

Survey Response - Safe Active Streets - Shakespeare

Ticket appropriate box	Which best describes you
I SUPPORT the proposal	I am an OWNER and OCCUPIER
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Street Bike Boulevard Phase 2

Comments

I would want reassurance that the roundabout will stay at Bourke and Oxford, to make exiting from Bourke St easy. I'd also want reassurance that our tenants will still have adequate space for verge/street parking. I believe the tenants at the above address will respond on their own behalf.

Support project.

Shakespeare and Scott streets can become hectic sometimes in the morning with school drop offs at Aranmore Collage, think parents drive down these streets to avoid traffic build up on Oxford Street and difficulty of pulling out on to Loftus Street if they want to turn right and head towards city, so they drive down to Burke Street and turn left or right there and carry on their way.

Bike Boulevard alterations on Burke Street between Scott Street and Oxford Street, and on Richmond Street, both these streets are popular with traffic to cut down on to Oxford street from Loftus Street and vis versa. Currently Galwey Street gets traffic for period of time during morning peak traffic, drivers use the street to avoid the traffic lights at junction of Burke and Loftus Streets. Same with Richmond. Always brought smile to face on a Wednesday morning bin collection day when several cars would get caught behind bin truck and have to slowly follow it down the street defeating their objective of using street as a rat run to avoid waiting in traffic. With the calming and slowing down of traffic I am expecting Galwey to become more attractive as a rat run at peak times for traffic. Therefore when planning could consideration be made for streets that are close by as they will be affected. Tennyson Street is also used as a short cut by peak traffic, where

as Maria Street is too far down Oxford Street and cars then just join backed up traffic as not as I am completely opposed to this proposal. These changes will completely ruin access to my house and the same for everybody, not only in Bourke Street but also in the feed-in streets which are overwhelmingly grouped accommodation.

Not only that, Bourke Street is the main access road to the park which is used by hundreds of people every day, mostly for dog walking. During the winter months about 1000 junior rugby players use the park every Saturday. Can you imagine the traffic chaos if these changes go ahead? In fact Bourke Street is a pretty major thoroughfare running across Leederville to Charles Street. There are traffic lights in the middle of it.

I would really like to know what figures you have based this dream upon. I see very few cyclists using this street. You are pandering to a tiny minority, in return for destroying the amenity of hundreds if not thousands of people every day. Parking in this area is so scarce that the on street bays are pretty much full up every day. And for some insane reason you are proposing to remove a lot of this. There is already a queue at the roundabout during peak times. You will cause more traffic chaos.

Cars will choose to instead use Leicester, Richmond and Bruce Streets, thereby pushing the problem onto what are really small streets, unlike Bourke, which I've already noted is a major thoroughfare. For cars. I feel sorry for the residents of Shakespeare Street, but at least I can see the point of trying to get cyclists off the major parallel, Oxford Street.

Not many people in cars use Shakespeare Street to get places, unlike Bourke.

As a ratepayer I find this sort of thing an astounding waste of my money. I really wonder who it's in aid of. A few cyclists, most of whom probably don't even live in this local government area? And

A great initiative to encourage more cycling within our suburbs.

Single Lane roads (Scott St). I ride my bike along these roads and feel safe already. I feel single lane roads would impede the flow of traffic. There is already a bike path on Oxford Street. I would rather these be further extended and established.

enhanced in this plan with any new green growth. The Idea of the SAS is great and I fully support this, however it still needs to look attractive for the home owners in the street, Can the existing planting be enhanced, perhaps with mature plants?

Bourke St. Very happy that Bourke ST will be connected to the bike path along the freeway & Oxford St. It gets an increasing amount of traffic along this road - the verge along Britannia Rd is being used by non-residents as a long-term parking option during work hours. This will need to be addressed at some point.

Shakespeare/Tennyson Junction- request that the junction is raised to ensure that cars on Tennyson Street slow to a STOP. Traffic on Tennyson St is very fast!!

Scott St - great idea. Too many speeding cars come down our part of Scott St. Great for the children in the street also.

Make sure I don't lose any parking space.

Please keep doing what you're doing. More Trees! More Cycling! More pedestrian ways! Close off southern Oxford St to cars; make it a mall/alfresco area.

