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# **Public Consultation Summary Report**

**Marmion Avenue Safety Review –  
Karrinyup Road to Ocean Reef Road**

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# Background

Main Roads conducted a review of the safety, access, planning, asset and efficiency aspects of Marmion Avenue from Karrinyup Road to Ocean Reef Road.

Main Roads went to the public requesting comments in 2021. More than 750 suggestions were tabled on potential improvements to this section of road.

Utilising the input of community feedback, Main Roads developed a series of proposed intersection improvements in consultation with key stakeholders, including the Public Transport Authority, the City of Stirling and the City of Joondalup.

In 2023, Main Roads reduced the posted speed limit on this section of Marmion Avenue from 80 km/h to 70 km/h. This was implemented in accordance with Main Roads Speed Zoning: Policy and Application Guidelines.

In 2024 Main Roads shared detailed plans of the intersections with the community. This included the launch of a second round of public consultation regarding the proposed intersection improvements. The public consultation was an internet survey with advertisement targeting local residents (letter box drop) and commuters via targeted Facebook advertisement.

This report summarises the feedback of the latest (second) round of public consultation for Marmion Avenue from Karrinyup Road to Ocean Reef Road.

# Public Consultation 2021

Public consultation was undertaken from 24 May to 31 July 2021 and took the form of a My Say Transport website and a letter drop to homes within 100m of Marmion Avenue, from Karrinyup Road to Ocean Reef Road. There were 1,189 visitors to My Say Transport and of these 330 contributed.

## Comments and Feedback

The five most frequent requests from the public consultation, in order of frequency, were:

- Roundabouts
- Improved crossings
- Consistent / improved bike lanes
- Traffic signals
- Lower speeds

The five most frequent location of the requests were:

- Marmion Avenue (mid-block)
- Seacrest Drive
- Freeman Way
- Beach Road (West)
- Warwick Road

# Concept Development

Main Roads conducted a review of the Marmion Avenue corridor, Karrinyup Road to Ocean Reef Road, based upon the feedback received from the community. This review included an analysis of existing road infrastructure. Consideration of long-term planning. A road safety assessment including analysis of crash statistics. Investigation into the volumes and movements of road users including pedestrians, cyclists, motorists, heavy vehicle operators, and public transport users.

Proposed upgrades were selected based upon consideration of safety, access, planning, asset and efficiency aspects. The investigation of proposed intersection upgrades included, but not limited to, grade separations, roundabouts, traffic signals, acceleration lanes and median closures. Early investigation identified that roundabouts and grade separations generally required private land take. Traffic signals therefore were the preferred solution to minimise the treatment footprint and impact on local community. A series of proposed intersection improvements were developed and presented to the community.

The proposed upgrades included:

- Traffic signal installation at four (4) intersections – Flinders Avenue in Hillarys, Seacrest Drive in Sorrento, Freeman Way in Marmion and Beach Road in Watermans Bay;
- Widening at the four intersections to provide additional and extended turning pockets;
- Upgraded and / or new shared path facilities, such as zebra crossing installations at corner islands;
- Street lighting upgrades, to bring them to current standards for the road; and
- Median closures at McWhae Road, Harman Road and Parnell Avenue for improved road safety outcomes.

