

**DEPARTMENT OF TRANSPORT LONG TERM CYCLE NETWORK CONSULTATION
RESPONSES**

- Attachments:**
1. Updated draft Long Term Cycle Network
 2. Survey Overview Department of Transport Long Term Cycle Network Consultation
 3. Detailed Survey Responses Department of Transport Long Term Cycle Network
 4. Email Response 1 & 2 Department of Transport draft Long Term Cycle Network Consultation
 5. Administration Response to Department of Transport Long Term Cycle Network Consultation Comments
 6. Long Term Cycle Network Community Forum Discussion Points Maps
 7. Community Forum Summary Department of Transport Draft Long Term Cycle Network

RECOMMENDATION:

That Council:

1. **NOTES** the results of the Department of Transport Draft Long Term Cycle Network Consultation at Attachments 2 and 3;
2. **ENDORSES** the updated Long Term Cycle Network (LTCN) as shown in Attachment 1 provided by the Department of Transport incorporating the key proposed changes from the community consultation with City of Vincent residents;
3. **NOTES** that the LTCN is aspirational in nature, subject to change and there is no obligation on the City to construct all the routes contained in the plan;
4. **CONFIRMS** support for Local and State Government agencies to work together in delivering a LTCN including a priority of a Safe Active Street project for Norfolk Street which the Department of Transport have offered the City 50:50 matched funding for feasibility and preliminary concept development in 2020-2021;
5. **NOTES** that there will be further consultation on the LTCN as part of the City's Bike Network Plan review that is scheduled to take place in 2021/22; and
6. **INFORMS** the Department of Transport of the City's decision.

PURPOSE OF REPORT:

To inform Council of the results of the Department of Transport Draft Long Term Cycle Network consultation and community form. To present amended draft LTCN (**Attachment 1**).

BACKGROUND:

In 2016 as part of the State Governments long term transport strategy (*Transport @3.5M* – [link here](#)) the Transport Portfolio released the *Cycling Network Plan*.

The aspirational bicycle network identified within this Plan was based on a robust methodology of connecting all key activity centres. However, this Plan was developed by DoT in-house with little consultation with local governments due to the time constraints needed to deliver the project.

In 2017-18 DoT were successful in receiving funding across a two year period to deliver the LTCN project – to go through detailed engagement with 33 local governments across Perth and Peel to agree a long term aspirational bicycle network for the region that supports and addresses local and regional bicycle connections. To date 30 of 33 LGAs have endorsed the draft LTCN.

The DoT will be updating the guidance for local governments in relation to developing local bicycle plans. It is expected that the new guidance will require local governments to review the endorsed LTCN as part of the process of developing/updating their bicycle plan. The City of Vincent Bicycle Network Plan was written in 2013 and budget has been allocated to develop a new plan in 2021.

As part of the process to develop this new plan the City will conduct public consultation to enable the community to assist in shaping the Plan and will seek community comment on the aspirational LTCN within this process. As part of this consultation (and any future bicycle plans) the City and DoT can work together to modify the endorsed LTCN:

- New routes can be added to reflect land use changes/new development;
- Existing routes can be realigned to parallel corridors if details are known which excludes a route from being considered in the future to accommodate bicycle infrastructure (engineering constraints/land tenure issues/etc.).

DETAILS:

The DoT is working with 33 Local Government authorities in the Perth and Peel regions to agree on bicycle routes that link parks, schools, community facilities and transport services, to make bike riding a convenient and viable option.

The aim of the Long Term Cycle Network project is to develop an aspirational blueprint to ensure State and Local Governments work together towards the delivery of one continuous bicycle network that crosses City boundaries, providing additional transport options, recreational opportunities and support for tourism and commercial activity – creating a bicycle network catering for all ages and abilities.

DoT is now seeking Council endorsement of the agreed LTCN across all 33 Local Governments, including City of Vincent, and moving forward the agreed long term network will guide funding allocated through the WA Bicycle Network Grants Program administered by DoT. Council endorsement is considered necessary for the DoT to demonstrate region wide agreement of the LTCN – which in particular may assist in any Federal funding discussions/applications.

On 16 June 2020 Council voted to support in-principle the Long Term Cycle Network as proposed by the Department of Transport subject to consultation with the community on the LTCN taking place. This consultation was hosted on [Imagine Vincent](#), opening on 29 June 2020 and closing on 21 July 21 2020. The consultation was promoted through the City's social media channels as well as being advertised in local newspapers.

Overall, respondents were widely supportive of the plan with 85.7% answering that they strongly support or somewhat support the proposed LTCN. Results of the survey can be read in **Attachment 2** and full comments in **Attachment 3**. Two respondents chose to email responses and their submissions can be read in **Attachment 4**. The administration's response to the comments received can be read in **Attachment 5**. Administration and DoT considered these responses giving particular focus to issues that were raised by multiple respondents. The results of this discussion are summarised below:

- Woodstock St to Ellesmere St - Relocate route from Woodstock to Ellesmere and connect to Gill Street via a short section of London St. Final route around Les Lilleyman Reserve to be discussed at forum.
- Hunter St and Lawler St - Add a local route on Hunter St between Lawler and Redfern as a local route. Do not include Lawler Street due to proximity to Walcott St. In the long term Walcott Street is the preferred route.
- Carr Pl to Carr St Link - An underpass/overpass to cross Loftus Street would be incredibly difficult given the specific topography and cost. Given the aspirational nature of the plan it is feasible to include despite this. Inclusion to be discussed at forum.
- Claverton St and Emerson St - Route cannot be included as a crossing of Charles Street at this location is not supported by MRWA who manage Charles St.
- [Wetlands Heritage Trail](#) – The trail will not be included. DoT have not supported the inclusion of heritage trails across the all 33 LGAs. The City has not advocated for a significant upgrade to this route in relative priority to the other elements of the bike network. This trail will be included in any maps created by the City and will form part of a Wayfinding Strategy.
- Hyde Park - Designate route around Hyde Park to the west a secondary route. Remove the sections of route on Norfolk St and Lake St that led directly to Hyde Park. The DoT has offered the City matched funding (50:50) of \$25,000 to undertake the feasibility and preliminary concept development for a

Norfolk Street Safe Active Street (SAS) project. This has been identified as one of the City's most popular cycling routes and is identified in the City's current Bike Plan to be developed as a cycling route. This route would assist connect Edith Cowen University in Mount Lawley with the CBD.

A community forum was subsequently held on 3 August. Representatives of the Administration and the Department of Transport were present and the forum was facilitated by an independent consultant. Councillors Fotakis and Gontaszewski also attended. Of the nine community members that confirmed their interest in participating – only four attended.

The DoT provided attendees with a short presentation on the background to the plan and context around their decision making process. The discussion then focused on the areas that received two or more comments during the consultation (bullet pointed above). Maps for each of the discussion points can be found at **Attachment 6**. A summary of the discussion has been prepared by the independent consultant and can be read in **Attachment 7**.

The community members were supportive of the changes that had been made as a result of the consultation including the proposed alignment of the Ellesmere route and the addition of a potential underground pass link between Carr Pl and Carr St. We note that an underground pass under Loftus Street would be potentially cost prohibitive with serious engineering and design challenges.

Following discussion at the forum the Administration has also requested the route through Forrest Park be moved to Curtis St rather than running through the eastern side of the park. An updated Long Term Cycle Network has been provided by the Department of Transport incorporating the proposed changes above (see **Attachment 1**).

CONSULTATION/ADVERTISING:

The Department of Transport draft Long Term Cycle Network public consultation was launched 29 June for 21 days. This consultation was promoted through social media and newspaper adverts. During this time participants were able to register their interest in attending a community forum to discuss the results of the consultation, with 15 residents indicating they would like to take part.

This forum was held at the City's administration building on 3 August. Representatives of the Administration, Council and DoT met with community members to discuss the LTCN and the results of the consultation.

LEGAL/POLICY:

Nil.

RISK MANAGEMENT IMPLICATIONS:

Low: At this time Council is only being asked endorse the aspirational Long Term Cycle Network as proposed by the Department of Transport.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Accessible City

Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use. We have better integrated all modes of transport and increased services through the City.

Connected Community

We are an inclusive, accessible and equitable City for all.

SUSTAINABILITY IMPLICATIONS:

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

Sustainable Transport

FINANCIAL/BUDGET IMPLICATIONS:

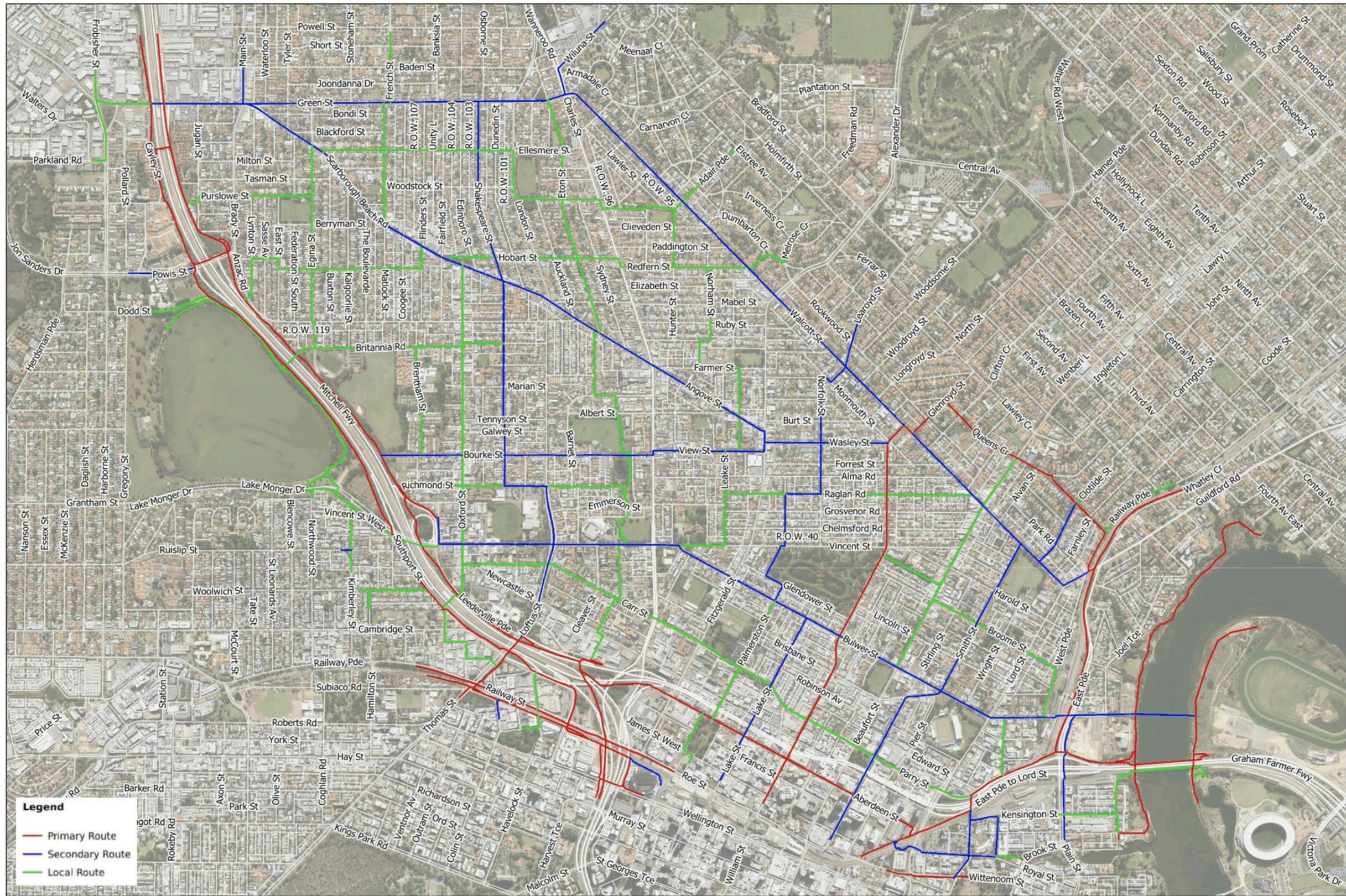
DoT advised that LGAs that do not have an endorsed LTCN are not eligible for funding through the WA Bicycle Network Grant Program. The City of Vincent's endorsement was extended to allow this community consultation and expressions of interest were accepted for this year's round of grants.

COMMENTS:

The secondary route through Hyde Park has been removed and an alternative to the west has been provided to encourage cyclists not to cycle through the park in line with the Council resolution from 16 June Council Meeting. Several other changes have been implemented as a result of community feedback.

This LTCN is a living document which can be updated as required. The City will be carrying out comprehensive public consultation as part of the development of a new Bike Plan in 2021/22 and will further review the LTCN at this time.

City of Vincent – Final Draft LTCN (August 2020)



Survey Responses
24 May 2017 - 22 July 2020

Long Term Cycle Network | City of Vincent

The City of Vincent

Project: Department of Transport Long Term Cycle Network



VISITORS 57					
CONTRIBUTORS 42			RESPONSES 42		
3 Registered	0 Unverified	39 Anonymous	3 Registered	0 Unverified	39 Anonymous

	Respondent No: 1	Responded At: Jul 03, 2020 10:19:17 am
	Login: Anonymous	Last Seen: Jul 03, 2020 10:19:17 am
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

I think a secondary or primary route with some form of protection connecting between Bulwer and North Perth would be good (basically along Fitzgerald St or similar). A north/south route connecting the two would be good as that is the only Coles/Shopping centre available, and otherwise you go a more circuitous route. A high standard bike path ringing Hyde park would be useful for transitioning between Lake and Norfolk st without going through the park. Would also be good for families. William St through Northbridge would be a much safer feeling ride at night than lake St so I support putting bike lanes down there. I love the idea of an additional bridge of the river at the Power Station, the freeway bridge path is narrow and crowded on fair weather and sporting days.

Q3. **Please select all that apply to you**

- I am a City of Vincent resident
- I visit the City of Vincent often
- I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Walking
2. Cycling/riding
3. Car
4. Public transport

Q5. **How often do you cycle?** A few times per week

Q6. **How often do you cycle within the City of Vincent?** A few times per week

Q7. **What is your address?** [Redacted] Bulwer Street

	Respondent No: 2	Responded At: Jul 03, 2020 13:57:00 pm
	Login: Anonymous	Last Seen: Jul 03, 2020 13:57:00 pm
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
The more cycle friendly roads the better. Make our city healthy!
-
- Q3. **Please select all that apply to you**
- I am a City of Vincent resident
 - I visit the City of Vincent often
 - I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
- 1. Cycling/riding
 - 2. Car
 - 3. Walking
 - 4. Public transport
-
- Q5. **How often do you cycle?** Daily
-
- Q6. **How often do you cycle within the City of Vincent?** Daily
-
- Q7. **What is your address?** [REDACTED] Oxford Street, Mount Hawthorn
-

	Respondent No: 3	Responded At: Jul 03, 2020 16:21:06 pm
	Login: Anonymous	Last Seen: Jul 03, 2020 16:21:06 pm
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Somewhat support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

An under or overpass at carr place/street across Loftus would help link up connections to safe riding routed at carr st and the bike path heading to Northbridge. It could link all the way from leederville village square, connecting major high streets/entertainment districts.

Q3. **Please select all that apply to you** I am a City of Vincent resident

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Walking
2. Car
3. Public transport
4. Cycling/riding

Q5. **How often do you cycle?** A few times per year

Q6. **How often do you cycle within the City of Vincent?** A few times per year

Q7. **What is your address?** Carr place leederville

	Respondent No: 4	Responded At: Jul 03, 2020 16:47:24 pm
	Login: Anonymous	Last Seen: Jul 03, 2020 16:47:24 pm
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Neutral/not sure

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

Given that I ride a road bike almost daily and use roads almost solely due to the places I need and choose to ride, I struggle to understand how Walcott St could be a secondary route. I live on Walcott St and it's almost constant traffic, much of it travelling at high speeds with very frequent water drain grates. In the time it's taken to type this, a passing car has tooted its frustration at another car. I struggle to cross the road on foot and very seldom are brave enough to cycle along it. I don't support the style of roadside lane used on Scarborough Beach Rd. I deliberately avoid it and use side streets like Hobart St instead. There's often debris trapped between the kerb and the cycle barrier, the lane itself is often blocked and cars frequently ignore bikes using the lane and turn in front of them. We notice this since we walk along Scarborough Beach Rd to get to some of our favourite cafes and restaurants. We do use Shakespeare Ave since it's designated safer and we find it's mainly locals who drive on this road who generally respect cyclists sharing the road. We even use Shakespeare Ave to run on during quieter times. The Kwinana Freeway PSP and, more recently, the Tonkin Highway PSP and continuation of the Fremantle railway line PSP have been fantastic in their design and attract thousands of cyclists. Although the financial investment in such PSPs is enormous, I feel it's well worth it to keep cyclists safe and to attract us off the road. It's a shame the Mitchell freeway PSP hasn't been as well designed and attempts to correct individual sections of it have generally created more frustration in the time they've been required to be closed, than the benefit in the attempted corrections.

Q3. **Please select all that apply to you**

- I am a City of Vincent resident
- I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)
- I visit the City of Vincent often

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Walking
3. Car
4. Public transport

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** Daily

Q7. **What is your address?** [Redacted] Walcott St North Perth

	Respondent No: 5	Responded At: Jul 03, 2020 17:52:31 pm
	Login: Anonymous	Last Seen: Jul 03, 2020 17:52:31 pm
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

The east to west link along For street depends on city of Perth support, otherwise another East to West link across Vincent should be proposed. Primary and secondary routes should be separated paths or on road bike lanes.

