Belmont on the MOVE

INTEGRATED MOVEMENT NETWORK STRATEGY

MARCH 2017

Creating opportunities

BELMONT • CITY OF OPPORTUNITY •

Foreword from the Mayor

The City of Belmont is currently undergoing an exciting period of significant and sustained growth, which will result in our City attracting more residents, more employment opportunities, greater economic growth and more visitors.

While this period of growth will no doubt have its challenges, the City has always taken a proactive approach to planning for the future and we will continue to meet these challenges with our community's best interests in mind.

How residents and visitors move around the City in the future is a priority in our forward planning which has resulted in the development of this Belmont on the Move Strategy.

This Strategy is the culmination of 18 months of planning and extensive engagement with the community. The Strategy sets out a framework for how the City will plan ahead over the next 10 years to ensure people can move safely, conveniently and comfortably around the City of Belmont.

The City engaged extensively with the community in developing Belmont on the Move and many in the community took the opportunity to provide input into the plans for our future transport network.

We now look forward to implementing Belmont on the Move as our City continues to prosper as a great place to live, work, play and invest in.

Cr Phil Marks
Mayor

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Belmont on the Move

Belmont on the Move

The City of Belmont is a growing inner city locality. As a result of the increase in both internal and external development, the City of Belmont is addressing future pressures on the local transport network by developing a long term transport strategy to support Council, Residents and Businesses over the next 10 years.

The transport strategy is called **Belmont on the Move.**

By its very nature, Belmont on the Move is seeking to define what key elements, policies, projects and strategies are required over the next 10 years to ensure that residents, visitors and businesses can continue to move in, around and through the City.

It is however unique in the sense that it is a strategy document that is focussed intently on local, placed based measures to effect change in travel behaviours. This approach is recognition that smaller local changes can some times result in the greatest benefits and also recognises the limitations that the City has on affecting change for major infrastructure schemes that sometimes form the basis of local government strategy documents.

The key outcomes over the next two decades will be improvements at a local level specifically aimed at the users of the local transport network. The measures set out in Belmont on the Move will result in a transport network that will contribute to the overall growth of the City of Belmont and help transition this location in to a desirable, sought after and unique location for residents, businesses and visitors alike.

The development of Belmont on the Move has been underpinned by significant technical work but most importantly a detailed community engagement process which has provided many of the key ideas set out within the proposed strategies and projects.

7.6% of Belmont residents used a bus to travel to work – twice the Perth average in 2011.

Population 40,968 in 2014.

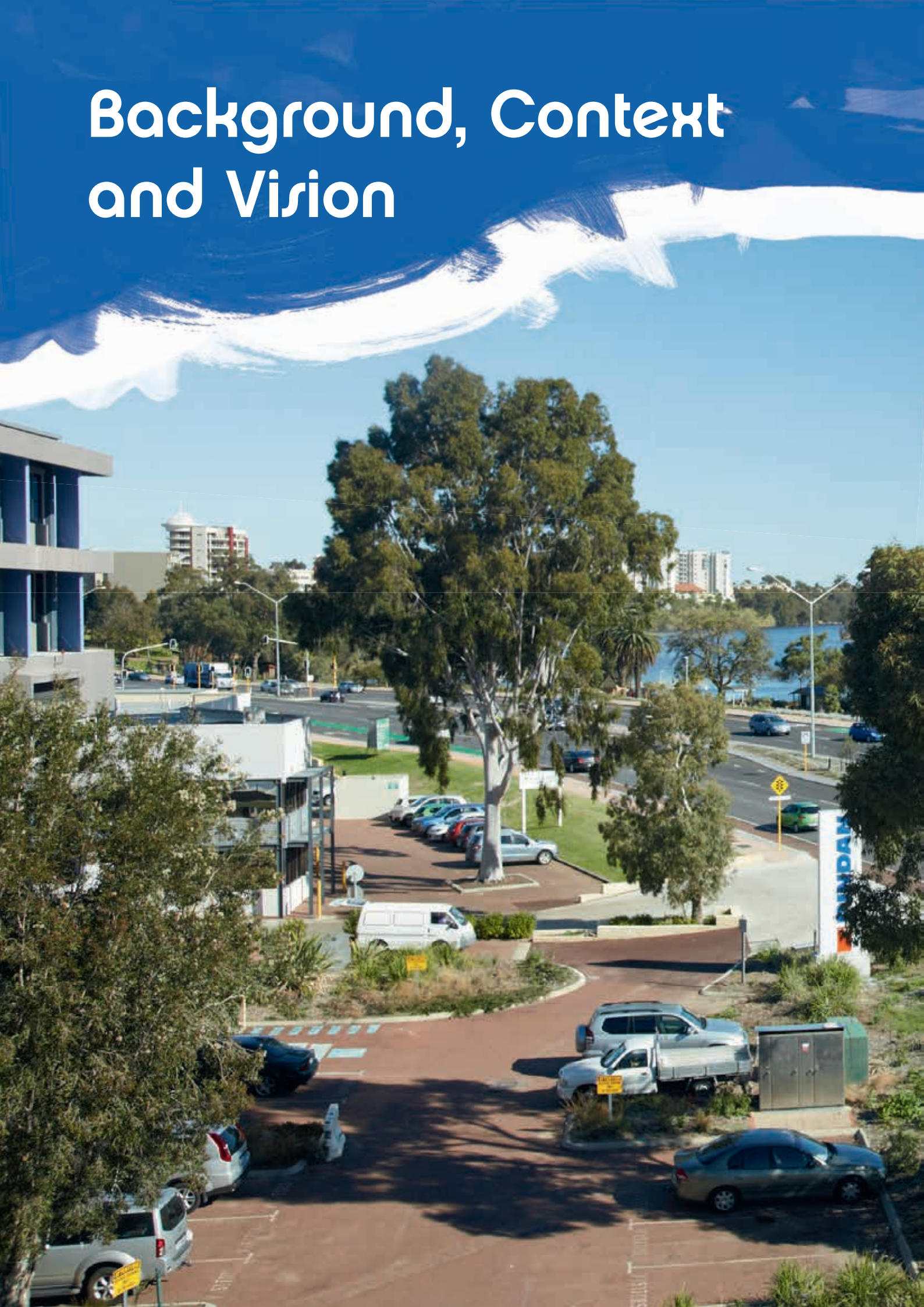
City of Belmont Gross Regional Product is estimated at $8.75 billion (3.4% of Gross State Product).

More households in the City of Belmont (8.9%) do not own a car compared to the Perth average (6.0%).

Between February 2009 and 2014, bus use more than doubled from 102,000 recorded trips to 241,000 recorded trips.

There is a network of over 100km of shared use paths around the City of Belmont with the addition of paths along Gateway WA roads.

Background, Context and Vision



Background, Context and Vision

The City of Belmont is located in the Inner Middle ring of localities around Central Perth. It is bordered by Perth Airport, the Swan River, City of Canning to the south and Town of Victoria Park to the west. It is a major employment zone and has a residential population exceeding 40,000.

Increasing pressures on the local transport network have resulted in the development of Belmont on the Move. This process commenced in mid-2014 and is expected to be finalised in early 2016. This section sets out the background, context and vision adopted for Belmont on the Move.

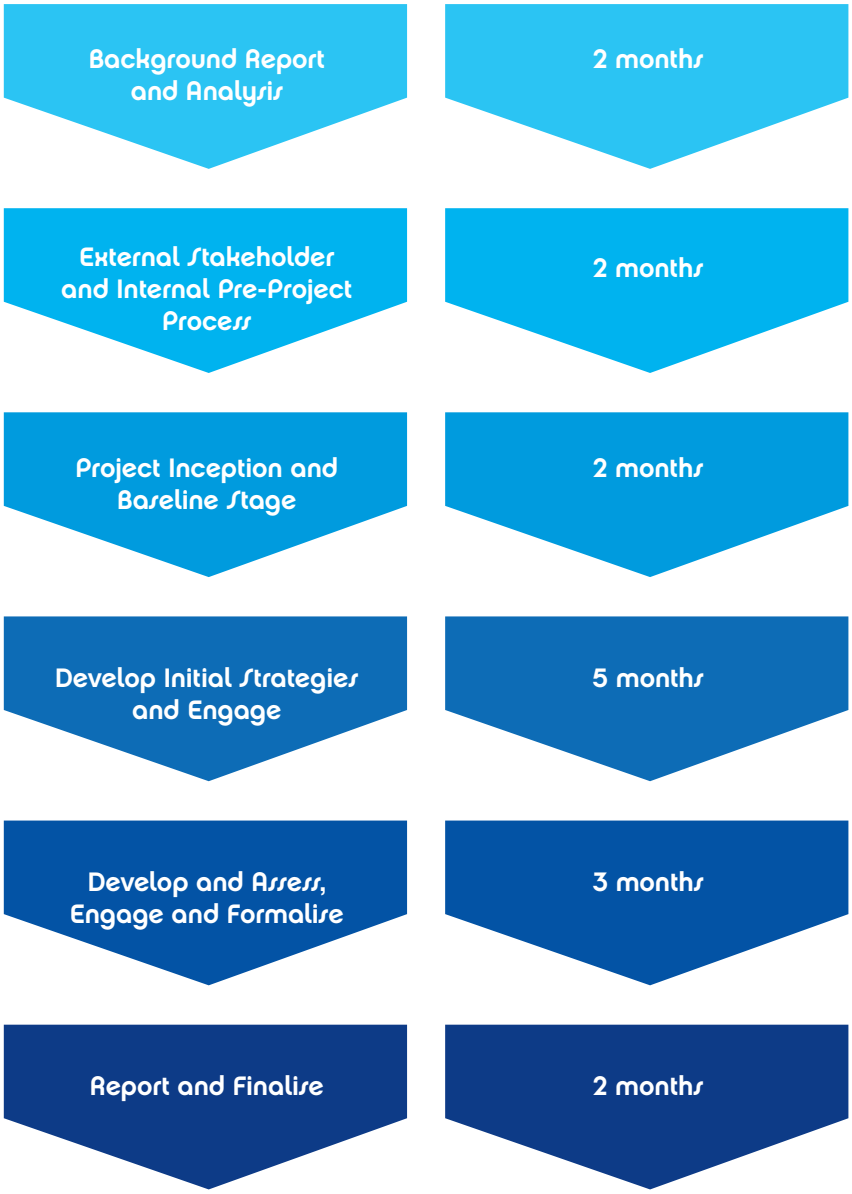
Background

The commencement of the process to develop Belmont on the Move was in mid-2014 when a Background Report was completed for the City of Belmont. This report covered:

- The Belmont on the Move process (shown to the right)
- Demographic profile and demands
- All elements of the existing and future transport network as presently planned by the City of Belmont and other agencies
- Monitoring and performance outcomes.

The report also set out a series of broad opportunities and constraints that helped shape the initial discussions with Council Officers, State Government Agencies and Councillors. At this point, key data gaps were also identified in order to inform the following stages of Belmont on the Move. This information was constantly reviewed and updated during the process.

The Background Report set out a series of key conclusions and recommendations that were then utilised by the City of Belmont in order to commence the engagement process and strategy development in late 2014.



Context

The Background Report covered a range of information that established the context for Belmont on the Move. There are competing pressures on the existing transport network and increasing development and residential population is adding to the complexity of these pressures.

Belmont has had significant growth in both population and employment numbers over the past decade, this growth is particularly pronounced since the 2006 Census. The form of development and housing being developed in Belmont is pointing towards more households, higher densities in key areas and a young, more mobile population.

This growth will have an impact on the transport network, in particular if car ownership and car use levels continue at present rates. Travel patterns are dominated by use of private vehicles. Already, Belmont is seeing the impacts of increased residential density through reduction in amenity associated with car parking.

The City of Belmont has job-creating industries that have seen the numbers of local jobs significantly outstrip the resident "employable" population. Only 20% of people live and work in the City of Belmont with the majority of residents travelling to nearby locations for employment. Conversely, there is a significant influx of people into the City of Belmont for employment purposes (such as to and from Perth Airport) which creates pressures during peak periods.

The road network in Belmont is well defined. The majority of the City is generally a traditional grid pattern local road network surrounded by major strategic highway routes being Tonkin Highway, Leach Highway, Orrong Road and Great Eastern Highway. Three of the major highways are subject to completed or ongoing major works associated with Gateway WA and Great Eastern Highway Improvements projects led by MRWA.

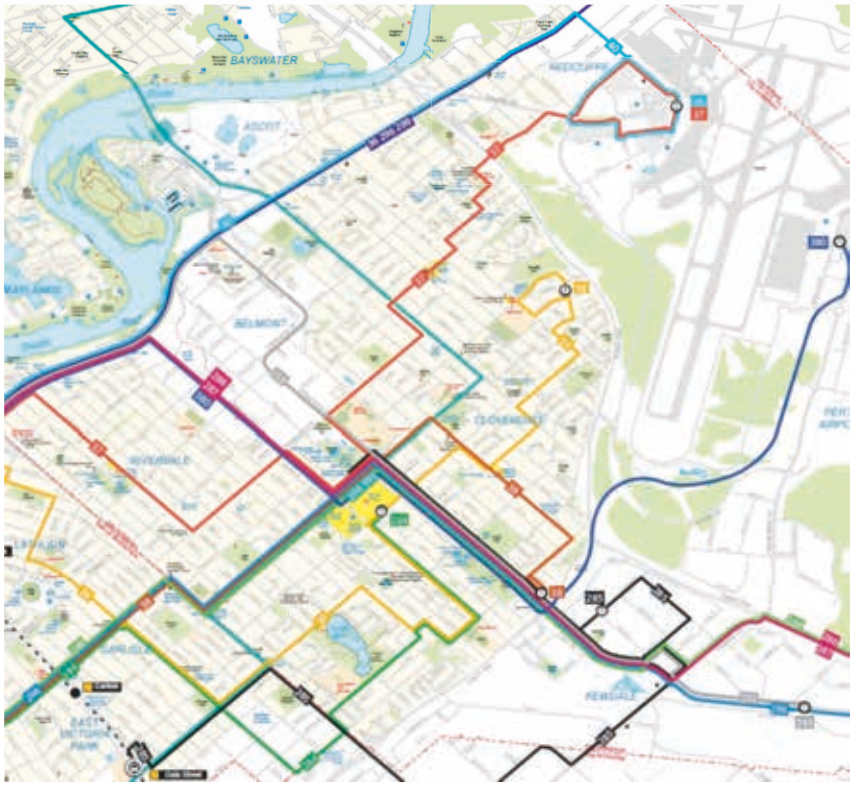
There are two crossing points of the Swan River at Tonkin Highway and Garratt Road.

There is a significant network of roads subject to restrictions for freight vehicles which supports two major industrial and employment centres in Kewdale and the Belmont Mixed Business Area. There is a well-defined local distributor road network which aids movement around the road network. Intersection controls, speeds and form of the roads in the City of Belmont generally reflect accepted standards.

Key primary distributor roads provide connections for freight and passenger vehicles around the centre of the City of Belmont with nearly 16km of high quality primary distributor roads.

The City of Belmont is serviced by fast and direct access to all of Perth's major arterial road networks. Perth City is a short distance by road via the Great Eastern Highway or the Graham Farmer Freeway.

The Kewdale Freight Terminal is located in the City of Belmont comprising approximately 17,000 square metres of rail yard and depots with an annual container turnover rate of approximately 330,000 units.



The City of Belmont is covered by an extensive bus network (above) providing connections to the Inner City, Perth Airport, a number of Train Stations, other Regional Centres or Activity Centres (such as Curtin University) and other destinations in Belmont itself. On an average weekday, there are nearly 6,000 individual boardings on bus services in the City of Belmont.