# Public Consultation 2024

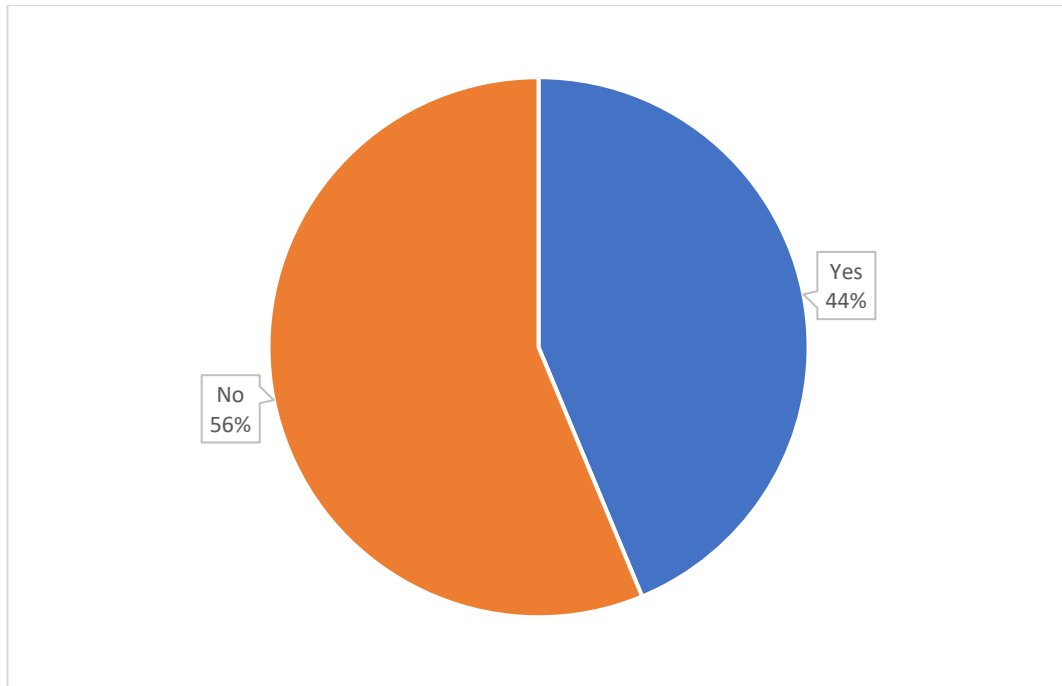
Following concept development, a second round of public consultation was undertaken. A My Say Transport project page was established, and the community was able to provide feedback between the period 11 March to 6 May 2024 (eight weeks). A letter was delivered to over 8,000 letter boxes directing residents to the project page. The area covered was households within 200m of Marmion Avenue, Karrinyup Road to Ocean Reef Road. There was also targeted advertisement on Facebook to engage with the public traveling through the corridor.

There were 7,811 visitors to the site, with 2,678 engaging with the questions. There were 950 registrations, resulting in 1,033 contributions.

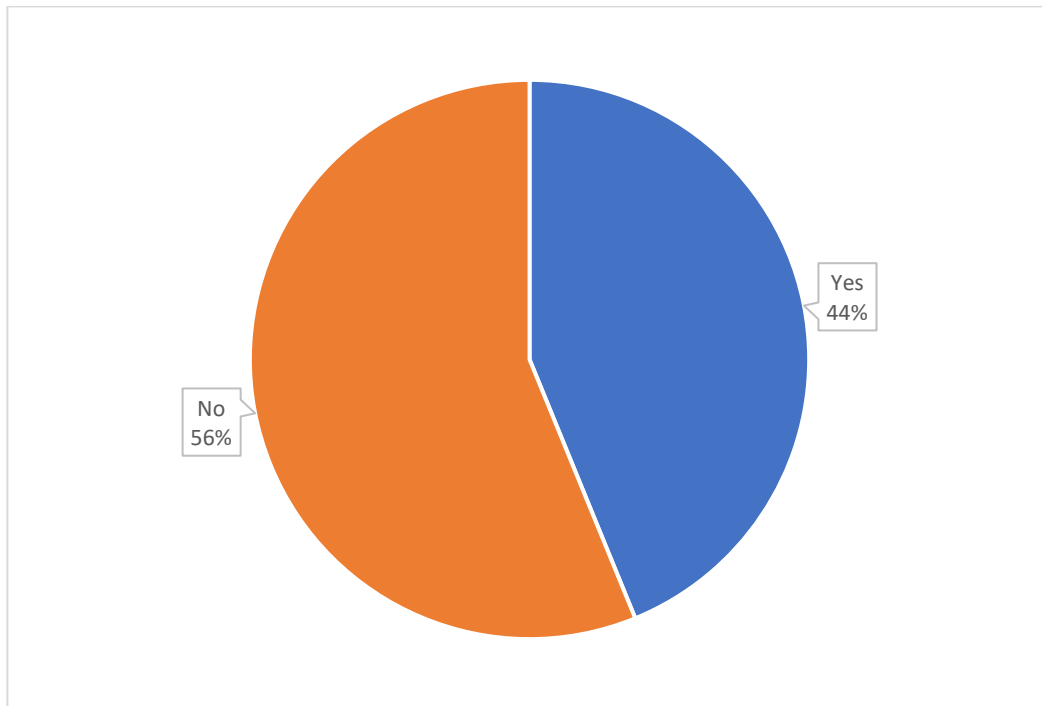
In addition to the website, comments could be made direct to Main Roads. The majority of direct contact was people requesting more information, or commenting on areas that were not explicitly included in the proposed upgrades.

