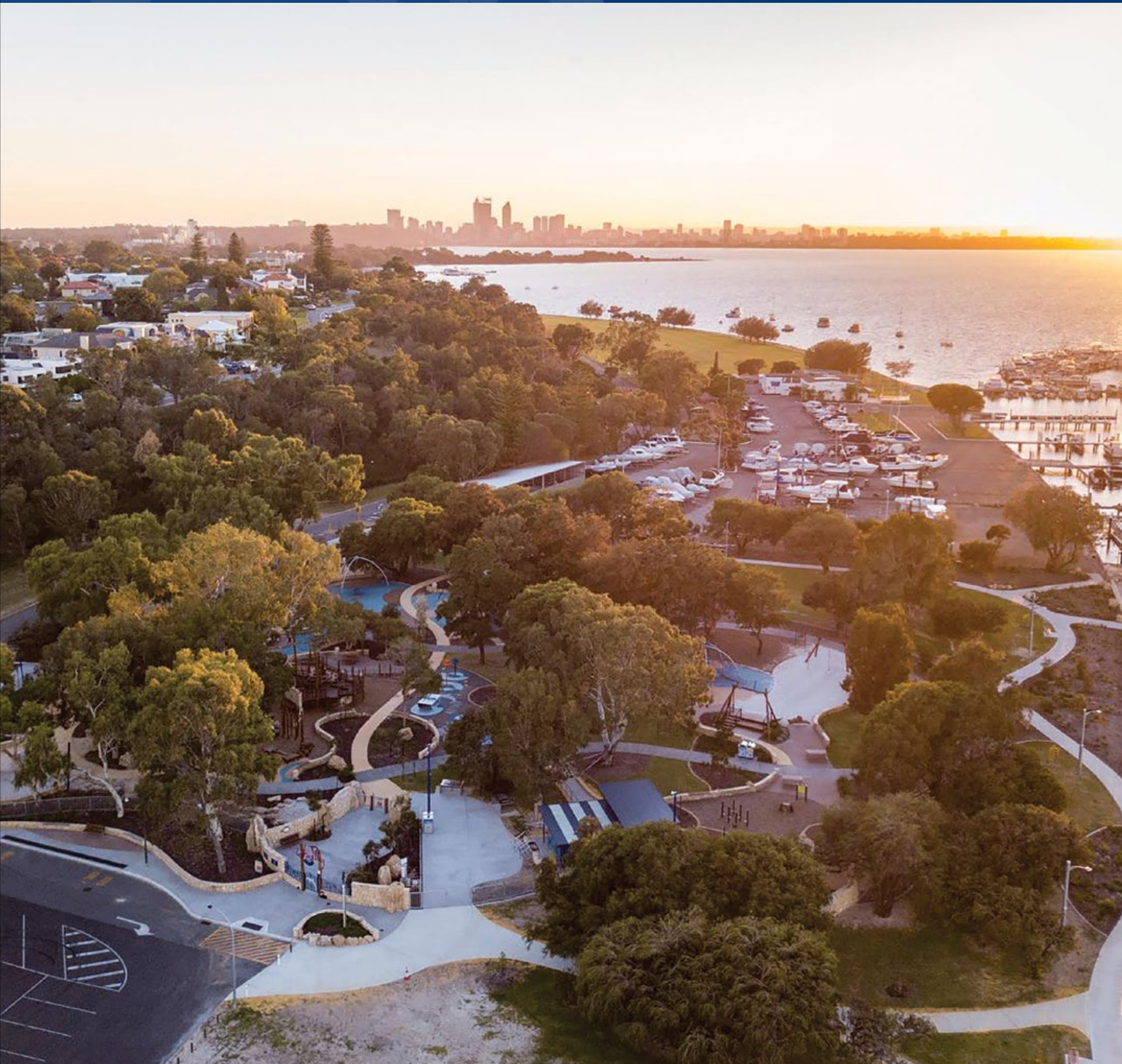


# Integrated Transport Strategy



City of Nedlands







## ACKNOWLEDGEMENT OF COUNTRY

The City of Nedlands acknowledges the traditional custodians, the Whadjuk people of the Noongar Nation, and pays respect to the Elders both past and present.

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# 1. Overview

No matter where we live, our transport system is the cornerstone of how we live, interact, and connect with one another.

How it is planned and operated can shape how we stay connected, what we can do in our day, where we can work, and how we access our daily needs.

It can bring communities together, allow businesses to thrive, connect us to new jobs and education and move goods and services. It also impacts the environment and our health and wellbeing by facilitating more sustainable, active ways of travelling such as walking and cycling.

The City of Nedlands (the City) is facing strong population growth and increasing demands on the transport network. Unlike many other local government areas (LGAs), Nedlands' inner-city location and constrained urban area means density targets and pressures to house more people present significant challenges. Years of high car ownership, inadequate public transport accessibility, limited walking and cycling connectivity, and a strong focus on car-based development has contributed to escalating congestion, safety concerns, and a diminishing quality of life in the area.



