to Clovelly Crescent	99	99	2m footpath	2.5m shared path	Yes	No	Yes	Medium	24750	2023	2021	2020
Clovelly Crescent to park	106	106	None	2.5m shared path	Yes	Yes	Yes	High	26500	2023	2021	2020
Via park to Eastbourne Street	362	0	2.5m footpath	2.5m shared path	Yes	No	Yes	No work needed	0	2021	2020	2020
Eastbourne Street green way	434	434	2m footpath	2.5m shared path	Yes	No	Yes	Medium	108500	2023	2021	2020
Lynwood Ave from Eastbourne Street green way to Woodford Road	136	136	1.5m footpath	2.5m shared path	Yes	Yes	Yes	High	34000	2021	2020	2020
Woodford Road	426	426	2m footpath	2.5m shared path	Yes	No	Yes	Medium	106500	2022	2021	2021



Watling Avenue from Woodford Road to Iveston Road	45	45	2m footpath	2.5m shared path	Yes	No	Yes	Medium	11250	2022	2021	2021
Iveston Road from Watling Ave to Bannister Creek green way	198	198	2m footpath	2.5m shared path	Yes	No	Yes	Medium	49500	2022	2021	2021
Bannister Creek green way from Iveston Road to Metcalfe Road	505	0	2.5m footpath	2.5m shared path	Yes	No	Yes	No work needed	0	2021	2020	2020
Metcalfe Road from Bannister Creek green way to High Road	187	187	1.5m footpath	2.5m shared path	Yes	Yes	Yes	High	46750	2021	2020	2020
Metcalfe Road from High Road to Hossack Avenue	832	360	2.5m footpath, 1.5m footpath	2.5m shared path	Yes	Yes	Yes	High	90000	2022	2021	2020
Hossack Avenue	856	856	1.5m footpath	2.5m shared path	Yes	Yes	Yes	High	214000	2022	2021	2020
Willeri Drive from Hossack Avenue to Killara Drive	242	0	2.5m footpath and 1.5m footpath	2.5m shared path	Yes	No	Yes	No work needed	0	2021	2020	2020
Killara Drive	460	460	2m footpath	2.5m shared path	Yes	No	Yes	Medium	115000	2022	2021	2020
Rostrata Avenue from Killara Drive to Glenmoy Avenue	175	175	2m footpath	2.5m shared path	Yes	No	Yes	Medium	43750	2022	2020	2020
Glenmoy Avenue	450	450	1.8m footpath and bike lanes	2.5m shared path	Yes	Yes	Yes	High	112500	2022	2021	2020
Sharba Close	265	265	None	2.5m shared path	Yes	Yes	Yes	High	66250	2021	2021	2020
Apsley Road	1801	0	2m/1.5m footpath and bike lanes	Bike lanes	Yes	No	Yes	No work needed	0	2021	2020	2020
Karel Avenue from Apsley Road to Keith Road	220	220	Bike lanes, 1.5-2m footpath	2.5m shared path	Yes	No	Yes	Medium	55000	2022	2021	2020
Keith Road to footbridge over Leach Highway (City of Melville)			2.5m footpath	2.5m shared path	No	No	Yes	No work needed	0	2021	2020	2020
<b><u>Canning Path Network Route 4 (Carousel to Curtin)</u></b>												
Richmond Street	252	110	2m footpath, 2.5m footpath	2.5m shared path	Yes	No	Yes	Medium	27500	2023	2022	2021
Via park to Gledhill Way	774	0	2.5m shared path	2.5m shared path	Yes	No	Yes	No work needed	0	2023	2021	2021
Gledhill Way (from Bebington Court to Kent Street)	260	260	None	2.5m shared path	Yes	Yes	Yes	High	65000	2023	2021	2021
Cross Kent Street then via park (west of works depot) to Fern Road	329	0	2.5m shared path	2.5m shared path	Yes	No	Yes	No work needed	0	2023	2021	2021
Fern Road from park near works depot to Upnor Street	1710	900	2.5m shared path and 1.5m footpath, then 2m footpath and 1.5m footpath	2.5m shared path	Yes	Yes	Yes	High	225000	2023	2022	2021
Upnor Street	147	147	None	Bike boulevard	Yes	Yes	Yes	High	73500	2023	2022	2021
Bridge Street from Upnor Street to Bridge Park	258	258	None	Bike boulevard	Yes	Yes	Yes	High	129000	2023	2022	2021
