

SR	PART 1; MARINE PARADE SHARED PATH CONCEPT : Which is your preferred design solution to address the conflict between cyclists and pedestrians at the various beach access entry points?	PART 1; MARINE PARADE SHARED PATH CONCEPT : Thinking about your response to question 3 is there anything else you wish to add?
1	I do not support either option-	option 2 with caveat: path must have decreased speed limit per the shared zone (whatever that limit is...not stated anywhere in background info which is way too brief on detail for people to make informed responses) and path must be demarcated with lines along to direct traffic appropriately. Ideally paths should go around conflict zones as per the beach access/shower/water fountain across from Sydney St. People will be people and will get distracted and wonder across the conflict zones....
2	I do not support either option-	possibility of tripping on rumble strips
3	I do not support either option-	The proposal to continue to support an expanded dual use path is flawed. Wheeled vehicles should be using a dedicated cycle lane on Marine Parade with reduced speed limit say 20/30 kph that both discourages motor traffic and allows speed control of all vehicle modes. The substitution of substantial areas of grass and flora with concrete is unacceptable.
4	Option 2: The path is designed to go around the beach access path entry points-	Option means pedestrians coming up from the beach stand in a clearly defined space . Option 1 is too ambiguous
5	Option 2: The path is designed to go around the beach access path entry points-	Signage friendly reminders eg. to be aware courteous slow down etc re shared path
6	Option 2: The path is designed to go around the beach access path entry points-	Keep it simple Dont over engineer No big ugly fencing
7	Option 2: The path is designed to go around the beach access path entry points-	
8	Option 2: The path is designed to go around the beach access path entry points-	
9	Option 2: The path is designed to go around the beach access path entry points-	Nah
10	Option 2: The path is designed to go around the beach access path entry points-	
11	Option 2: The path is designed to go around the beach access path entry points-	Consideration should be given to a cycle path on marine parade. In summer the footpath is way too congested with people walking.
12	I do not support either option-	Without speed limits should be separated path not shared. If this is a priority cycle path it must be separated
13	-	Cyclists and pedestrians should be separated no scooters
14	Option 1: shared zoned demarcated by different surface colour and texture-	Need to physical slow points at these sites. Too many motorised 'bikes skate boards etc' using path.
15	Option 2: The path is designed to go around the beach access path entry points-	
16	Option 2: The path is designed to go around the beach access path entry points-	Cyclists and pedestrian areas should separated especially where there are children or elderly or persons with limited mobility noting the risk from e-bikes and e-scooters etc.
17	Option 2: The path is designed to go around the beach access path entry points-	
18	Option 2: The path is designed to go around the beach access path entry points-	
19	Option 2: The path is designed to go around the beach access path entry points-	Thank you for making this survey available to out-of-country tourists. We visit Cottesloe annually for 3-5 weeks. Hire bicycles bike about 40 km/day all over Perth and its Western Suburbs. Walk and/or bike this shared path 2-4 times/day. Don't encounter many Rumble Strips in your wonderful WA bike path network. Consider them to be an irritant for anything with wheels with questionable safety benefits. Am concerned they will 'incentivize' cyclists to avoid this path and just ride onMarinePde.
20	Option 1: shared zoned demarcated by different surface colour and texture-	Rumble strips will be a huge irritant for anything on wheels and questionable enhanced safety. Better to use colored pathways
21	Option 2: The path is designed to go around the beach access path entry points-	
22	Option 2: The path is designed to go around the beach access path entry points-	
23	Option 2: The path is designed to go around the beach access path entry points-	
24	Option 1: shared zoned demarcated by different surface colour and texture-	
25	Option 2: The path is designed to go around the beach access path entry points-	
26	I do not support either option-	
27	I do not support either option-	
28	I do not support either option-	Build a dedicated cycleway by widening the road or a separate cycle path similar to Manly Beach.
29	-	
30	Option 1: shared zoned demarcated by different surface colour and texture-	Path should be designed to accommodate but slow cyclists at these points. This is a recreational path and cyclists should not be going through here with speed however slower speed cyclists and kids on bikes should be welcomed
31	-	The current esplanade is too busy and dangerous with walkers joggers bikes and scooters. There need to be separate paths for cyclists scooters and walkers jogger should
32	I do not support either option-	I don't like the idea of using different textures. I think it looks messy and can be difficult for younger users
33	I do not support either option-	A different texture could make use of path difficult for younger users
34	I do not support either option-	The concept of walkers safely sharing a path with cyclists is fundamentally flawed
35	Option 2: The path is designed to go around the beach access path entry points-	Keep cyclists separate from pedestrians. The current shared pathway is heavily used by walkers prams dogs on leads walking frames joggers runners elderly from 5.30 am summer and winter. Safety for pedestrians is paramount. The current pathway is heavily used with most people acknowledging the other person and unspoken 'rules'. For any new proposal cyclists need to share the roadway. This will be a much safer option than requiring pedestrians joggers dogs on leads to accommodate cyclis
36	Option 2: The path is designed to go around the beach access path entry points-	Option one works when there are lots of people and bikes but option two is better for Cottesloe where for much of the time the people and bike traffic is relatively light. It also works when it is busy.
37	Option 2: The path is designed to go around the beach access path entry points-	
38	I do not support either option-	Needs to be speed limits for bikers..and with good signage and policing

39	Option 1: shared zoned demarcated by different surface colour and texture-	I think a shared pathway between Pearse Street and Grant Street is not the best option. I think a better option would be design to keep motor vehicles at 30km/hr and have cyclists on the road for this section.
40	Option 2: The path is designed to go around the beach access path entry points-	Would be good to include bench seating for people to sit & take shoes on / off. This would also help beach-goers to sort themselves out more safely (not clustering where bikes scooters. Runners may be coming through at speed)
41	Option 2: The path is designed to go around the beach access path entry points-	
42	Option 1: shared zoned demarcated by different surface colour and texture-	Keep it simple
43	Option 2: The path is designed to go around the beach access path entry points-	
44	Option 2: The path is designed to go around the beach access path entry points-	
45	Option 2: The path is designed to go around the beach access path entry points-	
46	Option 2: The path is designed to go around the beach access path entry points-	Anyone cycling on that section of path should expect to ride slowly and have to share with lots of distracted pedestrians
47	Option 2: The path is designed to go around the beach access path entry points-	
48	I do not support either option-	Use alerts for cyclists to slow down. Don't need more bitumen
49	Option 2: The path is designed to go around the beach access path entry points-	Option 2 provides a clear separation between pedestrians/dogs and cyclists making it much safer for everyone.
50	Option 2: The path is designed to go around the beach access path entry points-	UNIVERSAL BEACH ACCESS PLEASE
51	Option 1: shared zoned demarcated by different surface colour and texture-	As a daily brisk walker along this path it is crucial that the improvements do go ahead. There is an eclectic mix of surfers walkers dog walkers runners and cyclists. Everyone deserves to be there as the coast is wonderful it just needs to be safer for all.
52	Option 2: The path is designed to go around the beach access path entry points-	
53	I do not support either option-	I do not wish to lose any of the grass currently along Marine Parade. I would support changes to the path surface widening should be a last resort option
54	Option 1: shared zoned demarcated by different surface colour and texture-	
55	Option 2: The path is designed to go around the beach access path entry points-	
56	Option 2: The path is designed to go around the beach access path entry points-	Markings on the ground to tell cyclists to slow down would be helpful here
57	Option 1: shared zoned demarcated by different surface colour and texture-	Slow signage being so busy it needs to be at show safe speeds for everyone.
58	Option 2: The path is designed to go around the beach access path entry points-	Universal beach access vital
59	Option 2: The path is designed to go around the beach access path entry points-	
60	Option 2: The path is designed to go around the beach access path entry points-	
61	Option 2: The path is designed to go around the beach access path entry points-	Beach is used for various recreation activities including surfers kitsurfers wing foilers and hang gliders as well as dogwalking and swimming. The requirements of all of these activities needs to be considered in the design.
62	Option 2: The path is designed to go around the beach access path entry points-	Safety of beach goers
63	Option 2: The path is designed to go around the beach access path entry points-	Maybe some day glow orange steel post along the edge of the shared zone and bike path to provide more visible demarcation but no posts on the bike path itself as these are dangerous
64	I do not support either option-	The bike path should be separated from the pedestrian footpath at this intersection.
65	Option 1: shared zoned demarcated by different surface colour and texture-	Demarcation and signage to make it absolutely clear that cyclists must slow down or where necessary stop to give way to pedestrians.
66	Option 1: shared zoned demarcated by different surface colour and texture-	Whatever option is chosen it needs to avoid gathering of groups that serve to limit the through traffic on the path. Very annoying when you have to walk around groups and this is accentuated at merging pathways.
67	I do not support either option-	Both would be chaotic
68	Option 2: The path is designed to go around the beach access path entry points-	Speed limit for cyclists
69	-	
70	Option 1: shared zoned demarcated by different surface colour and texture-	This should not be a high speed commuter style path like the one along the train line - any bikes using the path should be going at close to pedestrian pace having a design with the path at the back is likely less safe as people on bikes will feel they have a right of way and transit through the cross traffic at higher speeds. Option one is better to indicate is a slow down point.
71	I do not support either option-	I do not support pedestrians and bike users sharing the same path
72	Option 2: The path is designed to go around the beach access path entry points-	Speed should be limited to 10 kilometres per hour. Farster bikes to stay on the road
73	Option 2: The path is designed to go around the beach access path entry points-	I feel Option 2 is the safest option otherwise there could be confusion with the area being blocked for riders. Perhaps a third texture could be used for this section to indicate slowing but still available for riders to use. Alternatively could just ensure bike symbols in this section on the path.
74	Option 2: The path is designed to go around the beach access path entry points-	
75	I do not support either option-	There should not be any shared paths.
76	Option 2: The path is designed to go around the beach access path entry points-	
77	Option 2: The path is designed to go around the beach access path entry points-	
78	Option 1: shared zoned demarcated by different surface colour and texture-	
79	Option 1: shared zoned demarcated by different surface colour and texture-	Scooters & bikes often intimidate pedestrians by riding too fast &/or ringing their bell. It can be quite scary & unexpected. Riders who want to go fast should use the bike path along railway line. You can't be all things to all people. Generally bike riders are fitter with more choices whereas many pedestrians are older &/or not as agile to keep their balance. Also children pedestrians can do unexpected things .. stop turn & be unaware what is approaching at speed from behind.

80	Option 2: The path is designed to go around the beach access path entry points-	I prefer option 2 as it keeps cyclists to a designated side of the path and beach users coming onto the path will recognise that they are coming onto a high frequency pathway if option 1 is chosen beach users could easily block the pathway
81	Option 2: The path is designed to go around the beach access path entry points-	Prefer clarity of separation between cyclists (particularly if 40km/h speed limit is applied) and pedestrians.
82	Option 2: The path is designed to go around the beach access path entry points-	Given kids ride… pedestrians could have a sign to watch out for bikes
83	Option 2: The path is designed to go around the beach access path entry points-	People often stand and greet or farewell at the top of an entry point to the beach so creating space to allow for this would be ideal. See also my idea about the project overall
84	Option 2: The path is designed to go around the beach access path entry points-	this path has to be slow either way
85	Option 2: The path is designed to go around the beach access path entry points-	I cycle along the front regularly (slowly) and people standing around usually with their dogs or talking in groups is one of the biggest challenges which often means walking with your bike is necessary. The demarcation between beach access and path means more likely congregating on a zone which has an 'active' purpose might minimise this issue.
86	Option 1: shared zoned demarcated by different surface colour and texture-	Suggest giveaway markings on pathway to ensure cyclists slow down and are able to stop at the shared zones
87	I do not support either option-	This is pretty poor design on the part of the Council. You can do better than this.
88	Option 2: The path is designed to go around the beach access path entry points-	Rumble strips may not be a good solution. Can be dangerous for riders. Alternatives need to be considered.
89	Option 2: The path is designed to go around the beach access path entry points-	Option 1 is more likely to lead to obstructions and possible collisions. I also have concerns about rumble strips being a trip hazard for runners and walkers
90	Option 1: shared zoned demarcated by different surface colour and texture-	I think both are good.
91	Option 2: The path is designed to go around the beach access path entry points-	The path tends to keep people away from ‘meandering’ in the cycle way and is therefore better but still need a ‘slow down’ mechanism at those high volume points eg mini painted surface speed humps
92	Option 2: The path is designed to go around the beach access path entry points-	
93	Option 1: shared zoned demarcated by different surface colour and texture-	
94	Option 1: shared zoned demarcated by different surface colour and texture-	Planting a few groups of trees would help to create a sense of this being a slow point.
95	I do not support either option-	Cottesloe has very little greenery along its foreshore. Cottesloe has very limited car parking along the foreshore. Cars travel fast along Marine Parade. Pedestrians and bicycles travelling at
96	Option 2: The path is designed to go around the beach access path entry points-	Mixing cyclists and pedestrians does not work well even on a wide path with colour markings. Pedestrians tend to wander over the whole path and walk side by side in groups ignoring the possibility of cyclists passing from behind them.
97	Option 2: The path is designed to go around the beach access path entry points-	Option 2 is better as it separates with a different surface the 2 areas
98	Option 2: The path is designed to go around the beach access path entry points-	Shower and drink fountains must be distinct from the pathway with clear signage and markings depicting exclusive and shared zones.
99	Option 2: The path is designed to go around the beach access path entry points-	Based on the experience of the Boorloo Bridge which has different zones for cyclists and pedestrians and layover bays for taking photos the better option is to detour cyclists around a designated shared zone. Pedestrians have a bad habit of congregating at intersections for a chat (often with their dogs) and it's best if they can be encouraged to stay off the bike/shared path as much as possible. If it's one big mixed zone it will quickly become blocked with pedestrians stopping for a chat.
100	Option 2: The path is designed to go around the beach access path entry points-	There needs to be separate paths for cyclists and pedestrians the whole length of the beach similar to those along parts of Leighton Beach and Melville foreshore. The current shared path is not safe because it is too congested for sharing. If that is not possible then there should be a safer dedicated cycle way along the road. Perhaps traffic should run one way instead of bidirectional in order to give more space for a cycleway?
101	I do not support either option-	Stop hardening up Cottesloe. Use the Federal grant to upgrade existing path without extending to green areas or otherwise.
102	Option 2: The path is designed to go around the beach access path entry points-	Why are we doing this when cyclists are not using the path and they are riding on the road? There are more people running on the path than you see cyclists.
103	Option 2: The path is designed to go around the beach access path entry points-	'Going around' delineates the path and thus those joining the path will be made more aware by use of changed texture.
104	Option 2: The path is designed to go around the beach access path entry points-	
105	Option 2: The path is designed to go around the beach access path entry points-	
106	I do not support either option-	Being a cyclist I think it would be a disaster to encourage cyclist along the foreshore. Cyclist do not mix well with beach goers parents with children and people with dogs. The amount of near misses I have seen with gung ho children on bikes and small children who often wander left and right as well as dogs on leashes.
107	Option 2: The path is designed to go around the beach access path entry points-	Pedestrians are happy to share with cyclists however cyclists are never willing to share and oscillate between the road and path anyways
108	-	I think that cyclist should not be allowed on the path. Being a recreational cyclist I have seen too many accidents involving careless aggressive cyclists who travel at speed along all sorts of paths in perth. This area is a primarily a beach precinct for beach goers and morning walkers/joggers. Cyclist do not mix well with anybody except other cyclists and should not be allowed on such a busy well used area.
109	I do not support either option-	Cyclists should be separated from both vehicles and pedestrians via Protected Bike Lanes: On-road lanes physically separated from vehicle traffic using kerbs bollards or planters.
110	Option 2: The path is designed to go around the beach access path entry points-	Speed needs to be kept to a minimum 10km/h as "shared" paths are dangerous.
111	Option 2: The path is designed to go around the beach access path entry points-	

112	Option 1: shared zoned demarcated by different surface colour and texture-	I am a former Shents resident and I was the former Active Transport Manager at Waverley Council (Sydney) this includes Bondi Beach. We have use shared zones successfully at conflict points most similarly at Queens Park along Darley Rd where a recent separated cycleway passes a cafe and busy park entry. We used chicanes on the bike path on either side to slow riders and this has operated without incident for 4 years.
113	Option 2: The path is designed to go around the beach access path entry points-	It gives a much clear point of safety where pedestrians entering the path have an opportunity to look left and right and would be far better at preventing user conflicts.
114	Option 2: The path is designed to go around the beach access path entry points-	
115	Option 1: shared zoned demarcated by different surface colour and texture-	Neither option is ideal. For Option 1 I'd suggest raising the whole shared zone with small ramps at both ends to demarcate the shared path from the shared zone and slow cyclist on approach to the conflict area. Rumble strips on their own are not sufficient. For Option 2 the shared zone will mainly be used by pedestrians. Raising this with a gentle slope would help demarcate the transition between path and shared zone and reduce pedestrian/cyclist conflict.
116	I do not support either option-	I do not know how to differentiate between the two options re what would be the safest option for pedestrians - I would support whatever is considered to be the safest option for pedestrians as determined by expert advice. (I am worried about the speed of electric transport modes and potential for incidents with pedestrians. I would support a strip on the road for cyclists and electric modes and recommend the path be used for pedestrians only.
117	Option 1: shared zoned demarcated by different surface colour and texture-	I think option 2 would encourage cycling at unsafe speeds. 'Proper' cyclists should be on the road. Cyclists using the dual purpose path should be doing less than 10km/hr
118	Option 1: shared zoned demarcated by different surface colour and texture-	
119	Option 2: The path is designed to go around the beach access path entry points-	Do not use rumble strips. These are not suitable for paths used by road bikes. Use white bars across the path as used on the nearby railway PSP.
120	Option 2: The path is designed to go around the beach access path entry points-	I am a volunteer with the Cycling without Age trishaw the operates out of Curtin Heritage Living. I think it would be helpful to differentiate the path from the beach entry point so beachgoers are clear what distance is required for the trishaws to pass safely through.
121	Option 2: The path is designed to go around the beach access path entry points-	
122	Option 2: The path is designed to go around the beach access path entry points-	Bicyclists typically do not respect pedestrians on the path. They rarely ring their bells-many don't own bells-and whizz past at high speeds very close to walkers. Also dogs are often not on leads. An accident waiting to happen with aggressive dogs or dogs running on to roads.
123	-	
124	Option 2: The path is designed to go around the beach access path entry points-	
125	Option 2: The path is designed to go around the beach access path entry points-	
126	Option 2: The path is designed to go around the beach access path entry points-	
127	Option 2: The path is designed to go around the beach access path entry points-	
128	Option 2: The path is designed to go around the beach access path entry points-	
129	Option 2: The path is designed to go around the beach access path entry points-	As a cyclist I note conflicts with pedestrians and cars parking along Marine Pde particularly near Indianas Restaurant and the N Cottlesloe cafe/surfclub precinct
130	Option 2: The path is designed to go around the beach access path entry points-	I think option 2 has the major benefit of clearly showing where the shared path goes. This helps show cyclists clearly where they should be riding and also clearly shows pedestrians using the beach access where they might expect cyclists.
131	Option 2: The path is designed to go around the beach access path entry points-	
132	Option 1: shared zoned demarcated by different surface colour and texture-	I'd support whichever the research shows to be safer for everyone. Safety first. Please ban electric scooters for the sake of safety.
133	I do not support either option-	Only current conflict is caused by pedestrians sprawled across paths not keeping to the left of centre. All that is needed is for the current path to be widened by approx. 1/2 metre with as little greenspace as possible. Do not support rumble strips.
134	Option 1: shared zoned demarcated by different surface colour and texture-	Yes please plant more of the Sheoak trees; coastal sheoak in the area where peditrrian cyclists come together and all along Marine parade particularly if possible where erosion is the most evident.
135	Option 2: The path is designed to go around the beach access path entry points-	I think that shared zones can cause problems with accidents with cyclist scooters going fast and runners / walkers / dogs going slow. Should encourage cyclists/scooters to use the road if they are going fast. Cyclists don't want to stop at pedestrian crossings which is illegal and dangerous for the safety of walkers.
136	Option 2: The path is designed to go around the beach access path entry points-	
137	Option 2: The path is designed to go around the beach access path entry points-	the entrances to the beach should include spots for pram and bike parking and showers and water fountains.
138	Option 1: shared zoned demarcated by different surface colour and texture-	no
139	Option 2: The path is designed to go around the beach access path entry points-	I believe it is important to keep the areas separate as outlined in option 2. My experience is that unless each section is specifically designated people will not follow the rules.
140	Option 2: The path is designed to go around the beach access path entry points-	
141	Option 2: The path is designed to go around the beach access path entry points-	Adequate bins and dog poo bag disposal dispensers
142	Option 1: shared zoned demarcated by different surface colour and texture-	
143	Option 1: shared zoned demarcated by different surface colour and texture-	
144	Option 2: The path is designed to go around the beach access path entry points-	need separate path to bikes

145	Option 2: The path is designed to go around the beach access path entry points-	
146	Option 1: shared zoned demarcated by different surface colour and texture-	As an older resident who routinely users the beach front paths i am often nervous about the speed at which some of the cyclists ride. Some parts of the beach front path can become quite congested . If possible I would recommend diverting the cyclist away from these areas.
147	Option 2: The path is designed to go around the beach access path entry points-	People tend to congregate at the top of the access points particularly when leaving the beach and are largely indecisive and unaware of the surrounds. To minimise risk of harm at the intersection of the egress area and the footpath there needs to be a suitably large area for congregation adjacent the path
148	Option 1: shared zoned demarcated by different surface colour and texture-	
149	Option 2: The path is designed to go around the beach access path entry points-	Having a clear path helps demarcate the shared path from the beach entry.
150	Option 2: The path is designed to go around the beach access path entry points-	Dangerous enough for pedestrians already
151	I do not support either option-	The concept of the Principle Shared Path is poor. Cyclists and pedestrians do not mix well. Pedestrians are in a different head-space. PSPs do not work and neither pedestrians not cyclists get what they need - SAFETY. Furthermore I do not see how Option 2 provides any benefit as pedestrians have to cross the cycle path in either scenario.
152	Option 2: The path is designed to go around the beach access path entry points-	
153	Option 1: shared zoned demarcated by different surface colour and texture-	Adding 'slow' markings to the ground might help too.
154	Option 2: The path is designed to go around the beach access path entry points-	no
155	I do not support either option-	There needs to be a complete separation of bike traffic and pedestrian traffic. Widening the path further to effectively three lanes can achieve this option. Safer more appealing to both groups(peds and bikes). One of the outside lanes could be designated for peds. The other two (clear of peds) is then for bikes/moving transport. The path currently is unworkable due in the main to the volume of peds. Getting bikes onto the two lanes reduces Marine Pde traffic currently used by bikes.
156	Option 2: The path is designed to go around the beach access path entry points-	
157	Option 2: The path is designed to go around the beach access path entry points-	In addition to cyclists there s a high density of walkers at certain tmes during the day. This also needs to be accounted for. Many of the cyclists using Marine Pde are what may be termed "serious cyclists" that move at a higher speed. This requires a dedicated cycling lane or width similar to that on the path alongside the train line.
158	Option 2: The path is designed to go around the beach access path entry points-	
159	I do not support either option-	The existing shared path should be limited to 10 kmh and the new bike path designed to be wholly on the road and without removing any carbays
160	Option 2: The path is designed to go around the beach access path entry points-	Dog owners to be reminded about their dogs
161	Option 2: The path is designed to go around the beach access path entry points-	Give priority to those walking and cycling on the path route
162	Option 2: The path is designed to go around the beach access path entry points-	No
163	Option 1: shared zoned demarcated by different surface colour and texture-	Option 1 Will make cyclists aware of people coming up from the beach and alert them to slow down and look out for pedestrians. It is a SHARED zone and the markings make that clear. I think this treatment will make it safer.
164	Option 2: The path is designed to go around the beach access path entry points-	I prefer Option 2 because it is clearer to those coming from the beach that they are entering a path on which there may be cyclists.
165	Option 2: The path is designed to go around the beach access path entry points-	Nothing
166	Option 1: shared zoned demarcated by different surface colour and texture-	At several of the conflict zones there is a need for site specific design to be undertaken to deal with complex and specific traffic dynamics. For example the ramp at the bottom of Sydney St and its intersection with the path is extremely dangerous especially during summer with high and increasing foot traffic (along the path and entering from Sydney St) and complex vehicle traffic (cars passing cars parking cars exiting Sydney St - a current rat run from Curtin Ave to Marine Parade).
167	Option 2: The path is designed to go around the beach access path entry points-	Additional walking lane next to bike path/shared area would be a good idea
168	Option 2: The path is designed to go around the beach access path entry points-	The top of the beach access stairs is a natural stopping point for pedestrians safest to attempt to keep that separate from the flow of traffic by demarcating. Must also take into account the very well-used drink fountain and dog bowl at the top of CT8 and flow of people from the top of these stairs across the path to the showers.
169	I do not support either option-	'Shared Zone' and 'Shared Path' amount to the same thing i.e. both areas are shared by beachgoers walkers and cyclists. Why add confusion with different materials and probably signage? What is the conflict? The full length of the path could be defined as a conflict zone as it is used by all.
170	Option 2: The path is designed to go around the beach access path entry points-	Preference to have a bike zone demarcation on the road.
171	Option 2: The path is designed to go around the beach access path entry points-	As difficult as it is to enforce there has to be some attempt to curb the number of electric bikes and scooters flying along these footpaths.
172	Option 2: The path is designed to go around the beach access path entry points-	
173	Option 2: The path is designed to go around the beach access path entry points-	
174	Option 2: The path is designed to go around the beach access path entry points-	
175	Option 2: The path is designed to go around the beach access path entry points-	
176	Option 1: shared zoned demarcated by different surface colour and texture-	Cyclist need to be aware that pedestrians have the right of way at all times so they need to slow right down when amongst people. Also lots more of those sheik trees to be planted in the “communal area” and those sheiks planted a few years ago along Marine Parade are starting to take of f and they look really good too. So please more of these trees
177	Option 1: shared zoned demarcated by different surface colour and texture-	

