



Community Perceptions of Active Transport Facilities in Nedlands and Claremont

Prepared for: Five

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Introduction	3
Sample profile	4
Active Transport Behaviour all respondents	5
Active Transport Behaviour City of Nedlands residents	6
Perceived ease and safety of getting around Nedlands and Claremont by bike, scooter or gopher	7
Safety perceptions for various age groups	8
Strong support for Claremont Nedlands Bike Boulevard	9
Reasons for supporting a bike boulevard	10
Concerns with a bike boulevard	25

Introduction

Five appointed CATALYSE to engage with the local community to evaluate perceptions of cycling facilities in the cities of Nedlands and Claremont. The research was requested to support Five's submission to the City of Nedlands in relation to the City's draft Local Planning Strategy.

The aim of the study was to assess:

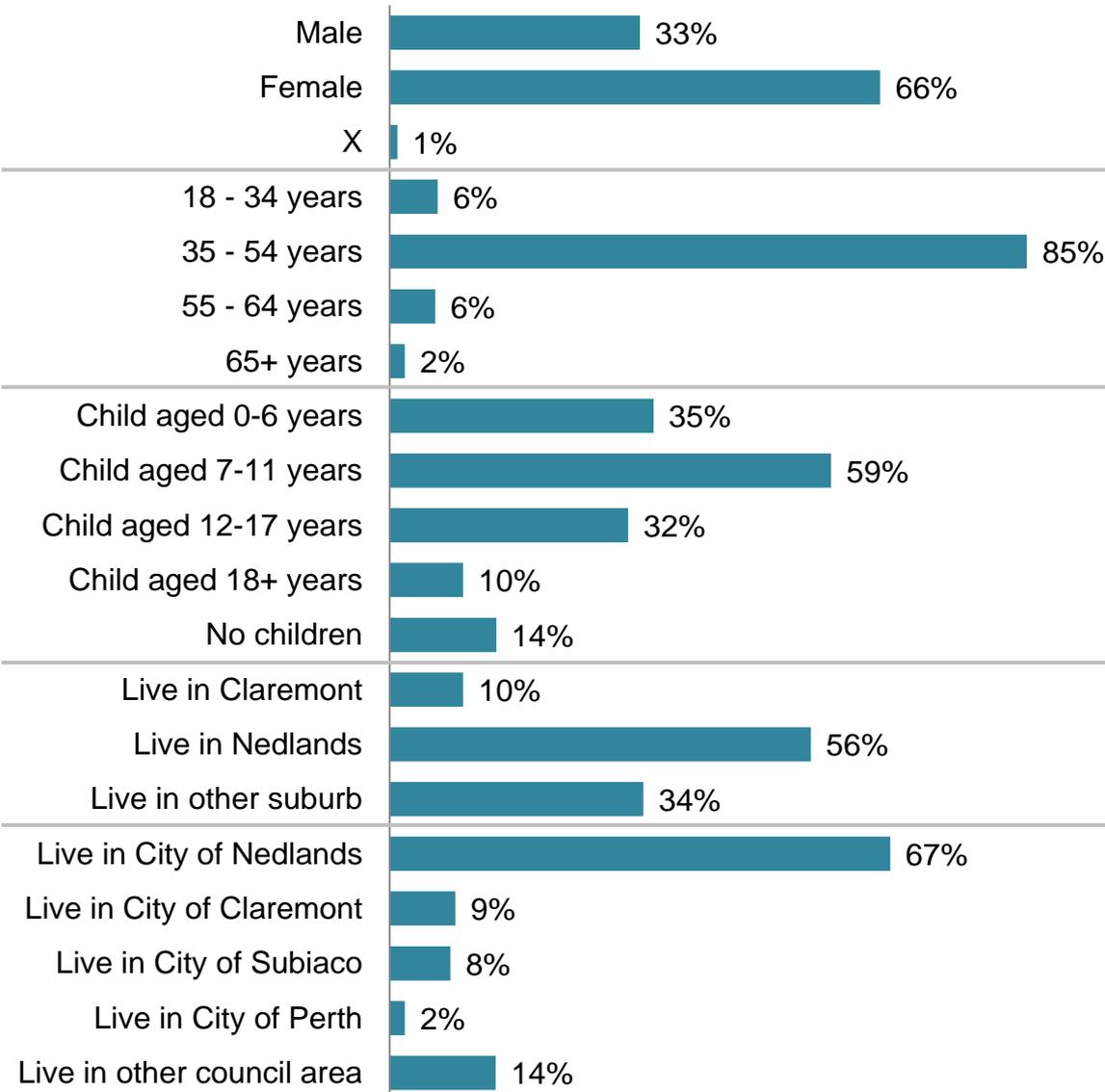
- Active transport behaviour (frequency of riding bikes, scooters and gophers)
- Perceived ease and safety of using active transport (bikes, scooters and gophers) on footpaths/dual use paths, bike lanes and roads
- Perceived safety of riding bikes, scooters and gophers in the Nedlands and Claremont area among various age groups
- Community support for a bicycle boulevard in the Claremont and Nedlands area

With a tight timeframe (of just one week) to design and administer this research, CATALYSE used a Plexus Model of Engagement to inform and engage the local community. This involved the identification of key stakeholders who were well networked in the local community, including local primary schools, a Chinese language school, sporting clubs, and UWA's BUG (Bicycle Users Group), and asking them to invite their members to complete a survey. Invitations were emailed to members and notifications were posted, and shared, on various Facebook pages.

296 people completed a survey between Saturday 30 April and Friday 6 May. This report provides an overview of the key findings.



Sample profile



As illustrated to the left, the majority of respondents were local families with children. The response bias towards families with children suggests **bike safety is of high relevance and interest for families.**

The respondent bias may have been influenced to some degree by the methodology. With a short time frame and no budget, we needed to rely on electronic communication and community networks to inform the community about this study.

It is recommended that the City of Nedlands conduct more extensive research using multiple channels (hard copy and electronic communication) with the community to hear from a more diverse and representative sample of people in all age groups across the community.

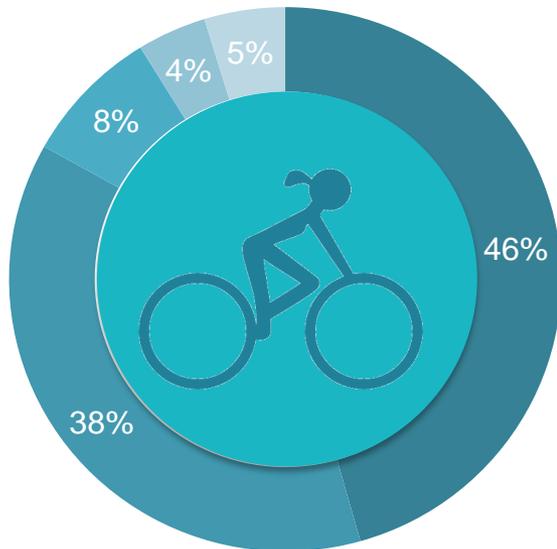
Despite the respondent bias towards people aged 35-54 years with children, **the results from this study are relevant and valid.**

Active Transport Behaviour

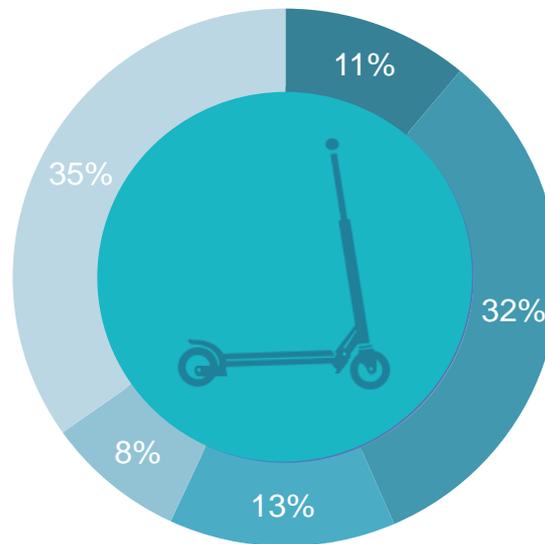
Base: all respondents

83% of respondents live in a household where they or someone else in their household rides a bike at least once a week on local footpaths, cycle lanes or roads. Around **43%** say they or someone else in their household rides a scooter on a weekly basis. A majority of respondents said they have never rode on an electronic scooter or gopher in the local area.

