

**Survey Response - Safe Active Streets - Shakespeare Street Bike Boulevard Phase 2**

Tick appropriate box	Which best describes you	Comments	Officer Comments
I SUPPORT the proposal		37 SUPPORT responses received without any further comments	
I OBJECT the proposal		9 OBJECT responses received without any further comments	
I NEITHER support or object to the proposal, but I wish to provide feedback		1 NEITHER response received, but without any further comments	
I SUPPORT the proposal	I am an OWNER	Keep roundabout at Oxford & Bourke. Please ensure verge parking can be accessed.	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	Consider impacts on side streets - perhaps consider other slow measures on these streets to prevent rat-running	Noted
I OBJECT the proposal	I am an OWNER and OCCUPIER	Parking demand is very heavy on Bourke Street and is a thoroughfare between Britannia Reserve and Bourke Street. Dog walkers and people attending winter sports events will have reduced access to parking.	There is no change to the available parking at the Britannia Reserve area of Bourke Street.
I SUPPORT the proposal	I am an OWNER and OCCUPIER	A great initiative to encourage more cycling within our suburbs.	Noted
I OBJECT the proposal	I am an OWNER and OCCUPIER	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.	The road width does not change except at pinch points. The 30kmh speed limit should allow all users to feel safer.
I SUPPORT the proposal	I am an OWNER	Existing planting in the section of Scott St between Richmond and Bourke Sts is not being 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?	Noted and will be done in conjunction with Parks & Environment
I SUPPORT the proposal	I am an OWNER and OCCUPIER	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.	The City will need to address the informal all day parking in this area.
I SUPPORT the proposal	I am an OWNER and OCCUPIER	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!!	The intersection will be raised as part of the plan.
I SUPPORT the proposal	I am an OWNER and OCCUPIER	Scott St - great idea. Too many speeding cars come down our part of Scott St. Great for the children in the street also.	Noted
I SUPPORT the proposal	I am an OWNER	Make sure I don't lose any parking space.	Noted
I SUPPORT the proposal	I am an OWNER	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.	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	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....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???	The raised plateau will reduce the speed of drivers.

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I SUPPORT the proposal	I am an OWNER	Shakespeare. An excellent plan. Will beautify the area and make it safe for the community.	Noted
I OBJECT the proposal	I am an OWNER and OCCUPIER	Reasons for rejection - Shakespeare (between Anzac & Scarborough Bch 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.	A traffic template will be applied to ensure reasonable access for towed objects continues.
I OBJECT the proposal	I am an OCCUPIER	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.	There is no change to the width of the road.
I NEITHER support or object to the proposal, but I wish to provide feedback	I am an OCCUPIER	...How useful this will be & issue with proposed parking on Shakespeare S. 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.	The City's officers will liaise with residents who currently use verge parking to ensure that their verge access is not restricted. This may impact on linemarking plans.
I OBJECT the proposal	I am an OCCUPIER	Unnecessary - Shakespeare Street is a quiet, residential street where bike riding poses no safety threat to riders, pedestrians or drivers. There are existing cycle routes on Oxford and Loftus 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 pollution levels from cars, which potentially counteracts the inclusion of new trees in the plan.	Oxford St cycle lanes are in a 50kmh environment. The aims of the bike boulevard are to encourage less confident riders to ride.
I SUPPORT the proposal	I am an OWNER and OCCUPIER	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 & South/North on Shakespeare Streets ignore the current stop signs. The 'dog leg' intersection makes this particularly dangerous as vision is restricted along Tennyson St. 4. the more street trees the better!!	Noted
I SUPPORT the proposal	I am an OCCUPIER	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.	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	All areas. I am very happy to see the speed limit lowered on all the streets.	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	Shakespeare St. I think it will beautify & make it safer place!	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	It will also be better and safer for the Aranmore school children and for church goers.	Noted

