



Department of
Transport

Consultation report

Shakespeare Street Bike Boulevard, Mount Hawthorn



EXECUTIVE SUMMARY

The Department of Transport is the lead agency in the planning, development, implementation and promotion of active transport in Western Australia. Active transport initiatives are required due to rapid population and economic growth in Perth, increasing congestion on our roads resulting in time delays and loss of productivity. A key activity in active transport is cycling.

In March 2015, two Dutch cycling experts joined the Minister for Transport Dean Nalder and key government agency and cycling advocacy groups to identify opportunities to reduce congestion by increasing trips on bikes. The visit included three planning days and a full day Imagineering Workshop. The planning days provided the Dutch experts with an overview of the Perth context and an opportunity to experience Perth by bike.

A key outcome from this work was the plan to run a \$3 million demonstration program (consisting of several projects) in 2015/16 piloting the use of bike boulevards. Bike boulevards are low speed neighbourhood streets that have been optimised for cycling – where the car is a guest and bikes have priority.

Four Local Government Authorities were invited to participate in the pilot program - the Cities of Bayswater, Belmont, Joondalup and Vincent.

The Department of Transport approached the City of Vincent to participate in the pilot program as the City was considered to be committed to delivering innovative cycling infrastructure projects identified in its Local Bike Plan. The Scarborough Beach Road protected bike lanes were in the process of being constructed, and a north/south link to this was considered to be a great opportunity for a bike boulevard pilot project that builds on and strengthens the local bike network.

The Department of Transport worked with the City to develop the Mount Hawthorn to Perth CBD Bike Boulevard (known as the Shakespeare Street Bike Boulevard). This project was designed to provide a connection from the northern edge of Mount Hawthorn at Green Street and ultimately through to the Perth CBD.

The City and the Department of Transport worked together to develop a consultation program that met the requirements of the City's Community Consultation Policy 4.1.5.

The consultation methodology involved engaging directly impacted stakeholders (residents of Shakespeare Street) and other City of Vincent residents using various communication tools. Input from the community was received in two phases via a range of activities, including written submissions, email, surveys and drop in sessions.

The approach throughout consultation was to seek input from residents and understand their issues (Phase one); revise the design to address issues raised; and present revised concept for further discussion with residents (Phase two). Further consultation on specific locations would be undertaken during the next more detailed phase of design.

Phase one consultation results showed:

- 69% agreed outright or agreed in principle (suggesting changes)
- 16% disagreed
- 14% did not state whether they agreed or disagreed

Phase two consultation results showed that a total of 89 votes were received by the deadline of 29 February 2016 and an additional three just after. All votes were included, and approximately 32 houses did not vote. The main concern from this round of consultation was the location of slow points.

Two result scenarios are presented below, as it was important to note that one resident with three properties voted three times and another with two properties voted twice.

SCENARIO 1 (ONE VOTE PER PROPERTY)	
FOR	56 votes or 61%
AGAINST	36 votes or 39%
TOTAL	92 votes

SCENARIO 2 (ONE VOTE PER RATEPAYER)	
FOR	56 votes or 63%
AGAINST	33 votes or 37%
TOTAL	89 votes

The most frequently raised issues over the duration of consultation were:

- reduction in on-street parking and the location of parking areas;
- intersection treatments and closures;
- location of slow points and planter nibs;
- bin collection and service vehicle access; and
- landscaping.

This report is presented to the City of Vincent as a summary of the consultation process that occurred between November 2015 and February 2016 for the City of Vincent Shakespeare Street Bike Boulevard.

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INTRODUCTION

The Department of Transport is the lead agency in the planning, development, implementation and promotion of active transport in Western Australia.

Active transport initiatives are required due to rapid population and economic growth in Perth, increasing congestion on our roads resulting in time delays and loss of productivity. Overcoming these challenges is likely to stretch the movement network beyond current capacities.

A key activity in active transport is cycling. The Western Australian Bike Network Plan (WABNP) 2014 - 31 provides a blueprint for the development of metropolitan and regional cycle facilities to support bicycle trips. The aim is to increase cycle trips for transport purposes (i.e. to work, shops and school) and the plan focuses on a network of routes to facilitate this.

The purpose of the WABNP is to double the number of cycling trips in WA by 2020, supported by four objectives for cycling: Safe, Connected, Convenient and Acceptable.

The Cycling and Urban Strategies Team leads the Department of Transport in the development and delivery of the WABNP to increase cycling in WA and reduce car dependence and associated traffic congestion.

Since early May 2015, in confidence discussions were held with several local authorities to gain support for a limited number of pilot projects that were largely part of the Cycling Imagineering Workshop. The pilot projects have been selected on the basis of:

- achieving the desired outcomes of the program;
- constructability in 2015/16;
- the option to extend to a longer route/area in 2016/17; and
- high level support from executive staff and elected members within local government.

The projects identified were:

- Leake and May Streets, Bayswater - Bike Boulevard
- Shakespeare Street, Mount Hawthorn - Bike Boulevard
- Surrey Road, Belmont - Bike Boulevard
- Robertson Road Cycleway, Joondalup - Connecting Stations and Schools Project.

1.0 KEY STAKEHOLDERS

The key stakeholders for this pilot project were identified as:

- Minister for Transport and State Government agencies (e.g. Main Roads WA)
- four relevant Local Governments and WALGA
- residents on impacted streets/ in impacted areas
- local Schools
- cycling Groups and Sporting Clubs
- ratepayer Groups and others
- environmental Groups
- local Businesses - cycling shops / retailers / workplaces.

1.1 PROJECT BACKGROUND AND JUSTIFICATION

In 2014, an Australian Delegation (including Department of Transport representatives) visited the Netherlands with a primary focus on active transport. The tour was arranged by the Cycling Promotion Fund and the Netherlands Government. The delegation included a range of transport professionals and advocates with the passion to drive innovation in active transport within Australia.

In March 2015, two Dutch cycling experts joined the Minister for Transport Dean Nalder and key government agency and cycling advocacy groups to identify opportunities to reduce congestion by increasing trips on bikes. The visit included three planning days and a full day Imagineering Workshop. The planning days provided the Dutch experts with an overview of the Perth context and an opportunity to experience Perth by bike.

A key outcome from this visit is the plan to run a \$3 million demonstration program (consisting of several projects) in 2015/16 piloting the use of bike boulevards which are low speed neighbourhood streets that have been optimised for cycling – where the car is a guest and bikes have priority. These streets are quieter and healthier than busy, car filled streets and are welcoming to children, families, pedestrians and those new to cycling. Importantly they connect people to key destinations like schools, shops and train stations. Bike boulevards are used around the world to increase bike trips in lieu of the car.

The \$3 million comes from Main Roads' Local Government Road Funding (via the Safety and Traffic Management Program).

The projects will be fully funded by State Government. Local government will provide in kind and voluntary financial contributions. The plan is to make this money available in subsequent years as part of a new bike boulevards funding program open to local governments.

1.2 BIKE BOULEVARD PILOT PROJECT OBJECTIVES

The objectives of the Department of Transport's Cycling Communications Framework provide a fundamental basis for this project's objectives. The key objective of the new demonstration bike boulevards program for 2015/16 is to encourage on-road cycling on low speed local roads to increase the number of short trips made on bikes to schools, train stations and shops.

This will be achieved by the following:

- engaging the community by improving their understanding and knowledge of cycling for transport in WA;
- helping the community to embrace cycling as a primary mode of transport;
- providing safe and convenient alternatives that provide good linkages to businesses, schools and other places of interest to encourage cycling;
- changing current behaviour – cycle more, drive less;
- basing communications on good science and data;
- developing and promoting the cycling for transport story;
- empowering the community to be our cycling advocates; and
- identifying and developing new partnerships to enhance cycling advocacy.

Communication Objectives were based on:

- raising awareness of bike boulevards including what they are and how they work; and
- differentiating between bike boulevards, Principal Shared Paths and on-road cycling.

1.3 PROJECT DEVELOPMENT: CITY OF VINCENT AND DEPARTMENT OF TRANSPORT

The Department of Transport approached the City of Vincent to participate in the pilot program as the City was considered to be committed to delivering innovative cycling infrastructure projects identified in its Local Bike Plan. The Scarborough Beach Road protected bike lanes were in the process of being constructed, and a north/south link to this was considered to be a great opportunity for a bike boulevard pilot project.

An initial meeting was held in May 2015 with officers from the City of Vincent and the Department of Transport, and several north/south route options linked to Scarborough Beach Road were suggested by City officers in the corridor between Green Street, Richmond Street, Fairfield Street and Charles Street. Based on preliminary conversations and saddle surveys, four options were identified for further exploration: Eton Street, Dunedin Street, Shakespeare Street and Fairfield Street.

The underlying principles for selecting the best option were:

- one with the least constraints;
- one with the least amount of negative community impact; and
- one which would deliver the best outcomes in terms of providing an opportunity for more people to make more short trips by bike.

Ongoing meetings and discussions between the City of Vincent and the Department discussed in detail the potential strengths, weaknesses and opportunities of each option. Complementing these discussions, the Department (with input from the City of Vincent) undertook a route selection investigation which followed the below process:

- Identified key land uses and trip attractors and establish desire lines for cyclists: undertaken at a desktop level in conjunction with City of Vincent.
- Identified potential routes (including staging) within the project corridor.
- Identified constraints for each route option at desktop level (using GIS, Nearmap, Google etc.) as well as through saddle surveys and ongoing discussions with local government officers.
- Mapping the route options on GIS, including land use types, key attractions, road hierarchy and existing bicycle network hierarchy.
- Conducting two desktop level assessments to provide a recommendation to the City of Vincent on the preferred option. The assessments were conducted as follows:
 - **Multi Criteria Assessment:**
 - **Social** (property access, street activation);
 - **Network Performance, Safety and Comfort** (level of demand, route length, directness, coherence, comfort, local road intersections, connectivity/integration with cycling network, future linkages, connectivity to destinations, traffic environment, safety, impact on transit network, impact on parking and impact on traffic); and
 - **Engineering/Economic**, (constructability, cost, impact on services, staging opportunities and level of ongoing maintenance costs).
 - **Route Performance Assessment:**
 - Point score system (from NSW Bicycle Guidelines) which scores each route based on the following criteria: distance, climbs, turns/stops, directness, land use, travel time.

Using the criteria, the assessments initially found Fairfield Street and Shakespeare Street to be good options, with Dunedin Street and Eton Street being the least preferred options. However, discussions with City of Vincent staff in June highlighted a safety concern regarding a truck loading dock (for a shopping centre) on the southern end of Fairfield Street as well as a passenger vehicle parking lot that caters for two way access.

Additionally, Shakespeare Street was seen as a much better option as it presented a stage two option south of Scarborough Beach Road to Richmond Street, therefore resulting in direct access to a school, TAFE and Loftus Recreation Centre/Library.

Shakespeare Street also provided east/west linkages via Richmond Street and/or Bourke Street west to Leederville, the Freeway Principal Shared Path (PSP) and into the city, with linkage opportunities to Lake Monger and beyond. In the east, linkages to Council offices/Loftus Centre, Beatty Park, North Perth town centre and Mount Lawley resulted.

Finally, Shakespeare Street is an existing Perth Bicycle Network route and is currently used by cyclists. Most importantly, we aim to have a safe and connected cycling network and therefore longer routes should prevail. In summary, Shakespeare Street presents good immediate potential as well as potential future extensions in all directions.

Findings from this work were discussed with City of Vincent officers and agreed to at a meeting on June 25, 2015.

1.4 DEVELOPMENT OF CONCEPT: KEY CONSIDERATIONS

The Department of Transport worked with the City of Vincent to develop the Mount Hawthorn to Perth CBD Bike Boulevard (also known as the Shakespeare Street Bike Boulevard). This project was designed to provide a connection from the northern edge of Mount Hawthorn at Green Street through to the Perth CBD as well as collecting key destinations along the way.