Key corridors and roads form the bulk of these boardings. Great Eastern Highway, Kooyong Road, Hardey Road, and Wright Street have the highest number of average daily boardings with the stops at the Belmont Forum on Wright Street being by far the location with the highest volume of boardings.

There are no train stations in the City of Belmont and the only station within a walking catchment is Burswood, which is on the Thornlie line. The development of the Airport-Forrestfield Link will include a station in the City of Belmont at Belmont.

The City of Belmont has an extensive network of local and regional footpaths and shared use paths. The grid pattern road network allows for permeability of movement and access for pedestrians and cyclists. Census statistics indicate that the levels of walking and cycling to employment are low (both in numbers and percentage).

The City of Belmont Local Bike Plan 2013-2018 was adopted by the City of Belmont on 26 June 2013. The Plan proposes a series of infrastructure improvements that would allow for improvements in cycling connections at a local and regional level.

Parking issues in the City of Belmont are becoming increasingly more complex. The resources required by Council to address management of on and off-street parking is one of the drivers of the overall Belmont on the Move process.

For off-street parking provision, there are standard provisions set out in section 5.16 in the City of Belmont Local Planning Scheme No. 15 which provide minimum parking provisions. Most critical is the level of parking around the Belmont Forum in Cloverdale where the existing level of parking is increasingly being examined.

At present, no on-street parking hierarchy is established in the City of Belmont and there are limited locations where specific on-street parking controls exist. The City of Belmont does not currently employ any dedicated Parking Officers, therefore the enforcement of the Council's Local Laws is undertaken by the City's Rangers.

The City of Belmont was part of an initial programme of TravelSmart surveys which produced a final report in 2005 and has actively continued to embrace the potential for travel demand management programmes to impact on travel patterns at workplace, school and Council-wide levels.

The Council has a TravelSmart Officer and has set out a clear range of targets and objectives within its 2012-2017 TravelSmart Plan. There are a range of guides that provide information on walking, cycling and public transport use. The Redcliffe Primary School is one of the most active TravelSmart Primary Schools in the Metropolitan Region.

Vision

Upon commencement of the engagement process for Belmont on the Move, a vision workshop was held with the City of Belmont Councillors and senior staff. To inform and guide community engagement and ultimately Belmont on the Move, a project vision and supporting values were developed to align with the City's overall corporate vision and framework. The Vision developed was:

"Belmont on the Move will enable people to move safely, conveniently and comfortably around their City".

This Vision was underpinned by a set of project values which were used to form the basis for strategy, policy and project development:

Amenity

Creating comfortable streetscapes and public places that are comfortable, safe and welcoming, encouraging people to walk or take public transport.

Accessibility

An efficient and effective network that responds to different user needs, from children to seniors, those with a disability and those from culturally diverse communities.

Awareness

Encouraging participation and understanding; communicating community benefits.

Opportunity

Acilitating growth, diversity and vitality of the city's unique economy; connecting local areas, the city core and the Swan River.

Perth Airport is the gateway to the State of Western Australia and manages Australia's fourth highest level of passenger traffic. The international and domestic terminals connect over 13.9 million people per year on 2878 scheduled international, domestic and regional flights each week to over 50 destinations worldwide.

Located 12 kilometres from the heart of Perth, the airport is on a 2,105 hectare site. Perth Airport is undergoing rapid expansion with consolidation of the domestic and airport terminals, upgrades of the surrounding road networks such as Great Eastern Highway and the Gateway WA project and planning for the development of non-aviation land.

City of Belmont Corporate Business Plan 2016-2020

When adopted, Belmont on the Move will not be a standalone document. The City of Belmont has established a clear programme of priorities, strategies and plans within the Corporate Business Plan 2016-2020 which will assist in funding and delivering the projects within Belmont on the Move. As set out in the Corporate Business Plan 2016-2020:

"The Corporate Business Plan is an internal business planning tool that translates the Council's priorities from the Strategic Community Plan 2012-2032 into operations within the resources available.

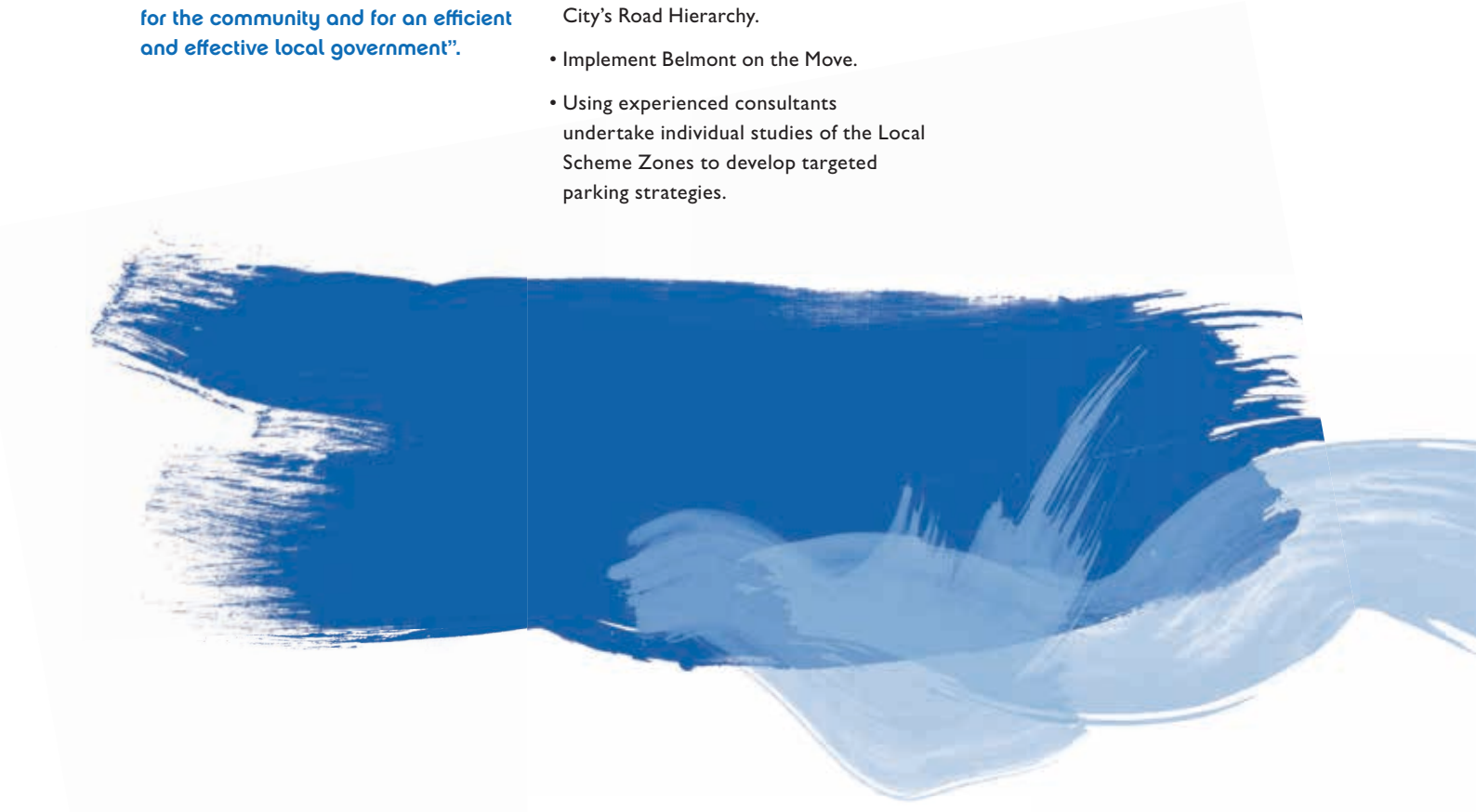
The Strategic Community Plan establishes key result areas, objectives, strategies to achieve them and measurable performance indicators to enable Council and the Community to review progress.

The Corporate Business Plan will continue to see a range of more detailed planning activities taking place through the corporate planning process. These establish the detailed plans and the performance benchmarks that must be achieved for the community and for an efficient and effective local government".

There are a range of objectives, strategies and actions in the Corporate Business Plan 2016-2020 which already relate to Belmont on the Move, including:

- Produce Vision for the Town Centre incorporating the design outcomes for the Faulkner Civic Precinct. Explore parking and traffic options for co-ordinated approach.
- Facilitate the development of a Corridor Plan for Great Eastern Highway.
- Utilise City and consultancy means to seek full or partial funding for infrastructure from independent sources.
- Provide a safe, efficient and well maintained transport network.
- Encourage a broad range of transport alternatives and provide adequate management of traffic density, parking, congestion and safety of the transport network, in and surrounding the City of Belmont.
- Review relevance of current road network to suit future needs.
- Undertake reviews of Annual and Biennial traffic count data against the City's Road Hierarchy.
- Implement Belmont on the Move.
- Using experienced consultants undertake individual studies of the Local Scheme Zones to develop targeted parking strategies.
- Review priorities outlined in the City's Local Bike Plan and update schedule of works for implementation.
- Implement the TravelSmart Plan 2012-2017.
- Update the City of Belmont TravelSmart Plan.
- Operational activities which support predominantly this 'transport alternatives' strategy.
- Facilitate quality transport linkages to the airport & between the airport and the City. Direct bus route from Belmont train station to Town Centre.
- Identify opportunities and spaces within the City that can encourage place activation and community participation.

These statements within the Corporate Business Plan 2016-2020 underpin the development of Belmont on the Move. When adopted, it is anticipated that specific elements from Belmont on the Move will be incorporated into the Corporate Business Plan 2016-2020.



Process and Engagement

Process and Engagement

The development of Belmont on the Move was specifically focussed on using targeted local engagement alongside more traditional engagement processes which then translated directly into strategies, policies and projects. This process also underlined the focus of Belmont on the Move as being targeted at local place based outcomes for residents, businesses and visitors.

Process

The process development for the engagement stage of the project was based on five key objectives agreed with the City of Belmont:

1. Create effective awareness and understanding of the engagement program and the benefits of Belmont on the Move.
2. Provide opportunities for broad scale and effective participation by the community and user groups.
3. Secure genuine and representative input, ensuring that aspirations, needs and ideas are considered and reflected in Belmont on the Move.
4. Identify, align and leverage existing partnerships within the City and its community groups to effectively manage time and other resources required to deliver the program.
5. Manage community expectations and effectively address any issues/concerns in a timely and responsive manner.

Subsequent to the initial stakeholder engagement undertaken in the Background Report stage, the three project phases of engagement used leading up to the development of the draft Belmont on the Move strategy are shown to the right. Upon completion of the draft strategy, the final engagement process involved use of Council's Belmont Connect website as well as direct engagement with Government agencies and other stakeholders.

Stakeholder Engagement

PROJECT PHASE 1: Opportunities & Constraints Mapping
February to March 2015

Phase 1 involved a review of the existing infrastructure and services offered in the City, considering existing opportunities and constraints.

PROJECT PHASE 2: City of Belmont Vision Workshops
March 2015

Working session held with the City's Councillors to define the project vision, values and critical success factors.

PROJECT PHASE 3: Community and User Group Engagement
June to September 2015

Tiered approach shaped to optimise community reach and incorporate online surveys, user group engagement and focussed area sessions. Findings set out in the Engagement Report

PROJECT PHASE 4: Draft Strategy Engagement
April to May 2016

On-line based engagement for Draft Belmont on the Move through the Belmont Connect website as well as a range of other sources. Direct engagement of other Stakeholders.

Community Engagement

At the completion of the Councillor workshop, which defined the vision for Belmont on the Move, a tiered community engagement program was implemented from May to September 2015. During the engagement period, participants took part in a range of opportunities, comprising:

Tier 1: Online engagement – Utilising the City's existing website and corresponding community engagement module, a specific Belmont on the Move section was developed. The online medium provided people the opportunity to participate in the community engagement program in their own time, or as an alternative to attending an organised community forum. This comprised:

1. An online community survey which focused on understanding popular local destinations, preferred mode of transport, and motivation for changing habits relating to car use.
2. An interactive map which enabled participants to mark a specific locational area and make suggestions.

The online community survey and interactive map was available on the City of Belmont's Belmont Connect website from Tuesday 30 June until Tuesday 4 August 2015.

Tier 2: Nine user group working sessions were held with targeted groups that are representative of the City's diverse demographic and community profile. These were designed to enable the project team to understand the specific/unique needs of each group and included:

1. Belmont Business Action Focus Group – 13 May 2015
2. Age Friendly Focus Group – 3 June 2015
3. Disability Access and Inclusion Focus Group – 5 June 2015
4. Youth Focus Group – 10 June 2015
5. Aboriginal Reference Committee Focus Group – 12 June 2015
6. Cyclist Focus Group – invited group 17 June 2015
7. Urban Infill Workshop – 23 July 2015
8. Senior Citizens Centre Focus Group – 24 August 2015
9. Sparkles Playgroup – 1 September 2015.

Surveys were also distributed at the Ruth Faulkner Public Library, targeted at the general community, with 17 completed. The City's diverse demographic profile is a unique community element and in response to this, a survey was also developed for completion by Cultural and Linguistically Diverse (CALD) community groups which was distributed as part of a separate engagement process undertaken to inform the City's Cultural Development Plan. This aimed to optimise resources and minimise consultation fatigue and 27 surveys were completed.

Tier 3: Two opportunities for the general community to participate were held:

- Community Information stand – a general session held at the Belmont Forum
- A facilitated working session focusing on infill/urban development.

Additional information sources that are being referenced by the project team to inform Strategy development are:

- Findings from separate community consultation to inform Development Area 6 (2014/15)
- The TravelSmart Survey (2014)
- Belmont Mixed Business Area study (2011)
- Streetscape Upgrade Programme.

Engagement Outcomes

Analysis of the Council vision workshop, user group session findings, together with the online community survey and interactive map identified several strategic elements critical to success of Belmont on the Move:

1. Public transport
Infrastructure and services including the delivery of the Belmont Station, bus service extensions and connections as well as improving service frequency for existing services (particularly during off peak).

2. Facilities and amenities
Delivering additional infrastructure and facilities to create a more enjoyable and safe pedestrian and cycling experience including end of trip facilities, lighting, improved paths, water fountains etc.

3. Destination development
Improving the local offer to provide an alternative to recreating in Perth city and other areas only accessible by car; for example, introducing food and beverage uses at public spaces near the Swan River.

4. Leveraging strategic projects
Including Gateway and the Perth Airport/Forrestfield Link to ensure people-focused transport solutions are prioritised.

5. A flexible planning framework
That is informed by large scale consultation, includes all modes of transport and encourages integrated planning with land owners.

6. Ongoing education and community programs

To support attitude changes towards car travel, and encourage acceptance of cycling and road / facilities sharing, coupled with alternative transport modes such as electric bikes, car sharing and segways.

7. Improving access

Subsidised or lower cost alternative travel options for youth, seniors and other groups.

8. Demonstration projects

Delivering a practical strategy; achieving 'quick wins' and demonstration projects to position the City as a leader and champion of change.

These outcomes resulted in eight key strategic directions being developed which concluded the initial stage of the Belmont on the Move engagement. These directions are:

Local destinations

- Linking the city's most popular destinations through consistent and safe movement networks will bring a range of benefits, from choice of transport mode through to economic development and community vibrancy.
- The Belmont Forum is a focal point for community life and seen as a place that requires additional facilities such as end of trip, additional ACROD parking bays, path improvements and regulation of the 'Parents with Prams' parking bays.
- The Swan River is a destination that should be celebrated and highlighted through the movement network and future strategies to connect it with the City centre and improve general amenity, provide food and beverage uses etc. This could be done via trial in the short term (food truck) with a view to permanency subject to a business case/concept plan.