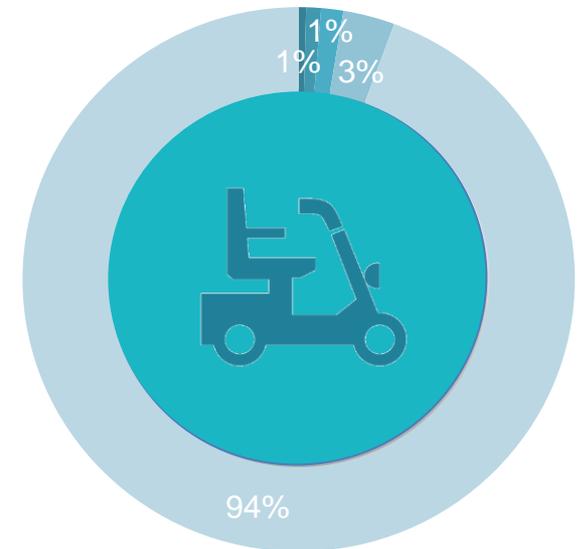
Frequency of riding a bicycle



Frequency of riding a scooter



Frequency of riding an electronic scooter or gopher



■ Daily ■ Weekly ■ Monthly ■ Less Often ■ Never

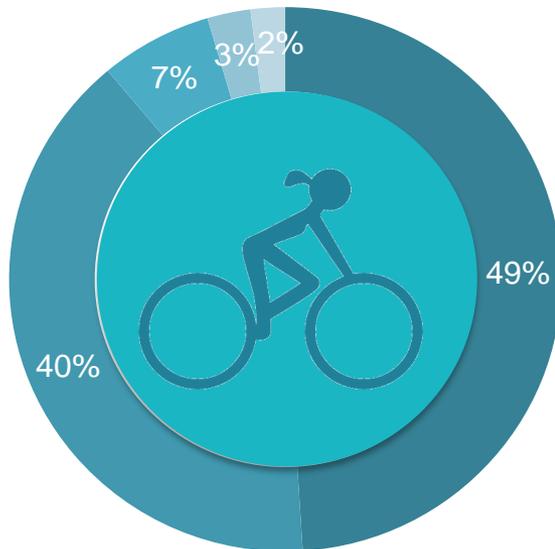
Q. How often do you or others in your household use local footpaths, cycle lanes or roads for the following activities?
Base: All respondents, excludes non-response (Bicycle n= 296; Scooter n= 253; Electronic scooter or gopher n= 218)

Active Transport Behaviour

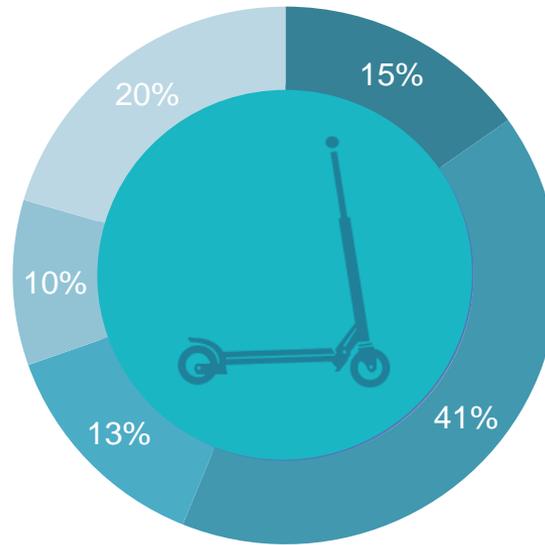
Base: City of Nedlands residents

The frequency of riding bikes and scooters is higher among respondents in the City of Nedlands. Among respondents who live in the City of Nedlands, **89%** live in a household where they or someone else in their household rides a bike at least once a week on local footpaths, cycle lanes or roads. Around **56%** say they or someone else in their household rides a scooter on a weekly basis. A majority of respondents (96%) said they have never rode on an electronic scooter or gopher in the local area.

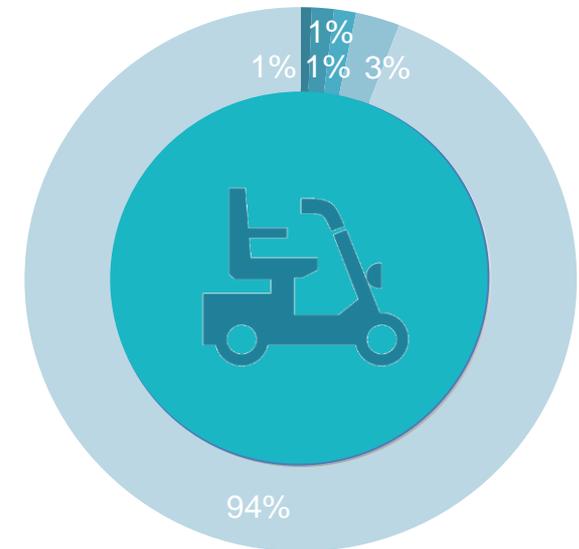
Frequency of riding a bicycle



Frequency of riding a scooter



Frequency of riding an electronic scooter or gopher



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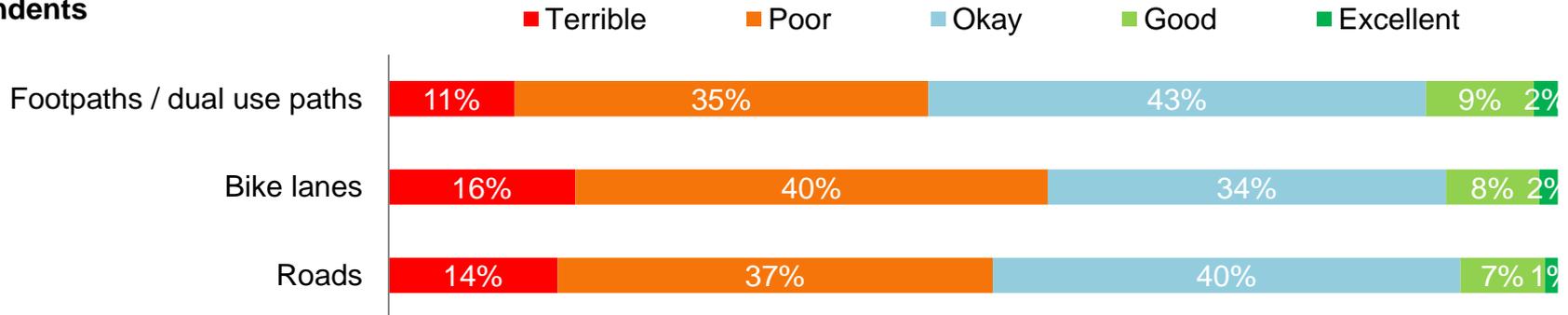
Q. How often do you or others in your household use local footpaths, cycle lanes or roads for the following activities?
Base: City of Nedlands residents (Bicycle n= 198; Scooter n= 171; Electronic scooter or gopher n= 155)

Perceived ease and safety of getting around Nedlands and Claremont by bike, scooter or gopher

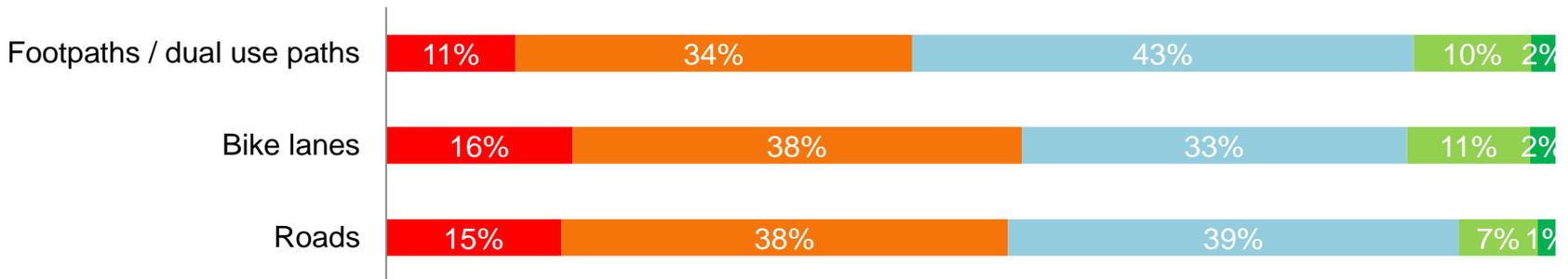
The general consensus among respondents, whether they live in the City of Nedlands or not, is that **facilities are substandard** for riding bikes, scooters and gophers in Nedlands and Claremont.

1 in 2 respondents rated the ease and safety of getting around Nedlands and Claremont by bike, scooter or gopher, using footpaths, bike lanes and roads as **poor or terrible**. Only 1 in 10 respondents rated the facilities as good or excellent.

All respondents



City of Nedlands residents



Q. Thinking about the ease and safety of getting around Claremont and Nedlands using a bicycle, scooter or gopher, whether for yourself or others, how would you rate the following facilities?