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I SUPPORT the proposal	I am an OWNER and OCCUPIER	When major works occur on Oxford Street, re-route the traffic to the closest major thoroughfare rather than down small side streets like Scott St	Noted
I NEITHER support or object to the proposal, but I wish to provide feedback	I am an OWNER	Support any reduction in speed of cars using Shakespeare & Tennyson Streets.	Noted
I OBJECT the proposal	I am an OWNER and OCCUPIER	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.	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	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.	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	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.	Noted
I OBJECT the proposal	I am an OWNER	Duplication of bike path system on Oxford Street. 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 complex though.	Noted
I OBJECT the proposal	I am an OWNER	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.	The raised plateau at Bourke Street should reduce speeds of vehicles travelling in all directions.
I OBJECT the proposal	I am an OWNER	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 affective and damage vehicles and create loud noise near residents homes!	Closing off streets is not possible with many houses not having rear lane access points. The intention of 30KMH treatments are that all users are accommodated.
I OBJECT the proposal	I am an OCCUPIER	Waste of money.	
I SUPPORT the proposal	I am an OWNER	Great Work! Keep doing more!	
I SUPPORT the proposal	I am an OWNER and OCCUPIER	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?	Very little street parking is lost - rather, the areas that people can park are designated. As the streets will have increased trees and new asphalt laid it can only increase the general amenity and therefore value of properties.
I SUPPORT the proposal	I am an OWNER and OCCUPIER	We use all of these streets. Great initiative	
I SUPPORT the proposal	I am an OWNER and OCCUPIER	No brainer!	

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I SUPPORT the proposal	I am an OCCUPIER	Think it's a great idea, anything to encourage more cycling and safer roads.	
I SUPPORT the proposal	I am an OWNER and OCCUPIER	<p>Whole Proposal. Great idea. will make cycling around Leederville &amp; Mount Hawthorn easier. Should hopefully ease the parking issues... 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...The cycling infrastructure is particularly good for commuting to the CBD. The proposed Stage 2 Bike Boulevard will build on these benefits further.</p>	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	<p>We have had a long term issue with people parking across the driveway...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 our 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.</p>	Noted
I SUPPORT the proposal	I am an OCCUPIER	<p>We think this is a brilliant idea which will improve cycle safety and add value to the houses on the bike boulevard. 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.</p>	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	Great Idea and support more bike friendly/pedestrian friendly projects in the future!	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	Melinda and I support the push for cycling over the use of fuels.	Noted
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>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.</p>	Cars & cyclists are not being separated. Richmond Street parking is being reviewed
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>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.</p>	Existing speed humps on Richmond Street will be removed as the raised plateaus at the intersections will perform the same service.
I SUPPORT the proposal	I am an OWNER and OCCUPIER	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.	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	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.	Noted

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I OBJECT the proposal	I am an OWNER and OCCUPIER	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. 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 value.	There is no change to the parking available on Scott Street. Creating a bike boulevard in this area should see a decline in through traffic rather than an increase.
I OBJECT the proposal	I am an OWNER and OCCUPIER	Identical comments as above	Comments as above
I NEITHER support or object to the proposal, but I wish to provide feedback	I am an OWNER and OCCUPIER	<ol style="list-style-type: none"> <li>1. This duplicates the cycle path on Oxford Street, with no major additional benefit, at significant cost, which has not been communicated.</li> <li>2. No information has been provided of the numbers using the northern section of Shakespeare St cycle priority.</li> <li>3. No information has been provided on the experience of residents on the northern section in use now.</li> <li>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.</li> <li>5. The crossover traffic of Scarborough Beach Rd, Anzac and Bourke Sts, will make it difficult for transiting cyclists, increasing danger for cyclists, and dissuading many from using it.</li> </ol>	Qualitative and quantitative data is expected from the Department of Transport at the end of the two year study period. Raised platforms will reduce traffic speeds and improve negotiating intersections.
I OBJECT the proposal	I am an OWNER and OCCUPIER	Lack of use of the current boulevard leads to view that it is a waste of money.	Noted
I OBJECT the proposal	I am an OWNER and OCCUPIER	Richmond Street. 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.	Parking stress only occurs on Richmond St on Leederville Oval event days.
I SUPPORT the proposal	I am an OWNER and OCCUPIER	Do it, I Feel Unsafe	Noted
I SUPPORT the proposal	I am an OCCUPIER	Fantastic Idea. This will make me ride my bike more, for sure!	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	Please also consider drinking stations	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	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.	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	Concern that when the speed hump/raised platform is installed at Bourke Street/Windich Place, it will cause flooding to houses (has happened previously in extreme downpours)	Noted - COV will install additional drainage gullies in this area.
I SUPPORT the proposal	I am an OCCUPIER	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 - am concerned of the impact on street parking, especially for residents.	Noted