### Survey Results

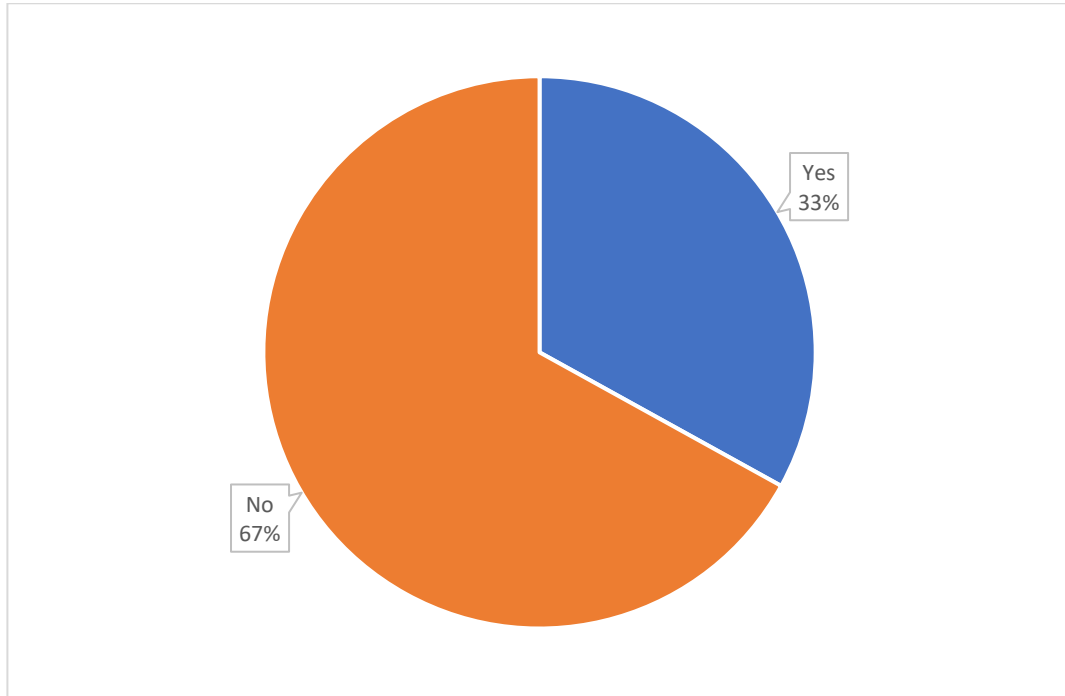
In relation to Marmion Avenue / Flinders Avenue, do you support the plan to install traffic signals and closure of the median at McWhae Road?