Base: All respondents (Footpaths n= 289; Bike paths n= 276; Roads n= 267)

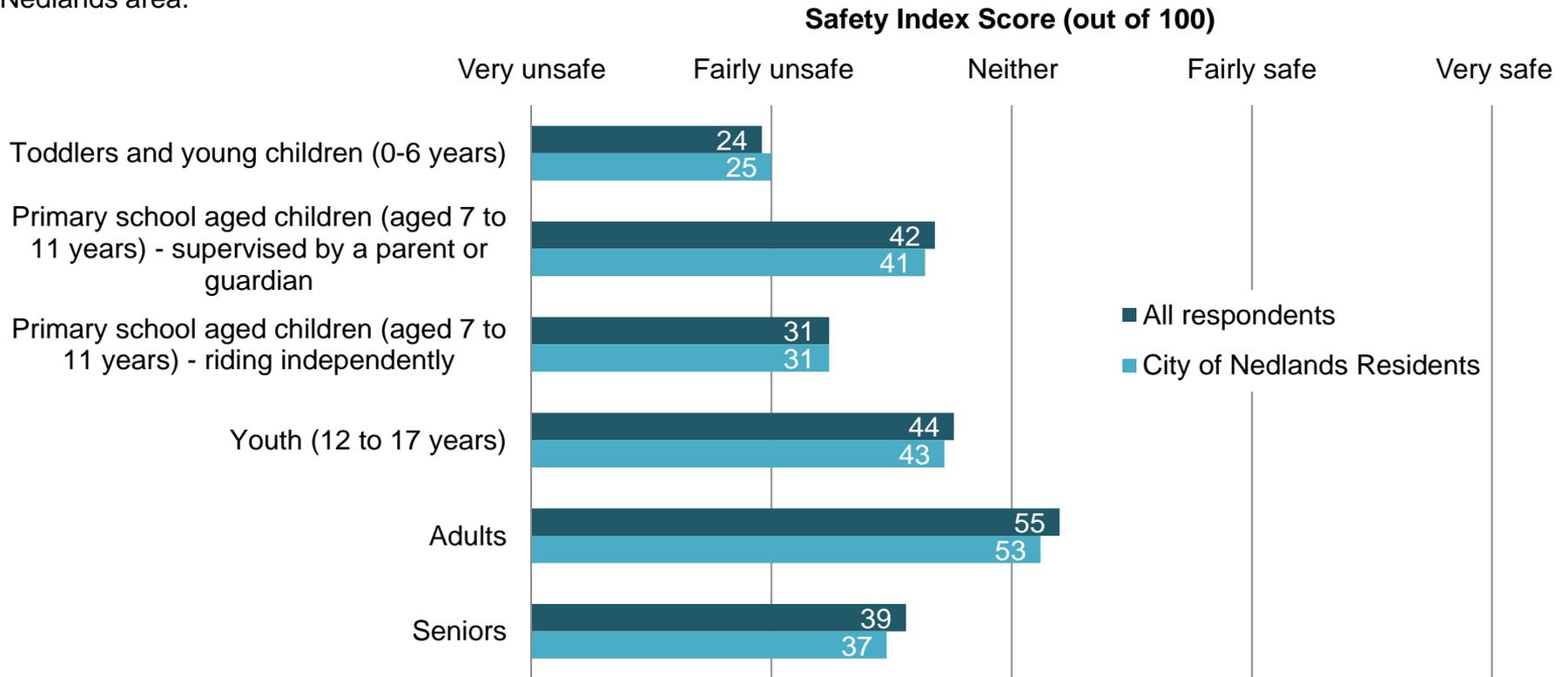
Base: City of Nedlands residents (Footpaths n= 195; Bike paths n= 188; Roads n= 180)

Safety perceptions for various age groups

Existing facilities for riding bikes, scooters and gophers in Nedlands and Claremont are considered to be safest for adults, however, the Safety Index Score for adult riders is only 55 out of 100 overall, and 53 among residents in the City of Nedlands.

Respondents consider the area to be fairly unsafe for toddlers and young children (aged 0-6 years) and primary school aged children who are riding independently. Ratings are only slightly better for primary school aged children who are riding with supervision and for youth (aged 12 to 17 years).

There is also general concern for the safety of seniors who are riding bikes, electronic scooters and gophers in the Claremont and Nedlands area.



Q. In your opinion, how safe is it to ride a bicycle, scooter or gopher in the Claremont and Nedlands area for the following groups of people in the community?

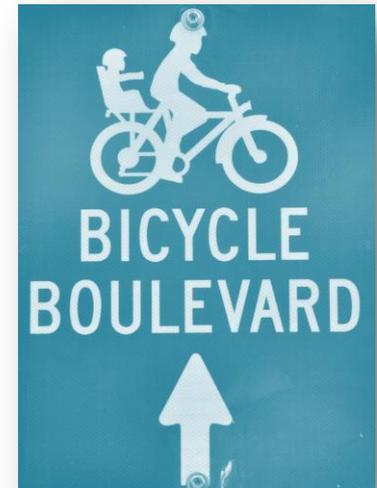
Base: All respondents (varies from n= 279 to 292); City of Nedlands residents (varies from n= 191 to 196)

Strong support for Claremont Nedlands Bike Boulevard

Q. In 2015, the Hon Dean Nalder, Western Australian Minister for Transport, announced a new \$3 million Bike Boulevard Pilot Project to make bike riding on local streets easier by providing enough room for cars and bikes to interact in a safe, low speed environment. The Cities of Bayswater, Belmont, Joondalup and Vincent were selected to take part in this program.

Bike boulevards are growing in appeal and value worldwide. From Vancouver to Portland and New Zealand, councils are following the world's most friendly bike cities, being Copenhagen #1 and Amsterdam #2, by introducing sustainable, safe and attractive cycling routes.

Would you like the Cities of Claremont and Nedlands to explore options for providing a Bike Boulevard in the Claremont Nedlands area?



All respondents



City of Nedlands Residents



Base: All respondents (varies from n= 296)

Base: City of Nedlands residents (n= 198)



Reasons for supporting a bike boulevard

Reasons for supporting a bike boulevard

- So I don't feel as though my child is going to be killed every time I ride somewhere with them.
- It would encourage my children to ride independently. Also great community building, seeing our neighbours out
- To allow safe room for cyclists to share the road with cars. I have seen many near misses especially on Princess rd and most of these people who are at danger are school kids. At this stage I wouldn't let my young kids ride on the roads in Claremont and Nedlands when they get older as it is too unsafe.
- A lot of streets in Dalkeith have no footpaths and high speed environment which makes riding with children near impossible. Beatrice Road is particularly bad and this is a shame as we need to use it to get to kindy.
- We should explore all options to encourage less cars and more bikes / scooters etc. for health, community, child safety, the environment, property values.
- It would be very appealing to parents if there were safe ways for children to independently get to and from school, local sporting facilities, the library etc. It would ease traffic congestion, allow children to feel independent and capable, contribute to health and well-being and build a great community feel.
- It will get many more people out on bikes. This makes it firstly more safe (less cars, better paths) and will bring about a great sense of community.
- Would encourage more short distance commuters and all the benefits it offers.
- To encourage more cycling, as long as it does not get overtaken by the semi-professional cyclists.
- to provide safer avenues for my children to move around the area on bike and to generally raise awareness with drivers that there are many bike riders in the area.
- Incidental and everyday movement is the best way to ensure long term health and starting this from very young is a way to make it a normal part of everyday life. The footpaths (or lack of) in the Dalkeith are in particular are terrible and it make it very hard for young families to get around the area without relying on the roads. At the moment, car and truck drivers are not expecting to see people on the road and so this causes an increased risk to the riders/pedestrians. I would love to see some roads dedicated to allowing safe passage of riders through the area, which I also feel will develop a really strong sense of community in these areas as the number of people out and about and communicating increases.
- Fitness and creates a safer place for kids to ride
- Unless children and adults can cycle in safety, particularly at peak traffic periods, there will be no change in commuter behaviour.
- Have seen how this works in Vancouver and it is very effective
- My experience of cycling in the City of Nedlands is confined to Aberdare Road (a death trap for cyclists, especially near the cemetery and the hospital), Hampden Road (bike unfriendly) and UWA (a bike friendly campus fed by bike unfriendly roads). Those cycle paths I have otherwise noticed in the City are used by car owners as car parks especially leading to Mt Claremont Primary). A dedicated boulevard would encourage me to take my family to Broadway and the foreshore by bike rather than by car and struggle for parking.

Reasons for supporting a bike boulevard CONT.