The following outcomes were agreed:

- Stage one 2015/16: Start at Green Street and tie in with a bi-directional bike path constructed on Scarborough Beach Road in 2015/16 (part of Perth Bike Network Grants).
- Further development of a potential link from Scarborough Beach Road to the CBD to be staged over a further two years.
- East-west feed in connections for the full length of the route and connections to the Glendalough train station will be reviewed and considered. The project tied in well with discussions with the City of Vincent for the development of lower speed limits on a number of local roads.

It was agreed that ultimately, there was also scope to extend the route northwards to connect with Joondanna and Tuart Hill.

Shakespeare Street was one of several options investigated, and was chosen because:

- it is direct, relatively flat, had low traffic volumes and was the longest route.
- it is a Perth Bike Network (PBN) local bicycle route that bike riders already used.
- it connected to the Scarborough Beach Road separated bike lanes.
- future stages could connect to Aranmore Catholic College, Leederville TAFE, the City of Vincent Library and Loftus Recreation Centre.

The City of Vincent tabled the concept plan at its October 2015 meeting. Following this meeting, the City received community feedback directly. (Note: This was provided to the Department of Transport for information, and was used to understand initial concerns.)

On October 28, 2015 the City of Vincent released a Public Notice announcing:

“Council approves the commencement of community consultation to gauge support for the state government’s proposed Bike Boulevard on Shakespeare Street in Mt Hawthorn. At the 27 October Ordinary Meeting of Council, Council approved the Department of Transport to contact residents on Shakespeare Street to consult on the possible development of a Bike Boulevard, between Green Street and Scarborough Beach Road.”

(For complete announcement, see:

http://www.vincent.wa.gov.au/Your_Community/Whats_on_in_Vincent/News/News_2015/Shakespeare_Street_Bike_Boulevard)

2.0 PURPOSE OF CONSULTATION

The City of Vincent required the consultation process to be managed by the Department of Transport.

The consultation program was implemented by the Department and focused on residents and landowners in Shakespeare Street in the hope of:

- raising awareness of bike boulevards and the Pilot Project;
- directly targeting key stakeholders along Shakespeare Street and promoting how they could provide input;
- promoting an understanding that bike boulevards are low speed, safe, attractive infrastructure for use by all types of people;
- promoting the Safe Active Streets Program and messages that focussed on the WABNP's four objectives – to make cycling safe, connected, convenient and an acceptable mode of transport; and
- determining the level of acceptance in the community for the project and seeking input to present to the City of Vincent to make a final decision.

2.1 CONSULTATION MESSAGES

To meet the above objectives, key messages were developed for all communication collateral.

The key message for the community was that the Department of Transport and the City of Vincent would engage with them to maximise their input into the development of the bike boulevard before a final decision was made. Other key messages were:

- bike boulevards connect people to more destinations;
- bike boulevards prioritise bikes over cars on local streets;
- bike boulevards connect people to their neighbours;
- bike boulevards make bike riding for everyday trips easy and safe; and
- bike boulevards help reduce congestion.

2.2 TARGET AUDIENCE (STAKEHOLDERS)

The City of Vincent considered Shakespeare Street residents to be the major stakeholders in the consultation program, with additional comment sought from other residents and landowners.

2.3 COMMUNITY CONSULTATION PROGRAM AND METHODOLOGY

The City of Vincent and the Department of Transport worked together to develop a consultation program that met the requirements of the City's Community Consultation Policy 4.1.5.

The methodology involved engaging directly impacted stakeholders (residents of Shakespeare Street) and other City of Vincent residents using various communication tools.

The following program was agreed and implemented:

PHASE	STRATEGY/ PROGRAM
Phase One	November 10 2015 – February 14 2016
Phase Two	February 15 2016 – February 29 2016
Post-consultation	City of Vincent: Council decision

2.4 COMMUNICATION AND CONSULTATION PLAN

An overarching communications plan was developed for all projects. This plan informed the following consultation plan developed with City of Vincent staff, and approved by the City of Vincent mayor. Additionally, some promotion was undertaken by the City which involved a public notice and a web page.

The Department of Transport developed a dedicated web page for the project, which was updated at relevant milestones. The web page included a bike boulevard animation, used to effectively illustrate the look and feel of bike boulevards.

PHASE ONE	
DATE	ACTIVITY
November 10 2015	Consultation commenced. A letter and fact sheet was sent to residents on Shakespeare Street, Dunedin Street and Edinboro Street.
November 16 2015	A community information forum was held with residents directly affected (on and around Shakespeare Street) to discuss the plan on the Department of Transport website.
December 3 2015	A letter was distributed to residents on Shakespeare Street to clarify the whole consultation process. This included detailed information on Phase One, Phase Two and the Post-Consultation decision-making process.
January 27 2016	The final date feedback was accepted on the proposed plan.
Jan 27 – Feb 14 2016	The Department of Transport and the City of Vincent will consolidate feedback on the plan.
February 4 2016	Community drop-in session conducted by the Department of Transport with City of Vincent officers to discuss a revised concept with residents at

	Shakespeare Street Reserve (5.30-7:30pm).
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PHASE TWO	
DATE	ACTIVITY
February 15 2016	The Department of Transport mailed the final plan to ratepayers/residents on Shakespeare Street for voting. Each residence was sent an addressed letter, general feedback themes, a final plan and voting slip – with one vote per property.
February 29 2016	Voting closed.

POST CONSULTATION
<p>All feedback from Phase one and Phase two of consultation will be collated into a report (this report) and presented to the Vincent Council.</p> <ul style="list-style-type: none"> • Vincent Council will consider the report and make one of four decisions: <ul style="list-style-type: none"> – Council adopts as is. – Council adopts with recommendations. – Council requests further consultation with the community. – Council rejects. <p>The City of Vincent will notify those who submitted feedback of Council's decision.</p>

3.0 CONSULTATION OUTCOMES

The various consultation tools generated significant interest, with the following statistics recorded:

ACTIVITY	RESPONSES OR ATTENDANCE
November 16 2015 Community Information Forum	25 (approximately)
Responses to Phase one	42
4 February 2016 Community Drop-In Session	Over 50 residents (difficult to determine exact numbers; session was full from 5:30-7:30pm)
Responses to Phase two	92

3.1 ASSESSMENT METHODOLOGY

The assessment methodology was different for both phases.

Phase one involved analysing submissions received via Survey Monkey and email that allowed residents to respond with detailed answers, including why they would or would not support the concept. To fairly and accurately reflect the nature of each submission and determine the level of support, the following four categories were developed:

- agree outright;
- agree in principle with changes;
- disagree; and
- not stated.

Phase two was a simpler process, with each ratepayer offered one voting slip each. The responses were recorded as either for or against the proposed concept, reflecting the requirements of the City of Vincent.

3.2 OVERVIEW OF SUBMISSIONS AND RESPONSE NUMBERS

The submission statistics and issues raised for both Phases one and two are presented in the following sections. Additionally, an overview of the most frequently raised concerns is included.

3.2.1 SUBMISSIONS PHASE ONE AND ISSUES RAISED

Approximately 500 letters were distributed to the households on Shakespeare Street as well as Edinboro and Dunedin Street's between Green Street and Scarborough Beach Road on November 10, which invited the community to provide comment on the proposed bike boulevard.

Residents were able to respond using the following methods:

- posting comments to Department of Transport, Bike Boulevard Project, GPO Box C102 Perth, WA 6839

- email comments to cycling@transport.wa.gov.au
- responding to an online survey by Survey Monkey

A total of 42 responses were received from Shakespeare Street residents. The following table was designed to provide an overview of the level of support, highlighting why people supported the project, suggestions for improvement, issues and concerns.

AGREE OUTRIGHT	AGREE WITH CHANGES	DISAGREE	NOT STATED
14 (33%)	15 (36%)	7 (16%)	6 (14%)
Support:	Suggestions:	Issues:	Concerns
Safer/ quieter street	Line of sight (coming out of driveways and verge parking)	Woodstock intersection closure	Encroachment on verge.
Retention of trees (no removal for parking)	Street and kerb parking availability	Narrowing of street	Street parking
More landscaping	Intersection closures (including Woodstock)	No verge parking	Impact on restricted turns at Shakespeare and Woodstock, and property access
Safer for young children	3metre wide one way treatment	Disagree in current format (1)	Street narrowing
Would like more detailed plans for parking, Scarborough Beach Road intersection	Narrowing street to 3.5metre	Street parking	Attract fast/aggressive cyclists
Slow points in favour of on street parking	Location of crossovers/ speed humps (no 85 and 103 said no)	Apartments (86 Hobart) – traffic/delayed access in and out of apartments	Waste collection trucks – more traffic
	Link to end points	30km hour zone inconsistent	Impact on rates
	Evaluation of success?	Unused laneways	Against more lighting
	Lighting (stage 2) – increase traffic at night?	Streetscape won't support current use (skateboards, scooters, football, cricket)	
		North south – no linkages to major points in the area	
		Emergency vehicle access	

An additional seven responses were received from residents outside Shakespeare Street, with four supporting the plan, one not supporting the plan and two neither agreeing or disagreeing. (It was later discovered that one of these lived in Shakespeare Street and had already indicated support for the project).

The project team (including Department of Transport and City of Vincent) read all submissions and analysed comments from each submission in reviewing the concept plan. Where possible, suggestions and changes were accommodated in the second concept shown at the February 2016 Drop In Session.

Comments from this session were recorded (where possible) to inform the final concept distributed to residents for the final vote.

A detailed list of comments is contained in Appendix A.

3.2.2 SUBMISSIONS PHASE TWO AND ISSUES RAISED

A letter, final plan, fact sheet and voting slip were sent to the ratepayers/residents on Shakespeare Street between Green Street and Scarborough Beach Road. In the case of absentee owners, a voting package was also sent to their mailing address. The collected votes were consolidated against the City of Vincent address database to ensure there wasn't any duplication of votes per property.

A total of 89 votes were received by the deadline of 29 February and an additional three just after. All votes were included. Approximately 30 houses did not vote. Two scenarios are presented here, as it was important to note that one ratepayer with three properties voted three times and another with two properties voted twice.

SCENARIO 1 (ONE VOTE PER PROPERTY)	
FOR	56 votes or 61%
AGAINST	36 votes or 39%
TOTAL	92 votes

SCENARIO 2 (ONE VOTE PER RATEPAYER)	
FOR	56 votes or 63%
AGAINST	33 votes or 37%
TOTAL	89 votes

In terms of issues raised, it is worth noting that a few people stated they supported the concept, but not in its current form, with the main concern being over the location of slow points.

3.3 OVERALL: COMMON ISSUES RAISED

The most common issues identified throughout community consultation were recorded in a table and a response to each issue was developed. The following table was included in the final mail out to residents:

ISSUE RAISED	RESPONSE
Reduction in on-street parking and the location of parking areas	<ul style="list-style-type: none"> • Planter nibs have been relocated to property boundaries to minimise impact. • Parking has been added on both sides of the street at sections where space permits it (between Ellesmere and Woodstock Streets; north of Hobart Street; north of Scarborough Beach Road). • Parking areas are not formally marked with lines, and where residents have paved their verges, the adjacent section of street will be marked as “No Parking”.
Intersection treatments and closures	<ul style="list-style-type: none"> • Initially, Green Street will be closed with the existing median continued (or similar). In the future, a signalised pedestrian crossing and a potential continuation into the City of Stirling will be investigated. • Community feedback has requested that Woodstock Street will remain open, using the same design as the Ellesmere intersection. As it is a bus route, Woodstock Street will maintain priority. • The proposed treatment at Scarborough Beach Rd has been removed. Crossing facilities for cyclists and pedestrians can be looked at as a subsequent stage if required. • The design allows for safe crossing of intersections for cyclists as well as promoting continuity of the route.
Location of slow points and planter nibs	<ul style="list-style-type: none"> • Locations are selected to ensure the street is calmed at regular intervals so there are no long stretches of uninterrupted street and speeds are kept to 30km/h. • Locations are on property boundaries so they do not restrict driveway access. They will have mountable kerbing so that verge parking will still be maintained.
Bin collection and service vehicle access	<ul style="list-style-type: none"> • No change - service access is accommodated with the 5-5.2m pavement width proposed as part of the design.
Landscaping	<ul style="list-style-type: none"> • There are no plans to remove verge trees. The concept shows the plant species being used for the planter nibs and slow points. Residents requiring additional verge planting can contact the City of Vincent to discuss.

