

# City of Vincent Network Bike Plan 2023-2028

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## **SURVEY RESPONSE REPORT**

08 May 2023 - 12 June 2023

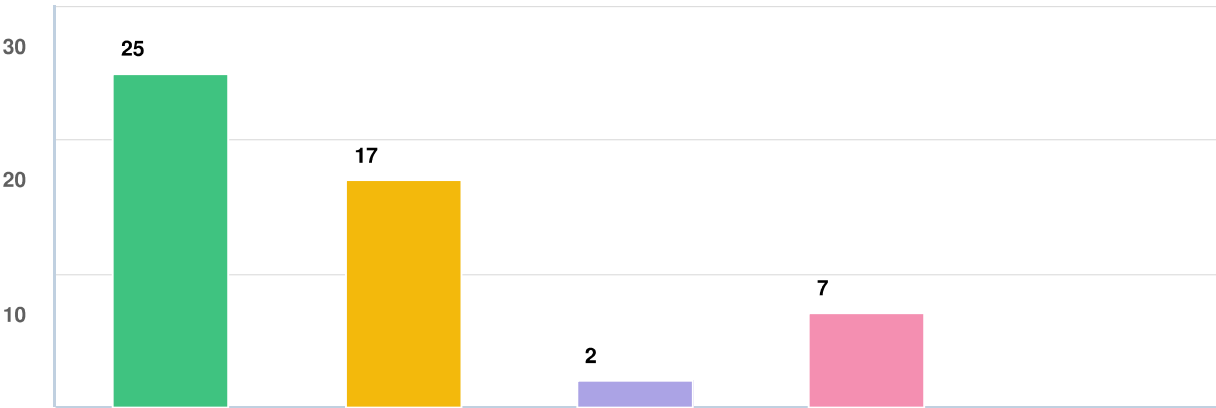
### **PROJECT NAME:**

City of Vincent Bike Network Plan 2023-2028



# SURVEY QUESTIONS

Q1 Please select all that apply to you

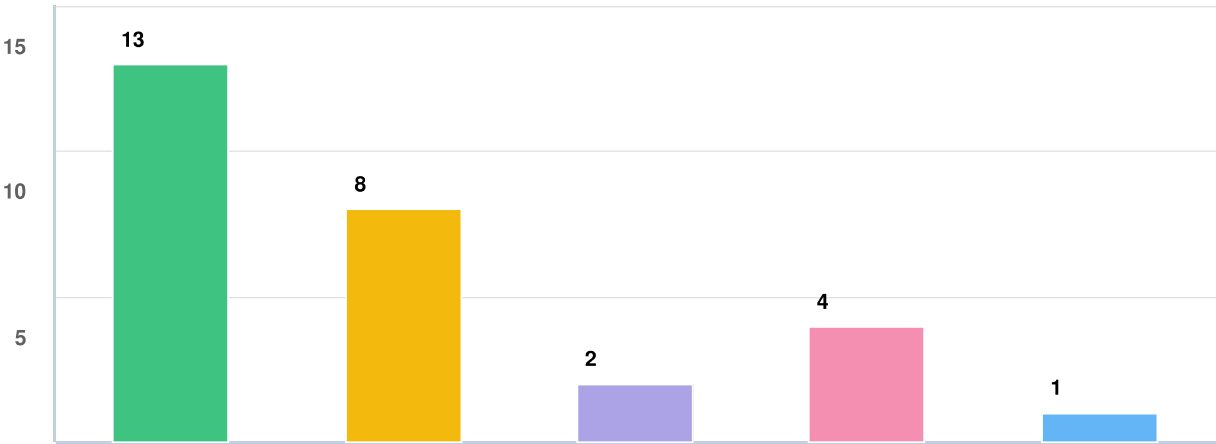


Question options

- ☒ I am a City of Vincent resident ☒ I own property in the City of Vincent ☒ I work or study in the City of Vincent  
☒ I regularly visit the City of Vincent ☐ None of the above

Mandatory Question (28 response(s))  
Question type: Checkbox Question

Q2 Do you support the City of Vincent's proposed Bike Plan 2023-2028?