Growing resident population

- The nature of the City's development profile, comprising urban revitalisation and infill, presents significant management challenges. With resident growth it will be essential to take a people-focussed approach to delivery of movement and transport strategies, making the City safe, comfortable and convenient to move around.

Safety and security

- The issue of safety and security can be both real and perceived and that a number of initiatives are underway and in place within the City to respond and manage this. This focus will need to be ongoing into the future if people are to move past the perception/reality of the City being unsafe in certain areas, and/or unsafe at night. This will be a combination of management strategies, public realm improvements/additions and ongoing communication and community education/awareness.

Embracing new technologies

- Respondents raised innovative concepts such as gopher and electric car/bike charging stations, bike share/rental infrastructure, car sharing, developing car pool apps and alternative transport modes such as segways. Accommodating and responding to new technology, particularly with a growing residential community, should also be central to future transport and movement initiatives.

Road and Path Infrastructure

- It is acknowledged that the City is surrounded by, and centred around, heavy road infrastructure which creates challenges for non vehicle uses and users. While this is unlikely to change in the short term, a consolidated and ongoing effort is required with government and other stakeholders, to prioritise pedestrian movement at key intersections (with consideration for the needs of young families, seniors etc.) as well as bicycle movement.
- User feedback centred on inconsistency of some pathways in key areas, particularly around the Belmont Forum which is a central destination for the City.
- Examine/incorporate opportunities to improve traffic light crossings through installing bicycle sensors, countdown/crossing guard features.

Public transport

- Availability and access to public transport is a consistent underlying issue for users. Certain services such as the number 37 bus are viewed very positively and general feedback regarding the City's trial Belmont BUSlink was favourable.
- Working with government and other stakeholders and continuing to advocate for weekend and evening services along key routes and connectivity with other modes will be important.

Public realm

- Continuing to enhance the City's overall attractiveness and liveability by delivering a high level of amenities in public spaces – Tomato Lake, Garvey Park and Adachi Park – such as the installation of water refill stations, seating, shade and secure bicycle facilities.
- Delivering "next generation" end of trip facilities at key destinations such as Belmont Forum, popular parks and the Swan River.
- Accommodate multiple transport modes in future street design.

Communication and education

- The power of perception should not be underestimated in the context of encouraging behaviour change and developing a strong, connected movement network for the City. Improvements to physical infrastructure and assets should be complemented by ongoing community awareness and education campaigns on topics such as:
  - Benefits of using alternative transport (walking, cycling)
  - Economic and community development opportunities/ benefits
  - Encourage shared use of roads/ pathways between vehicles/ cyclists, cyclists/pedestrians, pedestrians/gophers etc.

Demand Drivers

Demand Drivers

Many of the demand drivers which underpin the future pressures on the transport network have been set out in the context section of this draft Belmont on the Move strategy. If the City of Belmont were not to put in place a strategic framework for its future network now, it would result in an unco-ordinated approach resulting in the loss of amenity for all users of the network. It would also deprive Belmont of the potential to develop a unique set of localities and communities.

The demands placed on the future network resulted in a series of opportunities and constraints which have been a key input into the development of the draft Belmont on the Move strategy.

Opportunities

Location. The City of Belmont is perfectly located close to Central Perth and other major Activity Centres and has excellent existing transport links in its favour.

Employment. There is a significant amount of local employment in a diverse range of industries where travel behaviour and patterns can be influenced.

Growth. Belmont is a growing Council and will likely see increases in population, employment and activity in the foreseeable future.

Permeability. The layout of the majority of the City of Belmont is a grid street pattern which benefits ease of connection for all modes and flexibility in future plans.

TravelSmart. Continuing on from work undertaken at a Metropolitan wide level, the City of Belmont has actively supported the application of travel demand management policies. The Redcliffe Primary School is held up as an example of excellence for TravelSmart to School.

Population and Density Changes. The development of the Springs and other pockets of redevelopment will see higher density residential development and increasingly younger populace. This opens up the opportunity to provide for the travel needs of the next generation who are increasingly less reliant on private motor vehicles.

Existing Public Transport. Levels of coverage for Transperth buses and usage in some key locations is already embedded and improving. With manipulation of the network to provide greater levels of service, public transport use should increase.

Bike Plan. The completion of the City of Belmont Bike Plan 2013-2018 provides a solid foundation from which to manage assets and plan for this active mode of transport.

No Parking Management. With no formalised system in place, the City of Belmont can guide management of on-street parking actively and strategically, rather than reactively.

New Connections. The planned Forrestfield-Airport Link and Vision Plan for DA6 represents an opportunity for travel patterns in that area of the City to be focussed around non-vehicular modes.

Insularity. With the majority of regional movements being focussed on MRWA controlled network, the City of Belmont can focus on localised movements and develop strategies around prioritising local improvements to the transport network.

Approach. The City of Belmont is addressing strategic transport matters in a local, place based approach rather than focussing on bigger infrastructure outcomes.

Engagement. Actively involving residents, businesses and other groups in the process provided the City with a real opportunity to develop plans to address local problems.

Timing. Belmont on the Move will be in place so that it considers the impacts of the Perth Airport Master Plan, changes to the transport network from Gateway WA and the Forrestfield-Airport Link.

Revenue and Funding. Undertaking Belmont on the Move could open up opportunities for future funding and examination of potential revenue streams.

Constraints

Localised Opposition. Some changes to local areas or networks will meet localised opposition. This may particularly be the case for any form of parking management.

Influence. The City of Belmont has control over its assets and network, to a degree. Any major changes to the network will require support or involve intervention of other agencies such as MRWA and PTA. There is only so much that the Council can achieve through its own means or powers.

Inputs. Throughout the implementation of Belmont on the Move, inputs from State Government agencies and other stakeholders are required. Should the objectives or outputs of Belmont on the Move not align with any one agency or stakeholder, there exists the opportunity for any gain to be neutralised.

Collective Will. The organisation – both Officers and Councillors, need to be positively engaged about implementing Belmont on the Move. Officers need to be clear in their approach and Councillors need to be positively behind the process and outcomes. The culture of the organisation and project team needs to be around delivery of the measures in Belmont on the Move.

Data and Information. Lack of information or data at critical stages of the process can impact timeframes for reporting. This is particularly the case for technical assessments.

Priority. Belmont on the Move as a whole may not receive the same priority or funding required to complete it to the degree that it is a successful strategy document.

The Neighbours. Some potential exists for issues on boundary roads and connections whereby decisions of those Councils, or the City of Belmont, may impact upon the effectiveness of some plans, policies or projects proposed in Belmont on the Move.

Delivery. Belmont on the Move outcomes may become unwieldy enough to impact on overall delivery. The key to the strategy is inclusion of plans, policies and projects that can be delivered.

Commitment. Belmont on the Move should not gather dust – it should form part of a suite of local strategic planning documents and be afforded such priority.

Influence. Some broader infrastructure project decisions may be largely out of the hands of the City of Belmont which would impact on Belmont on the Move. Possible examples include plans for Orrong Road, the Airport-Forrestfield Rail Link, Managed Motorways and Perth Airport Master Plan.

Wider Economic and Social Issues. Some elements of the plan may be influenced by patterns or trends that are beyond the control of the City of Belmont.

Network Characteristics

Each of the transport modes addressed in Belmont on the Move have varying characteristics which either define how people move to, through and around the City or are a result of wider network influences.

Given its location, and the presence of major highway infrastructure, the City of Belmont experiences significant volumes of "through" journeys. Many of the major transport schemes which flank the City influence these movements on a daily basis – and these movements will only likely increase in the future.

Planning for more localised trips therefore becomes more critical when looking at key areas around the City as they are less likely to be influenced by these major routes and movements. Effecting change at this level will achieve better outcomes and greater amenity for residents, businesses and visitors alike.

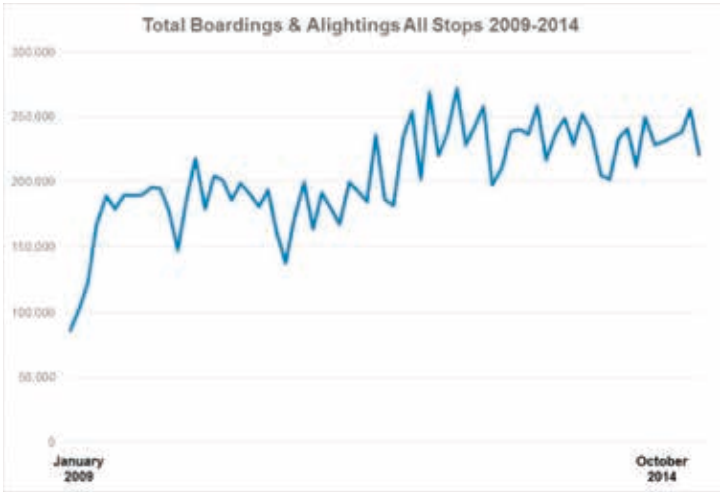
Demand Drivers – Public Transport

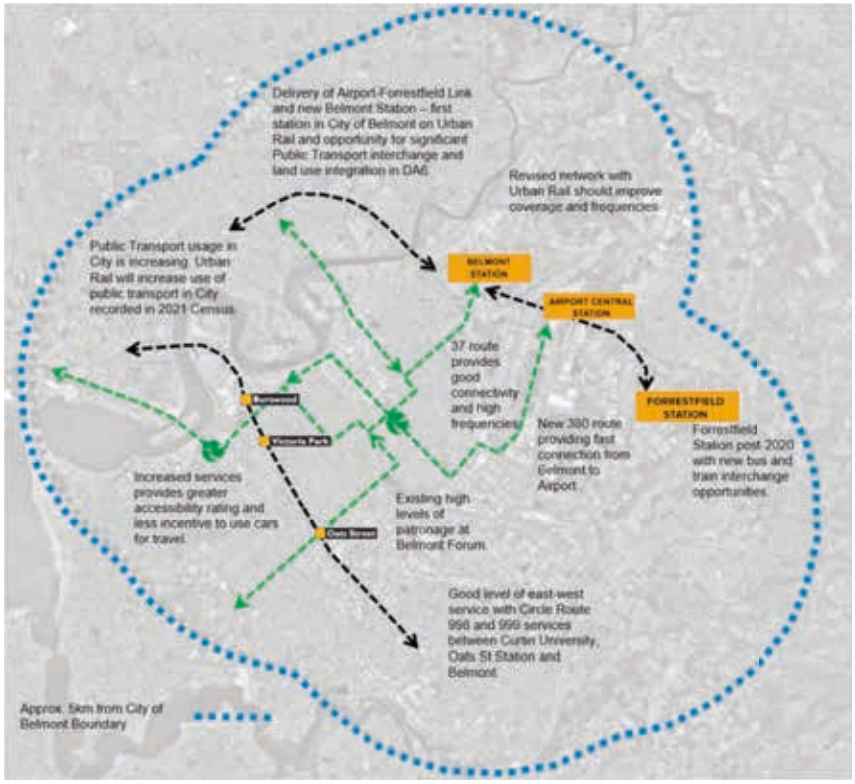
Over a five year period between 2009 and 2014, total weekday only boardings and alightings for all bus stops in the City of Belmont using SmartRiders increased from around 85,000 per month to 220,000 per month. These trips are largely peak period trips. This significant growth in patronage will only increase in the future with routes being revised or added (such as the 380 route through Belmont to the International Airport) and increased levels of development activity supporting more public transport trips.

The 37 bus is particularly popular as it plays a dual role of connecting the Domestic Airport Terminals with Central Perth and also providing an internal connection service for key locations in the City of Belmont. The Circle Route buses – 998 and 999 – also play a pivotal role in the network as a circle route connecting locations in Belmont with key transport interchanges and Activity Centres around Perth.

Planning for the Airport-Forrestfield Link will also boost public transport usage within the City of Belmont, specifically for areas adjacent to the proposed Belmont Station in Redcliffe and employment generating land uses around the Airport itself.

Access to businesses located in the Airport precinct via this new infrastructure will provide choice for employees and visitors to use public transport rather than use private vehicles. Should any Park and Ride facilities be provided at Belmont, this is likely to cater for some limited interchange of patrons.





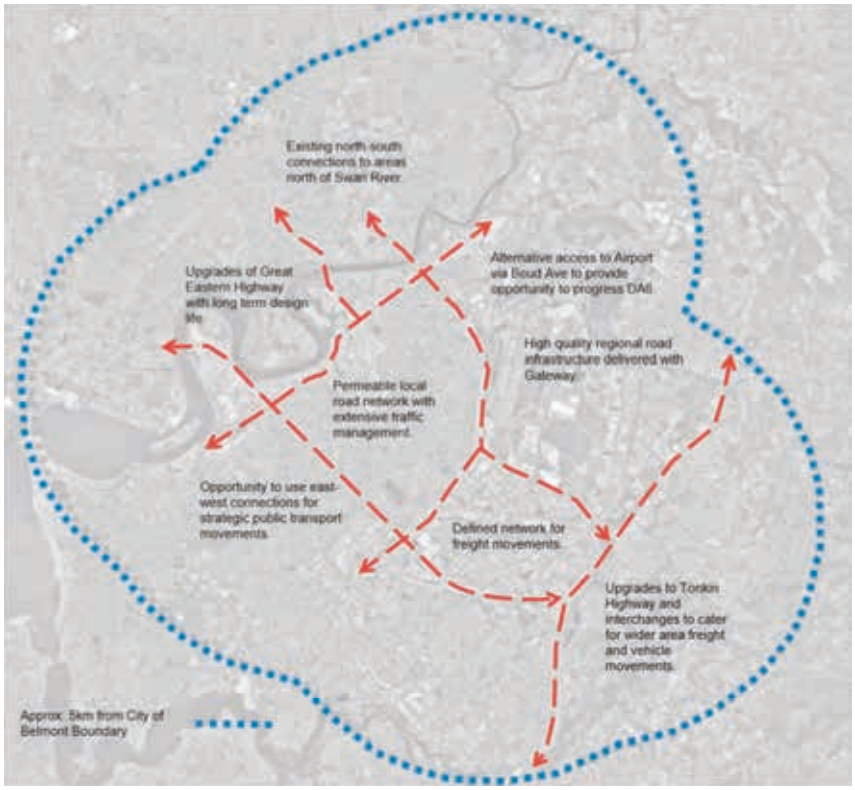
Demand Drivers – Roads

The City of Belmont has an established network of distributor roads resulting from the predominant grid pattern prevalent throughout the City. Within the overall MRWA road hierarchy however, the majority of roads in the City are classified as Access Roads.

Primary distributor routes (those controlled by MRWA and not the City of Belmont) generally lie along the boundaries of the City including new Gateway infrastructure. There is a District Distributor A north-south route from the Garratt Road Bridge that bisects the City and provides an important, higher order connection past the Belmont Mixed Business Area and the Belmont Forum. Kewdale Road is also classified as a District Distributor A.

There are four District Distributor B roads in the City, Alexander Road, Belmont Avenue, Hardey Road and a section of both Daddow Road and McDowell Street connecting Tonkin Highway with Abernethy Road. The Local Distributor network throughout the City provides connections between residential areas and the regional road network.

Although the majority of the roads in the City of Belmont are locally controlled, MRWA has statutory power over the lines and signs associated with all intersections and therefore retain some degree of control over design and function of the overall road network. All traffic signal intersections are controlled by MRWA.