4.0 RECOMMENDATIONS

The City of Vincent will make a final decision on the outcome of the project.

However, the following recommendations are suggested for consideration:

If the City of Vincent decides to progress with the bike boulevard:

- Detailed design be undertaken with input from specific residents who have raised issues regarding slow points to achieve a suitable outcome that meets project objectives and addresses community needs.
- A community engagement program developed by the Department of Transport should be discussed with Council officers and subsequently implemented to maximise understanding and usage of the bike boulevard.
- The success of the project should be measured by conducting a before and after study over two years. The Department of Transport will fund and manage this. This study will measure attributes such as
 - cyclist type using the route (e.g. commuter, recreational, fitness, utility);
 - demographics;
 - existing route choice;
 - use of path/road along mixed traffic routes;
 - cyclist speed and volume;
 - trip purpose;
 - motorised vehicle speeds and volume; and
 - usage profile of corridor over the weekday/weekend.
- If this project proceeds, the City of Vincent will be required to manage the design and construction phases



APPENDIX A - Summary table of submissions

APPENDIX B - Phase One Community Consultation –
Distribution Area

APPENDIX C - Phase One Letter to Residents

APPENDIX D – City of Vincent Fact Sheet, November 10

APPENDIX E – Fact Sheet (Bike Boulevards)

APPENDIX F – Shakespeare St Concept, November 2015

APPENDIX G – Letter to Residents, December 2015

APPENDIX H – Letter to Residents, February 2016

APPENDIX I – Voting Form

APPENDIX j – Fact Sheet, Phase Two Consultation

APPENDIX K – Shakespeare St Concept, February 2016

Appendix A: Vincent Bike Boulevard: Feedback by Street Number: Combined Phase One and Drop-In session

The City and DoT agreed that it was best to present this database in street number. Comments from those who did not respond during Phase One but did so at the Drop In Session have been highlighted in green to distinguish that these were not part of phase one. Some comments from phase one respondents were captured where possible.

Names and Contact Details (withheld in accordance with the City of Vincent Privacy Management Policy 4.1.13)

NAME (withheld)	CONTACT DETAILS (withheld)	COMMENTS	LEVEL OF SUPPORT	Drop in Session comments
			Agree	Supportive of this and other recent traffic changes in local area. Thinks that Dunedin and Edinboro residents would object
		Was opposed – now support - less traffic - safer and quieter. Some against – maybe narrowing points in the street creating noise issues; Some might have to (drive) around the block to get where they need to go. Is there a bicycle track going through?	Agree	
		Unnecessary - people can ride bike safely in street now. No to parallel parking (bus commuters will use it) More cars on street Traffic calming measures = hoons Road blockages - affect street function. Proposal - stress between neighbors	Object	Still objects (waste of public money)
		Destroy a well functioning street Increase pressure on parking street. Already quite safe to ride a cycle on the street.	Object	
		Quiet street - cycling quite safe. Waste of taxpayer's money.	Object	
		Provide list of incentives Marked car-bays - West side face North? East side face South? Parking for 4 cars needed – how with “single-lane treatment” and cars from residents opposite parked in street parking bays in front of our house? Make Woodstock Street cross-over same as Ellesmere Street and Hobart Street cross-overs Scarborough Beach Road / Shakespeare Street junction remain as is	Neither	Almost all his concerns addressed - delighted at change to Hobart Street intersection. One outstanding issue (for discussion/ resolution is how he can keep his ‘vertical’ parking on verge).
		Great initiative - more community feel to street / more involvement with other families Safer street with amount of cars (and speed they drive) reducing.	Agree	
		Strongly supportive	Agree	
		Support - was negative Would like landscaping and nice shade trees.	Agree	

NAME (withheld)	CONTACT DETAILS (withheld)	COMMENTS	LEVEL OF SUPPORT	Drop in Session comments
			Concerned	Represented by the couple at #62; concerns regarding the slow point
		Left turn only Woodstock St / Shakespeare St Loss of parking No right turn into Scarborough Beach Road. Street lighting- no more than now.	Concerned	Have previously asked that the single lane slow point be shifted from in front of their property, but it's still there? Generally not in favour of anything
			Agree with concerns	Remove slow point from in front of their house. Proposes relocating to unit complex at 72-74, where access will not be affected. In favour of the project but, while it may increase the overall street scape and possibly property values, our property would definitely be adversely affected if this were to go ahead unchecked
		Loss of street parking and marking of vehicle bays – will increase verge parking. Go with the plan but not marking bays. Limiting to one side will make life difficult for our end of Shakespeare. Residents near slow points - disadvantage - need to adjust parking habits.	Disagree in current format Survey monkey	Prepared to abide by majority vote. Only issue for Phil and his wife is they want a yellow line or restriction on verge parking out the front of their house where they have paved their verge to allow front-in parking. Also visibility if cars are parked on the road. FS told them the design should be able to address this.
			Disagree	Issue with nib being at her house. Thinks this street and older suburbs are not right for this type of project. Parking is already limited. Feels the community needs more time/ more meetings. (note that she didn't seem to have engaged in the project much earlier).
		Against being restricted in the direction I turn onto Scarborough Beach Rd and Woodstock Street. Emergency vehicles.	Disagree	
		Wonderful project – improve safety – is a rat run	Agree (some concerns)	Street is busier now since the Scarborough Beach Road lanes went in.

NAME (withheld)	CONTACT DETAILS (withheld)	COMMENTS	LEVEL OF SUPPORT	Drop in Session comments
		Intersection of Scarborough beach Road - does median island goes across intersection. Marked parking bays - can we get proper plans produced? Is it 3.9m traffic lane or 4.7m Install slow points and intersection modifications; not on street parking.		
			Agree	Generally supportive. She sent an email with comments, but didn't receive an email about tonight's session – she will resend her comments to AM.
		No to crossover outside my house. Want to keep bitumen parking spot parallel to driveway entrance on verge.	Agree (some concerns)	
		Agree remove the island on Woodstock Street. Changes to existing government trees? Can they be removed and replanted given spacing for the roads/ parking bays? Replace with more consistent tree types along the whole road (possibly jacaranda)? Section between Woodstock and Hobart street, could one way section be in front of 73/74 Shakespeare Street where large uninterrupted section of wall (would impact residents minimally).	Support	
		Strong support - good idea for our street Agree link with Scarborough Beach Road protected bike lanes. Prefer voting for Shakespeare Street residents only.	Agree	Still agree. All comments still stand.
		Bike riders will use as a speed way. Others with children would meander - motorist hazard. People will 'case' your house, roam up and down the street – won't identify. Rates will go up. Parking issues already exist - council will restrict my parking.	Object	
		Against changes to Shakespeare-Woodstock intersection (left only turn into Woodstock heading north on Shakespeare) - one km extra to move vehicle from verge to garage. Loss of street parking - 60%. Unconvinced bike riders will use.	Disagree	
		Support Bike Boulevard - oppose current plan. Agree reduced speed limit, designated parking, limited access from Green Street, and give way signs for continuous traffic flow on Shakespeare. Query benefit of stopping low volume of traffic crossing Woodstock Street to enter Shakespeare Street.	Agree in principle	

NAME (withheld)	CONTACT DETAILS (withheld)	COMMENTS	LEVEL OF SUPPORT	Drop in Session comments
		Limiting access to Shakespeare street - additional traffic on surrounding streets - Ellesmere, Edinboro and Dunedin streets. No right turns at Shakespeare/Woodstock intersection - restricts my access Emergency vehicle and council vehicle access; property devaluation. Can't park near Shakespeare/Woodstock intersection. Traffic flow Shakespeare/Woodstock intersection - not in keeping with other intersections.		
		I'm in favour of the bicycle boulevard (included suggested alternate plan). Modify the route slightly to bring in more local destinations such as parks, and shops. Will solve problem of crossing Scarborough Beach Rd.	Agree	
		Fully support – more active lifestyle Verge parking will reduce visibility. Beautiful verges instead. Agree continuous footpath at Woodstock St - will reduce traffic down this street and ensures vehicles are travelling 30km/hour	Agree	Still strongly supportive. (letter box dropped some fliers about tonight's session).
		It's improving the street, anything that improves the streetscape and slows down traffic can only be a good thing.	Agree	
		No comment provided	Object	
		No comment provided	Object	
		30km hour zone inconsistent with other speed restrictions "Rat running" not a problem - blockages in/out will force residents to use Dunedin & Edinboro to access homes. Use under-utilised bitumised laneways as bike lanes. Road reduces to 3.9m wide at some parts. Increased road 'furniture' (kerbing, bollards) - more hazards for cyclists. Reduced access to our properties. North/South alignment - does not lead to major points in area - cafes. Children & neighbours currently ride, skateboard, and scooter without incident – new streetscape won't support current use Reduced visibility.	Disagree	
		Opposed chicane near our residence No logic closing Woodstock and Shakespeare; Scarb Bch Road and Shakespeare How many car bays/ parking lost (top end Green St - parking for large numbers after hours/ evening). Agree: to close Shakespeare and Green Sts and reducing speed to 40km Allocate funding where there is a need - major arterial traffic eg Norfolk and William St Lose verge parking (residents/ visitors) Emergency service vehicles access Street flow affected and a cause for congestion. Changes traditional appeal of street	Oppose	

NAME (withheld)	CONTACT DETAILS (withheld)	COMMENTS	LEVEL OF SUPPORT	Drop in Session comments
		Catering for delivery trucks to worksites/ workmen (renovating/ building in future)? Making street changes (width/ nature strips on sides) more dangerous		
			Agree with concerns/ questions	Affects their verge – they park on their verge and have no front garage. Would want detailed look at their options. Would like to have a crossover at a future stage. They have queried whether the extra island is needed out front of their house. A bit worried that the kids that currently play on the road just north of Woodstock will have less space to play if parking is put in and road is narrowed. The current environment is positive.
		Closed access to my house at Woodstock St intersection. Don't want to park in car bay across road from my verge (no driveway). Don't want chicanes / raised paving / humps outside my house (noise). Don't want narrowing of road – inconvenient and dangerous.	Disagree	
				See comments below from 136. Would like a no stopping line in front of their verge
		Great for Perth many bike riders/ pedestrians in area. Help our young girls gain confidence in riding their bikes from home. Currently need to put bikes on racks and drive to safe areas to ride.	Support	
		Fully support project to slow traffic in our street and encourage exercise. Pros of this project outweigh the cons.	Support	
		Great idea to support the use of bikes to commute to and from work but also to just get around	Support	
		Most people support; please ensure majority, not noisy minority are heard	Support	
		Allowing traffic travelling east on Green Street to turn right into Shakespeare is a danger given hill etc. Agree with anything to reduce traffic flow on street (those evading traffic lights nearby) Totally in favour as long as reasonable kerb parking maintained. Green Street end - narrow (compared to same street on other side of Ellesemere). If it means reducing our verge or whatever, please do so.	Agree (parking)	