Question options

- ☒ Yes, fully support ☒ Yes, partially support ☐ Neutral ☐ No, generally don't support ☐ No, fully don't support

Mandatory Question (28 response(s))  
Question type: Checkbox Question

**Q3 | Do you have any comments in relation to Vincent's connected neighbourhood approach and local neighbourhood connectivity? Please see page 18 of the draft Bike Plan for more information.**



Cars frequently speeding along portion of oxford st between Vincent and Anzac increasing risk of injury to cyclists. proposed solutions: - Speed limit of 40 km/h down entire section of oxford st - Speed limit signage to be erected between Anzac and Richmond - Speed bumps between Anzac and Vincent - Bike path should be continuedly extended down the entire Oxford street.



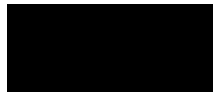
The change in legislation in 2016 to allow all cyclists to ride on footpaths was strongly opposed at the time by the then Mayor, John Carey. With the majority the Labor government has in WA every effort should be made to reverse this legislation. The footpaths in Vincent are barely adequate for pedestrians and totally inadequate when bicycles are added to the mix. This is particularly so when the bicycles are ridden at high speed and in an aggressive manner. It is upsetting to see the on road cycle paths in Vincent, implemented at ratepayers expense, devoid of traffic while cyclists use the adjacent footpath. If there is a dedicated cycle path available, cyclists should be excluded from the footpath unless under 12 years of age. I am concerned that amenity is being provide to cyclists to the detriment of pedestrians . The state of the footpath network in Vincent needs to be addressed. I have continually sent photographs of cars parked over the footpath and trees and shrubs (many council controlled) overgrowing the footpath in excess of 50%. At one stage the Head Ranger rang and asked me to provide addresses of properties where vehicles were parked over the footpath. I declined because I felt it was their job, not mine.



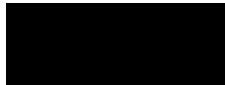
I support the connected neighbourhoods approach but have concerns about the linked connectivity. The plans to link the neighbourhoods (particularly east to west) seem well intended but too light on concrete action. Your plans read more like research/scouting/generalisms rather than anything more, which is disappointing given the timeframe this plan is proposed to cover. I would like to see priority given to identifying linking routes and then actioning of their upgrade to safe primary routes for cyclists. Lastly, it occurs to me that living on the edge of one community may mean that accessing another is inadvertently made more difficult with the current prioritisation of plans.



Better consultation and collaboration with locals is needed. Need more safe places to lock up bikes.



Very pleased to see you using this concept in your plan!



Do not convert the path on the eastern side of Britannia park into a bike track. There are 2 cycle paths on either side of the freeway and a mountain bike track on the west side of Britannia park. That's enough amenity for what is a limited number of people. The east side of the path is used extensively by walkers, dogs and the elderly. It is the part of the park used for strolling and contemplative walking. It would be nice to not have idiots on bikes to be concerned about.



seems well considered

Anonymous

5/31/2023 07:14 PM

Resident's still need to and deserve to be able to access parts of their neighbourhood via car. The City needs to respect that not everyone is physically able to ride or walk everywhere.

Anonymous

5/31/2023 07:42 PM

There has to be ample secure and a convenient facility to park a bike up in any of the town centre areas. If I were to go to local shops it will be for specific items, in and out and off home. I will not lock bike up and wander for a browse around the shops. Don't trust leaving bike for any length of time unattended. If you want a family to travel by bike it must be easy and secure to encourage people to spend time. Focus seems mainly on routes and traffic safety, with little regard of where they store a bike when they get to town centres. What type of storage should be made available I don't know, not an easy problem to solve but believe it's a major problem that stops people from doing local shops on a bike as opposed to easy option of jumping in the car knowing they will be able to easily park up.

Anonymous

6/01/2023 12:57 AM

This is really good. I'm happy to see a commitment to connecting our local neighbourhoods.

Anonymous

6/03/2023 05:21 PM

This is much needed. The current bike lanes are fragmented and puts cyclists / scooters at risk (share road with impatient drivers)

Anonymous

This approach has a major drawback for example for residents

6/06/2023 04:13 PM

between fitzgerald and william street. Accessing shops requires crossing a busy and unsafe Fitzgerald street which discourages travel by bike for most. Accessing Beatty park, Lederville oval or the library requires crossing two or even three busy streets like Charles and Loftus. The 15 minute neighborhoods should be reconsidered to give residents between Fitzgerald street and William street better bicycle accessibility to neighborhood amenities.