**The purpose of the Integrated Transport Strategy (ITS) is to look at transport holistically across all modes and trip purposes and define objectives for the future network that enhances outcomes for the community.**

If our approach to managing the transport network continues business-as-usual, we risk exacerbating these issues. We may also miss out on the environmental and health benefits that come from sustainable transport and cleaner air, while sidestepping meaningful action on climate change.

The purpose of the Integrated Transport Strategy (ITS) is to look at transport holistically across all modes and trip purposes and define objectives for the future network that enhances outcomes for the community.

The Strategy provides a comprehensive snapshot of

- the City's current transport landscape – where we are now
- the community's aspirations for the City's transport network – where we want to be, and
- a Delivery Strategy to achieve these aspirations.

Emphasising the interconnectedness of transport and land use, the ITS covers the entirety of the City of Nedlands and aligns with key planning and strategic documents. It is not a short-term fix, but a long-term blueprint, intended to guide sustainable growth.



**It's our commitment to a future where our transport network supports a growing population, reduces emissions, enhances safety, and strengthens connections within our community.**



## 2. Executive Message

**The City of Nedlands is pleased to present the Integrated Transport Strategy that collectively services as a comprehensive roadmap for the future of our City.**

Transport is the lifeblood of any community, shaping how we live, work and connect with one another. Our commitment to addressing the challenges posed by population growth and increasing demands on our transport network led us to develop the Integrated Transport Strategy. This strategy not only analyses our current transport landscape but more importantly, envisions the future we collectively desire.

The vision for the City of Nedlands is safe, connected, and sustainable. It reflects our community's aspirations to reduce barriers to movement, foster safe and healthy streets, build an efficient and reliable transport network, promote active and sustainable modes of transportation, and stimulate economic development.

To achieve this vision, the strategy outlines a series of objectives and actions. These have been meticulously developed through engagement with you – our community, with key stakeholders, and in consultation with state government agencies. Your input has been invaluable.

Our roles as outlined – leading, providing, partnering, advocating, facilitating, enabling, educating, and regulating – underscore our commitment to a holistic and collaborative approach.



We are not just planners; we are active participants in the realisation of a transport system that aligns with your needs and aspirations.

The Strategy, aligned with our Council Plan 2023-33, signify our dedication to becoming an even more attractive place to live, work, and visit. It's our commitment to a future where our transport network supports a growing population, reduces emissions, enhances safety, and strengthens connections within our community.

As we present these to you, we invite your active participation and feedback. Together, we can bridge the gap between our current reality and the future we envision. The success of these strategies hinges on our collective openness and willingness to embrace change.

The outlined changes, from encouraging alternative modes of travel to redesigning streets and embracing new technologies, require our joint effort. Let's embrace these actions with a shared commitment to shaping a future transport system that truly serves the needs and aspirations of the City of Nedlands.



**Together, we can  
bridge the gap between  
our current reality and  
the future we envision.**

### 3. Context

#### 3.1 Integrated Planning and Reporting Framework

The Integrated Planning and Reporting Framework provides the framework that:

- 1. articulates the community's vision and priorities for local area
- 2. allocates the resources to deliver the community's vision and priorities, translated into the services and projects provided by the local government
- 3. monitors and reports on the local governments' progress on delivering these services and projects.

The *Local Government Act 1995* requires every local government to 'plan for the future' based on the community's vision and priorities for local area. The City of Nedlands' 'plan for the future' is the Council Plan 2023-33. It is the foundation of the City's Integrated Planning and Reporting Framework (see Figure 1).