NAME (withheld)	CONTACT DETAILS (withheld)	COMMENTS	LEVEL OF SUPPORT	Drop in Session comments
			Agree in principle, some concerns	Overall concept ok but not the slow point outside his house. Issue with back their boat into the property.
		<p>I am part of a support group for the Bike Boulevard on Shakespeare Street, Mt Hawthorn. We are concerned that allowing Dunedin and Edinboro Street residents to vote on this concept that they will all vote "NO" as they do not want extra traffic going through their streets and also if it fails to go through for Shakespeare Street there is a strong possibility that they could have the Bike Boulevard in their Street.</p> <p>This is a real and valid concern because we in Shakespeare Street are voting on the Bike Boulevard for our street, I don't think this is a fair and demographic process as it stands. Everyone in Shakespeare Street could vote for this and the other streets could vote against where does that leave us?</p> <p>Also one of my neighbours was concerned that they had spent \$3,500 having their front verge brick paved for them to park their vehicles and they need to access it from the road not their driveway. Who do they need to talk to, to ensure they have no street parking in front of their property. If this concern is dealt with they will more than likely vote "YES" for the Boulevard (residence at 125A Shakespeare Street).</p>	Support	Gail supports but her neighbor at 125a is concerned due to parking on front verge. YES – this is added in here.
		<p>No objection - support safe corridors for cyclists. Concerns: Line of sight issues on hill (Green Street intersection) - question Green St crossover. Reduction in street parking – will increase verge parking and create more line of sight issues when reversing onto street. Object to Woodstock St intersection. Traffic calming measures – ensure unrestricted access to driveways / verges and use mountable kerbs on medians and chicanes.</p>	Agree with concerns	<p>Don't want chicane outside as they need to reverse into driveway currently due to lack of visibility (they have a boat). Parking will further affect their line of sight. If chicane must be there it needs to be fully mountable.</p> <p>Happy with intersection changes. Could it be moved 1 house up or just have a single slow point between Green and Ellesmere?</p>
		<p>Encroachment on the verge width for bike path - Green to Ellesmere St – would be opposed. No road widening? Adequate street parking for residents without carports and visitors? Considered enhancing a laneway through the suburb for cyclists instead?</p>	?	
		<p>Full support - outstanding initiative - representative of a modern sustainable community focused streetscape. Agree with the proposal proceeding as suggested. Traffic in Shakespeare St (and Green Street exit streets) has increased dramatically in the past 17 years – proposal should be embraced.</p>	Support	Still supports (son came and took photo of plan to show mum).

NAME (withheld)	CONTACT DETAILS (withheld)	COMMENTS	LEVEL OF SUPPORT	Drop in Session comments
		<p>Support – great for families / cyclists uncomfortable travelling on busy roads around us.</p> <p>Agree traffic calming measures to be implemented on our street.</p> <p>Concern - formalised parking: Proposed parking on one side of street - insufficient to cater for residents surrounding my home. Means a) a maximum two bays per group of 4 homes b) homes with formalised parking out front will lose access to verge. Limited parking - renovators and tradesmen.</p> <p>Safety – will move parked cars towards the centre of street. Limited vision when reversing - puts cyclists and other motorists at risk.</p> <p>Safety –formalised parking bays reduce overall width of street.</p> <p>SOLUTION - allow parking on verges down both sides of the street.</p>	Agree	Still agrees
		<p>Greatest concern - parking bay proposals dangerous. Bays outside my house will obscure my view of oncoming cyclists when exiting driveway (live on hill and dip in road).</p> <p>Put parking bays on opposite side where cyclists will be slower coming up the hill and cars exiting driveways have better view.</p>	Concerned	
		<p>In favour - hopefully slow traffic down - main concern.</p> <p>Top end near Green Street - speeding traffic always been our concern.</p> <p>Concern regarding street parking. Proposed single lane traffic calming avenue in front of our house - have off street parking but concerned two homes opposite do not and would take up any available bays.</p> <p>Reconsider location of this traffic calming avenue - perhaps opposite park.</p>	Agree (traffic calming location)	
			Disagree?	Parking, safety for cyclists, no right turn at Green Street
		<p>More driving and parking issues.</p> <p>Currently - nightmare driving on street - most houses have at least one car parked on the street creating a one way street.</p> <p>Video shows how difficult drivers using street will become- cars cannot even get around.</p>	Object	
			Object	Lives opposite the park. Objects to chicane outside his house. Green Street treatment very dangerous for commuter/ sports cyclists with cleats. Won't make street safer or be of any benefit.
		Avid bike riders with young children - support concept as shown	Support	Still supports. Happy the chicane moved from their house.

NAME (withheld)	CONTACT DETAILS (withheld)	COMMENTS	LEVEL OF SUPPORT	Drop in Session comments
		Concerned we may end up with chicane on our verge as per Oct 2015 plan. Would result in continued on street parking some distance from us. Inconvenience - impact neighbours' on-street parking; daily inconvenience of carrying shopping; detrimental financial impact on property value.		
		Narrowing of street - do not mind bike lanes or slow points Concerned narrowing street and marked parking bays will destroy residential feel. Will block my access to verge parking and allow people to park in street who are not residents or visitors. Meaning of signals at green street?	Agree (concerns re parking and narrowing - email) Object (SM)	
		Strongly for - provide value and better family friendly environment for our street.	Support	
		Support - high vol traffic turning off Green into Shakespeare – improve. Opposed to the Mayor's proposal to have a vote on this. Support at top of Shakespeare, between Green and Woodstock, middle down to Ellesmere divided; bottom to Hobart against it. Bring speeds down, address dangerous intersections to reduce car accidents.	Agree	
PHASE ONE: OTHER COMMENTS RECEIVED OUTSIDE SHAKESPEARE STREET				
		In principal agree - welcome reduces traffic / cars and more appealing St. Agree Proposed Median Closure Opp. Osborne Street Concern/ disagree - 3m wide One Way Treatment. Locations on plan need further consideration. Green St blocks entire verge of 150 Shakespeare st and restricts parking for residents/visitors and future driveway; restrict verge parking for visitors in other locations. Concern/ disagree - Proposed narrowing of street width to 3.9m - how will two cars pass (if parking in use) with only 3.9m width to do so ? – Agree reverse priority for intersection with Ellesmere st. Concern/ disagree - Green square + on street parking sections - clash with existing / future driveway locations.	Agree in principle	
		Domenic owns 18 apartments at 86 Hobart Street. Driveway access to Shakespeare - will significantly affect traffic on Shakespeare St and impact vehicle access to apartments - delays.	Disagree	
		Loss of street parking -can boulevard occur without loss? Stage 2 - don't want lighting improved - quiet street at night, and lighting will increase usage. (Noise - early morning; evenings - people on way home from hotels). Signage to advise people to be kind and considerate?	Agree (parking)	

NAME (withheld)	CONTACT DETAILS (withheld)	COMMENTS	LEVEL OF SUPPORT	Drop in Session comments
		How will City of Vincent cater to the displaced car traffic caused by the new Bike Boulevard. Hope that it does not increase car traffic down my street.	Neither	
		Agree - retain/increase tree numbers – don't compromise for parking. Use Leake Street plan for most areas but implement Shakespeare Street plan where parking volumes are higher?	Agree	
		Great idea to promote safer cycling in suburbs - positive step to creating sustainable and vibrant communities. Interesting to see final outcome and how concerns (local parking, perhaps) of Shakespeare residents will be accommodated. Educate local residents in surrounding streets to benefits and fun of cycling. Perhaps link to Mt Hawthorn Primary School in future stages.	Support	
		I cycle frequently - nothing to do with whether a designated path on my street or not. Not a high traffic street - never felt cars speeding or unsafe driving in our street Narrowing street - more frustration, adds to traffic by obstructing efficient clearing of cars from the street. More traffic when waste collection trucks are on street Will attract fast and aggressive cyclists to our street. Rely on verge parking –will be very limited for residents/ visitors. Added rates. Proposed plan - blockage of some street to continuation of traffic – have to go around the block and added traffic in the neighbourhood.	Concerns (neither agree or disagree)	



Government of **Western Australia**
Department of **Transport**
Integrated Transport Planning

The Householder
Shakespeare Street
Mount Hawthorn 6016

Dear Sir/ Madame

The Minister for Transport announced a new Bike Boulevard Pilot Project in October 2015 as part of the Safe Active Streets Program. This is a new investment by the State Government to improve cycling on selected local streets.

The Pilot Project aims to make our streets safer and more community friendly by lowering vehicle speeds to improve amenity and making it easier for bike riding by providing enough room for cars and bikes to interact.

The Department of Transport and the City of Vincent have been working together to develop a concept for the Shakespeare Street Mount Hawthorn Bike Boulevard – one of four potential projects in Perth. We have included a fact sheet on the Safe Active Streets Program and a project overview with this letter outlining information about the project.

Before any decisions are made we want to know what you think about the concept prepared for Shakespeare Street because you know your street the best. Your feedback will be reported back to the Vincent Council for their consideration before a final decision is made.

Please come along to a community information session to discuss the project and provide feedback on possible changes to your street. The session details are:

WHEN: Monday 16 November 2015
TIME: 6:00pm-8:00pm
VENUE: City of Vincent, Administration and Civic Centre, Function Room
244 Vincent Street, Leederville

If you are unable to make the session but would still like to provide feedback please contact Cilla de Lacy, Cycling and Urban Strategies Team Leader at cilla.delacy@transport.wa.gov.au.

We look forward to your involvement so together we can make Shakespeare Street a safer street for all road users and a more community friendly space.

Yours sincerely

Steve Beyer
Executive Director, Integrated Transport Planning
Department of Transport
10 November 2015



Bike Boulevard Pilot Project

Part of the Safe Active Streets Program

Project Overview: Shakespeare Street, Mount Hawthorn Bike Boulevard

The Department of Transport and the City of Vincent have been working together on a pilot project to develop a Bike Boulevard on Shakespeare Street in Mount Hawthorn.

The exciting new pilot project is one of four areas in Perth where bike boulevards will be installed – as announced by the Hon Dean Nalder, Western Australian Minister for Transport in October 2015.

The \$3 million Bike Boulevards Pilot Project will make bike riding on selected local streets a lot easier by providing enough room for cars and bikes to interact in a safe, low speed environment. The Bike Boulevards Pilot Project follows on from a range of stakeholder workshops and meetings to determine what safe and sustainable infrastructure is needed for bike riders of all abilities. The project meets the objectives of the Western Australian Bicycle Network Plan.

The greatest benefit is that bike riders of all abilities will be able to use the Shakespeare Street Bike Boulevard. Similar projects are starting in the Cities of Bayswater, Belmont and Joondalup.

What will happen on Shakespeare Street and why was it chosen?

The Shakespeare Street Bike Boulevard is a two stage project that will connect the northern edge of Mount Hawthorn at Green Street through to the Perth CBD.

The first stage (2015/16) runs from Green Street and ties in with a bi-directional bike path constructed on Scarborough Beach Road in 2015/16 (part of the Perth Bike Network Grants). The proposed Stage 2 will continue on Shakespeare Street south of Scarborough Beach Road through to Richmond Street in Leederville.



The east-west linkages via Richmond Street and/or Bourke Street will improve access to the west to Leederville, the Mitchell Freeway Principal Shared Path (PSP), and Lake Monger.

East-west feed-in connections for the full length of the route and connections to the Glendalough train station will be reviewed and considered.

The east-west linkages via Richmond Street and/ or Bourke Street will improve access to the west to Leederville, the Mitchell Freeway Principal Shared Path (PSP), Lake Monger and to the east to Beatty Park, North Perth town centre and Mount Lawley.

This project has a very large potential catchment area and will provide an alternative to the PSP along the Mitchell Freeway.

Shakespeare Street was one of several options investigated, and was chosen because:

- it is direct, relatively flat, has low traffic volumes and is the longest route;
- it is a Perth Bike Network (PBN) local bicycle route that bike riders already use;
- it connects to the Scarborough Beach Road separated bike lanes; and
- future stages can connect to Aranmore Catholic College, Leederville TAFE, the City of Vincent Library and Loftus Recreation Centre.

The greatest benefit is that bike riders of all abilities will be able to use the Shakespeare Street Bike Boulevard.

Consultation and engagement

Residents and businesses on Shakespeare Street will be contacted to discuss the project and to provide their feedback on any proposed changes to their street.