178	Option 2: The path is designed to go around the beach access path entry points-	
179	Option 2: The path is designed to go around the beach access path entry points-	Without the separation it is always congested on the path where people are coming off the beach and getting shoes on/ dressing etc.
180	Option 2: The path is designed to go around the beach access path entry points-	
181	Option 2: The path is designed to go around the beach access path entry points-	Kids in the playground will wander onto separate bike path or demarcated zone - the key will be slowing cyclists down irrespective. Road riders in peletons are a danger on the road but equally they will be going too fast on a dedicated cycle path next to pedestrians with kids in playgrounds so it will be the lesser of two evils
182	Option 2: The path is designed to go around the beach access path entry points-	
183	Option 2: The path is designed to go around the beach access path entry points-	
184	-	
185	I do not support either option-	This entire plan is absolutely ridiculous. It either appears to be believing that large groups of road cyclists will get off Marine Parade and ride on this path or there isnt enough space . As a road cyclist I can assure you it simply wont happen. You just need to look at the Eric St path to know this. It has turned out to be a huge waste of money and if Council hasn't learnt from that it's a disgrace. And as a jogger there is heaps of room.
186	Option 1: shared zoned demarcated by different surface colour and texture-	
187	Option 2: The path is designed to go around the beach access path entry points-	Some kind of concrete seating similar to that at Coves surf point would help pedestrians to slow down and look both ways before crossing the shared path but would also enable greater flow along the share path. In my experience along the Fremantle to Perth PSP shared path users rarely slow down at the shared zones so I think that protecting pedestrians by adding concrete furniture would limit collisions.
188	Option 2: The path is designed to go around the beach access path entry points-	Speed limits for cyclists …. SLOW POINT signage
189	Option 2: The path is designed to go around the beach access path entry points-	Speed limits for cyclists …. SLOW POINT signage
190	Option 2: The path is designed to go around the beach access path entry points-	Speed limits for cyclists …. SLOW POINT signage
191	Option 1: shared zoned demarcated by different surface colour and texture-	Speed limits for cyclists …. SLOW POINT signage
192	Option 2: The path is designed to go around the beach access path entry points-	
193	Option 2: The path is designed to go around the beach access path entry points-	I do not like the bright yellow paint on the path . White would be cleaner . What is the width of the proposed path and what is the colour ? I could not see ? A more neutral colour is preferred to black bitumen or red . A green path like a tennis court would more appealing and cooler in hot weather .
194	Option 1: shared zoned demarcated by different surface colour and texture-	Having the bike path continuous (option 2) will create danger for pedestrians who are crossing to the beach access points as the cyclists are less likely to slow down as compared with option 1.
195	Option 1: shared zoned demarcated by different surface colour and texture-	
196	Option 2: The path is designed to go around the beach access path entry points-	
197	I do not support either option-	nowhere does it show any proposed change in width so I don't really support either option. How much green space is being converted to concrete?
198	Option 2: The path is designed to go around the beach access path entry points-	I think separating bike path from pedestrian path is the most important strategy. Bike path component could be a different colour pavement to pedestrian path. Speed limit should be in place for duration of path.
199	Option 2: The path is designed to go around the beach access path entry points-	Additional traffic controls to minimise conflict from shared to dual lane path.
200	Option 1: shared zoned demarcated by different surface colour and texture-	
201	Option 1: shared zoned demarcated by different surface colour and texture-	Option one may help bicycle riders respect pedestrians.
202	Option 2: The path is designed to go around the beach access path entry points-	option2 with crossing markings allowing pedestrians to be able to make way to/from Sydney Street safely and access their cars .
203	Option 2: The path is designed to go around the beach access path entry points-	cycles and pedestrains don't mix especially in this beachside setting . The upgrade may just encourage more interaction and problems The path should be demarkated for pedestrial use throughout with the cyclists having their own lane on the road
204	I do not support either option-	The current shared path on Eric St is a great big white elephant. Barely anyone uses it and especially the cyclists just keep using the road. Theya re too arrogant to share a pathway everyone just has to get out of their way.
205	Option 2: The path is designed to go around the beach access path entry points-	it will also make people coming off the beach more aware that there are cyclists and other path users that they need to consider to keep everyone safe.
206	Option 1: shared zoned demarcated by different surface colour and texture-	No
207	Option 2: The path is designed to go around the beach access path entry points-	
208	Option 2: The path is designed to go around the beach access path entry points-	I prefer this because there would be ground markings to indicate where different users should go.
209	Option 2: The path is designed to go around the beach access path entry points-	
210	I do not support either option-	This will cause accidents. If another bike path is necessary it should be along the road.
211	Option 2: The path is designed to go around the beach access path entry points-	I believe option 2 is safer as it is more likely to promote/ facilitate separation of pedestrians and cyclists.
212	Option 1: shared zoned demarcated by different surface colour and texture-	A aesthetically pleasing shared area surface that gives riders a vibration feeling would be good. Having these with a very different colour material and texture to the rest of the shared path would be needed. Even better would be a design motif of that location or for the shared areas as a whole. Maybe something like this: https://1drv.ms/i/c/a4d50c4bf6eb0a21/ESEK6_ZLDNUggKQGjQAAAAABD03gis6bc8313Ua8IC2FqA?e=5Jlz4S
213	Option 2: The path is designed to go around the beach access path entry points-	Seems to fit the brief better for all parties
214	Option 2: The path is designed to go around the beach access path entry points-	Slow down signs similar to the signs at shared zones on the railway bike path.

215	I do not support either option-	I do not think any of the suggestions will help. Walkers and people coming of the beach will not look for an e-scooter or if you force on-road bikers onto the new shared path they will not be looked out for as well. You will have accidents. Just ban anything but feet.
216	Option 2: The path is designed to go around the beach access path entry points-	I believe that the different coloured and textured surfaces of option 2 are more likely to lead to pedestrians standing to talk in the area clear of the 'path' which will help reduce pedestrian / cyclist conflict and is therefore safer.
217	Option 2: The path is designed to go around the beach access path entry points-	
218	Option 2: The path is designed to go around the beach access path entry points-	Overall I have an issue with pedestrians and bikes sharing a zone. If I have to choose though I choose the second option. I am a walker and a cyclist and would prefer that cyclists are moved to an improved designated bike only path next to the road.
219	Option 2: The path is designed to go around the beach access path entry points-	
220	Option 2: The path is designed to go around the beach access path entry points-	in general i would prefer to see the path wide enough for cyclists & pedestrians separated as find it very dangerous along beachfront
221	Option 2: The path is designed to go around the beach access path entry points-	Possilby reminder to cyclists to have a bell and to use it when navigating a group of walking people

SR	Conflict Location 2: Dutch Inn Playground Frontage (beach side) : Is there anything else you think should beconsidered in this design?
1	Yes - Please provide additional feedback : Ideally path goes on streetside of playground. If not then path widened (2.5 m now) - there is no info on how wide ToC plans to make paths? Consider: 1) making entry to playground narrower (use of barrier) 2) add separate narrower path to dedicated bike parking area away from current path (now adjacent to path - not ideal when people/kids mount/dismount). Also should be a bigger area where beach access stairs join the path. Currently come up stairs and almost straight onto path.
2	Yes - Please provide additional feedback : 1.added danger to path users with new parking bays so close to path 2. rumble strips are a tripping hazard and rough ride for prams 3.less grassed area for relaxed seating /playing ms loss of grassed area
3	Yes - Please provide additional feedback : The relocation of existing carbays in to grassed public open space that is heavily used already is unnecessary and wasteful. Widening of the path immediately west of the playground encroaches further on picnic facilities and the play area.
4	Yes - Please provide additional feedback : Anyone on wheels should pass in the road side of the playground remove parking here to enable it . Again this ensures safety of familes coming out of the olayground
5	No - Please provide additional feedback :
6	No - Please provide additional feedback :
7	No - Please provide additional feedback :
8	No - Please provide additional feedback :
9	Yes - Please provide additional feedback : Make the path wider
10	No - Please provide additional feedback :
11	No - Please provide additional feedback : No
12	Yes - Please provide additional feedback : Should be separated path not shared with speed limits set. If this is a priority cycle path it must be separated
13	- Please provide additional feedback : Cyclists and pedestrians should be separated no scooters
14	Yes - Please provide additional feedback : Fencing to prevent children from running onto path.
15	No - Please provide additional feedback :
16	Yes - Please provide additional feedback : I am opposed to additional parking bays. We should prioritise bicycle and pedestrian transport.
17	No - Please provide additional feedback :
18	No - Please provide additional feedback :
19	No - Please provide additional feedback : When locating the new parking bays beside the shared path please don't make the same design mistake as was made on the bike path that runs between the fence at the Fremantle Train Station and the vehicle parking lot beside the E Shed Markets. The bike path goes right up to the car park curb which means that many vehcles when parked stick out into the bike path creating a significant safety issue for riders who are not paying attention to same.
20	No - Please provide additional feedback : Again no rumble strips. Use colour or texture
21	No - Please provide additional feedback :
22	No - Please provide additional feedback :
23	Yes - Please provide additional feedback : Sight lines around corners
24	No - Please provide additional feedback :
25	- Please provide additional feedback :
26	No - Please provide additional feedback :
27	No - Please provide additional feedback :
28	Yes - Please provide additional feedback : Separate the cycleway from the footpath the same as Manly Beac.h. Add a public toilet facility or grant a cafe lease and the lease holder has to provide public toilets and maintain them. Same as little manly harbour cafe.
29	Yes - Please provide additional feedback :
30	No - Please provide additional feedback :
31	Yes - Please provide additional feedback : See above
32	No - Please provide additional feedback :
33	Yes - Please provide additional feedback : I am not in favour of different textures being used
34	Yes - Please provide additional feedback : A cyclist can and do travel much faster than a person walking and so should be on a completely seperate path
35	Yes - Please provide additional feedback : No rumble strips please. Rumble strips are not safe for joggers runners walkers prams etc. Keep cyclists off the proposed shared pathway. Cyclists need to be separated from pedestrians with cyclists sharing the roadway.
36	No - Please provide additional feedback :
37	Yes - Please provide additional feedback : waste of time trying control people reverse parking on all of water front . Safer unloading and reentering the traffic flow
38	- Please provide additional feedback :
39	No - Please provide additional feedback :
40	Yes - Please provide additional feedback : Install drinking fountain (with dog bowl) to help prevent dehydration / heat stress particular for playground users
41	- Please provide additional feedback :
42	No - Please provide additional feedback :
43	No - Please provide additional feedback :
44	No - Please provide additional feedback :

45	No - Please provide additional feedback :
46	Yes - Please provide additional feedback : Anyone cycling on that section of path should expect to ride slowly and have to share with lots of distracted pedestrians
47	No - Please provide additional feedback :
48	No - Please provide additional feedback : We should not be losing more parking bays
49	No - Please provide additional feedback : Is it possible to make the path slightly wider in the shared zone?
50	Yes - Please provide additional feedback : UNIVERSAL BEACH ACCESS
51	No - Please provide additional feedback :
52	Yes - Please provide additional feedback : Consideration of a shared zone on the road in this area as well as along the foreshore. As a bike rider I would commonly use the bike path along the road through this area given that it is often congested on the path. Creating a safer "on road" option / shared space past Dutch Inn playground (and for a significant distance on either side of the playground) would be of great benefit to reducing pedestrian/bike conflicts. I.e. remove on street car-parking and create shared space on the road.
53	No - Please provide additional feedback : Toilet block
54	No - Please provide additional feedback :
55	No - Please provide additional feedback :
56	Yes - Please provide additional feedback : Fence or barrier to stop small children wandering onto the path
57	Yes - Please provide additional feedback : Extend the shared area further to the front working bays as the kids will likely run to the playground. Slow signage. Asking sure it prioritises the families and walkers
58	- Please provide additional feedback : UNIVERSAL BEACH ACCESS VITAL VIA PATH CT 47 FROM SHARED PATH
59	Yes - Please provide additional feedback : Cyclist only path separate from walkers
60	Yes - Please provide additional feedback : Cyclists should be diverted to the path along the road and parking.
61	Yes - Please provide additional feedback : Perpendicular parking increases traffic safety risk and is best eliminated. The Austroad Guide to Traffic Management outlines that Parallel kerbside parking is preferred in high traffic areas because it minimises conflict points and improves visibility for both parked drivers and through traffic. In contrast angle or perpendicular parking increases the risk of collisions especially when vehicles reverse into traffic.
62	No - Please provide additional feedback :
63	Yes - Please provide additional feedback : Slight widening of the shared zone with possibly separately marking walking/jogging zone.
64	Yes - Please provide additional feedback : the bike path should be separated from the pedestrian path at this intersection
65	- Please provide additional feedback :
66	No - Please provide additional feedback :
67	No - Please provide additional feedback :
68	No - Please provide additional feedback :
69	- Please provide additional feedback :
70	No - Please provide additional feedback :
71	Yes - Please provide additional feedback : I do not support pedestrians and bike users sharing the same path. Its dangerous and manifestly detracts from pedestrian enjoyment of the foreshore.
72	- Please provide additional feedback : I am not happy at the prospect of losing half of number 1 car park.parking is scarce as it is now.
73	Yes - Please provide additional feedback : Perhaps putting bike symbols on this section indicated bikes also use this section.
74	Yes - Please provide additional feedback : Put the path around both sides of the playground such that through traffic is directed to the road side of the playground
75	Yes - Please provide additional feedback : Make Marine Parade one-way and convert the redundant lane into a cycle or scooter lane. There is no way that a shared path can be made safe.one way
76	No - Please provide additional feedback :
77	No - Please provide additional feedback :
78	No - Please provide additional feedback :
79	Yes - Please provide additional feedback : How do you manage children that may run onto the shared path near the playground or dogs that come up from the dog beach?
80	Yes - Please provide additional feedback : the provision of these pathways should have the ability to move into the vegetation/dune area to provide safe wide dual use pathway there is no real loss to vegetation nor the environment if this is undertaken the community desperately needs safe usable pathways over a couple of shrubs
81	- Please provide additional feedback : Agree with additional bays to road (in pink) for windsurfer access etc. Also with continuous shared zone adjacent playground.
82	No - Please provide additional feedback :
83	Yes - Please provide additional feedback : Plantings could be used to prevent children spilling onto the path
84	Yes - Please provide additional feedback : kids running into the path of cyclists. Bigger native-garden in between? Or around playground?
85	No - Please provide additional feedback :
86	No - Please provide additional feedback :
87	Yes - Please provide additional feedback : More lazy planning here. Just make it a shared zone. Seriously ?? That does nothing to address any of the conflicts that you are creating. More work needed.
88	Yes - Please provide additional feedback : Bike path taken back on to road.
89	Yes - Please provide additional feedback : Risk of trip hazard with rumble strips
90	Yes - Please provide additional feedback : Planter boxes on the eastern side of the path to provide a bit of a barrier to kids who may run out from the playground
91	Yes - Please provide additional feedback : Why not make the path just continue along the water front ? Why have a 50m section back to the road?
92	No - Please provide additional feedback :
93	No - Please provide additional feedback :

94	Yes - Please provide additional feedback : more trees
95	Yes - Please provide additional feedback : Leave the existing path as it is move any faster vehicle onto Marine Parade and reduce the speed on Marine parade to 40km/h.
96	Yes - Please provide additional feedback : See comment above shared zones remain dangerous.
97	No - Please provide additional feedback :
98	Yes - Please provide additional feedback : More trees in this space to achieve Towns tree canopy target. How can the shared path increase be entertained with no Universal Access change and toilet facilities being provided in this area.l
99	Yes - Please provide additional feedback : Consider a fence between the playground and path to stop uncontrolled little kids running onto the path.
100	Yes - Please provide additional feedback : As per my comment above there needs to be a separate cycleway so cyclists (and scooters/e-scooters) can safely go around pedestrians
101	No - Please provide additional feedback : As above.
102	Yes - Please provide additional feedback : Most of the Cycle traffic is on Marine parade. Are we removing the cyclists from Marine parade? If not we should be widening the path as there is a lot of familys with young kids using the path
103	No - Please provide additional feedback :
104	No - Please provide additional feedback :
105	- Please provide additional feedback :
106	Yes - Please provide additional feedback : I would hate to see anything like the Eric street path which looks like a monopoly board. Red bitumen with painted markings is such a bad look. I haver never seen this look on any well designed foreshore landscaped precinct. Take a look down the road at Leighton.
107	No - Please provide additional feedback :
108	- Please provide additional feedback : I would hate to see the path looking anything like the Eric street path with Bitumen and painted sections of bitumen.
109	Yes - Please provide additional feedback : Cyclists should be separated from both vehicles and pedestrians via Protected Bike Lanes: On-road lanes physically separated from vehicle traffic using kerbs bollards or planters.
110	Yes - Please provide additional feedback : Bikers will use this as a chicane. Add in poles/etc whereby they are required to slow down by physical obstacles
111	Yes - Please provide additional feedback : would it not be safer to have the path on the other side (road side) of the park? Therefore opening up better / safer beach access
112	Yes - Please provide additional feedback : Add "SLOW" to the path markings and change the paving treatment.
113	Yes - Please provide additional feedback : Ensure that the shared zone doesn't have a surface type change just a surface treatment change.
114	Yes - Please provide additional feedback : Consideration should be given to maitaining the alignment shown above as a stand alone shared path to promote a safe option for path users. 2 seperate deviations at the northern and southern ends should constitute the shared zone to separate dedicated path users from users accessing the green space and play ground area. Having a shared zone immediately after what appareas to be a reverse curve will create a conflict point for those travelling northbound.
115	No - Please provide additional feedback :
116	Yes - Please provide additional feedback : Provide/ improve lighting so that pathway for safe use in early morning and evening (as per North Beach).
117	Yes - Please provide additional feedback : Good to see more parking bays. This area is heavily used and parking is at a premium
118	No - Please provide additional feedback :
119	Yes - Please provide additional feedback : See earlier comment on use of rumble strips.
120	Yes - Please provide additional feedback : Perhaps near the playground there could be markings on the ground with "caution children playing." Sometimes the children (rightly) wander on to the path so it is good as a cyclists/trishaw to be aware of them to avoid collisions.
121	Yes - Please provide additional feedback : Toilets
122	Yes - Please provide additional feedback : SHARED ZONE does not follow for some cyclists and dog owners.
123	- Please provide additional feedback :
124	Yes - Please provide additional feedback : Shared zone in this location may cause confusion for those running/riding along the shared path and encourage small children and families to use the shared zone as an extension of the playground. Unclear why proposed in this manner.
125	No - Please provide additional feedback :
126	No - Please provide additional feedback :
127	Yes - Please provide additional feedback : Maybe go closer to the road in this section and remove the parking along the front
128	Yes - Please provide additional feedback :
129	Yes - Please provide additional feedback : Path is too narrow and does not allow for tricylcle taking elderly residents from Wearne
130	No - Please provide additional feedback :
131	Yes - Please provide additional feedback : Windsurfing and foiling are both very popular at this spot and it's important to give them room to rig up
132	Yes - Please provide additional feedback : Ban electric scooters.
133	Yes - Please provide additional feedback : Playground is in wrong location. Path should not be disturbed just widened. No rumble strips.
134	Yes - Please provide additional feedback : Parking bays angled for a safer reverse exit from bays
135	No - Please provide additional feedback :
136	No - Please provide additional feedback :
137	No - Please provide additional feedback :
138	No - Please provide additional feedback : no
139	No - Please provide additional feedback :

140	No - Please provide additional feedback :
141	Yes - Please provide additional feedback : Cannot see pictures adequately is there a fence around play area - children running out of play zone across paths used by bikes hazardous
142	No - Please provide additional feedback :
143	No - Please provide additional feedback :
144	Yes - Please provide additional feedback : need separate path to bikes
145	- Please provide additional feedback :
146	- Please provide additional feedback :
147	Yes - Please provide additional feedback : Design should contemplate running the path adjacent the road on the east side of the playground rather than along the ocean side. Noting the position of the car park and people walking to the playground or beach it should be contemplated whether the risk are adequately managed with flows of people
148	Yes - Please provide additional feedback : Toilets to be available for beach and play park users
149	No - Please provide additional feedback :
150	Yes - Please provide additional feedback : very dangerous in the vicinity of young children
151	Yes - Please provide additional feedback : Provide separate paths for cyclists and pedestrians
152	No - Please provide additional feedback :
153	No - Please provide additional feedback :
154	No - Please provide additional feedback :
155	Yes - Please provide additional feedback : Please see comments to Q4. The path is to be widen which is great but the rolling stock of peds and bikes need to be separated. Third lane will do this.
156	No - Please provide additional feedback :
157	No - Please provide additional feedback : Same comments as above.
158	No - Please provide additional feedback :
159	Yes - Please provide additional feedback : Same as the additional feedback to question 3 that is the existing path should be limited to 10 kmh and the new bike path put on the road surface of Marine Parade but without the loss of any car bays and which should not proceed without community approval
160	Yes - Please provide additional feedback : That's crazy â€¦ create dedicated paths ESPECIALLY at a kids playground
161	Yes - Please provide additional feedback : Im against the share zone concept here. I use this stretch regularly and if anything widen the path or create a separate shared area
162	No - Please provide additional feedback :
163	Yes - Please provide additional feedback : Good signage alerting cyclists that it is a shared zone.
164	No - Please provide additional feedback :
165	No - Please provide additional feedback :
166	No - Please provide additional feedback :
167	Yes - Please provide additional feedback : additional path for bikes potentially along marine pde where existing path is - improve curb ramps. Allows path for commuting cyclists avoiding Dutch playground
168	Yes - Please provide additional feedback : 1. Applies to CT8 and possibly others - need to consider flow of people from beach to the showers which involves crossing in front of 'traffic' on the path. Also consider people stopping at the drink fountain and dog bowl here. 2. I cant see on the diagram how the pedestrian traffic crossing Marine Parade at Grant st is catered for joining the path (if necessary)
169	Yes - Please provide additional feedback :
170	Yes - Please provide additional feedback : A bike zone on the road
171	No - Please provide additional feedback :
172	Yes - Please provide additional feedback : Widen CT42 flare the point where it joins the shared path and widen the path. This will increase sight lines and safety where there is now a potential for conflict between playground users/ path users and windsurfers. Windsurfers routinely use CT42 to come up from the beach as it is one of the few safe egress points from the ocean due to a relative absence of rocks below LWM.
173	No - Please provide additional feedback :
174	No - Please provide additional feedback :
175	Yes - Please provide additional feedback : Perhaps a low wall between playground and shared zone. As an alert/barrier to make kids more aware etc.
176	Yes - Please provide additional feedback : Toilets . Encouraging people to cycle and get out more will see the need for more amenities so Cottesloe can be come a destination rather than a drive through. Toilets in the South end please along with a coffee shop . Gunners is great but having somewhere easy to walk to for coffee is good and considering the population this end that like to use out
177	No - Please provide additional feedback :
178	Yes - Please provide additional feedback : Children and adults often linger on this path. Should cyclists alternatively be directed to the path on the other side of the playground for safety and rejoin further after the playground?
179	Yes - Please provide additional feedback : maybe consider a fence or similar on the western side of playground so kids don't run on path?
180	No - Please provide additional feedback :
181	No - Please provide additional feedback :
182	No - Please provide additional feedback :
183	No - Please provide additional feedback :
184	- Please provide additional feedback :
185	No - Please provide additional feedback : I have never had any issue in running or walking past this playground many times a week. Waste of money
186	No - Please provide additional feedback :

187	Yes - Please provide additional feedback : Extend the fence / create a fence for part of the western side to prevent young children running onto the shared path. Could also consider natural fencing such as whether the planting would prevent children running towards the path.
188	No - Please provide additional feedback :
189	No - Please provide additional feedback :
190	No - Please provide additional feedback :
191	No - Please provide additional feedback :
192	Yes - Please provide additional feedback : Bikes should go to the east of the park
193	Yes - Please provide additional feedback : Why take up more park and GREEN space for cars . Why can't cars park along the street in from of the playground instead. This green space is so valuable and cars can park up side streets if necessary . Criminal use of grassland.
194	No - Please provide additional feedback :
195	Yes - Please provide additional feedback : shared path area should be consistent in colour along the whole pathway clearly indicating area that is shared with bikes
196	No - Please provide additional feedback :
197	- Please provide additional feedback : What is a shared zone? How much green space is lost?
198	Yes - Please provide additional feedback : Pedestrian path should run along the road and all parking changed to on road side parking then bike path be where shared path is proposed. speed limits necessary
199	Yes - Please provide additional feedback : Bicycle parking and racks to be included previsioned please.
200	No - Please provide additional feedback :
201	No - Please provide additional feedback :
202	Yes - Please provide additional feedback : signage etc to ensure cyclists adhere to slow speeds through this area
203	Yes - Please provide additional feedback : looks fine but why are you relocating the parking bays ?
204	- Please provide additional feedback : Again unless there is some enforcement the cyclists will just use the road.
205	No - Please provide additional feedback :
206	No - Please provide additional feedback : None
207	No - Please provide additional feedback :
208	No - Please provide additional feedback :
209	- Please provide additional feedback : Do NOT remove and grass areas. leave parking bags as they are.
210	Yes - Please provide additional feedback : This will increase danger to children by encouraging more cyclists.
211	Yes - Please provide additional feedback : I don't think designating a 'shared zone' is sufficient. Especially given that there will be children in this zone. I believe that the path needs to be physically separated from the pedestrian zone in this are for safety reasons.
212	Yes - Please provide additional feedback : consider continuing the shared zone past the parking
213	Yes - Please provide additional feedback : Maybe the cycle path veers right going north and keep a playground path on the west wide
214	Yes - Please provide additional feedback : Railings between the playground and path to stop kids from running onto the path.
215	Yes - Please provide additional feedback : What is worng with it now? No one that is currently not paying attention to the kids play ground will do so because you paint mark it diffrently. Again just ban anything but feet if you are worried.
216	Yes - Please provide additional feedback : I don't believe that simply designating this a 'shared zone' is adequate.
217	Yes - Please provide additional feedback : Just because it will be deemed a shared zone does not mean that cyclists will acknowledge/respect that. Kids will run out on to the path regardless of intended zoning. You could slow down cycle traffic by making more of a bend in the northern end of the path a bit like what is drawn for the southern end.
218	Yes - Please provide additional feedback : Overall I have an issue with pedestrians and bikes sharing a zone. I am a walker and a cyclist and would prefer that cyclists are moved to a designated bike only path next to the road.
219	No - Please provide additional feedback :
220	Yes - Please provide additional feedback : same as my answer overall about bikes and pedestrians
221	Yes - Please provide additional feedback : THink that is about all that could be done (I walk this way often) to relocate the path to the road side wouldn't work as well as have people 9and mum's / prams) having to navigate both crossing Marine Tce and the pathway to access the playground.