Q3. **Please select all that apply to you**

- I am a City of Vincent resident
- I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)
- I visit the City of Vincent often

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Public transport
2. Cycling/riding
3. Walking
4. Car

Q5. **How often do you cycle?**

A few times per week

Q6. **How often do you cycle within the City of Vincent?**

A few times per week

Q7. **What is your address?**

██████████ Mount Hawthorn



Respondent No: 6
Login: Anonymous
Email: n/a

Responded At: Jul 03, 2020 20:09:45 pm
Last Seen: Jul 03, 2020 20:09:45 pm
IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly oppose
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
 cyclists are a danger to cars
-
- Q3. **Please select all that apply to you**
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
 1. Car
 2. Walking
-
- Q5. **How often do you cycle?** Never
-
- Q6. **How often do you cycle within the City of Vincent?** Never
-
- Q7. **What is your address?** monmouth st mt lawley
-

	Respondent No: 7	Responded At: Jul 04, 2020 11:51:50 am
	Login: Anonymous	Last Seen: Jul 04, 2020 11:51:50 am
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

Comment: Too many Primary and Secondary routes are planned on busy roads. This brings bikes and vehicles into conflict and takes away the ambience of family cycling . Surely linking up the local routes should take priority - even if you have to take longer to get somewhere. Examples of busy roads on 'secondary road' - Bourke Street - narrow street where vehicles slow to 30kmph to cater for the bike lane. Surely a parallel, quiet Galwey street is a better option. Thank you for the opportunity to comment

Q3. **Please select all that apply to you** I am a City of Vincent resident

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Walking
3. Car
4. Public transport

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** Daily

Q7. **What is your address?** [REDACTED] Live in MtH.



Respondent No: 8

Login: [REDACTED]

[REDACTED]

Responded At: Jul 05, 2020 11:22:06 am

Last Seen: Jul 05, 2020 03:19:00 am

IP Address: 118.208.40.178

- Q1. What is your level of support for the proposed Long Term Cycling Network for the City of Vincent? Strongly support
-
- Q2. Do you have any questions or comments about the proposed Long Term Cycle Network?
not answered
-
- Q3. Please select all that apply to you I am a City of Vincent resident
-
- Q4. Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)
1. Walking
 2. Car
 3. Public transport
 4. Cycling/riding
-
- Q5. How often do you cycle? A few times per year
-
- Q6. How often do you cycle within the City of Vincent? A few times per year
-
- Q7. What is your address? [REDACTED] Lincoln Street, Highgate
-

	Respondent No: 9	Responded At: Jul 05, 2020 14:24:32 pm
	Login: Anonymous	Last Seen: Jul 05, 2020 14:24:32 pm
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Somewhat support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

As a cyclist and Vincent resident living opposite Hyde Park, I fully support the further development of the bicycle route network. However, I am concerned about the current proposal and its impact on Hyde Park. I wholeheartedly agree with the Mayor Emma Cole that it is not acceptable to take any route through Hyde Park. The obvious reasons being the inevitable conflict between cyclists and park users and resident bird life. The thought of a cyclists colliding with pedestrians, push chairs, wheel chairs, wedding parties or swans is not pleasant. The currently proposed Secondary Route shown in blue on the final Draft LTCN (May 2020) has the route abruptly terminating at central points along both the north and south boundaries of Hyde Park. If this is the case then human nature would dictate that any cyclist arriving at this point would simply short cut straight through Hyde Park rather than take the long way around via William Street or Glendower Street, I know that I would. I request that this issue be raised and discussed with the Department of Transport. Possibly the southern end of the blue route on Norfolk Street and northern end of the blue route on Lake Street could be re-directed well before they reach Hyde Park so that they do not terminate at the central footpath that links the north and south boundaries of the Park. I would also like to comment that the addition of signage prohibiting cyclists moving through Hyde Park would be ineffective as past experience elsewhere has proved.

Q3. **Please select all that apply to you** I am a City of Vincent resident

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Walking
3. Public transport
4. Car

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** Daily

Q7. **What is your address?** [Redacted] Vincent Street, North Perth WA 6006

	Respondent No: 10	Responded At: Jul 06, 2020 09:06:19 am
	Login: Anonymous	Last Seen: Jul 06, 2020 09:06:19 am
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Neutral/not sure

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

the number of crossings over/under infrastructure consists of one bridge over the swan river. The plan needs to cross over the freeway, main roads and other natural structures in more places. eg belmont racecourse area is being developed, need more recreational links over the swan river. other cities have skyways and dedicated paths, please do more. it feels like this "vision" was based on spending a small amount of capital with the primary transport method being personal vehicles. can do better for an inner city suburb.

Q3. **Please select all that apply to you** I am a City of Vincent resident

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Walking
3. Public transport
4. Car

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** Daily

Q7. **What is your address?** [redacted] bulwer street, perth

	Respondent No: 11	Responded At: Jul 06, 2020 12:03:34 pm
	Login: [REDACTED]	Last Seen: Jul 22, 2020 03:42:45 am
	[REDACTED]	IP Address: 80.249.0.5

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

I note the secondary route leading into Hyde Park may create desire lines without strong design language to redirect cyclists around the Park. The north-south secondary route connecting Shakespeare to Loftus/Thomas identifies the ideal time to cross Loftus (from west alignment with carriageway to eastern alignment) at the intersection with Vincent. Either this needs to be accompanied by a review of light timings for pedestrians/cyclists, or the plan should consider a more pedestrian friendly intersection for the crossover. Is Walcott really the best alternative for a Secondary east-west connection for cyclists? If so, what sort of timeframe/prioritisation would be put in place to improve the traffic calming. How does such intervention stack up against Main Roads vision for the road? Which plan would get precedence?

Q3. **Please select all that apply to you** I work in the City of Vincent

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Walking
2. Cycling/riding
3. Car
4. Public transport

Q5. **How often do you cycle?** A few times per week

Q6. **How often do you cycle within the City of Vincent?** A few times per week

Q7. **What is your address?** [REDACTED] Havelock Street, West Perth

	Respondent No: 12	Responded At: Jul 07, 2020 15:54:11 pm
	Login: Anonymous	Last Seen: Jul 07, 2020 15:54:11 pm
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
Why is loftus st not included in the cycle network and should oxford st be upgraded from a local st?
-
- Q3. **Please select all that apply to you**
I work in the City of Vincent
I visit the City of Vincent often
I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Car
2. Walking
3. Public transport
4. Cycling/riding
-
- Q5. **How often do you cycle?** A few times per year
-
- Q6. **How often do you cycle within the City of Vincent?** Never
-
- Q7. **What is your address?**  Odin Drive
-

	Respondent No: 13	Responded At: Jul 07, 2020 15:55:05 pm
	Login: Anonymous	Last Seen: Jul 07, 2020 15:55:05 pm
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

The connection between the northern, western and southern bike networks is terrible at the moment. Vincent sits at the centre, and should be responsible for improving this. There is no speedy and safe connection between 1) The Mitchell freeway bike path 2) the CBD east of loftus st 3) the route south to the river and Kwinana freeway bike path 4) the grahame farmer freeway bridge and swan river / city / south perth riverside loop. There is also a frustrating waste of river front access due to the gap in the bike path north of the Optus stadium to Cracknell park. Finally - the council should recognise that bike paths are now also used by E-scooters and powered skateboards and other electric personal transport devices, and are busy commuting routes not just recreation. Demand is only going to increase hugely at the expense of public transport in the post COVID19 world, so should invest accordingly.

Q3. **Please select all that apply to you**

- I am a City of Vincent resident
- I work in the City of Vincent
- I visit the City of Vincent often
- I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Public transport
2. Cycling/riding
3. Car
4. Walking

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** Daily

Q7. **What is your address?**  Milton Street

	Respondent No: 14	Responded At: Jul 08, 2020 09:07:29 am
	Login: Anonymous	Last Seen: Jul 08, 2020 09:07:29 am
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

I was disappointed to hear council speak about how pro-cycling the City is but then not feel empowered enough to support a cycling project without yet another consultation. I think that removing the link through Hyde Park is short sighted but I understand it can be added in later. It was not helpful to have the mayor refer to cyclists as 'high speed' as this reinforces a negative stereotype. Cyclists already use the link through the park (families, commuters, delivery riders etc) and the majority do so respectfully. As the population grows and more people use the route there is likely to be more conflict. Now unfortunately Council have precluded themselves from funding to alleviate this problem in a thoughtful manner which retains the heritage of the park (and inevitably costs more money). The lights at Loftus and Vincent take (figurative) hours to change and need to be addressed before any meaningful cycle routes or pedestrian routes can cross through there.

Q3. **Please select all that apply to you**

- I work in the City of Vincent
- I visit the City of Vincent often
- I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Car
3. Walking
4. Public transport

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** Daily

Q7. **What is your address?** Joondanna

	Respondent No: 15	Responded At: Jul 08, 2020 17:07:11 pm
	Login: Anonymous	Last Seen: Jul 08, 2020 17:07:11 pm
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Neutral/not sure

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

This proposal is based on the premise that the routes for riding a bicycle as a means of transport can be equated with the vehicle road hierarchy. To ensure a good local connected, and safe system is in place for people of 8-80 years means that EVERY local street needs to present as one which meets the above criteria. Naming SOME streets LOCAL, in an area and leaving other similar residential streets not part of the network is reducing the "cycle network" and its use by the majority of people who need to use their bicycle locally or to connect to the PSP routes which serve a very different need. A more productive aim which would increase local bicycle use and amenity, is to designate EVERY local street a safe cycling street; achieving this by lowering the speed on all local streets to 30km/h, seek funding for signage and entry statements and intersection platforms to ensure lower vehicle speeds, work with all other Councils and the DoT to introduce a standard way-finding system to ensure the connectivity from local to PSP routes. A Network also requires some legal status: for example some form of presumed liability law to place the onus on safe driving onto vehicle drivers. This will assist in drivers maintaining the lower speed of 30km/h and also assist them to pay attention to all users of the street, children playing, people walking and cycling. This long term "aspirational" plan requires input from the community; not only people who rides bicycles, but everyone in the community. Open discussion and fora, advertising broadly in parks and along the current bicycle routes. It provides an opportunity for more than one route marked here and another there.

Q3. **Please select all that apply to you** I am a City of Vincent resident

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Walking
3. Public transport
4. Car

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** Daily

Q7. **What is your address?** [Redacted] Alma Road North Perth WA 6006

	Respondent No: 16	Responded At: Jul 09, 2020 13:21:03 pm
	Login: Anonymous	Last Seen: Jul 09, 2020 13:21:03 pm
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Somewhat support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
It should not pass through Hyde Park
-
- Q3. **Please select all that apply to you**
I am a City of Vincent resident
I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)
I visit the City of Vincent often
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Car
2. Walking
3. Cycling/riding
4. Public transport
-
- Q5. **How often do you cycle?** A few times per month
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per month
-
- Q7. **What is your address?** [REDACTED] Angove St
-

	Respondent No: 17	Responded At: Jul 10, 2020 16:08:43 pm
	Login: Anonymous	Last Seen: Jul 10, 2020 16:08:43 pm
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly oppose
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
Nobody uses the existing cycle lanes or bike boulevards, other than the freeway commuter routes
-
- Q3. **Please select all that apply to you**
- I am a City of Vincent resident
 - I work in the City of Vincent
 - I visit the City of Vincent often
 - I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
- 1. Car
 - 2. Public transport
 - 3. Walking
 - 4. Cycling/riding
-
- Q5. **How often do you cycle?** A few times per year
-
- Q6. **How often do you cycle within the City of Vincent?** Never
-
- Q7. **What is your address?** [Redacted] Vincent Street North Perth

	Respondent No: 18	Responded At: Jul 11, 2020 18:20:04 pm
	Login: Anonymous	Last Seen: Jul 11, 2020 18:20:04 pm
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
not answered
-
- Q3. **Please select all that apply to you**
- I am a City of Vincent resident
 - I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)
 - I visit the City of Vincent often
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
- 1. Car
 - 2. Walking
 - 3. Cycling/riding
 - 4. Public transport
-
- Q5. **How often do you cycle?** A few times per month
-
- Q6. **How often do you cycle within the City of Vincent?** not answered
-
- Q7. **What is your address?** [redacted] Chelmsford Road, North Perth
-

**Respondent No:** 19**Login:** Anonymous**Email:** n/a**Responded At:** Jul 12, 2020 14:04:54 pm**Last Seen:** Jul 12, 2020 14:04:54 pm**IP Address:** n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Somewhat support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
not answered
-
- Q3. **Please select all that apply to you** I am a City of Vincent resident
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Cycling/riding
 2. Walking
 3. Public transport
 4. Car
-
- Q5. **How often do you cycle?** Daily
-
- Q6. **How often do you cycle within the City of Vincent?** Daily
-
- Q7. **What is your address?** [redacted] florence street, west perth
-

	Respondent No: 20	Responded At: Jul 13, 2020 13:30:11 pm
	Login: Anonymous	Last Seen: Jul 13, 2020 13:30:11 pm
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Somewhat support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

1. I agree with no path through Hyde Park, however this has led to an omission of a suitable route around the park. A secondary path should extend from Norfolk st along Vincent to either the William st primary path or around the park along Throssell & Glendower to connect to Palmerston. 2. Palmerston st would make a better secondary path than Lake st. Palmerston already has a safe, dedicated cycle path & extending it through Russel Sq would be an efficient route direct to Roe st. Lake st is narrow, with shoulder parking and high vehicle traffic. It would be easier & safer to utilise the existing infrastructure on Palmerston.

Q3. **Please select all that apply to you** I am a City of Vincent resident

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Car
2. Walking
3. Cycling/riding
4. Public transport

Q5. **How often do you cycle?** A few times per week

Q6. **How often do you cycle within the City of Vincent?** A few times per week

Q7. **What is your address?**  Forrest St, North Perth

	Respondent No: 21	Responded At: Jul 14, 2020 17:37:58 pm
	Login: Anonymous	Last Seen: Jul 14, 2020 17:37:58 pm
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
Comments already submitted via email
-
- Q3. **Please select all that apply to you** I am a City of Vincent resident
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
- 1. Car
 - 2. Cycling/riding
 - 3. Walking
 - 4. Public transport
-
- Q5. **How often do you cycle?** A few times per week
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per week
-
- Q7. **What is your address?** [Redacted] Loch Street North Perth
-

**Respondent No:** 22**Login:** Anonymous**Email:** n/a**Responded At:** Jul 16, 2020 20:32:54 pm**Last Seen:** Jul 16, 2020 20:32:54 pm**IP Address:** n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
- This is very important for the safety of drivers and bike riders. With more people riding bikes and Uber eats on bikes the bicycle traffic has increased significantly.
-
- Q3. **Please select all that apply to you** I am a City of Vincent resident
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Public transport
 2. Car
 3. Walking
 4. Cycling/riding
-
- Q5. **How often do you cycle?** A few times per week
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per week
-
- Q7. **What is your address?** [REDACTED] Palmerston Street Perth 6000
-

	Respondent No: 23	Responded At: Jul 16, 2020 21:50:25 pm
	Login: Anonymous	Last Seen: Jul 16, 2020 21:50:25 pm
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Somewhat support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

As a regular cyclist, I'm supportive of any spend on infrastructure. Just a general comment, we WA need to build cycling infrastructure to the best standards in the world. Follow & take guidance from countries like the Netherlands. They are know as one of the best cycling countries in the world as that as a result of planning. Where possible cycling infrastructure need to be protected and not on roads.

Q3. **Please select all that apply to you**

- I am a City of Vincent resident
- I visit the City of Vincent often
- I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Public transport
3. Walking
4. Car

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** Daily

Q7. **What is your address?** Richmond Street, Leederville

	Respondent No: 24	Responded At: Jul 17, 2020 08:38:38 am
	Login: Anonymous	Last Seen: Jul 17, 2020 08:38:38 am
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
The lack of cycling infrastructure and safe cycle routes outside of the main commuter networks are a barrier to me cycling.
-
- Q3. **Please select all that apply to you**
I am a City of Vincent resident
I work in the City of Vincent
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Car
2. Walking
3. Public transport
4. Cycling/riding
-
- Q5. **How often do you cycle?** A few times per year
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per year
-
- Q7. **What is your address?** [Redacted] Vincent Street, Leederville, WA 6007

	Respondent No: 25	Responded At: Jul 17, 2020 12:00:56 pm
	Login: Anonymous	Last Seen: Jul 17, 2020 12:00:56 pm
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
not answered
-
- Q3. **Please select all that apply to you**
- I am a City of Vincent resident
 - I visit the City of Vincent often
 - I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
- 1. Cycling/riding
 - 2. Car
 - 3. Walking
 - 4. Public transport
-
- Q5. **How often do you cycle?** A few times per week
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per week
-
- Q7. **What is your address?** [REDACTED] Brentham Street
-

	Respondent No: 26	Responded At: Jul 17, 2020 12:17:43 pm
	Login: Anonymous	Last Seen: Jul 17, 2020 12:17:43 pm
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
not answered
-
- Q3. **Please select all that apply to you** I am a City of Vincent resident
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
- 1. Car
 - 2. Cycling/riding
 - 3. Walking
 - 4. Public transport
-
- Q5. **How often do you cycle?** A few times per week
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per week
-
- Q7. **What is your address?** ██████████ Shakespeare Street, Leederville
-

	Respondent No: 27	Responded At: Jul 17, 2020 12:30:42 pm
	Login: Anonymous	Last Seen: Jul 17, 2020 12:30:42 pm
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Somewhat support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

While I generally support the plan, it's difficult to see how William Street could be implemented as a 'Primary Route'. Primary Routes are supposed to be PSPs 'wherever possible', or at the very worst, 'high quality shared paths' or fully protected cycle lanes. This would require substantial loss of on-street parking along William Street. I fully support this, but there would be significant resistance to this from local businesses, and it seems far from certain whether this is achievable. There needs to be specific consultation with those likely to oppose this change before this can be considered a viable plan. Likewise, north of Brisbane Street, implementing the plan would require reducing William Street to a single lane in each direction, to allow enough space for a shared path or protected cycle lanes. Again, I fully support this, but the plan seems to ignore the political challenges to achieving this.