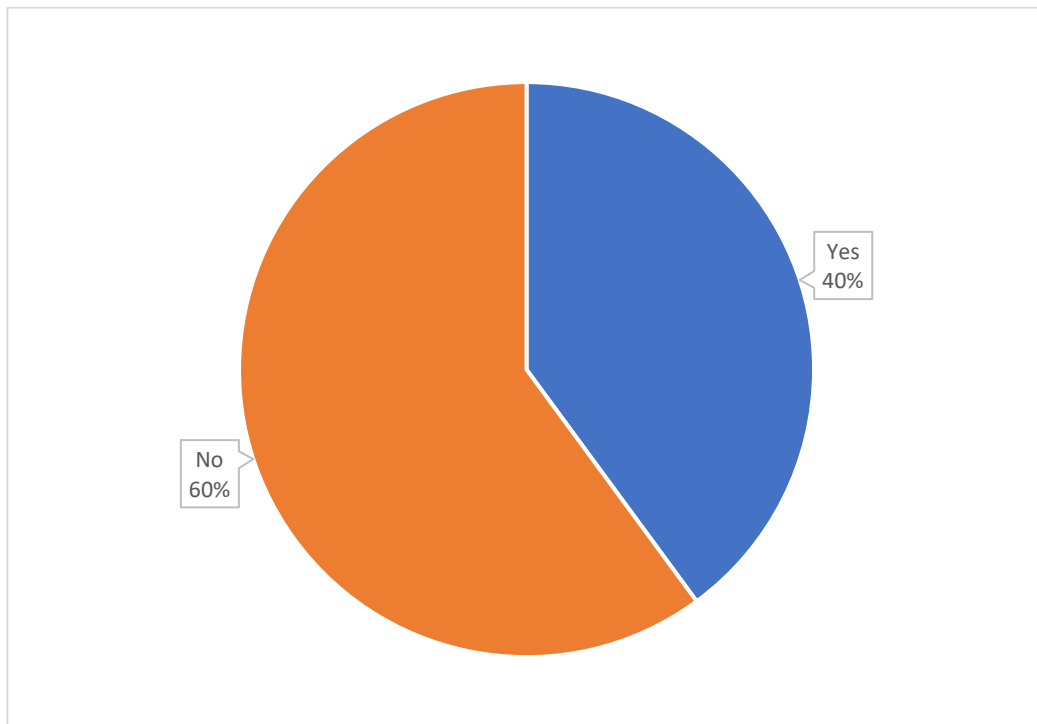
In relation to Marmion Avenue / Seacrest Drive, do you support the plan to install traffic signals and closure of the median at Harman Road?



In relation to Marmion Avenue / Freeman Way, do you support the plan to install traffic signals and closure of the median at Parnell Avenue?

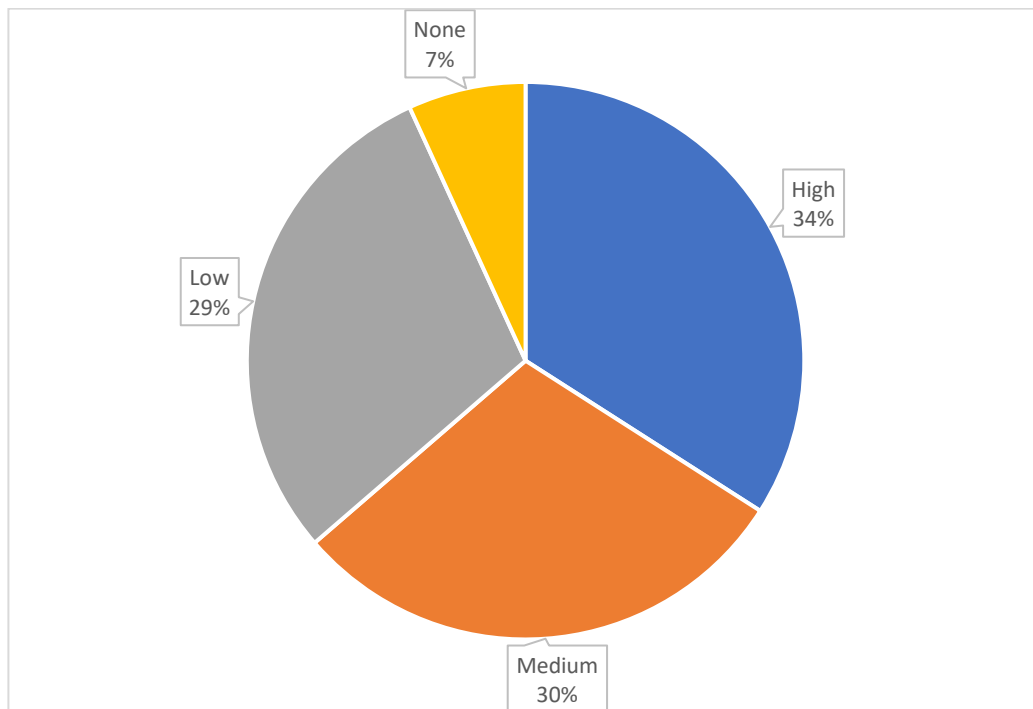


In relation to Marmion Avenue and Beach Road, do you support the plan to install traffic signals?