Shakespeare St. Congratulations to the Council on this development. It is much needed. I have many times had to call police about speeding in our street. We are down the hill Marian St and many drivers accelerate down the hill and look to go well over 60 past our house. The corner with Tennyson St in particular is dangerous as drivers roll through the intersection. Since traffic calming was placed on Oxford St, Shakespeare has become an alternative, particular for drivers in a hurry. I am concerned that removing the STOP signs at Tennyson will make this worse, despite the speed hump. * Can consideration go to making the bottom of Shakespeare or top of Scott St a cul-de-sac? Shakespeare. An excellent plan. Will beautify the area and make it safe for the community.

Reasons for rejection - Shakespeare (between Anzac & Scarborough Den Road). We object for the following reasons. 1. Increased traffic noise at slow points. 2 Difficult to tow boat along street and navigate slow points. 3, A tree is proposed outside our laneway which will prevent access withy the boat and make general vehicle access more difficult (please see map). 4. Funds could be better spent. For instance, installing underground power.

Has anyone from council driven down Scott Street - between Tennyson and Bourke St? The street already narrow when cars are parked on the street, considering it is a two way street. Placing the bicycle boulevard through the street will only make it more dangerous for all users of the road. It will also make current people parking on the street (residents, visitors, TAFE students, city workers who park their car there before catching the bus to the city, etc) move to other side streets to park, which is already another problem. The council might as well close all vehicle access to Scott St

and make it a walkway if it continues with this current plan
...How useful this will be & issue with proposed parking on Shakespeare St. The only issue I can see is that since we live in a share house we have 3-4 cars & we currently park perpendicular to the street on our verge.

The proposed street parking on Shakespeare St will mean we can no longer park perpendicularly on the verge and will therefore not be able to fit all of our cars.

To tell the truth I'm not that convinced that this is a priority. I feel safe cycling already. I would rather public transport was more frequent & connected Mount Lawley and Leederville without needing to go to the City, for example. Also, making Oxford St between Vincent St & train station car-free was a good idea. I like the ide of more bike paths and more trees, however I'm unsure if it will make Shakespeare St more or less busy? A lot of us park on our verges too. Thanks for

Concerns above bike boulevards. This proposal is unnecessary for a number of reasons. Firstly, the street where these suggested Bike Boulevards are to be located, specifically Shakespeare Street, are quiet, residential streets where bike riding poses no safety threat to riders, pedestrians or drivers, making the construction of this bike path unnecessary. Additionally, with existing cycle routes on Oxford and Loftus Streets, it seems a waste of time, money and resources to build a bike boulevard between these two streets.

Thirdly, for those who rely on car travel along these streets it will be a large inconvenience having to succumb to slow points and a reduced speed limit. This also increases congestion & pollution & overall trip time. Lastly, the inclusion of speed humps in the road not only is not cyclist friendly. the very audience you are attempting to cater for, but has been shown by research to increase

The entire project. We are in FULL agreement with the TOTAL project;

1. Because it encourages cyclists over vehicles,
2. It will discourage/reduce the morning peak hour 'rat runs' along Tennyson/Marian/Shakespeare/Scott streets;
3. We are especially in favour of the re-alignment of the 'stop signs' on the Shakespeare/Tennyson St intersection. A large percentage of motorists driving North/South & Sth/Nth on Shakespeare Streets ignore the current stop signs. The 'dog leg' intersection makes this particularly dangerous as vision is restricted along Tennyson St.

Greenery. I am glad to have so many beautiful trees along Shakespeare St - BUT, if you are going to put more trees in it would be much appreciated if trees that did not shed so many leaves for so many months each year - could be planted. It is a real task to keep our yards & verges safe to walk along. Thank You

All areas. I am very happy to see the speed limit lowered on all the streets.

Shakespeare St. I think it will beautify & make it safer place!

It will also be better and safer for the Aranmore school children and for church goers.

Re-Routing when major works occur - Scott St.

I have lived at 15 Scott St for over 20years. Whenever there is major works on Oxford St or Loftus St, the planners re-route the traffic through the tiny portion of Scott St. This is total stupidity and results in chaotic traffic and commotions for the traffic and local residents. Surely the idea would be to re-route the traffic to the closest major thoroughfare - if the works occurs on Oxford, then re-route to Loftus via the closets route - not zigzag through the suburb of Leederville and its tiny streets. Believe me, nothing has changed in 20 years.

So my comment is: if this logic does not change, how will a slow street handle the re-routing of

Thankyou for the detailed information in the regard to the Vincent Bike Network Plan. To (doing) a 'no comment' from No 1 - I am the owner following the death of the previous owner B K Crocker. I plan to sell the property early in the New Year - but support any reduction in speed of cars using Shakespeare & Tennyson Streets.