Q3. **Please select all that apply to you** I am a City of Vincent resident

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Walking
2. Public transport
3. Cycling/riding
4. Car

Q5. **How often do you cycle?** A few times per week

Q6. **How often do you cycle within the City of Vincent?** A few times per week

Q7. **What is your address?** Braid Street Perth

	Respondent No: 28	Responded At: Jul 17, 2020 13:25:08 pm
	Login: Anonymous	Last Seen: Jul 17, 2020 13:25:08 pm
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
not answered
-
- Q3. **Please select all that apply to you**
I am a City of Vincent resident
I visit the City of Vincent often
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Car
2. Cycling/riding
3. Public transport
4. Walking
-
- Q5. **How often do you cycle?** A few times per week
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per week
-
- Q7. **What is your address?** [REDACTED] Vincent Street

	Respondent No: 29	Responded At: Jul 17, 2020 14:35:11 pm
	Login: Anonymous	Last Seen: Jul 17, 2020 14:35:11 pm
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

It is encouraging to see the City of Vincent taking affirmative action to improve (Establish) the active transport infrastructure within its city limits as a pioneering city council. It is an example the other city councils should follow.

Q3. **Please select all that apply to you** I visit the City of Vincent often
I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Walking
3. Public transport
4. Car

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** A few times per week

Q7. **What is your address?**
[Redacted address]

	Respondent No: 30	Responded At: Jul 17, 2020 15:12:28 pm
	Login: Anonymous	Last Seen: Jul 17, 2020 15:12:28 pm
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
not answered
-
- Q3. **Please select all that apply to you** I am a City of Vincent resident
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
- 1. Cycling/riding
 - 2. Car
 - 3. Walking
 - 4. Public transport
-
- Q5. **How often do you cycle?** Daily
-
- Q6. **How often do you cycle within the City of Vincent?** not answered
-
- Q7. **What is your address?** [REDACTED] Camelia Street North Perth

	Respondent No: 31	Responded At: Jul 18, 2020 08:35:03 am
	Login: Anonymous	Last Seen: Jul 18, 2020 08:35:03 am
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
not answered
-
- Q3. **Please select all that apply to you**
I visit the City of Vincent often
I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Cycling/riding
2. Walking
3. Public transport
4. Car
-
- Q5. **How often do you cycle?** A few times per week
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per week
-
- Q7. **What is your address?** [Redacted] Central Ave Maylands

	Respondent No: 32	Responded At: Jul 18, 2020 11:37:55 am
	Login: Anonymous	Last Seen: Jul 18, 2020 11:37:55 am
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

Previous on-road cycle network was great to get to shops and other centres safely. Use of residential roads which allows pedestrians and cyclists to get through but strategically diverts cars away from the route. Remnants of the network still there and effective but unfortunately the signage is gone. With cycling and walking, the islands in middle of busy roads are vital to be able to cross safely. There are not enough of them. Put them in, and the walkers and cyclists will come.

Q3. **Please select all that apply to you** I am a City of Vincent resident
I work in the City of Vincent

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Walking
3. Car
4. Public transport

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** Daily

Q7. **What is your address?** [Redacted] Alma Road

**Respondent No:** 33**Login:** Anonymous**Email:** n/a**Responded At:** Jul 18, 2020 16:26:46 pm**Last Seen:** Jul 18, 2020 16:26:46 pm**IP Address:** n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Somewhat support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
not answered
-
- Q3. **Please select all that apply to you** I am a City of Vincent resident
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Walking
 2. Cycling/riding
 3. Car
 4. Public transport
-
- Q5. **How often do you cycle?** A few times per week
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per week
-
- Q7. **What is your address?** [REDACTED] Dampsie St, North Perth
-



Respondent No: 34
Login: Anonymous
Email: n/a

Responded At: Jul 18, 2020 18:22:26 pm
Last Seen: Jul 18, 2020 18:22:26 pm
IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
not answered
-
- Q3. **Please select all that apply to you**
I am a City of Vincent resident
I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)
I visit the City of Vincent often
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Cycling/riding
2. Walking
3. Public transport
4. Car
-
- Q5. **How often do you cycle?** Daily
-
- Q6. **How often do you cycle within the City of Vincent?** Daily
-
- Q7. **What is your address?** [redacted] Charles st



Respondent No: 35

Login: Anonymous

Email: n/a

Responded At: Jul 19, 2020 18:11:11 pm

Last Seen: Jul 19, 2020 18:11:11 pm

IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Somewhat support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

I support making cycling easier and safer for all residents. I'm not sure I see much difference in the long term cycle network from the current arrangement in my immediate area. Key concerns for me relate to crossings across major roads (eg Purslowe St across Brady St) and access for my kids to their schools avoiding major crossings where possible (Bold Park Community School at the north end of Lake Monger, and Perth Modern School). For myself my major concern would be to improve the access to the CBD - currently there are too many road crossings after I get off the PSP at Thomas St.

Q3. **Please select all that apply to you** I am a City of Vincent resident

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Car
3. Public transport
4. Walking

Q5. **How often do you cycle?** A few times per week

Q6. **How often do you cycle within the City of Vincent?** A few times per week

Q7. **What is your address?** Purslowe Street

	Respondent No: 36	Responded At: Jul 21, 2020 00:49:43 am
	Login: Anonymous	Last Seen: Jul 21, 2020 00:49:43 am
	Email: n/a	IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
not answered
-
- Q3. **Please select all that apply to you**
I am a City of Vincent resident
I work in the City of Vincent
I visit the City of Vincent often
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Walking
2. Car
3. Public transport
4. Cycling/riding
-
- Q5. **How often do you cycle?** A few times per year
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per year
-
- Q7. **What is your address?** Orange Avenue
-

	Respondent No: 37	Responded At: Jul 21, 2020 09:16:13 am
	Login: Anonymous	Last Seen: Jul 21, 2020 09:16:13 am
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Somewhat support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

The challenge is not with the CoV, but the DoT. For example, their definition of a primary route is not being met where they indicate it should be fully lit and grade separated, where sadly there is several sections which are not. It is also shared with pedestrians, rather than being a dedicated cycle path. The cases of awarded local government grants for dedicated cycle paths for 2021/22 is 1 project out of 27 and in terms of monetary percentage, less than 1%.

Q3. **Please select all that apply to you** I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Car
2. Cycling/riding
3. Walking
4. Public transport

Q5. **How often do you cycle?** A few times per week

Q6. **How often do you cycle within the City of Vincent?** A few times per week

Q7. **What is your address?** [REDACTED]gardens, hillarys

	Respondent No: 38	Responded At: Jul 21, 2020 09:17:59 am
	Login: Anonymous	Last Seen: Jul 21, 2020 09:17:59 am
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

I am a woman that rides daily on Oxford Street back into Mt Hawthorn as part of my work commute. The part of Oxford Street that joins to the Mt Hawthorn end is the part of my journey I get really stressed about. I can see that it is meant to be a joint road for cyclists and cars, but cars often get annoyed as they want to go faster and try and pass you anyway in a dangerous manner. Not sure if anything else can be done to improve safety here. Could we reduce car speed as it is further up along Oxford St? Thanks very much. The Cycling plan looks good!

Q3. **Please select all that apply to you** I visit the City of Vincent often
I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Car
3. Walking
4. Public transport

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** Daily

Q7. **What is your address?** Roberts St Joondanna

	Respondent No: 39	Responded At: Jul 21, 2020 11:56:49 am
	Login: Anonymous	Last Seen: Jul 21, 2020 11:56:49 am
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

Please more bike paths. Zebra crossings would be a god send too. Prioritizing pedestrians and cyclists would do great things for the livability of the area and well being of the community. Not to mention the large scale health and environmental benefits of shifting Perth's mentality away from cars as a primary mode of transport.

Q3. **Please select all that apply to you** I am a City of Vincent resident

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Walking
2. Car
3. Cycling/riding
4. Public transport

Q5. **How often do you cycle?** A few times per week

Q6. **How often do you cycle within the City of Vincent?** A few times per week

Q7. **What is your address?** [Redacted] Beaufort St

	Respondent No: 40	Responded At: Jul 21, 2020 13:25:28 pm
	Login: Anonymous	Last Seen: Jul 21, 2020 13:25:28 pm
	Email: n/a	IP Address: n/a

Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Somewhat support

Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**

1. There is no designation or recognition of tourist trails within urban areas. The "Wetlands Heritage Trail" which has been planned and under construction for over 20 years should be reflected in the plan and recognised as equivalent to a rural trail. In any case, the Wetlands Heritage Trail should be shown on the map as at least a local route (green) if not a secondary route (blue). This trail should be shown in full including the connection between Charles Veryard Reserve to Lake Monger (not shown at all on the plan), and the section from the corner of Charles/Vincent Streets, through Royal Park, through to and across Robertson Park (also not shown at all on the plan). Why this has been left off the plan entirely is of concern. How is the corporate memory in the City of Vincent maintained and communicated? 2. I do not support the secondary route, previously shown through Hyde Park. A well-designed commuter path connection Norfolk St to Palmerston (and possibly Lake St) via Throssell St should be a high priority to discourage commuting cyclists from cycling across Hyde Park. The speed of commuting cyclists is incompatible with the high number of slow-speed pedestrians in Hyde Park, a high proportion of which are elderly and/or have disabilities (such as sight, cognition, movement) which make avoidance of cyclists difficult. 3. The plan shows a local route along Mary St. The Mary St Piazza has only recently been constructed and has no provision for cyclists travelling in an easterly direction. Why was this not considered if this street was intended to be a local cycling route? 4. The local route along Raglan Rd ends abruptly at Leake St. Suggest continue the route east along Claverton to connect to Charles St. And then connect the Emmerson St route to Charles. 5. Because Lake now connects into Perth City at King St, I support the new designation of Lake St as a secondary route (blue) and look forward to improvements in making this a well-connected and viable route into and out of the CBD.

Q3. **Please select all that apply to you** I am a City of Vincent resident

Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**

1. Cycling/riding
2. Walking
3. Public transport
4. Car

Q5. **How often do you cycle?** Daily

Q6. **How often do you cycle within the City of Vincent?** Daily

Q7. **What is your address?** Chatsworth Rd Highgate

	Respondent No: 41	Responded At: Jul 21, 2020 16:37:08 pm
	Login: [REDACTED]	Last Seen: Jul 22, 2020 06:35:56 am
	[REDACTED]	IP Address: 80.249.0.5

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Neutral/not sure
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
Emailed seperately
-
- Q3. **Please select all that apply to you**
I am a City of Vincent resident
I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Cycling/riding
2. Walking
3. Public transport
4. Car
-
- Q5. **How often do you cycle?** A few times per week
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per week
-
- Q7. **What is your address?** not answered
-



Respondent No: 42

Login: Anonymous

Email: n/a

Responded At: Jul 21, 2020 20:32:23 pm

Last Seen: Jul 21, 2020 20:32:23 pm

IP Address: n/a

- Q1. **What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?** Strongly support
-
- Q2. **Do you have any questions or comments about the proposed Long Term Cycle Network?**
- Cycling infrastructure is an important element of inclusion for blind and vision impaired tandem cyclists. Functional and easily negotiated transitions onto, from and between various elements of the network hierarchy are critically important for tandem cycles due to their length and reduced manoeuvrability.
-
- Q3. **Please select all that apply to you** I visit the City of Vincent often
-
- Q4. **Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)**
1. Cycling/riding
 2. Public transport
 3. Walking
 4. Car
-
- Q5. **How often do you cycle?** A few times per week
-
- Q6. **How often do you cycle within the City of Vincent?** A few times per month
-
- Q7. **What is your address?** The Western Australian Tandem Cycling Advisory Council is based in Victoria Park / Lathlain and regularly conducts ride through the inner Perth metropolitan area.
-

Project Report

24 May 2017 - 22 July 2020

The City of Vincent

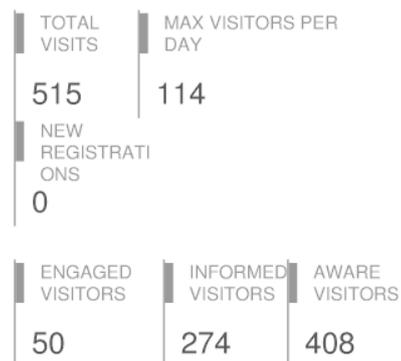
Department of Transport Long Term Cycle Network



Visitors Summary



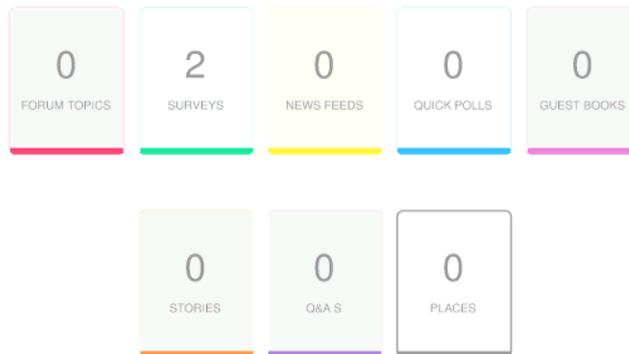
Highlights



Aware Participants	408	Engaged Participants	50		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	408	Contributed on Forums	0	0	0
Informed Participants	274	Participated in Surveys	3	0	47
Informed Actions Performed	Participants	Contributed to Newsfeeds	0	0	0
Viewed a video	0	Participated in Quick Polls	0	0	0
Viewed a photo	0	Posted on Guestbooks	0	0	0
Downloaded a document	255	Contributed to Stories	0	0	0
Visited the Key Dates page	0	Asked Questions	0	0	0
Visited an FAQ list Page	0	Placed Pins on Places	0	0	0
Visited Instagram Page	0	Contributed to Ideas	0	0	0
Visited Multiple Project Pages	227				
Contributed to a tool (engaged)	50				

The City of Vincent : Summary Report for 24 May 2017 to 22 July 2020

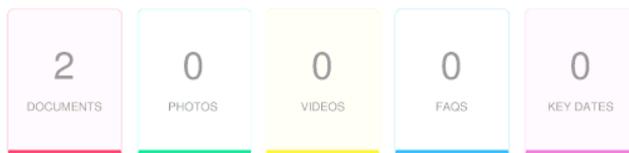
ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Long Term Cycle Network City of Vincent	Published	57	3	0	39
Survey Tool	LTCN Community Forum - register your interest	Published	19	0	0	13

The City of Vincent : Summary Report for 24 May 2017 to 22 July 2020

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Draft Long Term Cycle Network - proposed routes	233	252
Document	Draft Long term Cycle Network - route classification hierarchy	72	76
Document	deleted document from	4	5

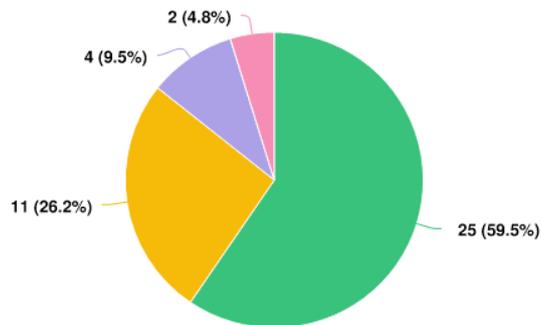
The City of Vincent : Summary Report for 24 May 2017 to 22 July 2020

ENGAGEMENT TOOL: SURVEY TOOL

Long Term Cycle Network | City of Vincent

Visitors 57	Contributors 42	CONTRIBUTIONS 42
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What is your level of support for the proposed Long Term Cycling Network for the City of Vincent?



Question options

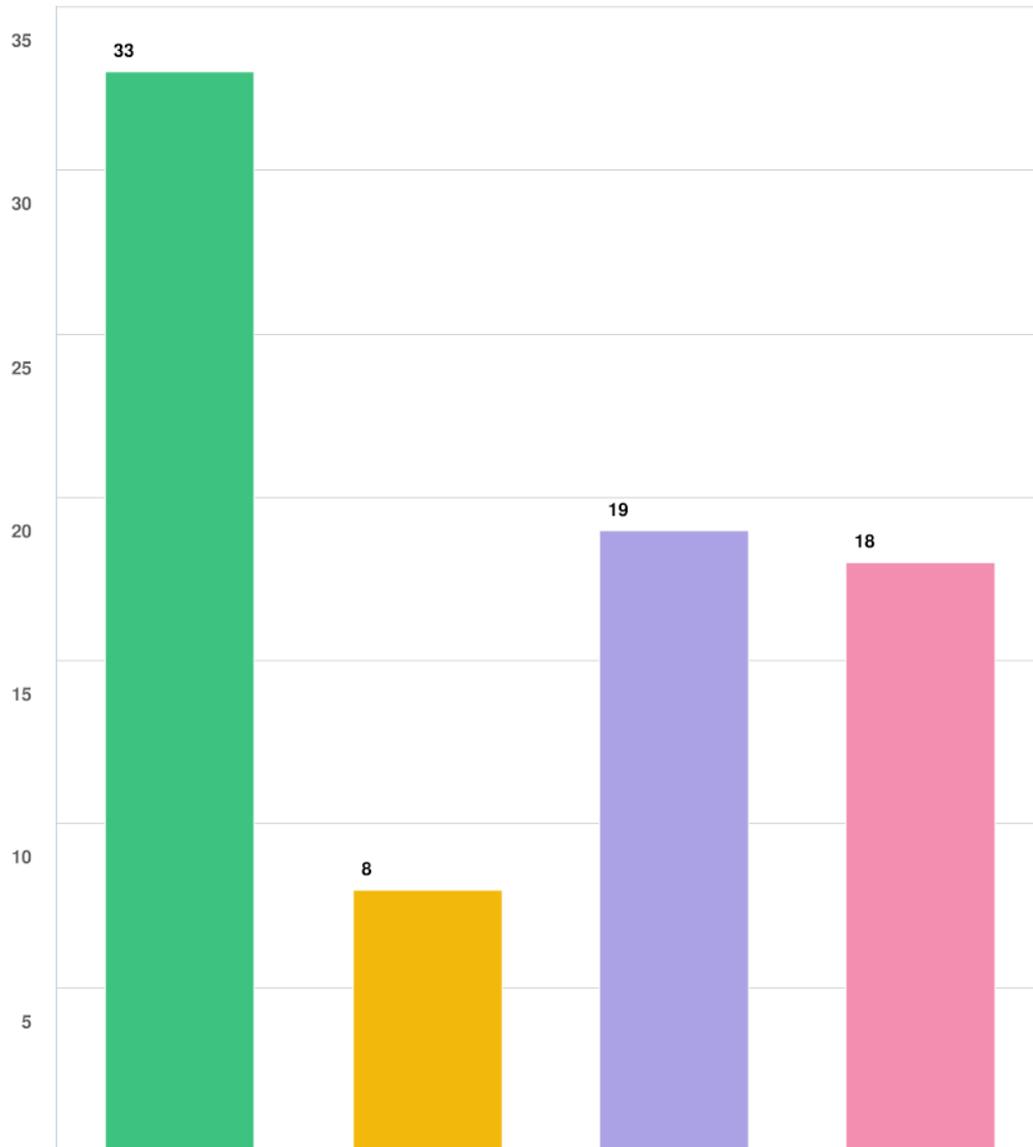
- Strongly support
- Somewhat support
- Neutral/not sure
- Strongly oppose

Mandatory Question (42 response(s))

Question type: Radio Button Question

The City of Vincent : Summary Report for 24 May 2017 to 22 July 2020

Please select all that apply to you



Question options

- I am a City of Vincent resident
- I work in the City of Vincent
- I visit the City of Vincent often
- I often pass through the City of Vincent on my way to somewhere else (work, home, Beatty Park etc.)