Where the City of Belmont has implemented traffic management measures on local roads, this has primarily avoided using vertical structures such as ramps to avoid impact on adjoining properties. A range of different schemes have been implemented and the City of Belmont regularly seeks to improve road and street assets.

The surrounding regional road network carries significant volumes of passenger and freight traffic, as evidenced by these bi-directional daily volumes recorded in 2014 or 2015:

- Great Eastern Highway – 43000 to 66500 vehicles
- Leach Highway – 34000 to 35000 vehicles
- Orrong Road – 48000 to 65000 vehicles
- Tonkin Highway – 55000 to 71500 vehicles

Many of the major routes have seen increases in volumes over the past 5 years (generally through increased capacity such as Great Eastern Highway) although others have stabilised in terms of overall volumes.

Demand Drivers – Cycling and Walking

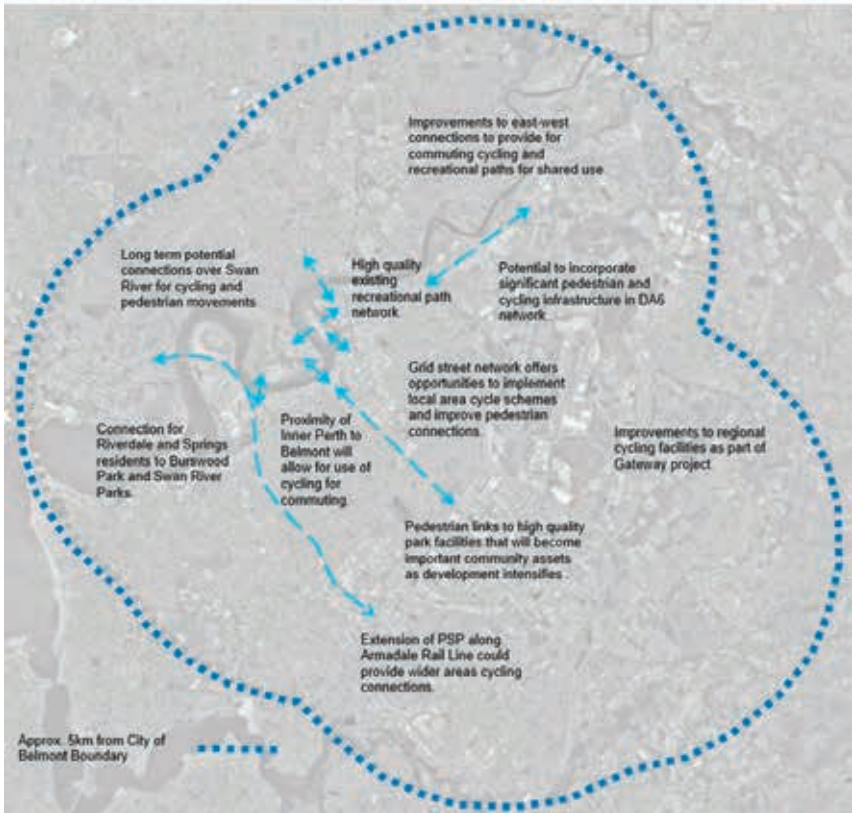
Take up of cycling in the City of Belmont as a means of commuting is low, with 1.6% of residents recorded in the 2011 Census as using a bicycle as a primary means of commuting. The City of Belmont has a Local Bike Plan which has established existing network provision as well as some priorities:

"The existing cycling network within the City includes a total of 229km of footpath (90km of which is shared path), 24km of sealed shoulders and cycle lanes, including the new facilities on Great Eastern Highway, and a network of quiet streets".

Two Local Bicycle Routes (SE16 and SE21) run through the City and form the spine of the cycling network. However, the nature of the road network, which primarily consists of a grid formation, means that local cycling routes are less defined and every street is potentially attractive to cyclists.

(The Bike Plan) has identified that the most pressing need is to address specific problem spots or missing links to enable cyclists to take advantage of convenient routes specific to their journey. Specific focus areas in the Local Bike Plan process include:

- Safer routes to schools, particularly off-street connections and safer crossing locations
- Linkages to public transport
- Integration with the wider Principal Shared Path (PSP) network
- Access to significant local attractions and amenities
- End of trip facilities.



The 2011 census indicated that 2.1% of residents walked to and from work. This is an increase of 0.1% since the 2006 census. Considerations such as distance, safety, convenience, amount of shade and the condition of infrastructure contribute to the low walking mode share.

Currently there is an extensive footpath network across the City, however these paths vary in quality and condition. Path condition surveys occur biennially to rate the paths and identify priority problem areas to be addressed.

In addition to maintenance, the City is promoting walking through hosting events such as Walk Over October, providing nine walking maps of local parks and the TravelSmart guide depicting the location of shared paths and walking trails within the City.

Demand Drivers – Parking

Parking issues in the City of Belmont are becoming increasingly more complex. The resources required by Council to address both the planning and management of both on and off-street parking is one of the drivers of the overall Belmont on the Move process. Issues around parking can often be complex and localised, however broadly:

- There are limited parking controls in the City of Belmont in any one location, either on or off-street.
- The existing provisions within the Local Planning Scheme set minimum rather than maximum levels of parking provision for all development.
- Use of private motor vehicles is the primary form of transport in the City of Belmont. There is embedded use of private vehicles for local and regional travel, exacerbating the requirement for parking facilities.
- Revisions to the Residential Design Codes (R-Codes) have resulted in localised pressures to on-street and off-street parking capacities.
- There is no on-street paid parking within the City of Belmont.
- There is no enforcement through dedicated Parking Officers.
- Increased development in key locations in the City is likely to see greater pressures around parking issues at both planning and management stages.

This combination of circumstances, and preservation of the status quo in both limited control and management of on-street and off-street parking, will result in future loss of amenity. This will also potentially evolve into a situation which requires more dramatic future policies and strategies to be put in place rather than addressing these issues now through a strategic and targeted approach.

At present, no on-street parking hierarchy is established in the City of Belmont. The use of a hierarchy is applicable where on-street parking space limitation mean that specific user groups are allocated parking bays as a matter of priority when overall schemes are developed. The use of a hierarchy is most applicable in more congested street networks where there are competing demands for parking spaces. It can also be used to assist business and other facilities in turnover of bays.

Within the City of Belmont Local Planning Scheme No.15, there are standard provisions set out in Section 5.16 which provide minimum parking provisions for land uses or use classes throughout the City. These standards, set out in Table 2 within the Local Planning Scheme No. 15 Scheme Text, reflect different requirements for 41 separate non-residential use classes.

Residential development, and provision of parking for residential development, is set out within the State Planning Policy 3.1 Residential Design Codes, or the R-Codes.

Demand Drivers – Travel Demand Management

The City of Belmont has comprehensive information on the TravelSmart programme on its website, as well as contact information for the City of Belmont TravelSmart Officer. In support of the details on the Council website, the DoT has a comprehensive range of information for the TravelSmart programme. The City of Belmont provides information on a range of topics, including:

- Walking and Cycling
- Public Transport (a separate TravelSmart public transport map is available on the DoT website)
- Carpooling
- Schools
- Workplace
- Council has in place a TravelSmart Plan which sets out a series of targets and objectives over the 2012-2017 time period. The targets of the TravelSmart Plan are:
    - Reduce staff solo car commute trips by 5% by 2017
    - Reduce solo car commute trips made by businesses in the Belmont program by 10%
    - Increase the number of children in TravelSmart schools who walk, cycle or scoot to school by 10%
    - Improve recall of the TravelSmart message within the community by 10%.

The objectives of the Plan are:

- Integrate TravelSmart into all City of Belmont activities and services areas.
- Reduce the environmental impact of travel within the City
- Improve awareness and skills to embed sustainable travel practices into core business
- Encourage a healthy, vibrant and connected community
- Provide information, access and incentives for the community to use TravelSmart options
- Increase awareness of the need to travel more sustainably
- Improve infrastructure and policy to ensure sustainable travel is the easiest choice.

Demand Drivers – Freight

The City of Belmont is a significant employment generator and is home to some of the largest broad scale light industrial and service industrial employment locations throughout the Perth Metropolitan Region.

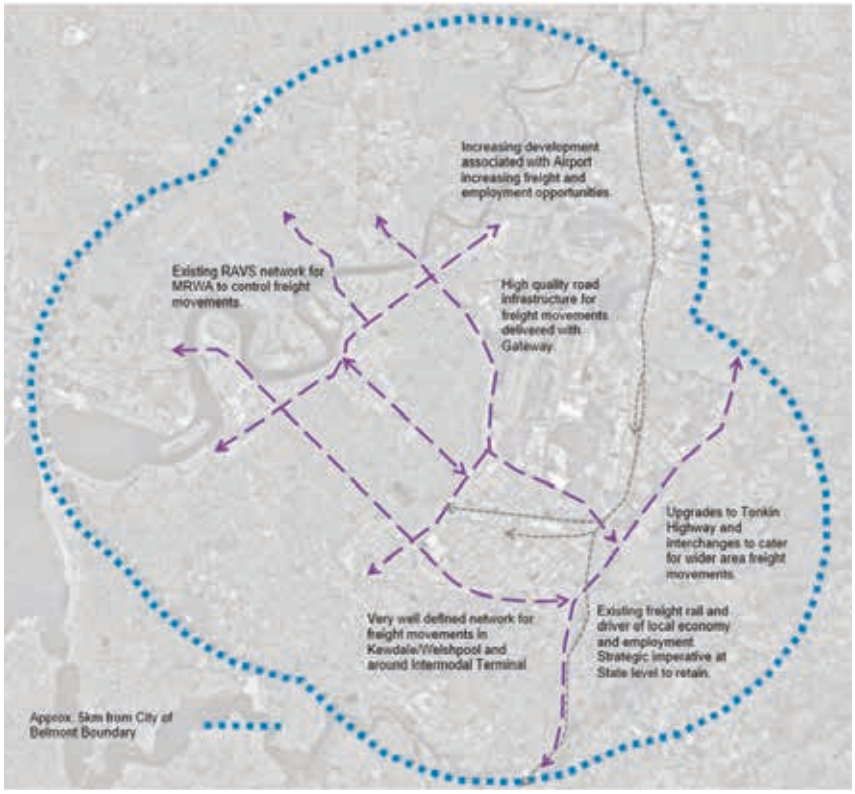
The Welshpool-Kewdale area is an established industrial land use location with supporting road and rail freight infrastructure, including the critical Kewdale Intermodal Terminal.

Accordingly, the majority of transport infrastructure within this location is dedicated to large freight movements. Significant volumes of truck and delivery vehicle traffic is associated with this location.

In addition to this area in the south of the City of Belmont, the Belmont Mixed Business area is located in the north of the City. This area houses a range of semi-industrial, warehousing, storage and general business premises which generates significant vehicle movements on the transport network.

MRWA plan, control and enforce a network of roads that are suitable for the transport of non-standard freight loads. This network is the Restricted Access Vehicle Network (RAV). The control of this network allows MRWA to monitor and enforce regulations associated with large freight loads that they are responsible for.

The RAV network within the City of Belmont is extensive, in particular around the Kewdale Freight Terminal and the Belmont Mixed Business Area. Abernethy Road provides the only north-south connection between the Belmont Mixed Business Area and the regional road network.



Significant recent additions to the regional road network have been developed to facilitate freight movements by road. These improvements include Gateway WA and Great Eastern Highway improvements.

Gateway WA in particular represents a significant upgrade of the regional road network along the eastern and southern boundaries of the City of Belmont, primarily to support increasing freight activity around Welshpool-Kewdale and Perth Airport. Upon opening in 2017, there will be a significant increase in capacity of the regional road network and major changes to connections to the network and how traffic is distributed.

Demand Drivers – Overall Transport Network

The overall transport network in the City of Belmont is mature and is being transformed through the planning for, and construction of, major infrastructure such as the Airport-Forrestfield Link, Gateway WA, Perth Airport Master Plan outcomes and improvements to Great Eastern Highway.

These major projects represent significant investment in infrastructure by Federal, State and Local Government alongside private bodies that will principally support through travel and freight movements for the wider Perth Metropolitan Region. Although some demand on these improvements are directly driven by residential, commercial and industrial land uses in the City of Belmont, local transport networks are still of key interest to local residents and business – this is supported by the responses received throughout the engagement process.

The local transport network is effective at moving people around the City of Belmont, with streets, pedestrian paths and cycle infrastructure that is provided generally in good condition. There is little internalised congestion on the street network with hotspots typically associated with "standard" locations such as entrance points to regional roads (e.g. Francisco St and Orrong Rd Intersection) or around schools during the school run.

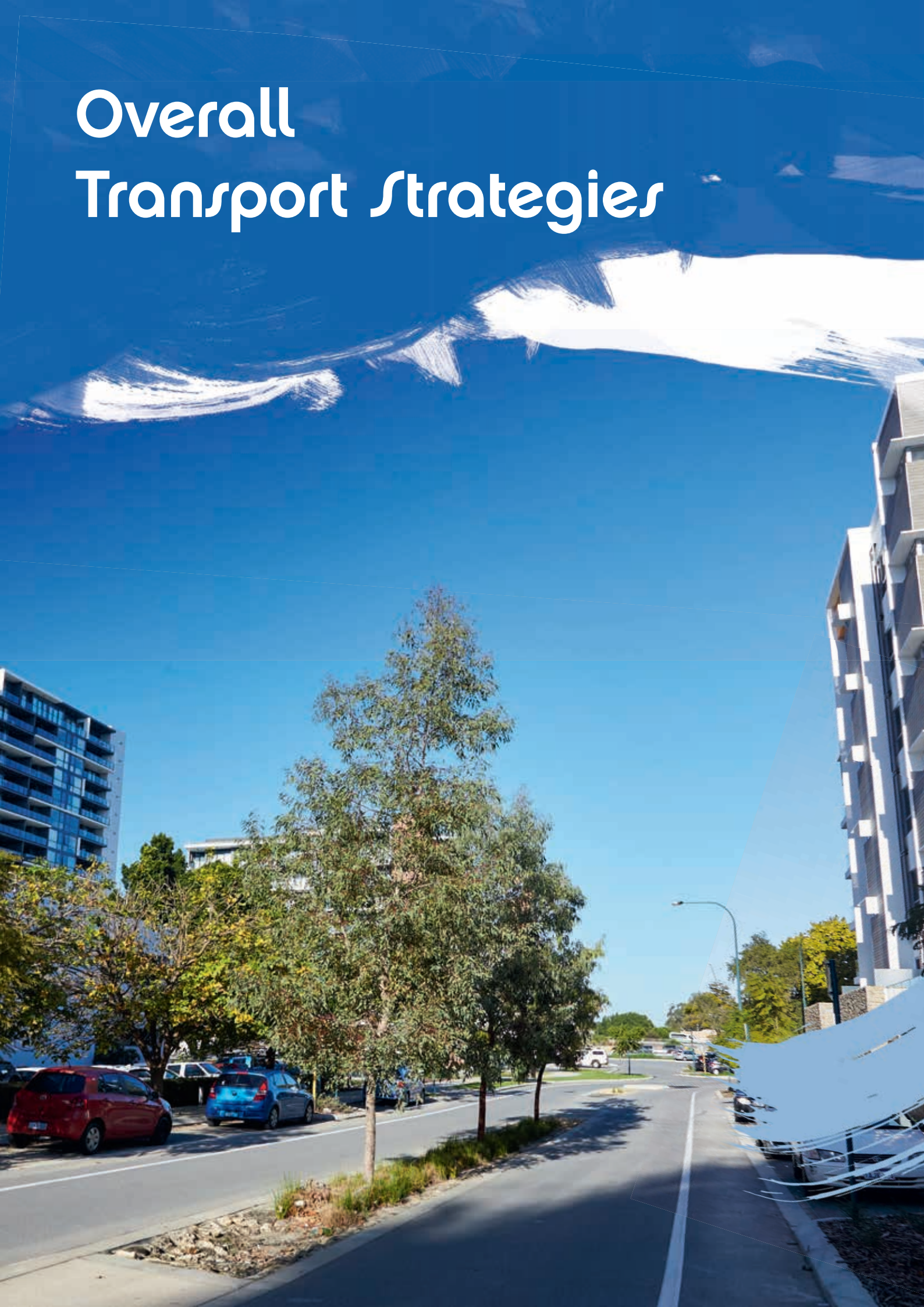
Parking associated with development is driving a number of concerns in the community – primarily that there are not enough spaces for vehicles to park or vehicles obstructing access or services. This outcome is symptomatic of land use planning outcomes that have traditionally promoted vehicle use and approved high levels of on-site parking. With increased density come greater demands and the transport network, and use of space, will require management.