Anonymous

6/07/2023 02:58 PM

The existing walkway along the east side of Leederville Reserve is safe and pleasant the way it is. It would be dangerous to pedestrians and dogs to have speeding bicycles using the same path. There is already a bike path on the west side of the reserve along beside the Freeway. Perhaps an alternative path could be placed along Brentam Street between Britannia Rd and Bourke St.

Anonymous

6/07/2023 08:47 PM

Please don't put another bike path in Britannia Reserve park. The current mixed use path is already very busy with elderly residents walking, people jogging, dogs being exercised, parents with prams and toddlers on bikes and scooters and school kids on bikes. It's already full to capacity. To put another bike path in is fraught with danger. There is already a perfectly usable and efficient bike path on the freeway side of the park

Anonymous

6/09/2023 04:42 PM

Making the Eastern border of Britannia into a bike path is dangerous to the many dog owners and aged care residents that use this shaded section to walk. It is unnecessary as there is already bike facilities (including the path to the CBD) on the Western boundaries. It will result in the injury or death of an aged care resident, dog or resident.

Anonymous

6/12/2023 02:46 PM

Nothing specific. Wherever possible there need to be more secure cycling infrastructure where the cyclists have protection and not crossing paths with vehicles.

**Optional question** (16 response(s), 12 skipped)

**Question type:** Essay Question

**Q4 | Leederville Neighbourhood Plan Do you have any comments in relation to Vincent's identified actions? Please see page 21 of the draft Bike Plan for more information.**



can you fix the cycle route along Oxford st so car doors aren't being opening onto cyclists. happens almost daily when motorists open car doors when they're not looking. needs to be fully separated to

something similar to that along Scarborough beach road.

[REDACTED]

Cars frequently speeding along portion of oxford st between vincent and Anzac increasing risk of injury to cyclists. proposed solutions: - Speed limit of 40 km/h down entire section of oxford st - Speed limit signage to be erected between Anzac and Richmond - Speed bumps between Anzac and Vincent - Bike path should be continually extended down the entire Oxford street.

[REDACTED]

Extend lower speed limits down entirety of Oxford street to promote adoption and safer bike transport. Parents more likely to allow kids to cycle if safe. Assist in providing major transport network linking mt hawthorn and northern Leederville to major commuter networks into the city

[REDACTED]

This all seems reasonable and fair, I recognise many actions from the 'issues' map completed by the cycling community. There is, however, too much 'investigate' and 'consider' rather than 'assess & act' or 'address'. This plan reads well meaning, but is lacking commitment, the risk being loss of momentum in actually creating meaningful improvement.

[REDACTED]

Offer more safe places/options to lock up bikes.

[REDACTED]

no comment

Anonymous

5/31/2023 07:14 PM

N/A

Anonymous

6/01/2023 12:57 AM

Really happy to see a commitment to improving the quality of Vincent st. Its a terrifying place to be either a bike rider or pedestrian. Leederville is a place I love to visit but Its only reasonably accessible by car. Eventually a dedicated cycle path should be put in place.

Anonymous

6/03/2023 05:21 PM

1. Low speed zones do not work with impatient drivers. 2. Yes much needed, the section between Leederville and Perth CBD is narrow, full of tree roots and has dangerous blind corners. 3. Yes, avoid low hanging trees / bushes that cause a hazard to cyclists / scooters. 4. Yes, some lighting along the path would also be nice for safety reasons. 5. Agree. 6. Agree. Also pathways to work. The bike path

crossing at Powis Street exit to Lake Monger is very dangerous, especially during peak hour (in the morning) - where there is non-stop traffic and cars actually accelerate through the exit, given it's a no-stop exit and doesn't require cars to slow down. 7. Agree. When I cycled through Copenhagen (Denmark), the bike network was in parallel to the car network, with their own traffic lights, etc. Work with shops / City of Perth / etc to install more parking areas / facilities. Great to be cycling around, but unless you have access to end of trip facilities in your office - there isn't enough safe places in the city to park your bike / scooter and most buildings don't let you take your bike / scooter through their buildings.