Optional question (41 response(s), 1 skipped)

Question type: Checkbox Question

The City of Vincent : Summary Report for 24 May 2017 to 22 July 2020

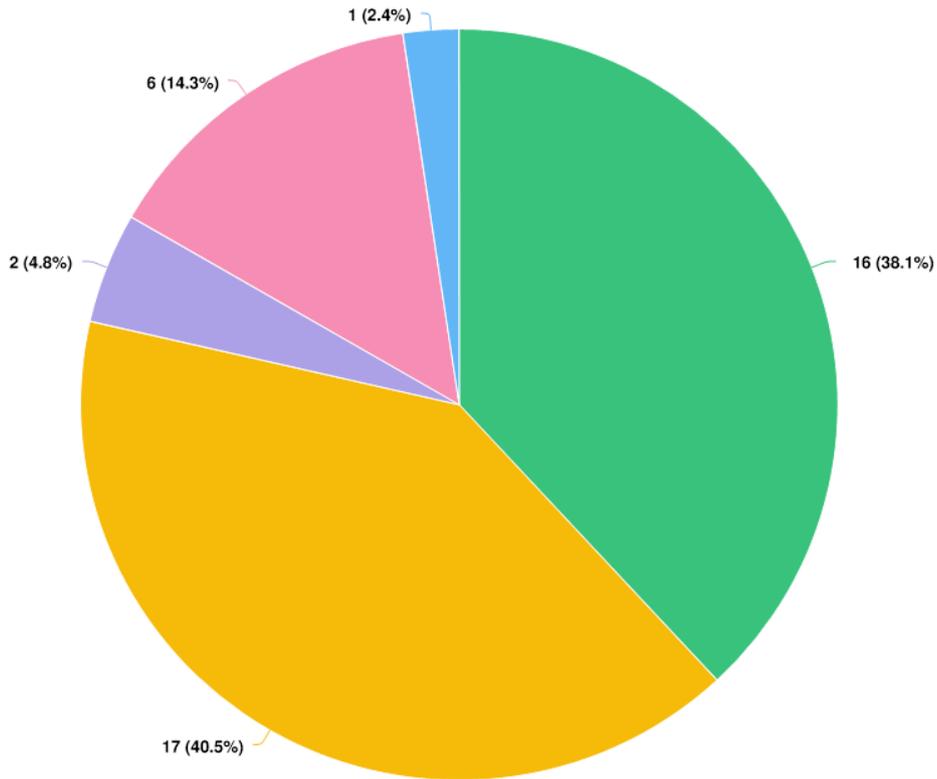
Please rank these modes of transport from your most frequently used (1) to your least frequently used (4)

OPTIONS	AVG. RANK
Cycling/riding	1.98
Walking	2.26
Car	2.52
Public transport	3.20

Optional question (42 response(s), 0 skipped)

Question type: Ranking Question

How often do you cycle?



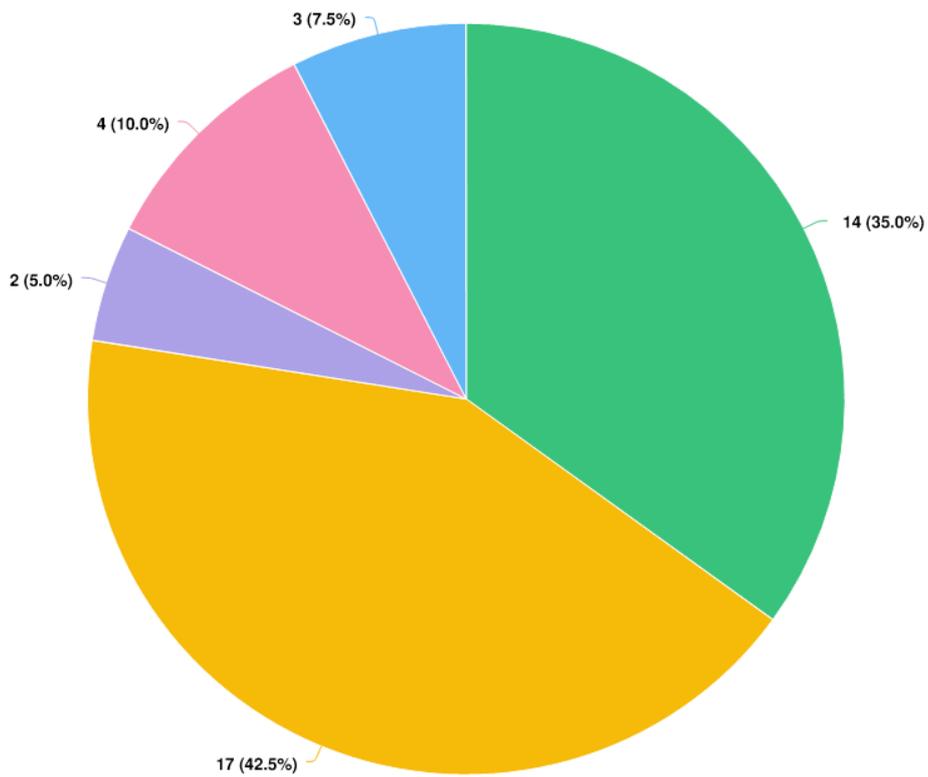
Question options

- Daily
- A few times per week
- A few times per month
- A few times per year
- Never

Optional question (42 response(s), 0 skipped)

Question type: Radio Button Question

How often do you cycle within the City of Vincent?



Question options

- Daily
- A few times per week
- A few times per month
- A few times per year
- Never

Optional question (40 response(s), 2 skipped)

Question type: Radio Button Question

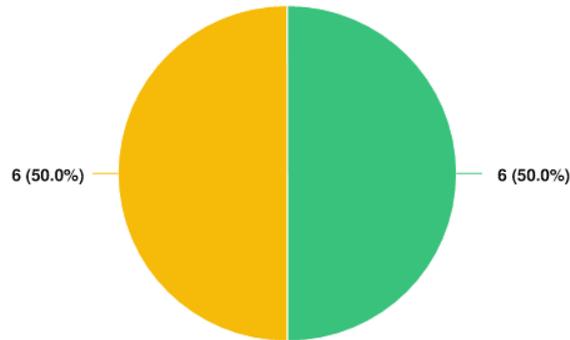
The City of Vincent : Summary Report for 24 May 2017 to 22 July 2020

ENGAGEMENT TOOL: SURVEY TOOL

LTCN Community Forum - register your interest

Visitors 19	Contributors 13	CONTRIBUTIONS 13
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Are you a City of Vincent resident?



Question options

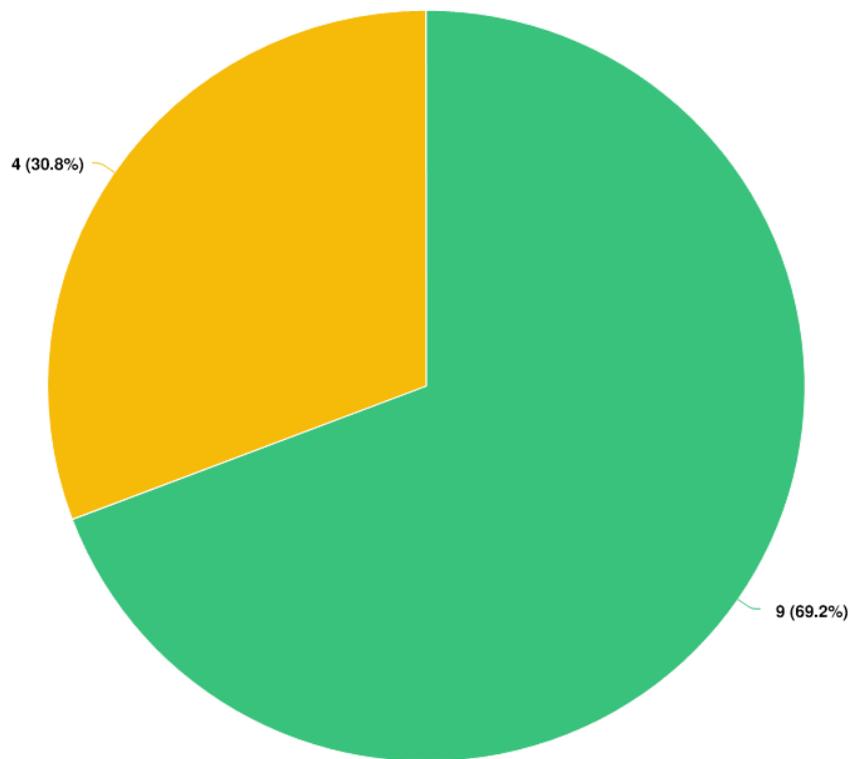
- Yes
- No

Optional question (12 response(s), 1 skipped)

Question type: Radio Button Question

The City of Vincent : Summary Report for 24 May 2017 to 22 July 2020

If we were to hold a community forum, would you prefer for it to be held on a weeknight or on a Saturday morning?



Question options

- Weeknight
- Saturday morning

Optional question (13 response(s), 0 skipped)

Question type: Radio Button Question

Email Response 1

I have been riding around Vincent for 40 years and cycling is my primary mode of transport. The routes I use have evolved over time based on experience. They reflect a mix of convenience and safety, rather than the shortest route between two points. I use quiet streets which avoid interactions with cars, and I avoid hills. I consider myself as a confident rider and my main concern is to make cycling safer for less confident riders – I don't need much support myself.

I am not convinced that having a three-level hierarchy reflects actual or desired cycle usage. I support having Primary and Secondary routes but believe that all other 'local' roads have the potential to be suitable as local routes. However, I appreciate the benefits of having a coordinated plan which ensures that higher order routes (primary and secondary) do match up across local government boundaries. I also understand the reality that the Department of Transport will not deviate from a three-layered approach.

Use 'form' to colour code the map

I think one of the problems with the Department's hierarchy is that there is overlap in route types and form. For example, bi-directional protected bike lanes are both a suitable form for secondary and local routes. It would have been simpler, and more logical, if the form of the route was the key determinant in colour coding the map. So the question becomes 'is this road worthy/suitable for a bi-directional lane' – if so it gets coloured blue (secondary). Perhaps that is the methodology that could be adopted by Vincent when identifying routes – pick the best treatment and assign the colour/label accordingly. In reality, nobody cares about the label, they only care about the safety and convenience of the path.

Bi-directional protected lanes

With regards to the 'form' that will be used, I do not support having single direction protected lanes or even worse, painted lanes on the road if they are adjacent to parking.

It is far safer having one bi-directional path than having two single lane protected paths. They occupy the same space yet the bi-directional path is much safer in terms of potential car door accidents when adjacent to parked cars because the passenger and cyclist are facing each other. They also allow riders to ride two abreast when there are no contraflow cyclists.

So I think that the city should adopt the principle that all Secondary Routes will have bi-directional protected lanes, or rather, all bi-directional protected lanes will be called 'secondary routes'. If it is not worthy of a bi-directional path then it is considered a 'local' path.

Are Local Routes meaningful

To my way of thinking there are only two types of identifiable 'paths' – roughly equivalent to the primary and secondary routes identified by the plan. All other roads fall into one of two categories - potential (local) routes, or roads which must be definitely avoided (e.g. Vincent or Fitzgerald).

My observation over 40 years is that the majority of local roads are already cycle friendly. This is a very big positive and provides an excellent starting point. A lot of the roads are quite narrow, particularly in the south, and therefore discourage through traffic. Experienced cyclists soon work out which streets to use and which streets to avoid. The problem is that new residents or those taking up cycling do not know which streets to use.

A reduction in the speed limit would go a long way to increase confidence in new riders. The current limit of a 40 kph limit is not sufficient, and ignores the almost universal move to 30 kph limits in residential areas.

Another factor that would increase confidence in new riders is separation of cars and cyclists. We already have an identified road hierarchy involving distributors, local roads etc.. We should use it and work on the principle that cars belong on distributors unless they are making a stop at an address on a local road.

Colour coding safe local routes in situ rather than on a map would assist new riders or strangers to an area.

But this is beyond the scope of the LTCN.

I therefore think that the local routes identified in the plan are a waste of time and the City should explicitly state that it will not treat them in any special way and will instead consider most local streets as potential cycle routes. Logically it would be equivalent to removing all green routes from the map or colouring most 'local roads' as green. I accept that is a step too far for the Department who are probably more interested in ticking a box, and are unlikely to be interested in or fund local routes in any case.

Primary and Secondary Routes

The way I ride, I see the primary routes as a way to cover large distances without much interaction with vehicles. I see them as being completely separated from vehicles. The only primary routes I use are PSPs along the rail lines.

I therefore do not agree with the identification of William Street as a Primary Route (see below) although I do see the need to have a convenient route into the city from the north.

I also feel that it is a bit incongruous that there aren't any other north-south primary routes between William Street and the Freeway PSP.

About the only identified Secondary Route that I use is a section of the Bourke-View east-west link, and then I only use the View Street section when I'm heading west as I avoid up the View Street hill when I'm heading east.

I don't object to having other routes identified as secondary routes but I think that they must all be bi-directional protected bike lanes, and they should avoid busy vehicle roads. I avoid routes like Scarborough Beach Road and Bulwer Street as they are potentially busy and I don't find the single direction protected lanes much safer than using nearby quiet roads.

One of the determinants of where secondary routes should go is the ability to cross busy roads. This is one area where the Department could provide funds. The lack of safe crossing points at busy roads is one of the reasons given to me when people explain why they are reluctant to ride. Safe crossing points also benefit pedestrians as well as cyclists.

Route Specific Comments

1. William

1.1. The only real primary route shown 'through' Vincent is along William into the city. This is a well-used car/bus route during peak hours and quiet at other times. Unfortunately, the peak hours for vehicles coincide with the peak time for cycle-commuters going to work in the city. It has become less safe for cyclists since it went two-way.

1.2. I think that primary routes should all be bi-directional protected lanes and I can't see the political will to ever convert William into such a route as it would involve the loss of parking. The

alternative to a bi-directional protected lane would require significant traffic calming to reduce vehicle traffic to cycle friendly speeds. Identified primary routes should not only serve a need, they should have a reasonable chance of being implemented. I therefore think that an alternative should be considered and Lake or Palmerston are the obvious contenders.

2. Norfolk- Lake

2.1. The secondary route down Norfolk stops at Hyde Park and starts again at Lake Street. These aren't just ways of getting to Hyde Park, the obvious intention is that they be connected and the plan should show that. The obvious route (going south) would be to cross over Vincent and skirt around the park along Vincent and Throssell to Glendower. The path should be a single bi-directional path rather than two separate on-road paths. Throssell may be wide enough to allow the path to be on the road rather than in the park, but it is likely that the path along Vincent would have to be in the park in order to avoid losing 20-25 parking bays. The issue becomes how to deal with the perpendicular parking area along Glendower.

2.2. I think that Palmerston should become the secondary path rather than Lake Street. I always ride down Palmerston rather than Lake, even though it marginally longer for me. I do this because it is much quieter – there isn't much traffic, there are less intersections, and I avoid a busy part of Northbridge.

2.3. While there is a bit of a dog leg around Russell Square the route will connect up with the new paths along Roe Street.

2.4. Summary: make the secondary route joining Norfolk go around the northern edge of Hyde Park; down Throssell and Glendower to Palmerston; then along Palmerston. And remove Lake as a secondary route.

3. Beaufort as a local route

3.1. This is one of the dumbest routes on the plan. No cyclist in their right mind would use Beaufort unless it is at the quietest time of day. The road reserve is narrow and constrained so there is little chance of having any on-road infrastructure. The footpaths are used for alfresco dining and therefore cycling along the footpaths should be discouraged or banned.

3.2. An alternative would be to use Kaata Lane, which runs parallel to Beaufort, then Harold and Stirling. Laneways should not be discounted as effective cycle routes!

3.3. This ties in with using Stirling as the secondary route rather than Smith. Smith is a busy car street in peak hours and it is better to separate cars from cycles.

4. Mary Street

4.1. Presumably the local route along Mary Street is there as a link to the school. I doubt that anybody would use the Beaufort-to-Mary route as the Beaufort-Mary intersection is not cycle friendly. Mary Street is one way heading east at the intersection; the footpath on Mary is narrow on both sides and heavily used on the northern side; and the footpath/road rises up when heading west. I can't see many people using it.

4.2. You would be better off considering Chatsworth and Mereny Lane. The problem with Mereny is that it is virtually impassable if a delivery truck is unloading. It might require having limited hours when the lane can be used for deliveries. This would be difficult but would be better than using Beaufort, especially for children going to school.