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I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>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.</p> <p>1). 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 Franklin St. Simply creating "slow single way points" will definitely slow down traffic but by increasing journey time promote alternative routes.</p> <p>2) Applying the same "spacious" traffic amendments South of Scarborough will not create the same street feel but rather cram the three different speeds of pedestrians , bikes and cars closer together</p> <p>3) The proposed restrictions on Shakespeare will have the effect of making more people use that now difficult intersection when leaving Franklin.</p> <p>4) This will simply slow us down, make the journeys more dangerous (if it succeeds in attracting cyclists). Basically it's a waste of money as it will transfer costs of time and inconvenience to the local residents of the area.</p>	Noted
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>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 - 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 kindergartens in Richmond St &amp; Scott St is quite busy am &amp; pm when departing from P.P. To take away bays that parents need to drop off &amp; pick up in Richmond St makes no sense.</p>	Noted
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>I see this as an unnecessary replication of the existing bike network. Having three sub-parallel cycle routes within such close proximity makes no sense and would simply be a further waste of money.</p> <p>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 stops.</p>	Noted
I NEITHER support or object to the proposal, but I wish to provide feedback	I am an OWNER	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 basically the same design? When will the data be released?</p> <p>The road surface of Shakespeare and Scott could do with being upgraded. It would also be good to have a few more trees at the Scott Street end. Those are both good aspects of the Phase Two proposal. However, without filtering the streets connecting to Shakespeare and Scott, the rest of the Bike Boulevard program is an expensive waste.</p>	<p>The boulevard aim is not to stop access by cars but to provide opportunity for 'safer' using of the shared space. The anticipated reduction in speed to 30kmh as a result of slow points and raised plateaus at intersections should provide for this. The DoT have commissioned a report to provide information on outcomes of the Phase One, awaiting its release.</p>
I SUPPORT the proposal	I am an OWNER and OCCUPIER	Happy with the look and functionality of all of it.	Noted

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I NEITHER support or object to the proposal, but I wish to provide feedback	I am an OCCUPIER	<p>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 Streets area?</p> <p>Addressing Pinch Points on Oxford St - The provision of bike lanes along Oxford St is a particularly good initiative however the major intersections, particularly the Bourke St / Oxford St intersections create dangerous pinch points. The situation is caused by the broadening pavement areas just before the roundabouts. A bike rider has to move out into the path of traffic to leave the bike lane and enter the round-about.</p>	Value adding - comments passed on to Strategic Planning. Approach to roundabout issue noted.
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>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.</p> <p>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.</p>	There is no loss of parking in this area. Development infill and impact on parking is a general concern.
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>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 is 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 seems 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 .</p> <p>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 could be more usefully spent elsewhere.</p>	Noted
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>Bourke St-</p> <ul style="list-style-type: none"> <li>- This street is a major traffic throughway to the units in Brentham St &amp; this traffic will continue to exist.</li> <li>- Is a nightmare for parking as it is, this proposal will make it worse</li> <li>- is the wrong St to be doing this with the commercial area just getting going</li> <li>- used to get to Loftus St and should remain so.</li> </ul>	Noted
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>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.</p> <p>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.</p>	There is no indication that raised plateaus in a 30kmh zone would be noisy.
I SUPPORT the proposal	I am an OWNER	Galwey St - I support the proposal.	Noted
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>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 an otherwise quiet and empty street, which is why we bought here. Increased Fleet St activity increases the chance of opportunistic burglary.</p> <p>The neighbour's children play on our verge everyday, &amp; increased road &amp; pedestrian traffic poses greater danger for them, from cars &amp; people.</p> <p>Increased rubbish from increased traffic. Proposed plateau on the corner Richmond &amp; Fleet will affect us every time we leave our house, increasing stress on our cars, while the existing speed humps are more than enough for slow traffic.</p> <p>The amount of traffic already using Richmond, including trucks, will be dangerous to cyclists. Put in a bike path instead if you must. This is a huge waste of taxpayer money, when there is no need for it.</p>	A limited amount of parking is currently intended to be removed - this should not impact on the daily use of people on Richmond St.

