



City of Belmont **Sustainable Transport Plan** **5 Year Plan 2019 - 2023** **(Summary)**



Sustainable Transport Plan

5 Year Plan 2019 - 2023

Sustainable transport modes are considered to be walking, cycling and public transport.

This is the City's first **Sustainable Transport Plan**, and it updates and combines the City's TravelSmart Plan (2012) and Local Bike Plan (2013) into one document

This plan goes further to include walking and a high level overview of public transport; a four-in-one plan whose outcomes have been informed by community consultation, documentation review and analysis of the transport network.

With 14 short term initiatives over 31 individual projects the Sustainable Transport Plan expands upon **Belmont on the Move**: the City's Integrated Movement Network Strategy.

The plan aligns with the sustainable transport objectives set out in **Belmont on the Move**, for the City to be pedestrian and cyclist-friendly, traffic-calmed and accessible, and supporting sustainable transport with good public transport.

It is intended to create real change towards a more sustainable transport network for the people within the City of Belmont.





14

short term
initiatives

31

individual
projects

17

long term
considerations



NEIGHBOURHOOD APPROACH

City will further develop a Sustainable Transport Network based on 12 neighbourhoods each with similar land use or movement patterns to capitalise on the diversity of the City.

COLLECT CYCLING AND PEDESTRIAN CRASH DATA

Annual neighbourhood assessments looking at any walking and cycling incidents will inform the City of potential localised hot-spots. Quality data can assist in the justification of additional investment and benefit grant submissions.

KEY CORRIDORS - TRANSPRIORITY

Effectively establishing a transport priority for the seven key connection corridors identified around the City will help target future investment and planning for the most suitable modes.

LONG-TERM CYCLING NETWORK

City will work with the Department of Transport to finalise planning the long-term cycling network (e.g. primary, secondary, local routes in accordance with the WA cycling network hierarchy) for the year 2050.

WALKING AND CYCLING INFRASTRUCTURE SOLUTIONS

10 key locations requiring action on infrastructure have been identified. Investigations will explore what solutions are available and their anticipated cost.

REVIEW PATH STANDARDS

Paths and supporting infrastructure have a very long life. Having a guideline on how this network is planned and replaced is paramount. The path network must strike an appropriate balance between long term objectives, current community expectations and to needs to be suitable for all users.

IMPLEMENT CYCLE STREETS

Some residential streets with existing low traffic volumes will be developed to encourage more pedestrian and cyclists users and reduce vehicle speeds. These make up key local linkages for the long-term cycle network.

RECREATIONAL GREEN NETWORK

A Green Network connects parks and recreation facilities for cyclists and pedestrians. Linking the City's best open space and recreational assets with specialised infrastructure treatments and wayfinding.



BICYCLE PARKING AND REPAIR STATIONS

Bolstering the City's existing end of trip facilities at key locations and buildings. Considered an integral part of changing travel behaviour as these small convenience elements build user confidence and form an essential part of the cycle network.

PUBLIC TRANSPORT - CLOVERDALE AND KEWDALE

Options to improve access to the Perth CBD, Tomato Lake and Redcliffe Station will be explored with the Public Transport Authority (PTA). One option is to explore an on-demand public transport trial in consultation with Department of Transport

CYCLING CONNECTIONS TO TRAIN STATIONS

Explore the PTA's Connecting Station Routes program. State Government funding is available to support local governments develop a greater mode share of cycling to train stations (within 3km catchment of the train stations).





PROMOTE PRINCIPAL CYCLING NETWORK

Access points to the high quality cycling infrastructure surrounding the City are not well publicised. Develop a way finding and promotion campaign to the residents in the area to encourage the use of the Principal Shared Paths, where they connect to and generally promote the benefits sustainable transport.

SAFE ROUTES TO SCHOOLS

User audits of the areas surrounding schools are proposed. Issues identified on paths, crossing points, parked cars, trees maintenance can all be rectified through annual maintenance programs. Parent bicycle parking and areas to drop children off by bicycle (kiss and ride equivalent) will also be explored.

CONTINUE BEHAVIOUR CHANGE INITIATIVES

Ongoing behaviour change initiatives are proposed to continue for the length of the plan. 28 specific actions are outlined. These relate to schools (x4), user skills (x4), general encouragement (x11) and community promotion (x9).



Long Term Considerations

Seventeen long term consideration statements are included in the plan. These will help provide direction for future iterations and some guidance that may be considered or incorporated through other City plans, strategies and general business.

The statements include a mix of specific issues, best practice and progressive ideas, some of which will require further community engagement. Overall, the ideas are consistent with the strategic direction laid out in Belmont on the Move – the City’s Integrated Movement Network Strategy. A summary of the Long Term Considerations can be found [here](#).

The City should examine and investigate:



How the slower neighborhoods’ approach has worked elsewhere and the potential to implement locally.



Inclusion of bike head start facilities at traffic lights on key cycling corridors.



Protected cycling lanes on distributor roads.



Parking strategies for certain precincts



Walkability audits that consider the full community profile.



Local travel behavior patterns and effective ways to source travel information from the local community.



Ongoing counting and monitoring of pedestrians and cyclists.



How to provide the missing links on key regional and recreational corridors.





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