5. Wetlands Heritage Trail

5.1. At one point Vincent adopted the concept of a Wetlands Heritage Trail, sometimes call 'the Greenway'. This trail was to link Lake Monger with the Swan River via a dual use path. Some sections have been built but the project has quietly been forgotten.

5.2. Some sections of the path are shown as local routes (e.g. around Smiths Lake and Charles Veryard Reserve) but others have not been recognised (e.g. Mick Michael Reserve, Dorien Gardens, Robertson Park etc.). While I think that 'local routes' are meaningless (most local streets should be cycle friendly) the Wetland Heritage Trail should be shown on the map and I would consider that it is rated higher than a local route.

Email Response 2

Introduction

My submission is underpinned by the following principles.

- Where possible:
 - Choose most direct route.
 - Avoid streets with high volumes and/or speed of vehicles (road hierarchy map attached).
 - Avoid routes that have steep inclines (contour map attached).
- Build on the routes identified in the Department of Transport 'Local TravelSmart Map' for Vincent.
- Recognise that funding is limited and that there is a trade-off between the best route and those that might have low expenditure needs and can be made safe for riding relatively quickly.
- Support concept of low traffic neighbourhoods. That is, where precincts have been 'traffic calmed' to effectively discourage drivers using the area as a short cut between major roads and to travel at high speeds. In these neighbourhoods, residential streets are only used by drivers to access properties they live at, or are visiting.
- Support concept that every street in the City should be safe for cycling and that an appropriate treatment for each road is applied to achieve this outcome.
- Recognise that there are already popular cycling routes in the City and that if not already present, the installation of suitable infrastructure on these roads is prioritised.

This submission generally focuses on the destinations and routes that myself and my 9yo daughter use on a regular basis. This includes destinations both within the City and outside its boundaries. These are as follows:

North Perth Plaza shopping centre
City library and community centre
Hyde Park
Leederville town centre
Lake Monger

Northbridge and central Perth
Subiaco town centre
Dog Swamp shopping centre
Yokine reserve
Inglewood primary school

Specific route discussion

East-West route (Freeway to Fitzgerald Street)

The proposed Bourke-View Street route is not supported as these streets are local distributors, as such, they have a relatively high volume of vehicle movements of which many are travelling at relatively high speeds, the route along View Street, travelling east, is quite steep and to make this route safe for cyclists of all ages and ability will require considerable infrastructure intervention which will potentially delay these works from taking place.

The current Vincent Street route between Charles Street and Loftus Street is also not supported due

to the fact it runs alongside a very busy road with fast moving and high volumes of vehicles. In addition, the current route crosses a number of car park entry/exits which introduces an unacceptable level of risk and makes the journey unsuitable for many bike riders.

A more bike friendly route would be along Richmond, Emmerson and Claverton Streets. This route does not suffer from the drawbacks of the above two routes - traffic volumes are low, it is a flat route, and there is bike friendly infrastructure already in place on part of Richmond Street. There also exists proposals to introduce traffic calming along Claverton Street and it would be relatively easy to make Emmerson Street even more safe for bike riders by introducing slow points or street filtering at particular locations. This route would provide access to the principal shared path along the Mitchell Freeway at Richmond Street, and would extend to Leake Street and enable connection with proposed routes further east, and to the northern route on Leake Street and beyond.

East-West route (Fitzgerald to Beaufort Streets)

The proposed route along Raglan Road from Leake Street through to Beaufort Street is a good concept. However, my experience is that Grosvenor is a more preferable route in parts because the street is wider and flatter, and there are less vehicles parked on the street. Alternatively, Alma Street is also an excellent street to ride on as there is very low traffic volume due to it being blocked at Fitzgerald Street. This means that it is not used as a through route by drivers and myself and my daughter use that route quite often as a consequence.

In any case, the implementation of a low traffic neighbourhood in the precinct from bounded by Alma, William, Vincent and Fitzgerald Streets, would mean any of those streets within that area would be suitable to ride on.

East-West access to Hyde Park

A safe route along Vincent Street from Charles Street to Hyde Park should be investigated. At present there is not a dedicated route along this road to get to one of the most popular recreational locations in the city.

East-West access to Leederville Town Centre

Accessing Leederville town centre from the east needs to be improved. The proposed network has a route going along Carr Street, however this terminates at Loftus Street. The LTCN has been promoted as being aspirational, and in that spirit, some form of crossing of Loftus Street connecting Carr Street and Carr place, either as an overpass or an underpass, should be considered for inclusion in the plan.

In addition, Newcastle Street from Charles Street through to Oxford Street should be considered as a more prominent route than is proposed. There are already on-road bike lanes on Newcastle between Loftus and Oxford Street these could easily become a protected bi-directional bike lane and this could be extended along Newcastle Street, east of Loftus Street. This part of Newcastle Street has relatively low traffic volumes and one of the lanes that is presently used for car parking could be removed and a bidirectional bike lane could be installed.

Good cycling access to the Leederville town centre not only has benefits for those wishing to utilise the retail and hospitality outlets in this area but also the Leederville train station and the overpass across the Mitchell Freeway. This overpass provides an excellent point in which to access West Leederville, Subiaco, so as to use destinations in that area, such as the Bob Hawke college and retail facilities that are not found within the City of Vincent.

Lake Monger access

To access Lake Monger, Britannia Road should be an important route for this purpose. The width of the street and the low utilisation for vehicle parking means that the street could quickly and cheaply be converted into a bike friendly route. Not only would this enable good access to the Mitchell Freeway overpass to Lake Monger but it would also link with the bike lanes on Oxford Street and Shakespeare Street. Traffic counts indicate that this location is well used by riders. Consideration should be given to making this a secondary route.

North-South Charles Street corridor

Further consideration needs to be given to introducing a primary or secondary cycle route along the entire length of Charles Street - or roads in close proximity. It is noticeable that the proposed plan has a number of routes on major roads, which presumably recognises that they are popular transport links. There is no reason why the same logic should not apply to Charles Street. The route could become an even more popular cycle route if made safer. I envisage an off road wide shared path with raised plateaus at cross roads. Remembering of course that the LTCN is an aspirational plan.

I presently use Charles Street north of Vincent, to access the Dog Swamp shopping centre as it is the most convenient route due to it being direct and on relatively flat terrain. It is also used by primary school students attending Kyilla and North Perth primary schools, delivery riders and commuters. It is acknowledged that Charles Street is a major road and therefore not necessarily ideal as a cycling route, however, the alternative options presented in the network plan also have drawbacks.

For example, the Eton Street route is quite steep and somewhat out of the way for people who live on the eastern side of Charles Street. There are also issues where it terminates at Green Street, and how you would cross to get access to the shopping centre.

The alternative route is the one that follows Leake, Woodville, Farmer, Mignonette and Norham. However, this route terminates at Redfern Street and it is uncertain as to why this is the case. The current Perth bicycle network has the route along Norham Street going as far as Paddington, then onto Hunter and Lawler Street. This would be preferable to what is presented in the current plan as it would run past Kyilla primary. In addition, the route would also provide access to the eastern side of Charles Street which will enable crossing of Walcott and the footpath that takes you to the traffic lights to cross at Wiluna Street to access the dog Swamp shopping centre. The downside of this route is the steep hills that exist and also the circuitous route. If the route was adopted, a cut through at the North Perth bowling club/community garden site would help reduce the winding nature of this route. The use of laneways on this route (and elsewhere for that matter) should also be considered.

South of Vincent Street, improvements to the footpath on the eastern side of Charles should be considered so that it can be adopted as a route that would provide excellent linkages with the Beatty Park path, Carr Street bike lanes and the PSP at the freeway intersection at Newcastle Street.

Other comments

In addition to my comments above:

I strongly support the proposed routes along Wasley Street, Norfolk Street, William Street.

I do not see a need for primary routes on Angove Street, Green Street and Walcott Street.

I do not support the primary route on Lake Street south of Hyde Park. I will continue to view Palmerston as the better route. It is flatter for one thing.

I believe that in addition to route selection, the LTCN should include a prioritised list of routes to be made safer. My top five are as follows:

Norfolk Street

Richmond, Emmerson and Claverton Streets. Both of these projects could be successfully implemented with the creation of low traffic neighbourhoods, with modal filtering. As such, the cost would be minimal and could be achieved relatively quickly.

East-west access to and from the Leederville town centre.

East-west access to Hyde park.

Charles Street corridor.

Thank you for providing the opportunity to make a submission. I encourage the city to make the content of all submissions public so that we as a community can learn from others.

Comment	Administration Response
<p>Email Response 2 - comments attached</p>	<p>The Administration accepts that the gradient on View St does not make it a perfect route. However Bourke/View provide direct access to the North Perth town centre and a crossing of Charles St at Emmerson/Claverton was not supported by MRWA.</p> <p>Given the nature of Vincent Street further cycle lanes are not supported by the Administration at this stage. The Administration understands the merit of such a route and believes it should be led by consultation for the Bike Network Plan in 2021/22.</p> <p>Following discussion with the DoT a link between Carr St and Carr Place, connecting Leederville and Northbridge, has been added to the draft LTCN. Administration notes that given the cost of this project it is unlikely to be feasible in the near future.</p> <p>Newcastle St was considered as part of the LTCN but was ultimately not progressed given the volume of traffic and presence of bus routes.</p> <p>Administration believes Britannia Road is an important east-west route that provides access to amenities in the City and beyond.</p> <p>Cycle lanes on Charles St are not supported by MRWA.</p> <p>Eton St was included over Hunter Lawler as it provides a less circuitous route. Following discussion with the DoT Hunter St between Redfern St and Lawler St has been added to the draft LTCN. This change was approved by the community forum on 3rd August. Lawler St was not supported due to its proximity to Walcott St. In the long term a high quality path on Walcott is preferred.</p> <p>The City's new Bike Network Plan will include an action plan and it is expected that prioritisation of routes will take place as part of this.</p>
<p>Email response 1 - comments attached</p>	<p>The LTCN is a DoT led project involving collaboration with 33 local governments across Perth and Peel. Comments regarding its strategic design have been referred to DoT. The City designs routes based on what is feasible and current best practice. Any design is then taken to community for consultation before construction. As such bi-directional paths will be considered where appropriate.</p> <p>The City is planning to review its Bike Network Plan in 2021/22 and its own strategic cycle network will be considered and consulted on then.</p> <p>Whilst there are no other primary routes identified outside William Street, the Administration believes that the secondary routes along Norfolk Street and Shakespeare Street will fill an important role in the network for North/South movement.</p> <p>Routes on busy roads are appropriate if properly separated and the alternate is less direct. The network needs to serve different functions and whilst some routes will not appeal to some riders they will appeal to others. For example Norfolk St vs William St.</p> <p>Safe crossing points are essential for a permeable network for both cyclists and pedestrians. The Administration hopes that any extra funding leveraged by the LTCN will</p>

	<p>filter down to LGAs and enable more crossings to be installed as part of bike network improvements.</p> <p>The LTCN is aspirational in nature and the Administration accepts that significant changes would need to occur before the William St cycle lane could be constructed. This should not preclude its inclusion in the plan. The Administration is also supporting Norfolk, Raglan, Ethel, Throssell, Palmerston as an alternative North/South route into the city.</p> <p>The Administration does not support the official inclusion of laneways as part of the LTCN but understands that these are used informally.</p> <p>Beaufort St is designated a local route for a short section to allow cyclists to access the town centre. The Administration’s Strategic Community Plan commits the Administration to create an accessible city and this includes access to our vibrant town centres.</p> <p>No heritage trails have been included in the DoT network. Administration will include Wetlands Heritage Trail in local maps and wayfinding strategy.</p>
<p>1. There is no designation or recognition of tourist trails within urban areas. The “Wetlands Heritage Trail” which has been planned and under construction for over 20 years should be reflected in the plan and recognised as equivalent to a rural trail. In any case, the Wetlands Heritage Trail should be shown on the map as at least a local route (green) if not a secondary route (blue). This trail should be shown in full including the connection between Charles Veryard Reserve to Lake Monger (not shown at all on the plan), and the section from the corner of Charles/Vincent Streets, through Royal Park, through to and across Robertson Park (also not shown at all on the plan). Why this has been left off the plan entirely is of concern. How is the corporate memory in the City of Vincent maintained and communicated? 2. I do not support the secondary route, previously shown through Hyde Park. A well-designed commuter path connection Norfolk St to Palmerston (and possibly Lake St) via Throssell St should be a high priority to discourage commuting cyclists from cycling across Hyde Park. The speed of commuting cyclists is incompatible with the high number of slow-speed pedestrians in Hyde Park, a high proportion of which are elderly and/or have disabilities (such as sight, cognition, movement) which make avoidance of cyclists difficult. 3. The plan shows a local route along Mary St. The Mary St Piazza has only recently been constructed and has no provision for cyclists travelling in an easterly direction. Why was this not considered if this street was intended to be a local cycling route? 4. The local route along Raglan Rd ends abruptly at Leake St. Suggest continue the route east along Claverton to connect to Charles St. And then connect the Emmerson St route to Charles. 5. Because Lake now connects into Perth City at King St, I support the new designation of Lake St as a secondary route (blue) and look forward to improvements in making this a well-connected and viable route into and out of the CBD.</p>	<p>No heritage trails are included in the DoT plan. The Administration will include route in local maps and wayfinding strategy.</p> <p>Following discussion with DoT the Hyde Park route has been realigned to avoid entering the park. The change was approved by the community forum on 3rd August. The route on Mary St was included as a connection to Sacred Heart Primary School. The Claverton/Emmerson route was not supported by MRWA who cannot accommodate a crossing at this location making the route unsafe.</p>
<p>Please more bike paths. Zebra crossings would be a god send too. Prioritizing pedestrians and cyclists would do great things for the livability of the area and well being of the community. Not to mention the large scale health and environmental benefits of shifting Perth's mentality away from cars as a primary mode of transport.</p>	
<p>I am a woman that rides daily on Oxford Street back into Mt Hawthorn as part of my work commute. The part of Oxford Street that joins to the Mt Hawthorn end is the part of my journey I get really stressed about. I can see that it is meant to be a joint road for cyclists and cars, but cars often get annoyed as they want to go faster and try and pass you anyway in a dangerous manner. Not sure if anything else can be done to improve safety here. Could we reduce car speed as it is further up along Oxford St? Thanks very much. The Cycling plan looks good!</p>	<p>Comments on Oxford St North to be included in report on Mt Hawthorn Speed Zone Review and presented to Council at August 25th Workshop.</p>

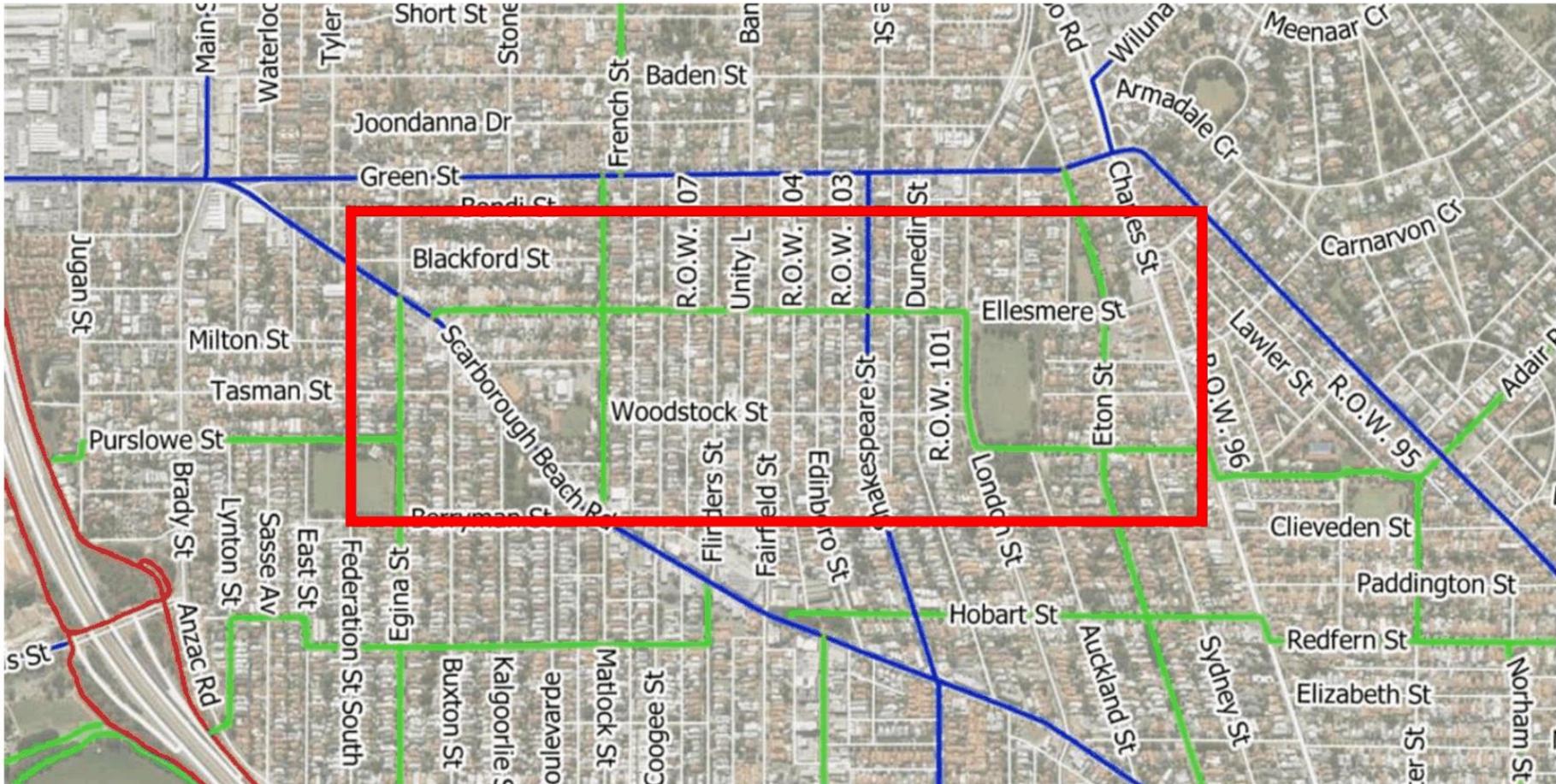
<p>The challenge is not with the CoV, but the DoT. For example, their definition of a primary route is not being met where they indicate it should be fully lit and grade separated, where sadly there is several sections which are not. It is also shared with pedestrians, rather than being a dedicated cycle path. The cases of awarded local government grants for dedicated cycle paths for 2021/22 is 1 project out of 27 and in terms of monetary percentage, less than 1%.</p>	<p>Comments provided to DoT.</p>
<p>I support making cycling easier and safer for all residents. I'm not sure I see much difference in the long term cycle network from the current arrangement in my immediate area. Key concerns for me relate to crossings across major roads (eg Purslowe St across Brady St) and access for my kids to their schools avoiding major crossings where possible (Bold Park Community School at the north end of Lake Monger, and Perth Modern School). For myself my major concern would be to improve the access to the CBD - currently there are too many road crossings after I get off the PSP at Thomas St.</p>	<p>Thomas St is outside the limits of the City of Vincent.</p>
<p>Previous on-road cycle network was great to get to shops and other centres safely. Use of residential roads which allows pedestrians and cyclists to get through but strategically diverts cars away from the route. Remnants of the network still there and effective but unfortunately the signage is gone. With cycling and walking, the islands in middle of busy roads are vital to be able to cross safely. There are not enough of them. Put them in, and the walkers and cyclists will come.</p>	<p>A City Wayfinding Strategy is one of the recommendations of the ITS and PHP and has been budgeted for the next financial year.</p>
<p>It is encouraging to see the City of Vincent taking affirmative action to improve (Establish) the active transport infrastructure within its city limits as a pioneering city council. It is an example the other city councils should follow.</p>	
<p>While I generally support the plan, it's difficult to see how William Street could be implemented as a 'Primary Route'. Primary Routes are supposed to be PSPs 'wherever possible', or at the very worst, 'high quality shared paths' or fully protected cycle lanes. This would require substantial loss of on-street parking along William Street. I fully support this, but there would be significant resistance to this from local businesses, and it seems far from certain whether this is achievable. There needs to specific consultation with those likely to oppose this change before this can be considered a viable plan. Likewise, north of Brisbane Street, implementing the plan would require reducing William Street to a single lane in each direction, to allow enough space for a shared path or protected cycle lanes. Again, I fully support this, but the plan seems to ignore the political challenges to achieving this.</p>	<p>The Administration agrees that there are many barriers to a cycle path on William Street but believes it is an important route to access Northbridge and the city. No route would be constructed without community consultation prior to this.</p>
<p>The lack of cycling infrastructure and safe cycle routes outside of the main commuter networks are a barrier to me cycling.</p>	<p>LTCN provides several new secondary and primary routes as well as a network of local routes to access these and local amenities and recreation.</p>
<p>As a regular cyclist, I'm supportive of any spend on infrastructure. Just a general comment, we WA need to build cycling infrastructure to the best standards in the world. Follow & take guidance from countries like the Netherlands. They are know as one of the best cycling countries in the world as that as a result of planning. Where possible cycling infrastructure need to be protected and not on roads.</p>	<p>Comments provided to DoT.</p>
<p>This is very important for the safety of drivers and bike riders. With more people riding bikes and Uber eats on bikes the bicycle traffic has increased significantly.</p>	