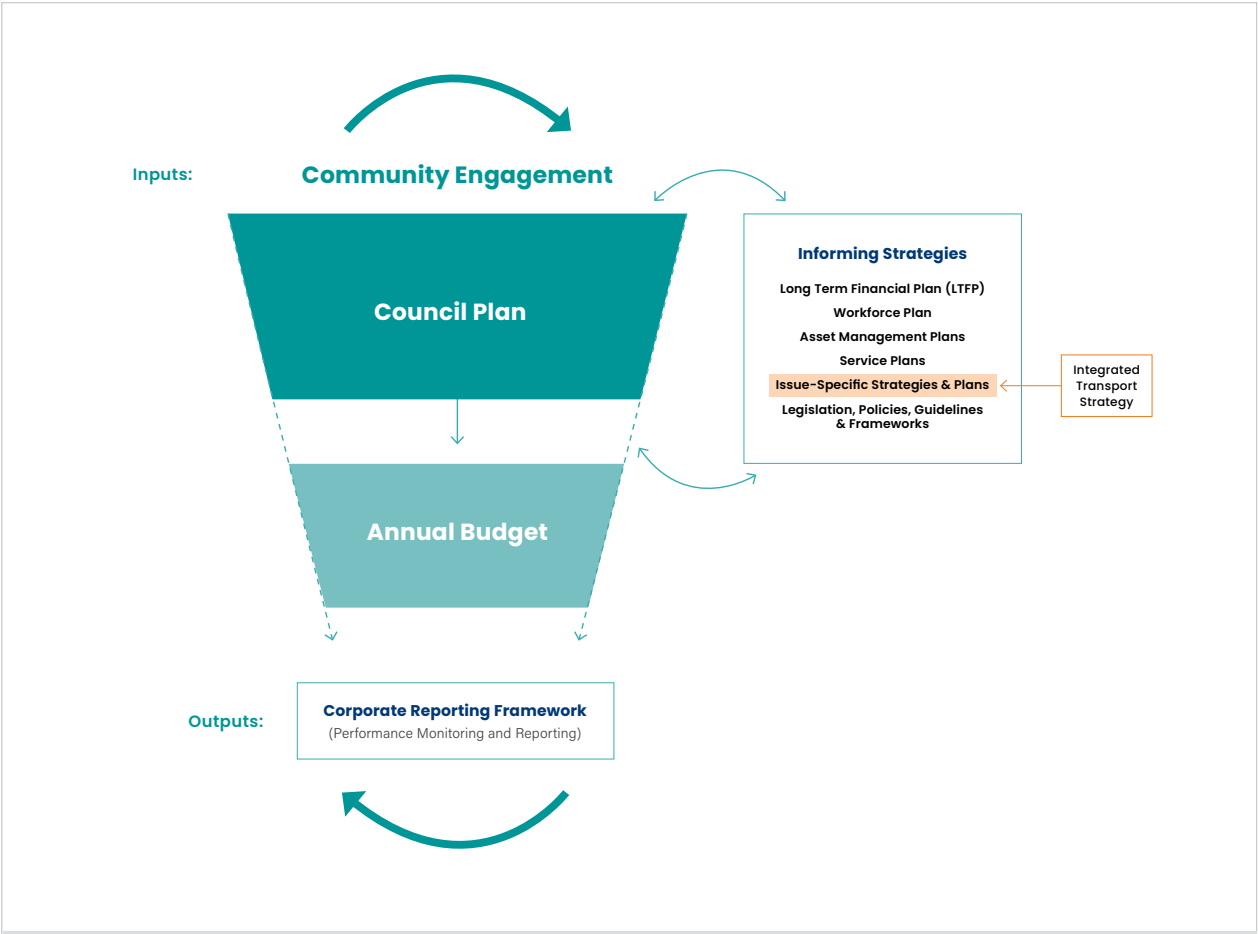


Figure 1. City of Nedlands Integrated Planning and Reporting Framework



The ITS as a non-statutory Issue-Specific Strategy within the Integrated Planning and Reporting Framework (see Figure 1) and a key action of the Council Plan (Action 6.1.5).

The ITS works towards several of the desired outcomes of the Council Plan, specifically (also see Figure 2):

- **Outcome 2:** A healthy, active and safe community.
- **Outcome 5:** Climate resilience.
- **Outcome 6:** Sustainable population growth with responsible urban planning.
- **Outcome 8:** A city that is easy to get around safely and sustainably.

It is an important piece of future planning that is influenced by, and will feed into, the Council Plan ongoing on matters related to integrated transport and creating a city that is easy to navigate safely and sustainably in the short, medium, and long-term.



Figure 2. City of Nedlands Council Plan Desired Outcomes related to integrated transport





# 1.4. Background

## 4.1 Current Situation

We live in a diverse community with a variety of wants and needs. As an inner-city area, the City of Nedlands faces complex challenges which will need strategic response to address the way we travel. These challenges have informed our objectives and overall approach for the future transport system.

Seven key drivers and trends have led to the transport and land use context of the City of Nedlands local area today. The ITS seeks to continue the trends that achieve positive change, while striving to steer negative trends in the right direction.

Overall, the ITS intends to implement actions that:

**Give all people more options and opportunities** to change the way they get around to suit their needs, by removing barriers to walking, cycling and public transport.

**Better allocate our public space** to productive uses and improved transport amenity, creating spaces and corridors that people feel comfortable and safe to move around or take up new ways of travel.

**Manage congestion by balancing all road users**, improving efficiency for public transport, encouraging alternatives to private vehicles and supporting people to adjust their travel times.

**Invest in future transport solutions** that address the climate emergency and contribute to decarbonisation, planning accordingly to ensure equitable access to emerging technologies for everyone in the community.

**Better integrate land use and planning** to deliver places that support the community's daily needs within short distances, reducing the need to travel.

## Limited walking and cycling connectivity

The City currently has significant gaps in its footpaths and cycling routes. This means that while local trips can effectively be undertaken by walking or cycling, the potential for longer commutes cannot be fully realised.

**Footpaths tend to be available only on one side of the road**, particularly through the lower density residential suburbs of Dalkeith and Nedlands.

**Accessibility to train stations by walking and cycling is challenging**, with minimal routes leading directly to stations.

**Safe, dedicated pedestrian crossings tend to be available only at major intersections**, which don't always align with the general desirelines of people walking or cycling. This has made it harder to cross significant barriers such as Stirling Highway.

The ITS will identify a range of measures to close these gaps. By expanding good quality walking and cycling infrastructure such as wide shared paths separated from traffic and improving connections across barriers, the network can give people more opportunities to move around by active transport.

## Challenging public transport landscape

The existing transport and land use structure means increasing public transport accessibility for the community and those visiting the City of Nedlands is a challenge.

**Much of the land area surrounding train stations is not for medium to high density residential purposes.** The land in its place is also difficult to get through or around, for example Karrakatta Cemetery and Irwin Barracks. These issues increase distances and time taken to access public transport.

