

Comment	Number of respondents that mentioned	Officer Response
Not enough parking/can't afford to lose more parking bays	17	Occupancy studies show that on-street parking on Carr St is rarely at full capacity. The section from Charles to Fitzgerald is busier due to the number of units/complexes but is still rarely fully occupied in the August 2019 or Feb 2020 study. Due to West Perth's proximity to the City and frequent bus services on Charles and Fitzgerald developments are approved with a minimum of one off street parking bay and residents are aware of this when they choose to live there. Planning conditions for these developments prevent residents from obtaining parking permits. Note that one objection to loss of parking came from the Orthodox Church which has 50 off-street parking bays.
Lack of visibility when exiting property	6	The current on-street cycle lane is located between parked cars and the carriageway. Vehicles exiting their properties have restricted views because of the parked cars and may have difficulty seeing cyclists, a vulnerable road user group. By moving the cycle lane between the footpath and parked cars cyclists will be more visible to vehicles exiting residences. Visibility issues caused by the parked cars will remain the same or improve in areas where on street parking is removed.
Current bike lanes are sufficient and could be improved with signage and paint	7	Current lanes do not reach DoT standard for Local or Secondary Routes which are now required to have protected lanes or a Safe Active Street treatment. This means that DoT funding would not be available for current lanes. On top of this MRWA do not support on road bike logo markings or signage making this sort of upgrade difficult. There has also been little evidence to suggest signage makes drivers more respectful. Green paint treatment costs approximately \$100 per metre, costing a total of \$86,000 for Carr St, close to the City's contribution for proposed project but falling far short of the level of service. The route still has relatively high vehicle levels (~2000/day) meaning other treatments such as a safe active street are less appropriate (~800-1000/day on Shakespeare).
Never see riders using street	5	As population continues to grow and urban in fill continues providing more space efficient transport options is important (Perth and Peel @ 3.5 million), construction of cycle network therefore needs to be proactive as well as reactive. The Bike Network Plan (BNP) commits the City to improving conditions for cyclists through the creation of protected lanes and continuous routes and criticised current network for being disjointed. More recently the Integrated Transport Strategy sets targets for mode shift away from vehicles to active transport as well reallocating road space, including on-street parking, throughout City according to user hierarchy. In particular the BNP community workshops identified Carr St route as an important route that was not safe. Repeated research has shown that construction of safe, connected cycle routes leads to increase in cycling levels e.g. Seville in southern Spain, where the recent construction of 50 miles of bike lanes led to an 11-fold increase in rider numbers.
Speeds too high and 40km/h not adhered to	4	The proposed upgrade includes many traffic calming measures that should help reduce speeds. The road width will be narrowed and speed cushions installed, both of which should reduce speed. This reduction in speed should reduce the level of rat running as the route becomes less attractive as a short cut. If speeds are high then protecting vulnerable road users is more important.
Bins won't be collected	3	Waste services have seen the plan and are happy. Projects on Scarborough Beach Road and Bulwer Street prove that high quality cycle lanes can be installed without a negative impact on waste collection.
Loss of parking not clear enough	3	EHQ page clearly states the number of bays that will be lost.
The road is too narrow	4	There is sufficient road space for lanes, particularly as the road is no longer a bus route. The design has been peer reviewed by consultants and our engineering team and meets current Australian Standards. Narrowing the road has the added benefit of reducing vehicles speeds, a common complaint from residents in the Cleaver precinct.
Cyclists and drivers do not obey rules/drivers already park illegally	2	Unfortunately discourteous road users exist from all groups. We cannot design infrastructure based on the actions of a minority. If residents have concerns about individuals disobeying laws they can contact WA Police via their website.

Cyclists need training, not protected lanes, to make them safe	2	City uses a combination of soft and hard measures to improve cyclist safety. We currently fund cycle training for pupils and students in the City as well as for interested adults. These measures however work best in conjunction with each other.
I ride and feel safe already	2	Current design principal is to design cycle lanes that are accessible for 8 year olds to 80 year olds. If one resident feels safe enough to ride does not mean this is shared by others. The proposed cycle lanes also connect two parks and Beatty Park Leisure Centre. It is therefore not unreasonable to assume they may be used by a wider range of cyclists e.g. children and families.
Map included in consultation poor	2	Maps included were simple concept designs to illustrate project. Full plans were available to view at the Admin building on request. City does not regularly share detailed designs during consultation due to their technical nature.
Negative effect on value of property	2	Studies have shown that creation of cycling infrastructure and increases in density of cycling infrastructure have a positive or no impact on the value of adjacent properties
Time frame of consultation inadequate/at busy time of year	2	Consultation lasted three weeks from 15th November to 9th December, beyond the 14 days required by the City's consultation policy.
Waste of City funds	2	Project is match funded by DoT so provides good value for money with City contribution coming from cash in lieu of parking contributions, not rates. Cost is low as it predominantly uses line marking. Estimated to come in significantly under budget. Not proceeding with construction will not only lose funding from DoT but renders other parts of the network as less cost effective as they will remain disjointed. Bike Network Plans biggest criticism of Vincent network was its disconnected nature.
Do not want extra concrete/concrete is dangerous for cars	1	Proposed project is largely created using line marking with parked cars offering protection to cycle lanes. Concrete nibs will only be used to delineate between end of parking bays and road and are a safety feature required by MRWA and will be built to Australian Standards.
Dooring	1	Buffer zone in place to prevent dooring and City plans to implement temporary signage when first installed to raise awareness. This design has been used successfully in eastern states and forms part of City of Melbourne design guidelines. Cyclists currently at risk of dooring with lanes as they are. Education will take place as part of activation of new lane to help prevent this.
Motorist have to pay road fees, not cyclists	1	Whilst registration fees in WA are calculated on the weight of your vehicle (and therefore the wear and tear this causes on the road) the reality is that very little of this fee goes towards road maintenance with the majority going towards administration and third party insurance. Road maintenance is therefore paid for out of general taxation and on a local level through rates payments, which most cyclists will be paying (although they may live outside of Vincent). The majority of households in Perth own a car so it is also safe to assume that cyclists will be paying vehicle registration, even if they do not choose to drive their car every day.
Didn't receive notice of consultation	1	Posted to all addresses in consultation area
Paper mail not appropriate	1	Standard practice to mail notices to residents
Bad for West End Deli	1	Parking will still be available on Strathcona and Carr St outside of the Deli. Occupancy Studies show these bays are underutilised during the day when the Deli is largely open. Note Deli did not respond to the consultation.
Overhanging trees mean road is unsafe for cyclists due to shadows	1	Verge trees will be assessed to ensure the safety of the route.