<p>1. I would suggest moving the local route designation from Woodstock Street to Ellesmere St.</p> <p>Woodstock St is not suitable for cycling as it has a steep hill that is almost impossible to climb and dangerous to descend, central islands with trees that prevent cars giving cyclists 1.5m clearance, speed humps, ends at school gates at one end and London St at the other which requires tricky doglegs and long waits for traffic to clear, and has limited visibility at crossroads.</p> <p>Ellesmere Street has a gentler slope, good visibility at crossroads, connects with other local routes at Aegina St (and Scarb Bch Road) and Eton Street (and Charles St). The crossing at London Street is straightforward, safer and delivers children on bikes to the entry to the cycle path around Lilleyman Reserve. The street is wider and drivers can give cyclists 1.5m clearance.</p> <p>The contrast is obvious and cyclists will use Ellesmere Street anyway, so it should be designated a local route.</p> <p>2. Eton Street also has a very steep hill, which can be dangerous and difficult to climb, and has speed humps so cyclists will tend to use Sydney Street, but this involves turning off Eton St for the steep section. Eton St is a very popular rat run for motorists too and with street parking on both sides can make the 1.5m clearance tricky.</p> <p>The route should be examined by planners for safety.</p>	<p>Following discussion with DoT the Woodstock route has been realigned to Ellesmere St. The change was approved by the community forum on 3rd August. Ellesmere currently has a wide shared footpath. Administration prefers Eton to Sydney St due to directness and similar gradients.</p>
<p>1. I agree with no path through Hyde Park, however this has led to an omission of a suitable route around the park. A secondary path should extend from Norfolk st along Vincent to either the William st primary path or around the park along Throssell & Glendower to connect to Palmerston. 2. Palmerston st would make a better secondary path than Lake st. Palmerston already has a safe, dedicated cycle path & extending it through Russel Sq would be an efficient route direct to Roe st. Lake st is narrow, with shoulder parking and high vehicle traffic. It would be easier & safer to utilise the existing infrastructure on Palmerston.</p>	<p>Following discussion with DoT the Hyde Park route has been realigned to avoid entering the park and encourage cyclist to cycle around the park (via Throssel and Glendower). This change was approved by the community forum on 3rd August. The City is committed to it's public open space being open to all users and will not be prohibiting cycling in the park.</p> <p>Palmerston is included as a local route but Lake St has been retained as the secondary route due the land use on the route and the higher level of access it provides to the city.</p>
<p>Nobody uses the existing cycle lanes or bike boulevards, other than the freeway commuter routes</p>	<p>11% of City residents travel to work by active transport and recent Super Tuesday counts have shown increased levels of cycling across the City.</p>
<p>It should not pass through Hyde Park</p>	<p>Following discussion with DoT the Hyde Park route has been realigned to avoid entering the park. This change was approved by the community forum on 3rd August.</p>
<p>This proposal is based on the premise that the routes for riding a bicycle as a means of transport can be equated with the vehicle road hierarchy. To ensure a good local connected, and safe system is in place for people of 8-80 years means that EVERY local street needs to present as one which meets the above criteria. Naming SOME streets LOCAL, in an area and leaving other similar residential streets not part of the network is reducing the "cycle network" and its use by the majority of people who need to use their bicycle locally or to connect to the PSP routes which serve a very different need. A more productive aim which would increase local bicycle use and amenity, is to designate EVERY local street a safe cycling street; achieving this by lowering the speed on all local streets to 30km/h, seek funding for signage and entry statements and intersection platforms to ensure lower vehicle speeds, work with all other Councils and the DoT to introduce a standard way-finding system to ensure the connectivity from local to PSP routes. A Network also requires some legal status: for example some form of presumed liability law to place the onus on safe driving onto vehicle drivers. This will assist in drivers maintaining the lower speed of 30km/h and also assist them to pay attention to all users of the street, children playing, people walking and cycling. This long term "aspirational" plan requires input from the community; not only people who rides bicycles, but everyone in the community. Open discussion and fora, advertising broadly in parks and along the current bicycle routes. It provides an opportunity for more than one route marked here and another there.</p>	<p>The LTCN is a DoT led project involving collaboration with 33 local governments across Perth and Peel. The City has applied for funding to write a new Bike Network Plan in 2021/22 and the City's strategy will be considered then. This will also involve community consultation with the ambition of reaching a wide audience. A City Wayfinding Strategy is one of the recommendations of the Accessible City Strategy and Public Health Plan and has been budgeted for the next financial year.</p>

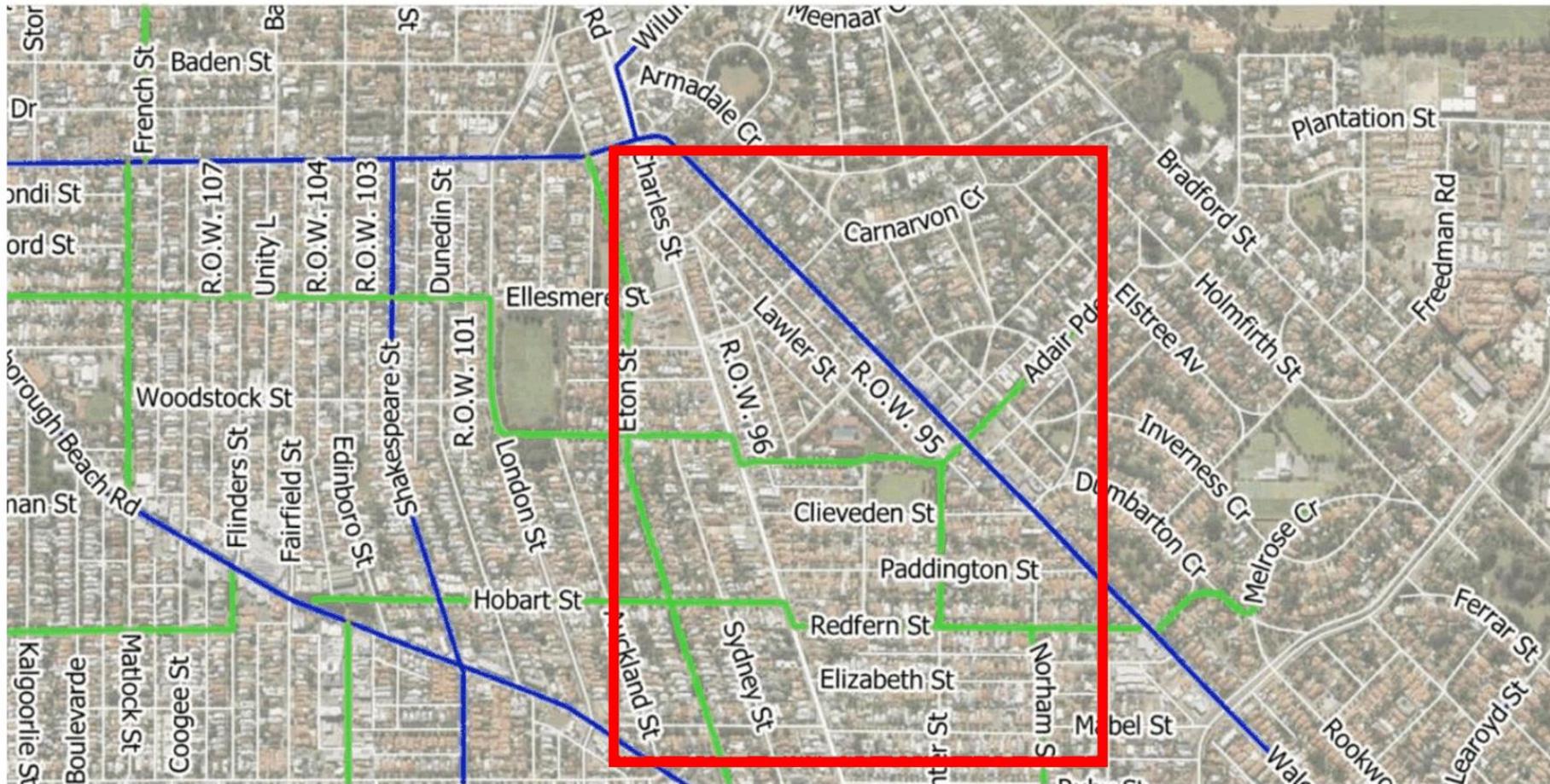
<p>I was disappointed to hear council speak about how pro-cycling the City is but then not feel empowered enough to support a cycling project without yet another consultation. I think that removing the link through Hyde Park is short sighted but I understand it can be added in later. It was not helpful to have the mayor refer to cyclists as 'high speed' as this reinforces a negative stereotype. Cyclists already use the link through the park (families, commuters, delivery riders etc) and the majority do so respectfully. As the population grows and more people use the route there is likely to be more conflict. Now unfortunately Council have precluded themselves from funding to alleviate this problem in a thoughtful manner which retains the heritage of the park (and inevitably costs more money). The lights at Loftus and Vincent take (figurative) hours to change and need to be addressed before any meaningful cycle routes or pedestrian routes can cross through there.</p>	<p>A route through Hyde Park was not supported given the conflict it would cause with pedestrians and other users. Administration will request MRWA to review lights at Vincent/Loftus.</p>
<p>The connection between the northern, western and southern bike networks is terrible at the moment. Vincent sits at the centre, and should be responsible for improving this. There is no speedy and safe connection between 1) The Mitchell freeway bike path 2) the CBD east of loftus st 3) the route south to the river and Kwinana freeway bike path 4) the grahame farmer freeway bridge and swan river / city / south perth riverside loop. There is also a frustrating waste of river front access due to the gap in the bike path north of the Optus stadium to Cracknell park. Finally - the council should recognise that bike paths are now also used by E-scooters and powered skateboards and other electric personal transport devices, and are busy commuting routes not just recreation. Demand is only going to increase hugely at the expense of public transport in the post COVID19 world, so should invest accordingly.</p>	<p>Many of the points raised fall outside of the City of Vincent. An endorsed LTCN will help DoT leverage increased State funding and in turn increase funding to LGAs. This will enable City to improve cycle network for all users. New bridge using Swan River improves access to river frontage.</p>
<p>Why is loftus st not included in the cycle network and should oxford st be upgraded from a local st?</p>	<p>Loftus Street does not have sufficient width to support a cycle lane. Shakespeare Street is preferred as a secondary route over Oxford.</p>
<p>I note the secondary route leading into Hyde Park may create desire lines without strong design language to redirect cyclists around the Park. The north-south secondary route connecting Shakespeare to Loftus/Thomas identifies the ideal time to cross Loftus (from west alignment with carriageway to eastern alignment) at the intersection with Vincent. Either this needs to be accompanied by a review of light timings for pedestrians/cyclists, or the plan should consider a more pedestrian friendly intersection for the crossover. Is Walcott really the best alternative for a Secondary east-west connection for cyclists? If so, what sort of timeframe/prioritisation would be put in place to improve the traffic calming. How does such intervention stack up against Main Roads vision for the road? Which plan would get precedence?</p>	<p>Following discussion with DoT the Hyde Park route has been realigned to avoid entering the park. This change was approved by the community forum on 3rd August. The route has been realigned along Norfolk, Raglan, Ethel, Throssel, Glendower and designated a secondary route to encourage commuter cyclists to bypass the park. Administration will request MRWA review lights at Vincent/Loftus.</p>
<p>the number of crossings over/under infrastructure consists of one bridge over the swan river. The plan needs to cross over the freeway, main roads and other natural structures in more places. eg belmont racecourse area is being developed, need more recreational links over the swan river. other cities have skyways and dedicated paths, please do more. it feels like this "vision" was based on spending a small amount of capital with the primary transport method being personal vehicles. can do better for an inner city suburb.</p>	<p>Following discussion with the DoT a link between Carr St and Carr Place, connecting Leederville and Northbridge, has been added to the draft LTCN. Administration notes that given the cost of this project it is unlikely to be feasible in the near future.</p>
<p>As a cyclist and Vincent resident living opposite Hyde Park, I fully support the further development of the bicycle route network. However, I am concerned about the current proposal and its impact on Hyde Park. I wholeheartedly agree with the Mayor Emma Cole that it is not acceptable to take any route through Hyde Park. The obvious reasons being the inevitable conflict between cyclists and park users and resident bird life. The thought of a cyclists colliding with pedestrians, push chairs, wheel chairs, wedding parties or swans is not pleasant. The currently proposed Secondary Route shown in blue on the final Draft LTCN (May 2020) has the route abruptly terminating at central points along both the north and south boundaries of Hyde Park. If this is the case then human nature would dictate that any cyclist arriving at this point would simply short cut straight through Hyde Park rather than take the long way around via William Street or Glendower Street, I know that I would. I request that this issue be raised and discussed with the Department of Transport. Possibly the southern end of the blue route on Norfolk Street and northern end of the blue route on Lake Street could be re-directed well before they reach Hyde Park so that they do not terminate at the central footpath that links the north and south boundaries of the Park. I would also like to comment that the addition of signage prohibiting cyclists moving through Hyde Park would be ineffective as past experience elsewhere has proved.</p>	<p>Following discussion with DoT the Hyde Park route has been realigned to avoid entering the park. This change was approved by the community forum on 3rd August. The route has been realigned along Norfolk, Raglan, Ethel, Throssel, Glendower and designated a secondary route to encourage commuter cyclists to bypass the park. The City is committed to its public open space being open to all users and will not be prohibiting cycling in the park.</p>