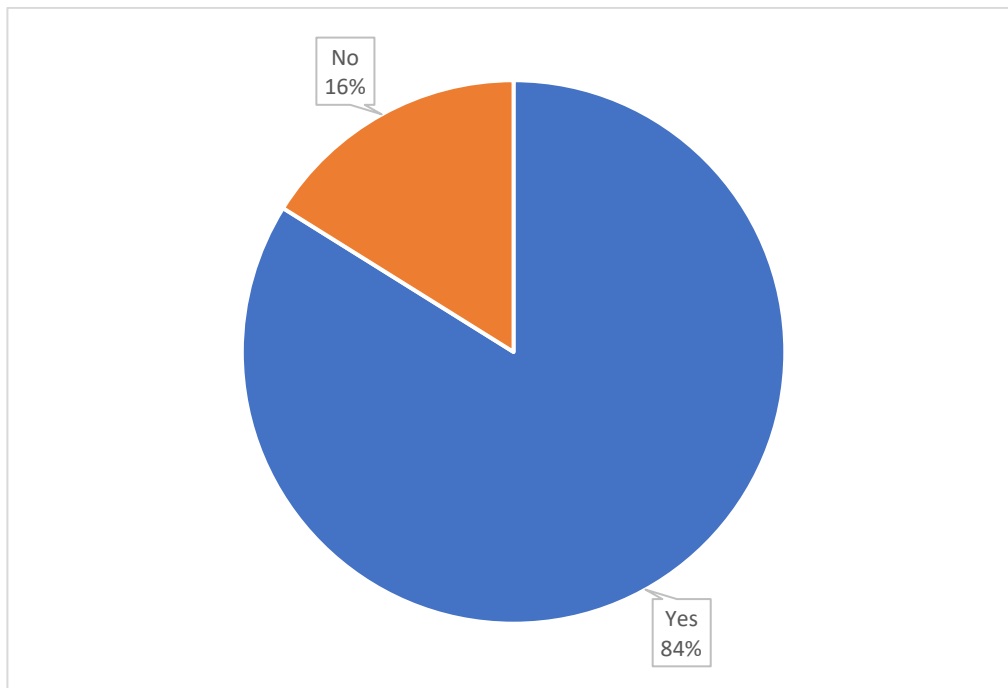




In relation to all of the above intersections, do you view the shared path on the western side of Marmion Avenue as a priority?



In relation to the intersection of Marmion Avenue / West Coast Highway / Karrinyup Road, do you support the additional lanes proposed for this location?



## Comments and Feedback

Over 2500 comments were received from respondents. Common themes identified are summarised below.

### Theme 1:

Opposition to the installation of more traffic signals, due to concerns this would increase traffic congestion and lengthen travel times.

- *Traffic lights will only slow down the traffic on Marmion Ave, which is a significant road to get into the city from the northern suburbs.*
- *More traffic lights are not the answer in my opinion.*
- *Too many traffic signals affecting traffic flow along the Marmion Avenue route. There are better options.*
- *Adding additional traffic lights along this stretch will only increase congestion and slow the commute home. There are already traffic lights within a few hundred metres of this intersection and I don't believe the traffic coming out of the nearby suburbs/streets is high enough that it warrants this type of intervention, ultimately impacting the larger majority - ie. those motorists continuing along Marmion Avenue.*
- *Please do not add any more traffic lights, this road is congested enough as it is. Anywhere there are multiple lights in close proximity to each other causes traffic to stop for many light changes, adding a lot of extra time onto an already time consuming journey.*

### Theme 2:

The reduction in the posted speed limit to 70 km/h was sufficient to address road safety concerns, which has resulted in increased traffic congestion and longer journey times.