SR	Conflict Location 3: North Cottesloe Area : Which of the following are preferred shared zone treatments to create a safer low speed environment for all users through the North Cottesloe Area?
1	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : I don't think should mix cars with any path. MUST retain Disabled bays.
2	Option 3: I don't like either option - Provide additional feedback :
3	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
4	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Keep parking
5	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
6	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
7	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
8	Option 3: I don't like either option - Provide additional feedback : Tehre are legally required ACROD car bays which are required by multiple Surf club participants including Sea Lions program teenagers with disabilities. Both proposed options remove these ACROD bays.
9	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : The description of option 1 & 2 doesn't match the picture. I want the one that keeps the parking spots. No idea which option that is. Can't understand the survey as I think it's written incorrectly.
10	Option 3: I don't like either option - Provide additional feedback : Don't agree with removal of legally required ACROD car bays within a close proximity to Surf Club (not aligned to projects vision of accessibility). Authorised bays outside the club are required for club operations including SLSWA visits Patrol Captains events and day to day running of the Club. Concerned for the safety of NCSLSC members leaving the Surf Club and stepping onto the footpath into bicycle traffic. Â
11	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : I don't like the cross path proposed unless the footpath on the other side of Eric opposite long view is removed. Would be a disaster for traffic having two crossings.
12	Option 3: I don't like either option - Provide additional feedback : I don't believe shared zones will ever work as cyclists rarely observe such latent rules or colour changes. If electric scooters are allwed even worse speed adherence.
13	- Provide additional feedback : Cyclists and pedestrians should be separated no scooters
14	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
15	Option 3: I don't like either option - Provide additional feedback : My concern is that there will be a significant loss in accessibility to the surf club for - service vehicles including emergency services as well as those with reduced mobility.
16	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : This is a high vehicle traffic area and it makes sense to create additional parking bays here.
17	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
18	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
19	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
20	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
21	Option 3: I don't like either option - Provide additional feedback : The path running along the cafes and surf club should be pedestrian only. Removing the bays on the eastern side of the road would work better shift the driving lanes in both directions to the eastern side of Marine Pde leave the car bays as is and paint a bike lane to the east of the car bays.. Or leave it as is as the preferred option.
22	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : shared path and parking should never mix. There would be a high chance of car to push bike accidents
23	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Main is the issue lack of pathwidth along the side the club and this is the main choke point. Need to create more parking back from marine parade
24	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
25	Option 3: I don't like either option - Provide additional feedback :
26	Option 3: I don't like either option - Provide additional feedback : I do not want any of the beach front paved

27	Option 3: I donâ€™t like either option - Provide additional feedback : The concerns the NCSLSC have include the removal of legally required ACROD card bays within a close proximity to the Surf Club. The authorised bays outside the club are required for emergency vehicles should an incident occur on the beach. The safety of our Members leaving the Surf Club and stepping on to the footpath is also a concern.
28	Option 3: I donâ€™t like either option - Provide additional feedback : Separate the cycleway from the pedestrian path the same as Manly Beach
29	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Potential reduction of parking bays from 2hr to 1hr and maintain the loading zone to service 149 Marine Pde with deliveries waste collections etc. Also maintain carbays in front of North Cott Surf Club.
30	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Creating a shared space through here allows for better movement of all users and more space to accommodate a variety of users. Strongly support this option. Also strongly support the connection to the existing cycle path through a new crossing on marine parade
31	- Provide additional feedback :
32	Option 3: I donâ€™t like either option - Provide additional feedback : I donâ€™t like the idea of different textures being used
33	Option 3: I donâ€™t like either option - Provide additional feedback :
34	Option 3: I donâ€™t like either option - Provide additional feedback :
35	Option 3: I donâ€™t like either option - Provide additional feedback : This is a heavily used area from 5.30 am summer and winter. Parking is a premium. Keep the parking bays. No rumble strips. No sharing with cyclists who for safety reasons need to a designated cycle path that is separated from pedestrians. A 'shared roadway' is the safest solution.
36	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
37	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : All vehicle parking must be reverse angle . All licensed drivers should be able to reverse park .road riders will not use paths.
38	Option 3: I donâ€™t like either option - Provide additional feedback : Leave it like it is.
39	Option 3: I donâ€™t like either option - Provide additional feedback : I think you need to keep pedestrians and cyclists separate around this space. There is considerable risk of collisions between pedestrians and cyclists. Road design eg width restrictions and speed bumps could keep motor vehicle speed to 30km/hr with cyclists able to share the road. Cyclists who "amble" could stay on the pavement as now but faster cyclists cold then safely share the road.
40	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
41	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
42	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
43	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
44	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
45	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
46	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Anyone cycling on that section of path should expect to ride slowly and have to share with lots of distracted pedestrians
47	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
48	Option 3: I donâ€™t like either option - Provide additional feedback : We should not lose more parking. Proposed crossing off new cycle path on Eric St - which nobody uses - is totally the wrong spot. Dangerous as car moving out of OBH car park will look right to check traffic and on left is the proposed pedestrian crossing.
49	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Is it possible to remove more parking bays and only leave a few for disabled access? Making this area a more people friendly rather than car friendly would be excellent.
50	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : NEEDS UNIVERSAL BEACH ACCESS
51	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
52	Option 3: I donâ€™t like either option - Provide additional feedback : Remove all parking (just allow a loading bay for magic apple if need be) and create a pedestrian zone with picnic benches and trees next to the shared path. It is not necessary to have parking here - there are only a few spots anyway and it does not make sense to fill up our prime beach front with car bays. Keep this area for people to enjoy and for recreation. There is ample parking across the road. Removing parking here will also remove potential conflicts with cars and the shared path.
53	Option 3: I donâ€™t like either option - Provide additional feedback : My main concern is reduction to parking in front of the NCSLC. I often park here at dawn to unload my ski. This will make it even harder

54	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
55	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
56	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : We need to encourage more bikes and walking In Cottesloe
57	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : As much parking in this area should be kept as possible
58	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
59	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
60	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : I think parking is important. As a runner I always use the path on the beach side. It is much safer
61	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Austroad Guide to Traffic Management outlines that Parallel kerbside parking is preferred in high traffic areas because it minimises conflict points and improves visibility for both parked drivers and through traffic. In contrast angle or perpendicular parking increases the risk of collisions especially when vehicles reverse into traffic. Cyclists in this car park have been knocked off bikes in the past due to cars reversing from the angled bays. Option 1 improves overall safety of road
62	Option 3: I donâ€™t like either option - Provide additional feedback : You have not addressed the safety issue of having a shared cycle path at the front door of NCSLSC. NO Disabled bays and NO Loading zone?
63	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
64	Option 3: I donâ€™t like either option - Provide additional feedback : get rid of the parking
65	Option 3: I donâ€™t like either option - Provide additional feedback : Suggest all parking except Acrod parking be removed from in front of Magic Apple.
66	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : This area needs space. Particularly when at morning coffee time (6.15 to 8.00 am) there are people milling around there.
67	Option 3: I donâ€™t like either option - Provide additional feedback : Once again a chaotic mix of cyclists and pedestrians and now vehicles reversing out of car bays
68	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Cars and pedestrians don't mix well
69	- Provide additional feedback :
70	Option 3: I donâ€™t like either option - Provide additional feedback : Similar to option 2 but bring the parking onto the street similar to how itâ€™s done elsewhere along the road.
71	Option 3: I donâ€™t like either option - Provide additional feedback : A pedestrian only boardwalk up to Magic Apple would permit path widening westward along combined with a roadside bike path to mitigate risk of collision
72	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
73	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : I think bike & walking symbols make it clear bikes will be using this area.
74	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
75	- Provide additional feedback :
76	Option 3: I donâ€™t like either option - Provide additional feedback : Dislike removing exiting bays to put in fewer bays (where parallel parking is over the 'wrong' shoulder). Disagree about moving crosswalk from where it is the natural entry point to North Cottesloe Beach. When the OBH is redeveloped carbays will be at a premium and the crosswalk will be via a building site.
77	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : The proposed crossing location for pedestrians will not be used people walk across the road currently Eric st and then cross at the existing pedestrian crossing i suggest keep at current location of have both g
78	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Ensure there are adequate ACROD bays and allow for 5min drop-off / pick-up bays but otherwise agree to reduce the parking bays.
79	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : I canâ€™t see how you can take the car bays away as we need the cafes to be viable as they are part of the lifestyle that makes Cottesloe special.
80	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : options 2 provides inclusion of car parking which is in short supply I am a bit baffled as to why in this project there is no mention of upgrading the lower pathway in front of Magic Apple and the North Cott surf club this pathway also requires upgrade and will help to lower congestion it should be included in the upgrade
81	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :

82	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : I think there is a lot of parking nearby - and the 12 bays in front of magic apple are not warranted.
83	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Rubbish bins for collection on bin day add to this problem and need to be better managed. Theâ€™dead zoneâ€™ on top of the surf club could be better utilised for casual standing/greeting areas
84	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : All those parking bays disabled only. Rest should be pedestrianised.
85	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Whilst it loses parking spots the amount of pedestrian traffic here requires more space. I think this is a good proposal.
86	Option 3: I donâ€™t like either option - Provide additional feedback : There is a lot of foot/cycle traffic in this area already due to the frontage of the cafes and ncsisc. Consider diverting the path to the west.
87	Option 3: I donâ€™t like either option - Provide additional feedback : Remove all the parking bays and plan the whole area better. Council is just being lazy with the lack of thought you have given this.
88	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
89	Option 3: I donâ€™t like either option - Provide additional feedback : This should be left alone. There are already two pathways to choose from and both options unnecessarily massively increase the path width with a loss of the already limited parking bays in this area. Also the moving the crossing location is stupid taking away from the beach access point which is what people need it for (and aligning it with the Eric St bikepath that is almost never used and possibly was the biggest waste of money in Cottesloe history!).
90	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Include planter boxes / seating between where the cars will drive to provide a protected pedestrian avenue.
91	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Option 3: why not put the path in front of the surf club and restaurant where it already dips down then you wonâ€™t have to change all this stuff up the topâ€™
92	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
93	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
94	Option 3: I donâ€™t like either option - Provide additional feedback : Parking configuration as per option 1 is preferred but with surface colour and texture as per option 2.
95	Option 3: I donâ€™t like either option - Provide additional feedback : I dont want to see pedestrians mixing with vehicles travelling at >10km/h. Scooters and ebikes can travel on the road.
96	Option 3: I donâ€™t like either option - Provide additional feedback : See above on shared zones never working out as intended
97	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : The placement of bins flower boxes and outside dining options all reduce the safety for bikes along here. Personally I find it too dangerous to ride anywhere along the Cottesloe path and now opt for the rail dup
98	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Loss of public parking space is short sighted by the Town. Younger patrons will frequent the new OBH. Parking to be lost in this facility once the new development starts.
99	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : You need as much space as possible outside the Magic Apple due to the volume of pedestrians cyclists and cafe customers. I often have to detour into the car park to get around people standing at the Magic Apple entrance.
100	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
101	Option 3: I donâ€™t like either option - Provide additional feedback : as above
102	Option 3: I donâ€™t like either option - Provide additional feedback : Are we relocating the current crossing north of here. Are we removing the speed bumps that have just been added?
103	Option 3: I donâ€™t like either option - Provide additional feedback :
104	Option 3: I donâ€™t like either option - Provide additional feedback : I do not see a need for changing the existing road/path/carparking design for this area. I use it frequently and do not see any issues.
105	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Parking bays needed
106	Option 3: I donâ€™t like either option - Provide additional feedback : These areas need to be people friendly which means no access to anything faster than a slow jogger. These paths have a lot of distracted people and any sort of movement on bikes or scooters will always be an issue.
107	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Removing car bays is crazy!
108	- Provide additional feedback :
109	Option 3: I donâ€™t like either option - Provide additional feedback : Cyclists should be separated from both vehicles and pedestrians via Protected Bike Lanes: On-road lanes physically separated from vehicle traffic using kerbs bollards or planters.
110	Option 3: I donâ€™t like either option - Provide additional feedback : Given the foot traffic and car traffic in this area bikers should be required to dismount

111	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : i think option 1 is better but im still concerned with the amount of space between Magic Apple and the parking area being to narrow for a mix of people and bike riders people dont walk in a straight line.
112	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Drivers just don't know how to behave around active transport users separate them wherever possible.
113	- Provide additional feedback :
114	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : If the intent is to better activate the shared path facility then Option 2 should be considered. By reducing parking accessibility it should increase users to use different modes of transport to use the immediate area whcih provides inherent safety benefits for all.
115	Option 3: I don't like either option - Provide additional feedback : No doubt you have considered this but could the shared path be routed onto the lower path to the west of the surf club instead? I'm guessing gradient too steep or too narrow?
116	Option 3: I don't like either option - Provide additional feedback : I do not have the expertise to know which would be safer I would recommend that the advise of an expert be sought and utilised. Again I would recommend that cyclists and electric modes not use the pathway but be provided with a lane in the roadway.
117	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Path by NC surf club is currently a choke point pathway needs widening
118	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
119	- Provide additional feedback :
120	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : It is already quite wide in front of the Magic Apple so retaining the most bays would preferred. The biggest improvement is removing bays in front of the surf club as that is always super tight to pass through with trishaw on garbage collection days.
121	Option 3: I don't like either option - Provide additional feedback : Take the main path west of the magic apple and slsc. Widen the path to the east minimally to accommodate pedestrians predominantly
122	- Provide additional feedback : These signs should be larger and more frequent.
123	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
124	Option 3: I don't like either option - Provide additional feedback : Suggestion would be to remove current car parking area which introduces significant conflict between pedestrians bikes and cars in a narrow area and continue kerbside car parking as is the case along the rest of Marine Parade. This creates more area for a shared zone adjacent Magic Apple. Alternatively only have ACROD bays in this location.
125	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
126	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
127	Option 3: I don't like either option - Provide additional feedback : Just remove the parking and let cars park behind the OBH
128	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
129	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Preserve the ski shed roof for open concerts sitting families spontaneous usage
130	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : This is clearly a difficult zone for the shared use path; constrained by Marine parade and the existing buildings; lots of people milling around at the Magic Apple and NCSLC. Option 2 maximises the space for people to move around each other. I would prefer to see the angled parking bays removed and the wide shared area adjacent to the Magic Apple designated for use by pedestrians and cyclists. It could be more clearly identified as slow zone by including some trees and seating.
131	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
132	Option 3: I don't like either option - Provide additional feedback : Remove all 12 parking bays or go with Option 2. I don't see the point of Option 1. I think Option 1 is the most dangerous with parallel parking. I can't see what is gained by Option 1.
133	Option 3: I don't like either option - Provide additional feedback : Path should be widened by approx 1/2 metre not changed. No rumble strips.No need to remove car bays. No support for loss of greenspace or more concrete to accomodate cars. Eric St cycleway totally unwarranted and unused.
134	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : There is a need for more acrid parking bays
135	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
136	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :

137	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Pedestrian crossing at Eric street should also be added
138	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
139	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
140	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
141	Option 3: I don't like either option - Provide additional feedback : Different colours zones not visually appealing
142	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Bikes and pedestrians should not have to use the same shared zone as cars as is the case in option 2
143	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
144	Option 3: I don't like either option - Provide additional feedback : need separate path to bikes
145	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
146	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
147	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Remove the parking bays. There needs to be a focus on supporting walking and safe foot traffic around the water front. The path should run next to the road over the top of the current carpark and the spaces closer to the beach should be grassed and with seating amenity. Suggest also a round about at the intersection of Eric and marine parade as this is not safe
148	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
149	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : The path is too thin directly in front of the surf life saving club so I've voted option 2 to remove those car spots and widen the path.
150	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : there is a shortage of parking along all of the beach front and dual use areas are dangerous
151	Option 3: I don't like either option - Provide additional feedback : Shared paths are not safe. In Europe many countries have dedicated paths for cyclists and pedestrians understand that the do not walk on the cycleway.
152	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
153	Option 3: I don't like either option - Provide additional feedback : Remove all car parking from this location and make it a large shared zone. Make this area as big as possible for pedestrians and cyclists. It's an important socialising area. Some planting and extra public seating where the diagonal parking current is would be nice too.
154	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
155	Option 3: I don't like either option - Provide additional feedback : The fundamental objective for this project as designed is wrong. A complete rethink realignment and consider what different groups want. Safety has to be no.1 and all plans do not appear to be addressing this . Please reconsider..
156	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Bays to the front of the surf club are marked as to be removed. Has consultation happened with the club with consideration to pickup/drop off access for people with disability? I'm a part of a program for kids with disability at the club and these bays are frequently used by parents to safely drop their kids before going to find a park. Perhaps a pull in spot/loading zone still needs to be considered.
157	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
158	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
159	Option 3: I don't like either option - Provide additional feedback : Shows Eric Street bike path on wrong side of street as not only are shops and town's only school on other side but so is the crosswalk
160	Option 3: I don't like either option - Provide additional feedback : Take the path west of the Magic Apple onto the existing path. Widen it for dual use
161	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : No bays should be lost.
162	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
163	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Distinction between cyclists and cars more obvious. Option 2 looks very dangerous as there is not proper separation between cars and cyclists/walkers.

164	Option 3: I donâ€™t like either option - Provide additional feedback :
165	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
166	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
167	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : I do not want the shared area to include a carpark with small children it is an accident waiting to happen. Plus less car bays encourages people to ride/walk
168	- Provide additional feedback :
169	- Provide additional feedback :
170	Option 3: I donâ€™t like either option - Provide additional feedback : Why can't you retain the existing car oparking in option 1?
171	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
172	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Separation of cars and path is paramount. There is a lot of other parking in this area.
173	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
174	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
175	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
176	Option 3: I donâ€™t like either option - Provide additional feedback : More acrod parking bays please
177	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
178	Option 3: I donâ€™t like either option - Provide additional feedback : I think option 2 but the parking bays should not be retained. This is a huge opportunity to reduce the vehicular traffic and create new car habits - eg parking in alternate locations.
179	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
180	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Much safer and better to seperate pedestrians an cars wherever possible
181	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Removing parking bays achieves little as a larger shared zone will not be utilised
182	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
183	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
184	- Provide additional feedback :
185	Option 3: I donâ€™t like either option - Provide additional feedback : Sure its a bit tight passed the surf club but doesnt justify the costly solutions suggested. And to move the crosswalk to the south is madness and Id be sure contravenes best design. At the moment you turn right out of Eric St so naturally look right to see oncoming southbound traffic and so will see people on or approaching the crosswalk. But if you put the crosswalk to the south when you turn left you will look to the north so will not be looking at the crosswalk. Deathtrap!
186	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
187	Option 3: I donâ€™t like either option - Provide additional feedback : This area feels more car centric than pedestrian in comparison to other areas of the path. I think the car bay could be sacrificed in order to included trees (shade) and a greater distance from the entrance to Magic Apple and Longview (particularly given their popularity with morning coffees). I think future planning is important for this one as there is currently parking options at the OBH but a redevelopment might limit this.
188	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
189	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
190	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
191	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
192	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Remove all the car parks

193	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
194	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Agree get rid of the parking bays and make the whole area shared zone. Otherwise the shared zone is too narrow at the corner of the apple wholefoods cafe and having the car parks there as well makes it dangerous for pedestrians and cyclists
195	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
196	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
197	Option 3: I don't like either option - Provide additional feedback : Can't support either without info as to width and loss of green space. No idea what's being proposed. No-one uses Eric St cycleway and shouldn't be joined to the dual use path.
198	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : path should be wide enough that path can be divided into bike path and pedestrian path by different coloured pavements. This survey does not explain how wide the new path will be or how the issue of pedestrians clashing with cyclists will be improved. Too many pedestrians and cyclists trying to access this path in summer.
199	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Link from Marine Parade path to Eric St Path to be better defined.
200	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
201	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Safer designated walking areas. Parked cars have some room to exit without conflict or blocking shared path.
202	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
203	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : can achieve objectives without eliminating all parking bays so don't do it .
204	Option 3: I don't like either option - Provide additional feedback : Cyclists will just keep on using the road as they do in Eric St
205	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
206	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : None
207	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
208	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : First option at least visually separates cars from people.
209	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
210	Option 3: I don't like either option - Provide additional feedback : This is a high use pedestrian area. Why encourage cyclists through it?
211	Option 3: I don't like either option - Provide additional feedback : I don't like option 1 because of the loss of public car bays that are proximal to cafe and beach. Many people need this close access these public car bays are precious and can't be reduced in number. I don't like option 2 as the cars sharing space with pedestrians is too dangerous. I favour retaining the existing path / situation for this length of path. That way the number of bays is preserved and the cars are separated from pedestrians. The resulting narrower path will force cyclists to slow
212	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback : Try to retain parking directly in front of the surf club by reducing the width of the road removing the median lines and moving the car parks. Consider if plantings can be incorporated into the shared zone to separate it from the street give a more pleasant feeling and to reduce hard surface area. Make more effort to resolve the path outside the corner of the OBH so there isn't a blind corner pinch point between riders and walkers.
213	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
214	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Need to get rid of all parking bays in busy areas to create more green space. Construct a multi-story parking garage in the east side of the road.
215	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : if you have to make any changes - option 1 is better. option 2 will leave us with a massive useless and hot patch of concrete. Again I don't understand the problem with the current design. Again ban anything but feet
216	- Provide additional feedback :
217	Option 3: I don't like either option - Provide additional feedback : Doesn't make sense to lose car bays. People will cross at the point that gives the most direct line to where they want to go. No one will cross where the proposed crossing is located. People will cut diagonally from the corner outside the OBH towards the NCSLSC.

218	Option 3: I donâ€™t like either option - Provide additional feedback : Overall I have an issue with pedestrians and bikes sharing a zone in such a busy area. I am a walker and a cyclist and would prefer that cyclists are moved to a designated bike only path next to the road.
219	Option 2: shared zoned demarcated by different surface colour and texture that combines the shared path and the parking area in front of Magic Apple. This retains 11 of the 12 bays in front of Magic Apple. - Provide additional feedback :
220	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback :
221	Option 1: shared zoned demarcated by different surface colour and texture only for the shared path. This option reduces the parking bays in front of Magic Apple from 12 bays to 6 bays - Provide additional feedback : Option 2 not preferred as mixing car parking and pedestrians will end up with problems / injuries

SR	Minimising Green Space and Car Parking Bay Loss : Do you support the offset bays shown in the plans on the western side of Marine Parade (between Sydney Street and MacArthur Street)
1	- Please provide additional feedback : Not enough information to make response. how wide will the path be? Must make sure lines to direct traffic on paths
2	No - Please provide additional feedback :
3	No - Please provide additional feedback : This parking precinct of Marine Parade is rarely fully utilised in it's current form. Angle parking will result in increased risk of backing out in to traffic.
4	Yes - Please provide additional feedback : How many of the current bays get used before we talk of creating more
5	Yes - Please provide additional feedback :
6	Yes - Please provide additional feedback :
7	Yes - Please provide additional feedback : The "green space" is a degraded piece of grass that is not maintained.
8	- Please provide additional feedback :
9	Yes - Please provide additional feedback : Parking needs to be maximized.
10	No - Please provide additional feedback : Angled parking along coast typically provided in a pull off area to main road. Suggest this will cause traffic disruption lead to increased car accidents and safety risks for other road users.
11	Yes - Please provide additional feedback : None this wonâ€™t impact me.
12	No - Please provide additional feedback : Would prefer separated path where space allows
13	Yes - Please provide additional feedback :
14	Yes - Please provide additional feedback : Prefer loss of car bays not green space
15	Yes - Please provide additional feedback :
16	No - Please provide additional feedback : I am strongly opposed to this proposal. The greenspace should be retained and rehabilitated with native plants. The coastal fringe of Western Australia is a tiny space on our landscape and we should be protecting it for future generations not turning it into a carpark. Instead of additional space for carparking we should prioritise bicycle and pedestrian transport. The carpark will create a nuisance for local pedestrian users of the beach and local residents living nearby.
17	No - Please provide additional feedback :
18	No - Please provide additional feedback :
19	Yes - Please provide additional feedback :
20	Yes - Please provide additional feedback :
21	Yes - Please provide additional feedback :
22	Yes - Please provide additional feedback :
23	- Please provide additional feedback :
24	No - Please provide additional feedback : Itâ€™s dangerous reversing out onto busy road
25	No - Please provide additional feedback : Why would you even consider getting rid of green space?!? We need to encourage more bikes / scooters etc than cars! The less parking bays available the more people will use alternate measures to get to the beach.
26	No - Please provide additional feedback :
27	No - Please provide additional feedback :
28	Yes - Please provide additional feedback :
29	Yes - Please provide additional feedback :
30	Yes - Please provide additional feedback : More efficient form of parking and reduces need for parallel parking. Often a conflict with car doors and cyclists using the road
31	- Please provide additional feedback :
32	Yes - Please provide additional feedback : Much safer for cyclists having angled parking
33	Yes - Please provide additional feedback : I support the angled parking and think it should be used more. Much safer for cyclists
34	Yes - Please provide additional feedback :
35	No - Please provide additional feedback : Green space is critically important and must take priority over parking bays. Do not prioritise parking. These sand hills are a natural wind barrier against strong sea breezes. Parking for vehicles should not have priority over what Cottesloe is ... THE BEACH.
36	Yes - Please provide additional feedback :
37	No - Please provide additional feedback : No because reverse parking bays are safer for discharging children and beach gear. L.earn to reverse park
38	No - Please provide additional feedback : Major safety issue with cars reversing. Danger for people crossing marine pde at macarthur st with significant numbers of people from railway station and moving down macarthur st. Parking could be expanded in the area where marine pde meets curtin av. There is significant area for parking in a safe area.r
39	Yes - Please provide additional feedback :
40	Yes - Please provide additional feedback :
41	Yes - Please provide additional feedback :
42	No - Please provide additional feedback : That is not a widely used part of the beach so I donâ€™t think parking is required there.
43	Yes - Please provide additional feedback :
44	Yes - Please provide additional feedback :
45	Yes - Please provide additional feedback :
46	Yes - Please provide additional feedback :
47	Yes - Please provide additional feedback :

48	No - Please provide additional feedback :
49	Yes - Please provide additional feedback : Will this be sustainable given the path is falling into the ocean? The undercutting of the path is getting worse each year.
50	Yes - Please provide additional feedback : NEEDS PROXIMATE UNIVERSAL BEACH ACCESS
51	Yes - Please provide additional feedback :
52	No - Please provide additional feedback : If we MUST have parking then I support these bays. But I do not think we should be filling up our prime beach / ocean front with parking bays. Let people park on the other side of the road and walk to their final destination. At most have several disabled parking bays but no regular parking bays. We have the chance to decide what we want - a carpark next to our beach or beautiful landscaped green space. I vote green space.
53	Yes - Please provide additional feedback :
54	Yes - Please provide additional feedback :
55	Yes - Please provide additional feedback :
56	No - Please provide additional feedback : I would love to see the space planted with natives
57	Yes - Please provide additional feedback :
58	Yes - Please provide additional feedback :
59	Yes - Please provide additional feedback :
60	- Please provide additional feedback :
61	No - Please provide additional feedback : Significant safety risk: Occupancy of all bays is generally low so keep parallel parking and reduce total number. The Austroad Guide to Traffic Management outlines that Parallel kerbside parking is preferred in high traffic areas because it minimises conflict points and improves visibility for both parked drivers and through traffic. Angle or perpendicular parking increases risk of collisions when vehicles reverse into traffic. A death has already occurred here.
62	No - Please provide additional feedback : yes and no I prefer green space but I'll need to park somewhere within the vicinity of NC to complete my volunteering
63	Yes - Please provide additional feedback :
64	Yes - Please provide additional feedback :
65	Yes - Please provide additional feedback :
66	Yes - Please provide additional feedback :
67	No - Please provide additional feedback :
68	Yes - Please provide additional feedback :
69	- Please provide additional feedback :
70	No - Please provide additional feedback : There is limited green space separating the path from the road. A key attraction of the path for users is the natural amenity which is negatively impacted if its hard against road and car parks everywhere. Add a new car park up near curtin ave roundabout in the reserve between the train tracks and Curtin ave tied if need be.
71	No - Please provide additional feedback : A pedestrian only boardwalk would permit path widening westward combined with a separate bike path to mitigate risk of collision
72	- Please provide additional feedback :
73	Yes - Please provide additional feedback : We need to parking for continues access for all to the beach.
74	No - Please provide additional feedback :
75	- Please provide additional feedback :
76	Yes - Please provide additional feedback :
77	No - Please provide additional feedback : green space is crucial
78	Yes - Please provide additional feedback :
79	Yes - Please provide additional feedback : I support although you don't mention how many bays are removed. Removing bays will force parking up the side streets then people have to cross the road to the beach.
80	Yes - Please provide additional feedback : The loss of a few shrubs should in no way stop the ability to provide wider safer dual use pathways the green sectors are basically scrub
81	Yes - Please provide additional feedback : Agree with focus on minimizing loss of green space. While Perth always seems to want more car bays vegetation should be prioritized/ encouraged wherever possible (heat island bird life natural coastal vegetation theme in Cott that has improved greatly in recent years)
82	Yes - Please provide additional feedback :
83	Yes - Please provide additional feedback : Please see my alternate idea of reducing the road to a single lane and enhancing the cycling and pedestrian space and opportunity for green space and parking retention
84	No - Please provide additional feedback : Keep new parking bays disabled only. No other general parking.
85	Yes - Please provide additional feedback :
86	Yes - Please provide additional feedback : This will require traffic calming measures on both sides of the road to facilitate safe reversing out of the parking bays. A pedestrian crossing at the foot of MacArthur street should be considered.
87	No - Please provide additional feedback : Remove the bays and don't replace them. This is \$4 million you have received for a pedestrian/cycling path and all you want to do is put in more parking bays. Hopeless.
88	Yes - Please provide additional feedback :
89	No - Please provide additional feedback : Not worth the loss of green space. Leave this alone
90	Yes - Please provide additional feedback : Offset bays can be replaced with green open space
91	Yes - Please provide additional feedback :