<p>Too many Primary and Secondary routes are planned on busy roads. This brings bikes and vehicles into conflict and takes away the ambience of family cycling . Surely linking up the local routes should take priority - even if you have to take longer to get somewhere. Examples of busy roads on 'secondary road' - Bourke Street - narrow street where vehicles slow to 30kmph to cater for the bike lane. Surely a parallel, quiet Galwey street is a better option. Thank you for the opportunity to comment</p>	<p>Creating a safe network that families are comfortable to cycle on is important. The plan contains many local routes and the focus of these routes is to connect neighbourhoods to local amenities such as parks, schools and town centres. There are however a wide range of cyclists with different needs, destinations and requirements. Routes that take you longer to get somewhere will not appeal to many cyclists and create the perception that cycling is not a legitimate mode of transport. The aim of the City's BNP and LTCN is to provide continuous, direct routes allowing people to get from A to B. Secondary and Primary routes fill this function and often align with busier routes in order to be direct (although this is not always the case e.g. Norfolk). Galwey is a short street bounded by Oxford and Loftus and is therefore not supported</p>
<p>cyclists are a danger to cars</p>	<p>Cyclists are vulnerable road users. Improving infrastructure and routes for cyclists is supported by the City's Strategic Community Plan, Bike Network Plan and Sustainable Environment Strategy.</p>
<p>The east to west link along For street depends on city of Perth support, otherwise another East to West link across Vincent should be proposed. Primary and secondary routes should be separated paths or on road bike lanes.</p>	<p>Hierarchy of routes is not part of consultation. Administration does not support path on Vincent Street at this stage due to a lack of road space.</p>
<p>Given that I ride a road bike almost daily and use roads almost solely due to the places I need and choose to ride, I struggle to understand how Walcott St could be a secondary route. I live on Walcott St and it's almost constant traffic, much of it travelling at high speeds with very frequent water drain grates. In the time it's taken to type this, a passing car has tooted its frustration at another car. I struggle to cross the road on foot and very seldom are brave enough to cycle along it. I don't support the style of roadside lane used on Scarborough Beach Rd. I deliberately avoid it and use side streets like Hobart St instead. There's often debris trapped between the kerb and the cycle barrier, the lane itself is often blocked and cars frequently ignore bikes using the lane and turn in front of them. We notice this since we walk along Scarborough Beach Rd to get to some of our favourite cafes and restaurants. We do use Shakespeare Ave since it's designated safer and we find it's mainly locals who drive on this road who generally respect cyclists sharing the road. We even use Shakespeare Ave to run on during quieter times. The Kwinana Freeway PSP and, more recently, the Tonkin Highway PSP and continuation of the Fremantle railway line PSP have been fantastic in their design and attract thousands of cyclists. Although the financial investment in such PSPs is enormous, I feel it's well worth it to keep cyclists safe and to attract us off the road. It's a shame the Mitchell freeway PSP hasn't been as well designed and attempts to correct individual sections of it have generally created more frustration in the time they've been required to be closed, than the benefit in the attempted corrections.</p>	<p>Plan is aspirational in nature and City accepts that significant changes would need to occur before Walcott St could accommodate a cycle lane. A signalised pedestrian crossing is proposed for the future.</p>
<p>An under or overpass at carr place/street across Loftus would help link up connections to safe riding routed at carr st and the bike path heading to Northbridge. It could link all the way from leederville village square, connecting major high streets/entertainment districts.</p>	<p>Following discussion with the DoT a link between Carr St and Carr Place, connecting Leederville and Northbridge, has been added to the draft LTCN. Administration notes that given the cost of this project it is unlikely to be feasible in the near future.</p>
<p>The more cycle friendly roads the better. Make our city healthy!</p>	
<p>I think a secondary or primary route with some form of protection connecting between Bulwer and North Perth would be good (basically along Fitzgerald St or similar). A north/south route connecting the two would be good as that is the only Coles/Shopping centre available, and otherwise you go a more circuitous route. A high standard bike path ringing Hyde park would be useful for transitioning between Lake and Norfolk st without going through the park. Would also be good for families. William St through Northbridge would be a much safer feeling ride at night than lake St so I support putting bike lanes down there. I love the idea of an additional bridge of the river at the Power Station, the freeway bridge path is narrow and crowded on fair weather and sporting days.</p>	<p>The high volume of vehicle traffic and bus lanes make Fitzgerald inappropriate for a cycle route. Direct quiet route between Bulwer and North Perth difficult - Palmerston, Throssel, Ethel, Alma fill this function to an extent. Norfolk/Palmerston Route will provide high quality link round western half of park and will connect these routes.</p>

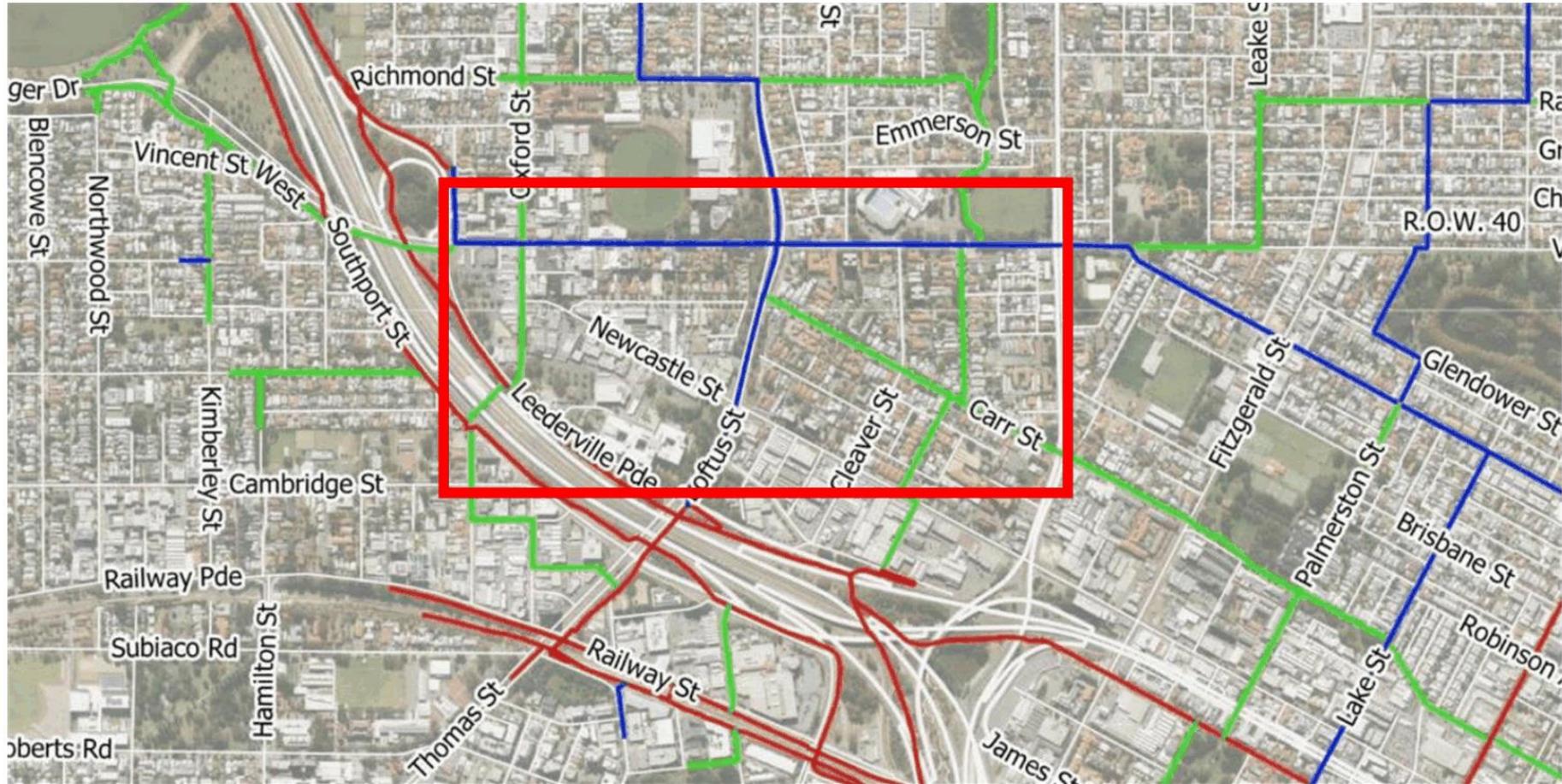
Ellesmere St and Woodstock St



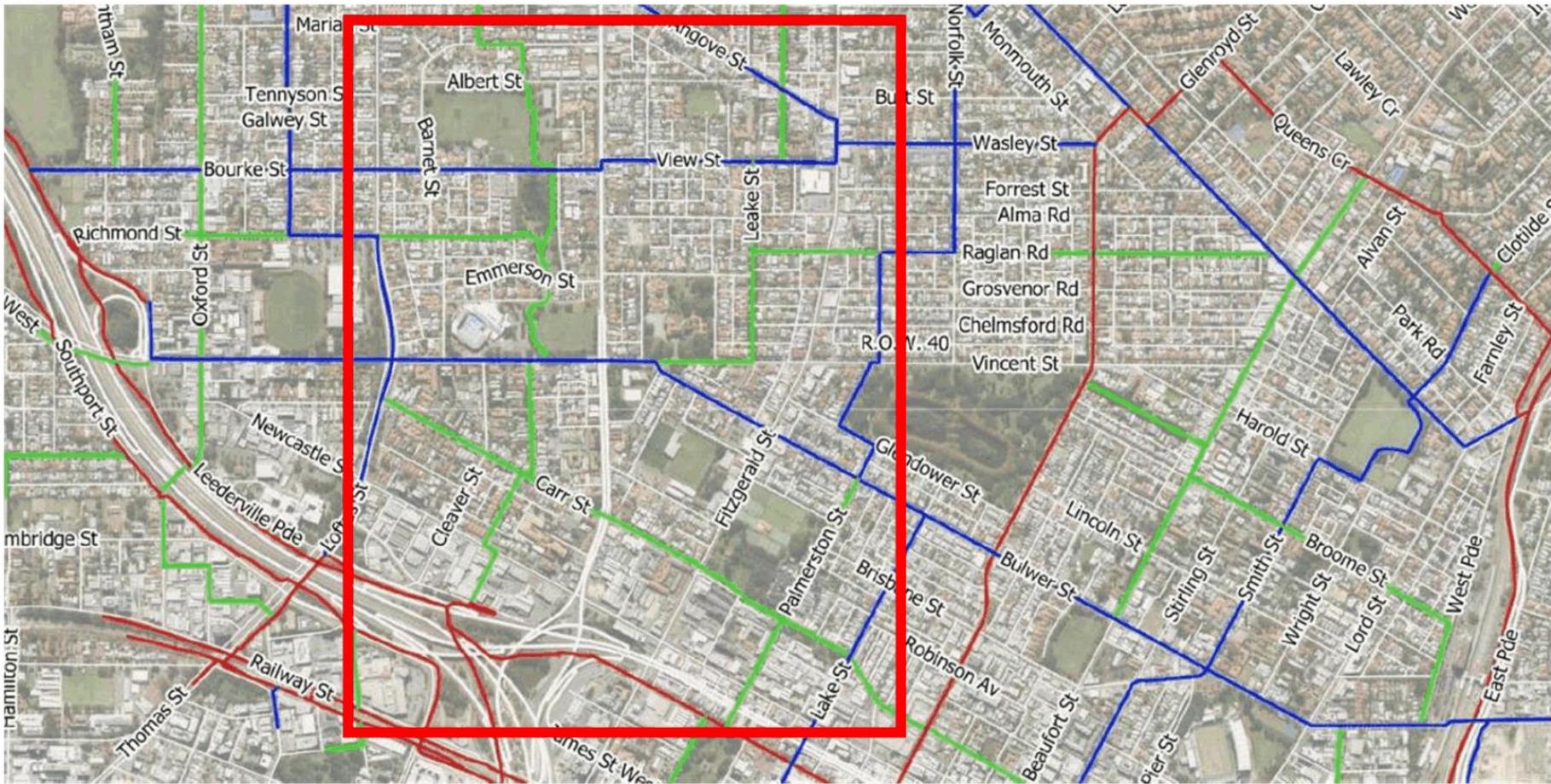
Hunter St and Lawler St



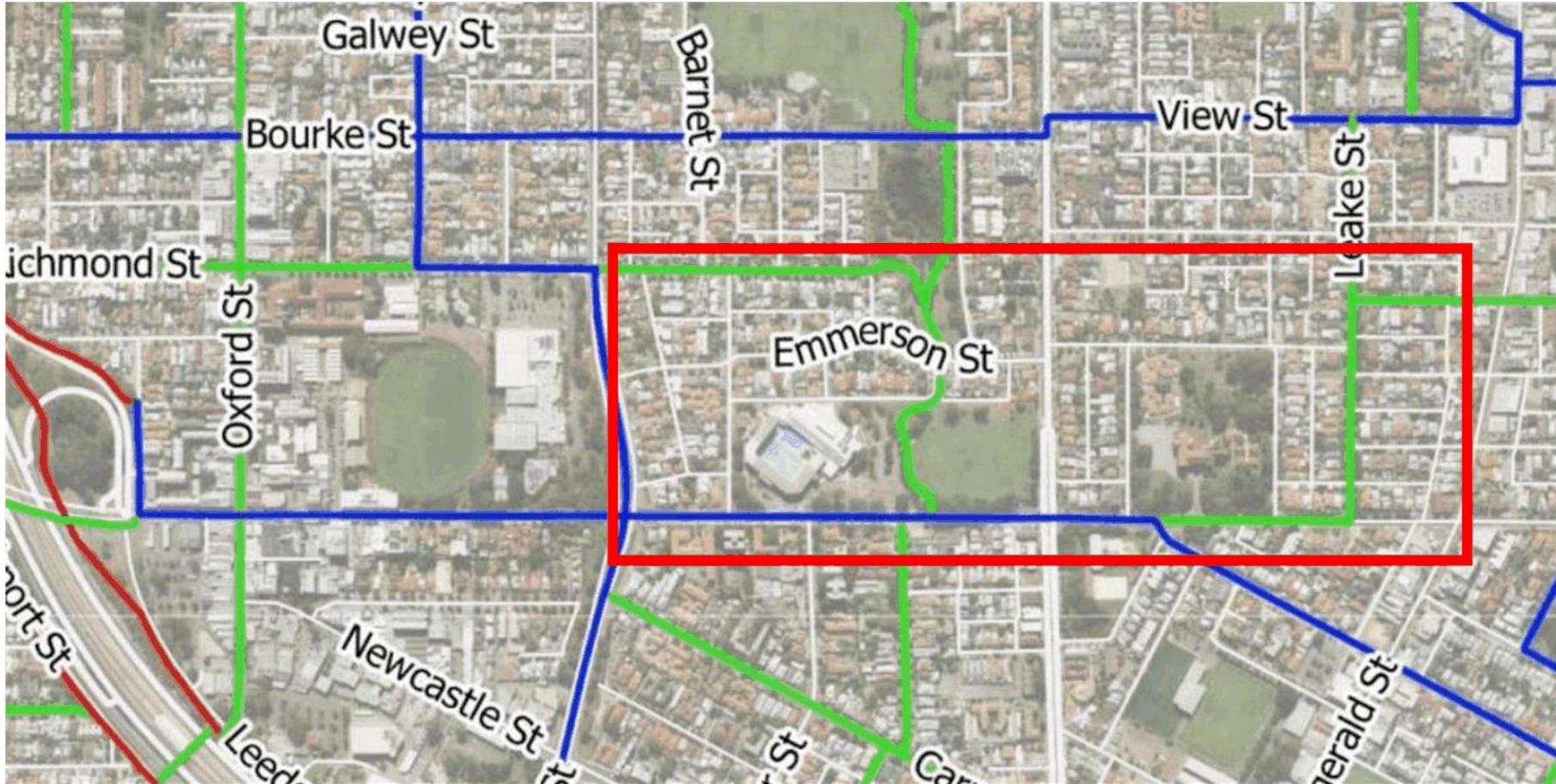
Carr Place and Carr Street Link



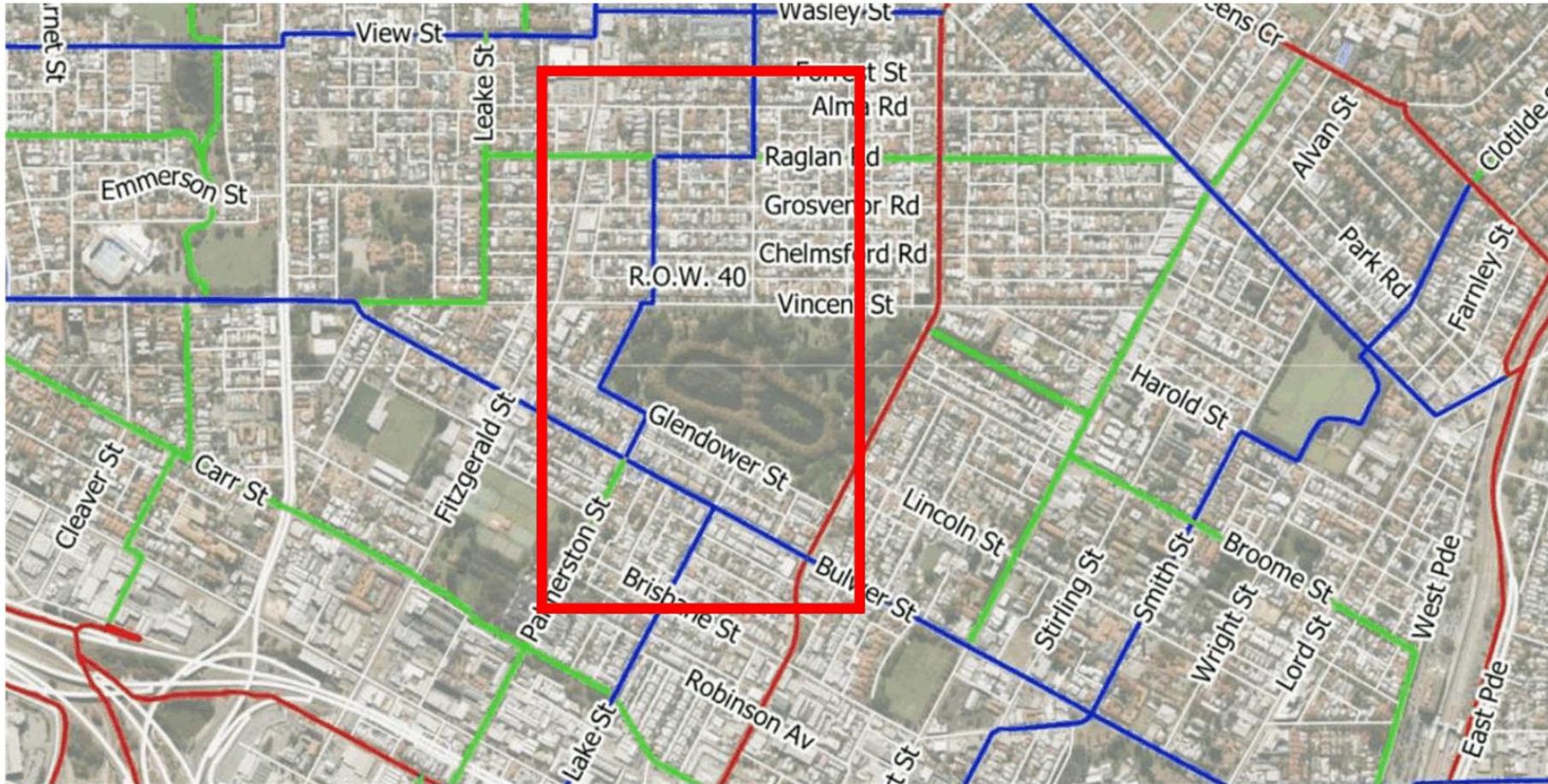
Wetlands Heritage Trail



Emmerson St and Claverton St



Hyde Park



LONG TERM CYCLE NETWORK

**LONG TERM CYCLE NETWORK
CITY OF VINCENT - COMMUNITY FORUM**

City of Vincent Administration and Civic Centre 244 Vincent St, Leederville WA
5:00pm, Monday 3rd August 2020

FORUM SUMMARY

1. WELCOME, INTRODUCTION, WORKSHOP PURPOSE AND PROCESS

Linton Pike provide an acknowledgment of country and welcomed participants to the Community Forum for the aspirational Long-Term Cycle Network (LTCN) explaining that the workshop purpose was to:

- Present the aspirational Long-Term Cycle Network;
- Discuss the route alignments; and
- Seek feedback from the community.