**Limited priority infrastructure for high-frequency bus services**, such as bus lanes or queue jumps, along Stirling Highway means buses are rarely faster or more convenient than private vehicles.

Improving connections to public transport services, particularly in areas identified as having low accessibility, as well as priority measures to make public transport faster and more efficient have been explored to achieve the outcomes of the ITS.



## Private vehicles and parking

Currently, getting around by car is by far the most convenient travel mode in the City of Nedlands. With direct routes to shops, schools, and surrounding suburbs and relatively good road performance compared to other parts of Perth, it is no surprise that this is the leading transport mode.

**A lack of alternative transport modes that are as convenient** as private vehicles means congestion is slowly increasing, particularly on residential streets connecting to Stirling Highway. We cannot rely on building ourselves out through road widening or intersection improvements, as this will exacerbate the issue, risking liveability and further discouraging active transport.

**There are areas of significantly underutilised car parking surrounding key locations** such as the train stations, schools and education precincts, and the Nedlands Town Centre. This area could otherwise be used for more productive uses, such as greening, bicycle or bus lanes, dining areas or wider footpaths.

Approaches to get in front of congestion risks and reduce the impact of future issues on other road users have been explored in the ITS. The supply of parking is also planned to be investigated to make sure parking is provided where it is needed or transformed into something more useful for the community and economy where it isn't.

## Safety

While most crashes that occur on the road involve cars and trucks, safety considers the risks for all users, including the most vulnerable users such as people walking and cycling.

**Between 2017 and 2021, 39% of crashes were rear-end crashes, characteristic of congestion and speeding.** Most rear-end crashes occurred on Stirling Highway.

**Some intersections, particularly in mixed environments close to UWA and Shenton College, attract a high number of crashes and near misses,** as well as pedestrian and vehicle conflicts.

Outcomes need to consider the safety for all users, especially on streets and corridors that attract the most pedestrian and cyclist activity.

## Where are we travelling to and how do we get around?

The existing network is dominated by private vehicles, with many trips originating from outside the City of Nedlands. This puts strain on the peripheral network and major corridors. Transport measures therefore must consider how people get to, from and through the City, partnered with potential disincentives for car use such as parking time restrictions, reallocation of supply, and pricing.

**A high proportion of people using the roads are travelling through the City of Nedlands to other parts of Perth,** putting strain on the peripheral transport network and internal major roads, particularly Stirling Highway and Railway Road.

**A high volume of trips through the City of Nedlands, and not to the City of Nedlands,** means public transport needs to be efficient and reliable, to attract commuters from other LGAs without congesting roads.

**Many residents (79%) choose, or have no other option, to drive,** especially in relation to school pick-up/drop-off trips given the high proportion of family's with children in school.

Although many congestion issues might be beyond the direct control of the City, there are ample opportunities to enhance the efficiency of short-distance trips within the City of Nedlands by promotion walking or cycling among residents.





## Micromobility and electric vehicles

Micromobility devices like electric scooters and bikes are becoming a popular mode of travel due to their convenience, usability, small size, and availability on the market, encouraging people to get out of cars and reducing traffic and parking demands. As a result, research from other Australian cities indicates that the success and potential for micromobility devices is closely tied with improvements to the active transport network.

**Electric vehicles (EVs) are increasing in prominence in Australia**, particularly in higher socio-economic areas like the City of Nedlands, contributing to reduced emissions, cleaner air and enhancing the way we use our energy network. As of yet, there is no public charging infrastructure for EVs, with the closest at UWA.

**Changing the way we power our vehicles** will require planning measures including incentives for uptake and the rollout of charging infrastructure in our homes, offices and publicly at activity centres.

**The City's streets are not yet ready for micromobility and electric vehicles**, with poor connectivity across major roads and gaps in high-quality active transport routes.

The ITS aims to ensure that the right infrastructure is put in place to provide for the future micromobility and electric vehicles, including street design that accommodates safe and seamless access for high-speed technologies, while promoting good civic behaviour and road safety.

Nevertheless, increasing the uptake of EVs does not address many of the challenges facing the City such as car dependency, congestion, parking demand, and associated public health issues. Our long-term planning must be proactive and support the uptake of EVs for those who have no other choice than to drive, while continuing to plan great places that are accessible via active transport.



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**Research from other Australian cities indicates that the success and potential for micromobility devices is closely tied with improvements to the active transport network**

## Multimodal trips

Multimodal trips refer to the use of multiple transport modes in undertaking a trip, such as driving a car or riding a bike to a train station. The key locations for multimodal trips are at the three train stations within/on the boundary of the City – Shenton Park, Karrakatta and Loch Street.

**At train stations, the provision of infrastructure bicycle shelters and racks, interchanging bus services, Park n Ride and pick-up/drop-off facilities is scarce**, meaning limited potential for multimodal trips.

**Less than 3% of commuters use two or more methods of travel.**

While this is not necessarily a flaw of the transport network, a higher number of multimodal trips is a good indication of how seamless the transport network is. It reflects the community's willingness to embrace active and public transport, as well as how resilient the network is to unforeseen changes and interruptions.