The provision of public transport services in the City of Belmont is popular and well used. There are no train stations in the City however good bus connections are provided at both Oats Street station and the Victoria Park Transfer Station outside of the City as well as opportunities for improved transfers at Burswood Station. The proposed Belmont Station being planned within the Airport-Forrestfield Link project sits within the City of Belmont.

Taking into account the demand drivers set out in this section, the key considerations taken from the engagement process for Belmont on the Move that will shape the delivery of a successful Strategy are:

1. **A focus on public transport**
   Including infrastructure and service delivery (particularly off peak).
2. **Improving facilities and amenities in key areas**
   To support a safe pedestrian and cycling experience.
3. **Developing local destinations**
   Connecting popular areas and continuing to improve general amenity, safety and comfort.
4. **Leveraging strategic projects**
   Including Gateway WA and the Perth Airport/Forrestfield Link.
5. **Creation/maintenance**
   Of a flexible planning framework that focuses on alternative transport modes and integrates land and transport use.
6. **Developing supporting education and community programs**
   That aim to shift embedded perceptions towards private vehicle vs alternative transport use.
7. **Delivering a series of smaller scale demonstration projects**
   To position the City as a leader and champion of change in this field.

Overall Transport Strategies



Strategies

The implementation of Belmont on the Move and the strategies, policies and projects set out in the following sections is based around providing a broad strategy framework for each mode of transport with more detailed examination of places around the City of Belmont to support local movement.

The broader modal strategies are designed to provide the City of Belmont with principles from which to guide decision making. They are also designed to tie in with wider Perth Metropolitan wide strategies and projects and facilitate movement of people and goods to, from and through the City of Belmont.

The overall strategy structure is shown to the right, with Belmont on the Move forming part of the wider suite of Council wide strategic documents, but also having inputs into the local place based strategies.

The broader modal strategies also set out a series of Council wide initiatives that are recommended for implementation, including development of additional policy measures and strategies which support the values of Belmont on the Move and the overall vision for the Strategy that:

Belmont on the Move will enable people to move safely, conveniently and comfortably around their City.

State and Metropolitan Legislation, Policies, Strategies and Guidance

City of Belmont Vision for the Future, Local Planning Scheme and Policies

Belmont on the Move – Overall Transport Model Strategies and Recommendations:

- Public Transport
- Local Roads
- Cycling
- Walking
- Demand Management
- Urban Planning

Place Based Outcomes, Policies, Strategies and Projects:

- Springs
- Hooyong Road
- Ascot Waters
- DA6
- Belvidere and Epsom
- City Centre Frame
- Orrong Road Corridor

Strategies – Public Transport

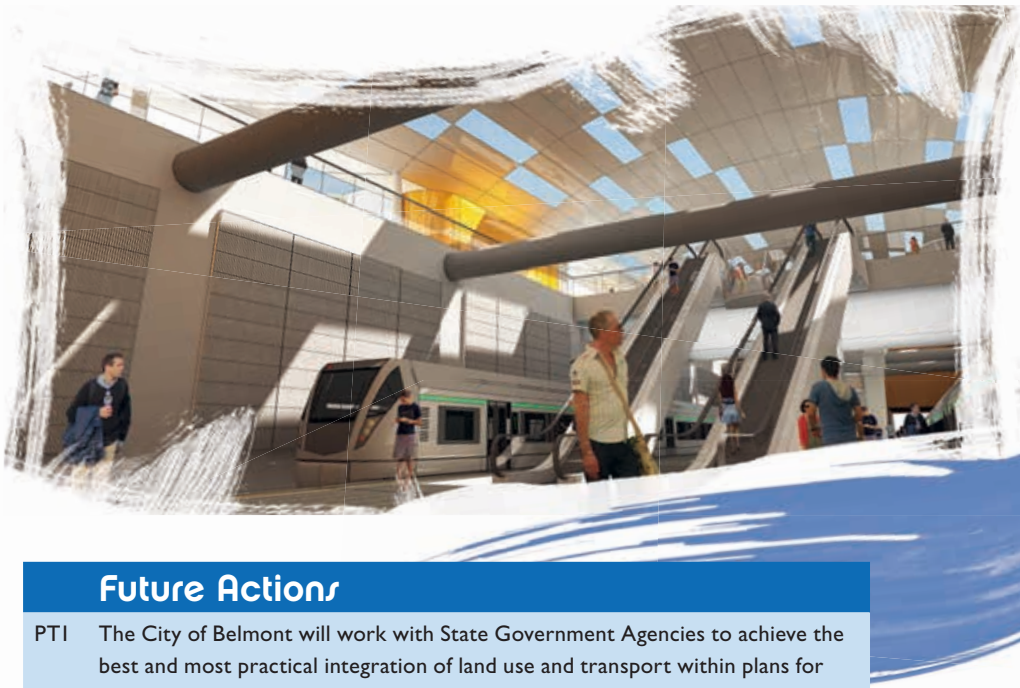
Continued improvements in the provision of a comprehensive public transport network throughout the City of Belmont are critical for the future movement of people to, from and around the City. Public transport provides an equitable, efficient and practical means of accommodating large movements of people as well as connecting residents with essential local facilities.

It is recognised the significant recent increase in use of the existing public transport network will continue to grow through additional service provision and as a result of increased trips being undertaken to and from higher density urban development within the City.

The City of Belmont will support improvements made by the State Government in infrastructure and operation of the public transport network so that it best provides for residents, businesses and visitors of the City.

The City of Belmont will, within its means, provide high quality stop infrastructure in support of the network to provide infrastructure and an environment that facilitates and encourages use of public transport.

Integration of land use and public transport facilities will be supported by the City of Belmont so as to maximise the future efficiencies in the public transport network, as well as provide the most practical and effective land use planning outcomes.



Future Actions

PT1	The City of Belmont will work with State Government Agencies to achieve the best and most practical integration of land use and transport within plans for Development Area 6.
PT2	The City of Belmont will focus on the provision of high quality infrastructure at all local bus stops to provide comfortable, safe and attractive environments for patrons.
PT3	Dedicated bus priority measures will be supported by the City of Belmont to provide for efficient movement of public transport around the road network.
PT4	Council will seek to maximise benefits for public transport users should the potential redevelopment of the Belmont Forum and adjacent streets (Wright Street) progress.
PT5	The City of Belmont will continue to pursue the promotion of public transport use through its TravelSmart programme.
PT6	Innovative public transport based solutions will be pursued and supported by the City of Belmont.
PT7	The City of Belmont will advocate for continued improvements in the public transport with relevant State Government agencies such as the PTA, Transperth and MRWA.

Public Transport – Strategic Directions

The core Public Transport policies are designed to support the strategic directions for Belmont on the Move as follows:

Local Destinations

Improvements in public transport services and frequencies will provide more amenity for public transport users and make buses and trains more attractive for local trips.

Growing Resident Population

As the demographics of the community change, residents may be more likely to utilise public transport for journeys rather than private vehicles.

Safety and Security

More use of public transport, and improved stop and local network infrastructure, will result in greater visibility of users meaning safer trips.

Road and Path Infrastructure

Selective implementation of bus priority measures in the City of Belmont will improve operations of Transperth and make public transport trips more competitive in time and cost compared to using private vehicles. Improvements in local stop and footpath infrastructure will support making overall door to door trips more attractive.

Public Transport

Use of public transport in the City of Belmont has increased substantially in recent years. Improvements in services, higher frequencies and maximisation of the use of the proposed Belmont Station will result in higher patronage.

Public Realm

The development of Belmont Station will provide the catalyst for significant redevelopment of Development Area 6. It will also result in key land use and transport integration. Planning for Faulkner Park Precinct, and potential improvements to Wright Street, will provide public transport users with a significant upgrade in facilities in the heart of the City.

Strategies – Local Roads

The City of Belmont has managed its local road network through a range of measures based on local traffic management, safety, provision of pedestrian and cycling facilities and specific measures for individual locations (such as reduced speed school zones or one-way treatments). The approach to local street management is based on standard approaches to traffic engineering and providing for movement of users around the network.

The City of Belmont has favoured the use of horizontal traffic management treatments rather than vertical treatments such as ramps and speed humps. This is due to recognition of noise and amenity issues of vertical treatments.

Management of movement on local streets and roads has been facilitated through selective closures of local streets and use of traffic management to filter vehicles along certain routes.

There were 32 traffic signal controlled intersections in the City of Belmont prior to completion of Gateway. The majority of local street intersections are give way or stop sign controlled. Standard design roundabouts are used at intersections of distributor roads or where road safety for vehicle movements has identified concerns.

There is a significant on-street network of bike lanes on the distributor road network which are generally formed of painted and marked lanes with standard treatments at intersections. The only raised, formalised pedestrian crossings in Belmont are on Belmont Avenue in the Belmont Forum car parking area. Other temporary crossings are provided at schools throughout the city and are manned during school times for students.

Although there is no overall local traffic management plan for the City of Belmont, road classification for all streets in the City are as per the Main Roads WA functional road hierarchy.

Future Actions

LR1	The City of Belmont will continue to manage its local street network based on ensuring safe movements for all users of the network. It will advocate for a blanket 40km/h limit on all local streets.
LR2	Preference for use of horizontal traffic management measures on local streets will continue so as to reduce amenity impacts on residents and street users alike.
LR3	The City of Belmont will investigate alternative approaches to management, design and use of local streets promoted through complete streets or NACTO guidelines.
LR4	Treatments for more vulnerable users of the local street network will be prioritised over vehicle movements as the local street network is low speed and has lower traffic volumes.
LR5	Movement of heavy vehicles associated with industrial or business activities should be contained within the high quality regional road network.
LR6	Design of local networks in key business and industrial areas will continue to support and foster these activities as efficiently as possible.
LR7	The City of Belmont will develop an overall local traffic management plan, set out a street safety strategy and revise its road classification hierarchy.
LR8	The City of Belmont will work collaboratively with State Government agencies to achieve best possible outcomes on local streets in respect of design, use and safety.
LR9	Monitoring of the local road network should continue with application of new technologies to determine travel patterns and network usage.

Local Roads – Strategic Directions

The core Local Roads policies are designed to support the strategic directions for Belmont on the Move as follows:

Local Destinations

Providing safer travel conditions for all road and street users will make local areas safer, more navigable and increase the overall attraction and amenity of the City of Belmont.

Growing Resident Population

Developing plans for local traffic management, improved safety for all street users and parking management will allow the City of Belmont to effectively manage the impact and demands of a growing population base.

Safety and Security

Safer street infrastructure will improve overall safety of residents and visitors to the City of Belmont. Provision of suitable road infrastructure for businesses and industrial land uses will minimise interaction and reduce potential conflicts.

Embracing New Technologies

Safer use of alternative street treatments and focussing on public realm aspects of local centres will make these areas more attractive, more economic and a key asset for the local communities.

Road and Path Infrastructure

Improvements in local street, pedestrian and cycling connections will provide improvements for street and path infrastructure in the City of Belmont, in particular infrastructure around schools, local centres and high use areas.

Public Transport

Selective implementation of bus priority measures in the City of Belmont will improve operations of Transperth and make public transport trips more competitive in time and cost compared to using private vehicles.

Public Realm

Local street and path improvements will improve local centres, increase the amenity for local communities and make public spaces more attractive. Treating streets as public realm, rather than roads, will make the local centres an asset and improve the overall character of the City of Belmont.

Strategies – Cycling

There is an extensive network of on-road and shared use paths for cyclists in the City of Belmont which makes use of the permeable grid street network. This existing network is being supplemented by the development of a shared use path network associated with Gateway WA around the boundary of the City.

The majority of existing on-street marked shoulder lanes provide east-west connections through the City of Belmont. North-south on-road connections were prioritised in the City of Belmont Bike Plan as were providing missing connections in the existing network.

Longer term priority for cycling should be the provision of facilities that provide comfortable and safe cycling infrastructure for all users. This should be formed of segregated on or off road facilities or based on the Bicycle Boulevard concept.

Connections to adjoining locations will be critical in providing safe routes to and through the City of Belmont. North-south connections over the Swan River into the City of Bayswater should be examined jointly by those Councils and the Department of Transport.

Maximising existing infrastructure should focus on providing safe connections to and from the shared use path network in the City of Belmont and in surrounding areas. End of trip facilities should be developed in local centres around the City of Belmont so that cycling trips can be easily facilitated and encouraged.

Cycling connections should be included in development areas such as DA6 and the Kilns so as to ensure cycling is embedded in those areas and it supports cycling trips.

The City of Belmont should continue to support and expand its efforts in promotion of TravelSmart for schools, businesses and casual users. Promotion of recreational routes and expenditure on education of all users should continue including learn to ride courses and ladies only cycling courses/events.

Future Actions

CY1	The City of Belmont, in conjunction with stakeholders, will update its Bike Plan to focus on local improvements and missing connections in the network. This plan will form the basis of infrastructure provision and capital expenditure or the following five years.
CY2	Use of segregated, dedicated cycle lanes will be examined to provide a major east-west connection through the City linking the City Centre with other localities. An initial demonstration section on the agreed route should be developed by 2017.
CY3	The City of Belmont will support the implementation of user appropriate measures for cyclists including Bicycle Boulevards and intersection modifications.
CY4	Feasibility of north-south pedestrian and cycling connections over the Swan River will be examined in conjunction with City of Bayswater and State Agencies.
CY5	High quality end of trip facilities will be provided at key local attractions such as Garvey Park, Tomato Lake and Faulkner Park.
CY6	Develop guidelines for provision of high quality end of trip facilities in new development to support existing Local Planning Scheme provisions.
CY7	Quality cycling infrastructure will be included in major new developments and development areas (including DA6 and the Kilns) providing local and regional connections.
CY8	The City of Belmont will continue to pursue the promotion of cycling through its TravelSmart programme and management or sponsorship of other promotional activities.

Cycling – Strategic Directions

The core Cycling policies are designed to support the strategic directions for Belmont on the Move as follows:

Local Destinations

Initiatives such as Bicycle Boulevards, new shared use paths, improved cycling safety and a focus on local centres will increase the number of trips not made by private vehicles. These measures will increase the overall attraction and amenity of the City of Belmont.

Growing Resident Population

New cycling and shared use path connections will provide for commuting and recreational trips by cyclists. These facilities will provide for all user groups.