1. Not safe - it will be a big risk of collision with cyclist while entering/leaving the property by car.
2. Limited parking space on the road.

Scott/Shakespeare/Tennyson. Apart from benefit of boulevard on Shakespeare, project should slow down traffic on Tennyson, and perhaps alleviate the 'rat run' traffic which utilizes Tennyson.

A great initiative to have a safe bike path along Shakespeare and Scott streets. Will also greatly improve the amenity of Scott St which is currently very bare, hot and unpleasant between Bourke and Galwey streets.

Overall - Council has just spent large sums on an excellent bike path system on Oxford Street - one block over! This is a wasteful double up. Footpaths are already good.

Scott and Bourke Streets - this will make these less liveable. Scott St and Bourke St (east) need as much parking as possible due to:

local businesses off Bourke St; large increase in the number of units on Bourke; narrowness of Scott Street and volume of traffic.

Bourke St West - we DO agree to connecting the existing Oxford St bike lanes with the Mitchell Freeway Path network through the western end of Bourke Street. This does not need to be this Bourke St - It is a problem getting through this section as it is without making it a give way - are you planning to get a little man with a lollipop sign? Surely it would be better to continue Richmond Street as the bike path. Bourke Street has the roundabout at Oxford and the lights at Loftus and is better suited for cars - not bikes! The blocks are small and parking is difficult as it is. Putting more trees will make it difficult to park on verge. Another even better suggestion is to use Galwey St.

Scheme in General: whilst I agree with the principle of introducing safer streets for pedestrians and cyclists, this is not a cost-effective or sustainable means of achieving the best outcome.

Having designed a number of similar schemes in the UK I found that the most effective approach was to implement either a combination of bollards and/or planters at street intersections to close off vehicle "rat runs" and reduce speeds + encourage cycling/peds. I suggest the Council considers how this can be achieved with consideration to refuse/fire turning movements and below ground utilities/drainage. Speed humps and raised tables are not effective and damage vehicles and create loud noise near residents homes!

Entire project: Why don't you stop spending money on bullshit projects that only serve the top 10% money earners and actually put it towards projects that actually help those less fortunate. Waste of money!!

Great Work! Keep doing more!

Scott St -

Looks great! Not 100% clear how much street parking will be available

Is there any evidence to show this type of project affects house prices in a positive or negative way?

How long might the works take, once underway?

We use all of these streets. Great initiative

No brainer!

Think it's a great idea, anything to encourage more cycling and safer roads.

Whole Proposal.

Great idea. will make cycling around Leederville & Mount Hawthorn easier. Should hopefully ease the parking issues associated with higher density development on Galwey/Bourke and surrounding streets by encouraging people to cycle instead of drive.

We have been living in Leederville for 3-5 years and over time cycling has replaced driving as our main form of transport. most amenities being close by and linked by cycling infrastructure means that driving is only for special occasions. The cycling infrastructure is particularly good for commuting to the CBD.

The proposed Stage 2 Bike Boulevard will build on these benefits further

Sheet 1 - Diagram 1. Shakespeare St - parking between Begley Ave and Wilberforce St. we have had a long term issue with people parking across the driveway for 32A Shakespeare St. Commuters park on the western side of Shakespeare St during the day. This makes exiting from our driveway very difficult. A visitor reversing out, hit one of these cars only recently. There is a lot of traffic in this street passing through which makes it dangerous.

I'm pleased to have the road made into a bike pathway but need to have better access to the driveway.

Can the parking bays planned be reduced to there are no cars parked between Begley and Wilberforce? There are few residents that park here so the provision of bays is for non-residents

The whole development. We think this is a brilliant idea which will improve cycle safety and add value to the houses on the bike boulevard. As a daily cyclist, I could not support this initiative more. We have issues with customers for the shops at the corner of Oxford/Bourke parking on the street almost blocking in our driveway and making it difficult and dangerous to get out of the driveway due to poor visibility. Please consider these factors when designing on street parking in this area.

Great Idea and support more bike friendly/pedestrian friendly projects in the future!

Melinda and I support the push for cycling over the use of fuels.

I object to the proposal because of the following reasons:

1. There is no need for the proposed bike boulevard. There is little to no bike traffic along these streets, and there is little automobile traffic. If cyclists are encouraged to take the route down Richmond, Scott and Shakespeare St, there is no need to create the boulevard to separate the cars from the cyclists.