Anonymous

6/06/2023 04:13 PM

No comments

Anonymous

6/09/2023 04:42 PM

Making the Eastern border of Britannia into a bike path is dangerous to the many dog owners and aged care residents that use this shaded section to walk. It is unnecessary as there is already bike facilities (including the path to the CBD) on the Western boundaries. It will result in the injury or death of an aged care resident, dog or resident.

**Optional question** (11 response(s), 17 skipped)

**Question type:** Essay Question

**Q5 | Mt Hawthorn Neighbourhood Plan Do you have any comments in relation to Vincent's identified actions? Please see page 24 of the draft Bike Plan for more information.**

Cars frequently speeding along portion of Oxford st between Vincent and Anzac increasing risk of injury to cyclists and pedestrians.  
proposed solutions: - Speed limit of 40 km/h down entire section of oxford st - Speed limit signage to be erected between Anzac and Richmond - Speed bumps between Anzac and Vincent - Bike path should be continually extended down the entire Oxford street.

Yes concerned re trying to establish links from Bennelong Pl to North Perth

The footpath on Scarborough Beach Road alongside Braithwaite Park needs to be a priority; it is narrow, it is a high traffic area due to the park and the school, there is now dedicated cycle path, shrubbery overhangs it and the verge is just a dustbowl in summer. The footpath should be widened right out to the verge. Your concerns about safety



are ridiculed by the number of parents ushering their children on foot and on bicycles across busy Scarborough Beach Road almost directly under the existing pedestrian bridge and the dual people pedestrian crossing just 75m to the west.

Extend lower speed limits down entirety of Oxford street to promote adoption and safer bike transport. Parents more likely to allow kids to cycle if safe. Assist in providing major transport network linking mt hawthorn and northern Leederville to major commuter networks into the city. As Oxford st is a local route it needs to promote safe and inclusive environment for uptake of cycling by people of all ages. Improving safe infrastructure will help to move Oxford st from LOT 3/4 classification to 1/3.

This also seems reasonable and fair, I recognise many actions from the 'issues' map completed by the cycling community. There is, however, again too much 'investigate' and 'consider' rather than 'assess & act' or 'address'. This plan reads well meaning, but is lacking commitment, the risk being loss of momentum in actually creating meaningful improvement.

I oppose a bike path proposed along Britannia Rd. This is a dangerous proposition with the number of locals, kids and dogs that cross this road at peak times to access Britannia Reserve for sports, exercise and recreation. Britannia Rd also fills with parked cars during peak times and weekend mornings, as the carpark doesn't have the capacity to cater for all activities in this area. Losing a side of parking reduces access to the Reserve and Litis Stadium. A bike path already exists on the freeway side that connects Bourke St to Britannia Rd and poses less risk of accidents with cars, dogs, pedestrians and aged care residents which frequent the Reserve.

See above

I don't think slowing traffic to 30km/hr through MH town centre will make riding my bike between Oxford St and Kalgoorlie St any more attractive

Anonymous

5/31/2023 07:14 PM

N/A

Anonymous

6/01/2023 12:57 AM

Not an area I visit much

Anonymous

6/03/2023 05:21 PM

Extend the green bike lane on Scarborough Beach Road to Main Street traffic lights. It kinda ends abruptly.

Anonymous

6/05/2023 05:39 PM

I completely and totally object to any different bike path along eastern side of Britannia Reserve (Note correct spelling). Bad enough, you've now made it a shared pathway not U12. This is right alongside a Retirement Village, a space where children learn to ride, where prams and toddlers are, where sport is played, where dogs are walked, where joggers run. FAST BIKES ARE NOT REQUIRED. There already is a bike path from Britannia Road to Bourke Street being on the Western side of Reserve along Freeway. You must definitely want a serious accident to happen. Whoever thought of this cannot live in or care about our neighbourhood as shown by spelling of Britannia.

Anonymous

6/05/2023 08:03 PM

Ridiculous to open eastern side of Britannia Reserve to increased cycle traffic. The amount of prams, elderly residents, families watching children play sports, dog walkers, joggers, etc. What on earth are you thinking of? All you possibly need is to link the main cycleway alongside the freeway to Britannia Road.

Anonymous

6/06/2023 04:13 PM

No comments

Anonymous

6/09/2023 04:42 PM

-

**Optional question** (15 response(s), 13 skipped)

**Question type:** Essay Question

**Q6 | Mt Lawley/Highgate Neighbourhood Plan** Do you have any comments in relation to Vincent's identified actions? Please see page 27 of the draft Bike Plan for more information.