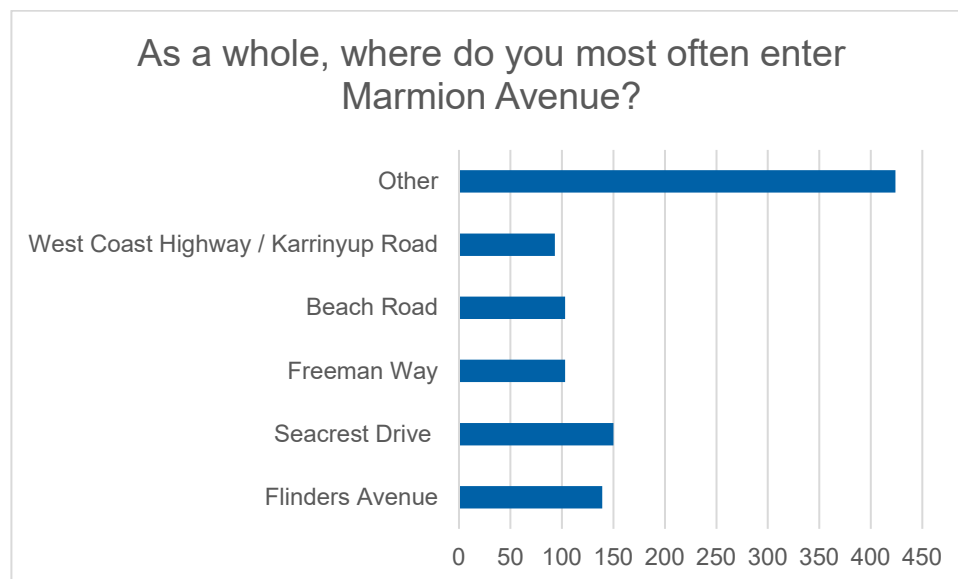
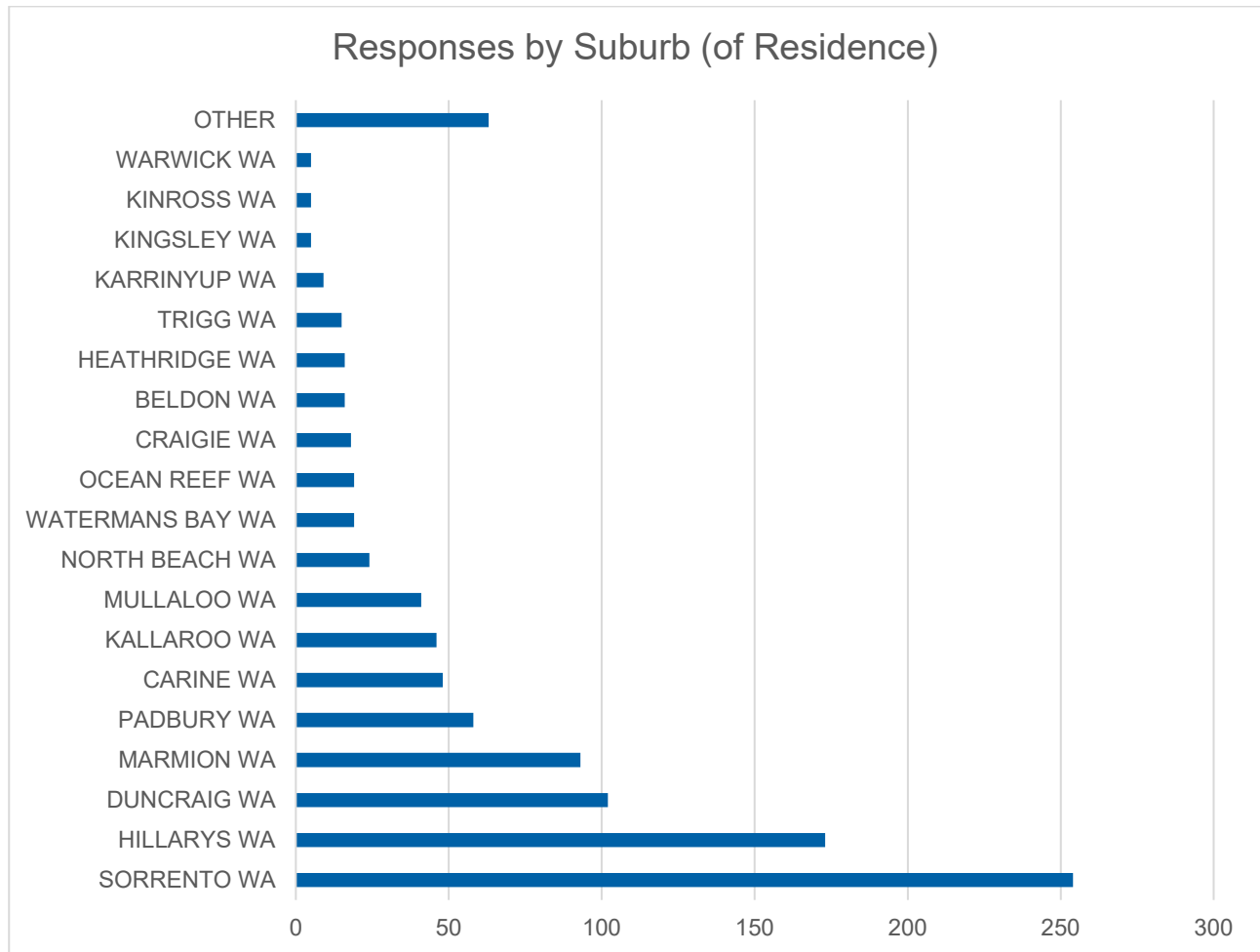
- *Having slowed the traffic in Marmion Ave to 70 kms I don't see the need for all these changes.*
- *This will slow Marmion down even further. The decision to reduce it to 70 has already slowed it down and made it more congested and this will make that worse.*
- *I think the speed limit being reduced to 70km/h has helped traffic flow and safety.*
- *The speed limit changes on Marmion Ave have already caused disruptions and adding more traffic lights will only make things worse.*
- *You have already lowered the speed on Marmion there is no need to add 4 sets of lights*