2. There is already a lack of parking along the route, including Richmond St during events at Leederville Oval, and residential areas of Scott Street and Shakespeare St. The proposal will reduce parking and make an already bad situation much worse.

My Super-Objection.

Richmond St - due to the large volume of traffic from the Loftus Rec Centre, I feel putting further humps/plateaus will only cause problems. We already have a STOP sign onto Loftus St, so don't understand why you want a speed hump there. As it is, the humps already on Richmond St effectively slow traffic. Our house is on the corner of Fleet/Richmond, so the plateau there would affect us daily. Please don't.

I'm also concerned removing the bays will increase street parking on Richmond; It's too busy otherwise, it's asking for disaster*.

Otherwise, go ahead on Scott/Shakespeare etc.

* There's a large number of trucks that use Richmond. Trucks and bikes don't mix.

This is a great idea. I live on corner of Scott and Bourke Streets. Slowing dangerous traffic on Scott Street is needed. Making the area safer, more pedestrian and bike friendly, and greener (more trees please!) is fantastic work.

I love the idea of having a dedicated bike boulevard in our area. I am a bike rider and have ridden in Europe (Germany/France/Portugal) and have seen how we in Perth would benefit from improving our commitment to cycling as a means of transport.

Scott street has limited space and therefore limited parking already which is only on one side of the street. Parking is hard to come by on a daily basis and our street (Scott Street) is already congested every day of the week, not including on days when there are events in Leederville or Leederville Oval. A bike path would add extra congestion making it hard for residents to safely leave their houses/driveways or even park on their own street.

There is also a dedicated bike boulevard on Oxford Street which links Leederville to Mount Hawthorn and is only 2 streets down from Scott Street so there is no need for another on Scott Street. By installing a bike boulevard on Scott Street it would also mean Scott Street would become a thoroughfare which would increase noise pollution on a residential street which while busy with parking is a quiet street and in this in turn would negatively affect property values. One of the major reasons we bought our house last year was for the fact that the street was quiet and

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1. This duplicates the cycle path on Oxford Street, with no major additional benefit, at significant cost, which has not been communicated.

2. No information has been provided of the numbers using the northern section of Shakespeare St cycle priority.

3. No information has been provided on the experience of residents on the northern section in use now.

4. The Shakespeare/Scott/Bourke section is much narrower than the northern section, with significant impact on traffic flow, and resident parking. Scott St residents will be severely restricted. Shakespeare St verge parking will be affected.

Lack of use of the current Boulevard and bike lanes Scarborough Beach Road.

I have watch my tax dollars being spent on the current Shakespeare St Boulevard and Scarborough Beach Road Bike lanes and I an others are not happy with the lack of use. The only time that extra bikes are seen on the path/Bike lanes on Boulevard are when an "official" "Survey" is being done and counting bikes. Then it goes back to normal "Very Few Bikes". This whole project has been an absolute wast of money and then Dug up to replace water mains that by the way were in the planning for 2 Years prior. Afternoon traffic Now Banks up to almost Oxford Street from London/Loftus, Scarborough Beach Road lights because of the single lane. You Do Not have my permission to spend any more of My Tax Dollars on this project.

Richmond Street.

Richmond Street is a busy street with access for Loftus Centre and Footy oval, there are already not enough parking spaces available. The proposed bike path will cause more congestion and place cyclists at risk. To take parking away from residents would mean they would struggle to find safe parking near there home, would effect deliveries to homes, increase risk of break-ins as thieves would know that most of the cars would not be parked outside of the correct residence. There is already a bike boulevard that connects Leederville to Mount Hawthorn that runs from Scarborough Beach road down Oxford Street.

Having lived in Richmond Street for over 30 years there is little bike traffic, this happens along

Do it, I Feel Unsafe
(NFP)

Fantastic Idea. This will make me ride my bike more, for sure!

Please also consider drinking stations

Cnr Scott & Richmond Streets.

This is a fantastic initiative and we fully support it. Ideally it would include more tree planting and further upgrades to Oxford Street to complete the cycle network.

Drainage - as discussed with Councilors by phone.

Bourke St - from Oxford St to Windich Place. Our property (** Bourke St) is subject to flooding during heavy weather events. There are 2 gully drains near Windich Place junction that cannot cope with prolonged heavy rain. Hence the water backs up Bourke St and, as our property is the lowest point, down our driveway the property has been inundated a number of times over 20 years and the house once (2010 storm).