Safety and Security

Safer cycling infrastructure will improve overall safety of residents and visitors to the City of Belmont. Increase in cycling usage provided for by better infrastructure will install cycling as a safe means of travel around and through the City of Belmont.

Road and Path Infrastructure

Improvements in local street and shared use path cycling connections will provide improvements for all users in the City of Belmont. Focussing on providing local connections, better end of trip facilities and more secure storage will support more cycling trips. The City of Belmont pursuing the Bicycle Boulevard treatment is indicative of this policy.

Public Realm

Improving local cycling connections and improving facilities at key attractors such as Tomato Lake and Garvey Park will support overall use of these facilities and make public areas safer.

Communication and Education

Supporting travel choices through the implementation of TravelSmart initiatives will provide residents, businesses and schools with the information to make travel decisions which focus on non private motor vehicle modes.

Strategies – Walking

Walking, and providing accessible infrastructure for all users, forms a critical component in the overall transport network. Providing for safe pedestrian facilities for either commuting or recreational trips is also at the core of the transport network that the City of Belmont has control over.

There is an extensive pedestrian path network throughout the City of Belmont. The quality of the network, and design and safety aspects, varies with the age of infrastructure and location.

In general, the street network in the City of Belmont includes a footpath on at least one side of every street except for some industrial areas and minor culs-de-sac.

Pedestrian ramps of varying quality and design are provided at crossing points of the street network. There are higher quality design crossing points at key locations such as local centres, some traffic signals and some intersections where there is greater vehicle/pedestrian interaction.

The only raised, formalised pedestrian crossings in Belmont are on Belmont Avenue in the Belmont Forum car parking area. Other temporary crossings are provided at schools throughout the City and are manned during school times for students. Some pedestrian crossings are provided at some signalised locations (or within proximity such as Abernethy Road) but not all.

Grade separated crossings for pedestrians are provided on the regional road network Great Eastern Highway, Orrong Road (into Lathlain), Tonkin Highway and Leach Highway.

Parks such as Garvey Park and Tomato Lake have a network of high quality local pedestrian paths and connections into and out of the parks. The routes along the Swan River are very popular and well used but lack some key connections.

Future Actions

WA1	The City of Belmont will continue to develop and maintain its extensive pedestrian footpath network.
WA2	Pedestrian crossings and facilities for universal accessibility will be the primary design consideration for local centres and crossings of local distributor streets where there is likely to be pedestrian activity.
WA3	The City of Belmont will advocate for pedestrian phases at traffic signals on Abernethy Road and Belmont Avenue.
WA4	Council will seek to maximise benefits for pedestrians and pedestrian connections should the potential redevelopment of the Belmont Forum and adjacent streets (Wright Street) progress.
WA5	In conjunction with cycling facilities, provision of missing links in the recreational shared use path network will be prioritised.
WA6	High quality pedestrian infrastructure will be included in new development areas and major new development sites including DA6 and the Kilns to provide local connections to public transport and other community facilities.
WA7	The City of Belmont will develop a Wayfinding Strategy for the City and implement local measures to support short, local pedestrian trips.
WA8	The City of Belmont will continue to pursue the promotion of walking through its TravelSmart programme other promotional activities.
WA9	Focus in provision of upgraded or improved pedestrian connections will be concentrated in residential areas, new development areas or around local centres.

Walking – Strategic Directions

The core Walking policies are designed to support the strategic directions for Belmont on the Move as follows:

Local Destinations

New shared use paths, improved pedestrian safety at intersections and a focus on treatments in and around local centres for pedestrians will increase the number of trips made by on foot. Improving streetscape conditions, crossing points and increasing shaded path areas will all improve the amenity of local centres.

Growing Resident Population

Improvements in pedestrian paths, local traffic management and shared use path connections will provide for walking trips by all user groups with a focus on those with specific mobility needs.

Safety and Security

Advocating for more pedestrians connections at key locations will support safer pedestrian movements, in particular around the Town Centre. More pedestrian activity through and around the City of Belmont will improve overall security through passive observations.

Road and Path Infrastructure

Improvements in local pedestrian connections to public transport infrastructure, community facilities and local centres will make pedestrian trips more convenient and support movements by less able users.

Public Realm

Providing better pedestrian facilities, and changing the priority of local streets to support pedestrian trips is a key human element in public realm planning and use.

Communication and Education

Supporting travel choices through the implementation of TravelSmart initiatives will provide residents, businesses and schools with the information to make travel decisions which focus on non private motor vehicle modes. Providing unique and targeted wayfinding through the City of Belmont will provide people with practical information on travel over short distances.

Strategies – Travel Demand Management

The application of travel demand management techniques and programmes is in support of infrastructure programmes and designed to reduce the impact of trips being made by private motor vehicles. This will in turn have benefits for the community.

The City of Belmont has in place a TravelSmart Plan which set out a series of targets and objectives over the 2012-2017 time period. In addition, there is a full time TravelSmart Officer who manages a range of programmes and projects.

The City of Belmont has actively promoted TravelSmart based activities, as well as annual events such as Ride to Work Day and Walk Over October. Significant resources are available for residents and businesses on line and through direct contact with the City of Belmont.

Schools within the City of Belmont are some of the leading schools in Western Australia in the overall TravelSmart to School programme managed by the Department of Transport. This success should generate interest from other educational facilities in the City.

Future Actions

TD1	The City of Belmont will continue to fund and expand its TravelSmart programme in support of residents and businesses in the City.
TD2	The TravelSmart Plan will be revised in 2017 upon completion of the existing plan in order to update plans and policies to be implemented.
TD3	Improvements to pedestrian and cycling networks as set out in Belmont on the Move strategies will be prioritised for planning and implementation.
TD4	Support will continue and be increased for schools within the City of Belmont who participate in the TravelSmart to School programmes.
TD5	The City of Belmont will continue to take a leading role in the promotion of TravelSmart activities on an annual basis in conjunction with State Agencies and advocacy groups.
TD6	A Travel Plan will be developed for the City of Belmont Offices and the Community Centre which promotes and incentivises travelling by modes other than private vehicles.
TD7	Support the implementation of a Your Move programme in the City of Belmont should the State Government seek to expand coverage of the scheme.

Travel Demand Management – Strategic Directions

The core Travel Demand Management policies are designed to support the strategic directions for Belmont on the Move as follows:

Local Destinations

Encouraging travel through non private vehicle modes will improve use of local centres and facilities whilst reducing pressure on parking and the local street network.

Growing Resident Population

Implementing TravelSmart programmes in school will arm the next generation of network users with the information to make practical choices about how they access facilities around the City of Belmont.

Safety and Security

Improvements in pedestrian and cycling infrastructure within the City of Belmont will facilitate safer movements around the City.

Embracing New Technologies

Developing TravelSmart programmes provides the opportunity for use of new and upcoming technologies to inform travel choices and reward behaviours

Public Realm

Providing residents and visitors to the City of Belmont with information on the excellent local pedestrian and cycling facilities at key attractors such as Tomato Lake and Garvey Park will support overall use of these facilities and make public areas safer.

Communication and Education

Supporting travel choices through the implementation of TravelSmart initiatives will provide residents, businesses and schools with the information to make travel decisions which focus on non private motor vehicle modes.

Strategies – Parking

Parking issues in the City of Belmont are becoming increasingly more complex and are being driven by increasing levels of urban development combined with a very high dependency on private vehicles as the primary means of transport. Increased parking however indirectly leads to increased vehicle volumes on local streets and regional roads and therefore its provision should be in proportion with its impact.

There is only limited space for on-street parking and in many cases, on-street parking is hindered by the proliferation of crossovers and other requirements. This space requires management, in particular in higher activity locations where there is a turnover of vehicles.

Limited parking management has been trialled in areas where there are documented historical issues associated with development.

The City of Belmont has no existing parking management plan or strategy, nor is there enforcement of on-street indiscretions outside of minimal intervention by City Rangers when required. There is no paid on-street parking in any location in the City of Belmont and parking duration is generally unlimited in most locations.

Standard parking provision controls are employed by the City of Belmont within its Local Planning Scheme and associated policies. In general, parking associated with residential land uses is as per the Residential Design Codes (R-codes).

There is no existing on-street parking hierarchy which could assist businesses and other specific user groups in accessing bays (e.g. ACROD permit holders). Most local centres have on-street parking provision in the form of angle, parallel or 90 degree parking bays or have separate parking lots located adjacent to, or behind, centres.

Future Actions

PA1	The City of Belmont will develop an overall Parking Strategy to guide provision of on-street parking in key locations around the City. The Parking Strategy will establish areas or zones of control alongside types of control and management.
PA2	Upon completion of the Parking Strategy, Precinct Parking Plans will be developed for key areas around the City of Belmont to manage on-street parking.
PA3	An on-street parking hierarchy will be developed to ensure there is prioritisation of short-term parking bays in key areas for specific user groups and to support local business.
PA4	The City of Belmont will investigate requirements for enforcement of parking controls, including an analysis of different forms of management and operational costs.
PA5	Local centres will be supported with the provision of on-street parking that provides for short-stay, high turnover of bays in support of commercial and community land uses.
PA6	The City of Belmont will examine existing provisions within the Local Planning Scheme No.15 and review existing off-street residential parking rates. An alternative approach using a fee structure charging for provision of bays beyond the minimum required alongside discounted rates of parking provision based on Public Transport accessibility should form the basis of the review.

Parking – Strategic Directions

The core Parking policies are designed to support the strategic directions for Belmont on the Move as follows:

Local Destinations

Managing parking supply and demand at local centres will be critical in ensuring turnover of bays and maximum opportunity for drivers to utilise the available spaces.

Growing Resident Population

Increased population in key locations will put additional pressure on available on-street parking bays. If existing street resources are not managed effectively to support residents and visitors, implementation of controls at a later date will create more significant community and political issues.

Embracing New Technologies

With implementation of progressive parking management, the City of Belmont has the opportunity to use the most applicable and relevant technology to provide equitable outcomes for user groups.

Road and Path Infrastructure

Developing parking management and hierarchy of users for local centres and key locations will make best available use of on-street parking. There is a limited supply of available on-street parking spaces and therefore detailed consideration needs to be taken for how that space will be managed.

Public Realm

The potential to manage on-street supply, as well as implement revised provisions in the Local Planning Strategy, will result in public realm improvements for local centres and Development Areas.

Communication and Education

With the progressive implementation of parking management in the City of Belmont, local residents and businesses will be able to contribute to the management of on-street and off-street parking resources.

Strategies – Integrating Transport and Land Use

Integrating the transport network with land uses is based on the principle of maximising the opportunity for travel activity associated with land uses to be made through various modes, primarily non-private vehicle means. High quality integration results in a reduction in impact on the local road network as people choose to use public transport or walk/cycle to their destination.

All development is integrated with transport, in the case of the vast majority of the City of Belmont however this has meant provision of public and private infrastructure for private vehicle trips.

The integration process is already most noticeably taking in place in planning for DA6. Other locations, such as The Springs, have sought to embed these principles within development plans although factors such as provision of parking and lack of true public transport integration will inhibit ultimate outcomes. As set out in PerthandPeel@3.5 million:

"Key transport corridors will be required to transition into multi-functional corridors to achieve a more compact and diverse urban form. Areas around train stations and other major public transport infrastructure have been identified as having the potential to accommodate increased development. A balanced transport/land use approach will be required to accommodate all transport modes, parking and utilities as well as a people-friendly urban environment".

For specific types of development, such as the industrial and warehouse / distribution land uses, provision of infrastructure for specific modes (truck and train movements) is absolutely critical and should be recognised to protect employment and economic generating activities.

Opportunities exist in the future to more effectively bind together land uses with the transport network to effect changes in local travel behaviour.

This will require a consistent approach being applied to managing travel behaviour alongside infrastructure provision.

Future Actions

TL1	The City of Belmont will support the intent of PerthandPeel@3.5million through facilitating increased development on key corridors identified in the City.
TL2	The City will develop a Corridors Study (commencing with Great Eastern Highway as a case study/priority) examining potential outcomes and access arrangements for development within the corridors identified in PerthandPeel@3.5million. The Corridors Study will form guidelines for development of lots within those corridors.
TL3	The City of Belmont will advocate for an integrated land use and transport outcome within the City Centre when land holdings are subject to redevelopment plans. Council will seek to collaborate with agencies and land owners to achieve the best practical and potential outcome.
TL4	Infrastructure to support large scale employment generating land uses will be supported by the City of Belmont, in conjunction with other agencies and stakeholders, with requisite transport infrastructure.
TL5	The City of Belmont will support improvements to local centres and activity areas within the City to focus on pedestrian, cycling and public transport trips.
TL6	When considering future improvements to City of Belmont facilities, the City will seek to maximise transport and land use integration.
TL7	The City of Belmont will work with State Government Agencies to achieve the best and most practical integration of land use and transport within plans for Development Area 6.

Integrating Transport and Land Use – Strategic Directions

The core Transport and Land Use Integration policies are designed to support the strategic directions for Belmont on the Move as follows:

Local Destinations

Examination of development, employment and residential opportunities along key transport corridors throughout the City of Belmont will support the prosperity, attractiveness and economic viability of local centres within the City of Belmont. These measures will increase the overall attraction and amenity of the City of Belmont as well as achieve Metropolitan wide targets.

Growing Resident Population

Focussing on key corridors and integrating land use with high quality public transport corridors will reduce the impact on local streets and provide the potential for increased population within the City of Belmont. This population will provide greater demographic diversity and support increased economic viability of local centres.

Safety and Security

Agglomeration of land uses along key corridors and increased use of public transport will improve safety through passive surveillance and greater use of public spaces.

Road and Path Infrastructure

Focussing development at key locations and corridors will make more efficient use of existing and future infrastructure.

