

Submission on City of Nedlands Local Planning Scheme No. 3

Priority Non-Vehicular Route

Recommendation

That there be included in LPS3 clause 14 Local Reserves (3) Table 1 a Priority Non-Vehicular Route, with the objective of:

- To set aside land required for a pedestrian pathway and/or cycleway being classified as a Principal Shared Path or Safe Active Street by the Western Australian Department of Transport.

The Scheme Map should show Jenkins Avenue, Elizabeth Street and part of Dalkeith Road as a Priority Non-Vehicular Route, with the notation included in the Legend as an LPS3 Reserve.

Planning Justification

Background

Periodically, the City of Nedlands conducts resident satisfaction surveys to ascertain what facilities the community considers lacking and what people would like to see the City allocate more resources to. Invariably, more bikeways are number one or two on the list. Safe, well-lit and shady walkways are also often requested.

The City already has an extensive footpath system in most streets, as well as nature pathways through bush areas and Whadjuk trails connecting Noongar places of interest in the western suburbs. It has a policy of installing dual-use (pedestrian/cycle) pathways to bus-routes, schools, shops and recreation areas, preferably along greenways, where increased vegetation makes the routes attractive for users.

The City has a Draft Long Term Concept Plan illustrating how a network of non-vehicular routes could link Nedlands to adjoining local governments – see Attachment.

Feature Projects

One feature project being funded by the WA Department of Transport, currently in its public consultation phase and tentatively scheduled for construction in the next few years, is the Safe Active Street on Jenkins Avenue, Elizabeth Street and part of Dalkeith Road, Nedlands.

Another project is the School Circuit Principal Shared Path around Mt Claremont, currently in the City's Five-Year Capital Works Program.

At least the Safe Active Street and possibly also the Principal Shared Path should be included within LPS3.

How it could work

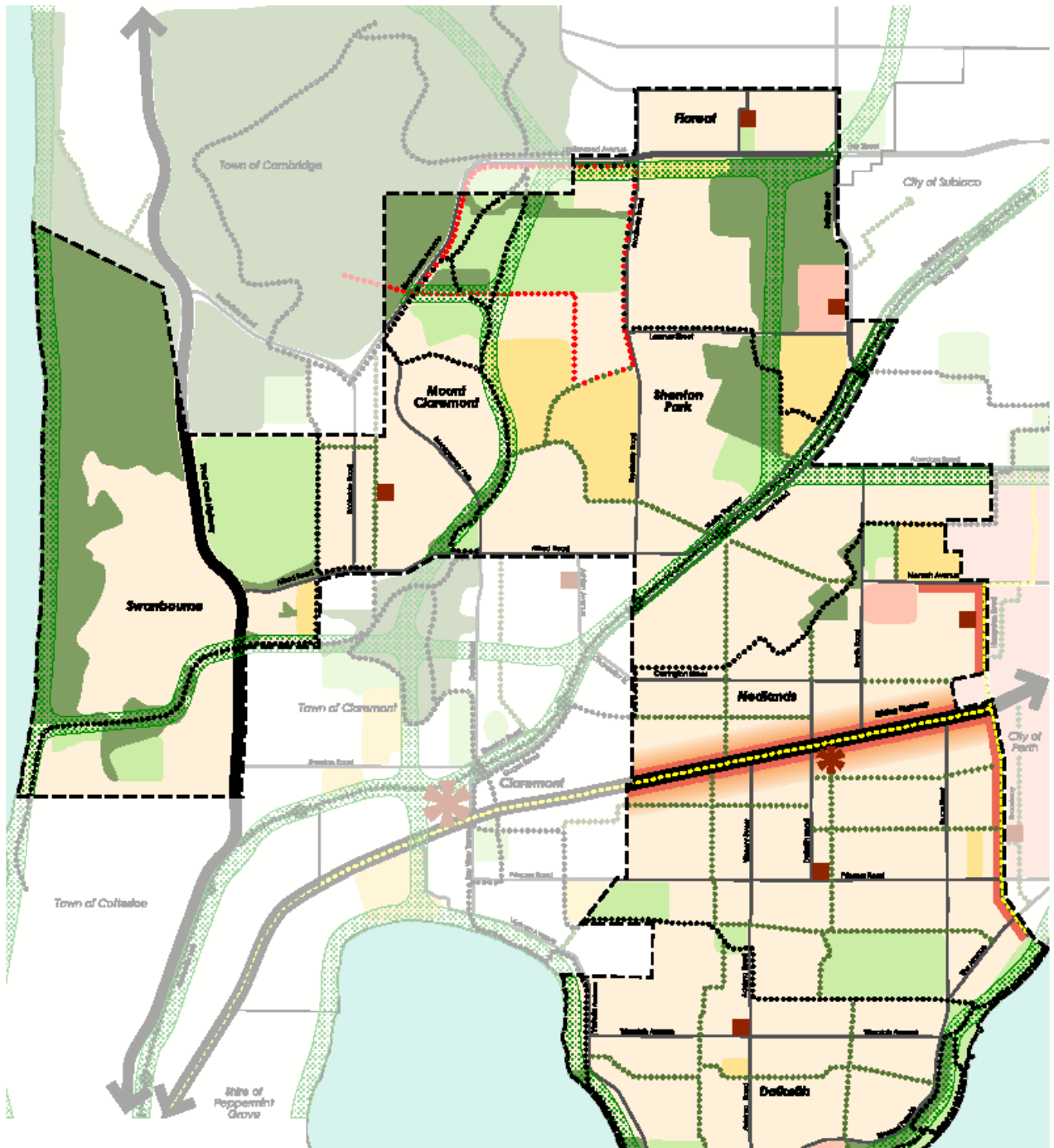
There would have to be additions to the Local Planning Strategy to more fully recognise the important role of walking and cycling in satisfying transport needs. The strategy text already includes strategy to increase opportunities for residents, businesses and visitors to use cycling and walking as the preferred mode of transport (clause 5.6). What needs to happen now is that desirable regional and local links should be reflected on the Local Planning Strategy Map. In fact, there should be a merging of the Long Term Concept Map and the Local Planning Strategy Map.

LPS3 should illustrate on the Scheme Map those Priority Non-Vehicular Routes already built or to be constructed during the life of the scheme - approximately five years until the next review.

There is just one route proposed for inclusion - Jenkins Avenue, Elizabeth Street and part of Dalkeith Road, Nedlands. Showing this on the Scheme Map provides the justification for control of vehicle crossovers from adjoining properties to avoid conflicts between vehicles cyclists and pedestrians.

By accepting Priority Non-vehicular Routes in LPS3, the City of Nedlands clearly demonstrates it is playing its part in accommodating the needs of *Planning for Perth and Peel @ 3.5 Million*.

Max Hipkins
19 March 2018



LEGEND	
	Nedlands City Boundary
	Secondary Centre
	Nedlands Town Centre
	Neighbourhood Centre
	Development Opportunity
	Urban Growth Area
	Transition Area
	Major Education and Health Area
	Area with Biodiversity Value
	Major Recreation Area
	Railway
	Highway / Cycleway
	Distributer Road / Cycleway
	Potential Light Rail Line
	Regional Greenway / Cycleway
	Local Greenway / Wharfedale Trail
	Local Greenway / Cycleway
	Local Greenway / Bike Trail