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I OBJECT the proposal	I am an OWNER and OCCUPIER	A complete waste of money. Oxford St already has a great bike boulevard. Use the money to start putting in underground power.	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	<p>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.</p> <p>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.</p> <p>My concerns are:</p> <ol style="list-style-type: none"> <li>1) The slow points - Please redesign these in order that drivers have to make an effort to get through.</li> <li>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).</li> <li>3) The unnamed ROW that runs parallel between Anzac Rd and Wilberforce St seems to have a lot of tow truck and car traffic - I've had near misses with young children not looking/racing ahead of parents at this point. If there is any way of discouraging non-residential cars from using the ROW as part of the BB design, and/or making it safer for pedestrians on Shakespeare St, it would be greatly appreciated.</li> <li>4) The proposal includes a slow point on Shakespeare between Wilberforce and the ROW - My main concern affects me directly, and that revolves around traffic flow being directed to the West side of Shakespeare from Anzac approaching the slow point. There is limited visibility on this corner - please investigate.</li> <li>5) Lastly, the intersection of Anzac Rd &amp; Shakespeare St - thanks to the blind crest, this is a hazardous one. Please use whatever means possible to slow traffic travelling East along Anzac Rd on the approach to Shakespeare St.</li> </ol>	Slow points are being redesigned using the Bayswater model. Raised plateaus should help slow approach to intersections. The City will need to site visit laneway access to determine if slow point placement needs to be adjusted.
I SUPPORT the proposal	I am an OWNER and OCCUPIER	Great idea - very supportive of new bike paths in the area!	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	i support the proposal	Noted
I OBJECT the proposal	I am an OWNER	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 lane and speed limit of 30kmh. I strongly object to this proposal. Connection between Leederville & Mt Hawthorn already exists. Waste of money.	Noted
I SUPPORT the proposal	I am an OWNER and OCCUPIER	<p>Re: Single Car section of Scott St (between Bourke &amp; Galwey St)</p> <p>Concerns:</p> <p>While we support the bike shared car street, lower speed limit and speed bumps, we would like to know:</p> <ul style="list-style-type: none"> <li>- how many car spaces are lost</li> <li>- the scope of tree type</li> <li>- the spacing of the trees appear too random and uneven.</li> </ul>	No car spaces are lost in this section. The tree type is being investigated by the City's Parks & Environment team - the spacing is dependent on proximity to power lines and poles and crossover/driveway access.
I SUPPORT the proposal	I am an OCCUPIER	Love this idea. I use the cycle paths all the time with my family and we love cycling around Leederville.	Noted



**Survey Response - Safe Active Streets - Shakespeare Street Bike Boulevard Phase 2**

Tick appropriate box	Which best describes you	Comments	Officer Comments
I OBJECT the proposal	I am an OCCUPIER	<p>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 resident driveways to do 3 point turns so that they can turn around as the street will be too narrow to do so. This is an additional disruption to residents</p>	<p>The existing speed humps will be removed in the areas where the raised plateaus will be installed. The road width does not change except at pinch points.</p>
I SUPPORT the proposal	I am an OWNER and OCCUPIER	<p>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.</p>	<p>Noted</p>
I SUPPORT the proposal	I am an OCCUPIER	<p>Scott &amp; 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.</p>	<p>Noted</p>
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>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. On the completed Phase One, 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.</p> <p>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. 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.</p> <p>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. Under the proposed SASP Bike Boulevard motorists approaching the Bourke/Scott Street intersection from the East can enter the intersection at 50kph. This is because it isn't clear whether there will be signs or markings on Bourke Street requiring a motorist to slow down because they are about to enter a 30kph bike riding area. Even if there are signs to slow a motorist down, it is doubtful whether this alone can be legally enforceable outside the SAS section. Cyclists heading South on Scott will not have a clear view of motorists on Bourke Street east until the very last second because of the fence around 68 Bourke and vice versa. Our understanding of the guidelines for Bike</p>	<p>Raised plateaus at all intersection should reduce the speed of cars approaching the Scott/Shakespeare cross streets. The plateaus will have appropriate signage to indicate people need to slow down in approaching them. Bike riders are not given priority at the raised plateau intersections - normal road rules apply.</p>

Survey Response - Safe Active Streets - Shakespeare Street Bike Boulevard Phase 2