- I would like to increase my time using my bike instead of my car and would like to be able to encourage my family members to do so as well.
- As a Claremont resident but also a Mum of 2 girls attending MLC I see that many children aged 10+ are driven to school by their parents. I believe riding to school should be a viable alternative for local residents but pavements are often very poor (i.e. paving slab style with lots of ridges and bumps) and roads offer very little co-sharing space for bikes and cars. I also witness the significant number of riders who cut through Corry Lynn Road, along Cliff Road to get to Richardson St in Claremont - very tight spaces for bikes and cars to be sharing the road.
- The bike paths in the area are dangerous by design as cars are allowed to park on the bike path. Also there are way too many roundabouts which are bike and pedestrian unfriendly as cars do not see us.
- Traffic congestion seems to be worsening in the area, it appears that more people rely on a car as a form of transport primarily. / Cycling in the area with this type of congestion is dangerous especially for schoolchildren who need to cross Stirling Highway to get to Hollywood Primary school or Shenton college. There are no pedestrian overpasses/underpasses that cyclist can also share other than at UWA or MLC which are too far apart.
- A bike boulevard is a forward thinking community-friendly initiative and should be prioritised by town planning regimes and an investment priority for government: both local and State.
- To encourage all of the community to utilise the streets for safe riding, walking, scooting, mobile scooters etc for a sense of community, wellbeing and good health / Secondly to reduce the amount of traffic both in regard to safety and environmentally.
- to encourage more bicycle use
- Dual purpose - the environment would benefit, because if there were safe bike path along Stirling Highway (where there are at least 10 schools between UWA and Cottesloe) students would ride to school instead of so many going by car unnecessarily - the school journey distances are great, but just too dangerous to let younger kids ride to and from school. In our sedentary society, the introduction of a safe bike path network would also see many children and adults include incidental exercise in their daily routines, leading to massive long and short term health benefits - i really hope we see some action!!!
- Safety for cyclist is improved when they are separated from cars. / Bike lanes, provide token safety as they are either too narrow or littered with rubbish and glass and for some unknown reason, they disappear when approaching a round about, such that cars then converge with cyclist, typically cutting them off. Notwithstanding, the matter of disappearing bike lanes, roundabouts provide no safety for cyclist and I would probably say that they add to the danger of cycling. One of the reasons for this is that some motorist when approaching a round about and they see a cyclist, they will often slow down, hesitate or stop in the round about even if they have right of way. This hesitation / behaviour puts a risk the cyclist who then doesn't know what to do. In other instances when a group of cyclist approach a roundabout in a peloton, right or wrong, they think of themselves as one long vehicle. However, a car when it approaches a roundabout with a peloton move through, it perceives it as individual bikes and will enter the round about regardless of whether the peloton has passed through or not. Now if it were a truck and semi trailer passing through they would give way to the vehicle in the round about. This creates a very dangerous situation for cyclist, especially when riding in a peloton. If a bike boulevard can resolve these issues then I'm all for them.

Reasons for supporting a bike boulevard CONT.

- My kids ride to their schools often on the road. Near their school the roads are extremely busy with cars, mostly large cars. I wish that more parents would stimulate their kids to ride to school. I think a bike boulevard would definitely help in this.
- For the safety of children
- Make riding to school and work safer
- If there was a better cycling network around the schools, especially on Sterling Highway I think there would be more children cycling to school. But the option now of cycling to those schools on Stirling highway is very unsafe especially at the intersection of Queenslea & Stirling. Also getting from Lake Claremont Park down to Stirling pass Claremont quarter is very unsafe for kids and adults. The narrowing of the road at the intersection on Stirling Rd coming from Queenslea makes it very unsafe for cyclist who are trying to get across the very hectic lights at that intersection. The bike paths on the Nedlands side always seems to be congested with parked cars.
- This area supports thousands of students. A Bike Boulevard would ease traffic congestion for parents from the four local primary schools, the Catholic Primary School, the two large private schools, and students from the Private College, and the University. It will also help develop lifelong healthy habits.
- To provide a safe route for children to cycle to school independently.
- As a Claremont family of 3 young children, 2 of whom attend the local primary school this is very important to us. We either walk, scooter or ride to school most days of the year. / Some of the footpaths in our area can be very uneven and cause numerous tripping falls for both the young and the elderly.
- Promote cycling. Cyclical benefits (pardon the pun). If it was safer, more kids could ride, less cars on the roads and then safer again. Also many areas cars parked in cycle lane e.g. Victoria Ave. this means the cycle lanes are ineffective and cyclists have to move in and out of the bike lane into the road which is even more dangerous. More cycling around the local area would reduce the frequent driving / we all do over short distances i.e. Less than 5 km
- It would make it easier to travel from one end of Nedlands to another, including Claremont end. At the moment to travel from (say Bruce St) to Claremont shopping area is not easy with two primary school age children.
- Increase cycling participation. / Change motorist culture.
- Makes everyone aware of bikes so drivers reversing from driveways will take better care. Also provides continuous safe lanes rather than bike lanes just ending mid-ride.
- I think that having a more safe and bike oriented infrastructure will encourage more people to explore the possibility of using bicycles not only for recreation, but also for commuting. I've only been cycling for about 10 years and in just this time, I've seen how much the improvement to the bike infrastructure has increased levels of safety and provided a massive improvement to communities. For instance, in Ashfield/Bassendean I used to have to ride on Guildford road for about 3km and now I use the path. Another instance is the extension of the bike path from Claremont showgrounds to Dalglish - another area where riding on the roads has been prevented by provision of a high quality bike path. I would one day like to get my children into cycling and I think bike boulevards will strongly encourage me to do this as there will be more safe areas to cycle.

Reasons for supporting a bike boulevard CONT.

- Slows traffic past the local shopping which invites a community atmosphere and brings residents out to the local area.
- Our family of five (two adults three children) ride our bikes daily to school, work, local sporting event for our children and shopping. A bike boulevard will ensure all how family will be safer when riding their bikes.
- There are fairly definable routes to the plethora of schools in the area. These should be considered under the scheme. For example, the bike path on Victoria Avenue has been a significant innovation. However, many a time, parking obstructs this clearway (particularly when there are new constructions in the vicinity). It should be a permanent clearway and simply not at designated times.
- Separation is needed to reduce risk of interaction. A car meeting a cyclist is like a white shark meeting a swimmer. Most car users are responsible and appreciate risk, but a lot do not and this is made worse by poor driver behaviour and a sense of road use entitlement.
- Nedlands/Claremont is close to the river, city and beaches, and includes many schools and UWA. Given the relative proximity of all these areas of interest, introducing bike boulevards would (1) take cars off the road; (2) significantly increase the number of cyclists (as more would use a bike as a means of transport, rather than using a bike as a means of exercise); (3) increase the health of the local population; (4) increase the level of community interaction (this is difficult to measure, but is probably the most important aspect - if everyone rides around town people will get to know one another far better.) It is no accident that the most bike friendly cities are also the friendliest cities.
- Safety of self as a rider and of the children in our neighbourhood. We have 2 schools, multiple parks and even more speeding drivers on the road that cyclists are meant to use (Princess) and traffic increasing on the side roads and alternate routes.
- Anything that makes cycling a priority, that raises its profile, makes it easier to participate in has to be good for the individual and the community.
- With the proximity to both the CBD and the beach, I cycle through Nedlands on a regular basis and it is the only major section that is not handily served by cycle paths. That connection would make cycling not only easier as transit but as recreation for those living there.
- There are few dedicated cycling facilities in this area and some previously designated cycling routes have been removed (bike symbols painted over), e.g. Princess Rd, Birdwood Pde. I refuse to use the lane along Aberdare Rd as it passes through roundabouts (extremely hazardous for cyclists), there is often tree debris in the lane alongside Karrakatta and vehicles exiting side streets often need to creep into the cycle lane before turning, because of low visibility. It's an ideal route in terms of location, but these factors make it too hazardous. / / Adding a bike boulevard makes sense as UWA is a significant destination for cycling students and staff. I would suggest Edward St/Jenkins Ave/Hammond Rd/Bernard St to connect Claremont and UWA. This remains close to Stirling Hwy and gives cyclists easy access to the shops along Stirling Hwy. / / Alternatively, you could make Hampden Rd and Monash Ave a shared zone in addition to the lower speed limits already implemented on Hampden Rd. e.g. paint some bike symbols on the road. This gives UWA/QE2/Kings Park-bound cyclists access to the Perth-Fremantle PSP via Karrakatta.
- Makes sense on busy arterial routes used by many cycling commuters and cars have other options. Routes need to be direct as most people are going somewhere. On suburban roads could simply block certain roads at one end for cars but not bikes. This would stop them being Rat Runs which is perhaps were the most danger is.
- The boulevard approach will raise the awareness of car drivers that roads are not exclusively for their use - a factor that many seem to have forgotten

Reasons for supporting a bike boulevard CONT.