In 2012 (?) 3 soakwells were installed on our side of the street between ** Bourke St up to Oxford St. This has slowed the water somewhat but unless they (and the gully drains) are cleaned regularly things get back to normal pretty quick.

As a local resident and as someone who would live on the proposed bike boulevard, I fully support this phase two proposal.

I especially like the planting of more trees as I would love to see more greener street scapes for both environmental and aesthetic purposes. Also I have recently taken up bike riding and would whole-heartedly like to see more action and progress in accommodating cycling in our area. For year I had been too anxious to bike ride due to lack of facilities and drivers' attitudes; so I welcome an extension of the bike boulevard, which will hopefully encourage more cycling and change people's attitudes. Perth is already very car dependent, so to see any positive changes towards bike riding is needed to make this city more bike friendly. My one concern would be to take into

Preface before my comments.

I've lived in Franklin St for 30 years. I drive and walk and bike the areas. I walk to work I do not ride my bike it's too complicated to ride Perth streets at any time let alone peak hours. I walk to work regularly and guess what, I drive to work regularly too. My hours are not routine and I frequently have things to do before and after work that require adequate transport, dropping off kids, running errands etc.

I visited the Shakespeare north of Scarborough Bch Rd, and personally liked the look of the street but I also like the look of it south of Scarborough with the overhanging box trees.

I object to the proposal on a number of grounds mostly the amenity of the current area seems to be reduced for some dubious benefits to bike riders passing through. Specific points following.

1). In my 30 years of experience of Franklin st the vast majority of traffic, both pedestrian and in cars, is to the school/Church. The proposal is likely to increase the flow of traffic up and down Franklin St because if it achieves it's aim of restricting the speed and traffic volumes along Shakespeare the people NEEDING to access the school and Church will take the road of least resistance. One of these routes will be directly from Loftus up Franklin to the Church/School. This proposal is symptomatic of proposals which assume that people using the streets in cars are somehow doing this at a whim and can be dissuaded by making streets harder to use. The people are either destination traffic (church and school locals) or maybe re-directed from the bottlenecked Oxford St.

Simply creating "slow single way points" will definitely slow down traffic but by increasing journey time promote alternative routes. People will find the path of least resistance and are not simple enough to travel that route to work, shops, schools etc for fun.

Squeezing the balloon at one point will probably direct traffic elsewhere and in this case elsewhere will probably be Franklin st, Marion st and Salisbury.

2) The idea that bikes will prefer this area/route too is a bit naive. While there's significant space for mixing of cars bikes and pedestrians in Shakespeare north of Scarborough Bch Rd I don't know if there has been any actual studies of the mix of traffic before and after the changes there. In any event there is 4 metres extra width from footpath to footpath, in the road way north vs south of Scarborough. Applying the same "spacious" traffic amendments South of Scarborough will not create the Proposed Bike Boulevard Scott Street etc.

This is a residential street. We already have a bike boulevard two streets down in Oxford St. Scott St is a narrow street with parking only on the western side of the road as it is cars turning into Scott St from Richmond St already have to drive over to the Eastern side of the road if a car is parked in the first car bay on the Western St. I live the first house from the corner of Richmond St and are very aware of traffic coming from both sides of the road, backing out of my driveway cars you can see coming, but bikes come out of nowhere and I can see this is an accident waiting to happen. We have two kindergardens in Richmond St & Scott St is quite busy am & pm when departing from P.P. To take away bays that parents need to drop off & pick up in Richmond St makes no sense.
Phase 2 Proposal

I see this as an unnecessary replication of the existing bike network. As a cyclist and previous commuter to the CBD my needs were to be able to simply access either the cycle path beside the freeway or to travel down Oxford St to Leederville.

Having three sub-parallel cycle routes within such close proximity makes no sense and would simply be a further waste of money.

It seems that making major roads such as Oxford St and Scarborough Beach Rd essentially one lane wide because of all the street furniture simply diverts traffic onto other roads, such as Shakespeare St., blocks traffic flow i.e. which cars are turning right of buses are stopped at bus

Bike Boulevard Phase Two

In general I support the idea of bicycle streets however the proposed plans fall short of what is required for a street to fit that category.