4.2 Developing the Strategy

4.2.1 Methodology and Consultation

Over the course of developing the ITS, the City has undertaken extensive consultation with the community, key technical stakeholders and user groups. The three key stages of consultation are outlined in Table 1 below.

Consultation	Timeframe	Outcome
<b>Stage One</b> Between the City and technical stakeholders	November 2022	To understand the roles and responsibilities of stakeholders involved, explore how people currently get around the City, and define a vision and series of objectives for the ITS to strive for. Technical stakeholders emphasised the need to improve the overall connectivity of the City of Nedlands transport network and give people more opportunities to broaden the way they travel.
<b>Stage Two</b> Between the City and the community	January – March 2023	To seek input from the community and gather their perspectives of the vision and strategic priorities of the ITS, including potential solutions from the perspectives of residents and key user groups.
<b>Stage Three</b> Between the City and technical stakeholders	May 2023	To identify the types of measures for how we might achieve the future transport network that are in line with the City's vision and outcomes. A series of tangible actions and interventions were presented to understand stakeholder priorities and further refine the proposed Action and Implementation Plan.
<b>Stage Four</b> Between the City and the community	June – July 2023	To seek input on the proposed actions and interventions, including suggestions for additional considerations and ideas.

Table 1. Stages of consultation informing development of the ITS

4.2.2 What did the community tell us?

The ITS is shaped, to the best of its ability, by community consultation aimed at gathering insights into current and future mobility preferences of residents within the City. Over a 7-month period from January to July 2023, over 200 individual comments were collected, providing valuable input for the development of the ITS.

Through consultation with the City and stakeholders, aspirations for the transport network helped to identify the gaps between where are we now and where do we want to be.

On the strategic level, the community raised a particular demand for an improved active transport network and greater access to public transport. The community noted that, while the car is the most convenient and most utilised transport mode, they would like the use the train and walk more than any other alternative transport mode. Improving footpaths and providing more shade is key in improving accessing to train stations and helping the community feel more encouraged to walk.

These gaps highlight a number of potential areas for an integrated transport strategy to target shown in Figure 3 below. The process provided a direction for the City to aspire to in developing the overall strategy objectives for improving the transport network.



Figure 3. Community feedback integrated transport target areas, summarised



**The community noted that, while the car is the most convenient and most utilised transport mode, they would like to use the train and walk more than any other alternative transport mode.**

Respondents were asked to select a maximum of five actions that the City should prioritise. The top five actions that the community ask for the City to prioritise are listed below (the percentage relates to the proportion of respondents who selected that option).

- Advocate for new and improved pedestrian linkages across Stirling Highway at locations with high levels of pedestrian activity (76%).
- Review the City’s Long Term Cycle Network in collaboration with Department of Transport for adoption (53%).
- Connect all walking and cycling routes with adjacent local government areas (53%).
- Advocate for better integration of bus services with the Fremantle Line stations, including priority bus stop locations, amenity and dedicated crossing facilities (53%).
- Advocate for new ferry service to connect the Nedlands Foreshore/ UWA with both the CBD and suburbs south of the Swan River between Fremantle and Kwinana Freeway (47%).

**4.2.3 What is the City’s role?**

The City of Nedlands holds a pivotal role in steering the direction of the transport network through its maintenance, management, and design of local and corridor streets. Beyond infrastructure, the City plays a vital role in initiating behaviour change programs and education initiatives.

The City has a role in the influence of updates to the Local Planning framework and serving as a liaison body to the state government for the community, major landholders and workers.

Although the City is not directly responsible for public transport or state-owned major roads, the ITS proactively supports investigations. The ITS becomes a platform for the City to advocate for changes that align with community priorities. For any actions that are outside of the City’s control, the City will advocate, partner, or educate for their implementation.

**4.2.4 What is the role of others?**

The strategic and operational direction of public transport and state-owned roads is determined by State government agencies. The WA Transport Portfolio guides the maintenance, upgrading and strategic direction of public transport (Public Transport Authority, PTA), active transport planning (Department of Transport, DoT) and state-owned roads and road safety and markings (Main Roads WA). The City cannot control the ownership, sale, or use of private development which could influence market forces, travel behaviour, and anchoring land uses. Major landholders are also responsible for maintaining applicable aspects of the local and State Planning Framework.

**4.2.5 What is the community’s role?**

It is also up to the community to start the conversations and embrace openness about a different transport future. The community is urged to embrace new ways of getting around, participate in events, trials and share feedback.







## 5. Integrated Transport Strategy

The ITS has been structured into a strategic framework (see Table 2 on following page) consisting of a vision, outcomes and objectives guiding the delivery of integrated transport actions in the local area.

Aligned with the Council Plan 2023-33, the ITS embodies the community's vision for a sustainable and responsible future. It addresses emerging challenges in transport and land use, setting a clear framework for future planning and upgrades.

Outcomes and Objectives have been explored through a comprehensive review of the existing transport conditions, community consultations and stakeholder engagements.

### Vision

Nedlands will have a safe and connected transport system that encourages sustainable movement and development, through easy access to public and active transport, a resilient network of green streets and engagement with the community and major landholders.