- Any improvement in cycling safety is a great improvement for the community
- While Nedlands and Claremont have hundreds of residential roads, very few encourage cycling, particularly by young people, females and seniors. This is due to high traffic speeds, narrow roads, being forced to ride beside parked cars and being squeezed when cars overtake near traffic islands. A Bike Boulevard would be just one road out of several hundred in the area that could provide a safe route for some people choosing to cycle.
- Lack of footpaths in Dalkeith mean that it is necessary to ride on the road throughout the suburb. A bike lane or greater number of footpaths is needed for children to be safe.
- It's important that cars and bikes do not need to compete for space on the road. Otherwise, cyclists feel unsafe and drivers can feel frustrated or angry.
- I would use my car less.
- We live within 3.5kms from my child's school and 5.5kms from my work in Nedlands. Safety concerns are the major reason why I'm reluctant to allow my 12 year old to ride to/from school.
- I have had many close runs with cars and an accident with a senior rider. The bottleneck through Claremont (coming from Mosman Park to UWA) makes it barely tenable. Mostly I ride on the path. I have had an accident knocking off a senior rider at the blind corner at Christchurch. The MLC entrance is also hairy. Sometimes I take my life in my hands and ride on Stirling Highway instead. I was almost knocked off my bike by a car trailer where the bike lane suddenly disappears at the bend (Victoria Ave I think it is) down towards the Dalkeith tennis club (astonishing to end a bike path just where cars cut left at the bend!) which would have resulted in serious injury or worse. I have been cut off by a car turning left across the bike lane on Waratah near the supermarket - again it would have been very serious if I hadn't seen it coming and emergency braked. I have been backed into from the Council carpark (on Bay View Tce) when trying to take the other route through the Claremont Council park. There is just no safe way to go. / Also, why was the cycle lane removed from Birdwood parade??
- Greater access for safe family riding without going on the roads or footpaths.
- Make cycling more safe
- Encourage children and families to be active and have independence in our community.
- I believe a Bike Boulevard would / - increase the number of people cycling / - increase our local sense of community as people see each other outside cycling, running and walking / - improve the health and wellbeing of the community / - decrease crime / - improve individual's sense of belonging in the community / - improve the education of people using vehicles and bikes and prevent the 'us' and 'them' mentality, reducing road rage etc.
- We should do everything we can to make cycling and active transport more accessible to everyone, even if that is at the expense of private vehicles
- We need to encourage our family to use bikes more often. / Safety of our roads are a major concern. We need to offer more cycle paths for all ages.

Reasons for supporting a bike boulevard CONT.

- Cycling is a huge part of Perth but it is often enjoyed only by large groups of lycra-clad middle-aged men during very early morning or weekend outings. There is huge scope for children (primary and secondary) & their parents to cycle to school but even the back roads & paths on which we can do this are quite hazardous. Many side roads around Nedlands don't even have pavements so we are constantly having to come on and off pavements and onto roads to get to our destination... and cycling up Sterling Highway is not an option! It would be great to have dedicated bike routes clearly marked out which the kids could follow. I think this would encourage more cycling in our community which is surely the way we all want to go for health and environmental reasons, especially if Perth's population is set to grow. Don't miss this great opportunity to lead the way. Take a leaf out of Portland and Seattle's book and see what sort of initiatives they're doing to get people out cycling safely.
- The state government's interpretation of bike boulevard's is half-baked. They will not work if on-street parking is retained. The narrow squeeze points are also a bad design. Low vehicle speeds and traffic volumes would be helped by disconnecting through-routes for motor vehicles, a key aspect of bike boulevards in The Netherlands, that important part is missing from the WA proposal. The current plans will be a waste of time and money. Better to spend the money of bike projects that will work.
- Need more information on what a bike boulevard is
- I would like bike paths because it is ridiculous waste of natural resources & energy to get into a car to drive to the shops for something small like a loaf of bread or to get a hair cut etc. / / By have bike boulevard there will also be more incentive for people to stay fit and healthy.
- Community feel
- Among many reasons but the mindset of the community needs to change and a visual reinforcement of a boulevard will greatly assist this process
- Encourage more awareness of other road users and promote safe use of the roads by all users. Not just cars.
- I think Melvista Road would be ideal... runs just about the full length of both suburbs, is central to both suburbs and cars could easily be relocated to Princess Road.
- To encourage riders of all abilities to cycle more often.
- Victoria Avenue is ridiculously unsafe as big groups of riders take up the road and with all the islands in the middle of the road it is very frustrating
- I use my bicycle as my primary means of transportation, and enjoy cycling much more than driving. However, because the cycling infrastructure is very poor and I feel very unsafe on the Nedlands roads (and other Perth roads), I am considering buying a car and selling my bicycle. I think a bike boulevard would be a great way to make cycling a more attractive option to people such as myself, and would greatly welcome a project like this in the Claremont Nedlands area!
- We live in Martin Avenue and attend Dalkeith Primary. We love riding on the weekends but riding to school is so dangerous. Firstly crossing over Stirling Highway risks life as people so often speed in that area to beat the lights. Please consider putting in a fly over bridge near the Rose Gardens, perfect place for kids and all people to cross the highway. Lights are too far apart. In addition customers doing test drives at Barbagallo are often opening up the engines of their cars in our suburban streets where kids are cycling

Reasons for supporting a bike boulevard CONT.

- I ride with my son to school everyday. There are so few children that ride to school and it is sad as most children live so close. Most kids get driven to school which adds to the congestion at school and the additional risk for cyclists as there are so many cars driving in an unsafe and inconsiderate manner around schools. A Bike Boulevard would make cycling safer and I believe many more children will then ride. Riding instead of driving is just a habit - if we can assist the community to make good habit choices it is better for everyone.
- Narrow streets make it harder for cars to allow safe room for cyclists. Busy highways are totally unsafe for most cyclists as a route and make crossing challenging for younger riders. The tunnels at UWA are a good example of a safe crossing mechanism.
- Environmentally it is the right thing to do. Health wise it improves fitness. It is generally a more pleasant way to travel. Helps with community interaction
- Cycling is a great way for an individual to be healthy, reduce pollution as well as reduce traffic or the need for car parking. Infrastructure needs to put in place to ensure more individuals choose to cycle.
- I commute by bike through these suburbs. Generally it is ok, but there remains an inherent risk with impatient drivers or distracted drivers at school drop off. The blvds would be a good opportunity to see if these risks can be reduced in a reasonable way
- There are some area in which the room is insufficient for both cyclists and drivers, which can lead to frustration for both. / / Intersections and roundabouts can be dangerous for cyclists
- At the moment cycling is not a first choice for transport due to safety issues. I have to check routes and anticipate problems before leaving home. Cars do not travel with due care around cyclists. / I hope it would be a safe way for children to travel through the area, whether to school or friends. / In some places in the suburb there are no footpaths available for children to use. / All cycling routes need attention and better development
- I would like my children to be able to ride or scooter to school but it isn't safe from our house. They have to cross Stirling Highway and there are very limited options for this. Also even where there are bike lanes and paths the intersections and roundabouts have limited visibility for primary school age children to cross
- I would like to ride a lot more and encourage my young children to undertake trips to school and to the shops on their bikes. Currently these trips cannot be undertaken without dangerous road crossings. In particular we have to detour some way before we can cross Stirling Highway safely at traffic lights. Put simply the road network is not conducive to local cycle use.
- Too many kerbs and uneven surfaces on roads and footpaths - they are not designed for bikes or scooters so something more purpose built would be ideal.
- I think the Nedlands, Dalkeith, Claremont area is quite unique in that it is situated on a peninsula and therefore has very little through traffic from anyone other than those that reside in the area. As this is the case it is the perfect area to be able to actively encourage cycling and walking and anything that can be done to increase the safety of these activities would be fantastic. The safer it becomes the more people that do it which in turn creates a much better community.
- Would also like to see footpaths on all roads- a particular issue in Dalkeith which also affects walking especially with a pram or young children using scooters etc

Reasons for supporting a bike boulevard CONT.