Bridge Park	135	135	2m footpath	2.5m shared path	Yes	No	Yes	Medium	33750	2023	2022	2021
Centenary Ave from Bridge Park to Manning Road	1290	0	2.5-3.5m shared path, 2.5-3m footpath	2.5m shared path	Yes	No	Yes	No work needed	0	2023	2021	2021
McKay Street from Manning Road to Marquis Street	306	306	1.5m footpath	Bike boulevard	Yes	Yes	Yes	High	153000	2023	2022	2021
Marquis Street from McKay Street to enter Canning College	111	111	1.5m footpath	Bike boulevard	Yes	Yes	Yes	High	55500	2023	2022	2021
Canning College and Curtin University (in Town of Victoria Park)			1.5m footpath	Liaison by CofC with TVP to upgrade to 2.5m shared path.	No	Yes	Yes	Medium	0	2023	2021	2021
<b><u>Canning Path Network Route 5 (North South)</u></b>												
Curtin University and Canning College (Town of Victoria Park)			see above	Liaison by CofC with TVP to upgrade to								

				2.5m shared path.								
Marquis Street from Canning College to McKay Street			see above	Bike boulevard								
McKay Street from Marquis Street to Manning Road			see above	Bike boulevard								
Centenary Ave from Manning Road to Bridge Park			see above	2.5m shared path								
Bridge Park			see above	2.5m shared path								
Bridge Street from Bridge Park to Fern Road	232	0	3m footpath	2.5m shared path	Yes	No	Yes	No work needed	0	2023	2022	2021
Fern Road from Bridge Street to Riverton Drive East	363	0	2.5m footpath	2.5m shared path	Yes	No	Yes	No work needed	0	2023	2022	2021
Riverton Drive East/Riverton Bridge to Verdon Place via park	1190	0	3m shared path, see above for link to Verdon Place	2.5m shared path	Yes	No	Yes	No work needed	0	2023	2022	2021
Verdon Place			see above	2.5m shared path								
High Road from Verdon Place to Rosehill Crescent			see above	2.5m shared path								
Rosehill Crescent to park (Water Corp easement)			see above	2.5m shared path								
Park (Water Corp easement) to Killara Drive	893	893	2m footpath	2.5m shared path	Yes	No	Yes	Medium	223250	2024	2023	2022
Park (Water Corp easement) to Hawkesbury Drive	618	618	2m footpath	2.5m shared path	Yes	Yes	Yes	High	154500	2024	2023	2022
Macquarie Way from Hawkesbury Drive to Macquarie Park	214	214	None	2.5m shared path	Yes	Yes	Yes	High	53500	2023	2022	2021
Macquarie Park To Collins Road	93	93	2m footpath	2.5m shared path	Yes	Yes	Yes	High	23250	2024	2022	2021
Collins Road from Macquarie Park to Willeri Drive	160	0	3m shared path	2.5m shared path	Yes	No	Yes	No work needed	0	2023	2022	2021
Willeri Drive from Collins Road over Roe Highway to Vulcan Road (cul de sac)	416	0	3m shared path	2.5m shared path	Yes	No	Yes	No work needed	0	2023	2022	2021
Vulcan Road (cul de sac) to Catalano Road	230	230	None	2.5m shared path	Yes	Yes	Yes	High	57500	2024	2022	2021
Catalano Road to easement	154	154	None	2.5m shared path	Yes	Yes	Yes	High	38500	2024	2022	2021
Along Easement to Bannister Road	309	309	None	2.5m shared path	Yes	Yes	Yes	High	77250	2024	2022	2021
Baile Road to E6 Road	582	582	None	2.5m shared path	Yes	Yes	Yes	High	145500	2024	2022	2021
E6 Road to Easement	98	98	None	2.5m shared path	Yes	Yes	Yes	High	24500	2023	2022	2021
Easement to Railway line	489	489	None	2.5m shared path	Yes	Yes	Yes	High	122250	2024	2022	2021