There are too many intersections along Shakespeare and Scott. Swapping the priority at Tennyson and Marian Streets will be a small benefit but there are no proposals to stop any vehicle traffic travelling between Oxford and Loftus. To achieve any significant increase in participation the boulevard would need to feel safer. If the motor vehicle traffic crossing the boulevard is not restricted the street will hardly be any different from the current situation. Several of the side-streets would need to be changed to cul-de-sacs before this project to come close to deserving the title of Bike Boulevard.

If the single-lane slow points are the same design as the first Boulevard project, I strongly disagree with that aspect. Converging bikes and motor vehicles in the same lane creates a stressful situation for the person on the bike. If the slow points are done, they should include a by-pass similar to the BB project at Surrey Road Rivervale.

The roundabout at Oxford Street and Bourke Street intersection should be changed to traffic lights. Roundabouts are well known to be more dangerous for cyclists and pedestrians. They are also inconvenient for pedestrians.

There seems to be a lack of information released to the public regarding the outcomes from Phase One of the Bike Boulevard in Shakespeare Street. To a casual observer, there has been no difference in the level of cycling in the street. If that is true, why is Phase Two being done with

Happy with the look and functionality of all of it.

Thanks for the opportunity to comment on the above project in Shakespeare St. Two comments:

Value Adding to Safe Active Streets - There are a number of people in our area who are committed to the idea of play streets, where the streets become suitable for multiple use including places where kids can play, rather than being dominated by cars. At present the permissions required to organise street events are extensive, time consuming and cost prohibitive. Could you organise some form of on-line event registration and pre-approval process for the Safe Active Scott Street between the corners of Scott and Galwey and Scott and Bourke St. This is a very narrow section of road with no verges - just fairly narrow footpaths.

I assume that we residents would lose the little street parking we have now - limited to one side of the street. Visitors often have to park in Galwey or Bourke Streets now. The whole issue of parking with increased in fill needs attention. I support the points raised in the attached circular letter*, in regard to parking congestion. There are already designated cycle lanes in Oxford Street so it appears to be unnecessary also in the Scott Street. The cost of this would be huge I assume.

(*NB - 'circular letter' refers to a two page letter circulated by an unknown resident in early

I am all in favour of increasing walking and cycling but am not convinced that this project is an effective way to do it. Is there any evidence that it has done so for the Green St - Scarb Bch Rd section? There has already been money spent on cycle lanes along Oxford St and these seem to be quite well used. Even so, some cyclists seem to prefer to use Shakespeare St and they do so with no apparent difficulty with vehicle traffic.

In general, cars do not travel at great speed on this street and there is not a lot of traffic. Walkers are often seen and I doubt a boulevard would increase their numbers. In short, I think the money on Bourke St-

- This street is a major traffic throughway to the units in Brentham St & this traffic will continue to exist.
- Is a nightmare for parking as it is, this proposal will make it worse
- is the wrong St to be doing this with the commercial area just getting going
- used to get to Loftus St and should remain so.

I sometimes wonder who comes up with these hair brain ideas. Just sit on Bourke St between 7-9am and 4-6pm & see how much traffic goes through. Do not change the street please.

I do not want speed humps on the corner of Windich Place on both Bourke St and Windich Place. This will add extra traffic noise to an already noisy road.

I am happy to see the parking problem going to be addressed on Bourke St in this area and make parking only on one side of the street. As it is now it is extremely busy and cars park on both sides of the small street which causes traffic congestion and danger.

As the owner of 27 Galwey St (on the corner with Scott St) I support the proposal. Also, my daughter who is the occupier of 27 Galwey St (Zoe Jane Wozniak), supports the proposal.

Richmond St has high traffic, including trucks and already has numerous speed bumps already. Removing the parking will force people to park on Fleet St, increasing foot and car traffic in and otherwise quiet and empty street, which is why we bought here. Increased Fleet St activity increases the chance of opportunistic burglary.

The neighbour's children play on our verge everyday, & increased road & pedestrian traffic poses greater danger for them, from cars & people.

Increased rubbish from increased traffic. Proposed plateau on the corner Richmond & Fleet will affect us everytime we leave our house, increasing stress on our cars, while the existing speed humps are more than enough for slow traffic.

The amount of traffic already using Richmond, including trucks, will be dangerous to cyclists. Put in

A complete waste of money. Oxford St already has a great bike boulevard.

Use the money to start putting in underground power.