- There is a lot of traffic at peak times when my son13 wants to cycle to school but I don't feel comfortable allowing him to do so. There are manic UWA students looking to park in Nedlands and then terrible congestion on Stirling Highway heading towards Claremont.
- I feel that it would make it safer to teach our Children how to ride on the roads independently rather than sticking to the footpaths also as a car driver the extra space so that I feel safe to pass cyclists without the fear of knocking them off their bikes!
- Safer riding to school would mean less cars congesting the roads around the schools in peak times.
- It would provide a safer way for my kids to independently get to school without having to use the footpaths were people are walking. My 9 year old has trouble negotiating around people on the footpaths and finds it frustrating when they don't move aside when he uses his bike bell. The Bike Boulevard would provide a pedestrian free zone to ride away from cars.
- We would love to cycle more often but it's just not safe. In some areas it is impossible to cross the road.
- Safety & low speeds.
- The maintenance of the footpaths in Dalkeith and Nedlands is appalling. Some streets have no footpaths on either side making it impossible for pedestrians and cyclists to use the streets safely. My children living on Leon Road can not walk or cycle safely to Dalkeith Primary school as there are no footpaths on Leon Rd between Alexander and Roberts Rd. The use of nature strips on both sides of the road means that cars now park on the road and the verges can not be walked or cycled on. / The football on Waratah Ave on the corner of Alexander road has been obstructed by a 4 year still on going residential build project. / Anything that opens up the area to non car users and allows the young and elderly to walk and cycle would be welcomed.
- Would increase the time our family didn't cycling - currently we usually drive to the river and then access the cycle paths
- Adults are not safe to share the sidewalk. Small children are not safe on the sidewalk with hikes going faster than walking speed on the sidewalk. Riding on the road is not safe for school age children as intersections are too complicated and sidewalks not being continuous on all roads. I would welcome a cycle path on the pavement away from the road but separated from pedestrians. This is successful in countries like Germany.
- Bike paths are unsafe and thus prohibit me and my family from riding to work and uni (UWA), which we would like to do. There is no safe bike lane from Cottesloe to Nedlands and the city and riding on the footpath along Stirling Hwy is not legal.
- My son has recently started at Christ church but I don't feel the roads are safe enough for him to ride his bike alone
- I am aware of parents, with their children, adults and young adults who do not cycle, or minimise their cycling, due to safety issues on our local roads. These concerns range from a lack of room on roads, secondary to parked cars on roads that are then not quite wide enough for two cars to pass safely to more general issues such as poor driving skills. / / A bike boulevard would delineate an area that is safer for commuting between schools, UWA and major hubs. It would provide a safer 'learning' environment for novice riders which would enhance their cycling skills, road awareness and most likely their driving skills in the future. / / /
- safer access around Claremont and Nedlands, especially to UWA

Reasons for supporting a bike boulevard CONT.

- There are so many active people in the area, and due to high traffic their life and health are literally in danger. There is strong need to do something regarding the prevention of the possible worst scenario.
- As a cyclist it makes it so much easier to safely ride, both physically and mentally.
- It encourages more people to ride, then there are fewer cars and it is safer for everyone
- Sorry, I never like.
- My children both ride their bikes to school. In order to be safe, they have to ride on a footpath, since the road has no shoulder and no bike lane. In addition, Brockway Road in Mt Claremont has no safe crossing for my son to get to school.
- seniors/children in particular are very unsafe riding/scooting on footpaths due to driveways crossing. shared paths are also dangerous for them due to the narrow multi use nature of these. The only safe option is on road wide cycling /scooter dedicated broadways. / / These should be both connected to most residential areas key areas schools, ovals, parks, playgrounds as a network as well as. Reducing cars to Local traffic only should be actively pursued, commuting cars on the highway only. UWA is a key player and any plans needs their involvement to actively discourage student and staff driving to the Uni.
- There should be a proper and safe bike path along Stirling highway to encourage and facilitate riding to work or university. The bike path that exist along mounts bay road should be extended all the way up to Claremont along Stirling Hwy. Moreover, the city of Nedlands/Claremont should seek to obtain from the department of transport the institution of a priority bus lane with high frequency buses along Stirling Hwy.
- I think anywhere with sufficient population density should be implementing these kinds of projects.
- It would be a lot safer, and would definitely encourage me to cycle more.
- safer bike spaces for all users is needed
- With limited designated bike lanes it is harder to find a safe space on the roads. The footpaths can be ok for very young riders, but it is hard to share that path when supervising / cycling beside an 8 year old for example. There is no bike lane from our house to the school even though we live within 2km.
- Apart from building into a better 'round the river' cycle for the whole family, a Bike Boulevard is desperately needed to improve the safety for general commuting between school, parks, homes and shops in the area. Crossing of the Stirling Hwy is particularly dangerous and it is surprising that there isn't already a crossing for people living on the other side of the highway to get access to Nedlands Library and to the Nedlands Primary schools.
- If it provides a safe place for people to ride it will get more people onto bikes. I know of many people who do not ride because they think it's too dangerous.

Reasons for supporting a bike boulevard CONT.

- I live and work in Nedlands and am very aware of the intense use the roads and footpaths experience during university teaching periods in particular. I live 1 km from UWA and our street is chock-a-block with parking throughout the day. There are no designated bike paths or lanes anywhere. Pedestrians are aware and polite but crossing major roads by bike - e.g. Hampden Road - presents challenges especially during peak hour. My kids ride their bikes to Hollywood Primary School and I always worry about them crossing Park Street (runs east-west and very busy during peak hour) and other streets alone. A bike boulevard would raise awareness, attract more cyclists and improve safety.
- Bikes on Aberdare Road would be better and safer on a boulevard path than on the road verge as at present.
- Claremont and Nedlands are close to a number of large private schools (and smaller Government primary schools) and as a result there is a large amount of traffic congestion around these schools, particularly at drop off and pick up times. If school aged children had a bike boulevard it would enable school children to have the option to ride to school safely, hence reducing traffic congestion. / Nedlands is located adjacent to UWA. Enabling UWA students the option to safely ride to UWA was also reduce the traffic congestion and parking problems for UWA. / Members of the local community are generally becoming less engaged and isolated from their neighbours. Encouraging community members to ride within their local community would help to solve this problem, bringing people out onto the street in a safe environment rather than one dominated by cars travelling at speed. / Claremont and Nedlands has a relatively flat topography, making bike riding relatively easy. / Riding a bike in a safe environment is better for your health and better for the environment than driving a car. /
- I like the look of the bike lane newly created on Scarborough Beach Road heading into the Mt Hawthorn shopping strip. The bike lane is separated from the road by trees and islands. /
- We want to cycle everywhere for our daily travel in our area
- Encourage more riders, and enlighten car drivers to be more aware of bicycles.
- Better peace of mind that my primary school aged kids are going to be safe during their ride.
- No don't want one
- I would feel much happier for my children to ride around the community if the safety was improved.
- Cars travel far too quickly around our area. I feel uncomfortable letting my children ride around the suburb because it's not as safe as it used to be. Children should feel comfortable getting out into the community on their bikes and a bike boulevard would reduce the potential for accidents with cars. It would also reduce the number of cars on the road as people would feel safe using their bikes and thereby reducing congestion.
- It is currently treacherous cycling in the Nedlands Claremont area, cars are prioritised and there are no continuous pathways/bike lanes which makes it terrifying cycling through Nedlands, Claremont, Swanbourne etc.
- To make it safer to find alternative means of transport.
- Many people in the area ride to and from school, work and university. The infrastructure for safe cycling needs to be improved. The needs of cyclists who ride for exercise are completely different to children and commuters who want to ride safely and away from cars.

Reasons for supporting a bike boulevard CONT.

- Broadway and Hampden Road are particularly unsafe for bicycle riders. There are many streets without dedicated bike paths. Streets close to UWA are clogged with parked cars which make it more difficult for bicycle riders. / / My 12 year old son rides to CCGS most days and the stories of impatient drivers are horrific and disturbing. I worry about him each day.
- the survey needs to be accurate when describing cycling.... / If it refers to 'push bikes' I will support, if it refers to cycling using racing bikes then NO / / I have many friends who are 'cyclists' including the lycra, titanium bikes and it is a CULT of people obstructing our roadways and coffee shops. They should be limited to a velodrome or areas outside our normal roadways. They do not respect signage, they talk whilst riding and BLOCK the entire road at times....see photo attached. I have had to drive my husband to work at 5.30 am from Dalkeith to Fremantle and the cyclists block roads all the way until 9.30 am ...they DO NOT CARE about motorist or anyone else. When on the road, we have had to re route our travel and forget about Hackett drive, Victoria Avenue, Queenslea Drive and Claremont Stirling Hwy.
- Would encourage motorists to be more respectful, and hopefully encourage the lycra brigade to stick to the boulevards and not ride in pelotons on the road.
- To encourage people and families to use them and get out on their bikes and scooters
- My son rides to school. I have concerns regarding the safety of the bike lanes and roads as car drivers still don't see cyclists. As he is 14, he uses the bike lane. I have friends who are surprised i let him ride to school, citing that they don't think its safe and cite examples where they see a car dangerously close to him. A bike boulevard would change the mindset of car drivers to be more vigilant of cyclist
- Anything to encourage families to be more active and to make motorists (in their huge 4WDs...) more aware of other forms of transport and other road users.
- Nedlands to on the river and therefore a great place to encourage more bike riding
- I only travel 1.2km to our primary school. To cycle with my daughter I have to ride on several footpaths that cross several driveways (unsafe), cross a busy highway (unsafe because even with pedestrian signals there is a left hand turning lane for cars on green and they often cross directly in front of bikes and/or pedestrians) and then I have to continue on a busy road with roundabouts and many cars. It is a challenge and despite my daughter being an excellent cyclist with suitable helmet, gears and brakes I am still reluctant to let her make this very short trip independently. This is a great shame as she is 10 years old!
- There are heaps of primary schools in and around the area. Kids need opportunity to start creating healthy habits like riding/ scooting/ walking to school rather than drive as these things are already being encouraged at primary school levels. If a Bike Boulevard were to be implemented within the area that would give ample opportunity for families to either take up a healthier way of living or provide a safer environment for an existing habits. Currently there's a lot of high speed areas within the Claremont/ Nedlands area where cars either speed or fly though round-a-bouts where it becomes quite unsafe for children and others. A Bike Boulevard would increase physical activity, vehicle awareness, safer spaces for children and adults to ride and of course a nod in the right direction for the environment with more people taking up pedal power rather than vehicle power.