Before any decisions are made we want to know what you think about the concept prepared for Shakespeare Street because you know your street the best. Your feedback will be reported back to the Vincent Council for their consideration before a final decision is made.



The Department of Transport and the City of Vincent will engage with communities to maximise their input into the development of the Bike Boulevard before a final decision is made.

Wider community engagement will also be undertaken to maximise usage of the Bike Boulevard after construction.

Further Information

To find out more about Bike Boulevards, visit the Department of Transport website.



Bike Boulevard Pilot Project

Part of the Safe Active Streets Program

An exciting new pilot project to introduce bicycle boulevards in four local government areas was announced by the Hon Dean Nalder, Western Australian Minister for Transport in October 2015.

The \$3 million Bike Boulevard Pilot Project will make bike riding on selected local streets a lot easier by providing enough room for cars and bikes to interact in a safe, low speed environment.

The greatest benefit is that bike riders of all abilities will be able to use Bike Boulevards.

The Cities of Bayswater, Belmont, Joondalup, and Vincent are participating in the Pilot Project working with State Government to develop locations that would best suit Bike Boulevards. The Bike Boulevards Pilot Project follows on from a range of stakeholder workshops and meetings to determine what safe and sustainable infrastructure is needed for bike riders of all abilities. The project meets the objectives of the Western Australian Bicycle Network Plan (WABN).

The Department and the Local Government Authorities will engage with communities to maximise their input into the development of the Bike Boulevard.

Wider community engagement will also be undertaken to maximise usage of the Bike Boulevard after construction.

What are Bike Boulevards?

Bike Boulevards are new to Perth, yet they are used around the world in cities such as Portland, Seattle, and Amsterdam. Bike Boulevard users are not fast cyclists; they are mums, dads, children, senior citizens and others making short trips on bikes to schools, the train station or shops.

Generally they are located on local streets with low traffic volumes and speeds. These streets have been selected as they are already designated local bike routes, and the aim is to enhance the street environment to make cycling safer. Bike Boulevards provide bike riders with:

- safe and comfortable bike routes on streets with lane markings; priority over cars – cars must give way to bike riders; and
- an easy on-street link to local destinations or major bike routes (eg. Recreational Shared Paths along the river and coast).

Bike boulevards are clearly marked routes (with on-road markings and signs) where intersections are designed to reduce the need for bike riders to stop frequently and are much safer for



riders to cross major roads. The markings highlight that there are bike riders in the area and that road users need to share the road safely. The design of the boulevards can be different however the aim is the same.

Why do we need Bike Boulevards?

Bike Boulevards can allow local people to choose bikes over cars, mainly for short trips. They can also help create communities of people that see biking as more convenient, easy and sociable, and that they can bike anywhere, anytime. Some advantages are:

- beating congestion, and saving time.
- reducing car use around schools and train stations, providing safety benefits.
- priority parking for bikes, at schools, shops, universities, train and bus stations.

What was the process for deciding to create Bike Boulevards?

- February 2015: The Auditor General announced an audit on *Safe and Viable Cycling in the Perth Metropolitan Area* to find out whether Perth had suitable support and infrastructure to enable cycling to be a safe and viable mode of transport.
- March 2015: An Imagineering Workshop brought together various stakeholders to focus on five key areas to assist with the ongoing development of a number of initiatives within the WABN. The workshop provided key outcomes that have informed the creation of the Bike Boulevard Pilot Project.
- March 2015: Premier Colin Barnett and the Minister for Road Safety Liza Harvey hosted a roundtable discussion and workshop with prominent cycling groups, relevant government agencies, the RAC and others to examine the nature of cycling crashes and explore short to medium term countermeasures.

How do Bike Boulevards operate?

Bike Boulevards offer a safer and more pleasant riding experience with vehicle speeds reduced to 30km/h.

While there may be some minor differences between Bike Boulevards, the following general guidelines apply:

- bike riders have space to ride two abreast, cars give way to bikes allowing safe overtaking.
- when two cars meet, one pulls in behind the bike until the other car passes.
- cars give way to bike riders at intersections, and spacious median refuges make it safer for bikes to cross.

How will Bike Boulevards improve safety?

Choosing quiet streets with low traffic volumes offers an immediate safety advantage, and with a little tweaking the street becomes more attractive for residents and more inviting for bike riders and pedestrians.

Access for residents with cars remains the same. Depending on the location, on-street parking may be modified. This will all be worked out with residents.

The State Government and the Cities of Bayswater, Belmont, Joondalup and Vincent will provide more information as each project progresses.

Consultation

The core purpose of a bike boulevard is to create a safer, quieter and nicer environment for our local streets. As the local residents know their streets the best, the ultimate design, development and use of a bike boulevard is very much in their hands. We hope to see people getting out of their cars and on their bikes on a boulevard, engaging with others and their surroundings as they make their way to school, the shops or the train station.

The Department of Transport will be working closely with the local governments to consult with their residents to progress the proposed bicycle boulevards and connection to stations and schools projects before any final decisions are made.

Further information

To find out more about Bike Boulevards, visit the Department of Transport website.

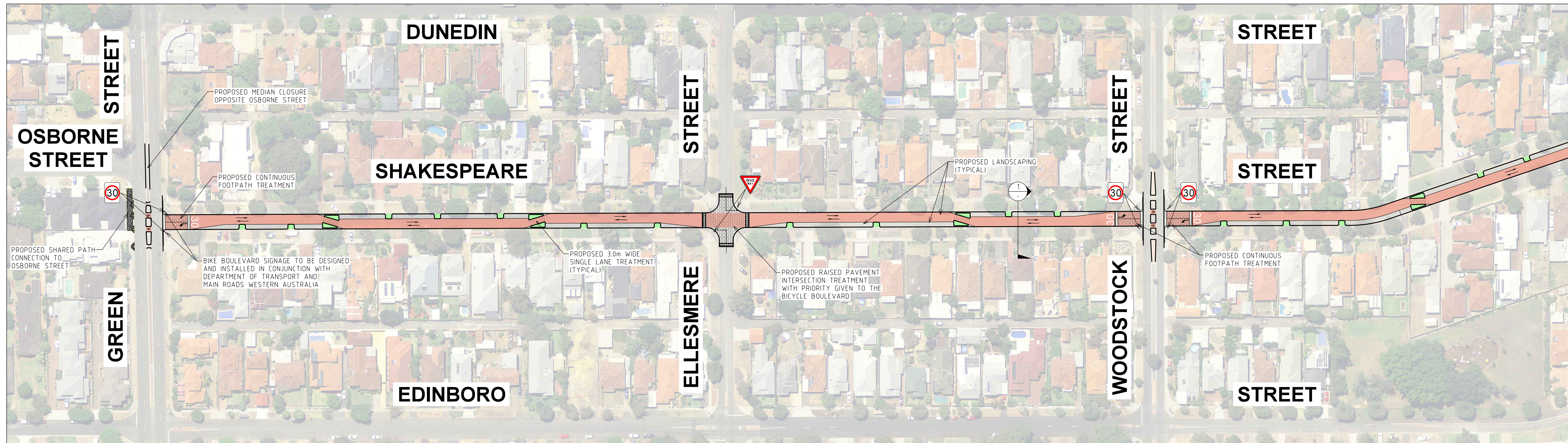


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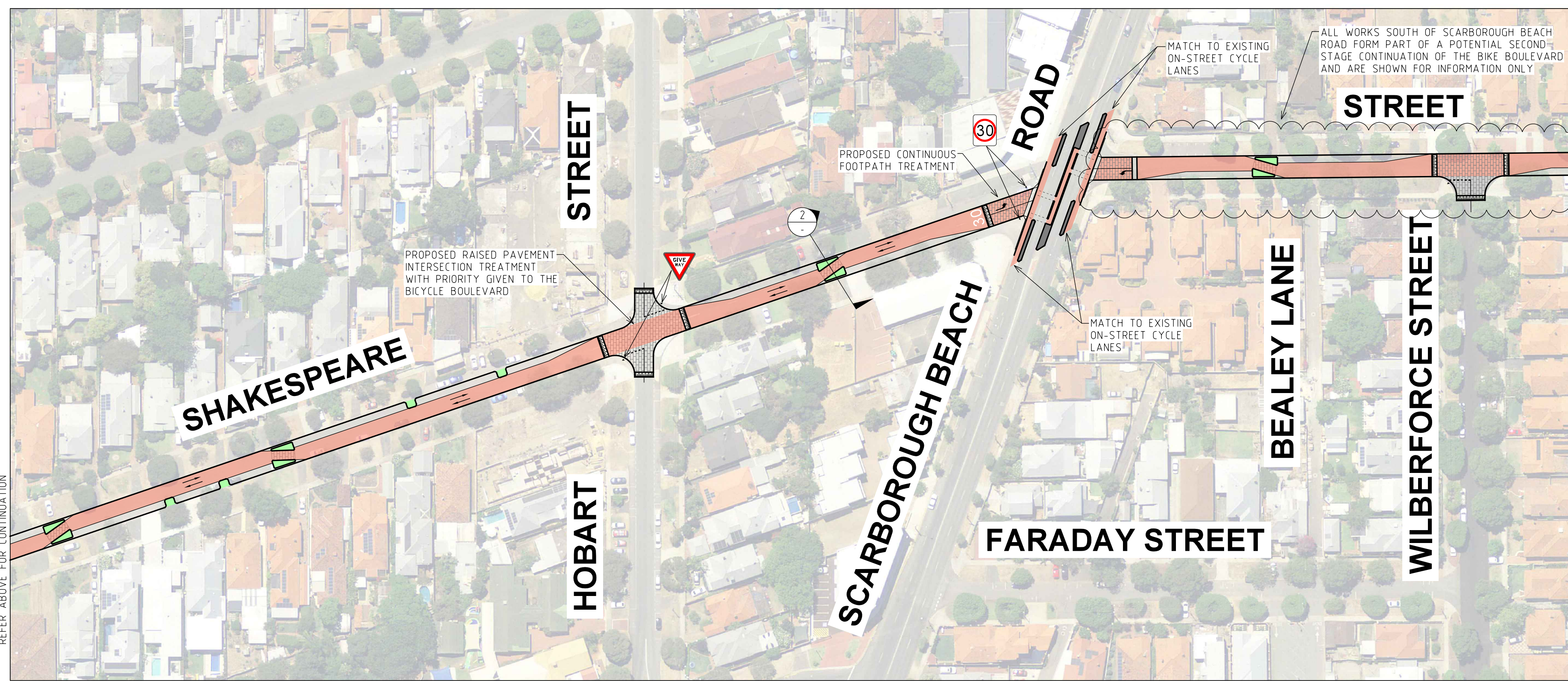