Thank you for the opportunity to provide feedback on this proposal. I support the installation of the bike boulevard along Shakespeare St, but based on my experiences on the existing bike boulevard, there are a few issues which could be improved on and some areas of concern within the new proposal.

Firstly, I've been the joint owner/occupier of 5 Wilberforce St since 2000, and home based with family/work (plus keen on fitness meaning I walk through the area on a daily basis).

In my area (bounded by Scarborough Beach Rd, Shakespeare St, Anzac Rd and Oxford St) there have been a number of issues over the years, mainly rat-running at dangerous speeds/manner through Wilberforce or Faraday Sts to avoid the lights on Oxford/Scarborough, plus car drivers gunning it down Shakespeare from Anzac to Scarb Beach (especially when there are no cars parked on the side of Shakespeare) - the installation of the bike boulevard will hopefully alleviate/discourage this problem.

I've also observed over the years that Shakespeare St has increasingly become the parallel alternative to using Oxford or Loftus Sts for cyclists and car drivers.

My concerns are:

- 1) The slow points on the existing Shakespeare St BB are completely ineffective: I've witnessed cars/SUVs speed through unimpeded i.e. in a straight line. Please redesign these in order that drivers have to make an effort to get through.
- 2) Faraday St will become the street of choice for rat-running during peak times (if the BB slow points are effective enough on Shakespeare).
- 3) The unnamed ROW that runs parallel between Anzac Rd and Wilberforce St: my garage backs on to this, and there is a cluster of garages used regularly down the Shakespeare St end (during school terms, mine is used daily, several times).

This ROW is unusually busy, with trucks (mainly tow trucks) servicing the mechanical garage on Oxford St, plus other cars, including employees from the businesses on Oxford St preferring to enter/exit via Shakespeare instead of Oxford. The ROW doglegs at the rear of the businesses, therefore trucks have to enter by reversing from Shakespeare, then exit back to Shakespeare. (I might also add that other vehicles - especially associated with the garage - have no regard for the speed limit/speed bumps in the ROW, and make a point of "helpfully" sounding their horns to warn

Great idea - very supportive of new bike paths in the area!

i support the proposal

There is already a cycle lane on Oxford St connecting Leederville and Mt Hawthorn. Do not need another.

My main concern is the extra congestion it would cause between Marian & Salisbury Streets where you have Aranmore Catholic College and St Mary's Church. This area is already congested with hundreds of students crossing the roads, parents dropping off & picking up students, buses on Marian Street and down Franklin Street and up to Salisbury Street where there are weddings and funerals at St Mary's Church. Parking & traffic comes up Shakespeare St to Marian St when there are games at Leederville Oval. The bike boulevard would cause more congestion with only one

Re: Single Car section of Scott St (between Bourke & Galwey St)

Concerns:

- loss of parking,
- type of tree,
- spacing of trees.

While we support the bike shared car street, lower speed limit and speed bumps, we would like to know:

- how many car spaces are lost
- the scope of tree type
- the spacing of the trees appear too random and uneven.

Love this idea. I use the cycle paths all the time with my family and we love cycling around Leederville.

There are already plenty of speed bumps, we don't need more of them. There is already a shortage of parking yet this proposal will take more street parking away. Richmond Street, in particular, is often congested with non-residents parking when they go to Loftus Recreation Centre and Leederville Oval for events and football. I also doubt the need for a bike boulevard- I have paid extra attention to the amount of bike riders in the area and there aren't that many. Since we received the survey in the mail (about 6 weeks ago) I have seen one bike rider on Richmond Street, during the entire time! I don't see that the benefit to few people outweighs the costs to many people. Also the road is quite narrow as it is, making it difficult to turn a large car around and the bike boulevard will make it even more narrow so that even small cars will need to utilize

Slowing down vehicles on Bourke St west of Scott St is great. Can you please also help with visibility on Bourke Street east of Scott St as cars parked on the street AND verge makes street visibility difficult and dangerous for backing out of the drive way.

Scott & Bourke.

I cycle to work at ECU from Scott everyday. I always feel vulnerable on the Bourke Street aspect and this new development will be fantastic. Thank you.