Footbridge across railway line from Canning Vale LIA to Park Lane Canning Vale	0	0	No bridge	Build bridge (2.5m shared path)	Yes	Yes	Yes	High		2023	2022	2021
Via green way behind Parkland Trail to Waratah Park	191	0	2.5m footpath	2.5m shared path	Yes	No	Yes	No work needed	0	2023	2022	2021
Waratah Park to Waratah Boulevard	340	340	2m footpath	2.5m shared path	Yes	No	Yes	Medium	85000	2025	2023	2022
Waratah Boulevard from Waratah Park to Ranford Road	245	245	2m footpath	2.5m shared path	Yes	No	Yes	Medium	61250	2024	2023	2022
Ranford Road from from Waratah Boulevard to Wilfred Road	345	345	2m footpath, missing, 1.5m footpath	2.5m shared path	Yes	Yes	Yes	High	86250	2024	2023	2022
Wilfred Road from Ranford Road to green way	82	0	2.5m footpath	2.5m shared path	Yes	No	Yes	No work needed	0	2023	2022	2021
Green way from Wilfred Road to Nicholson Road	2040	0	3-3.5m shared path	2.5m shared path	Yes	No	Yes	No work needed	0	2023	2022	2021
Garron Rest (City of Gosnells)			2m footpath	Liaison by CofC with CofG to upgrade to 2.5m shared path.	No	No	Yes	Low	0	2023	2022	2021
<b>Other Identified Links</b>												
McDowell Street from Welshpool Road to Orrong Road	193	193	2m footpath	2.5m shared path	Yes	No	No	Low	48250	2030	2026	2024
Kewdale Road from Miles Road (City of Belmont) to Welshpool Road	1470	1470	2m footpath	2.5m shared path	Yes	No	No	Low	367500	2030	2027	2025

Hamilton Street	2579	2579	1.5m footpath	2.5m shared path	Yes	Yes	No	Medium	644750	2027	2025	2024
Wharf Street from Sevenoaks Street to Albany Highway	1082	719	2.5/2m footpath	2.5m shared path	Yes	No	No	Low	179750	2029	2026	2024
Carden Drive/Civic Gardens from Albany Highway to park	419	419	2m footpath	2.5m shared path	Yes	No	No	Low	104750	2031	2027	2025
Fleming Avenue from Civic Gardens to Manning Road	864	864	2-1.5m footpath and bike lanes	Bike lanes	Yes	Yes	No	Medium	216000	2028	2026	2024
Fern Road from Fleming Avenue to park near works depot	268	268	1.5m footpath	2.5m shared path	Yes	Yes	No	Medium	67000	2028	2025	2023
Henry Street from Gibbs Street to Gerard Street	187	187	1.5m footpath	2.5m shared path	Yes	Yes	No	Medium	46750	2028	2025	2023
Gerard Street from Henry Street to Lake Street	375	375	2m footpath	2.5m shared path	Yes	No	No	Low	93750	2031	2027	2025
New link from Gerard Street/Lake Street roundabout to Leige Street	634	634	None	2.5m shared path	Yes	Yes	No	Medium	158500	2027	2025	2023
Leige Street	509	0	3m shared path	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Manning Road from Hamilton Street to Centenary Avenue	2300	2300	1.5/2m footpath	2.5m shared path	Yes	Yes	No	Medium	575000	2025	2023	2022
Ashburton Street from Boulder Street to Albany Highway	302	0	2.5m shared path	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
John Street	1118	0	2.5m shared path	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Gladstone Street	528	528	2m footpath	2.5m shared path	Yes	No	No	Low	132000	2029	2026	2024
Boulder Street from Ashburton Street to Palmerston Street	218	218	2m footpath	Bike boulevard	Yes	Yes	No	Medium	109000	2026	2024	2022
South end of Taree Street behind Brownlie Towers to new North South Road (currently Hedley Park) to Manning Road	525	525	None	2.5m shared path	Yes	Yes	No	Medium	131250	2026	2024	2023