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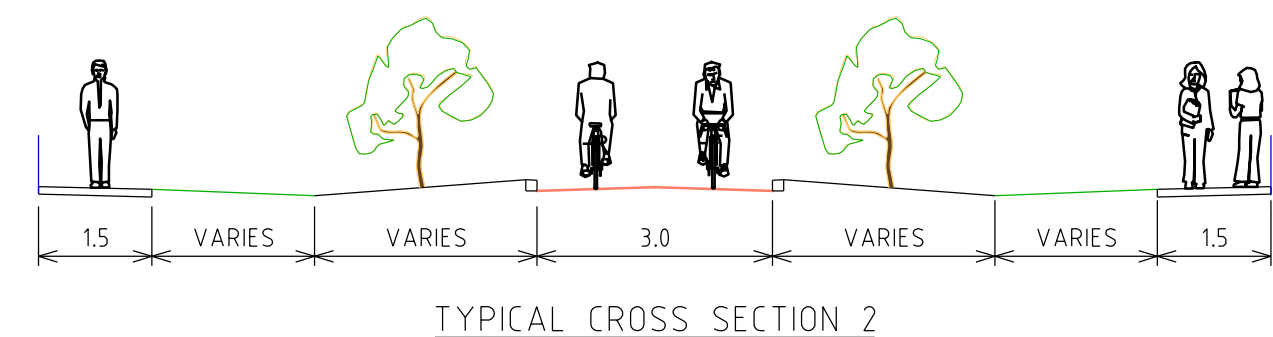
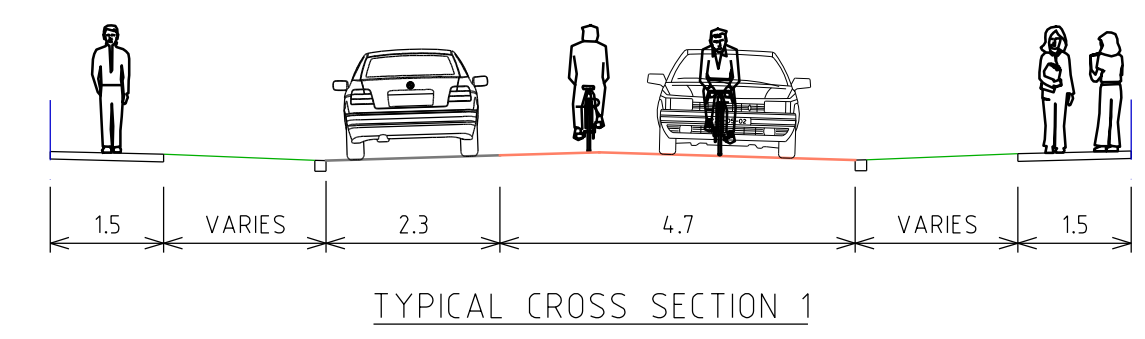


REFER BELOW FOR CONTINUATION



REFER ABOVE FOR CONTINUATION

WORKS TO THE SOUTH OF SCARBOROUGH BEACH ROAD TO BE CARRIED OUT AS PART OF FUTURE STAGES



NOTE:

PROVISION OF ON-STREET PARKING SUBJECT TO FURTHER REVISION IN LINE WITH FURTHER REFINEMENT OF THE DESIGN.



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY. SUBJECT TO CHANGE WITHOUT NOTIFICATION.

WARNING
BEWARE OF UNDERGROUND SERVICES. THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

PLOTTED BY: Stuart McKenzie ON 07/11/2015 AT 10:55:42 AM

AMENDMENTS		GENERAL NOTES	
ISSUE	DATE	DESCRIPTION	BY
P2	06.11.15	AMENDED FOLLOWING C.O.V. AND D.O.T.W.A. REVIEW	S.M. T.M. T.M.
P1	04.11.15	INITIAL ISSUE	S.M. T.M. T.M.

- ALL DIMENSIONS AND RADII ARE IN METRES AND ARE TO THE FACE OF KERB AND CHANNEL.
- BASE INFORMATION OBTAINED FROM AERIAL PHOTOGRAPHY AND CADASTRAL INFORMATION PROVIDED BY CITY OF VINCENT.
- GTA CONSULTANTS DOES NOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THE EXISTING CONDITIONS BASE AND AERIAL PHOTOGRAPHY ON WHICH THE SETOUT DETAIL IS BASED. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE EXISTING CONDITIONS INCLUDING UNDERGROUND SERVICES SHOULD BE VERIFIED ON SITE.
- LOCAL ROAD - SHAKESPEARE STREET - SPEED ZONE 30KM/H

DESIGNED S. MCKENZIE	DESIGN CHECK
DRAWN S. MCKENZIE	DRAFTING CHECK
APPROVED BY	DATE APPROVED FOR INITIAL ISSUE 04 NOVEMBER '15
SCALE A1 0 20 40	CAD FILE NO. 15P1042000-06-P2.dgn

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CLIENT DEPARTMENT OF TRANSPORT
PERTH BICYCLE DEMONSTRATION PROJECT
SHAKESPEARE STREET,
MOUNT HAWTHORN

CONCEPT LAYOUT

UBD REF. MAP 248 DRAWING NO. 15P1042000-06 ISSUE P2



Government of **Western Australia**
 Department of **Transport**
Integrated Transport Planning

The Householder
 Mount Hawthorn 6016

Dear Sir/ Madam

The 'Safe Active Streets' program (Bike boulevard pilot projects) involve the Department of Transport (DoT) working with four local government authorities to provide safe and comfortable bike routes on low traffic volume streets.

The Department of Transport (DoT) and the City of Vincent have been working together to develop a bike boulevard concept for Shakespeare Street.

On Monday 16 November DoT held a community information forum with Shakespeare Street, Dunedin Street and Edinboro Street residents to discuss the proposed Shakespeare Street Bike Boulevard project and gain feedback about the initial design.

Thank you to those who either attended the forum or provided comment on the plan that is on the DoT website. We have started considering comments as part of a review of the initial design. Community consultation will continue on this exciting project, and this letter provides an outline of the next stages to ensure all residents have ample opportunity to comment.

Community Consultation Phase One: 10 November 2015 – 27 January 2016

- 10 November 2015: Consultation commenced. A letter and Bike Boulevard Fact Sheet were sent to residents on Shakespeare Street, Dunedin Street and Edinboro Street.
- 16 November 2015: A community information forum was held with residents directly affected (on and around Shakespeare Street) to discuss the plan.
- 27 January 2016: This is the final date to provide feedback on the concept plan that is on the DoT website.
- 4 February 2016: DoT will discuss any revisions to the concept with residents at a **Community drop-in session at Shakespeare Street Reserve at 5.30pm**. This concept will be on the DoT webpage. This session will be a 'walk through' of the concept proposed for Shakespeare Street to give residents a practical idea of the proposal.
- 27 January to 14 February 2016 – DoT and the City of Vincent will consolidate feedback on the plan.

Community Consultation Phase Two: 15 February 2016 – 29 February 2016

- 15 February 2016: DoT will mail the final plan to ratepayers/residents on Shakespeare, Dunedin and Edinboro Streets for voting. There will be one vote per property. Each residence will be sent an addressed letter and voting slip.

Post Consultation: Next Steps

- All feedback from Phase One and Phase Two consultation will be collated into a report and presented to the Vincent Council.

- The Vincent Council will consider the report and make one of four decisions:
 - Council adopts as is.
 - Council adopts with recommendations.
 - Council requests further consultation with the community.
 - Council rejects.
- The City of Vincent will notify those who submitted feedback of the Council's decision.

Further Information

All information and material regarding this pilot project can be found on DoT's Safe Active Streets Program web page:

<http://www.transport.wa.gov.au/activetransport/safe-active-streets-program.asp>

Information about the Shakespeare Street Bike Boulevard includes:

- A map of the affected section of Shakespeare Street
- Detailed technical plans of the design for Shakespeare Street
- Project Fact Sheet
- An animation / video of what the Bike Boulevard could look like
- Community Information Forum presentation
- Frequently Asked Questions developed from the forum and feedback to date

How to provide comment

Residents living either on Shakespeare Street or surrounding streets are welcome to comment on the proposed Bike Boulevard's location and design by:

- completing the online survey on the DoT's website;
- emailing cycling@transport.wa.gov.au ; or
- posting your comments to
 - Department of Transport Bike Boulevard Project
GPO Box C102 Perth, WA 6839

Please include your personal details (name, address, phone, email) so we can provide you with responses. Details will not be disclosed or published without your consent.

DoT welcomes any enquiries about the pilot project, which can be directed to:
Cilla de Lacy, Cycling and Urban Strategies Team Leader
Tel: 65516964. Email: cilla.delacy@transport.wa.gov.au

We look forward to your involvement so together we can make Shakespeare Street a safer street for all road users and a more community friendly space.

Yours sincerely

Steve Beyer

Executive Director, Integrated Transport Planning
Department of Transport
3 December 2015



Government of **Western Australia**
Department of **Transport**
Integrated Transport Planning

15 February 2016

Householder
Shakespeare Street
Mt Hawthorn WA 6016

PROPOSED BIKE BOULEVARD – SHAKESPEARE STREET, MOUNT HAWTHORN

Dear Sir,

As you may be aware, the Department of Transport and the City of Vincent have been working together on a pilot project to develop a Bike Boulevard on Shakespeare Street in Mount Hawthorn.

Consultation with residents began in November 2015 with a community forum, which enabled the local community to provide feedback and have input into the proposed concept plan.

Following the community forum, feedback on the initial concept was sought via an online survey and email submissions, which closed on 27 January 2015. A Community Drop-In session was held at Shakespeare St Reserve on 4 February 2015 to discuss feedback and any further concerns with residents. As a result of this consultation, the concept plan was amended. Please find enclosed an overview of key concerns and outcomes.

This letter marks the commencement of the second round of community consultation. Residents of Shakespeare Street are invited to vote on the amended concept plan.

Please find enclosed a voting slip. A reply paid envelope has been provided for you to return your completed vote. Alternatively you may scan and email your voting slip to cycling@transport.wa.gov.au.

Please note there is only one vote per property.

The closing date for voting is 29 February 2016.

Post Consultation: Next Steps

- All feedback from Phase One and Phase Two consultation will be collated into a report and presented to the Vincent Council.
- Vincent Council will consider the report and make one of four decisions:
 - Council adopts as is.
 - Council adopts with recommendations.
 - Council requests further consultation with the community.
 - Council rejects.
- The City of Vincent will notify those who submitted feedback of Council's decision.

Further Information

All information and material regarding this pilot project can be found on DoT's Safe Active Streets Program web page: <http://www.transport.wa.gov.au/activetransport/safe-active-streets-program.asp>. If you have any further queries, including how your comments have been considered and included in the amended plan, please contact us on 6551 6033 or via email at cycling@transport.wa.gov.au.



Craig Wooldridge

Director, Moving People Network Planning
Department of Transport
15 February 2016

Enc:

City of Vincent Voting Slip;
Shakespeare Street Bicycle Boulevard Fact Sheet;
Shakespeare Street Bicycle Boulevard Final Draft Concept Plan 15 February 2015

PROPOSED BIKE BOULEVARD, SHAKESPEARE STREET, MOUNT HAWTHORN
Voting Form

The purpose of this survey is to measure the level of ratepayer/resident support for the installation of infrastructure in the proposed Department of Transport Shakespeare Street Bike Boulevard Project area.

This is your opportunity to have your say on whether you are in favour of the Bike Boulevard project.

If you are a tenant and do not pay Council rates for the property above, please pass the information and voting form to the property owner or property manager.

Before answering the following question, please carefully read all the information included with the voting form. Please note your voting form will only be viewed the Department of Transport and the City of Vincent. Please use a pen to tick the appropriate box.

1. Are you in favour of the Department of Transport Shakespeare Street Bike Boulevard project as indicated in the attached concept plan?

Yes No.

Print Name: _____

Property Address: **XX Shakespeare Street, Mount Hawthorn**

In accordance with the City of Vincent *Privacy Management Policy No. 4.1.31*, your personal information will **not** be disclosed, made public or included in any agenda report - unless your consent is provided.

<input type="checkbox"/> I am an OWNER and OCCUPIER	<input type="checkbox"/> I am an OWNER	
---	--	--

Please return this completed voting form in the reply paid envelope by 29 February 2016.

If preferred you may also scan this form and email it to: cycling@transport.wa.gov.au

Thank you for completing the Voting Form.



Community consultation

Shakespeare Street Bike Boulevard, Mount Hawthorn

Bike Boulevards aim to make bike riding on selected local streets more attractive by optimising the streetscape for cars and bikes to interact in a safe, low speed environment. While there is usually some existing cycling traffic on local streets, Bike Boulevards create a safe, shared street environment for mums, dads, children, senior citizens and others to make short trips by bike to schools, the train station or the local shops.

The Department of Transport and the City of Vincent have been working together on a pilot project to develop a Bike Boulevard on Shakespeare Street in Mount Hawthorn. Consultation started in November 2015, and we have received significant feedback from the community. Your comments have been considered in the development of the final concept (enclosed).