92	No - Please provide additional feedback : Don't want to encourage more cars here people should walk or ride. Leave the environment as is.
93	No - Please provide additional feedback : The existing green space could be upgraded with Norfolk Pines rather than utilising the green space for parking bays. As the distance between Marine Parade and the Beach is limited among the proposed route (in total) I'd advocate for the design to allow for the green spaces to be preserved so as to provide greening and occasional buffer zones from Marine Parade.
94	Yes - Please provide additional feedback :
95	No - Please provide additional feedback : There is no need to make an ebike and scooter super highway along Marine Pde foreshore.
96	Yes - Please provide additional feedback : Only if the cycling path can be separated from the pedestrian path
97	Yes - Please provide additional feedback : There will still be people stepping from their cars onto the path - a risk to cyclists
98	No - Please provide additional feedback : This should be compensated by other areas in the Town. Under the golf course etc etc
99	Yes - Please provide additional feedback : Make sure the angled bays have car stops installed so that massive 4WDs don't end up overhanging the path and blocking half of it - as happens elsewhere all too often.
100	Yes - Please provide additional feedback :
101	No - Please provide additional feedback : As above
102	No - Please provide additional feedback : Why are you not adding more car parking bays? In summer parking is a nightmare and you are removing more bays? Why?
103	Yes - Please provide additional feedback :
104	Yes - Please provide additional feedback :
105	Yes - Please provide additional feedback :
106	No - Please provide additional feedback : Apart from not supporting the shared path This sort of parking is more dangerous when it comes to reversing out. You can't see what's coming down the road. Parallel parking allows you to use your wing mirror
107	Yes - Please provide additional feedback : Surrounded by green space - I'm sure this will suffice
108	- Please provide additional feedback :
109	No - Please provide additional feedback : Cyclists should be separated from both vehicles and pedestrians via Protected Bike Lanes: On-road lanes physically separated from vehicle traffic using kerbs bollards or planters.
110	Yes - Please provide additional feedback :
111	Yes - Please provide additional feedback : yes but i can see a problem with beach erosion in the future
112	No - Please provide additional feedback : You will never be able to provide enough parking for peak demand donâ€™t try it just ruins place.
113	- Please provide additional feedback :
114	Yes - Please provide additional feedback : Offset bays provide a safer option for users of vehicles than parralel parking. This makes for less time spent negotiating parking their vehicle as well as when exiting the area however does introduce a reversing hazard now which may potentially increase the chance of rear end crashes.
115	Yes - Please provide additional feedback :
116	Yes - Please provide additional feedback :
117	No - Please provide additional feedback : There is still a lot of onstreet parking along this stretch. Need to preserve grassy areas
118	No - Please provide additional feedback : I do not support angled bays . This is a high traffic area in summer with pedestrians cyclists walkers groups of runners scooters wheelchair users. Angle parking significantly increases the risk of collisions especially when vehicles reverse into the traffic with limited sightlines. The existing street parallel kerbside parking is safer minimises conflict points and improves visibility. Angled parking becomes a car park attracting additional traffic and anti social be
119	- Please provide additional feedback :
120	Yes - Please provide additional feedback : this type of parking bay is welcome generally to reduce the potential of getting "doored" by current parallel parking on marine pde. Bikes will remain on this road at times on way to access the bike path so this option is helpful still.
121	Yes - Please provide additional feedback :
122	- Please provide additional feedback : Rangers should be available AFTER 5PM .
123	- Please provide additional feedback :
124	Yes - Please provide additional feedback : This makes some sense as there is a complete lack of any vegetation or amenity in the 'green space' in this area. Would query if there are any safety issues associated with angled bays unless there is sufficient room for reversing without entering Marine Parade. Potentially just retain on-street parallel parking in this area as car bay demand would be low.
125	No - Please provide additional feedback : 22-32 Marine Parade are unfairly affected by changes to parking. A 25 bay car park will be the largest car park opposite a residential area. No identified need for large car park here. Can the large vacant space opp the roundabout be used instead - affects far less residents. Verge areas Warton and Gibney be used - this is where parking is being removed & needed. Loss of green space. Impact to views privacy traffic congestion safety. Impact to endemic wildlife by removal of open buffer area.
126	No - Please provide additional feedback : 22-32 Marine Parade are unfairly affected by changes to parking. A 25 bay car park will be the largest car park opposite a residential area. No identified need for large car park here. Can the large vacant space opp the roundabout be used instead - affects far less residents. Verge areas Warton and Gibney be used - this is where parking is being removed & needed. Loss of green space. Impact to views privacy traffic congestion safety. Impact to endemic wildlife by removal of open buffer area.
127	No - Please provide additional feedback : Keep the parking bays where they are and move the bike path to next to the road. The lawn in this area also need to be reticulated
128	No - Please provide additional feedback : Cars reversing out on to Marine Pde will make this area more dangerous than what it already is. We have witnessed one death mutiple cyclists being hit near misses with children and dogs being run over. There are too many blind spots in this zone for more car parks especially turning from Sydney st.
129	- Please provide additional feedback :

130	No - Please provide additional feedback : We should not be reducing green space to provide car parking spaces particularly in the precious space between Marine Parade and the ocean. There is already plenty of carparking in the vicinity; there are always empty spaces in the existing carparks South of the Vlamingh memorial and in front of John Black Dune Park. We should be encouraging people to use public transport walk cycle or e-bike instead of driving.
131	No - Please provide additional feedback : I donâ€™t think we need more parking. People can bike or bus or park away from marine parade
132	Yes - Please provide additional feedback :
133	No - Please provide additional feedback : Absolutely not.
134	No - Please provide additional feedback : We need to retain green space even tiny amounts of green space and need to bulk up with more coastal plantings to reduce erosion
135	Yes - Please provide additional feedback :
136	No - Please provide additional feedback : we need more parking not less.
137	Yes - Please provide additional feedback : Although loss of green space for cars is not aesthetically pleasing more parking here is needed. However ideally improving public transport and bike paths in these areas would be better to encourage LESS cars and less traffic on marine parade.
138	No - Please provide additional feedback :
139	Yes - Please provide additional feedback :
140	Yes - Please provide additional feedback :
141	No - Please provide additional feedback : I regularly drive to this beach and parking is adequate
142	Yes - Please provide additional feedback :
143	Yes - Please provide additional feedback :
144	- Please provide additional feedback :
145	Yes - Please provide additional feedback :
146	Yes - Please provide additional feedback :
147	No - Please provide additional feedback : There are plenty of car parks in Cottesloe and there is absolutely no need for these to be right next to the beach. This area should be for foot traffic only grassed and made into more sympathetic spaces. Car parks should only be on the east side of marine parade. Bondi as an example does this very well and is australia's most famous beach
148	Yes - Please provide additional feedback :
149	Yes - Please provide additional feedback :
150	No - Please provide additional feedback : disagree with loss of parking also disagree with loss of precious green space
151	No - Please provide additional feedback : If cycle paths are to remain shared with pedestrians then the whole concept of the upgrade is a waste of money there is not real benefit gained.
152	Yes - Please provide additional feedback :
153	No - Please provide additional feedback : Put car parking in the area between curtin avenue and the railway instead (opposite 5 Curtin Avenue) - keep the beach front as an area of beauty and Leisure- don't waste space with car parking.
154	Yes - Please provide additional feedback :
155	No - Please provide additional feedback : Please see answers to earlier questions. Fundamentally the approach is wrong. There appears more concern about parking bays then humans and their safety whilst using the shared path. Please reconsider.
156	Yes - Please provide additional feedback :
157	Yes - Please provide additional feedback :
158	Yes - Please provide additional feedback :
159	No - Please provide additional feedback : Why do you not mention the amount of greenery you are going to cover in asphalt. Where is your safety audit of this?es
160	Yes - Please provide additional feedback : Simply plant more trees and vegetation along the entire route of the path. Council did not hesitate to remove 4 000sqm of greenage to install the ridiculous Eric St bike path???
161	No - Please provide additional feedback : Dont want any bays lost. If not possible leave as is.
162	Yes - Please provide additional feedback :
163	Yes - Please provide additional feedback : Walkers and cyclists should have priority over car bays.
164	Yes - Please provide additional feedback : Keep the end of the parking bay well back from the path otherwise vehicles may project into the path (a particular problem with rear doors on 4wds and SUVs)
165	Yes - Please provide additional feedback :
166	Yes - Please provide additional feedback : Much more need to done at this location including a cross walk near Sydney St and expanded shared zone at the top of the beach access ramp. This is substantially underdesigned for the complexity of complexity of foot cycle and car movements.
167	Yes - Please provide additional feedback :
168	- Please provide additional feedback :
169	- Please provide additional feedback :
170	Yes - Please provide additional feedback :
171	No - Please provide additional feedback :
172	Yes - Please provide additional feedback :
173	No - Please provide additional feedback :
174	Yes - Please provide additional feedback :
175	Yes - Please provide additional feedback :

176	- Please provide additional feedback :
177	Yes - Please provide additional feedback :
178	No - Please provide additional feedback : I donâ€™t think the bays should be provided at the expense of green space.
179	Yes - Please provide additional feedback :
180	Yes - Please provide additional feedback : Dont be scared to remove bays. We need to disincentivise driving to the beach and make walking/cycling/public transport a more viable and attractive offer
181	No - Please provide additional feedback :
182	- Please provide additional feedback : Remove as many parking spaces as possible. More shared path/ green space the better
183	Yes - Please provide additional feedback :
184	- Please provide additional feedback :
185	No - Please provide additional feedback : the path is stupid and shouldn't be built. Waste of money moving car bays around.
186	Yes - Please provide additional feedback :
187	Yes - Please provide additional feedback : Less chance of cyclists being doored so will make the bike lane safer. Has parking for the restaurant been considered? There are often cars parked in no parking areas of an evening due to increased clientele.
188	No - Please provide additional feedback : Plenty of parking in the main carpark .. do not reduce any green spaces
189	No - Please provide additional feedback : Plenty of parking in the main carpark .. do not reduce any green spaces
190	No - Please provide additional feedback : Plenty of parking in the main carpark .. do not reduce any green spaces
191	No - Please provide additional feedback : Plenty of parking in the main carpark .. do not reduce any green spaces
192	- Please provide additional feedback :
193	No - Please provide additional feedback : Again taking away GREEN space for cars which can park in side streets. Backing out onto a thoroughfare with 50kmh speed is dangerous.
194	Yes - Please provide additional feedback :
195	No - Please provide additional feedback : cars reversing back on to traffic is not a good idea on such a narrow stretch of road.
196	Yes - Please provide additional feedback :
197	No - Please provide additional feedback : Do not support loss of green space.
198	No - Please provide additional feedback : More parking should be provided in existing car park next to Napier St not on foreshore.
199	Yes - Please provide additional feedback : Nominal green space loss is NOT green space currently.
200	Yes - Please provide additional feedback :
201	No - Please provide additional feedback : Existing parallel parking much safer to exit. New spaces have cars backing out with limited view of oncoming traffic.
202	No - Please provide additional feedback : adding parking bays at south Cottbetween Macarthur St and Sydney street to offset lost parking in nth cott useless
203	No - Please provide additional feedback : Why is path widening taking ground from the road its costly Expand on the ocean side its just a few cms and off set the loss by straightening the path and recovering more due in that area . Bteer and more cost effective and better parking .
204	No - Please provide additional feedback : Cyclists should be directed along Railway parade where millions has been spent. Its just entitlement that they want to have the scenic beach view even though they complain bitterly about safety and how dangerous it is.too bad they
205	No - Please provide additional feedback : the lost car bays in North coat are a long way from the proposed extra bays between Macarthur and Sydney.
206	Yes - Please provide additional feedback : None
207	No - Please provide additional feedback :
208	Yes - Please provide additional feedback :
209	- Please provide additional feedback : NO green space should be scarified for parking
210	No - Please provide additional feedback : Get rid of car parks. Encourage public transport. Save green spaces.
211	Yes - Please provide additional feedback : This is safer for cyclist who use the road as they don't get hit by people opening there car doors..
212	No - Please provide additional feedback : Retain all the green space. Don't reduce the green planted area. There will never be enough parking as our population grows. Instead of counting car bays we should be considering the number of people that can be accommodated through creating people focused areas with trees planting seating etc.
213	Yes - Please provide additional feedback :
214	No - Please provide additional feedback : The west side should not be used for parking bays.
215	Yes - Please provide additional feedback : This makes a lot of sense regardless of the share path. This gets parked cars of the road and utilises what is a wasted sandy patch.
216	- Please provide additional feedback :
217	Yes - Please provide additional feedback :
218	Yes - Please provide additional feedback :
219	Yes - Please provide additional feedback :
220	Yes - Please provide additional feedback :
221	No - Please provide additional feedback : Offset bays rejoining Marine Tce could be problematical (especailly the 45 degree parking slots as it means reversing out with blind spots on B abd C pillars on cars.

SR	Path Alignment Outside the Conflict Points : Stage 1: Curtin Avenue to Forrest Street Do you support the alignment of the path between Curtin Avenue and Forrest Street (outside the conflict point areas)? Refer to Attachment A
1	- Please provide additional feedback : There is not enough info in Att A... But in general yes support
2	No - Please provide additional feedback :
3	Yes - Please provide additional feedback : As-is
4	Yes - Please provide additional feedback : Apart from extra parking at mcarthur st is it really needed?
5	Yes - Please provide additional feedback :
6	Yes - Please provide additional feedback : Keep it simple Dont over engineer No big ugly fencing
7	Yes - Please provide additional feedback :
8	- Please provide additional feedback :
9	Yes - Please provide additional feedback : Make it wider. Make it was wide as possible. Even if it means killing shrubs and greenery.
10	Yes - Please provide additional feedback :
11	Yes - Please provide additional feedback : Love!
12	No - Please provide additional feedback : Would prefer separated path where space allows
13	No - Please provide additional feedback : Cyclists and pedestrians should be separated no scooters
14	Yes - Please provide additional feedback :
15	Yes - Please provide additional feedback :
16	Yes - Please provide additional feedback : Please retain the dune environment and rehabilitate/ extend the dune ecosystem plants instead of building more carparks
17	No - Please provide additional feedback :
18	Yes - Please provide additional feedback :
19	Yes - Please provide additional feedback :
20	No - Please provide additional feedback : Cannot see how raising road helps anything
21	No - Please provide additional feedback : Itâ€™s completely unnecessary to have this sort of bike path along the beach front.
22	Yes - Please provide additional feedback : less the new carbays between beach and princes street
23	Yes - Please provide additional feedback :
24	Yes - Please provide additional feedback :
25	No - Please provide additional feedback :
26	No - Please provide additional feedback :
27	No - Please provide additional feedback :
28	- Please provide additional feedback : Couldnâ€™t view the diagram!!
29	- Please provide additional feedback :
30	Yes - Please provide additional feedback :
31	- Please provide additional feedback :
32	Yes - Please provide additional feedback :
33	Yes - Please provide additional feedback :
34	No - Please provide additional feedback : see earlier responses above.
35	No - Please provide additional feedback : Keep cyclists off the proposed shared pathway. For safety reasons cyclists should be separated from pedestrians. A 'shared roadway' could be the solution.
36	Yes - Please provide additional feedback :
37	Yes - Please provide additional feedback :
38	Yes - Please provide additional feedback :
39	Yes - Please provide additional feedback :
40	Yes - Please provide additional feedback :
41	- Please provide additional feedback :
42	Yes - Please provide additional feedback : Keep it simple
43	No - Please provide additional feedback :
44	Yes - Please provide additional feedback :
45	Yes - Please provide additional feedback :
46	Yes - Please provide additional feedback :
47	Yes - Please provide additional feedback :
48	No - Please provide additional feedback :
49	Yes - Please provide additional feedback :
50	Yes - Please provide additional feedback : UNIVERSAL BEACH ACCESS NEEDED
51	Yes - Please provide additional feedback :

52	Yes - Please provide additional feedback : Excepting the linkage to the PSP - I would like to see a zebra crossing at the roundabout or some sort of signalised crossing to allowed people to easily cross Curtin At to access the PSP.
53	Yes - Please provide additional feedback :
54	Yes - Please provide additional feedback :
55	Yes - Please provide additional feedback :
56	Yes - Please provide additional feedback :
57	Yes - Please provide additional feedback :
58	Yes - Please provide additional feedback :
59	Yes - Please provide additional feedback :
60	- Please provide additional feedback :
61	No - Please provide additional feedback : The plan does not consider dune erosion in particular near warton road. The path has recently been reinforced due to undercutting. Building carparks and paths close to the dune crest is counter to the state of dune erosion and shifting climate and its impacts.
62	Yes - Please provide additional feedback : It is not going to solve the issue of pelotons racing down marine parade
63	Yes - Please provide additional feedback : Path should widened with separate zone marked for walkers/runners
64	- Please provide additional feedback :
65	Yes - Please provide additional feedback : Please advise if all fences and signage adjacent to the path upgrade works will be replaced at the same time.
66	Yes - Please provide additional feedback :
67	No - Please provide additional feedback :
68	Yes - Please provide additional feedback :
69	- Please provide additional feedback :
70	No - Please provide additional feedback : First 100/150m along marine parade should connect perpendicularly from the Curtin Ave roundabout to the current main path closer to the coast not run immediately parallel to marine parade. again want offset between the shared path and the road where possible for improved amenity. Also suggest connection back to the train line path consider how this could tie into the vic street train station and any potential future pedestrian underpass/level X-ing
71	No - Please provide additional feedback : A pedestrian only boardwalk would permit path widening westward combined with a separate bike path to mitigate risk of collision
72	- Please provide additional feedback :
73	Yes - Please provide additional feedback :
74	- Please provide additional feedback :
75	- Please provide additional feedback :
76	Yes - Please provide additional feedback :
77	Yes - Please provide additional feedback :
78	Yes - Please provide additional feedback :
79	Yes - Please provide additional feedback : I guess Gibney patrons can park in Gibney St?? Remember we want cafes to be viable as part of Cottesloe vibe.
80	Yes - Please provide additional feedback :
81	Yes - Please provide additional feedback : Concerns with blind corners and managing cyclists going at speed on dual path south and west of Cottesloe Surf Club
82	Yes - Please provide additional feedback :
83	Yes - Please provide additional feedback :
84	Yes - Please provide additional feedback :
85	Yes - Please provide additional feedback :
86	No - Please provide additional feedback : If the intent is to encourage cyclists to use the path then it should be as straight as possible to reduce the risk of cyclists hitting pedestrians when cornering.
87	Yes - Please provide additional feedback :
88	Yes - Please provide additional feedback :
89	No - Please provide additional feedback : Not needed
90	Yes - Please provide additional feedback :
91	Yes - Please provide additional feedback :
92	Yes - Please provide additional feedback :
93	Yes - Please provide additional feedback : The path between Gibney and MacArthur street is narrow and uneven and presents tripping risks to pedestrians and runners
94	No - Please provide additional feedback : mostly supportive but would recommend at grade crossing at southern roundabout for safety and straightening of path taking it east of green space at Beach street and Cottesloe SLSC.
95	No - Please provide additional feedback : Keep pedestrians and fast moving vehicles completely separate.
96	- Please provide additional feedback :
97	Yes - Please provide additional feedback :
98	Yes - Please provide additional feedback : But tree replacement critical. Works should be kept away from Napier Street to Forest Street between peak usage November til February.
99	Yes - Please provide additional feedback : Where the path twists and turns make sure sightlines aren't blocked on the bends. That means cutting down or cutting back vegetation most of the time. Most of the collision risk is the result of blocked sight lines and people on the wrong side of the path.

100	- Please provide additional feedback :
101	No - Please provide additional feedback :
102	No - Please provide additional feedback : If Cyclists were banned from marine parade I would consider this. Cyclists esp the pelatons are not using the path. Waste of money
103	Yes - Please provide additional feedback :
104	No - Please provide additional feedback : I do not support the removal of any current parking bays between Macarthur Street and Gibney street. This area needs the maximum number of parking spaces possible to accommodate visitors to the Gibney Restaurant and the aged care facility. It is already exrtremely busy as is Warton Street due to parking for these two establishments. A reduction in spaces on MARine Parade would result in even more cars blocking driveways or illegally parking on verges on Gibney Warton and Macarthur Streets.
105	Yes - Please provide additional feedback :
106	No - Please provide additional feedback :
107	No - Please provide additional feedback :
108	- Please provide additional feedback :
109	No - Please provide additional feedback : Cyclists should be separated from both vehicles and pedestrians via Protected Bike Lanes: On-road lanes physically separated from vehicle traffic using kerbs bollards or planters.
110	Yes - Please provide additional feedback :
111	Yes - Please provide additional feedback : crossing at that round about will be a problem for most families due to traffic volume and speeds
112	Yes - Please provide additional feedback : Support except for the existing alignment around the surf club the wall around the club reduces visibility and will induce conflict between riders and walkers at the corners particularly the nw corner. If possible to provide a new shared alignment on the east side of the club and leave the existing path on the west side.
113	- Please provide additional feedback :
114	Yes - Please provide additional feedback :
115	Yes - Please provide additional feedback :
116	- Please provide additional feedback : I don't have the expertise to choose I support all actions to provide safer paths for pedestrians as recommended by experts and would recommend that improved lighting be installed at the same time.
117	Yes - Please provide additional feedback :
118	Yes - Please provide additional feedback :
119	- Please provide additional feedback :
120	Yes - Please provide additional feedback : I am only concerned about crossing from PSP at Roundabout from Curtin Ave to enter bike path. Will cars stopped? it is quite busy during school pickup and drop offs at Beehive. Not clear how that crossing will look - who has right away? The zebra crossing at Gibney is brilliant.
121	Yes - Please provide additional feedback :
122	- Please provide additional feedback : People know they don't have to follow rules after 5pm or weekends.
123	- Please provide additional feedback :
124	No - Please provide additional feedback : Potentially realign the path (particularly for bikes etc) at the end of Beach St/Dutch Inn to run along the road as the current loop down to the water creates a significant blind spots particularly at dark.
125	Yes - Please provide additional feedback :
126	Yes - Please provide additional feedback :
127	No - Please provide additional feedback : Just make the path next to the road
128	No - Please provide additional feedback :
129	- Please provide additional feedback :
130	Yes - Please provide additional feedback :
131	Yes - Please provide additional feedback :
132	Yes - Please provide additional feedback : Please ban electric scooters.
133	Yes - Please provide additional feedback : Leave as is with added 1/2 metre width
134	Yes - Please provide additional feedback : Please include more amenities toilets and cafe so becomes a destination point rather than a ride through.
135	Yes - Please provide additional feedback : I think that shared zones can cause problems with accidents with cyclist scooters going fast and runners / walkers / dogs going slow. Should encourage cyclists/scooters to use the road if they are going fast. Cyclists don't want to stop at pedestrian crossings which is illegal and dangerous for the safety of walkers.
136	- Please provide additional feedback :
137	Yes - Please provide additional feedback :
138	Yes - Please provide additional feedback :
139	Yes - Please provide additional feedback :
140	Yes - Please provide additional feedback :
141	No - Please provide additional feedback : This is very unclear cannot comment
142	Yes - Please provide additional feedback :
143	Yes - Please provide additional feedback :
144	Yes - Please provide additional feedback : need separate path to bikes
145	Yes - Please provide additional feedback :

146	No - Please provide additional feedback : I would prefer to have a seperate bike path running down Marine Parade
147	No - Please provide additional feedback : The route is fine but the introduction of more car parks should not be encouraged this is a waste of money and people should be encouraged to walk
148	Yes - Please provide additional feedback :
149	Yes - Please provide additional feedback :
150	No - Please provide additional feedback : dangerous around the childrens playground
151	No - Please provide additional feedback : I do not consider shared paths to be safe - cyclists and pedestrians need separate paths.
152	Yes - Please provide additional feedback :
153	No - Please provide additional feedback : At the alignment opposite beach street where the existing path goes down - I don't think the shared path should follow the existing alignment. The gradient and restricted sight lines would post a safety risk for cyclists coming down and around the corner too quickly - especially as possible often stop here to take photos and rejoin the path. Instead keep shared path aligned with the road and maintain existing path as pedestrian path. Just remove a few parking spaces to do so.
154	Yes - Please provide additional feedback :
155	Yes - Please provide additional feedback : Conditional on my earlier comments being met
156	Yes - Please provide additional feedback :
157	Yes - Please provide additional feedback :
158	Yes - Please provide additional feedback :
159	No - Please provide additional feedback : Put the bike path completely on the road but only once the community have been asked about the proposed changes.
160	Yes - Please provide additional feedback :
161	Yes - Please provide additional feedback :
162	Yes - Please provide additional feedback :
163	Yes - Please provide additional feedback :
164	Yes - Please provide additional feedback : Can't see any obvious problems.
165	Yes - Please provide additional feedback :
166	No - Please provide additional feedback : The path appears to finish well before the Cottesloe boundary with no attention to the section from the Marine Parade/Curtin Ave roundabout on the section through the Vlamingh Zone. Why would such an important section be ignored?
167	Yes - Please provide additional feedback : At CT48 you should be able to continue along marine pde on a bike to avoid the pedestrian area and get back onto the path between ct41/42at
168	- Please provide additional feedback :
169	- Please provide additional feedback :
170	Yes - Please provide additional feedback :
171	- Please provide additional feedback :
172	- Please provide additional feedback :
173	Yes - Please provide additional feedback :
174	Yes - Please provide additional feedback :
175	Yes - Please provide additional feedback :
176	- Please provide additional feedback :
177	Yes - Please provide additional feedback :
178	Yes - Please provide additional feedback : I think this is an acceptable solution but there is a missed opportunity for a betterment. A more holistic view of this route for vehicles should be taken. Eg Marine parade could be reduced to a single width carrigeway and become one way (traffic routed north only). This would allow the entire route to be increased in width - improving paths and green areas. Parking could also still be provided.
179	Yes - Please provide additional feedback :
180	Yes - Please provide additional feedback :
181	Yes - Please provide additional feedback :
182	Yes - Please provide additional feedback :
183	Yes - Please provide additional feedback :
184	- Please provide additional feedback :
185	No - Please provide additional feedback : the path is stupid and shouldn't be built
186	Yes - Please provide additional feedback :
187	Yes - Please provide additional feedback : Only comment is that I hope there is enough distance between the path and the remaining parallel parking bays to enable car users to enter and exit their cars without obstructing the path.
188	Yes - Please provide additional feedback :
189	Yes - Please provide additional feedback :
190	Yes - Please provide additional feedback :
191	Yes - Please provide additional feedback :
192	- Please provide additional feedback :
193	Yes - Please provide additional feedback :