The Workshop Agenda is provided at Attachment One. A list of Workshop participants is provided at Attachment Two. Each participant provided a brief personal introduction.

2. LONG TERM CYCLE NETWORK PRESENTATION

Matt Root of Department of Transport provided an overview of the Long-Term Cycle Network

Project overview:

- Long Term Cycle Network (LTCN)
- Consultation with 33 LGAs across Perth and Peel
- To agree a long-term aspirational bicycle network for the region
- To provide a network of safe and attractive bicycle routes:
- Provide continuous routes along major corridors
- Establish links between activity centres and public transport services
- Provide connections to schools, education sites and local centres

The project history is shown below:



LONG TERM CYCLE NETWORK

The project route categories are shown below.



Why is the LTCN important?

- An endorsed LTCN across the Perth and Peel region can assist in leveraging additional funding for bicycle infrastructure:
 - Assist State Government in Federal funding applications
 - Assist DoT leverage additional State funding for bicycle infrastructure
- An endorsed LTCN across the Perth and Peel region will assist with planning of the bicycle network and routes:
 - Assist State agencies such as Main Roads/PTA/Metronet
 - Assist LGAs with network planning, cross boundary connectivity and bicycle route prioritisation.

How will the LTCN be updated?

- DoT will be updating guidance for LGAs to develop bicycle plans
- It is expected the guidance will require LGAs to review the endorsed LTCN as part of developing/updating bicycle plans.
- LGAs typically review bicycle plans every 5 years
- LGAs conduct public consultation when reviewing bicycle plans
- As part of the bicycle plan review LGAs and DoT can work together to modify the endorsed LTCN:
 - Routes can be added to reflect land use changes/new development
 - Routes can be realigned if details are known which excludes a corridor from being considered (engineering constraints/land tenure issues/etc).

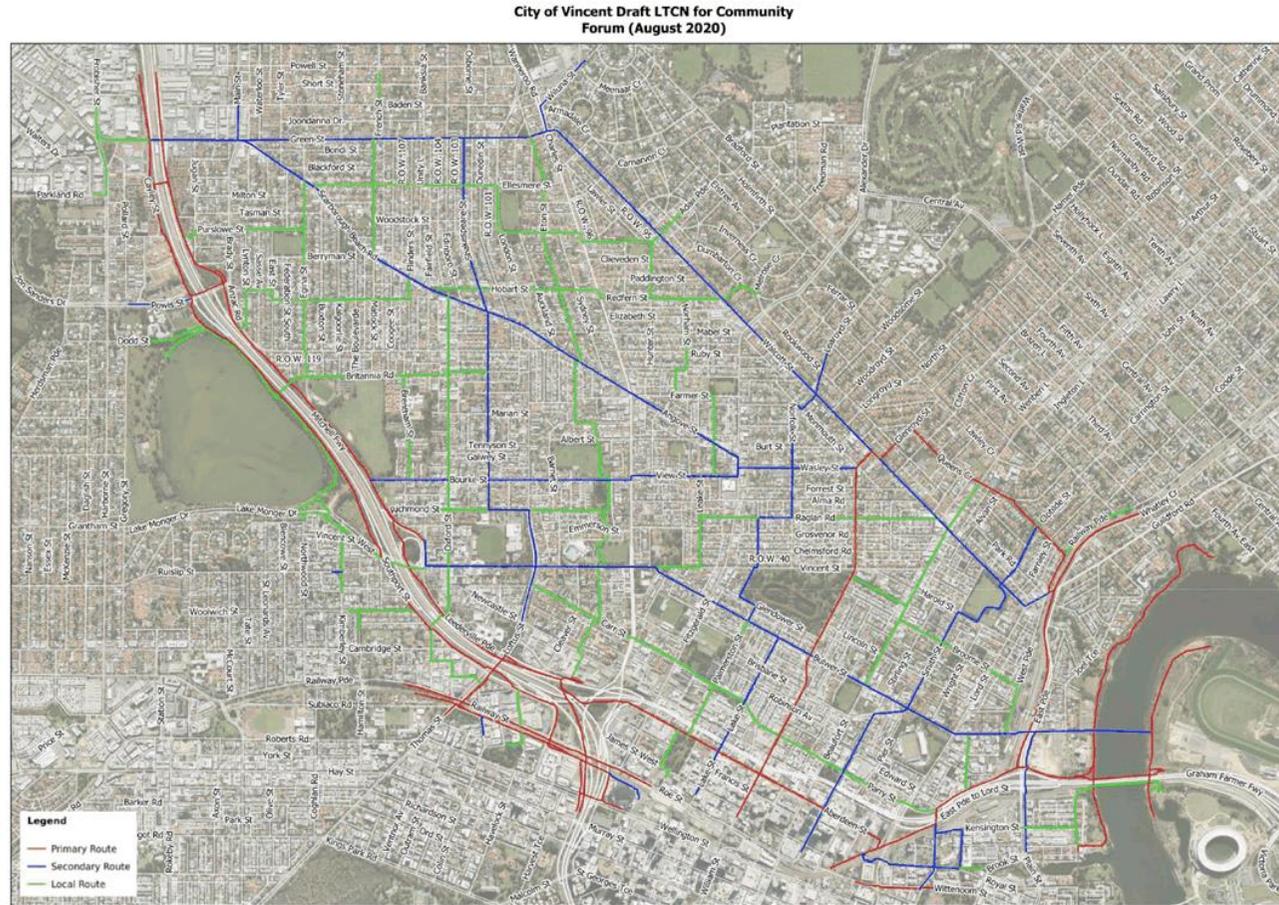
Why seek Council endorsement?

- DoT is seeking the aspirational LTCN to be endorsed by Council (Elected Members) across 33 LGAs in Perth and Peel.
- Council endorsement is necessary to demonstrate region wide agreement of the LTCN –which will assist in leveraging funding.
- From July 2020 all WABN grants for Perth and Peel LGAs will be linked to the endorsed aspirational LTCN:
 - Only routes within the endorsed LTCN will be eligible for grants
 - Only LGAs with an endorsed LTCN will remain eligible for grants
- Currently 30 of 33 LGAs have a Council endorsed LTCN in place

LONG TERM CYCLE NETWORK

3. CITY OF VINCENT LONG TERM CYCLE NETWORK FEEDBACK

Samuel Jamieson explained the City of Vincent's position on the Long-Term Cycle Network (shown below).



LONG TERM CYCLE NETWORK

Samuel noted the following six route changes. Workshop participants provided comment on each change as noted below.

Ellesmere Street and Woodstock St – Route has been realigned from Woodstock to Ellesmere St to avoid bus route and steep hill on Woodstock. City is interested to hear forum's thoughts on final alignment around Les Lilleyman Reserve.

Workshop participant feedback:

- Where would cyclists go near Lilleyman Reserve? This has not yet been determined and the mapping shows an aspirational route with more detail to follow;
- If possible, include cycling provision in the park side verge if that is possible;
- It is a busy route with associated risk and we should try to remove cycling from all busy roads where possible – noisy, cars and emissions. If not, then have separation to ensure cyclist safety; and
- Is there any benchmark for community use grade wise? We work to 3% max grade.

Hunter and Lawler St – Local route has been added on Hunter St. Route has not been added along Lawler St. City understands that this is part of the old PBN route but has not included the route due to its proximity to Walcott Street. This does not mean that people cannot cycle there and City can still consider this route in any maps and wayfinding. In short term likely people will still ride there but in long term route on Walcott is preferred.

Workshop participant feedback:

- Lawler St link should also be included in the plan;
- DoT explained that the Walcott route chosen is a higher order route as an important element to allow for advocacy to follow in a strategic way. Two routes directly adjacent to each other would weaken this;
- Lawler St should be the primary route to get bikes off busy roads;
- Route maps will include links that may not currently be included; and
- CoV will update its Bike Plan in 2021.

Crossing from Carr St to Carr Pl – City understands that this is already a popular informal crossing point and local route along Carr St/Stuart St present an appealing route from Northbridge to Leederville. Crossing was not initially included as it unfortunately does not seem feasible due to grades and high costs. City is keen to hear forums thoughts on this crossing and is open to including if community feel strongly about it.

Workshop participant feedback:

- Participants supported a continuous link to Carr Place that is grade separated at Loftus Street to extend it to Oxford St;
- Newcastle St isn't a bad route with bike lanes included from Oxford to Loftus. We could lose a lane for a bike path in the future. Needs further input from MR but it is a blue road controlled by CoV. MR would need to approve signals Change.
- DoT is happy to support the inclusion of this Carr St link;
- Bus route changes also need to be factored in.

Wetlands Heritage Trail – Was not included as no heritage trails are in plan.

Workshop participant feedback:

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- There are existing sections of shared path along this route that should be included in the CoV mapping and this plan. DoT explained that any route not shown in the DoT plan would not be eligible for funding by this program;
- Funding equity is needed from a DoT perspective when comparing different local government authorities. In some cases, existing infrastructure has not been included and would not be eligible for funding. WA Bike Network does not fund maintenance and minor upgrades;
- What about Fitzgerald St? Spatially it is very challenging and does not form part of the LTCN;
- What about Beaufort St? It is a high volume bus route with challenges and only a short section is included in the plan;
- City of Stirling shows Alexander Drive what about continuity into City of Vincent? Alexander Drive is a future state road to be controlled by MRWA. There would be an opportunity to include a cycling route along Alexander Drive but it is heavily constrained. DoT will work with MRWA through the same process to inform their future planning; and
- DoT sees the wetland trail as a departure from the intent of this plan with a network substantially in place and not a key inclusion in this plan.

Emmerson and Claverton Street – Was removed from plan as a crossing of Charles Street at this point was not supported by MRWA.

Workshop participant feedback:

- Engagement with MRWA and PTA identified a number of challenges and impediments. MR has been very supportive with three corridors one of which was Charles St. It was removed as a result of concerns at providing a safe crossing at this location;
- What is the alternative crossing point at Charles St? View and Bourke St probably at grade and signalised;
- Emmerson and Claverton Street is a good community option that should be considered further as a well used and safe link;
- View St is a busy local distributor with steep grades and hard to make cycling friendly. It isn't a pleasant place to drive even and we should get bike routes off distributor roads where possible;
- View would need an understanding of vehicle numbers and may need a road closure to remove through traffic as an existing rat run. Another participants expressed concern that any closure would result in a re-distribution of traffic onto other roads. DoT has tried to balance those competing expectations as part of this process. Detailed design will prove up these corridors one way or another and may result in further changes going forward;
- Community concerns was expressed that the status of a Plan sees it become a "given" outcome, not possible to change; and
- Charles St crossing at View and Bourke would be difficult to configure.

Hyde Park – Route through Hyde Park has been removed. An alternative secondary route along Raglan/Ethel/Throssell/ Glendower has been included. Route has been removed to Hyde Park along Norfolk and Lake to encourage use of alternative route.

Workshop participant feedback:

- Why take it off Norfolk as a popular route? The lower section was removed to make it clear that the preferred route is as shown. Spur routes have not been supported in any LGA by DoT. If we include a route down Norfolk to Vincent

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Street, we won't stop people using the path and the park and bring people into conflict that is avoidable;

- If the red route shown (William St) was more attractive that would take cycling traffic off Norfolk and a link to Hyde Park would then be less of a problem;
- Raglan Road is narrow with on street parking as well and limits its suitability;
- What happens at Vincent St? There is a dog-leg either way at Vincent St or Raglan Rd;
- Maybe some more rider information and usage would help to resolve this. Lake and William Sts as we move closer to the city is another consideration and Yagan Square presents similar challenges. There are many unknowns and the plan will change to reflect emerging solutions and constraints. City of Perth hasn't yet got to the point of Council endorsement but have been receptive to the aspirations of the plan with impacts for William St. DoT have an agreed network at officer level. CoP did consultation as part of their transport plan.

4. QUESTIONS & ANSWERS

A number of questions resulted as follows:

Q	How were routes determined was demand modelling used in support of the chosen corridors?
A	It isn't a DoT network it is informed by local government at the local level. Local government authorities will seek grants so we included their inputs based upon their existing bike plans. The earlier 2016 work was a key input. No demand modelling has been done and we have relied on LGA's using a common sense approach to identify higher demand corridors. We sought to identify the links that were most suited. Modelling is also a longer-term initiative. We also have the start the debate somewhere with LGA's using available data, heat maps and other resources.
Q	Primary routes are shown along Green and Walcott Streets, how was the need established and were destinations identified eg schools and shops etc?
A	Schools, education and other local destinations were identified as needing key routes nearby. What we proposed is a step change with around 1km for local links, then 2km and 5km for primary routes.
Q	How was existing local route usage considered where they have changed?
A	We have worked with LGA to determine the resultant solution. We commented then on proposed networks and identified gaps or issues for resolution. Some routes cannot be realised without major change in community aspirations to address the difficult corridors and get them adopted possibly involving the loss of on street parking at the functional level. State agency partners eg PTA were consulted regarding bus movements impacted potentially. Secondary route network in bus and other corridors will need to be addressed in time with step change required to achieve the aspirational goals.

5. PUBLIC FEEDBACK

Each workshop participant provided a brief closing comment as shown below.

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NAME	COMMENT
Attendee 1	I have nothing further to add.
Attendee 2	I have nothing further to add.
Attendee 3	<p>I don't support having cycling routes along busy major traffic roads and would rather see quieter roads used.</p> <p>Secondary blue routes should be on local roads to avoid conflict where possible.</p> <p>There is a primary and secondary gap around Charles St and Fitzgerald St with Charles St as a central spine for the city and key linkage to local destinations and attractions.</p> <p>DoT explained that Charles St cycling inclusions were opposed by MR. We can only do that as we get further out on Wanneroo Road along that corridor as one of three sensitive corridors. We do have some parallel local routes that may be used for this function. Fitzgerald St is the similar.</p>
Attendee 4	<p>An earlier meeting with DoT regarding Safer Roads raised a 30 to 40 kph speed limit on some roads as a possibility. Has that progressed? It is still possible with trials underway now along as part of the 40km/h Trial with evaluation by the Road Safety Commission Potential for expansion to other areas if successful and beneficial with good community support generally.</p> <p>Standards are important for fencing and other inclusions.</p> <p>Timing is important too with limited progress over 20 years. First time for an aspirational plan as a starting point for future funding.</p>
Cr Joanne Fotakis	<p>William St has been a concern for me and the views of CoP need to align to make this practical. I would like to see some more information on how we and CoP progress this collaboratively.</p> <p>I am glad to see the Hyde Park change and support that.</p> <p>Thanks for the understanding of Raglan Road concerns.</p> <p>It is a challenge and Charles St presents problems but would be a good link.</p>
Cr Susan Gontaszewski	<p>Forrest Park path shows secondary link through the park but path along Smith St is well used. Continue along Smith/Curtis St is more appropriate with links to the park.</p> <p>Beaufort St in the town section is very important and we need to think about whether it is local or secondary in function. Things will change to route hierarchy over time.</p> <p>I like William St in the primary link function.</p>

6. NEXT STEPS

The next steps include:

- The Workshop Summary will be finalised and distributed to workshop participants;
- Council report to follow next Tuesday, 11th August 2020 – and comment will be anonymous;
- DoT will continue the discussion to finalise the plan and further minor amendments;
- Information in support of community driven feedback and changes is welcome.

The workshop closed at 6:35pm

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ATTACHMENT ONE

LONG TERM CYCLE NETWORK
CITY OF VINCENT
COMMUNITY FORUM

Venue: City of Vincent Administration and Civic Centre
244 Vincent St, Leederville WA 6007
5:00pm – 6:00pm Monday 3rd August 2020

The workshop purpose is to:

- Present the aspirational Long-Term Cycle Network;
- Discuss the route alignments; and
- Seek feedback from the community.

AGENDA

Start Time	Description	By
4:50	Arrival	
5:00	Welcome, introductions, workshop purpose and process	Linton Pike
5:10	Department of Transport Long Term Cycle Network Presentation	Matt Root
5:20	City of Vincent Long Term Cycle Network Feedback	Samuel Jamieson
5:30	Questions & Answers	All
5:40	Public Feedback Session	All
5:55	Next steps and follow up actions	All
6:00	Close	

LONG TERM CYCLE NETWORK

ATTACHMENT TWO

WORKSHOP PARTICIPANTS

Name	Agency
Andrew Murphy	City of Vincent
Samuel Jamieson	City of Vincent - Active Transport Officer
Cr Susan Gontaszewski	City of Vincent – Deputy Mayor
Cr Joanne Fotakis	City of Vincent
Warren Apter	Department of Transport
Sarah Court	Department of Transport
Matt Root	Department of Transport
	Community Member
Linton Pike	Estill and Associates - Facilitator