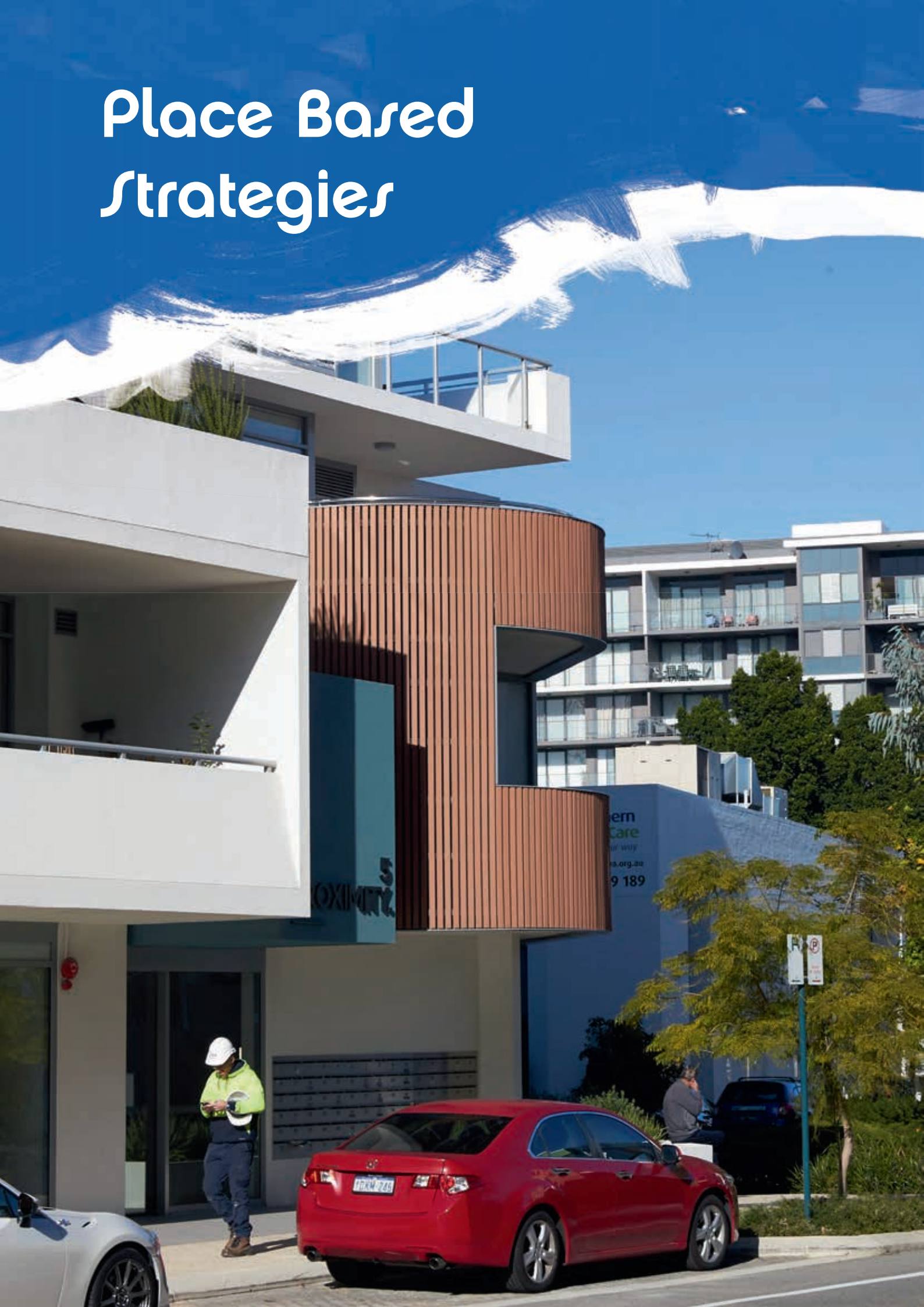
Public Transport

Development along key transit corridors or around major interchanges will increase public transport usage, resulting in more frequent services and better network coverage. Integrating development with transport will support City of Belmont endeavours to have an improved network in the future.

Public Realm

Creating higher activity local centres and corridors will mean distinct public realms and attractive locations. Similarly, focussing development in key areas will maintain the character of other locations in the City of Belmont which will remain low density residential for the most part.

Place Based Strategies



Place Based Strategies

The overarching modal strategies of Belmont on the Move will provide the City of Belmont with some of the key deliverables which will guide the development and management of the transport network over the next decade. The broader modal strategies are designed to provide the City of Belmont with principles from which to guide decision making.

The focus of Belmont on the Move has been on using this framework to guide meaningful change in local centres and localities to improve the amenity for residents and visitors and allow people to move safely, conveniently and comfortably around their City. These modal strategies have been taken and applied in more detail to seven locations around the City of Belmont.

Each of these locations has been reviewed through the Belmont on the Move project and more specific strategies, policies, plans and projects set out for each area. Each area has recommendations for:

- Public Transport
- Cycling
- Pedestrians
- Local Streets
- Strategies/Activities

These recommendations then progress through to the implementation section, providing clear guidance to the City of Belmont and the community for how Belmont on the Move will be delivered.

Examine potential with PTA for extending local 37 or alternative bus service through Springs via Kooyong Road, Brighton Road, Rowe Avenue and Riversdale Road exiting on to Great Eastern Highway at Griffith Street via the Burswood Train Station. (1)

Locate bus stops for this local service on Rowe Avenue close to local street intersections to increase accessibility. (2)

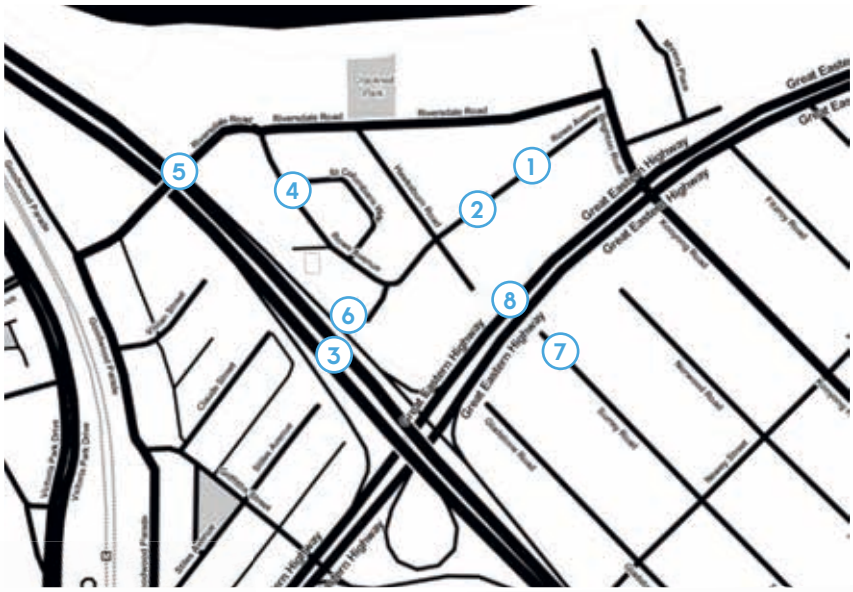
Provide internal signage to bus stops and Burswood Station in the form of foot path stencils or specific signage which reflects overall design principles of Springs development. Signage should show distance and walk time to stops.

Support community events such as annual street party through residents committee or similar to close Rowe Avenue and utilise street space for events/stalls and attractions.

Review travel behaviour in Springs upon completion of development to establish travel patterns and trip generation.

Undertake annual survey of residents through a Travel Diary to understand travel patterns and behaviours.

Examine potential for pedestrian connection bridge to Griffiths Street with Town of Victoria Park/ MRWA. (3)



The Springs

Maintain direction of Springs Structure Plan with supply and manage car parking to reduce incentives for discretionary car ownership and trips; support a fairer 'pay as you use system for vehicle access and use. (4)

Implement on-street parking restrictions within all bays in the Springs area by 2017 including timed restrictions during weekdays initially and Saturday mornings. Set timed restriction at level to promote turnover and usage.

Retain configuration of all streets and roads in the Springs as planned for in the Structure Plan.

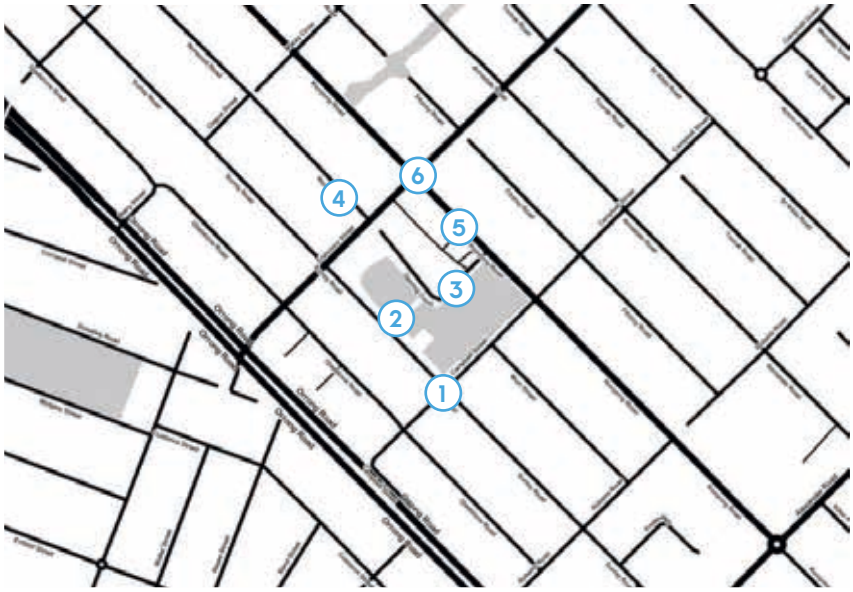
Examine configuration of PSP/ footpath configuration at top of Riversdale Road Bridge to provide safer connection for pedestrians and cyclists using on-street cycle lanes. (5)

Reconfigure access point from PSP at the end of Homelea Court to provide more effective connection to and from path. (6)

Connection of Springs development through to Surrey Road Bike Boulevard treatment, install stencils, wayfinding and signage north of Great Eastern Highway. (7)

Install alternative lighting and art treatments in underpass off Hawksburn Road to improve safety, promote use and security of connection. (8)

Kooyong Road Village



Discuss increase in frequency with the PTA for the existing 37 bus service for this corridor to connect The Springs, Kooyong Road, Belmont Forum and Perth Domestic Airport. Ensure there is no potential reduction in service frequency to this corridor with changes proposed for the Belmont Interchange.

Develop Surrey Road Bike Boulevard, including treatments at intersection of Campbell Street and Francisco Street. (1)

Redesign Gerring Court to provide local cycle connection from the Surrey Road Bike Boulevard through Wilson Park. (2)

Install bike repair station equipment and additional cycle racks in Village. (3)

Develop street space stencil art for use on Kooyong Road in Village area.

Install local wayfinding boards and map with walking distances and times to encourage short distance trips on foot.

Install stencil signage at each intersection within 400m of the local centre providing directional arrows and walk time estimate.

Seek implementation of 40km/h speed zone in the Kooyong Centre area with appropriate entrance treatments, local area traffic management and signage. (4)

Maintain existing on-street parking restrictions along Kooyong Road. Discuss with local traders existing restrictions and levels of usage.

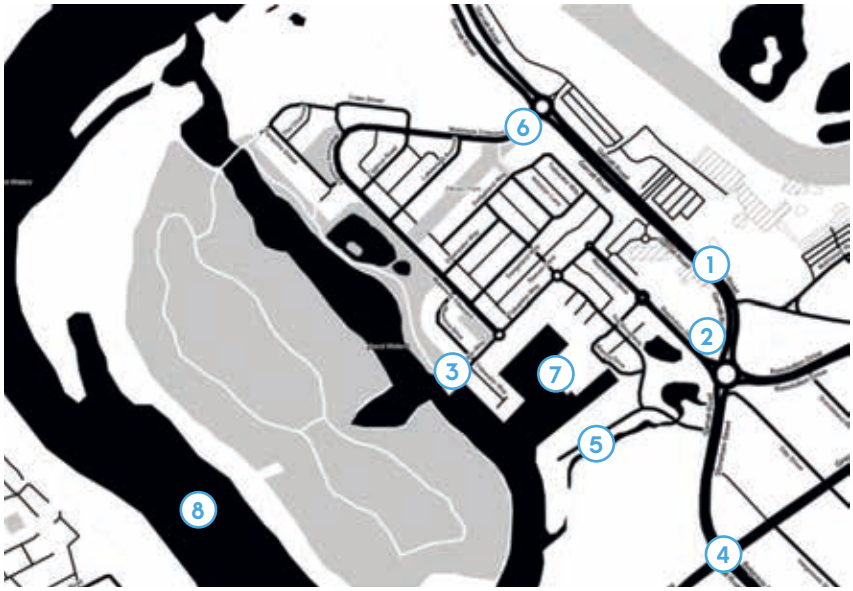
Examine timed restrictions for Gerring Court to be set at 2 or 3 hours to accommodate turnover of bays for facilities usage.

Develop raised platform treatment at southern end of Kooyong Road where bus stops are located to provide a level treatment for pedestrians crossing this space. Reprioritise road space for pedestrians. (5)

Reconfigure roundabout at intersection of Francisco Street and Kooyong Road to include pedestrian priority crossing in the form of zebra controlled crossings. (6)

Undertake inventory of street trees in streets within 400m of centre and undertake programme of replanting for species that establish shade canopies.

Ascot Waters



Provide internal signage to bus stops in the form of foot path stencils or specific signage. Signage should show distance and walk time to stops.

Include development of additional bus stop on Grandstand Road as part of the Kilns Structure Planning. Location of bus stops, and pedestrian connection to eastern kerb, should tie in with key pedestrian desire lines. (1)

Develop new shared use path along Grandstand Rd or Resolution Drive for pedestrian and cycling connections as part of the Kilns Structure Planning. (2)

Improve pedestrian connection on Tidewater Way to include ramp and tactile treatments. (3)

Request MRWA install median pedestrian buttons to support movements across Great Eastern Highway. (4)

Development of adjoining sites in Ascot Waters address the CPTED requirements of pedestrian connections between the Marina and existing car parking areas. (5)

Seek implementation of 40km/h speed zone in Ascot Waters with appropriate entrance treatments, local area traffic management and signage. (6)

Monitor existing on-street parking usage within Ascot Waters.

As per the approved Ascot Waters Marina Car Parking Strategy, implement timed parking restrictions on adjoining streets to provide for turnover of bays during weekdays and Saturday mornings of 3 hour restrictions. (7)

Retain existing street network and on-street parking provision in Ascot Waters. Only additional parking to be provided would be associated with development approvals and be as per provisions of Local Planning Scheme.

Install loading/service bay within proximity of the Marina as per the approved Ascot Waters Marina Car Parking Strategy.

Examine potential for Swan River cycling and bridge connections to Maylands with key agencies including Department of Transport and City of Bayswater. (8)

Development Area 6

Support development of significant bus-train interchange facility at Belmont Station.

Provide for local bus priority measures where required.

Ensure feeder bus service provides for local movements throughout the City alongside key regional connections.

Implement proposed pedestrian and cycling connections set out within the DA6 Vision Plan and Implementation Strategy.

Examine potential pedestrian connection over Great Eastern Highway to improve connection between Redcliffe and the Swan River foreshore.

Formalise pedestrian crossing points near Redcliffe Primary school with reconfiguration of street spaces.

Implement green link connections between open space areas within DA6.

Upgrade cycling and pedestrian connection over Stanton Road bridge to provide higher quality segregated path.

Implement proposed local street network and connections set out within the DA6 Vision Plan and Implementation Strategy. Investigate reconfiguration opportunities for key intersections.

Develop comprehensive parking strategy and parking management plan for DA6 upon resolution of access arrangements for the precinct.

Retain priority movements for vehicles along Great Eastern Highway as a primary traffic corridor. Include section of Great Eastern Highway between Brearley Avenue and Great Eastern Bypass within overall corridor study.

Ensure traffic management arrangements for Kiss and Ride and Park and Ride functions at Belmont Station have minimal impact on local residential streets.

Continue to support Redcliffe Primary School in the management of their comprehensive TravelSmart programme.

Seek assurance from PTA that 37 bus services, frequencies and connections to Belmont Station, Belmont and Perth are retained and improved.

Improve bus stop facilities and environments along Belvidere Street to include shading, improved signage and accessibility features as per PTA guidelines. (1)

Change priority of existing street treatment to provide priority to pedestrians crossing Belvidere Street. (2)

Examine potential for Bicycle Boulevard treatment for Leake Street connecting Belmay Primary School to Great Eastern Highway. (3)

Provide dedicated pedestrian crossing point of Epsom Avenue in centre with zebra crossing and raised table treatment. (4)

Examine potential reconfiguration of Epsom Avenue with relocation of southbound carriageway to develop linear park adjacent to centre and improve pedestrian connections. (5)

Improve cycle parking in both centres with provision of secure cycle parking facilities.

Epsom and Belvidere

Seek implementation of 40km/h speed zone in the Belvidere and Epsom Centre areas with appropriate entrance treatments, local area traffic management and signage. Develop and implement appropriate plans. (6)

Reconfigure roundabout at intersection of Keymer Street and Belvidere Street to include pedestrian priority crossing in the form of zebra controlled crossings. (7)

Revise treatment at intersection of Gardner Street and Belvidere Street to improve pedestrian access. Include shade trees in new build outs. (8)

Complete review of existing parking usage of all on-street bays in both centres. Examine potential rationalisation of bays where practical.