Reasons for supporting a bike boulevard CONT.

- Our family chooses daily to travel by bike within our local community for school, sport, shopping and socialising. As it is, we encounter threats to our safety from vehicular traffic and disjointed, poorly maintained pockets of dual use and cycle paths. Bike Boulevards (which feed into a well thought out network cycle ways and bike lanes) would improve the practical issue of finding safe, family friendly routes for us and other cyclists looking to cycle within their local area. Developing bike boulevards will hopefully decrease car traffic and raise awareness about active transport options.
- Suburban roads are far from ideal for bike riding, mainly due to the proliferation of street parking which hinders visibility and makes passing difficult. Alternatively, dual use paths rarely connect, and generally require longer indirect routes.
- Good for personal fitness and wellbeing. / Good for environment. / Cycling is dangerous in some parts of Nedlands and Claremont - have had a number of near misses e.g.. Hampton Road having van doors opened into path of cyclist while being overtaken by 4WD.
- I have been rudely abused by one motorist, almost run over by another. My daughter (8) was overtaken whilst she was trying to turn right off Bay Road as we commuted to school. I would love my family to ride more for health and environmental reasons. Both I and my husband use bikes to commute to UWA and the city. However, it is not worth the risk with young children.
- The roads are very busy and the only bike line on princess rd to Claremont is not safe.
- Existing shared lanes are fine for slower cyclists such as children but not appropriate for adult cyclists, who end up cycling on the road. Cycle lanes on the roads, such as the one on Fairway beside UWA are old-fashioned and dangerous, forcing cyclists to travel close to parked cars and giving drivers pulling out at junctions no warning that they are crossing a cycle lane. Main roads such as Winthrop Ave / Mounts Bay Road and Broadway / Hamden Road are very poorly adapted for cyclists, with no priority lanes or signals for cyclists at all.
- Obviously would be safer for all, reducing the speed limit for cars in suburban streets which are becoming increasingly busier and thus dangerous
- Many times there is not enough room on the sidewalks for bikes + pedestrians. Not enough crosswalks around schools for safe crossings. Bike boulevards would provide safer environments from driver risks while biking. There are currently not enough dedicated bike paths/lanes. All answers above are based on usage of sidewalks for children's biking!
- I encourage my three children to ride to school, however two are on unsafe and congested roads. a dedicated bike boulevard would deliver a more safe alternative.
- Perth is flat and has great weather - the more cycling facilities the better. The safer it is the more people will take it up and it is good for everyone - the environment, health, safety, community etc.
- Popular roads (like Dalkeith Road) and crossing over Dalkeith Road and Stirling Highway from the north is really hazardous with children.
- It is hard to cycle with the kids to the school if sharing the same path with the pedestrians, crossing Stirling Hwy is only possible at the crossroad. It is hard to cycle for example via Dalkeith road towards Karrakatta sharing the road with cars as it is quite frequent and narrow.

Reasons for supporting a bike boulevard CONT.

- I am answering this question with the concept of my children riding to and from school along Princess Road. If a bike Boulevard reduces crossing traffic it would improve things. The difficulty of children riding around Nedlands is that they have to stop every 200m or so to cross the road. This is in addition to the worry of people backing out of their driveways. The bike lane is too close to car traffic for children to use, so they need to ride on the footpath. If a bike Boulevard separated cars from bikes and gave cyclists right of way it might inspire a feeling of safety and I would be more comfortable with my kids riding or scooting around the neighbourhood.
- So I can walk safely on a footpath, anything that saves pedestrians the chance of getting injured.
- Promote use of transport alternatives to vehicles which is good for people's health and well being and the environment....it would also reduce traffic congestion.
- To make riding to school independently safe for children. / To make the whole community more tolerant and aware of cyclists. / To promote active commuting to schools and work. / To make it safer for children to meet up with friends on their own. / In such a sedentary world we live in it is of vital importance to promote and facilitate active commuting to children of a young age. Most parents agree on this, but as the roads are not safe this is not easy to follow through. / /
- The roads are not safe to ride to and from school, there simply is not enough room. We need dedicated bike area on the sides of the road, like in Leederville
- Safety for our children and to enable parents to encourage independence for our kids in a safe environment
- Cycle access to John XXIII College is dangerous. Busy roads, footpaths with many crossings make travel scary and dangerous for students. Brockway in particular needs a cycle path on the west side of the road so students travelling from Floreat don't have to cycle on the road and cross oncoming traffic to turn into John XXIII Ave. A continuation of the path similar to the one along Brookdale is needed to allow safe bicycle travel for students to JTC.
- Encourage kids to go riding more. Parents knowing it is safe for their kids to do so.
- I have had so many close calls with cars in this area, the closest of which was on my own street at a roundabout (Goldsworthy/Princess Road). For an area that actually has a lot of cyclists passing through it, some cars are just oblivious to cyclists. Particularly those backing at of driveways. Don't get me started on round a bouts - this area in particular seems to have a high percentage of people that are clueless about the correct way to indicate at a roundabout. A road with a dedicated area for cyclists would be fantastic instead of a token skinny lane at the edge of the road. Give us a safe way to get down to the shared use paths that run along the river!
- As Principal of a local school I would like to see a situation where primary aged children can confidently and safely ride their bikes to school. I would like to see the number of children riding bikes to school increase.
- Enhance liveability, improve health and well-being / Reduce congestion, air pollution / Demonstration suburb
- Love the idea - bike priority
- To encourage a broader range of the community to feel safe while cycling

Reasons for supporting a bike boulevard CONT.

- It would separate cars and bikes. There is too much inconsistency in bike lanes through roundabouts in the Nedlands/Claremont/crawly area. Have a look at the roundabouts in Hackett drive and Princess road. It's confusing to drivers and not safe to bike riders. The bike lane on princess road is in very poor condition.
- To provide a separation zone between illiterate cyclist who cannot read and understand the rules of Shared Path cycling.
- Would like to cycle safely. We used to live in Holland where the bike lanes are fantastic and people respect and give way to cyclists. Adults and kids of all ages cycle and it gives older people great freedom and helps keep them fit. I am a confident cyclist but feel unsafe cycling even on the bike routes. They are not consistent / drop off. Would like my children to be able to enjoy cycling to school and friends' houses in a safe way.
- There are many reasons to support a Bike Boulevard - safety, health, environmental. We should be encouraging people and the younger generation to get active and independent by using their own power to get from A to B in a safe reliable manner.
- I think the most important investment is in providing safe routes across the entire suburb. A bike boulevard sounds lovely but it would likely be just one short street. I think funds are better spent improving linkages to make commuter networks. Currently there are good bits of road/path and bad bits, so with just a little bit of strategy we could link things up better and make commuting by bike so much safer :)
- I appreciate the designated paths/sidewalks for my and my kids riding. I don't feel it's safe for me/my children on roads.
- I'd love to be able to ride to school with my children, but currently feel very unsafe doing so. After a recent trip to The Hague, I would love to see a higher priority given to bikes - it was such a wonderful feeling riding around over there feeling safe.
- provide a known safe route through the area which would promote the use of bikes/scooters
- I ride both for commuting and exercise. For commuting I would like a secure route from the golf links area to Broadway. For leisure use, I would also like to get to King's Park without battling car traffic.
- Bike lanes are often full of road debris, so you still need to ride in the traffic lane, especially when the bike lane stops at every roundabout. i.e. Princess Rd.
- I would like my family to be able to ride safely between the facilities in our suburb including riding to the university from the school (Loreto) and riding to the shops in Claremont from our home near the hospitals.
- A Bike Boulevard is a positive initiative to encourage environmentally friendly transport and encouraging people to build exercise into their day.
- A bike boulevard is the only way to separate cars and bikes. Stirling Highway is very dangerous to ride on. I used to be a triathlete and cycle a lot until I was hit by a car. Cyclists should also NOT be allowed to ride on the footpaths. That only creates other dangers (especially for me as a driver as my driveway goes onto Stirling Hwy - as it's on a slight bend and there are bushes, it's impossible to see before the front of my car has protruded out onto the verge). It also creates dangers in shopping precincts with pedestrians. A happy, healthy community is one where people can use their bicycles (instead of cars) in safety.