Ellis Street from Manning Road to Andrews Road	56	56	1.5m footpath	2.5m shared path	Yes	Yes	No	Medium	14000	2025	2023	2022
Andrews Road	681	681	1.5m footpath, none	2.5m shared path	Yes	Yes	No	Medium	170250	2026	2024	2023
Wendouree Road from Andrews Road to Centenary Pavillion/Carpark to Centenary Avenue	579	579	1.5m footpath, 2m footpath	2.5m shared path	Yes	Yes	No	Medium	144750	2026	2024	2023
Kent Street from Gledhill Way to Queens Park Road (in park)	235	0	3m shared path	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Queens Park Road (in park)	276	0	3m shared path	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Gledhill Way from Queens Park Road to Bebington Court (in park)	266	0	3m shared path	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Kent Street (near Canning River Café) via park, over footbridge at Kent Street Weir then via park to Ferndale Crescent near Narvel Way	914	0	3m shared path, 2.5m footbridge, 3m shared path	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Ferndale Crescent from Narvel Way to Bursaria Crescent	890	0	2.5m footpath	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Green way behind Bursaria Crescent from Adenia Road to Hybanthus Road	438	438	None	2.5m shared path	Yes	Yes	No	Medium	109500	2025	2024	2022
Hybanthus Road (via park) to Metcalfe Road	425	425	2.5m footpath	2.5m shared path	Yes	No	No	Low	106250	2031	2027	2025
Lynwood Ave from Eastbourne Street via Woodford Park to Queensville Ave	271	271	2m footpath	2.5m shared path	Yes	No	No	Low	67750	2029	2025	2024
Queensville Ave via park to Finchley Street	143	143	None	2.5m shared path	Yes	Yes	No	Medium	35750	2029	2027	2024
Finchley Street to Nicholson Road	291	291	None	2.5m shared path	Yes	Yes	No	Medium	72750	2025	2023	2022
Nicholson Road from Finchley Street to Roe Highway	771	771	1.5m footpath and 2m footpath	2.5m shared path	Yes	No	No	Low	192750	2031	2028	2026
Collins Road from Macquarie Park to Woodthorpe Drive	154	154	1.5m footpath and 2m footpath	2.5m shared path	Yes	No	No	Low	38500	2028	2026	2024
Woodthorpe Drive	432	432	None	2.5m shared path	Yes	No	No	Low	108000	2031	2027	2025
Portcullis Drive from Woodthorpe Drive to green way before Dory Place	706	0	2.5m footpath and bike lanes	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Green way from Portcullis Drive (before Dory Place) to Vahland Avenue	343	343	1.5m shared path	2.5m shared path	Yes	Yes	No	Medium	85750	2028	2026	2024
Green way from Vahland Avenue to Burrendah Boulevard	611	0	2.5m footpath	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Burrendah Boulevard to Willetton Schools via Kennon Park	205	0	2.5m footpath	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022

Arlington Drive from Arlington Park via green way to Vahland Avenue near South Street	758	758	2/1.5m footpath	2.5m shared path	Yes	No	No	Low	189500	2029	2028	2026
Vahland Avenue from Arlington green way to South Street	100	0	2.5m footpath	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
South Street from Vahland Avenue to Karel Avenue	1620	1620	2m footpath, missing in some places, on road (culs-de-sac)	2.5m shared path	Yes	Yes	No	Medium	405000	2029	2027	2026