### Theme 3:

A preference for roundabouts or alternative design options instead of traffic signals, to minimise impact to the flow of traffic.

- *There has already been a reduction of speed limit from 80 to 70 and too many traffic signals already along Marmion Ave. Would a roundabout be a better option?*
- *There are already too many intersections on this road contributing to congestion at peak periods. Has Main Roads considered roundabouts or alternative measures?*
- *If traffic lights are put at each of the intersections it may cause considerable congestion. Could roundabouts/traffic islands be considered as an alternative? Could there also be some monitoring of the speed of vehicles along Marmion? The speed of some drivers puts cyclists/new drivers etc at risk.*
- *Prefer roundabouts to lights. Too great a density of traffic signals is generally inhibitive.*
- *I feel roundabouts would be more beneficial at these intersections over traffic lights, however would support the implementation of either*

## Who Responded to the Survey



## Travel Mode of Respondents

The predominant mode of travel for the respondents was by car (96%). A further 2% travel by motorcycle, and a final 2% are cyclists, pedestrians and other.

# Conclusion

Considering the latest road safety data, it is anticipated that any of the potential treatments for the intersections would not provide a positive benefit cost ratio that would justify funding within the medium term.

The speed limit reduction from 80km/h to 70km/h, to date, has had a positive effect on crashes and performance of the unsignalised intersections. Further monitoring and analysis is required to evaluate the impact on travel times and road safety along Marmion Avenue.

The Development stage for the four Marmion Avenue intersections (Flinders, Seacrest, Freeman and Beach) and shared path facilities is to be concluded. Development for the intersection of Marmion Avenue, Karrinyup Road and West Coast Highway is continuing. Work completed to-date including feedback received from public consultation will be compiled to inform decisions if the situation changes in the future.