Outcomes	Objectives
 <p>1. <b>An accessible and equitable City of Nedlands</b>, where barriers to movement are reduced and everyone has easy access to mobility choice.</p>	<p>1.1 Filling in walking and cycling network gaps</p> <p>1.2 Improved walking and cycling connectivity to public transport.</p> <p>1.3 Improved walking and cycling across major barriers.</p>
 <p>2. <b>A safe and healthy City of Nedlands</b>, where the design of our streets foster safe places to move or enjoy and promote healthy habits and cleaner air.</p>	<p>2.1 Improve road safety to enhance street experience for all users.</p> <p>2.2 Improve sense of security for all users of our streets</p> <p>2.3 Improve paths and amenity to encourage active transport.</p>
 <p>3. <b>An efficient and reliable City of Nedlands</b>, where the transport network is resilient to land use changes and caters for demand and growth, built upon a strong and highly utilised public transport system.</p>	<p>3.1 Advocate for a public transport system that is fully accessible and integrated with key land uses and development.</p> <p>3.2 Road infrastructure will be improved to ensure the efficient movement of all network users and improve reliability of public transport services.</p> <p>3.3 Carparking demands will be managed for the benefit of the whole community.</p>
 <p>4. <b>An active and sustainable City of Nedlands</b>, which achieves a demonstrable mode shift towards walking and cycling and addresses the climate emergency through investment in decarbonisation.</p>	<p>4.1 Promote sustainable transport choices to create active lifestyles.</p> <p>4.2 Investigate opportunities to provide equitable access for sustainable modes and future technology.</p> <p>4.3 Meaningfully influence mode share to reduce emissions.</p>
 <p>5. <b>A thriving and prosperous City of Nedlands</b>, which connects people to jobs, education and services, and promotes economic development through engagement, coordination and education with the community and major landholders.</p>	<p>5.1 Explore transport infrastructure that complements and supports the local economy.</p> <p>5.2 Investigate the implementation of shared transport technologies to support economic growth.</p>

Table 2. Integrated Transport Strategy, summarised



The Delivery Plan (see next section) proposes specific actions, focusing on network improvements, road safety enhancements, reliable public transport integration, promotion of sustainable choices and exploration of initiatives supporting economic growth.

Each action has been assigned a timeframe (see Table 3) in which it is recommended that these are implemented, funding availability and the council department to lead and support carrying out these actions to fulfil the City's commitment in achieving the City's vision of their future transport network. It should be noted that each action would require further investigation on a case-by-case basis to reach a more in depth understanding of the scope and associated barriers, costs and impacts.

0 – 5 years	5–10 years	10–20 years
Likely implementation of under 5 years based on low cost, limited implementation barriers and low level of stakeholder/community consultation. These actions are likely to lead to localised improvements to the transport network in a short timeframe.	Likely implementation between 5 to 10 years based on length of planning phase and development, associated costs, time of funding applications and level of stakeholder/ community consultation required. These actions are likely to create benefits to the community on a suburban scale.	Likely implementation of 10 to 20 years based on significant planning and development timeframe, higher associated costs, and high degree of stakeholder/community consultation. Despite this, an action of this scale is likely to lead to demonstrable transport improvements.

Table 3. Integrated Transport Strategy action timeframes

## 6. Delivery Plan

### Outcome 1

**An accessible and equitable City of Nedlands, where barriers to movement are reduced and everyone has easy access to mobility choice.**

One of the most significant hindrances to walking and cycling are physical barriers and gaps in the walking and cycling network. To give everyone in the City of Nedlands an equitable choice in the ways they get around, future planning needs to consider the connectivity of the network to improve accessibility of walking, cycling and public transport. The ITS identifies key objectives that aim to overcome barriers and fill in network gaps.

### Objectives

#### 1.1 Filling in walking and cycling network gaps

The more gaps there are in a network, the more reasons why someone would choose a different network. The future planning of walking and cycling paths need to consider them as links in a network, rather than paths in their own right. Filling in gaps in the network will assist in removing some of the physical barriers to movement and allow all short distance and some longer distance trips to be undertaken on foot or by bike.

#### 1.2 Improved walking and cycling connectivity to public transport.

Most public transport trips begin or end on foot. Something that tends to be overlooked when designing public transport systems is what passengers do once they depart the service or how they get to and from a stop or station. Improving the walking or cycling network through the quality and availability of paths can assist in attracting more passengers, improving the efficiency of public transport trips and providing more comfortable experiences for all residents.

#### 1.3 Improved walking and cycling across major barriers.

Improving walking and cycling connections across major barriers such as busy roads and rail will assist in creating safer and more accessible neighborhoods. These improvements can increase priority for walking and cycling, which could lead to higher uptake and more willingness from individuals to change the way they move around, particularly on shorter trips.