Thank you for the opportunity to comment on the proposed Phase Two of the Safe Active Streets Bike Boulevard Project. My husband and I do not support the proposed concept and offer the following comments. We believe that the cycle ways already provided along the eastern side of the freeway, along Oxford Street and Scarborough Beach road more than adequately cater for cyclists. We have walked and driven the completed Safe Active Street section of Shakespeare Street between Green Street and Scarborough Beach Road to get an idea of how the proposed project would work. We noticed that only three streets intersect Shakespeare with none of them carry large volumes of traffic and no laneways. It was previously a wide street with wide verges. There are numerous wide neighbouring streets also running North South. It appeared that in the main only residents of the street used the street which connects directly to the bike lanes on Scarborough Beach Road.

As unfamiliar drivers, our initial impression upon entering the street (particularly from the Scarborough Beach Road end) was that we would have right of way through all those intersections where the road is coloured red. It was a real shock when we almost drove through Woodstock St without stopping. Please note that a tree branch obscures the stop sign. We think the raised plateau speed humps are too severe and the constant zigzagging through the slow points up the Green Street end disconcerting. In the Phase two SASP proposal nine streets intersect Shakespeare/Scott Streets with Bourke St carrying a large volume of traffic and Anzac St to a lesser degree. There are also twelve laneways catering for traffic from parking areas and the rear garages to properties located on the side streets. Besides this, numerous driveways cater for more than one residence. Shakespeare/Scott is the only continuous street running North South between Loftus and Oxford Street and different sections are frequently used as detours when major works are being carried out.

Most motorists prefer to use routes controlled by traffic lights such as those at the Loftus/Bourke intersection to get safely to their destination. We don't believe that the proposed SASP will reduce the number of vehicles. Bourke Street is a recognised East/West feeder road and therefore it is also used by a lot of motorists who do not have a direct connection with the area. At the 2014/15 count, 3,544 vehicles travelled within the Bourke/Scott Street intersection every day. Over a twelve hour period (say 7am to 7pm) that would be one vehicle every 12 seconds.

We support the plan in general except for the raised plateau at the intersection of Bourke and Scott streets in Leederville. We do not want plateau ramps in front of or beside 69 Bourke Street Leederville as we have bed rooms at the front of the house very close to where the ramps would be positioned.

Also would you consider blocking car traffic the northern end of Scott Street at the Bourke Street intersection making the section of Scott Street between Bourke and Richmond Streets a child friendly cul-de-sac? Scott Street has become quite busy during peak hours with cars trying to use the car park area and bike track that is to be running alongside Shakespeare Street by the corner of Anzac Road will impact myself, my family and local residents in a number of ways; currently nobody parks by the intersection of Anzac Road, the new plan will encourage non-residential parking. With the Oxford hotel and the expanding commercial area of Leederville just a minute away this new parking space could mean that cars are left there for long periods of time free of charge. Thus, creating congestion on what has otherwise been a quiet, and peaceful street. The intersection of Anzac road and Shakespeare street for over a 20+ year time period has been subject to a number of serious car accidents as Road users often do not slow down for the stop

1. Unnecessary use of taxpayer money

2. Has Phase 1 been assessed appropriately - including resident's views

3. 'proposed parking' will lead to decreased parking for residents - many houses have three or more cars per residence.

4. Not convinced more cycling will be an outcome

A complete waste of money.

First stage has proved to be a failure. I frequently use that road & never see any bikes, makes it difficult to drive.

Why do we need two parallel cycle paths, Oxford Street & this one. the Oxford Street one doesn't get used, let alone 2.

A complete waste of money

A major inconvenience to ratepayers for little benefit to residents

Duplicating existing infrastructure being cycle paths built on Oxford Street.

Spend money on education. Stop the education cuts.

we spoke to Councilors about our desire to have a yellow line painted on the road in front of our house to prevent people parking there and blocking our access to park on our verge. There are four residents at our home, the others being our children, and they both have cars. We really need access to our verge.

We really hope this can be factored into the plans for the cycleway.

Current use of completed works does not justify the expense incurred.

1. Already bike boulevard connects Mt Hawthorn to Leederville + proposed boulevard less than 500m from already established Oxford Street. No additional safety aspect constructing another bike boulevard/ Waste of tax payer money. Should be used to improve existing routes. 2. Increased pedestrian & bike traffic in quiet areas. Many of which reason buyers purchased in these areas with benefit of close proximity. - increased noise pollution early mornings disturb residents sleep patterns - increased risk burglary & rubbish pollution dumping waste over residence fences & verge - Removed street parking especially Richmond Street. Residents not able to park outside the homes. Hinder how goods such as groceries transported into property. - vehicle security compromised as cannot keep eye on vehicles. - affect resale property values as many residents

Response
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