South Street/Ranford Road from Vahland Ave to Waratah Boulevard	2311	2311	2m footpath, 3m shared path	2.5m shared path	Yes	No	No	Low	577750	2030	2028	2026
Ranford Road from Wilfred Road to Nicholson Road (via park)	1061	700	2.5/2m footpath	2.5m shared path	Yes	No	No	Low	175000	2031	2028	2025
High Road from Rosehill Crescent to Leach Highway	2210	2210	2m and 1.5m footpath	2.5m shared path	Yes	Yes	No	Medium	552500	2028	2026	2025
Wavel Ave from High Road to Corinthian Road East	520	520	2m footpath	Bike lanes	Yes	Yes	No	Medium	130000	2025	2024	2023
Corinthian Road East from Wavel Ave to Modillian Ave	100	100	1.5m footpath	Bike lanes	Yes	Yes	No	Medium	25000	2025	2024	2023
Modillian Ave from Corinthian Road East to Leach Highway footbridge	393	393	2m footpath, 1.5m footpath, 1.5m footbridge	Bike lanes	Yes	Yes	No	Medium	98250	2026	2025	2023
Green way from High Road along side Colkirk Way to Sheldrake Park	422	0	2.5m footpath	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Barbican Street East from Riverton Bridge to Tudor Avenue South	498	498	1.5m footpath	Bike lanes	Yes	Yes	No	Medium	124500	2026	2024	2023
Tudor Avenue South from Barbican Street East to Tribute Street East	289	289	1.5m footpath	Bike lanes	Yes	Yes	No	Medium	72250	2027	2024	2023
Tribute Street East from Tudor Ave South across Vahland Ave, across Leach Highway footbridge	428	428	2m footpath, 1.5m footbridge	Bike lanes	Yes	Yes	No	Medium	107000	2027	2025	2023
Leach Highway footbridge via Tribute Street West/Beatrice Ave to Riverton Drive North	878	878	1.5/2m footpath	Bike lanes	Yes	Yes	No	Medium	219500	2026	2024	2023
Welshpool Road from Welshpool train station to Tomlinson Road	216	216	PSP, then 2m footpath	2.5m shared path	Yes	No	No	Low	54000	2031	2025	2024
Tomlinson Road	572	572	None	2.5m shared path	Yes	Yes	No	Medium	143000	2033	2031	2027
Planet Street from Tomlinson Road to Kew Street	210	210	None	2.5m shared path	Yes	Yes	No	Medium	52500	2033	2031	2027
Kew Street from Planet Street Orrong Road (joins to City of Belmont Bike Boulevard)	763	763	None, 1.5m footpath	2.5m shared path	Yes	Yes	No	Medium	190750	2033	2031	2027
Link from Welshpool Station to Oats St Station (City of Belmont)			None	Liaison by CofC with CofB to upgrade to PSP.	No	Yes	No	Low	0	2025	2023	2022
Boundary Road from Berwick Street to Burlington Street (Town of Vic Park)			1.5m footpath	Liaison by CofC with TVP to upgrade to 2.5m footpath.	No	Yes	No	Low	0	2025	2023	2022
Path from Lacey Street to Roe Highway (City of Gosnells)			1.5m footpath	Liaison by CofC with CofG to upgrade to PSP.	No	Yes	No	Low	0	2025	2023	2022
Bickley Road from Lacey Street to Roe Highway (City of Gosnells)			2m footpath	2.5m shared path	No	Yes	No	Low	0	2025	2023	2022
Walpole Street from Taree Street to Holder Street	171	171	2m footpath and 1.5m footpath	2.5m shared path	Yes	Yes	No	Medium	42750	2031	2028	2026
Holder Street	421	100	1.5m footpath/2.m shared path	2.5m shared path	Yes	Yes	No	Medium	25000	2031	2028	2026
Marquis Street from Holder Street to Lawson Street	253	253	1.5m footpath	2.5m shared path	Yes	Yes	No	Medium	63250	2033	2029	2027
Marquis Street from Lawson Street to enter Canning College	82	82	1.5m footpath	Bike boulevard	Yes	Yes	No	Medium	41000	2031	2028	2026