Objectives	Actions		Service Area Lead	Action Type	Time-frame
1.1 Filling in walking and cycling network gaps.	1.1.1	Develop a level of service to determine extent of path provision within the City's road reserves.	<b>Lead:</b> Transport and Development  <b>Support:</b> Asset Management, Civil Maintenance, Strategic Planning	Lead	0-5 years
	1.1.2	Update Active Transport Forward Works Program to align with adopted level of service.  Community suggestions for consideration:  Footpaths provided on every street.  Undertake walking catchment analysis for all schools to identify improvements.  Upgrade footpaths and introduce new walking connections to complete missing links.	<b>Lead:</b> Transport and Development  <b>Support:</b> Strategic Planning, Civil Maintenance, Asset Management, Transport and Development	Provide	5-10 years
1.2 Improved walking and cycling connectivity to public transport.	1.2.1	Partner with key stakeholders to improve active transport connectivity to the Fremantle Line Stations.	<b>Lead:</b> Transport and Development  Support: Asset Management, Strategic Planning	Partner	0-5 years
	1.2.2	Provide a Station Access sub-program within the Active Transport Forward Works Program.  Community suggestions for consideration:  Connections to Montario Quarter & Shenton college.  Connections to UWA Sports Park along Brockway Road, Selby Street and Lemnos Street.  Connections to all schools.  Route through Karrakatta cemetery.	<b>Lead:</b> Transport and Development  <b>Support:</b> Asset Management, Strategic Planning	Provide	0-5 years

1.3 Improved walking and cycling across major barriers.	1.3.1	Investigate active transport connections across district distributor and greater hierarchy roads.  Community suggestions for consideration:  Aberdare Road.  Alfred Road.  Stirling Highway.  Broadway.	<b>Lead:</b> Transport and Development  <b>Support:</b> Strategic Planning, Asset Management	Lead	0-5 years
	1.3.2	Undertake a review of policy mechanisms to increase the number of priority walking and cycling crossings at key pedestrian desire lines	<b>Lead:</b> Strategic Planning  <b>Support:</b> Transport and Development	Lead	0-5 years
	1.3.3	Advocate for an underpass/overpass for Stirling Highway for people walking and cycling.	<b>Lead:</b> Transport and Development  <b>Support:</b> Asset Management, Strategic Planning	Advocate	5-10 years





## Outcome 2

**A safe and healthy City of Nedlands, where the design of our streets fosters safe places to move or enjoy and promote healthy habits and cleaner air.**

Streets have traditionally been designed to the needs of vehicles and the efficiency and convenience of their drivers. This has resulted in streets that do not properly balance the needs of all users, often leading to uncomfortable environments for people walking, cycling, or using public transport. To encourage healthier habits and create safer places, our streets need to become places that people can inhabit to move and enjoy. Future upgrades need to make better use of public space to improve the movement and place amenity of streets, while increasing comfort for all users of the urban environment.

### Objectives

#### 2.1 Improve road safety to enhance street experience for all users.

When designing streets, our priority needs to be that no one is seriously injured while trying to move around the City of Nedlands. Safety can, however, mean different things for different modes. In upgrading our streets and networks, we need to work together to balance the needs of all street users to create safe environments for all. This will ultimately come down to ensuring road speeds are matched with the conditions and use of the street, while using design elements that provide safe and protected facilities for people walking, cycling, driving, and enjoying our streets.

#### 2.2 Improve sense of security for all users of our streets

Our perception of security and place is always different from another's. While there is no exact science or objective standard for successful security, there are some elements that are particularly conducive to improving the experience and comfort of the street. In achieving this, we need to consider factors that increase inclusion for the wide range of street users, irrespective of their age, gender or abilities, particularly along highly utilised links and in high activity areas.

#### 2.3 Improve paths and amenity to encourage active transport.

Beyond improving connectivity, the quality of paths and the amenity they provide can maximise the attractiveness of walking and cycling networks, encouraging people to switch modes. In designing streets, the space for paths and upgrades to amenities will lead to enhanced environments to encourage people of all ages and abilities to make the most of these spaces

Objectives	Actions		Service Area Lead	Action Type	Time-frame
2.1 Improve road safety to enhance street experiences for all users.	2.1.1	Develop Prioritisation and Warrant Criteria for Local Area Traffic Management requests within the City of Nedlands.	<b>Lead:</b> Transport and Development <b>Support:</b> Asset Management	Provide	0-5 years
	2.1.3	Develop a Local Area Traffic Management sub program within the Road Safety forward works program.	<b>Lead:</b> Transport and Development <b>Support:</b> Asset Management	Provide	0-5 years
	2.1.4	Review the current Safe Active Streets Program within the City with the Department of Transport.	<b>Lead:</b> Transport and Development <b>Support:</b> Asset Management, Strategic Planning	Facilitate	0-5 years
	2.1.5	Advocate to Main Roads WA to reduce speed limits to 40kph for all road users on local roads in residential areas.	<b>Lead:</b> Transport and Development <b>Support:</b> Strategic Planning	Advocate	0-5 years
2.2 Improve sense of security for all users of our streets.	2.2.1	Audit City-owned lights along the foreshore and in parks, sports facilities, and other public places to determine how to deliver safer and more sustainable lighting and incorporate recommendation into the Capital Works Program.	<b>Lead:</b> Asset Management <b>Support:</b> Parks Services	Provide	0-5 years
	2.2.2	Review City policy and frameworks to incorporate quality lighting and design of urban spaces and transport projects considering the differences in urban experiences between night and day.	<b>Lead:</b> Strategic Planning <b>Support:</b> Transport and Development, Asset Management	Lead	0-5 years