This again seems reasonable and fair, I again recognise many actions from the 'issues' map completed by the cycling community. There is, however, still too much 'investigate' and 'consider' rather than 'assess & act' or 'address'. The plan reads as well meaning, but is lacking commitment, the risk being loss of momentum in actually creating meaningful improvement.



No



Highly supportive of the Bulwer Street bike lane extension, including investigating the channeling of cyclists into a narrow traffic lane. Separating pedestrians and cyclists along the Swan River Shared Path in certain sections would be fantastic and would alleviate a lot of angst (from others) that occurs during weekends. I say this as both a regular pedestrian/runner and cyclist of this area. I am excited to see you advocate for improving the Guildford Rd/East Parade/Whatley intersection! I have experienced many near-misses and angry drivers at this intersection as a pedestrian and cyclist. I wrote to Main Roads recently about this and based on their response, your advocacy will be required in order to improve safety at this intersection.



no comment

Anonymous

5/31/2023 07:14 PM

That residents who are not physically able to ride a bike or walk distances will be unfairly unable physically access places within their own neighbourhood.

Anonymous

6/01/2023 12:57 AM

I would like to see much more improvement to both William St and Beaufort St. These are the street I use the most to access groceries, shops, restaurants and bars, and are extremely unsafe for bike riders. I think it's a shame that these two streets have been largely neglected in the draft plan. All the points regarding Bulwer street are very good though and I'm happy to see improvement their.

Anonymous

6/03/2023 05:21 PM

None

Anonymous

6/06/2023 04:13 PM

Some really good actions, but this doesn't go far enough in my preference. The outcome map doesn't provide a solution where it is safe enough for everyone to cycle both from north to south and especially from east to west between North and East Perth. Connectivity to the riverfront should be safe, efficient and reliable by bike for everyone living in City of Vincent.

Anonymous

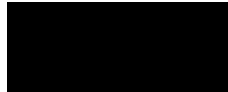
6/09/2023 04:42 PM

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**Optional question** (9 response(s), 19 skipped)

**Question type:** Essay Question

**Q7 | North Perth Neighbourhood Plan** Do you have any comments in relation to Vincent's identified actions? Please see page 30 of the draft Bike Plan for more information.



This again seems reasonable and fair, I again recognise many actions from the 'issues' map completed by the cycling community. I specifically welcome the intention to investigate safer crossing from Ethel to Throssell, but as per other aspects of the plan commitment to actions are weak, the risk being loss of momentum in actually creating meaningful improvement.



No



Please get started on the Norfolk St safe active street project!



Signal-controlled pedestrian intersection across Walcott at Hunter St is a fantastic idea! With the primary school on one side, this is absolutely necessary to encourage more children to walk/cycle to school safely. It will also be appreciated by many (including myself) when cycling to the Kyilla Community Farmers Market on Saturdays.



no

Anonymous

5/31/2023 07:14 PM

N/A

Anonymous

6/01/2023 12:57 AM

Vincent Street feel very unsafe in this area too. I would like to see more plans in place to improve this.

Anonymous

6/03/2023 05:21 PM

None

Anonymous

6/06/2023 04:13 PM

Good in principle, but the outcome map doesn't provide a solution where it is safe enough for everyone to cycle both from north to south and especially from east to west between North and East Perth. Connectivity to the riverfront should be safe, efficient and reliable by

bike for everyone living in City of Vincent.

Anonymous

6/09/2023 04:42 PM

-

Anonymous

6/09/2023 11:20 PM

It would be good to have a specific bike lane through Hyde Park to help connect North Perth to the City.

**Optional question** (11 response(s), 17 skipped)

**Question type:** Essay Question

**Q8 | William Street (Northbridge) Neighbourhood Plan** Do you have any comments in relation to Vincent's identified actions? Please see page 33 of the draft Bike Plan for more information.

I'm glad to see East Perth non-vehicle transport use is so high - kudos to the residents. There is, however, still too much 'investigate' and 'consider' in your plan, rather than 'assess & act' or 'swiftly address'.