Hayman Road from Lawson Street to Adie Court (Town of Vic Park)			1.5m or 2m footpath, bike lanes	Liaison by CofC with TVP to upgrade to 2.5m footpath.	No	Yes	No	Low	0	2025	2023	2022
Bungaree Road from Andrews Road to Fern Road	953	953	1.5m footpath	2.5m shared path	Yes	Yes	No	Medium	238250	2032	2029	2027
Castledare Place, then via park to Bywater Way	498	498	1.5m footpath, none	2.5m shared path	Yes	Yes	No	Medium	124500	2032	2029	2027
Bywater Way, then behind houses to Watts Road	1140	800	3m shared path, then none	2.5m shared path	Yes	Yes	No	Medium	200000	2032	2029	2027
Watts Road to Fern Road	271	0	2.5m shared path	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022



Fern Road from Bridge Street to Upnor Street	433	433	2m footpath	2.5m shared path	Yes	No	No	Low	108250	2032	2029	2028
Riverton Drive East from Barbican Street East to Webb Street Footbridge	7030	0	2.5m footpath, 2.5/3m shared path	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Leach Highway (Shelley Bridge) *Would be funded by Main Roads WA	180	180	None	2.5m shared path	Yes	Yes	No	Medium	0	2025	2023	2022
Northern side of Canning River from Centenary Ave, via Sea Scouts/Navy Cadets to join paths at Clontarf College (in City of South Perth)	526	526	None	2.5m shared path	Yes	Yes	No	Medium	131500	2032	2029	2027
Southern side of Canning River from Marmot Way via park to Champlin Way	840	0	2.5m footpath	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Southern side of Canning River from Marmot Way via park to Nicholson Road	1640	1640	None	2.5m shared path	Yes	Yes	No	Medium	410000	2033	2030	2028
Pitt Street from Gladstone Street to Taree Street	763	763	1.5/2m footpath	Bike lanes	Yes	Yes	No	Medium	190750	2032	2029	2027
Park route from Marriamup Street to Nicholson Road	607	607	None	2.5m shared path	Yes	Yes	No	Medium	151750	2033	2029	2027
Nicholson Road from Highbury Cres to Albany Highway ( City of Gosnells)			1.5/2m footpath	Liaison by CofC with CofG to upgrade to 2.5m footpath.	No	No	No	Low	0	2025	2023	2022
Eastbourne Street via green way to cross Nicholson Road to Langford Ave	121	121	None	2.5m shared path	Yes	Yes	No	Medium	30250	2031	2029	2026
Pinetree Gully Road from Apsley Road to green way near Aderyn Place	183	183	1.5/2m footpath	2.5m shared path	Yes	No	No	Low	45750	2034	2030	2028
Bickley Road from river to Lacey Street	1003	1003	None, 1.5m footpath	Bike boulevard	Yes	Yes	No	Medium	501500	2034	2030	2028
Roe Highway PSP from South Street to Tonkin Highway			PSP	PSP	Yes	No	No	No work needed	0	2025	2023	2022
Orrong Road PSP from Roe Highway to Kew Street			PSP	PSP	Yes	No	No	No work needed	0	2025	2023	2022
PSP from Welshpool Station to Lacey Street			PSP	PSP	Yes	No	No	No work needed	0	2025	2023	2022
PSP from proposed Nicholson Road Station to proposed Ranford Road Station			PSP	PSP (would be funded/built by DoT as part of the rail line construction)	Yes	No	No	No work needed	0	2025	2023	2022
Nicholson Road from Roe Highway to freight rail line (City of Gosnells)			3.5m shared path	2.5m shared path	No	No	No	No work needed	0	2025	2023	2022
Manning Road from Centenary Ave to Townsend Drive (Curtin) (City of South Perth)			3/2.5/1.5m footpath	2.5m shared path	No	No	No	No work needed	0	2025	2023	2022
Fifth Avenue from Riverton Drive to Leach Highway	1005	148	2.5m footpath/1.5m footpath	2.5m shared path	Yes	Yes	No	Medium	37000	2035	2030	2028