194	Yes - Please provide additional feedback :
195	Yes - Please provide additional feedback : the current pathway has settled due to movement of the unstable supporting bank. A geotechnical engineers report should be commissioned giving options for stabilising the bank before any final deck on on this pathway is made
196	Yes - Please provide additional feedback :
197	No - Please provide additional feedback : Without adding extra width (doesn't solve problems) it is a waste of money
198	Yes - Please provide additional feedback : only if path is wide enough to separate cyclists and pedestrians by different coloured paving. All angled parking should go and be replaced by curb parking along street. No loss of any land currently revegetated by Coastcare.
199	Yes - Please provide additional feedback :
200	Yes - Please provide additional feedback :
201	Yes - Please provide additional feedback : Except must leave parallel parking along Marine Pd. for safer cars exit. No backing onto Marine Parade.
202	Yes - Please provide additional feedback :
203	Yes - Please provide additional feedback : I support the upgrade of the path as mentioned a comprise of cycle and pedestians is not a good idea in this family area and I think it should be a pedestrian walkway with an on road cycle path .
204	Yes - Please provide additional feedback :
205	Yes - Please provide additional feedback :
206	Yes - Please provide additional feedback :
207	Yes - Please provide additional feedback :
208	- Please provide additional feedback :
209	No - Please provide additional feedback : Leave parking bays where there are. Do not remove green space.
210	No - Please provide additional feedback : Why? It will increase risk to both pedestrians and cyclists.
211	Yes - Please provide additional feedback :
212	Yes - Please provide additional feedback : Generally I support the alignment but: 1) consider putting on the East side of the dune near CT47 2) be careful at CT37 not to compromise the shower nook (consider if parking needs to be removed) at CT31 The Cove Carpark make this a shared Zone and see if it needs to be made wider with removal of parking
213	Yes - Please provide additional feedback :
214	Yes - Please provide additional feedback :
215	No - Please provide additional feedback : It solves none of the current challenges. Shared paths will not work regardless of how wide you make them
216	- Please provide additional feedback :
217	Yes - Please provide additional feedback :
218	Yes - Please provide additional feedback : However it should be pedestrian only and bikes should be moved to a designated bike lane next to the road.
219	Yes - Please provide additional feedback :
220	- Please provide additional feedback :
221	Yes - Please provide additional feedback :

SR	Path Alignment Outside the Conflict Points : Stage 2: Napier Street to North Street Do you support the alignment of the path between Napier Street and North Street (outside the conflict point areas)? Refer to Attachment B
1	- Please provide additional feedback : There is not enough info in Att B... But in general yes support
2	No - Please provide additional feedback :
3	Yes - Please provide additional feedback : As-is
4	Yes - Please provide additional feedback : However there is nothing in this plan to address the issue with families trying to cross marine parade when coming out of grant marine park . This is a matter of urgency it is an accident waiting to happen
5	Yes - Please provide additional feedback :
6	Yes - Please provide additional feedback : Keep it simple Dont over engineer No big ugly fencing
7	Yes - Please provide additional feedback :
8	- Please provide additional feedback :
9	Yes - Please provide additional feedback : Make it as wide as possible. Wider is better.
10	No - Please provide additional feedback : Refer comments made above re North Cottesloe Surf Life Saving Club. Alignment needs to consider requirement to retain car bays near the club.
11	Yes - Please provide additional feedback :
12	No - Please provide additional feedback : Would prefer separated path where space allows
13	No - Please provide additional feedback : Cyclists and pedestrians should be separated no scooters
14	Yes - Please provide additional feedback :
15	Yes - Please provide additional feedback :
16	Yes - Please provide additional feedback :
17	Yes - Please provide additional feedback :
18	Yes - Please provide additional feedback :
19	Yes - Please provide additional feedback :
20	Yes - Please provide additional feedback :
21	No - Please provide additional feedback : Same as above. Encouraging bikes to ride at higher speeds along side pedestrians and parks is a terrible idea.
22	Yes - Please provide additional feedback :
23	Yes - Please provide additional feedback :
24	Yes - Please provide additional feedback :
25	No - Please provide additional feedback :
26	No - Please provide additional feedback :
27	No - Please provide additional feedback :
28	No - Please provide additional feedback :
29	- Please provide additional feedback :
30	Yes - Please provide additional feedback :
31	- Please provide additional feedback :
32	Yes - Please provide additional feedback :
33	Yes - Please provide additional feedback :
34	No - Please provide additional feedback :
35	No - Please provide additional feedback : The current shared pathway is heavily used from 5.30 am throughout the year - summer and winter. The section Napier Street to North Street needs very careful consideration. The current parking is 'adequate' so there should be no loss of parking. There is no room for cyclists.There should be a 'shared roadway' approach to the situation.
36	Yes - Please provide additional feedback :
37	Yes - Please provide additional feedback : Reverse parking will provide more bays which your foreshore plan is removing . Beach goers actually drive vehicles to the beach
38	Yes - Please provide additional feedback :
39	No - Please provide additional feedback : see above points. I think pedestrians and cyclists should be separated between Forrest and Grant Streets with cars forced to slow. There are too many pedestrians walking in varied directions along and across paths at beach entry points to make a share path safe.
40	Yes - Please provide additional feedback :
41	- Please provide additional feedback :
42	Yes - Please provide additional feedback :
43	No - Please provide additional feedback :
44	Yes - Please provide additional feedback :
45	Yes - Please provide additional feedback :
46	Yes - Please provide additional feedback :
47	Yes - Please provide additional feedback :
48	No - Please provide additional feedback :
49	Yes - Please provide additional feedback :

50	Yes - Please provide additional feedback : UNIVERSAL BEACH ACCESS NEEDED
51	Yes - Please provide additional feedback :
52	- Please provide additional feedback :
53	No - Please provide additional feedback : Retention of green space is paramount. Marine terrace is fine for cycling (I speak from a perspective of a cyclist)
54	Yes - Please provide additional feedback :
55	Yes - Please provide additional feedback :
56	Yes - Please provide additional feedback :
57	Yes - Please provide additional feedback :
58	Yes - Please provide additional feedback :
59	Yes - Please provide additional feedback :
60	- Please provide additional feedback :
61	Yes - Please provide additional feedback : The area in front of Little Marine Pde is close to the crest of the dune though in this case the dune has limestone that buffers wave action and limits dune erosion.
62	Yes - Please provide additional feedback : As above
63	Yes - Please provide additional feedback : Path should widened with separate zone marked for walkers/runners
64	Yes - Please provide additional feedback :
65	Yes - Please provide additional feedback : Please confirm signage and fences will be replaced at the same time as the path upgrade works
66	Yes - Please provide additional feedback :
67	No - Please provide additional feedback :
68	Yes - Please provide additional feedback :
69	- Please provide additional feedback :
70	Yes - Please provide additional feedback :
71	- Please provide additional feedback : A pedestrian only boardwalk would permit path widening westward combined with a separate bike path to mitigate risk of collision
72	- Please provide additional feedback :
73	Yes - Please provide additional feedback :
74	No - Please provide additional feedback : The main path should go in front of the surf clubs and the magic apple tog et away from the car park and restaurant areas. Consideration should be given to a board walk over the dunes between Napier and Eileen to get people away from the road and carparking areas. Same for surf club to Grant St
75	No - Please provide additional feedback :
76	Yes - Please provide additional feedback :
77	Yes - Please provide additional feedback : will the path on the western side remain that goes down the hill (Elieen st and North Cott Surf Club)
78	Yes - Please provide additional feedback :
79	No - Please provide additional feedback : I said No as I donâ€™t support removing the parking bays near Magic Apple. It wasnâ€™t clear if parking was part of the question so I said No to their removal.
80	Yes - Please provide additional feedback :
81	Yes - Please provide additional feedback :
82	Yes - Please provide additional feedback :
83	Yes - Please provide additional feedback :
84	Yes - Please provide additional feedback :
85	Yes - Please provide additional feedback :
86	Yes - Please provide additional feedback :
87	Yes - Please provide additional feedback :
88	Yes - Please provide additional feedback :
89	No - Please provide additional feedback : Not needed
90	Yes - Please provide additional feedback :
91	Yes - Please provide additional feedback : Why not keep the path going the last 100m north to Swanbourne surf club because everyone walks there and there are the same issues. Nedlands can fund their section.
92	Yes - Please provide additional feedback :
93	- Please provide additional feedback : CT8 - CT10 area - can low level vegetation low limestone walls provide a narrow buffer between parking bays and pathway
94	Yes - Please provide additional feedback :
95	No - Please provide additional feedback : Keep pedestrians and fast moving vehicles completely separate.
96	- Please provide additional feedback :
97	Yes - Please provide additional feedback :
98	Yes - Please provide additional feedback : Too many car bays lost. Should use the opportunity to plant more trees on the route. A better strategy to cluttering the streets blocking line of sight of already full tree esrablishment.
99	Yes - Please provide additional feedback :
100	- Please provide additional feedback :

101	No - Please provide additional feedback :
102	No - Please provide additional feedback : If Cyclists were banned from marine parade I would consider this. Cyclists esp the pelatons are not using the path. Waste of money
103	Yes - Please provide additional feedback :
104	Yes - Please provide additional feedback :
105	Yes - Please provide additional feedback :
106	No - Please provide additional feedback :
107	No - Please provide additional feedback :
108	- Please provide additional feedback :
109	No - Please provide additional feedback : Cyclists should be separated from both vehicles and pedestrians via Protected Bike Lanes: On-road lanes physically separated from vehicle traffic using kerbs bollards or planters.
110	Yes - Please provide additional feedback :
111	Yes - Please provide additional feedback :
112	Yes - Please provide additional feedback : The success of this will be in the detail of the transition to shared zones successfully.
113	- Please provide additional feedback :
114	Yes - Please provide additional feedback :
115	Yes - Please provide additional feedback :
116	- Please provide additional feedback : I don't have the expertise to choose I support all actions to provide safer paths for pedestrians as recommended by experts and would recommend that improved lighting be installed at the same time.
117	- Please provide additional feedback :
118	Yes - Please provide additional feedback :
119	- Please provide additional feedback :
120	Yes - Please provide additional feedback :
121	Yes - Please provide additional feedback :
122	Yes - Please provide additional feedback :
123	- Please provide additional feedback :
124	- Please provide additional feedback :
125	Yes - Please provide additional feedback :
126	Yes - Please provide additional feedback :
127	No - Please provide additional feedback : Just make the path next to the road
128	Yes - Please provide additional feedback :
129	- Please provide additional feedback :
130	Yes - Please provide additional feedback :
131	Yes - Please provide additional feedback :
132	Yes - Please provide additional feedback : Please ban electric scooters.
133	Yes - Please provide additional feedback : Leave as is with added 1/2 metre width
134	Yes - Please provide additional feedback :
135	Yes - Please provide additional feedback : The area outside NCSC is too narrow and busy with coffee drinkers and people accessing the cafes and club. This area should not be dual use as it is dangerous pedestrians. Pedestrians would be safer to use the path closer to the beach and cyclists on the road.. The new plans for the OBH need to be considered as this will reduce parking options.
136	- Please provide additional feedback :
137	Yes - Please provide additional feedback :
138	Yes - Please provide additional feedback :
139	Yes - Please provide additional feedback :
140	Yes - Please provide additional feedback :
141	No - Please provide additional feedback : Also unclear
142	Yes - Please provide additional feedback : It is very important that there are safe and easy points of connection for cyclists so able to connect from the Eric Street Path or coming down from Grant street to get onto the shared path
143	Yes - Please provide additional feedback :
144	Yes - Please provide additional feedback : need separate path to bikes
145	Yes - Please provide additional feedback :
146	No - Please provide additional feedback : I would prefer to have a seperate bike path running down Marine Parade
147	Yes - Please provide additional feedback : Minimise car parks
148	Yes - Please provide additional feedback :
149	Yes - Please provide additional feedback :
150	No - Please provide additional feedback : loss of parking and green space already inadequate parking for those patrolling Cottesloe beach

151	No - Please provide additional feedback : I do not consider shared paths to be safe - cyclists and pedestrians need separate paths.
152	Yes - Please provide additional feedback :
153	Yes - Please provide additional feedback : Not related to this but not sure where else to put it. But my main point of feedback is to not make the shared path red. The red colour is not in keeping with the natural look of the coaststline and will make it feel more like a fast cycling environment - when most users are slow casual walkers. Make the path wider and put in centre line but please don't make it red. If it has to be read make it more dull/ natural than other paths in Perth.
154	Yes - Please provide additional feedback :
155	Yes - Please provide additional feedback : Conditional on my earleir comments being met
156	Yes - Please provide additional feedback :
157	Yes - Please provide additional feedback :
158	Yes - Please provide additional feedback :
159	No - Please provide additional feedback : Put any bike path on the road to separate vehicles from bikes going faster than 10 kmh
160	Yes - Please provide additional feedback :
161	No - Please provide additional feedback : Do not want the parking bays removed. Rather widen path towards sea.
162	Yes - Please provide additional feedback :
163	Yes - Please provide additional feedback :
164	Yes - Please provide additional feedback : Can't see any obvious problems.
165	Yes - Please provide additional feedback :
166	Yes - Please provide additional feedback :
167	Yes - Please provide additional feedback :
168	- Please provide additional feedback :
169	- Please provide additional feedback :
170	Yes - Please provide additional feedback :
171	- Please provide additional feedback :
172	Yes - Please provide additional feedback :
173	Yes - Please provide additional feedback :
174	Yes - Please provide additional feedback :
175	Yes - Please provide additional feedback :
176	- Please provide additional feedback :
177	Yes - Please provide additional feedback :
178	Yes - Please provide additional feedback : I think this is an acceptable solution but there is a missed opportunity for a betterment. A more holistic view of this route for vehicles should be taken. Eg Marine parade could be reduced to a single width carrigeway and become one way (traffic routed north only). This would allow the entire route to be increased in width - improving paths and green areas. Parking could also still be provided.
179	Yes - Please provide additional feedback :
180	Yes - Please provide additional feedback :
181	Yes - Please provide additional feedback :
182	Yes - Please provide additional feedback :
183	Yes - Please provide additional feedback :
184	- Please provide additional feedback :
185	No - Please provide additional feedback : the path is stupid and shouldn't be built
186	Yes - Please provide additional feedback :
187	Yes - Please provide additional feedback :
188	Yes - Please provide additional feedback :
189	Yes - Please provide additional feedback :
190	Yes - Please provide additional feedback :
191	Yes - Please provide additional feedback :
192	- Please provide additional feedback :
193	Yes - Please provide additional feedback :
194	Yes - Please provide additional feedback :
195	Yes - Please provide additional feedback :
196	Yes - Please provide additional feedback :
197	No - Please provide additional feedback : Object to loss of green space. How wide is the proposed path?? Illustration does nothing to solve problems.
198	Yes - Please provide additional feedback : only if path is wide enough to separate cyclists and pedestrians by different coloured paving. All angled parking should go and be replaced by curb parking along street. No loss of any land currently revegetated by Coastcare.
199	Yes - Please provide additional feedback :

200	Yes - Please provide additional feedback :
201	Yes - Please provide additional feedback : Again leave parallel parking on Marine Parade.
202	Yes - Please provide additional feedback :
203	Yes - Please provide additional feedback :
204	Yes - Please provide additional feedback : The Cyclists just keep using the roads regardless of the millions of dollars spent on share footpaths. There should be some rules around enforcement
205	Yes - Please provide additional feedback :
206	Yes - Please provide additional feedback :
207	Yes - Please provide additional feedback :
208	Yes - Please provide additional feedback :
209	- Please provide additional feedback :
210	No - Please provide additional feedback : Unnecessarily increasing risks to children.
211	Yes - Please provide additional feedback :
212	Yes - Please provide additional feedback : I generally support the alignment but: at CT4 make a much wider shared zone as many people with dogs use this area and it is already a high conflict zone.
213	Yes - Please provide additional feedback :
214	Yes - Please provide additional feedback :
215	No - Please provide additional feedback : It solves none of the current challenges. Shared paths will not work regardless of how wide you make them
216	- Please provide additional feedback :
217	Yes - Please provide additional feedback :
218	Yes - Please provide additional feedback : However it should be pedestrian only and bikes should be moved to a designated bike lane next to the road.
219	Yes - Please provide additional feedback :
220	- Please provide additional feedback :
221	Yes - Please provide additional feedback :

SR	Path Alignment Outside the Conflict Points : Stage 3: Foreshore Precinct from Forrest Street to Napier Street Do you support for this section of the shared path to be constructed to the approved Foreshore Masterplan (between Forrest Street and Napier Street)? Refer to Attachment C
1	- Please provide additional feedback : There is not enough info in Att c.. But in general yes support
2	No - Please provide additional feedback :
3	- Please provide additional feedback :
4	Yes - Please provide additional feedback :
5	Yes - Please provide additional feedback :
6	Yes - Please provide additional feedback :
7	Yes - Please provide additional feedback :
8	- Please provide additional feedback :
9	No - Please provide additional feedback :
10	Yes - Please provide additional feedback :
11	Yes - Please provide additional feedback :
12	No - Please provide additional feedback : F S Masterplan has never properly accommodated cyclists. Would prefer separated path where space allows. That no concepts are available for passing Indiana or how any stage 1 and 2 actually connect with F S Masterplan. That the plan provided shows Car Park 1 as is and not as Masterplan.
13	Yes - Please provide additional feedback : Cyclists and pedestrians should be separated no scooters
14	No - Please provide additional feedback :
15	Yes - Please provide additional feedback :
16	Yes - Please provide additional feedback :
17	No - Please provide additional feedback :
18	Yes - Please provide additional feedback :
19	Yes - Please provide additional feedback :
20	Yes - Please provide additional feedback :
21	Yes - Please provide additional feedback :
22	Yes - Please provide additional feedback :
23	Yes - Please provide additional feedback :
24	Yes - Please provide additional feedback :
25	No - Please provide additional feedback :
26	No - Please provide additional feedback :
27	No - Please provide additional feedback :
28	No - Please provide additional feedback :
29	- Please provide additional feedback :
30	Yes - Please provide additional feedback : Forcing cyclists onto the road for such a small section is impractical and the types of recreational cyclists who use this path will probably stay on the existing footpath to the West and east of the main cottessloe carpark. I do strongly support the shared zone through this area as it will greatly assist pedestrian movement between the beach and the nearby cafes and shops
31	- Please provide additional feedback :
32	Yes - Please provide additional feedback :
33	Yes - Please provide additional feedback :
34	No - Please provide additional feedback : I don't know what the approved plan includes
35	Yes - Please provide additional feedback : As long as cyclists have a separate designated area to pedestrians walker joggers runners etc. Let's have a 'shared roadway'.
36	Yes - Please provide additional feedback :
37	No - Please provide additional feedback : Parking is Cottessloe's biggest draw back .
38	Yes - Please provide additional feedback :
39	No - Please provide additional feedback : See above points. A wider shared path will facilitate faster cycling which will be dangerous.
40	Yes - Please provide additional feedback :
41	- Please provide additional feedback :
42	Yes - Please provide additional feedback : This will require sign posting and clear markings on road to show cyclists need to use the road
43	No - Please provide additional feedback :
44	Yes - Please provide additional feedback :
45	Yes - Please provide additional feedback :
46	Yes - Please provide additional feedback :
47	Yes - Please provide additional feedback :
48	No - Please provide additional feedback :
49	Yes - Please provide additional feedback :

50	Yes - Please provide additional feedback : UNIVERSAL BEACH ACCESS NEEDED
51	Yes - Please provide additional feedback :
52	- Please provide additional feedback :
53	Yes - Please provide additional feedback : Slowing traffic is a great idea
54	Yes - Please provide additional feedback :
55	Yes - Please provide additional feedback :
56	Yes - Please provide additional feedback :
57	Yes - Please provide additional feedback :
58	Yes - Please provide additional feedback :
59	Yes - Please provide additional feedback :
60	- Please provide additional feedback :
61	Yes - Please provide additional feedback : Significantly more traffic calming is needed. Minimise perpendicular entry points to Marine Pde. Keep parking simple and ensure it does not reverse into through traffic zones.
62	No - Please provide additional feedback : It is already busy and your plans have not considered pinch points sufficently
63	Yes - Please provide additional feedback : Path should widened with separate zone marked for walkers/runners
64	Yes - Please provide additional feedback :
65	Yes - Please provide additional feedback :
66	Yes - Please provide additional feedback :
67	No - Please provide additional feedback :
68	Yes - Please provide additional feedback :
69	- Please provide additional feedback :
70	Yes - Please provide additional feedback :
71	No - Please provide additional feedback : I dislike the Foreshore Masterplan and have no confidence that the Council can obtain funding and deliver a project of this scale. I think Carpark 1 should be retained and separate pedestrian and bike path and other infrastructure (playgrounds) be constructed asap. The Foreshore is disgraceful and needs pragmatic and agile solutions.
72	- Please provide additional feedback :
73	Yes - Please provide additional feedback :
74	No - Please provide additional feedback :
75	No - Please provide additional feedback :
76	Yes - Please provide additional feedback : I'm not entirely sure the raised roadway is necessary as a traffic calming measure and feel this is perhaps a waste of money.
77	Yes - Please provide additional feedback : it is not clear on the PDF will it follow the current path way
78	Yes - Please provide additional feedback :
79	Yes - Please provide additional feedback : I've said Yes as assuming road experts are suggesting it as traffic calming. The elevation has to be enough but not too much!
80	Yes - Please provide additional feedback :
81	Yes - Please provide additional feedback :
82	Yes - Please provide additional feedback :
83	Yes - Please provide additional feedback :
84	No - Please provide additional feedback : This should be pedestrianised. Bikes (slowed down speed) and foot traffic only.
85	Yes - Please provide additional feedback :
86	No - Please provide additional feedback : There are insufficient pedestrian crossings in this area
87	Yes - Please provide additional feedback :
88	Yes - Please provide additional feedback :
89	No - Please provide additional feedback : Not needed
90	Yes - Please provide additional feedback :
91	Yes - Please provide additional feedback :
92	No - Please provide additional feedback : I don't understand the plan. If I understood it further I might support it.
93	Yes - Please provide additional feedback : Support the path end-points being situated so as to be adjacent to Marine Parade
94	Yes - Please provide additional feedback : Expanding the masterplan south to Cottessoe SLSC would make more sense and minimise loss of green space to immediate south of Indiana.
95	No - Please provide additional feedback : Dont expand the shared path reduce the speed limit on Marine Parade.
96	- Please provide additional feedback :
97	Yes - Please provide additional feedback :
98	No - Please provide additional feedback : Nothing shown from surf club till Napier. Share mix zone only Stated. Chaotic in this area with a 30km/hr speed limit.
99	Yes - Please provide additional feedback :
100	- Please provide additional feedback :
101	No - Please provide additional feedback :

102	No - Please provide additional feedback : I drive Marine Parade daily and love it. I do not agree with all this money being spent to allow a minority access to our coastline at the expense of the majority
103	Yes - Please provide additional feedback :
104	No - Please provide additional feedback : I do not understand the concept of "raised road sections". An artists impression at street level would be helpful to decide.
105	Yes - Please provide additional feedback :
106	No - Please provide additional feedback :
107	No - Please provide additional feedback :
108	- Please provide additional feedback :
109	No - Please provide additional feedback : Cyclists should be separated from both vehicles and pedestrians via Protected Bike Lanes: On-road lanes physically separated from vehicle traffic using kerbs bollards or planters.
110	Yes - Please provide additional feedback :
111	Yes - Please provide additional feedback : would be nice to stop some of the traffic from crossing the road ie no right turns coming out of carpark
112	Yes - Please provide additional feedback :
113	- Please provide additional feedback :
114	Yes - Please provide additional feedback :
115	No - Please provide additional feedback : The ends of each shared path seems to indicate that cyclists are meant to join Marine parade traffic. This is not ideal for north bound cyclists but much worse for south bound cyclists who would have to cross vehicle traffic. Given that pedestrian footpaths will continue to exist in current locations it's likely most cyclists will just use these. It doesn't seem to make sense without seeing the full Foreshore Masterplan.
116	- Please provide additional feedback : I don't have the expertise to choose I support all actions to provide safer paths for pedestrians as recommended by experts and would recommend that improved lighting be installed at the same time.
117	- Please provide additional feedback :
118	Yes - Please provide additional feedback :
119	- Please provide additional feedback :
120	Yes - Please provide additional feedback :
121	Yes - Please provide additional feedback :
122	Yes - Please provide additional feedback :
123	- Please provide additional feedback :
124	- Please provide additional feedback :
125	Yes - Please provide additional feedback :
126	Yes - Please provide additional feedback :
127	No - Please provide additional feedback : Just make the path next to the road
128	No - Please provide additional feedback :
129	- Please provide additional feedback :
130	- Please provide additional feedback : Can't comment as Attachment C doesn't appear to show the proposed shared path route.
131	Yes - Please provide additional feedback :
132	Yes - Please provide additional feedback : Please ban electric scooters.
133	No - Please provide additional feedback : Shared path should remain in place with extra 1/2 metre Foreshore Master plan should be redesigned to fit in with Cottesloe character and current position of shared path.
134	Yes - Please provide additional feedback :
135	Yes - Please provide additional feedback : The area around the carpark is busy and kids use the playground. Cyclists / scooters should dismount on busy days. This zone should be open to mixed use as it is busy on a beach weekend with people crossing the roads. I suggest a more open access layout with a reduced speeds.
136	Yes - Please provide additional feedback :
137	Yes - Please provide additional feedback :
138	Yes - Please provide additional feedback :
139	Yes - Please provide additional feedback :
140	Yes - Please provide additional feedback :
141	No - Please provide additional feedback :
142	Yes - Please provide additional feedback : Ensure that there is natural connection between end of shared zone with the new path. In the attachment they do not connect.
143	Yes - Please provide additional feedback :
144	Yes - Please provide additional feedback : need separate path to bikes
145	Yes - Please provide additional feedback :
146	Yes - Please provide additional feedback :
147	No - Please provide additional feedback : The route should not simply end as it is show currently. This will create confusion and a key risk point. There should be a review of this to try and maintain continuity. Note that a large part of the challenge in doing this is because of the large carpark. If some of this was to be replaced with open space the footpath and shared use path would have enough space to continue