No

The bike kerb ramp on Brisbane Street is low priority. This sounds like such an easy win for the Council - a quick, cheap tick off the list. Simple yet effective. Surely this can be a medium priority at least, based on how easy it will be to do (if I have understood it correctly)?

no

Anonymous

5/31/2023 07:14 PM

William Street is already busy and a nightmare on weekends, this should be taken into consideration before implementing something that could turn it into a greater nightmare.

Anonymous

6/01/2023 12:57 AM

I'm extremely supportive of the plan to create a primary route on William St. I would like to see this continue into the Highgate area. Northbridge is an amazing area and I would love for it to be more easily accessible via bike.

Anonymous

6/03/2023 05:21 PM

None

Anonymous

6/05/2023 05:39 PM

24/37 Britannia Road

Anonymous

6/06/2023 04:13 PM

No comments

Anonymous

6/09/2023 04:42 PM

-

Anonymous

6/10/2023 11:08 AM

Fully support the initiatives especially the Forbes and William Street crossing - even for pedestrians it's a bit hectic. In the future would love to see Lake street given some consideration and improved from a mixed use road, particularly around Stuart st park now. Also, Perhaps a city of Perth item but the Lake street and Newcastle st intersection, to slow down traffic and give more space(?) in the middle of the road for bikes and pedestrians unable to quickly cross. Or alternatively Palmerston/Newcastle street. Church and Stuart street - slow traffic down, vehicles speed along these two streets.

**Optional question** (11 response(s), 17 skipped)

**Question type:** Essay Question

**Q9 | Promote Walking and Riding - Encourage Behaviour Change** Do you have any comments in relation to Vincent's identified actions? Please see page 38 of the draft Bike Plan for more information.



This is entirely commendable and I fully support it. The plan does, however, read a little weak-willed with regard doing more that 'investigate', 'partner' (on undefined initiatives) or 'run' (an unspecified number of) 'events'. I would welcome seeing more specific plans including, for example, number of events by when, number of initiatives by when, timeline for achieving partnerships etc. This makes target setting and project performance measurement far more measurable, with the specific intent of working to ensure that momentum or will isn't lost as the plan is implemented. I note that measuring the plan progress (pg 43) is all outcome based (increases in.... decreases in...) and is not measuring interim actions of plan implementation. That's disappointing, there's a clear risk to value & momentum loss with this QC-only approach, rather than

embedded QA and ongoing project performance management.



Better bike path maps are needed. I tried to find a route into the city without having to ride on a busy road and I was unable to find one online. The plan also fails to action the implementation of more places to safely lock bikes (and have that information available).



It's great to see a local council taking this step. Closing off more streets to bikes only will also help. There are many small streets around town centers that cars really don't need access to, even if it's at certain times of days or during special events. Too many children get dropped off to school by parents in giant 4WDs that are dangerous for everyone around and cause a lot of road rage during school pick-up/drop-off. Encouraging active transport to schools should be undertaken more by councils and the schools themselves, so I am all supportive of your plans in this area.



Nice idea.



Whilst supportive of all strategies included, I find it interesting that beh change focuses on riders and walkers, and there is no driver education. Teaching drivers that pedestrians have right of way in many situations would be helpful, and reduce stress for parents letting their children ride to school. Or work.

Anonymous

5/31/2023 07:14 PM

N/A

Anonymous

5/31/2023 07:42 PM

Cycle to work and have no problems riding on busy roads, What I have found that often on dedicated bike lanes it is other cyclists riding two abreast on paths which are not really wide enough and some, not all e scooters and e bikes who are going way too fast. Im a confident cyclist and to the surprise and distain of the inconsiderate two abreast cyclists encroaching on to my side of the path,I make it very obvious that I am lining up and make it apparent I am riding straight for them and not moving.So far people get the message and move.Personally cars are not so much the problem its the entitled ignorant fellow cyclist who are the problem.There is a sever lack of consideration, how this can be changed will be hard.For older people and families with young children this can be intimidating and off putting.

Anonymous

6/01/2023 12:57 AM

This is all very good. I would like to some focus on driver education too.

Anonymous

6/03/2023 05:21 PM

Lighting plan is important for walking at night safely

Anonymous

6/06/2023 04:13 PM

No

Anonymous

6/09/2023 04:42 PM

Making the Eastern border of Britannia into a bike path is dangerous to the many dog owners and aged care residents that use this shaded section to walk. It is unnecessary as there is already bike facilities (including the path to the CBD) on the Western boundaries. It will result in the injury or death of an aged care resident, dog or resident.