Implement mix of on-street parking timed restrictions. Include range of timed restrictions with 15min, 30 min and 2 hour bays.

Propose rationalisation of access points to existing service station on Belvidere Street from 3 to 2. (9)

Undertake inventory of street trees within 400m of centres and undertake programme of replanting for species that establish shade canopies. Vastly improve streetscape treatments of Epsom Avenue.

Support outcomes of Belvidere Main Street Precinct Design Guidelines.

Reconfigure location of existing main bus stops on Wright Street to reflect proposals within Faulkner Precinct Masterplan.

Improve bus stop facilities and environment at secondary stop on Wright Street to include shading, improved signage and accessibility features as per PTA guidelines. (1)

Seek improvements in frequency of existing Transperth services running through the Town Centre to reflect turn up and go during peak periods.

Change priority of existing street treatments to provide priority to pedestrians moving between the Town Centre and adjoining residential areas.

Develop Bicycle Boulevard treatment for Knutsford Avenue to support north-south movements. (2)

Make section of on-street cycle lanes on Wright Street from Knutsford Avenue to Abernethy Road dedicated and segregated. (3)

Undertake inventory of street trees in streets around Town Centre Frame and undertake programme of replanting for species that establish shade canopies.

Develop wayfinding strategy for Town Centre.

Prioritise implementation of TravelSmart programme for Belmont City College and Cloverdale Primary School.

Continue to support Buslink.

Develop placemaking initiatives in Town Centre to support small scale changes.

Seek implementation of 40km/h speed zone around Town Centre bounded by Knutsford Avenue, Fulham Street, Abernethy Road and Wright Street. (4)

Reconfigure all existing roundabouts within Town Centre frame to include pedestrian priority crossing on all arms in the form of zebra controlled crossings. Examine treatments to reduce speed through roundabouts.

Implement proposals in Faulkner Precinct Masterplan relating to configuration of Wright Street and strengthening connections between Faulkner Park and Belmont Forum. (5)

Implement on-street parking timed restrictions on bays in Town Centre to support turnover of bays and reduction in long-term commuter parking. Development management proposals for streets adjacent to Town Centre Frame.

Examine configuration of Abernethy Road to transform into a main street and support commerce and streetscape improvements, rather than traffic movements. Seek removal of RAVS classification. (6)

Seek implementation of pedestrian phases at all signalised intersections in Town Centre Frame as a priority.

Town Centre Frame

Orrong Road Corridor

Discuss increase in frequency with the PTA for the existing 37 bus service for this corridor to connect The Springs, Kooyong Road, Belmont Forum and Perth Domestic Airport. Ensure there is no potential reduction in service frequency to this corridor with changes proposed for Belmont Station.

Audit bus stop infrastructure in corridor and provide improvements to shelter, footpaths and signage to improve overall amenity of stops.

On side streets, provide wayfinding signage to bus stops in the form of foot path stencils or specific signage. Signage should show distance and walk time to stops.

Develop Surrey Road Bike Boulevard in its entirety and monitor usage. Implement localised additions and connections to the Bicycle Boulevard to support east-west connections. (1)

Undertake inventory of street trees in streets within corridor and undertake programme of replanting for species that establish shade canopies.

Install footpaths on all streets that do not have them such as Cemy Place, Rowlands Street, Mercury Street and Hotchin Place. (2)

Improve cycling facilities at Peet Park. (3)

Monitor installation of Bike Boulevard along Surrey Road and implement supporting traffic management measures on side streets in response to any local area traffic issues.

Undertake review of on-street parking measures implemented in corridor. Develop longer term management plans for on-street parking at key locations where limited access exists. Consider implementation of on-street resident permit parking bay schemes.

Review configuration of Kooyong Road and Armadale Road adjacent to Peet Park and implement treatments that slows traffic substantially along these streets. (4)

Support Carlisle Primary School in the implementation of a comprehensive TravelSmart programme to reduce impact of private vehicle traffic around the school site. (5)

As a demonstration project for altering street spaces, develop detailed street landscaping and reconfiguration plan for one small street or cul-de-sac intersecting with Copley Park. (6)

Implementation

Implementation

The focus and format of Belmont on the Move has been to develop a meaningful locally based set of strategies and outcomes that will directly support the growth of the City of Belmont and allow people to move safely, conveniently and comfortably around their City. There has also been a focus on outcomes that can be largely implemented by the City of Belmont, with support from other agencies.

This approach will ensure that the measures included in the modal strategies and place based recommendations do not rely on significant intervention from State Government. Rather, the outcomes of Belmont on the Move will supplement State Government managed projects and strategies being pursued or implemented such as Forrestfield-Airport Link, Gateway WA, The Springs, Surrey Road Bicycle Boulevard and Perth and Peel@3.5million.

Some measures in Belmont on the Move will also require revisions or additions to the existing Local Planning Strategy, the Corporate Business Plan 2016-2020 or it will require further work being undertaken by Council.

The implementation plans set out on the following pages provide an indication of timing and cost, both of which would require programming and further assessment from the City of Belmont and other agencies.

Implementation – The Springs

Cost/Resources Guide

$ Low cost, primarily through City of Belmont budgets

$$ Capital works involved, budget needs to be managed

$$$ Higher costs possibly requiring support from other funding streams including State Government agencies

No.	Implementation Measure	Authority (Agencies) Responsible	Immediate Term 1-3 yrs.	Medium Term 4-6 yrs.	Longer Term 7-10 yrs.	Cost / Resources
Springs 1	Extension of 37 bus service, new bus stops	PTA, City of Belmont				$$$
Springs 2	Internal signage, stencils and wayfinding to public transport	City of Belmont				$
Springs 3	Support community events	City of Belmont				$
Springs 4	Review of Travel patterns, annual surveys	City of Belmont, PTA, MRWA				$
Springs 5	Potential pedestrian connection to Griffiths Street	City of Belmont, Town of Vic Park, MRWA, DoT, DoP				$$$
Springs 6	On-street parking management controls	City of Belmont				$$
Springs 7	Review Riversdale Road connection, reconfigure	City of Belmont, DoT, MRWA, Town of Vic Park				$$
Springs 8	Access point from Homelea Court	DoT, MRWA, City of Belmont				$$
Springs 9	Connection of Springs to Bike Boulevard	DoT, City of Belmont				$
Springs 10	Alternative art treatments	City of Belmont, MRWA				$$$

Implementation – Kooyong Road Village

Cost/Resources Guide

$ Low cost, primarily through City of Belmont budgets

$$ Capital works involved, budget needs to be managed

$$$ Higher costs possibly requiring support from other funding streams including State Government agencies

No.	Implementation Measure	Authority (Agencies) Responsible	Immediate Term 1-3 yrs.	Medium Term 4-6 yrs.	Longer Term 7-10 yrs.	Cost / Resources
Kooyong 1	Increase in frequency of 37 service, no reductions with Belmont Station interchange in operation	PTA, City of Belmont				$
Kooyong 2	Surrey Road Bike Boulevard	DoT, City of Belmont, MRWA				$$$
Kooyong 3	Gerring Court redesign, connection through Wilson Park	City of Belmont, DoT				$$$
Kooyong 4	Bike Repair Station	City of Belmont, DoT				$$
Kooyong 5	Street space stencil art for Kooyong Road, surrounding area, wayfinding boards and information	City of Belmont, FORM(?), DoP				$$
Kooyong 6	40km/h zone application and implementation	City of Belmont, MRWA				$
Kooyong 7	Parking management plans for centre	City of Belmont,				$
Kooyong 8	Raised platform treatment, reprioritisation of pedestrian priority	City of Belmont, MRWA				$$$
Kooyong 9	Roundabout reconfiguration at Francisco Street	City of Belmont, MRWA				$$$
Kooyong 10	Street tree inventory	City of Belmont				$$$

Implementation – Ascot Waters

Cost/Resources Guide

$ Low cost, primarily through City of Belmont budgets

$$ Capital works involved, budget needs to be managed

$$$ Higher costs possibly requiring support from other funding streams including State Government agencies

No.	Implementation Measure	Authority (Agencies) Responsible	Immediate Term 1-3 yrs.	Medium Term 4-6 yrs.	Longer Term 7-10 yrs.	Cost / Resources
Ascot 1	Internal signage to bus stops	PTA, City of Belmont				$
Ascot 2	Additional bus stop in Kilns Master Planning, provide connections	PTA, City of Belmont				$$
Ascot 3	Shared Use path connection on either Grandstand Road or Resolution Drive	City of Belmont, DoT, MRWA				$$$
Ascot 4	Pedestrian connection across Tidewater Way	City of Belmont				$$$
Ascot 5	Request MRWA install pedestrian call button in medians on Great Eastern Highway	City of Belmont, MRWA				$
Ascot 6	40km/h zone implementation throughout Ascot Waters	City of Belmont, MRWA				$
Ascot 7	Timed parking restrictions and loading/service bay installation	City of Belmont				$
Ascot 8	Swan River pedestrian and cycling bridge study	City of Belmont, City of Bayswater, DoT, Swan River Trust, DoP				$$$

Implementation – Development Area 6

Cost/Resources Guide

$ Low cost, primarily through City of Belmont budgets

$$ Capital works involved, budget needs to be managed

$$$ Higher costs possibly requiring support from other funding streams including State Government agencies

No.	Implementation Measure	Authority (Agencies) Responsible	Immediate Term 1-3 yrs.	Medium Term 4-6 yrs.	Longer Term 7-10 yrs.	Cost / Resources
DA6 1	Support development of bus-train interchange at Belmont Station	PTA, DoP				$
DA6 2	Provide for local bus priority measures	PTA, City of Belmont, MRWA				$
DA6 3	Implement local street network, pedestrian and cycling connections proposed within Implementation Strategy	City of Belmont, PTA, MRWA				$$$
DA6 4	Examine potential pedestrian connection over Great Eastern Highway	MRWA				$
DA6 5	Increase pedestrian priority around Redcliffe Primary School	City of Belmont, MRWA				$$$
DA6 6	Develop parking strateg y and management plan for DA6	City of Belmont				$$
DA6 7	Traffic management around Belmont Station to minimise impact on residents.	City of Belmont				$$$
DA6 8	Support Redcliffe Primary School TravelSmart efforts	City of Belmont/ DoT				$

Implementation – Epsom and Belvidere Centres

Cost/Resources Guide

$ Low cost, primarily through City of Belmont budgets

$$ Capital works involved, budget needs to be managed

$$$ Higher costs possibly requiring support from other funding streams including State Government agencies

No.	Implementation Measure	Authority (Agencies) Responsible	Immediate Term 1-3 yrs.	Medium Term 4-6 yrs.	Longer Term 7-10 yrs.	Cost / Resources
Belv 1	Bus stop facilities, confirm with PTA on 37 routing and frequencies	PTA, City of Belmont				$$
Belv 2	Change priority of existing pedestrian crossing	PTA, City of Belmont				$$
Belv 3	Bicycle Boulevard study, implementation on Leake Street	City of Belmont, DoT, MRWA				$$$
Belv 4	Pedestrian crossing of Epsom Ave, study reconfiguration of Epsom Avenue to implement park area or facilitate development	City of Belmont				$$$
Belv 5	Improve cycle facilities in both centres	City of Belmont, MRWA				$
Belv 6	40km/h zone implementation throughout Centres	City of Belmont, MRWA				$
Belv 7	Reconfigure Keymer Street and Belvidere Street roundabout	City of Belmont				$$$
Belv 8	Revise treatment of Gardiner Street and Belvidere Street	City of Belmont				$$$
Belv 9	Review parking provision, install range of timed restrictions	City of Belmont				$
Belv 10	Examine rationalisation of accesses to service station	City of Belmont				$
Belv 11	Street tree inventory, develop plan for streetscape improvement and implement.	City of Belmont				$$$

Implementation – Town Centre Frame

Cost/Resources Guide

$ Low cost, primarily through City of Belmont budgets

$$ Capital works involved, budget needs to be managed

$$$ Higher costs possibly requiring support from other funding streams including State Government agencies

No.	Implementation Measure	Authority (Agencies) Responsible	Immediate Term 1-3 yrs.	Medium Term 4-6 yrs.	Longer Term 7-10 yrs.	Cost / Resources
Frame 1	Reconfigure main bus stops, revisions to Wright Street, improve bus stop facilities along Wright Street	PTA, City of Belmont	●			$$
Frame 2	Seek improvements in bus service frequency	PTA, City of Belmont	●	●		$$
Frame 3	Change priority of existing street treatments to improve pedestrian conditions	City of Belmont, MRWA	●			$$$
Frame 4	Bicycle Boulevard on Knutsford Avenue	City of Belmont		●		$$$
Frame 5	Wright Street on-road dedicated cycle lanes	City of Belmont, MRWA, DoT	●			$
Frame 6	Street tree inventory, ongoing programme of replanting	City of Belmont	●	●		$
Frame 7	Implementation of 40km/h zone in Town Centre	City of Belmont, MRWA	●			$$$
Frame 8	Reconfigure roundabouts to include pedestrian crossings	City of Belmont, MRWA	●	●		$$$
Frame 9	Implementation of Faulkner Precinct proposals	City of Belmont	●	●		$
Frame 10	On-street parking management, implementation of timed restrictions	City of Belmont	●	●	●	$
Frame 11	Abernethy Road study, reconfiguration and streetscape schemes	City of Belmont	●	●		$$$
Frame 12	Pedestrian phases at all traffic light intersections in Centre	City of Belmont, MRWA	●			$
Frame 13	Wayfinding Strategy for Town Centre	City of Belmont	●	●		$$$
Frame 14	Support for TravelSmart schemes at College and Primary School	City of Belmont, DoT	●			$
Frame 15	Placemaking initiatives in Centre, develop programme, implement	City of Belmont	●	●		$$$

Implementation – Orrong Road Corridor

Cost/Resources Guide

$ Low cost, primarily through City of Belmont budgets

$$ Capital works involved, budget needs to be managed

$$$ Higher costs possibly requiring support from other funding streams including State Government agencies

No.	Implementation Measure	Authority (Agencies) Responsible	Immediate Term 1-3 yrs.	Medium Term 4-6 yrs.	Longer Term 7-10 yrs.	Cost / Resources
Orrong 1	Increase in frequency of 37 service, no reductions with Belmont Station interchange in operation	PTA, City of Belmont				$
Orrong 2	Bus stop audit, rolling improvements for shelters, access paths and facilities	PTA, City of Belmont				$$$
Orrong 3	Wayfinding signage and stencils for bus stop access	City of Belmont				$
Orrong 4	Surrey Road Bike Boulevard	DoT, City of Belmont, MRWA				$$$
Orrong 5	Street tree inventory, ongoing programme of replanting	City of Belmont				$$
Orrong 6	Programme of footpath installation	City of Belmont				$$$
Orrong 7	Cycling facilities improvements at Peet Park	City of Belmont				$$
Orrong 8	Parking management study, implementation of recommendations	City of Belmont				$$
Orrong 9	Review Kooyong Road and Armadale Road configurations adjacent to Peet Park	City of Belmont				$$$
Orrong 10	Assist Carlisle Primary School in implementing TravelSmart scheme	City of Belmont, DoT				$
Orrong 11	Demonstration project for shared space street off Copley Park	City of Belmont				$$$

City of Belmont

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