Karel Avenue from Leach Highway to South Street (City of Melville)	2660	2660	1.5m footpath	Liaison by CofC with CoM to upgrade to 2.5m footpath.	Yes	Yes	No	Medium	0	2025	2023	2022
Burrendah Boulevard from Vahland Avenue to Karel Avenue	2110	0	Bike lanes	Bike lanes	Yes	No	No	No work needed	0	2025	2023	2022
South Street from Roe Highway to Vahland Avenue (City of Melville)	215	0	2.5m shared path	2.5m shared path	Yes	No	No	No work needed	0	2025	2023	2022
Nicholson Road from Warton Road to Clifton Road (City of Gosnells)	1540	1540	None	Liaison by CofC with CofG to upgrade to 2.5m footpath.	Yes	No	No	Low	0	2025	2023	2022
<b>City Centre Roads</b>												
Gibbs Street			see above	Bike boulevard								
Railway Parade (part of PSP from Welshpool Station to Lacey Street)			see above	2.5m shared path								
Sevenoaks Street from Wharf Street to Bent Street	1006	1006	2m footpath	2.5m shared path	Yes	No	No	Low	251500	2034	2023	2028
Cecil Avenue			see above	2.5m shared path								
Richmond Street			see above	2.5m shared path								

Albany Highway from Wharf Street to Leige Street	948	0	2.5m shared path	2.5m shared path	Yes	No	No	No work needed	2033	2034		
Greenfield Street	185	185	2m footpath	2.5m shared path	Yes	No	No	Low	46250	2034	2029	2028
Cockram Street			see above	2.5m shared path								
Wharf Street from Sevenoaks Street to Albany Highway			see above	2.5m shared path								
Carden Drive/Civic Gardens from Albany Highway to park			see above	2.5m shared path								
From Civic Gardens via park to Richmond Street (part of Via park to Gledhill Way)			see above	2.5m shared path								
Carden Drive from Richmond Street to Greenfield Street	227	227	2m footpath	2.5m shared path	Yes	No	No	Low	56750	2035	2031	2029
Carden Drive from Greenfield Street to Cockram Street			see above	2.5m shared path								
Carden Drive/Bradford Street from Cockram Street to River Road	563	563	2m footpath, none	2.5m shared path	Yes	No	No	Low	140750	2035	2031	2029
Marriamup Street (part of Through park to Marriamup Street)			see above	2.5m shared path								
Leige Street			see above	2.5m shared path								
New link from Gerard Street/Lake Street roundabout to Leige Street			see above	2.5m shared path								
Bent Street	227	0	2.5m shared path	2.5m shared path	Yes	No	No	No work needed	2033			
Grose Ave	485	225	2.5m shared path, 1.5m footpath	2.5m shared path	Yes	No	No	Low	56250	2035	2031	2029
Carousel Road	315	315	2m footpath	2.5m shared path	Yes	No	No	Low	78750	2035	2031	2029
Lake Street	240	240	1.5m footpath	2.5m shared path	Yes	Yes	No	Low	60000	2034	2031	2029
Lake Street extension past high school between Cecil Avenue and Wharf Street	494	494	None	2.5m shared path	Yes	Yes	No	Low	123500	2035	2031	2029
New extension past primary school between Cecil Avenue and Wharf Street	385	385	None	2.5m shared path	Yes	Yes	No	Low	96250	2034	2031	2028
Pattie Street			see above	2.5m shared path								
Leila Street and around lake	546	546	1.5m footpath, none	2.5m shared path	Yes	Yes	No	Low	136500	2035	2031	2029
<b>TOTAL LENGTH OF PATH NETWORK IN CITY OF CANNING (m):</b>	<b>106918</b>	<b>71469</b>						<b>TOTAL ESTIMATED COST (\$):</b>	<b>18604816</b>			