Anonymous

6/10/2023 11:08 AM

Showcasing on social media some riders and their tips and preparation for cycling/commuting!

Anonymous

6/12/2023 02:46 PM

Riding needs to be faster than taking a car. Where possible give a preference for bike to avoid traffic light etc.

**Optional question** (13 response(s), 15 skipped)

**Question type:** Essay Question

**Q10 | Please provide any additional comments you have in relation to the draft Bike Plan**

1) Please get Main Roads to urgently fix the PSP from Richmond St through to Northbridge and the city. Needs to be upgraded to remove tree roots and widened as a urgent priority. 2) blanket 40km/h in entire COV is excessive. there are already roads for cyclists that are 30km/h

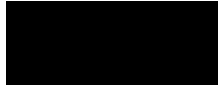
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Reduced speed limit to 40km along the entirety of Oxford street will



5/24/2023 02:08 PM

increase uptake cycling by people of all ages and abilities and provide connectivity between city centres of Mt Hawthorn and Leederville. I fear speed limits will not be adhered to, especially at night, so would propose traffic limiting infrastructure is also implemented such as speed bumps and the like. Extend the bike infrastructure along entirety of the street to safer environment. -improve safety for pedestrians and cyclists. New childcare centre near Bourke St due to open soon, lower speed will improve safety. Traffic signals near Aranmore school at crosswalks



I feel that the headline targets set for bike usage are far too conservative compared to the goal of having cycles and walking as the overall preferred mode of transport. To increase the number of people riding and walking to work from 15% of residents in 2020 to 20% of residents by 2030 is a pretty small increase. I feel that having William Street (particularly north of Bulwer St) as a 'council endorsed primary route' is woeful. That road is identified by COV as 'high-stress' (far too large, congested, dangerous) and it's therefore madness to recommend it for cycles in its present form. That this road is the boundary between communities may be why it is, apparently, not included in either North Perth or Highgate list of actions to improve (potentially an oversight?). Having this road as primary recommended route is only a sensible or safe if dedicated, segregated, cycle lanes are present. Well done on producing the draft plan, I commend the ambition and effort. I hope that the feedback of consultation serves to make it even better.



Let's get started on implementation!



Thank you for being a proactive council in this area. I just hope that everything is achieved as planned, and that it encourages City of Stirling (where I reside) to try to make similar improvements!

Anonymous

5/31/2023 07:14 PM

All residents should be taken into account, not just those able bodied enough to ride a bicycle or walk everywhere.

Anonymous

6/01/2023 12:57 AM

While I appreciate any attempt to make the city more accessible to pedestrians and cyclists, the draft plan feels a little toothless and ignores the most car centric and unsafe areas. If people can't use a bike to access groceries, shops, bars and restaurants they won't use it all. This plan does little to encourage bikes as a primary transport option for short trips.

Anonymous

6/06/2023 04:13 PM

Thank you for the opportunity to input and for all the good effort being put into this work. I am strongly in support of a city that allows for cycling as a key mode of transportation while maintaining safety as the highest priority.

Anonymous

6/09/2023 04:42 PM

Making the Eastern border of Britannia into a bike path is dangerous to the many dog owners and aged care residents that use this shaded section to walk. It is unnecessary as there are already bike facilities (including the path to the CBD) on the Western boundaries. It will result in the injury or death of an aged care resident, dog or resident.

Anonymous

6/09/2023 10:04 PM

Connectivity of the safe bike routes should be a priority. If you can get somewhere on a bike on 90% safe bike routes, the trip is still not feasible for most people. The safe routes cannot be separated by roads with no bike paths/lanes.

Anonymous

6/10/2023 11:08 AM

An additional bike rack in front of Golden Choice - it's busy with the bikes! Love the design of the one at Golden Choice, suitable for all bikes.

Anonymous

6/11/2023 05:10 PM

City Action #59 page 44. The City should apply the Level of Traffic Stress (LOTS) assessment to ALL work done on the LTCN streets and other routes not just "new cycling infrastructure projects". This is because changes to street design (even some tree planting) can have a negative effect on cycling safety and amenity.

**Optional question** (13 response(s), 15 skipped)

**Question type:** Essay Question