148	Yes - Please provide additional feedback :
149	Yes - Please provide additional feedback :
150	No - Please provide additional feedback : loss of parking and green space
151	No - Please provide additional feedback : I do not consider shared paths to be safe - cyclists and pedestrians need separate paths.
152	Yes - Please provide additional feedback :
153	Yes - Please provide additional feedback : Make sure there is a safe option for cyclists to join the road (shared low traffic area) in the area where the master plan covers. This is very high pedestrian area and any cyclists wanting to go faster than walking speed would prefer/should join the road. This needs to be made an easy and obvious option - especially if the path is finished before master plan area.
154	Yes - Please provide additional feedback :
155	Yes - Please provide additional feedback : Conditional on my ealier comments being met
156	Yes - Please provide additional feedback :
157	Yes - Please provide additional feedback :
158	Yes - Please provide additional feedback :
159	No - Please provide additional feedback : How can the path be constructed to the approved Foreshore Masterplan when the masterplan makes no mention of a bike path and instead allows bikes to wander wherever
160	No - Please provide additional feedback :
161	- Please provide additional feedback : Do not want the parking bays removed. Rather widen path towards sea.
162	Yes - Please provide additional feedback :
163	Yes - Please provide additional feedback :
164	Yes - Please provide additional feedback : Can't see any obvious problems.
165	Yes - Please provide additional feedback :
166	Yes - Please provide additional feedback :
167	Yes - Please provide additional feedback :
168	- Please provide additional feedback :
169	- Please provide additional feedback :
170	Yes - Please provide additional feedback :
171	- Please provide additional feedback :
172	No - Please provide additional feedback : No - change alignment to use existing footpath between Marine Parade and the Car Park by taking out part of the car park. Provide additional parking in the carpark east of Marine Parade just north of Napier St
173	- Please provide additional feedback :
174	Yes - Please provide additional feedback :
175	Yes - Please provide additional feedback :
176	- Please provide additional feedback :
177	Yes - Please provide additional feedback :
178	Yes - Please provide additional feedback : I think this is an acceptable solution but there is a missed opportunity for a betterment. A more holistic view of this route for vehicles should be taken. Eg Marine parade could be reduced to a single width carrigeway and become one way (traffic routed north only). This would allow the entire route to be increased in width - improving paths and green areas. Parking could also still be provided.
179	Yes - Please provide additional feedback :
180	Yes - Please provide additional feedback :
181	Yes - Please provide additional feedback :
182	Yes - Please provide additional feedback :
183	Yes - Please provide additional feedback :
184	Yes - Please provide additional feedback :
185	No - Please provide additional feedback : the path is stupid and shouldn't be built
186	Yes - Please provide additional feedback :
187	Yes - Please provide additional feedback : Looking forward to the mater plan being enacted ðŸ™,
188	Yes - Please provide additional feedback :
189	Yes - Please provide additional feedback :
190	Yes - Please provide additional feedback :
191	Yes - Please provide additional feedback :
192	- Please provide additional feedback :
193	Yes - Please provide additional feedback :
194	Yes - Please provide additional feedback :
195	Yes - Please provide additional feedback :
196	Yes - Please provide additional feedback :

197	No - Please provide additional feedback : It should be done irrelevant to the foreshore master plan
198	No - Please provide additional feedback : Remove parking that abuts footpath and widen shared path along length of car park. No loss of any land currently revegetated by Coastcare.
199	Yes - Please provide additional feedback :
200	Yes - Please provide additional feedback :
201	Yes - Please provide additional feedback :
202	Yes - Please provide additional feedback :
203	Yes - Please provide additional feedback :
204	Yes - Please provide additional feedback :
205	Yes - Please provide additional feedback :
206	Yes - Please provide additional feedback :
207	Yes - Please provide additional feedback :
208	Yes - Please provide additional feedback : It isn't clear on the map but the path should follow the western side of the car park to give ocean views.
209	- Please provide additional feedback :
210	No - Please provide additional feedback : Unnecessarily increasing risk to walking children and the aged.
211	Yes - Please provide additional feedback :
212	Yes - Please provide additional feedback :
213	Yes - Please provide additional feedback :
214	Yes - Please provide additional feedback :
215	No - Please provide additional feedback : It solves none of the current challenges. Shared paths will not work regardless of how wide you make them
216	- Please provide additional feedback :
217	Yes - Please provide additional feedback : Except that 30 km/h is too slow. As a local that will annoy me for the 75% of the year that the area is not very busy.
218	- Please provide additional feedback :
219	Yes - Please provide additional feedback :
220	- Please provide additional feedback :
221	Yes - Please provide additional feedback :

SR	Logical : What is your reason for cycling on Marine Parade?
1	Recreation The existing shared path (footpath) is not conducive to cycling :
2	
3	Recreation The existing shared path (footpath) is not conducive to cycling :
4	Commute The existing shared path (footpath) is not conducive to cycling :
5	
6	Recreation The existing shared path (footpath) is not conducive to cycling : Exercise
7	
8	
9	Recreation The existing shared path (footpath) is not conducive to cycling :
10	Recreation :
11	Recreation :
12	
13	
14	
15	
16	
17	Commute :
18	
19	Recreation : The existing shared path is always conducive to cycling however sometimes it is simply convenient to cycle on Marine Parade.
20	
21	Commute Recreation :
22	Commute :
23	Recreation The existing shared path (footpath) is not conducive to cycling :
24	
25	The existing shared path (footpath) is not conducive to cycling :
26	
27	
28	Recreation The existing shared path (footpath) is not conducive to cycling :
29	
30	
31	
32	Commute The existing shared path (footpath) is not conducive to cycling : I donâ€™t think there is any such thing as a safe shared use path. With the increased use of e-bikes e-scooters and bikes the combo does not work
33	Commute The existing shared path (footpath) is not conducive to cycling : It is dangerous for everyone having a shared path arrangement. E bikes walkers using AirPods and not hearing bike bells. I have knocked into a walker when they did not hear my bell and she suddenly changed direction. Both of us ended up falling over
34	
35	
36	
37	
38	
39	
40	Recreation :
41	Recreation :
42	The existing shared path (footpath) is not conducive to cycling :
43	Commute Recreation :
44	Recreation :
45	
46	Commute Recreation The existing shared path (footpath) is not conducive to cycling :
47	

48	Recreation :
49	Recreation :
50	
51	
52	
53	Recreation : The beach path is more for walking and jogging. Improving the surface will only cause cyclist and e bikes/scooter to go faster
54	Recreation :
55	Recreation The existing shared path (footpath) is not conducive to cycling : Too busy for efficient cycling
56	Commute Recreation The existing shared path (footpath) is not conducive to cycling :
57	
58	
59	Recreation The existing shared path (footpath) is not conducive to cycling : Law says cannot ride > 20km/h on paths
60	
61	Commute Recreation The existing shared path (footpath) is not conducive to cycling : Road cyclists and commuters will almost always choose the road rather than a shared cycleway as they are looking to move to a destination relatively quickly. The proposed upgrades will not take any cycle traffic off the road. The proposed changes will however increase safety risk of car/cycle interactions due to the increase in perpendicular or angled parking in some areas.
62	
63	Recreation The existing shared path (footpath) is not conducive to cycling :
64	
65	Recreation The existing shared path (footpath) is not conducive to cycling :
66	Recreation :
67	
68	Recreation :
69	
70	Commute Recreation :
71	
72	
73	Recreation :
74	
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80	Recreation The existing shared path (footpath) is not conducive to cycling :
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86	Commute Recreation The existing shared path (footpath) is not conducive to cycling :
87	
88	The existing shared path (footpath) is not conducive to cycling :
89	Recreation The existing shared path (footpath) is not conducive to cycling :
90	Commute The existing shared path (footpath) is not conducive to cycling :
91	
92	
93	

94	Recreation The existing shared path (footpath) is not conducive to cycling :
95	Recreation The existing shared path (footpath) is not conducive to cycling :
96	Recreation The existing shared path (footpath) is not conducive to cycling :
97	The existing shared path (footpath) is not conducive to cycling :
98	Recreation :
99	Recreation The existing shared path (footpath) is not conducive to cycling : I use the road in summer when the shared path is chockers with pedestrians. In the off peak I use the path (because some drivers are mental).
100	Recreation The existing shared path (footpath) is not conducive to cycling :
101	
102	
103	
104	Recreation The existing shared path (footpath) is not conducive to cycling :
105	
106	
107	
108	
109	
110	
111	The existing shared path (footpath) is not conducive to cycling : speed of riding and people walking dont mix unless im riding with the family then i ride on the path
112	The existing shared path (footpath) is not conducive to cycling :
113	
114	
115	Recreation :
116	
117	Commute Recreation :
118	
119	
120	Commute The existing shared path (footpath) is not conducive to cycling : the existing path is out of the way but marine pde too risky for getting doored. I often ride on Marmion instead.
121	Recreation The existing shared path (footpath) is not conducive to cycling :
122	
123	Recreation The existing shared path (footpath) is not conducive to cycling :
124	
125	
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127	
128	Commute Recreation The existing shared path (footpath) is not conducive to cycling :
129	
130	Recreation The existing shared path (footpath) is not conducive to cycling :
131	Recreation The existing shared path (footpath) is not conducive to cycling :
132	Commute Recreation The existing shared path (footpath) is not conducive to cycling :
133	Recreation : Perfectly conducive to cycling 90% of the time.Only conflict is with pedestrians sprawling across path with no respect for cyclists. Speed should be reduced to a maximum of 10kph on path.
134	
135	Commute The existing shared path (footpath) is not conducive to cycling : Ride to NCSC surf club to go to pod squad.
136	
137	
138	Recreation :
139	Recreation The existing shared path (footpath) is not conducive to cycling :

140	
141	
142	Recreation The existing shared path (footpath) is not conducive to cycling :
143	Recreation :
144	Commute Recreation The existing shared path (footpath) is not conducive to cycling : need separate path to bikes see south perth
145	
146	
147	Recreation The existing shared path (footpath) is not conducive to cycling : It’s not a good idea to have bikes and people on the same path. The difference in speeds is too great and people often run with headphones making it difficult to alert people
148	
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153	Recreation The existing shared path (footpath) is not conducive to cycling :
154	
155	The existing shared path (footpath) is not conducive to cycling : It is surprisingly safer taking my chances with cars on Marine Parade then the path. And riding on Marine Parade is hairy. PArade
156	
157	Recreation The existing shared path (footpath) is not conducive to cycling :
158	Recreation The existing shared path (footpath) is not conducive to cycling :
159	Commute Recreation : Need a dedicated bike path on the road
160	Recreation :
161	
162	
163	
164	
165	Recreation :
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167	Recreation The existing shared path (footpath) is not conducive to cycling :
168	
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170	The existing shared path (footpath) is not conducive to cycling :
171	Commute :
172	Commute Recreation The existing shared path (footpath) is not conducive to cycling :
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178	The existing shared path (footpath) is not conducive to cycling : It is difficult to cycle past people - I also walk on the path and feel it is too narrow for pedestrians and cyclists
179	Commute The existing shared path (footpath) is not conducive to cycling :
180	Commute Recreation The existing shared path (footpath) is not conducive to cycling :
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183	
184	Recreation The existing shared path (footpath) is not conducive to cycling :
185	Commute Recreation :

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187	The existing shared path (footpath) is not conducive to cycling :
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196	Commute Recreation The existing shared path (footpath) is not conducive to cycling :
197	Recreation The existing shared path (footpath) is not conducive to cycling : Shared path should be widened by 1/2 metre and speed restricted to 10kmph
198	
199	The existing shared path (footpath) is not conducive to cycling :
200	Recreation The existing shared path (footpath) is not conducive to cycling :
201	
202	The existing shared path (footpath) is not conducive to cycling :
203	Recreation The existing shared path (footpath) is not conducive to cycling : commented on this above opportunity to fix this up now
204	
205	
206	
207	Recreation The existing shared path (footpath) is not conducive to cycling :
208	
209	Recreation :
210	Recreation :
211	
212	Recreation The existing shared path (footpath) is not conducive to cycling :
213	Recreation The existing shared path (footpath) is not conducive to cycling :
214	Recreation The existing shared path (footpath) is not conducive to cycling : The existing shared path is dangerous for pedestrians when used by cyclists.
215	Recreation The existing shared path (footpath) is not conducive to cycling : I would never put others on a shared path in danger by riding my road bike at pace on a shared path. We go 30km+/h. Just look at what happend to the poor fellow in the CBD. Same thing is just waiting to happen if you force on-road bikes and e-scooters on to the path. Pointless.
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218	Recreation :
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SR	PART 2 – FUTURE PLANNING – MARINE PARADE CYCLE ENVIRONMENT : Faster cyclists will often choose on-road cycling on Marine Parade instead of the slower shared path. In your opinion is cycling on Marine Parade currently a safe environment for on-road cycling?
1	No - Please provide additional feedback : should have separate path
2	No - Please provide additional feedback :
3	Yes - Please provide additional feedback : And would be improved by a reduced speed limit say 25-30 kph
4	No - Please provide additional feedback : Biggest issue is cars cannot safely pass you because of the islands in the middle . They have to go
5	No - Please provide additional feedback :
6	No - Please provide additional feedback : The pelatons will still use this road. Very dangerous and narrow for cyclists. big risk of car door openings. I will use the new shared path rather than Marine parade.
7	No - Please provide additional feedback :
8	- Please provide additional feedback :
9	No - Please provide additional feedback : The cyclists are the main reason it's not safe. They don't stop at zebra crossings.
10	Yes - Please provide additional feedback : Shared paths are unsafe - walkers runners with music in ears prams dogs etc make it safer for cyclists on the road. The current design is not likely to reduce the need for cyclists on the road.
11	No - Please provide additional feedback :
12	Yes - Please provide additional feedback : Everything depends on cyclist attitude. Parked car driverside door opening dangers
13	No - Please provide additional feedback :
14	No - Please provide additional feedback : Marine parade should have a cycle path on the road. Make Marine Parade 1 way. Or slow traffic to 40kms the length of Marine Parade.
15	No - Please provide additional feedback :
16	- Please provide additional feedback :
17	Yes - Please provide additional feedback :
18	No - Please provide additional feedback :
19	Yes - Please provide additional feedback : It is generally safe for on-road cycling but we prefer to use the shared path as we are always looking at the ocean.
20	Yes - Please provide additional feedback :
21	Yes - Please provide additional feedback : If cars are following the speed limits it is safe to use marine parade for cycling.
22	No - Please provide additional feedback : it is narrow considering the car parks in the sides
23	Yes - Please provide additional feedback : But you have to be careful of the volume of road and path
24	No - Please provide additional feedback : Cyclists should use the cycle path that runs along the railway line. They need to be banned from marine parade-they think they own the road. Not surprised there are so many accidents involving cyclists on marine parade.
25	No - Please provide additional feedback : It is definitely not. I have had many near misses. However it is safer for the kids / walkers for cyclists to be on the road. There needs to be a dedicated cycle path on the road
26	Yes - Please provide additional feedback :
27	No - Please provide additional feedback :
28	No - Please provide additional feedback : There is not dedicated cycleway along Marine Parade. Bug cycle packs take up the whole lane which is completely selfish. Only allow small cycle groups and build a dedicated cycleway
29	Yes - Please provide additional feedback :
30	No - Please provide additional feedback : Cars go too fast along marine parade and often are not respecting the safety of cyclists. Also the ambiguity of the red paving along the parallel bays creates conflicts between car doors opening cyclists and cars trying to overtake. Strongly advocate for on-road signage to signal that cyclists are welcome on the road and that car users should slow down and shared the road. While the speed limit is 40 already many cars go faster than that.
31	- Please provide additional feedback :
32	No - Please provide additional feedback : Absolutely not. You are constantly looking out for car doors opening causing forcing you into traffic
33	No - Please provide additional feedback : It is extremely unsafe as cars pass very close to you and at speed. You are constantly watching for car doors opening causing you to swerve into traffic.
34	Yes - Please provide additional feedback :
35	Yes - Please provide additional feedback : Marine Parade should be the 'shared pathway'. Sharing Marine Parade is the answer. A 'shared roadway' along Marine Parade is a far better and safer solution to a 'shared pathway' so shifting the emphasis to a 'shared roadway' is a much better solution. Changing the terminology to a 'shared roadway' may provide a much clearer solution to what the ToC is trying to achieve.
36	No - Please provide additional feedback :
37	No - Please provide additional feedback : On road cyclists believe they have the full use of the road and haven't help any one on crosswalks or with kids and prams
38	Yes - Please provide additional feedback : Needs better signage
39	No - Please provide additional feedback : Cars often travel too fast.
40	No - Please provide additional feedback : Dedicated bike lane on the road would be better for faster cyclists (not me)
41	Yes - Please provide additional feedback :
42	No - Please provide additional feedback : It's not wide enough for cars to pass cyclists with too many median strips preventing this
43	Yes - Please provide additional feedback :

44	- Please provide additional feedback :
45	No - Please provide additional feedback :
46	Yes - Please provide additional feedback : It's fine as long as you are not cycling at peak beach/traffic times. Some of the delivery trucks stopping and opening doors on Marine ode are dangerous to cyclists. The new speed humps near pedestrian crossings are also dangerous. If you really need them put full width speed humps in those temporary plastic ones are super dangerous especially for groups. Pedestrian crossing also can be sketchy with people stepping out thinking cyclists can stop on a dime.
47	Yes - Please provide additional feedback :
48	No - Please provide additional feedback :
49	No - Please provide additional feedback :
50	No - Please provide additional feedback :
51	No - Please provide additional feedback : I have always cycled but I don't cycle on the road on Marine Parade. Due to the foot traffic on the shared path it is not wise to do so.
52	- Please provide additional feedback :
53	Yes - Please provide additional feedback : You just have to be alert. Same applies on the path
54	Yes - Please provide additional feedback :
55	Yes - Please provide additional feedback :
56	No - Please provide additional feedback : Car speed past very closely. Parked cars do not look out for cyclists. There is limited space on the road for cars to overtake safely
57	Yes - Please provide additional feedback : As long as there is plenty of space in the road. When it is busy the cars are not going very fast. It's better the fast cyclists be on the road then the shared slow footpath.
58	No - Please provide additional feedback :
59	Yes - Please provide additional feedback :
60	- Please provide additional feedback :
61	No - Please provide additional feedback : Reverse parking bays and traffic entering from side streets or driveways is the biggest risk to cyclists on road. Cyclists can move offset from parallel parking bays to a point that is safe and actions of parked cars can be predicted with consistent visibility.
62	No - Please provide additional feedback : I have seen many near misses in the early morning when cars are trying to park or at pedestrian crossings
63	- Please provide additional feedback : Week days are okay after peak hours. Weekends are busy and more dangerous.
64	No - Please provide additional feedback : I think cyclista shouldbe \\\
65	No - Please provide additional feedback :
66	No - Please provide additional feedback : It is very very unsafe. The bike groups are going too fast can't slow down nor stop. There needs to be speed bumps or someway of limiting speed and also peleton size.
67	No - Please provide additional feedback :
68	No - Please provide additional feedback :
69	- Please provide additional feedback :
70	Yes - Please provide additional feedback : As safe as any other road - stay away from opening car doors
71	No - Please provide additional feedback : Motor vehicle traffic needs to be reduced in volume and speed. Marine Parade should be for beach access not a thoroughfare. Through traffic should be discouraged by narrowing and reducing speed limits.
72	- Please provide additional feedback :
73	No - Please provide additional feedback :
74	No - Please provide additional feedback : too many cars and people not looking where they are driving
75	No - Please provide additional feedback :
76	Yes - Please provide additional feedback :
77	No - Please provide additional feedback :
78	No - Please provide additional feedback : Drivers don't adhere to to the 1m rule and believe it's safe to overtake cyclists rather than slow down be patient and wait until it's safe to overtake.
79	Yes - Please provide additional feedback : The safest is along the railway line. Cyclists can choose their level of risk but don't put pedestrians at risk.
80	No - Please provide additional feedback : this narrow road was never designed for the current high usage and has been in desperate need of upgrading for safety alone cycling along this road way section is quite unsafe
81	Yes - Please provide additional feedback : Prefer focus on pedestrian safety through discouraging fast cyclists on dual path
82	No - Please provide additional feedback : There is not space for cars and bikes. The risk of people opening doors onto cyclists is high.
83	No - Please provide additional feedback : What about reducing the road for cars to a single lane single direction and converting the remaining lane into commuter cycle lane. Then the shared use path could be only for pedestrians and low speed bikes. The green space could be retained and pedestrian access enhanced and encouraged.
84	No - Please provide additional feedback : Agree serious cyclists avoid this area as too many pedestrians and cars. Needs upgrade for recreational biking. I've been hit by a cyclist on the footpath.
85	Yes - Please provide additional feedback : It is safer than fast (road bikes) bikes on the shared pathway. The nature strips and length of the road means that only reckless drivers pass cyclists. With the increase in awareness of Nike safety it has become much safer.
86	No - Please provide additional feedback : There is insufficient traffic calming on marine parade. This encourages drivers to drive at excessive speed and undertake unsafe overtaking manoeuvres. The safest most cost effective solution to address cycle safer would be to address unsafe driving practices so cyclists can safely use the road. Encouraging cyclists to go fast on a path shared with pedestrians is most likely to result in collisions.

87	Yes - Please provide additional feedback : Major problem is the Councils street sweeper early in the morning. The whole road needs some thought as regards on road cycling. We don't need more parking. We need some planners who can do a good job with on road design. Do some research !!
88	Yes - Please provide additional feedback :
89	Yes - Please provide additional feedback :
90	No - Please provide additional feedback : High risk of dooring from cars
91	Yes - Please provide additional feedback :
92	Yes - Please provide additional feedback : They can't go at a decent speed on the path
93	No - Please provide additional feedback : Cyclists (often in packs) travel along the stretch of Marine Parade from Grant to Forrest with too much speed
94	No - Please provide additional feedback : Median barrier prevents cars from having room overtaking cyclists which can force cyclists into car door zone. Speed of cars is too high.
95	No - Please provide additional feedback : Cars are travelling too fast reduce the speed limit to 40km/h
96	Yes - Please provide additional feedback :
97	No - Please provide additional feedback :
98	No - Please provide additional feedback : Cars do not adhere to the speed limit drop to 40km per hour - change imposed at Cove.
99	No - Please provide additional feedback : I've had too many close passes on Marine Parade - there's a lack of road space for parking cyclists and drivers who are desperate to overtake regardless of the circumstances and whether it's safe to do so or not.
100	No - Please provide additional feedback :
101	Yes - Please provide additional feedback :
102	No - Please provide additional feedback : Faster Cyclists are not obeying road rules. I ride a bike but I drive a car as well. Making Marine parade safe for a minority at the expense of everyone else amenity eg I am a surflife who drives to my surfclub with kids saver is doing my head in.
103	No - Please provide additional feedback :
104	No - Please provide additional feedback : Too many drivers of parked cars do not look out for cyclists when opening car doors or changing into wetsuits. I have nearly been hit on several occasions
105	Yes - Please provide additional feedback :
106	No - Please provide additional feedback : There are too many things happening along the road with swimmers people trying to find parking trying to cross the road etc.
107	No - Please provide additional feedback : I've never ever ever ever seen a cyclists use the on-road cycling path on Eric St - total waste of money and resources
108	- Please provide additional feedback :
109	No - Please provide additional feedback : Cyclists should be separated from both vehicles and pedestrians via Protected Bike Lanes: On-road lanes physically separated from vehicle traffic using kerbs bollards or planters.
110	No - Please provide additional feedback :
111	Yes - Please provide additional feedback : safe as long as car drivers obey the road rules
112	No - Please provide additional feedback : Vehicle speeds are already reduced to 40kmh FANTASTIC! Confident riders have little challenge however providing the shared path for
113	- Please provide additional feedback :
114	No - Please provide additional feedback : A mixture of on road parking traffic calming devices and drivers general reluctance to share the road with large groups of cyclists make this a relatively unsafe environment.
115	Yes - Please provide additional feedback : I ride south on Marine parade with a sport cycling group on a weekly basis. As a confident cyclist in general Marine Parade is currently safe with the exception of the recently introduced rubberised speed humps at the pedestrian crossings at Eric St and Forrest St. As they only partially cover a lane they are a hazard to cycling groups causing riders to avoid the hump. If raised platforms are to be used they should span the whole lane and have a lip flush with the surface.
116	- Please provide additional feedback : I don't know I would recommend that expert advise be sought and appropriate changes be made to road to ensure safe for cyclists and other electric modes.
117	Yes - Please provide additional feedback :
118	No - Please provide additional feedback :
119	- Please provide additional feedback :
120	No - Please provide additional feedback : again marine pde too risky for getting doored. I often ride on Marmion instead when commuting to PSP or getting on current coastal path.
121	Yes - Please provide additional feedback :
122	No - Please provide additional feedback : If clearer rules then we would be able to share path safely.
123	No - Please provide additional feedback :
124	- Please provide additional feedback :
125	No - Please provide additional feedback :
126	No - Please provide additional feedback :
127	No - Please provide additional feedback : That's why I don't cycle on Marine Parade - it's not safe
128	No - Please provide additional feedback : Cars drive too fast and there too many cyclists on the road because the current path is not safe.
129	- Please provide additional feedback :
130	No - Please provide additional feedback : I don't think it is highly unsafe but I do have a concern regarding the risk of car dooring. If you ride a safe distance away from the parallel parked cars on Marine Parade cars cannot easily get past because of the frequent traffic islands. This causes drivers to get frustrated and/or cyclists to ride too close to the parked cars to be able to avoid getting hit by car doors opening.
131	No - Please provide additional feedback : Some drivers open their car doors onto the road without looking or can reverse out of spaces without looking

132	No - Please provide additional feedback : Too many cars and the speed limit is too high given the congested area.
133	Yes - Please provide additional feedback : I am a regular bike rider on path and Cottesloe roads and feel perfectly safe.
134	No - Please provide additional feedback : Vehicle speed needs to be reduced; and more bumps on the road are needed to slow traffic down.
135	No - Please provide additional feedback : It needs a cycling friendly as it narrows too much in the slow down points not allowing safe passage of cars and bikes. When I am riding the cars stay behind me looking for a place to pass.
136	No - Please provide additional feedback : Because the cyclists slow down the traffic drivers find them annoying and are unable to pass them because of the pedestrian refuge islands.
137	- Please provide additional feedback :
138	No - Please provide additional feedback :
139	No - Please provide additional feedback :
140	No - Please provide additional feedback : Not enough places for cars to safely go around bikes
141	No - Please provide additional feedback :
142	No - Please provide additional feedback :
143	No - Please provide additional feedback :
144	No - Please provide additional feedback : pathcurrent too narrow and car park in space
145	Yes - Please provide additional feedback : Do not want fast cycling on the path
146	No - Please provide additional feedback : I do not cycle down Marine Parade due to the volume of traffic. I do not cycle down the beach fromt path as i consider it dangerous for the pedestrians
147	No - Please provide additional feedback : There is not enough space in most areas for cyclists and with car parks on both sides of the road dangerous with vehicles stopping and entering. If car parks were removed on one side of the road it would make one side safer. This would encourage people to ride in a single direction ie north if car parks on the west are removed
148	No - Please provide additional feedback : I choose to cycle in the multi use trail as not safe
149	Yes - Please provide additional feedback :
150	Yes - Please provide additional feedback : safer than shared pedestrian path especially with silent electric bikes and scooters
151	No - Please provide additional feedback : Motor car drivers are impatient with cyclists and many car drivers see cyclists as a nuisance. Road rage is commonplace and accidents are frequent.
152	No - Please provide additional feedback :
153	No - Please provide additional feedback : Road parking and driver speeds do not make it a safe option. Only safe position is centre of the road and drivers are going to fast and are too impatient for this.
154	No - Please provide additional feedback :
155	No - Please provide additional feedback : This first statement is wrong. Most cyclists (irrespective of speed) will choose the road over a cramped path. Currently Marine Parade is far from safe...in either direction.
156	No - Please provide additional feedback :
157	Yes - Please provide additional feedback : Provided the speed limit is appropriate (eg 40 kms/hr) and there is adequate distance for when car doors are opened on parked cars.
158	No - Please provide additional feedback : Danger of door opening in parked cars
159	- Please provide additional feedback : The reason for this bike path being proposed is because in 2019 the community asked for bikes to be separated from vehicles on Marine Parade but instead you
160	No - Please provide additional feedback : Marine Parade is a shocking safety risk for cyclists. Both drivers and cyclists need to be more alert. The traffic speed limit should be 30kmph for all users with as many speed cushions as possible
161	No - Please provide additional feedback : Cyclists must keep the option to ride on the path
162	No - Please provide additional feedback : Always prefer riding on paths that donâ€™t have vehicles.
163	No - Please provide additional feedback : Car doors opening a problem
164	No - Please provide additional feedback : Although the speed limit is low there are a lot of parked cars and limited space for cars to pass so safety is an issue. I always choose the dual use path though more serious bike riders may choose the road.
165	Yes - Please provide additional feedback :
166	No - Please provide additional feedback :
167	No - Please provide additional feedback : Always worried that a driver will open their door into my path. I am a recerational cyclist with my kids on the bike.
168	- Please provide additional feedback :
169	- Please provide additional feedback :
170	No - Please provide additional feedback : There should be a designated bike zone
171	Yes - Please provide additional feedback :
172	No - Please provide additional feedback : Cars parked parallel to Marine Pde are a problem when people open their doors without looking and when pedestrians step out. Angle or off road parking helps alleviate this problem
173	No - Please provide additional feedback :
174	No - Please provide additional feedback :
175	No - Please provide additional feedback :
176	- Please provide additional feedback :
177	No - Please provide additional feedback :