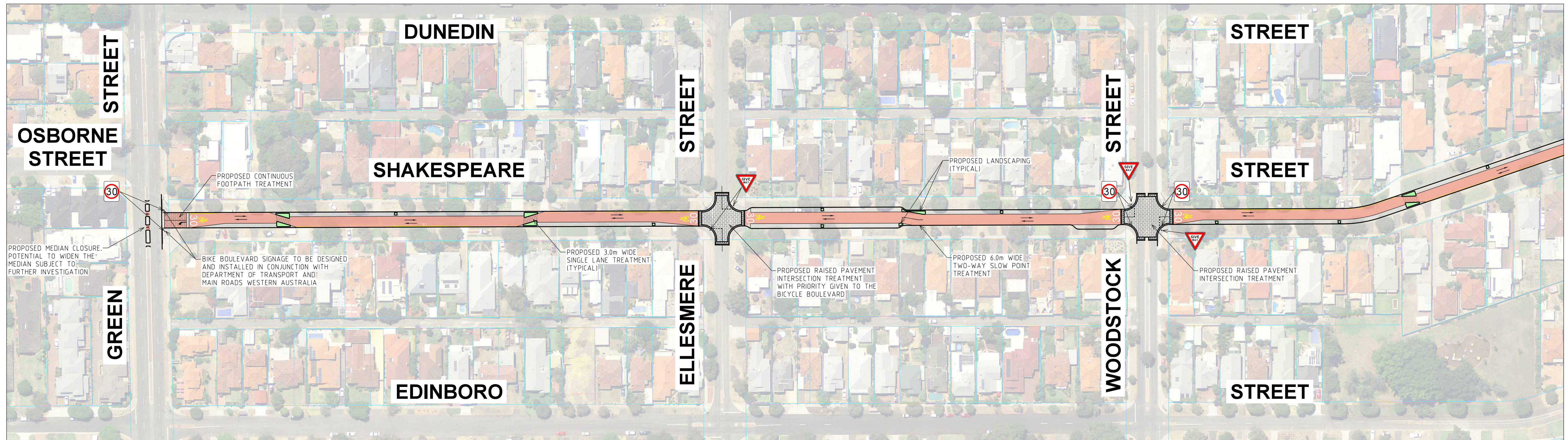
The most common issues identified during community consultation are outlined in the following table.

ISSUE RAISED	RESPONSE
Reduction in on-street parking and the location of parking areas	<ul style="list-style-type: none"> Planter nibs have been relocated to property boundaries to minimise impact. Parking has been added on both sides of the street at sections where space permits it (between Ellesmere and Woodstock Streets; north of Hobart Street; north of Scarborough Beach Road). Parking areas are not formally marked with lines, and where residents have paved their verges, the adjacent section of street will be marked as "No Parking".
Intersection treatments and closures	<ul style="list-style-type: none"> Initially, Green Street will be closed with the existing median continued (or similar). In the future, a signalised pedestrian crossing and a potential continuation into the City of Stirling will be investigated. Community feedback has requested that Woodstock Street will remain open, using the same design as the Ellesmere intersection. As it is a bus route, Woodstock Street will maintain priority. The proposed treatment at Scarborough Beach Road has been removed. Crossing facilities for cyclists and pedestrians can be looked at as a subsequent stage if required. The design allows for safe crossing of intersections for cyclists as well as promoting continuity of the route.
Location of slow points and planter nibs	<ul style="list-style-type: none"> Locations are selected to ensure the street is calmed at regular intervals so there are no long stretches of uninterrupted street and speeds are kept to 30km/h. Locations are on property boundaries so they do not restrict driveway access. They will have mountable kerbing so that verge parking will still be maintained.
Bin collection/service vehicle access	<ul style="list-style-type: none"> No change - service access is accommodated with the 5-5.2m pavement width proposed as part of the design.
Landscaping	<ul style="list-style-type: none"> There are no plans to remove verge trees. The concept shows the plant species being used for the planter nibs and slow points. Residents requiring additional verge planting can contact the City of Vincent to discuss.

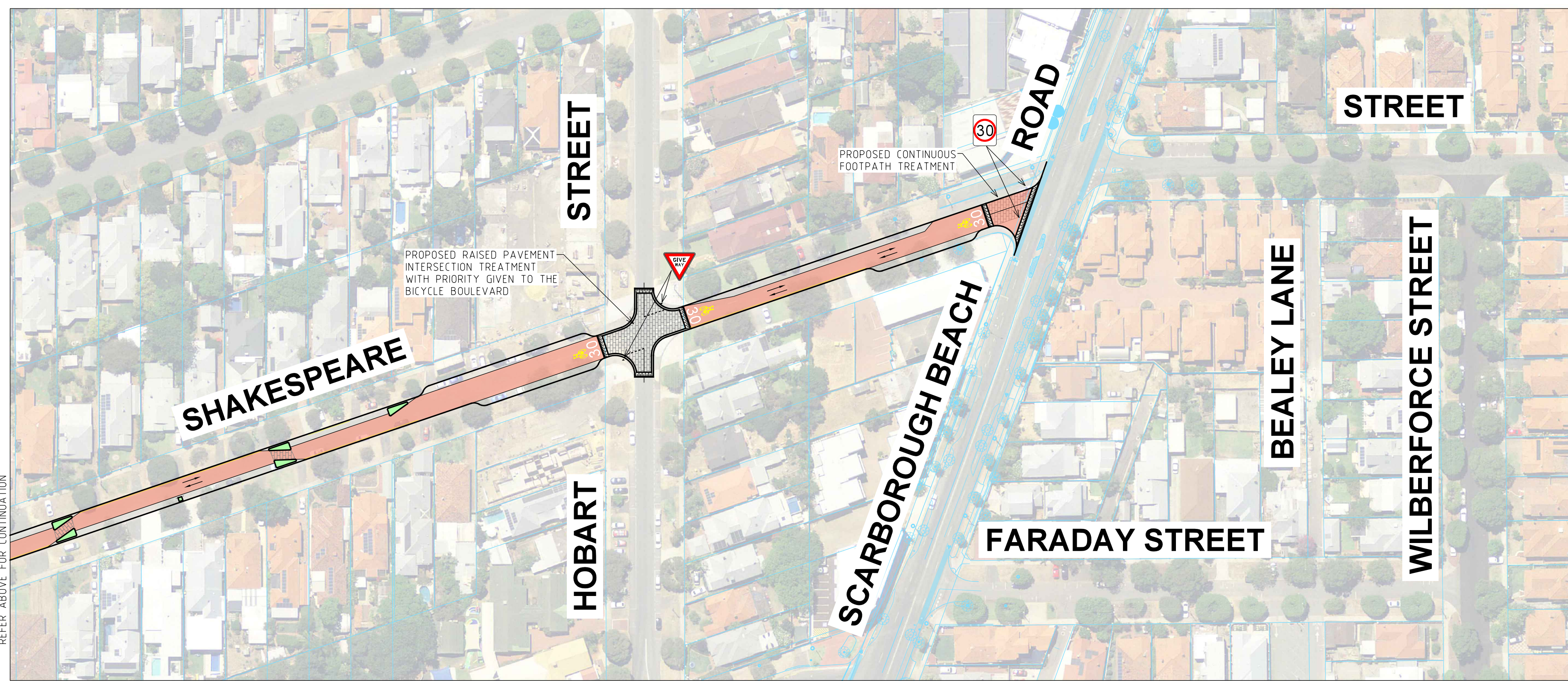
The success of the project will be measured by undertaking a before and after study conducted over two years. This study will measure attributes such as:

- cyclist type using the route (e.g. commuter, recreational, fitness, utility);
- demographics;
- existing route choice;
- use of path/road along mixed traffic routes;
- cyclist speed and volume;
- trip purpose;
- motorised vehicle speeds and volume; and
- usage profile of corridor over the weekday/weekend.

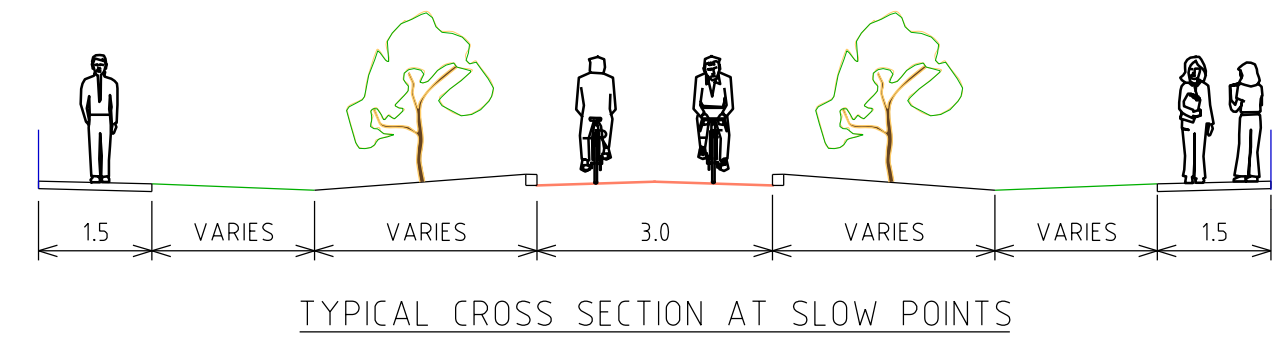
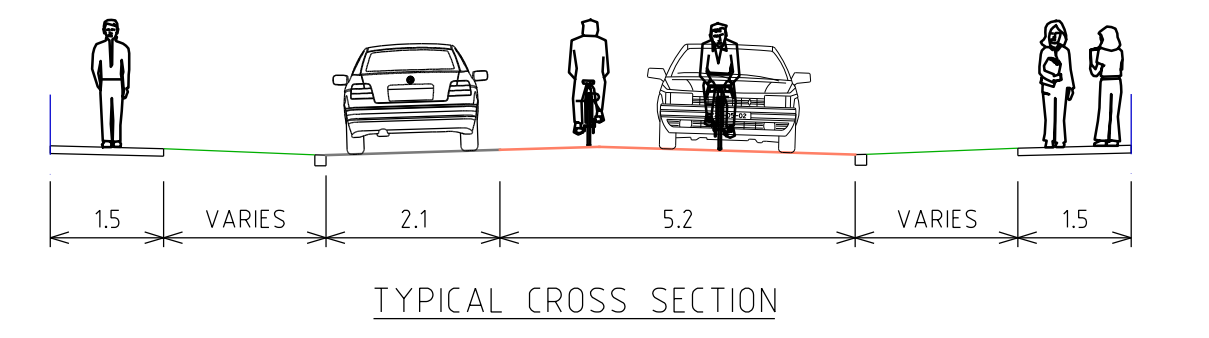
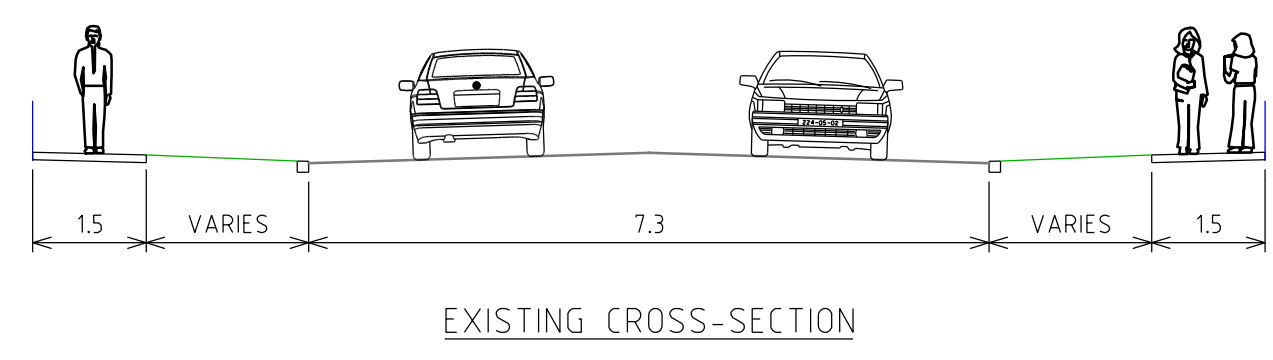
We thank you for your involvement in this innovative Pilot Project.