Concerns with a bike boulevard

Concerns with a bike boulevard

- Inappropriate use by fast, Velcro clad riders
- Cycling in Nedlands area has very distinct elements that aren't really covered or distinguished by this survey. ON the paths around the river it is safe and easy for kids. On the roads along the river through Nedlands and Dalkeith the main danger is actually other cyclists in the big packs that use Hackett Drive, the Avenue, Jutland Parade etc throughout the day and weekend. In the most suburban streets the cycling is fine apart from a few very busy streets like Princess Road, Smythe Road, Hampden Road etc
- it is obviously only selected streets so it only provides one safe route through the area. therefore the streets need to be selected carefully. we also need to be careful that turning one street into a bike boulevard does not create rat runs or force additional traffic onto quieter neighbourhood streets.
- Making sure that the community is educated sufficiently.
- None save that, like Stockholm, the dedicated cycle path should allow cyclists to weave into car traffic but prevent cars from weaving into cycle paths.
- Lots of houses being built in local areas where builders completely disregard parking restrictions (Cliff Way in Claremont is a prime example right now). If a bike Blvd is built it needs to be monitored to ensure cars comply so kids remain safe.
- I would be concerned at combing cyclist on roads would currently given the amount of traffic congestion in the vicinity during the week.
- The vocal minority, who are retired or too rich with nothing to do other than being vocal will speak out against them.
- No concerns at all. Best idea ever!!
- Where would it go? There is no room on Stirling highway. Not much room adjacent the railway. It would be interesting though to see some ideas/proposed route. I imagine it could help the Uni students and workers trying to connect to the city or west Perth via Kings Park. If you can make it to Kings Park then it's a very good ride from there.
- A separate bike boulevard for cyclist would be most welcomed. Better and safer way to get from Claremont over railway & Stirling highway would be most welcomed.
- No concerns, just the courtesy to home owners and car drivers such that the boulevards are planned in a correct manner so as not to inconvenience locals too much.
- The bike path on riverside drive is ignored by riders, demonstrating that lacked thought during the planning process. The bike path on Hackett Drive (at roundabouts) are seldom used, again demonstrating the lack of pragmatic consideration during the planning process. Perhaps these are examples that should be examined in detail to establish why riders avoid using them.
- A concern is that plans are being made for the future growth of Nedlands/Claremont without bike boulevards being a significant focus. Introducing world-class bike boulevards, probably more so than any other infrastructure, will make the Nedlands/Claremont area a desirable place to live.
- Proper education is vital - people will complain that it will add minutes to their drive when in fact they should be spending less than a minute or two driving on back streets.

Concerns with a bike boulevard CONT.

- I would be worried that community criticism would result in a 'watered-down' Boulevard that does not prioritise cyclists and does not encourage slower traffic speeds, setting the project up to fail.
- Will the boulevard have kerbing to separate it from the road traffic? Will it have it's own traffic signals as seen in Copenhagen?
- How long it will take to implement?
- As above. If bike boulevards are to be done they should be done properly, not using the half-baked model proposed. Spend money on separated cycle tracks and close through-routes to motor vehicles on quiet residential streets.
- Just don't take forever to construct it because then people see the disruption as being "caused" by cyclists.
- Concern is mainly how effective the bike boulevard will be for the more experience riders. We noticed that the bike paths on Hackett Drive near UWA are under utilised by experience riders.
- Traffic is already heavy so slowing it down will just increase congestion. Dedicated cycle routes and lanes make more sense.
- Ideally this will be available to the outside of the suburb as well as the inside. Also I hope it will be attractive enough to get the "fast larges groups" of cyclists away from the traffic as the cyclists themselves are often dangerous and take unnecessary risks.
- Needs to be good visibility at roundabouts and intersections so kids on bikes can be seen by drivers. Also needs to be adequate places to cross busy roads and Stirling Hwy.
- Space and impact on streets plus obvious road works during construction.
- I feel that it would be an advantage to the area and make motorists slow down and cyclists feel safer on the roads!
- A good car/bike balance & this also depends on area/location.
- I don't want to see an excessive number of streets with new bike lanes or footpaths. Dalkeith has lots of streets with no paths, and it is terrific. The boulevard should follow established key routes (Adelma, Warratah etc) and not mess up verges on already quiet streets.
- Many driveways and heavy vehicles would intersect the path. Consider the cyclist - you don't want to ride an extra 5kms just to be on a circuitous path. Human nature will always seek the most straight direct paths - build the Boulevard to suit needs of commuters, not just for casual weekend users.
- In my opinion this should be high priority project.
- Often cars park in them, which is a real problem for cyclists. It also cause an issue when they suddenly stop, so continuity on major routes would be good. Cars will still turn left in front of you, but are less likely, so that is a good thing about them
- I believe bike riding should be in the country side, not in CBD or residential area, just create too much problems to pedestrians, drivers. If the council wants to have a Bike Boulevard, please have it in resort area. No, too dangerous having bikes around, the footpath is for walking that's why we call "foot"path. Road is for car, all bikes should be in a family resort/holiday area, also all the bikes should pay licence and have a plate as well if they want to ride on the road, just like car has to pay rego then you can use the road, it's a fair deal.

Concerns with a bike boulevard CONT.

- As a cyclist who commutes to work by bike, my usual speed is 25-30kph. This speed is generally incompatible with both pedestrians (too fast) and cars (too slow) alike. If a bike boulevard slows everyone down I don't think it'll work for me.
- Main Roads have earmarked a 4 metre additional reserve along the south side of Aberdare Road and this could be used for a bike boulevard.
- Residents need to make sure the streets are not adversely
- It needs to not impact on the traffic flow within the suburb
- cost
- I do not fully understand the Bike Boulevard system. The idea of dedicated roads for bikes sounds good fabulous. However, it would need to be very well thought out. People still need to use cars. There are many back roads in Nedlands Claremont that would become alternate car routes if the system is not well thought out. Edward Street is currently a back road shortcut for cars avoiding Stirling highway. I would much rather see bicycles on our road.
- The survey needs to be accurate when describing cycling.... If it refers to 'push bikes' I will support, if it refers to cycling using racing bikes then NO I have many friends who are 'cyclists' including the lycra, titanium bikes and it is a CULT of people obstructing our roadways and coffee shops. They should be limited to a velodrome or areas outside our normal roadways. They do not respect signage, they talk whilst riding and BLOCK the entire road at times....see photo attached. I have had to drive my husband to work at 5.30 am from Dalkeith to Fremantle and the cyclists block roads all the way until 9.30 am ...they DO NOT CARE about motorist or anyone else. When on the road, we have had to re route our travel and forget about Hackett Drive, Victoria Avenue, Queenslea Drive and Claremont Stirling Hwy.
- Driver awareness can be poor. An education campaign reminding drivers of other road users would be of benefit.
- I had not heard of bike boulevards before being asked to do this survey but ANY measure to improve bike access and improve safety on roads, especially near primary schools, is very welcome!
- Divert traffic onto roads not slated as a bike boulevard. Making these roads busier for residents and bike users needing to use these roads to access the bike boulevard.
- Can't see how there would be any concerns. It will be good for the community
- It would be great, no reservations at this point.
- I would love any initiative which gets people out of cars and on their bikes. I assume it would be accompanied by an education campaign for all road users to get the community on side with its aims.
- No concerns at all. It's high time WA caught up with the rest of the Western world in this respect!
- Rather than a bike boulevard, I believe dedicated bike lanes at the side of the current roads is better and safer.
- I think the Bike Boulevard would add considerable value to the City of Nedlands as a family friendly community with a focus on the health and safety of our young people.

Concerns with a bike boulevard CONT.

- Claremont/ Nedlands are already privileged suburbs with relatively high levels of cycling. Limited resources may be more fairly allocated to a more disadvantaged suburb
- Tolerance between pedestrians, cyclists and drivers needs to be promoted.
- None. Keep them off the shared paths !
- The anti Lycra brigade will whinge about the expense of a fancy bike boulevard, much better to make lots of small subtle changes like improved cycle lanes on key roads, improved intersections etc. providing linkages across the busy areas of the suburb. i.e. In front of MLC/Christchurch schools.
- I have no concerns as I think it will reduce car traffic which is noisy and polluting.



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