178	No - Please provide additional feedback : The width of the road makes it difficult for vehicles to pass you with sufficient width and often those parked open doors into cyclists.
179	No - Please provide additional feedback : very narrow cars impatient to pass
180	No - Please provide additional feedback : Not wide enough for cars and bikes. Dangerous with cars opening doors. Bus usage etc
181	Yes - Please provide additional feedback : its safer for pedestrians having them on the road and less safe for cyclists. You cant however have fast cyclists on shared user facilities being used by the elderly and kids. The shared path should be for people cruising on bikes recognising that the pedestrians have right of way
182	Yes - Please provide additional feedback :
183	Yes - Please provide additional feedback :
184	No - Please provide additional feedback : Marine Parade is too narrow to accommodate cars and cyclists
185	Yes - Please provide additional feedback : How many accidents have there actually been to even prompt the doubt - "Is it safe". How about council does things based on fact and research not ideology.
186	- Please provide additional feedback : Iâ€™d prefer the faster cyclists to stay on road & for the road to be modified to better accommodate cyclists
187	Yes - Please provide additional feedback : Traffic speed is lower so feels generally safer but parallel parking and a narrow road with at times make it less safe.
188	No - Please provide additional feedback : Make sure cycle lane is adequate in wid and well signposted
189	No - Please provide additional feedback : Make sure cycle lane is adequate in wid and well signposted
190	No - Please provide additional feedback : Make sure cycle lane is adequate in wid and well signposted
191	Yes - Please provide additional feedback : Make sure cycle lane is adequate wide enough and well signposted
192	- Please provide additional feedback :
193	No - Please provide additional feedback :
194	No - Please provide additional feedback :
195	No - Please provide additional feedback :
196	No - Please provide additional feedback : Too narrow
197	Yes - Please provide additional feedback :
198	No - Please provide additional feedback : Too many tourists preoccupied with the beach park and open car doors without looking for cyclists.
199	No - Please provide additional feedback :
200	Yes - Please provide additional feedback :
201	No - Please provide additional feedback : Absolutely not! Cyclist often ride 2 or more abreast and will not move over into open areas when available.
202	Yes - Please provide additional feedback :
203	Yes - Please provide additional feedback : its not bad as road speeds are low and surface is good . the faster cyclists and all cyclists really should not be on pedestrian path
204	No - Please provide additional feedback : Absolutely not. The cars follow the orad rules. The cyclists do not. Particularly at pedestrian crossings and stop signs.
205	Yes - Please provide additional feedback :
206	No - Please provide additional feedback :
207	No - Please provide additional feedback : Cars overtake even when not enough space (=where traffic islands)
208	Yes - Please provide additional feedback :
209	- Please provide additional feedback :
210	Yes - Please provide additional feedback : If cyclists donâ€™t feel safe they should walk or cycle along the railway.
211	No - Please provide additional feedback : It is not currently safe as people who have parked parallel to the road open their doors directly into the path of cyclists.
212	No - Please provide additional feedback : The median strip makes it impossible for vehicles to pass riders safely (leaving 1m) yet they still try because the lanes are just wide enough for them to try if they are no patient.
213	No - Please provide additional feedback :
214	No - Please provide additional feedback : Parked cars are hazards for cyclists due to doors opening and sudden motion of the cars
215	Yes - Please provide additional feedback : It is one of the saftes shared enviroments in Perth. The location means that naturally cars are moving slower than other roads. If speed was lowered to 30KM for the whole lenght it would make it even better.
216	- Please provide additional feedback :
217	Yes - Please provide additional feedback :
218	No - Please provide additional feedback : Barriers between cyclists and traffic would encourage more cyclists onto on road cycling.
219	Yes - Please provide additional feedback :
220	- Please provide additional feedback :
221	No - Please provide additional feedback : As a car driver there is not enough space (with the road central islands) to pass a cyclist. Cyclists are a lso vulnerable to door opening from parked cars. Given constraints width wise (plus the central islands) of Marine Tce have seen a couple of opening car door vs passing traffic collisions - not pretty

SR	PART 2 – FUTURE PLANNING – MARINE PARADE CYCLE ENVIRONMENT : Could on-road cycling on Marine Parade be improved with the following? (tick all that apply	Other measures
1	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Fast cyclists encouraged to use principal path along rail
2	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points - Other measures : 1	
3	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Consideration of making portions of Marine Parade one-way - with the benefit of discouraging through traffic that should remain on Curtin Avenue
4	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Need to get rid of islands in the middle of the road . Aussies need to be reeducated like the dutch when opening cars doors
5	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	More roundabouts at intersections for traffic flow
6	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	There should be many pedestrian only (yes, shock horror! No cars) area along Marine parade. One reason is to stop it being used as a rat run or speedway for hoons. Another reason is that it increases the whole amenity of the beach access areas. Just look at what they do all over the world, especially in Europe. It’s better for businesses and everyone who goes to the area.
7	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
8	- Other measures : 1	
9	- Other measures : 1	Make cyclists follow the rules. Stop at zebra crossings.
10	Slower speed environment through a reduction in posted speed - Other measures : 1	
11	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
12	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Separate on road cycle pathways best option and for speed. Coastal path is for leisure, walking, jogging. Must have speed restriction on coastal path end to end.
13	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points - Other measures : 1	
14	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes - Other measures : 1	
15	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
16	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Make Curtin Avenue a slow and unpredictable option for the rat-run car commuters. Dedicate space to make this a world-class boulevard for pedestrians and cyclists
17	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
18	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points - Other measures : 1	
19	- Other measures : 1	
20	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
21	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	

22	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes - Other measures : 1	
23	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Slow points where the road narrows tend to cause more issues. Raised platforms work
24	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points - Other measures : 1	They just go around them. However it might deter them from using marine parade which would be a good thing
25	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
26	- Other measures : 1	
27	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points - Other measures : 1	
28	Creating a shared environment such as on-road cycle lanes - Other measures : 1	Limit the group sizes of cyclists and they should be single file.
29	- Other measures : 1	
30	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Rather than delineating between cyclists and cars through providing separated lanes, road design should work harder to create a low speed shared space
31	- Other measures : 1	
32	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Angled parking on the western side.
33	- Other measures : 1	
34	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
35	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes - Other measures : 1	
36	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
37	- Other measures : 1	Ban on road group cyclists using marine parade. Not possible , so why ask . you won't stop Tour de france cycle riders
38	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
39	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
40	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
41	Slower speed environment through a reduction in posted speed Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Do not introduce traffic calming devices as they are a hazard to cycling fast!!
42	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes - Other measures : 1	
43	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
44	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	

45	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
46	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Full width speed humps are ok. Need to make it clear to pedestrians using crossing that they shouldn't run to the crossing and step out in front of cyclists. They wouldn't do it to cars or trucks but seem to think it's ok for cyclists
47	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
48	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
49	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
50	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points - Other measures : 1	
51	Creating a shared environment such as on-road cycle lanes - Other measures : 1	Option 3 maybe, but I'm not sure I would use them. I use the cycle track next to Curtin Ave.
52	- Other measures : 1	
53	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	As we know space is limited to create cycle lanes. But where possible this should be done
54	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
55	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
56	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Signs and road marking reminding cars of the shared zone with cyclists
57	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
58	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points - Other measures : 1	
59	Slower speed environment through a reduction in posted speed - Other measures : 1	
60	- Other measures : 1	
61	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points - Other measures : 1	Minimise the amount of perpendicular access points to Marine Pde particularly in busy areas. Eg consider blocking off access from side streets such as sydney or macarthur where there is high levels of shard use from cars, bikes, children and dogs.
62	Slower speed environment through a reduction in posted speed Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	You need to slow down the cyclists not the cars.
63	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
64	- Other measures : 1	
65	Slower speed environment through a reduction in posted speed Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
66	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	

67	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
68	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
69	- Other measures : 1	
70	Slower speed environment through a reduction in posted speed Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	40kmph, and offset to avoid opening doors
71	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Marine Parade should be for beach access not a thoroughfare. Through traffic should be discouraged by narrowing and reducing speed limits.
72	- Other measures : 1	
73	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Remove islands in the middle for more space for bikes and cars.
74	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	no cars between Forrest and Napier streets
75	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
76	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
77	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points - Other measures : 1	
78	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
79	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes - Other measures : 1	We need the experts to guide us on this one. Sometime traffic calming makes it a fun speedway for some. My priority is those who walk along the foreshore for their wellbeing, fitness, family time, etc not cyclists in pursuit of fitness nor motorists wanting a sea view when commuting from Fremantle north. Perhaps the 40km speed limit could be extended.
80	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	consider the removal of the centre traffic islands along Marine tce as they severely restrict the width of the road and add nothing to road safety by removing them the opportunity to create bike lanes is created
81	Creating a shared environment such as on-road cycle lanes - Other measures : 1	Don't agree with more speeds signs or plateaus/ slow points as a useful way of controlling behaviour. Perth has too many signs and controls as it is
82	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	If there is parking on marine parade.. it is not safe for cyclists - so the option is to have all parking off marine parade at least on one side of the road.
83	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Convert Marine Pde into several single lane sections that direct traffic out onto the main feeder roads- Curtin Ave, Eric St, Forrest St, Grant st and North st. Increase pedestrian plaza/promenade style activities.
84	Creating a shared environment such as on-road cycle lanes - Other measures : 1	See Melbourne for disastrous placing of bike lanes between footpath and parked cars or between parked cars and roads. Only safer way is for cyclists to be in the middle of the road and then allowed in front of cars when transitioning out of shared area.
85	Slower speed environment through a reduction in posted speed - Other measures : 1	
86	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Educating drivers about cycle safety.

87	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Have less parking bays. Accet that cars are not the future. Encourage cycling scooting and other way of transport.
88	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
89	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	I suspect most of the above options will make things worse
90	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
91	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
92	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes - Other measures : 1	
93	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Dedicated on road cycle lanes may encourage cyclists to speed - dedicated on road cycle lanes couples with speed limiting features preferred
94	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
95	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Reduce speed limit to 40kmh
96	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
97	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
98	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Dig under the fairway for Seaview and place a paid car park underneath so that parking maybe released for a dual path on marine parade
99	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	I never cycle close to parked cars - I've nearly been doored by drivers way too many times. Cyclists can't hug cars that are parallel parked - they need a buffer of at least 1 metre. Open a car door and measure it. Engineering is required to force lower car speeds.
100	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Make the road one way for cars and use the other lane for bikes
101	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points - Other measures : 1	
102	- Other measures : 1	Banning the minority Cyclists from Marine parade. They should be required to use the expensive cycle paths we have built!!!
103	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
104	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Signage such as "beware of passing cyclists"
105	Slower speed environment through a reduction in posted speed - Other measures : 1	
106	- Other measures : 1	I would not encourage cyclists. They do not mix well with cars, pedestrians, tourists, people with dogs, people with small children.

107	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Why do we cater to cyclists so much - more people walk or drive
108	- Other measures : 1	
109	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Cyclists should be separated from both vehicles and pedestrians via Protected Bike Lanes: On-road lanes physically separated from vehicle traffic using kerbs, bollards, or planters.
110	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
111	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
112	- Other measures : 1	
113	- Other measures : 1	
114	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Introduction of dedicated on road cycle lanes would provide a better option, however this needs to be done and maitnained in such a way that the large group of cyclists actually use this instead of remaining in lane. Separation of parking bays from the cycle lanes needs to be increased also.
115	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
116	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	The measures sound suitable, but would support expert advice on the above
117	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	As a resident who drives and cyces, I cycle and drive aloing marine parade frequently. In general I find cyclists and car drivers are quite respectful of each otehr
118	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes - Other measures : 1	
119	- Other measures : 1	
120	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	reduce parallel parking and replace (which you have) with angled parking. I would hate to "over-engineer" both marine pde and the new shared path. but "fast" riders (ie peletons) have no place on shared path. Even PSP is questionable as it deters yougn children walking/riding and prams - even myself at times due to the speed of the "lycra bikers" - ie non-commuters.
121	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
122	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes - Other measures : 1	
123	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
124	- Other measures : 1	
125	Slower speed environment through a reduction in posted speed Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
126	Slower speed environment through a reduction in posted speed Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
127	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	

128	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
129	- Other measures : 1	
130	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
131	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	The above would be a great improvement
132	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
133	- Other measures : 1	No current conflicts between cyclists and cars. Speed limit on shared path should be 10kph.
134	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes - Other measures : 1	If vehicles slow right down then there is no problem IMO, cyclists and pedestrians will be safer
135	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	I think that shared zones can cause problems with accidents with cyclist, scooters going fast and runners / walkers / dogs going slow. Should encourage cyclists/scooters to use the road if they are going fast. Cyclists don't want to stop at pedestrian crossings which is illegal and dangerous for the safety of walkers crossing. Cycling packs need to stop. Scooters will get more prevelent and e-bikes are now also fast and used a bit like motorbikes.
136	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
137	- Other measures : 1	
138	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
139	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
140	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
141	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes - Other measures : 1	
142	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
143	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
144	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
145	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes - Other measures : 1	
146	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
147	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Slowing the speed of traffic and introducing calming devices creates changes in speed which are generally more dangerous for cyclists. Separation physically by space is best and trying to minimise points where traffic slow, turn or enter

148	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
149	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
150	- Other measures : 1	already congested, the less shared paths the better,
151	- Other measures : 1	Dedicated cycle way for cyclists
152	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
153	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Slow speed environment with spare for cyclists would be better than a bike lane in my option.
154	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes - Other measures : 1	
155	Creating a shared environment such as on-road cycle lanes - Other measures : 1	Separation is the key. Bike lane that is clearly designated and ONLY FOR BIKES will work. No cars allowed to access the designated lane.
156	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
157	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Same comments as above for Q 12 apply.
158	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
159	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Limit the existing path to 10 kmh and put faster bikes on the road in dedicated bike lanes
160	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
161	- Other measures : 1	Leave as is: Fast cyclists on the road, Slow cyclists on the path
162	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes - Other measures : 1	
163	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
164	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
165	Slower speed environment through a reduction in posted speed - Other measures : 1	
166	Slower speed environment through a reduction in posted speed - Other measures : 1	
167	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	CYLCLE LANES!!! YES!!
168	- Other measures : 1	
169	- Other measures : 1	
170	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
171	- Other measures : 1	
172	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Existing 40km limit is fine. Calming devices (including those recently installed) are hazardous to cyclists.
173	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes - Other measures : 1	
174	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	

175	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
176	- Other measures : 1	
177	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
178	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	As above - it vehicle traffic was one way - the additional carriage way width could be utilised for the benefit of a seperate cycle lane alongside wider path, green space and car parking.
179	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
180	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	All of these please
181	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
182	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
183	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
184	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
185	- Other measures : 1	Cyclists only go 20 or 30 kms/ hr - which is within the speed limit. Raised platforms at Cott Main is a huge waste which will get ripped up if Council ever gets the foreshore development underway.
186	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
187	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	30km limit would limit cars needing to overtake in narrow sections which would increase safety.
188	- Other measures : 1	
189	- Other measures : 1	
190	- Other measures : 1	
191	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes - Other measures : 1	
192	- Other measures : 1	
193	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
194	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	No current conflicts between cyclists and cars.
195	Creating a shared environment such as on-road cycle lanes - Other measures : 1	Turn old footpath into dedicated bike path.
196	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
197	- Other measures : 1	
198	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Restrict cycles to shared paths only along Marine Parade.
199	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	I am always concerned that a car may pull away from parking bay or car door opened on myself

200	Slower speed environment through a reduction in posted speed - Other measures : 1	it should be 40 km/hr all along from North St to Curtin ave , slow down and enjoy the view .
201	- Other measures : 1	On road cycling should be banned along Marine Parade and cyclists should be using the million dollar shared cycle path along Railway Parade.
202	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
203	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
204	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
205	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes - Other measures : 1	Traffic calming devices in cycle lanes would not be appreciated by cyclists on training runs.
206	Creating a shared environment such as on-road cycle lanes - Other measures : 1	reduce speed limit to be 40km/h
207	Slower speed environment through a reduction in posted speed Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	People will open their doors into oncoming cyclists. Cars or bikes. Not both.
208	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Yes please , all of the above!
209	Slower speed environment through a reduction in posted speed - Other measures : 1	To make Marine Parade safer for all users: 1) reduce speed limit, 2) remove median strip, reduce road width to as narrow as allowed, 3) put in raised plateaus at all crossing points/ T junction streets, 4) use rumble strips between the raised plateaus, 5) plant trees between parking bays to break up long straight road.
210	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
211	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	Awareness of cyclists signs for motorists
212	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points - Other measures : 1	Instead of moving carparks and green space to accomodate a pointless widening of the current path. Increase the offset/allocate a bike path onroad.
213	Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes - Other measures : 1	
214	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
215	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
216	- Other measures : 1	
217	Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
218	Slower speed environment through a reduction in posted speed Slower speed environment through the introduction of traffic calming devices such as but not limited to raised plateaus and slow points Creating a shared environment such as on-road cycle lanes Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	
219	Creating a shared environment such as on-road cycle lanes - Other measures : 1	
220	- Other measures : 1	
221	Addressing conflict between parked vehicles and cyclists such as but not limited to increasing the offset between parking bays and traffic lanes - Other measures : 1	

SR	PART 2 – FUTURE PLANNING – MARINE PARADE CYCLE ENVIRONMENT : Thinking about your response to the question above is there anything else you wish to add
1	
2	
3	Between Curtin Avenue and Forrest Street current conflicts occur over a very limited period in any week and generally involve inappropriate wheeled vehicles travelling at excessive speed and that should be redirected to a modified roadway. Pedestrian-only use allowing for example prams young children and mobility devices can be easily accommodated by the existing pathway in most locations.
4	Can we just get the job done no more surveys commit to the foreshore masterplan . Pls don't put graffiti on the path as was done with the bike path from curtain to the obh . Also of note it's on the wrong side of the school children who cross eric st bridge which is also another lethal zone .
5	Having walked marine pde 5-6 days/week all year round for over a decade - Friendly Reminders to users including in major tourist languages on shared paths to "keep left" "be courteous" etc- can be marketing Cottesloe eg. using some humour or fun facts or signage made from recycled materials etc something that attracts the eye delivers the message and has people caring & sharing all that is great about Cottesloe.
6	Creating pedestrian-only areas enhances safety improves air quality is good for the environment reduces noise reduction boosts the local economy encourages active lifestyles improves aesthetic and recreational values.
7	This project presents a once in a lifetime opportunity to address outstanding issues for infrastructure on the foreshore reserve such as fencing and rationalising reticulated areas. I hope these will be addressed as part of the design phase and that the principles of the State Government's Visual Landscape guidelines are considered. It is good to note that the path will stay in its present alignment and minimise impact on the dune vegetation.
8	
9	Make the path as wide as it possibly can be. Wider than you think it should be. Wider than you could possibly image it could ever need to be. Wife is good.
10	Be mindful that a proposed solution (in this case perceived safer cycling) introduces increased risk to many 100's of children and adults who frequent the North Cott SLSC. Proximity of the club exit point's and the path are a concern as well as meeting requirements to provide ACROD parking close to the club.
11	
12	Scooter and cycle speed limits. Need for very clear on path direction arrows and separating pedestrians from and over cycles priorities.
13	Fast cyclists are a danger to themselves and others on Marine Parade. Shared paths do NOT work in congested areas build timber walkways for walkers if we need pathways for cyclists.
14	Shared paths are becoming dangerous as fast motorised vehicles are taking over the path. Ban motorised devices on shared paths. They are becoming more prevalent instead of the acoustic bike.
15	
16	Consider planning for a shuttle bus or trackless tram to run up and down the coastal strip connecting to the Transperth train and bus lines on Stirling Hwy. Would be a bonus for tourism and more compatible with cyclists and pedestrians than regular vehicle traffic.
17	
18	
19	All of these initiatives might improve on-road cycling on Marine Parade but as it is already a very good on-road cycling experience I don't think that they are absolutely necessary.
20	In all circumstances widening will help but colored pathways and clear frequent signage on path surface are important too.
21	
22	The costal environment is precious. It should be preserved for people not transformed into car parks. There are two train stations nearby and bus services.
23	Eric cycle path was a waste of money. Too steep for small kids with too many crossings
24	
25	
26	
27	We suggest a slow zone through North Cottesloe down to 30kmph with some bike lanes on road.
28	
29	
30	
31	
32	Marine Pde should be one way S to N with angled parking on the western side. The eastern side could then be a safe environment for cyclists scooters e-bikes. This would also stop the people who use Marine Pde as a speedway with little regard for anyone and adding nothing to the suburb
33	
34	
35	For safety reasons cyclists whether fast or slow should have a designated cycle pathway. Keep cyclists off any proposed shared pathway. Road cycle lanes all the way along Marine Parade may be the answer.
36	
37	You've constructed a taxpayers white elephant cycle way on the south side of Eric St which should have been on Napier St railway crossing and skate park and play ground at end . Now we are spending a fortune on a dual use path but no REVERSE angle parking to improve patronage to sculpture by the sea plus plus !
38	
39	

40	Sharper “kinks” in footpaths such as in South Cottesloe precinct beachside (approaching Montessori school) would be better if smoothed out. Some bikes/ e-bikes are quite wide across the handle-bars increasing the difficulty of passing pedestrians. Also - there are not enough drinking stations south of Cottesloe beach.
41	See response above
42	Fast cyclists should continue using Marine Parade instead of a shared path.
43	
44	The biggest risk for cyclists on Marine Parade is motorists opening car doors without first looking for cyclists approaching on the road from behind.
45	
46	Get delivery vans off marine pde. Angle parking would reduce the chance of getting doored. 40kph zone through from nth cott to Forrest is fine. Some cars try to squeeze past when it’s not safe so perhaps some “no overtaking” signs might be helpful.
47	
48	
49	I ride to Cottesloe nearly every day to swim and have a coffee. I sometimes ride on Marine Parade instead of the shared path way - particularly if there are lots of pedestrians about. But it is frightening. Some cars do not give enough room and come too close when passing most often when there is concrete central island so they can’t move far enough right to get around me. I am concerned that if you put more traffic calming in it will only make car drivers more impatient and dangerous
50	UNIVERSAL BEACH ACCESS NEEDED - NOT JUST FOR CYCLISTS!!
51	
52	
53	The beach path is busy in good weather. As someone who cycles all around Perth (mostly on cycle paths) I find even the well-designed sections where pedestrian traffic to be still congested. Dogs on leads pedestrians with their heads in phones (and headphones) all make cycling with flow challenging. I personally would like the beach path to be more focussed on pedestrians and the retention of green space a major goal.
54	Please preserve the grass as much as possible. This is where I prefer to walk. People also use it for sitting /picnics. If you could ban e- rideables on the footpath that would be good. If you make the new footpath too big and wide then more cyclists will use it making it less safe for walkers.
55	We need much more bicycle parking along the coast. Less parking spaces to allow segregated cycle from pedestrians is best but difficult.
56	More bike parking along the beach is required to help reduce the number of people taking cars to the beach
57	It’s already slow enough. It would be silly to slow it down as is unnecessary for the off peak times. A special fast cycle lane is the most appropriate solution.
58	Universal beach access
59	Wider cycling path ON THE ROAD
60	
61	The objectives of the project are not achieved. Safety has been considered for users of the path but it increases safety risks elsewhere. An holistic approach is needed for the Curtin Ave end considering the horrific history of this section (dead m/c rider dead dogs road bike crashes etc). Keep parking simple and safe reduce perpendicular entry to Marine Pde traffic calming to discourage through traffic consider dune erosion keep recreation.
62	You haven't considered pedestrians pedestrians with dogs or people of various abilities. You certainly haven't considered NCSLSC and it's volunteers who provide a community service with no financial support from the Town of Cottesloe.
63	No
64	
65	Very little design information is presented here. When will more detail be provided?
66	Yes. I run every day from Napier street to the Cable Station and back. I am 72 years old and protection of the joints is vital. To alleviate the stress on joints I actually run (like many other people) to the side of the path on the lawn and it does make a substantial difference to the pounding on the joints. Many pathways these days have a strip down the middle for runners (as distinct from walkers or cyclists) that serve to lessen the impact for runners of which there are many.
67	Waste of money and resources - have yet to see a cyclist on the green path on Eric St
68	
69	
70	Consider red asphalt path for majority. Local Geotechnical slope stability for path near warton street is a concern. Get engineers to check this out. Sewer near MacArthur street consistently stinks can that lid be sealed or something during this project? Green space south of Dutch inn car park to Curtin Ave should be landscaped either grass or planting to improve amenity.
71	Explore and model options including narrowing speed reduction and one-way sections for reducing motor vehicle use of Marine Parade as a thoroughfare.
72	I don’t think the parth needs to be twice the existing width. Grass is cooler to walk on. Extra width may encourage speed and spoil the walking experience for swimmers and sightseers.
73	
74	
75	
76	
77	in summer its a congested vehicle / cycle environment parking is becoming a premium and will continue to get worse with teh interaction of LV's and Bikes
78	The tension between cyclists and motorists is not limited to Marine Parade - sadly this is a bigger issue than just Town of Cottesloe but agree that the above initiatives will assist