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		<p>Boulevards is that cars give way to bike riders at intersections. For a motorist travelling at 50kph there will be little time to slow down let alone stop. The intersection has the potential to become very dangerous not safer. We believe that Bourke Street is a necessary feeder road and would not like to see a stop or give way sign at this intersection. A possible solution would be to leave the area within the intersection as it is now (no speed hump or red marking) with very clear signs on Scott to alert cyclists and motorists of the Bourke Street priority. Please note that the DOT's community consultation preliminary concept layout plan of 2015 for the initial SAS bike boulevard shows the Woodstock/Shakespeare intersection without a speed hump or red marking.</p> <p>Scott Street north of the Bourke/Scott intersection is already so narrow that only one car is able to travel north or south at any one time for over 100 metres. Every day we see vehicles banked up along Bourke Street because motorists have been unable to turn right or left into Scott St north. This is particularly noticeable during school drop off and pick up times and when detours are in place. Should the proposed project proceed, then serious consideration should be given to having no parking/stopping on both sides of Scott Street within 30 metres north of this intersection - similar to that which is proposed at the Scarborough Beach Road end. From a personal perspective the proposal will result in a negative effect for us for the following reasons: 1. Our home is next to the corner house so a raised paved platform hump will create unwanted additional noise. This noise will come from the vehicle bouncing after passing over the hump and secondly from the acceleration for motorists travelling from West to East. 2. Backing our boat into the drive way has been challenging since traffic calming was installed. The proposed raise plateau speed hump will make an already difficult situation even more daunting (and dangerous).</p>	
I NEITHER support or object to the proposal, but I wish to provide feedback	I am an OWNER and OCCUPIER	<p>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.</p> <p>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 avoid congestion on Loftus and Oxford streets.</p>	The raised plateaus are not expected to create additional noise in this area. Creating a cul-de-sac on Scott St has not been considered.
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>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 signs. Placing a bike track along this road could increase the number of potential accidents for both car and bike users.</p>	The plans do not make any change to the parking that is already permitted in this location.
I OBJECT the proposal	I am an OWNER and OCCUPIER	<ol style="list-style-type: none"> <li>1. Unnecessary use of taxpayer money</li> <li>2. Has Phase 1 been assessed appropriately - including resident's views</li> <li>3. 'proposed parking' will lead to decreased parking for residents - many houses have three or more cars per residence.</li> <li>4. Not convinced more cycling will be an outcome</li> </ol>	DoT is conducting a two year before and after survey of Phase One
I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>A complete waste of money.</p> <p>First stage has proved to be a failure. I frequently use that road &amp; never see any bikes, makes it difficult to drive.</p> <p>Why do we need two parallel cycle paths, Oxford Street &amp; this one. the Oxford Street one doesn't get used, let alone 2.</p>	As above. The Oxford St cycle lanes are well used by commuter cyclists - the Bike Boulevard infrastructure is intended for less confident riders.
I OBJECT the proposal	I am an OWNER	<p>A major inconvenience to ratepayers for little benefit to residents</p> <p>Duplicating existing infrastructure being cycle paths built on Oxford Street.</p>	As above.
I NEITHER support or object to the proposal, but I wish to provide feedback	I am an OWNER and OCCUPIER	<p>There are four residents at our home, the others being our children, and they both have cars. We really need access to our verge.</p> <p>We really hope this can be factored into the plans for the cycleway.</p>	The City will investigate linemarking changes in areas where substantial verge parking is currently used.

**Survey Response - Safe Active Streets - Shakespeare Street Bike Boulevard Phase 2**

Tick appropriate box	Which best describes you	Comments	Officer Comments
LATE: I OBJECT the proposal	I am an OWNER and OCCUPIER	Current use of completed works does not justify the expense incurred.	Noted
LATE: I OBJECT the proposal	I am an OWNER and OCCUPIER	<p>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.</p> <p>2. Increased pedestrian &amp; 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 &amp; rubbish pollution dumping waste over residence fences &amp; verge - Removed street parking especially Richmond Street. Residents not able to park outside their 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 bought in these areas for the quietness - inadequate lighting. These streets are poorly lit, increase chance of assaults, burglary. (Refer anonymous letter).</p>	The bike boulevard is aimed at less confident riders than cyclists riding within a 50kmh environment such as Oxford St. A 30kmh environment is safer for all users - riders, pedestrians and drivers.. Increased burglary risk is not possible to substantiate. Lighting improvements could be considered if required.