REFER BELOW FOR CONTINUATION



REFER ABOVE FOR CONTINUATION



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY. SUBJECT TO CHANGE WITHOUT NOTIFICATION.

WARNING
BEWARE OF UNDERGROUND SERVICES. THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

PLOTTED BY: Stuart McKenzie ON 15/02/2016 AT 1:49:50 PM

AMENDMENTS						
ISSUE	DATE	DESCRIPTION	BY	CHK.	APP.	
F1	15.02.16	FINAL DRAFT OF CONCEPT PLAN	S.M.	T.M.	T.M.	
P4	11.02.16	STAGE 2 WORKS REMOVED AND C.O.V. RECOMMENDATIONS INCORPORATED	S.M.	T.M.	T.M.	
P3	24.11.15	SCARBOROUGH BEACH ROAD CYCLE LANE DESIGN INCORPORATED	S.M.	D.V.D.	D.V.D.	
P2	06.11.15	AMENDED FOLLOWING C.O.V. AND D.O.T.W.A. REVIEW	S.M.	T.M.	T.M.	
P1	04.11.15	INITIAL ISSUE	S.M.	T.M.	T.M.	

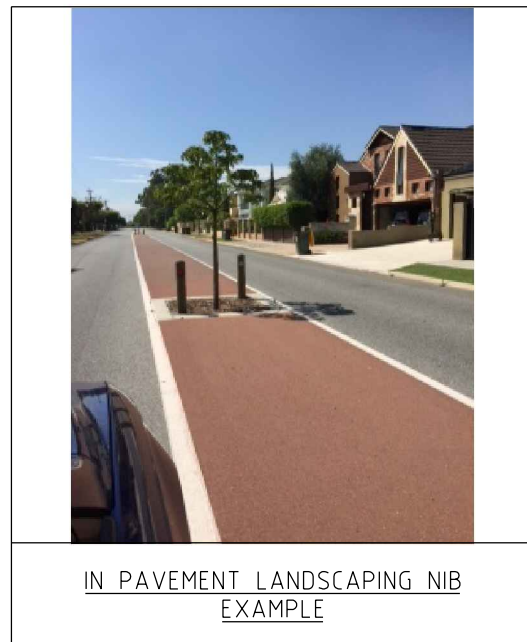
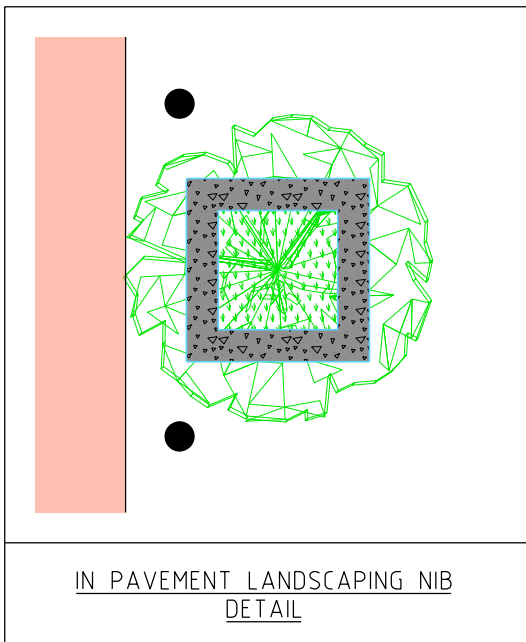
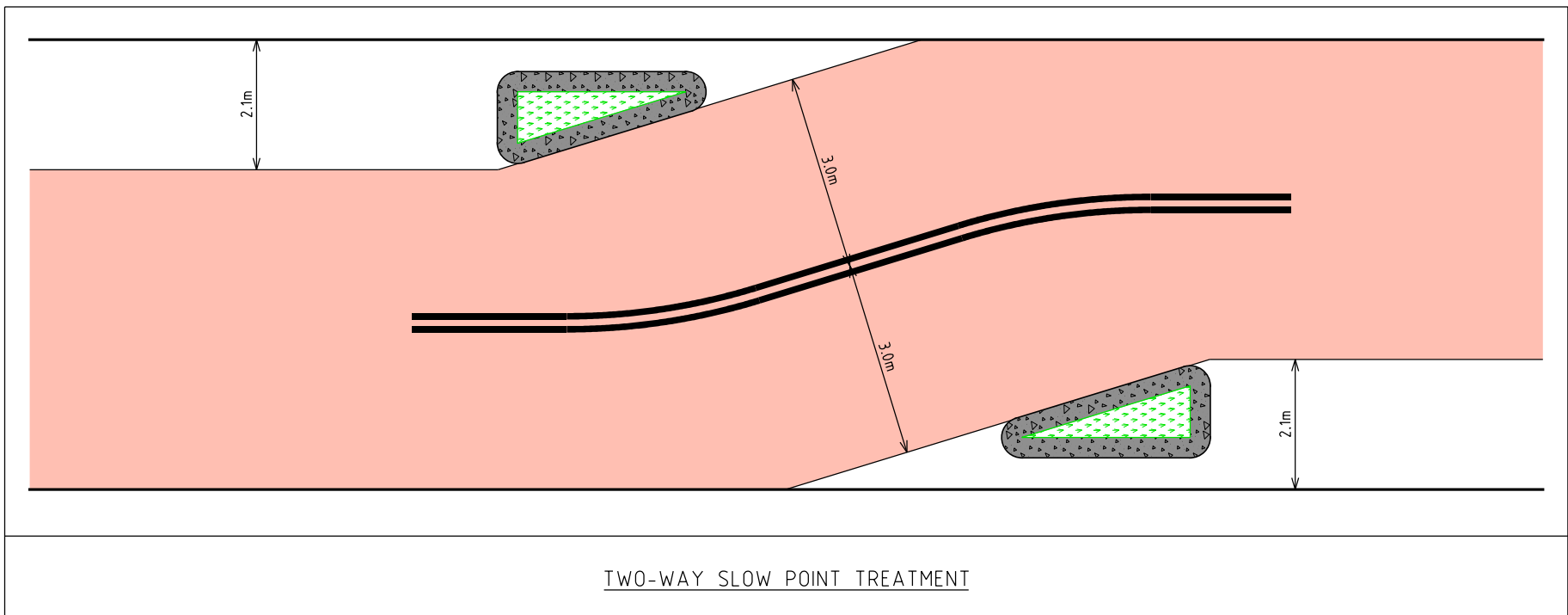
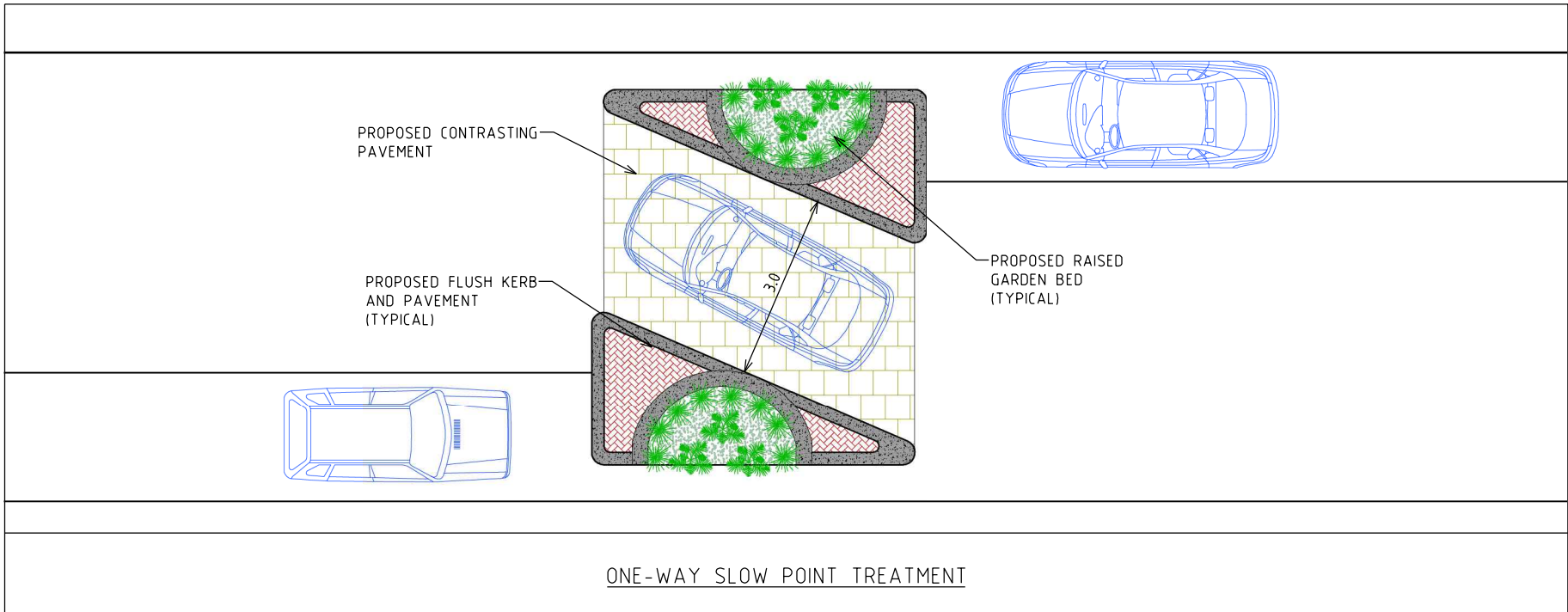
- GENERAL NOTES**
- ALL DIMENSIONS AND RADII ARE IN METRES AND ARE TO THE FACE OF KERB AND CHANNEL.
 - BASE INFORMATION OBTAINED FROM AERIAL PHOTOGRAPHY AND CADASTRAL INFORMATION PROVIDED BY CITY OF VINCENT.
 - GTA CONSULTANTS DOES NOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THE EXISTING CONDITIONS BASE AND AERIAL PHOTOGRAPHY ON WHICH THE SETOUT DETAIL IS BASED. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE EXISTING CONDITIONS INCLUDING UNDERGROUND SERVICES SHOULD BE VERIFIED ON SITE.
 - LOCAL ROAD - SHAKESPEARE STREET - SPEED ZONE 30KM/H

DESIGNED S. MCKENZIE	DESIGN CHECK D. VAN DEN DOOL
DRAWN S. MCKENZIE	DRAFTING CHECK T. MORAN
APPROVED BY T. MORAN	DATE APPROVED FOR INITIAL ISSUE 04 NOVEMBER '15
SCALE A1 0 20 40	CAD FILE NO. 15P1042000-06-F1.dgn

GTA consultants
www.gta.com.au

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Gold Coast 07 5510 4814
Townsville 07 4722 2765
Perth 08 6316 4634

CLIENT DEPARTMENT OF TRANSPORT
PERTH BICYCLE DEMONSTRATION PROJECT
SHAKESPEARE STREET,
MOUNT HAWTHORN
FINAL DRAFT CONCEPT PLAN
UBD REF. MAP 248 DRAWING NO. 15P1042000-06 ISSUE F1



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

GTA consultants
www.gta.com.au

PERTH BICYCLE DEMONSTRATION PROJECTS
 SHAKESPEARE STREET - OPTION 3
 BETWEEN GREEN STREET
 AND ELLESMERE STREET,
 MOUNT HAWTHORN
 FINAL DRAFT CONCEPT PLAN

DATE	15 FEBRUARY '16	SCALE	N.T.S.
DESIGNER	S. MCKENZIE	DRAWING NO.	15P1042000-04-00-F1