79	See above. We need to shift cars away from the beach side upgrade the carpark between Napier & Eileen St close the car park on the foreshore opposite the Cott Hotel /Warnham Rd and make it an alfresco grassed / multi functional community space for flexible use such as food stalls etc & have a few strategic designated Mobility Parking bays beach side. Cottesloe is just so special. Don't spoil it.
80	This whole section of pedestrian/bike pathway upgrading is 30 years overdue the sooner the upgrades are commenced the better
81	Prefer 25km/h maximum on shared paths - 40km/h amongst pedestrians is too much.
82	
83	Please don't use the brown/red bitumen that is on the PSP along rail line and Eric St. for most months of the year it radiates extreme heat and is unpleasant to walk on. This will be even worse along the coast where there is limited tree canopy. Please also use any opportunity possible to add greenery - the casuarinas/sheoaks at the bottom of Grant St have done so well and enhance the area with greenery and shade. Grass also heavily used by people- picnics relaxation and play -retain where pos
84	In Australia cars and cyclists still don't mix well... this is slowly changing. Keep them separate when possible. Consider a (ramp) overpass at Curtian avenue/ Marine parade and again at Eric Street and curtain avenue. Please turn Grant street from Marmion to Marine parade into no parking on road but whole middle section angled parking bays with really good landscaping/shrubs/non-blacktop surface of bays. Please pedestrianise from Forrest St to Napier Street and get rid of beach car park.
85	I saw the ability to make comment in the post. Thank you for providing good community consultation and the opportunity to feedback on the proposals.
86	Drivers in WA operate with a high level of entitlement and disregard for their responsibility to the safety of other road users whether drivers cyclists or pedestrians. Whilst a program to address this should be initiated by state government Cottesloe has the opportunity to lead on this by setting the conditions for acceptable driver behaviours in our area.
87	This is shoddy work by the City of Cottesloe. I wouldn't give you 4 cents with this slap dash un thought out plan. Go away and do some proper work. You are just lazy. You can achieve great things if you get this right. Or champion car parking and get a hopeless result which is what you have done so far.
88	
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93	The narrow strip between the high tide mark and Marine Parade from North St to Curtin Avenue means that any widening of the path should take due regard of existing undeveloped green spaces which in time can be upgraded and beautified as well as the introduction of occasional separation corridors using low limestone fencing and vegetation to provide intermittent separation between path uses and Marine Parade road users. This would make for a more pleasant path use experience.
94	
95	I like the Cottesloe green environment and dont want to see it converted into a Scarborough style concrete strip. Lets slow the whole area down reduce the road speed limit keep the green space.
96	
97	
98	No
99	You should start by clearly dividing cyclists into two groups - 'fearless and confident' road cyclists and everyone else (families kids the elderly tourists locals riding a short distance to the beach for a swim casual cyclists etc). The two groups have very different needs regarding safety and comfort. Understanding each group should help drive design decisions.
100	
101	AS ABOVE
102	There are many more people accessing our coastline than the small group of people riding bikes. Spending \$4 mill for a minority instead of considering all the other users of the beach runners family's with kids in prams etc our elderly with walkers wheelchairs. A survey viewing and quantifying the path use would not support the spend for cyclists.
103	
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106	
107	Put your time and money into beach rehab and waste management for the town - this is a silly waste of time and money.
108	
109	Cyclists should be separated from both vehicles and pedestrians via Protected Bike Lanes: On-road lanes physically separated from vehicle traffic using kerbs bollards or planters.
110	
111	
112	
113	
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115	
116	As above: I believe safety would be improved by separating pedestrians pathways and moving cycle and electric modes onto (safer) roads. I support the recommendations and advice of experts (I have limited knowledge to advise re above). I would recommend a wholistic approach to safety that includes lighting for morning and evening use of the pathways. Thank you for the opportunity to comment.
117	
118	

119	
120	Well done for this upgrade. The passengers on the Cycling Without Age trishaw take tremendous joy from a SLOW ride and engaging with the community and outdoors. Thank you to Town of Cottesloe for your ongoing support and the great work you do encouraging cycling in our community.
121	Toilets please at Dutch inn playground
122	Teaching people to respect others is an ongoing problem. This needs to be taught as young as 3years. Nothing will change if each party feels entitled. Great the council is trying...
123	
124	
125	
126	
127	
128	The area between McArthur St and Sydney st has always been used for recreational purposes - kite surfers young families dog owners.
129	
130	
131	Thanks for asking for feedback
132	
133	Survey is confusing and makes little sense. Plans too extreme and extravagant and appear to be contrived by people who do not use the path. Path needs to be widened by about 1/2 metre (as per Fremantle end) and speed restricted to 10kph. Object to rumble strips. Object to loss of greenspace and accent on carbays. The Council is in danger of being known as "the Concrete Council" - and for its loss of tree cover.
134	Increase the planting of coastal vegetation to help reduce erosion and support the natural ecosystem. Create more sheltered seating areas nestled within nature offering quiet spaces to rest and reflect. Add more pedestrian crosswalks along Marine Parade ideally raised for safety—similar to the one near Wearne. A public toilet is needed in the southern section. I suggest placing it near the sculpture at the Marine Parade and Curtin Avenue roundabout.
135	The busy section from carpark 2 to the corner of Forrest Street should be quite open slow speeds and safety for all users. Carpark 1 should be put underground (waste of space for cars) with access to the Cottesloe Hotel and Mr Forrest plans for the Indiana. Prendiville's (Cott Pub) and Twiggy to contribute to costs. The key areas of strategic planning are around NCSC cafes Carpark 1 and Indiana's. Both have busy commercial /interests conflicting with pedestrians and beach goers.
136	
137	Need to improve the path along Broome Street between Forrest street and Jarrad street as it is very narrow and dangerously close to the road. Add wider PAVED path on the side of the golf course!
138	no
139	People that park along Marine Parade open their car doors without looking and it is very dangerous for cyclist who may be riding past. I've seen cyclists clipped by wayward opening doors and hurt themselves.
140	
141	
142	Shared path (outside the shared zones) also needs to have a speed restriction that is clear to all that use it.
143	
144	current conflict with bike riders and cars
145	
146	
147	
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150	inadequate parking for lifesavers patrolling Cottesloe Beach parking meters are needed in order to ration parking spaces for those who need them Marine Parade already has areas of prolonged congestion
151	I think my views have been clearly expressed
152	
153	
154	
155	Please reconsider trying to achieve an improvement to something that does not currently work. The path/shared or otherwise needs complete rethink. Look at the path at Lucky Bay. Separation of moving stock always gets the desired results. Look at Copenhagen...bikes pedestrian and the car lane...all on the same road.
156	
157	The Cottesloe coast is somethng to be preserved and provide maximum safe opportunity for walkers and cyclsts.
158	Slow cars wider cycleway . Maybe remove traffic islands
159	The community only had 6 days in April 2020 to comment on this daft plan for high speed bikes on the shared path
160	Traffic speeds need to be drastically reduced on Marine Parade One question not asked relates to the essential illumination of the path via low bollard lights plus benches every 100m and maximum vegetation / tree plantings. Get the whole package together and maximise tree plantings
161	Take out the solid center islands and replace with paint. This will allow drivers a better chance safely to overtake bikes.

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167	Please get on a bike and ride this route.
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178	I think proceeding with these works will have some benefit but there is a missed opportunity for a betterment. A more holistic view of this route for vehicles should be taken. Eg Marine parade could be reduced to a single width carrigeway and become one way (traffic routed north only). This would allow the entire route to be increased in width - improving paths and green areas. Parking could also still be provided.
179	
180	Please look to places like the Netherlands and turn Cottesloe into a pedestrian and bike-first zone.
181	
182	
183	
184	
185	Stop wasting money. The path doesn't even connect to anything at North St. And at the south end it diverts to connect to the cycle path whereas most walkers runners etc would stay on the current path location. I run along this path at least 3 times a week and there is no issue that justifies spending \$4m dollars.
186	
187	
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191	Speed limit should be reduced to 30kmh … through traffic should be discouraged
192	
193	I would like a speed limit for bikes on shared pathway as very fast bikes frighten walkers.
194	Slow points with curves on a straight road don't make it safer for cyclists in my opinion as they usually cut across the curve to ride in a straight line. Please don't make any straight sections curved unnecessarily.
195	cyclist and pedestrians especially children don't mix in a beach front situation. there does need to be some raised area where showers and drink fountains are located also a change in shared path colour.
196	
197	Shared path should be restricted to 10kmph. Survey meaningless without showing dimensions (amount of extra width). Very confusing survey. Project once again doesn't address problems and is a waste of money. Eric St cycleway is unused and money shouldn't be wasted on accessing it.
198	Raised pavements and chicanes are hazardous to cyclists.
199	Extra Education - signs for drivers to "LOOK for Cyclists!" in multiple high visibility locations to reinforce reduction of conflict.
200	
201	
202	none
203	Glad to see that the issue of the interaction of pedestrians and cyclists is being considered . I am worried that in upgrading the path for dual use we could just be encouraging more interaction problems if we dont give each a safe place to travel
204	Just as rangers police the parking they should also be policing the on road cyclists not obeying the road rules.
205	
206	
207	Keep cycling lane where the islands are. These are the most dangerous places as cars want to overtake but too narrow
208	

209	just reduce the speed limit along Cottesloe (Marmion- John St -Marine Parade - Broom St) to 40kmh
210	This area does not need more reasons to come. It is already far too congested. This plan will cause accidents and for what? Council should be advancing plans for its rate payers . It's the states remit to crowd us out against our will.
211	Thank you for the opportunity to provide feedback I trust that it will be actively incorporated to bring about the best outcome for all.
212	Marine Parade is a large group of different recreational zones. It should be accessible safe and pleasant for all users not just people in cars. Reducing the speed limit will not stop people using the area but it will increase the relaxed beach vibes. More COTT IS SLOW and less COTT IS GO GO
213	No all good
214	Give pedestrians and cyclists right of way on Marine Parade. le Motorists must give way to pedestrians and cyclists at all times (as applies to shopping centre parking areas)
215	I must say: What a massive waste of funds to redo what is already a good working shared path. You will not get the on-road bikes to use the new path. They go too fast and the walkers don't pay attention. It is a pointless exercise. Instead if the problem is a rare conflict on the current shared path improve on-road safety for bikes e-scooters and similar vehicles and have them stay off the path. Easier to police as well. You are not allowed unless you are walking running.
216	
217	
218	
219	
220	
221	One other aspect for consideration is when peletons are using Marine Tce (and indeed Curtin Ave to Tydeman Rd). Peletons basically ttanke up availalbe space not allowing vehiclur traffic to get past. Even on Curtin Ave south of the roundabout with Marine Tce where there is cycle lane on the left peletons will often use much more space with wise (three abreast etc) than covered by the cycle lane.

Community Feedback – Marine Parade Shared Path Upgrade

Just saw an article on FB about the shared pathway on Marine Parade, Cottesloe.

Here's my feedback. Thank you for improving this path.

I would like to see speed restrictions on all motorised vehicles who often race at a great speed of knots on the shared pathway with pedestrians. It's a dangerous situation and have had a few near misses when people speeding along the footpath do not use a bell and worst of all is that the motorised vehicles such as e-bikes and e-scooters and skateboards make little sound despite their fast speed.

Thank you for considering the banning of all motorised vehicles and/or restricting their speed along Marine Parade footpath.

Dear Shaun

I am pleased that thoughts are being canvassed from ratepayers in regard to the Marine Parade shared path concept. May I draw your attention to the cycle habits on the special paths and roads that already exist. Anecdotal feedback will give a good indication of the success of some of the initiatives. If your professional people don't agree with the comments below I would suggest that further consultation be undertaken.

Marine Parade roadway still a major bike way for recreational riders. It can't be made an offence for riders to use it but the Council/MainRoads need to be more creative as to greatly reduce bike traffic given that the railway line path was and is the logical alternative.

Marine Parade shared path upgrade. Over to the experts at the Council with a proviso to that ensure lessons are taken from the past mistakes, rigid expenditure controls along with realistic outcomes, in place.

Eric St. the poorest return for money expended I have ever seen. There are days when less than a hand full of bike riders use it. The Council said there were plans for further east-west bike paths, eg Napier St, Grant St. The Council needs to fix the multi million dollar under performance of Eric St first and realise that the need for other E/W constructed paths are not necessary.

Railway line bike path despite the eye watering cost is a valid long term facility which is not patronised sufficiently by the cycling community.

Dear Town of Cottesloe and Councillors,

On behalf of the Cottesloe Longboard Club, which holds regular surfing events along the stretch of coast between Cove carpark and Pearse St - we would like to give feedback on the Marine Pde Shared path survey.

Community Feedback – Marine Parade Shared Path Upgrade

We are submitting these comments via email as the survey is not conducive to longer comments, and we only want to give feedback on the specific area used by the club.

We would like consideration given to:

- 1) Conflict between surfers unloading boards onto the bike path along this area: the path follows the road and there can be conflict between unloading cars and path users (consider a wider path)
- 2) Extra paved area at the beach entrance conflict points (CT33 and CT35), to account for large sized surfboards entering the beach.
- 3) Traffic calming in the area - a zebra crossing / speed bump (similar to the crossing outside Gibney) directly opposite each beach entrance (CT33 and CT35), to allow people parking on the east side of the road to easily cross to access the beach with surfboards etc. Cars travel very fast despite it being highly used by pedestrians, and busy days have many people accessing the beach from the east side. There are currently no crossings and a raised median which makes it difficult to cross. The treatment of West Coast Dr in Trigg (around the Mettams Pool area) has multiple zebra crossings or other crossing points to assist people to access the beach, similar treatment to here would work well.
- 4) Reducing the speed limit throughout the length of the area we use would be appreciated as it is used by a lot of pedestrians.

We would love for these comments to be taken into consideration, and also would like to work with the council to further reflect the surfing culture and history of the area. Some other ideas could be footpath murals or road murals reflecting surfing culture.

Thank you



Cottlesloe Longboard Club

Community Feedback – Marine Parade Shared Path Upgrade

the existing path is sufficient for walking and cycling. There is no need to have people speeding on the footpath. Anyone who wants to go faster should be on the street. Furthermore no greenery should be replaced by concrete or asphalt. This will only increase the heat coming from the pavement and make it less comfortable for people walking on the path. The speed limit should be 10kmh if not less.

Hi all,

I have tried to register on the Town of Cottesloe website to undertake the survey for this project.

I am reasonably competent with computers and web browsing however the pathway to register particularly if you have forgotten your password is difficult.

It may be my problem however it may be worthwhile for Councillors and administration testing the process to see if it works or can be made simpler.

My response to the survey is set out below:

The Town of Cottesloe is proposing the construction of a Shared Path to replace the existing concrete footpath along the Marine Parade beachfront.

It is not clear whether the Shared Path is a Principal Shared Path (PSP).

PSPs are up to 4 metres wide and are typically constructed using red bitumen.

PSPs often include light poles and fence barriers.

This is a major infrastructure element and will have a significant effect on the foreshore zone.

Consequently prior to the Town embarking on the project the need for a Shared Path of this magnitude requires to be carefully investigated.

In summary:

Community Feedback – Marine Parade Shared Path Upgrade

- I support “active transport” such as walking, strolling, jogging, running, cycling, skateboarding, roller skating, etc. subject to certain limitations. “Active transport” is the buzzword used by special interest groups typically Bikewest and government agencies. **There is a need to distinguish between cycling for pleasure which occurs at low speeds and travelling at velocity, individually, or as part of a peloton.**

The Department of Transport distinguishes between Primary, Secondary and Local Routes. A PSP is defined as a Primary Route. **The path should be limited to the requirements for a Local Route.**

- Promoters and approval authorities conveniently defer to the Australian Standards and other documents prepared by engineers to support path widths, barriers and construction generally. **The path should be designed by an urban designer where aesthetics form part of the program.**
- Bikewest has a narrow agenda. It’s active lobbying has secured significant funding and has resulted in good outcomes such as the Shared Pathway along the railway line and Curtin Ave and not so successful outcomes such as the Shared Paths on Forrest and Eric Streets which are under utilised and came at significant cost and pain for affected property owners.

The pursuit of a Shared Path to replace the existing walk path on Marine Parade is part of an broader plan fostered by the cycling community and its representatives. **The objectives of the bike lobby should be balanced against the needs and aspirations of the wider community.**

- The Shared Path on Curtin Avenue is rarely used by pedestrians because of a general fear of being hit by a fast moving cyclists or e scooter. The path is effectively a road engineered to encourage velocity. **Pedestrians feel unsafe.**
- In other jurisdictions a clear demarcation between walkers with and without prams and strollers is established and in some cases wheeled vehicles of all types (except prams and strollers and wheelchairs) are prohibited. **The Cottesloe beach front is a natural reserve asset for the community as a whole. Approval authorities are duty bound to refer to world best practice.**

Regards

[Redacted Signature]

DIRECTOR

Community Feedback – Marine Parade Shared Path Upgrade

Good afternoon.

Please accept the following as our submission as owners of 30 Marine regarding the proposed Marine Parade Shared Path Upgrade Project. Please note we have also completed the survey.

Whilst we generally support the upgrade to the path itself, we strongly object to both the increase in number of parking bays and the change from parallel parking to angle/perpendicular parking between Sydney Street and MacArthur Street.

Our objection is based upon the following:

1. The residents of 22-32 Marine Parade are unfairly affected and to the greatest degree by the project and the increase in parking numbers opposite residential buildings. Placing 25 parking bays between Sydney and MacArthur street will create the largest car park on Marine Parade opposite residential buildings.
2. There has been no study that demonstrates the need for additional parking in this area.
3. The Austroads Guide to Traffic Management, which is the national reference adopted by all Australian jurisdictions, outlines that parallel kerbside parking is generally preferred in high traffic areas because it minimises conflict points and improves visibility for both parked drivers and through traffic. In contrast angle or perpendicular parking increases the risk of collisions, especially when vehicles reverse into traffic with limited sightlines.
4. Parallel parking reduces the need for reversing into traffic, it requires less road width leaving more space for the path and is associated with fewer rear-end and side-swipe incidents in urban environments.
5. Parallel parking reduces traffic congestion.
6. Angle/Perpendicular parking will increase safety risks when considering pedestrians including children and dogs crossing the road.
7. The creation of a large carpark reduces the green space in the area, and also reduces the recreational space used as set up area by kite surfers and other users.
8. The creation of a large carpark that reduces the green space will also reduce the buffer zone between the road and the flora and fauna habitat in the area. There are numerous endemic species of mammals and birds that will likely be impacted

Community Feedback – Marine Parade Shared Path Upgrade

by the car park and loss of buffer zone. There has been no study into the effect that this will have.

9. The reduction in the green space does not take into account any effect on dunal erosion. In several other places where the road/car parking is close to the dunes erosion is already evident.

10. The creation of a large carparks generally bring numerous undesirable social issues such as camping by motorhomes, hooning, noise, lack of privacy by residents etc

Instead we request that the Town of Cottesloe keep the car parking between Sydney and MacArthur as is, and instead consider alternatives if additional parking is required. These options include:

11. Anecdotally parking only seems constrained seasonally. At Swanbourne the council opens a grassed area as overflow and this could be a cost effective solution.

12. As the additional 10 bays being proposed between Sydney and MacArthur street (removal of 15 parallel bays and creation of 25 angle/perpendicular bays) appear to be in response to removal of 10 bays between MacArthur and Warton options be considered for increased parking in that area. Anecdotally it would seem that additional parking in the area of the Wearne development and Gibneys restaurant is required.

13. These additional 10 bays could easily be placed on the northern side of Warton Street by expanding the existing car park that is already in place in the large verge area owned by the council adjacent to the Wearne development.

14. That car parking be considered in the large green area near the Curtin/Marine Parade roundabout. If the south eastern part of this grassed area was used it would still leave a large green space, would still leave a buffer between the road and the car park and would not be directly opposite residences. A suitable entry point could be made approximately 50m further north of the roundabout along Marine Parade to reduce any traffic congestion with a loop back to the southern area.

Can you please acknowledge receipt of our submission and that it will be included in the consultation process.

Thank you

[Redacted Signature]

Community Feedback – Marine Parade Shared Path Upgrade

30 Marine Parade Cottesloe

27 July 2026

ATTN: Planning Department

Town of Cottesloe

By email

Dear Sir/ Madam,

Re: Submission for Cottesloe Bike Path Upgrade

In response to the proposed Cottesloe Bike Path Upgrade project, please find within a submission for consideration.

Introduction

As indicated in the published proposal on the Town's website, the project has the primary objective of:

"Widening and upgrading the existing path to improve the safety of all users, and accessibility of this popular path".

There is no specific mention in the objectives of how impacts of the project will be adjudicated. This includes the safety of others not using the upgraded path (e.g. road users), the impact of recreational users in proximity to the path (e.g. kitesurfers, road cyclists, wing foilers, beach goers, hang gliders), social impacts and the sustainability impacts (e.g. dune erosion, environment and climate change impacts).

Road Safety (Near Sydney Street)

I am deeply concerned about the potential impacts of the design on road safety particularly in the very busy area between Curtin Ave and Warton Road.

This section of road is busy with interactions regularly occurring between cars, road bikes, motorcycles, e-scooters, dogs, children and joggers. A death has occurred in this section in the recent past when a motorcycle collided with a car at Sydney St. I was first on the scene to that accident. I have also witnessed dogs being run over, cyclists coming off there bikes and other accidents at Macarthur St when cars enter Marine Pde from the side street. This is already a very dangerous section of road and based on the number of incidents regularly seen, another serious incident is just around the corner.

The design presented removes 28 parallel parking bays across a 300m section of Marine Pde between Sydney Street and

Community Feedback – Marine Parade Shared Path Upgrade

Warton Road. There are a further 19 parallel parking bays on the east side of Marine Parade in this section. The only design alternative proposed by Council removes 28 parallel parking bays with 25 perpendicular/angle parking bays in a 100m section of Marine Parade between Sydney and Macarthur Streets.

The introduction of perpendicular or angled parking bays will increase the risk to road users and exacerbate the already complex interactions. Having 25 new parking bays available to enter into Marine Parade perpendicular to flow of traffic increases the risk profile meaningfully when compared with the parallel parking bays..

The “Austroad Guide to Traffic Management” outlines that “parallel kerbside parking is preferred in high traffic areas because it minimises conflict points and improves visibility for both parked drivers and through traffic. In contrast, angle or perpendicular parking increases the risk of collisions especially when vehicles reverse into traffic”.

If this was Stirling Highway, or Curtin Avenue, the idea of perpendicular or angled parking could not be contemplated, so it begs the question as to why it is appropriate for this historically dangerous and increasingly busy section of Marine Parade.

Throughout the design proposed by Council, there are other parallel bays removed and replaced with perpendicular bays, and wisely an area near Eric Street where the angled bays are replaced by parallel bays (therefore improving safety).

Alternatives should be explored and presented that act to improve, rather than reduce the road safety risks.

Parking Bay Occupancy and Options (Near Warton Road)

The 13 bays displaced by the bike path near Warton Road typically service Werne and the Gibney’s restaurant. If these bays are removed, then users will migrate to the side streets closer to their destination, rather than park near Sydney Street.

The council should consider the destination of users in when selecting area for to place any new bays (if new bays are needed at all). There is potential to add these on side streets such as Warton Road, removing vehicles from the busy Marine Parade. The road verge is wide in this area and it would not be considered a high traffic road as is Marine Parade. This is much safer when compared with creating a concentration of reversing cars along the very busy section of Marine Parade.

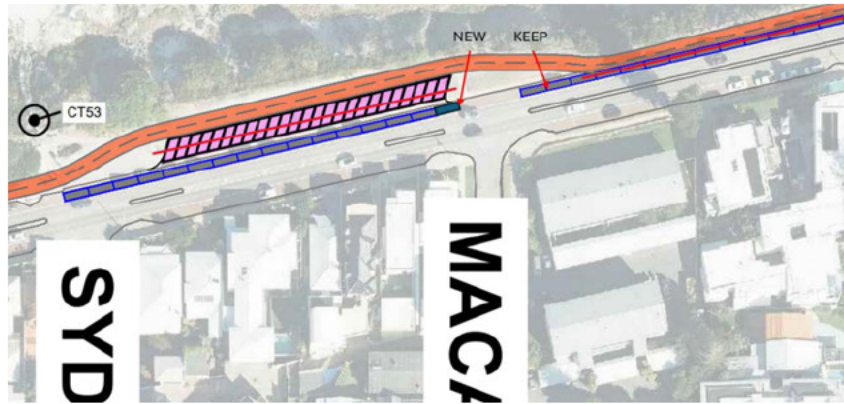
Parking Bay Occupancy and Options (Near Sydney Street)

The current parking bay occupancy collectively from Sydney Street to Warton Road is actually very low. There are rare days in summer where parking bay occupancy is high, though they are rarely collectively filled. By optimising the parallel parking from Sydney to Macarthur Streets, that parking will be adequate for almost all instances, and the road safety

Community Feedback – Marine Parade Shared Path Upgrade

risk profile will not be compromised by introducing the angled/ perpendicular parking.

The Council should consider moving away from replacing all displaced parking bays, and just optimise the parallel bays that already exist. The sketch below indicates 5 parallel bays can be maintained/ added without the need for perpendicular/ angled parking. That is nearly half the bays removed from the section of Marine Parade immediately to the North.



An option to further add parking on a spasmodic basis could be to use overflow parking on the grassed area near Curtin Ave and Marine Parade corner. This approach is used at Swanbourne Beach carpark where cars are periodically allowed to overflow onto the grassed areas. The area is large enough to enable a design could be implemented for a single entrance and exit to the grassed area to better control access to Marine Parade and ensure cars never have to reverse into Marine Parade.

This would require the cycle way to link up with the existing cycle path closer to the corner of Curtin Ave and Marine Parade but could avoid the need to construct a separate path along Marine Parade. One of the objectives of the shared path is to “avoid having to maintain dual path assets”.

Overall, the reduction in paving for the proposed new parking areas will provide a lower cost option for this section of the project and enable funds to be deployed to areas where more value can be derived elsewhere across the project, and without triggering additional road safety risks.

It is likely such an overflow parking is actually never likely to be required due to the generally low occupancy of the existing bays.

Community Feedback – Marine Parade Shared Path Upgrade

Recreation Impacts ((Curtin Ave to Warton Road)

A consequence of the design as presented is removal of a large section of lawned area between Sydney and Macarthur Street. This area is presently used by kitesurfers and wing-foilers to set-up equipment and a consequence of proposed parking will be to remove this.

Hang-gliders regularly fly over this section of the dune. Introduction of the perpendicular/ angled parking bays will mean hang-gliders will be flying over the parked vehicles. In the event of an issue, this grassed area would no longer be available as a contingency for landing as it is now.

Sustainability Impacts (Curtin Ave to Warton Road)

The design does not appear to consider the impact on the sand dune, nor does it contemplate future dune erosion. The existing path near Warton Road has recently been bolstered due to undercutting of the steep dune adjacent to the path. It demonstrates we are losing the battle against dune erosion and this trend will continue based on climate science. Building new infrastructure adjacent to a retreating dune does not seem to make sense and funds would be better used to stabilize the existing dunes.

It would be preferable the grassed area between Sydney and Macarthur St be planted with native shrubs and trees. It is a great opportunity to encourage birdlife (including endangered) to the area and the shrubs ad

trees would stabilise the dune preventing or slowing the dune retreat. Placing a carpark on this area of land will remove this as an option in the future.

Thank you for considering my submission.

Yours sincerely,

[REDACTED]