2.3 Improve paths and amenity to encourage active transport.	2.3.1	Develop a Long-Term Cycle Network in collaboration with stakeholders and present to Council for endorsement.	<b>Lead:</b> Transport and Development <b>Support:</b> Strategic Planning	Advocate	0-5 years
	2.3.2	Upgrade existing trails through Allen Park with improved wayfinding.	<b>Lead:</b> City Projects <b>Support:</b> Civil Maintenance, Transport and Development, Parks Services, Asset Management	Provide	0-5 years
	2.3.3	Investigate projects identified within the LTCN for inclusion in the Active Transport forward works program.  Community suggestions to consider: West Coast Highway Smyth Road Jutland Avenue Victoria Avenue River foreshore.	<b>Lead:</b> Transport and Development <b>Support:</b> Asset Management	Provide	0-5 years



### Outcome 3

**An efficient and reliable City of Nedlands, where the transport network is resilient to land use changes and caters for demand and growth, built upon a strong and highly utilised public transport system.**

Congestion and unreliability of the road network can lead to lengthened travel times for all modes as well as restricting increased development and diversity of land use. Poor performance of the road network can also impact public transport efficiency, penalising users who are making responsible transport choices or do not have access to a car. The City will work to improve congestion management by balancing requirements for all road users, improving efficiency for public transport and managing carparking demands.

### Objectives

#### 3.1 Advocate for a public transport system that is fully accessible and integrated with key land uses and development.

The integration of bus and train services with major land uses within the City can play a crucial role in achieving increased patronage numbers, improving connectivity and promoting sustainable transport behaviors. Improved integration and connections between public transport and key land uses and destinations will ensure the community has a choice of transport options throughout their journey. By providing universal access to public transport services, people of all abilities who may not have access to a car, will have the opportunity to get around both within and outside the City.

#### 3.2 Road infrastructure will be improved to ensure the efficient movement of all network users and improve reliability of public transport services.

Congestion is a major inhibiting factor to the efficiency of all user movements and the reliability of public transport services across the City. Managing congestion from high volume corridors to smaller local streets, road infrastructure improvements and treatments can enhance travel experience and improve journey times. By maintaining the primary function of Stirling Highway to move vehicles more efficiently, this enables public transport services to become more reliable and attract more users to utilise the public transport system.

#### 3.3 Carparking demands will be managed for the benefit of the whole community.

The provision of carparking, in an appropriate location and of the right volume, is an important consideration in enabling access to leisure, commercial and recreational activities. It can also provide connections with public transport services.

Using policy tools and exploration of new and emerging technologies to maximise utilisation of parking facilities, parking can be effectively managed to address community needs and parking demands to deliver great public benefits to the community.



Objective	Action		Service Area Lead	Action Type	Time-frame
3.1 Advocate for a public transport system that is fully accessible and integrated with key land uses and development.	3.1.1	Advocate for improved public transport connections to the Fremantle line and attractions within the City of Nedlands. Community suggestions for consideration: QEII, UWA, HBF Stadium, Nedlands Foreshore, UWA Sports Park.	<b>Lead:</b> Transport and Development  <b>Support:</b> Community Development	Advocate	0-5 years
	3.1.2	Support Metronet in the delivery of Stage One of the Mid-Tier Transport Planning Project (MTTPP).	<b>Lead:</b> Transport and Development  <b>Support:</b> Asset Management, Strategic Planning	Facilitate	0-5 years
	3.1.3	Advocate for further stages of the MTTPP to be delivered within the City of Nedlands.	<b>Lead:</b> Transport and Development  <b>Support:</b> Strategic Planning	Advocate	5-10 years
3.2 Road infrastructure will be improved to ensure the efficient movement of all network users and improve reliability of public transport services.	3.2.1	Improved road treatments to ease traffic flows and reduce delays during peak school pick-up/drop-off times.	<b>Lead:</b> Transport and Development  <b>Support:</b> City Projects, Civil Maintenance, Asset Management, Ranger Services	Provide	0-5 years
	3.2.2	Actively Participate in the QEII Working Group to investigate and implement infrastructure improvements surrounding QEII to improve safety and alleviate congestion.	<b>Lead:</b> Transport and Development  <b>Support:</b> Asset Management	Partner	0-5 years
	3.2.3	Advocate for the review, development, and implementation of the Stirling Highway Access Corridor Strategy.	<b>Lead:</b> Transport and Development  <b>Support:</b> Strategic Planning	Advocate	0-5 years
	3.2.4	Review the City's Crossover Policy to rationalise vehicle access on to roads with traffic volumes exceeding 5000 vehicles per day.	<b>Lead:</b> Transport and Development  <b>Support:</b> Strategic Planning, Statutory Planning	Lead	0-5 years

3.3 Carparking demands will be managed for the benefit of the whole community.	3.3.1	Develop a City-wide parking strategy and subsequent parking management plans for the following Activity Centres:  Broadway  Hampden Road  Stirling Highway  Waratah.	<b>Lead:</b> Transport and Development  <b>Support:</b> Ranger Services	Lead	0-5 years
	3.3.2	Investigate smart parking technology, such as parking sensors, in activity centres to optimise parking utilisation.	<b>Lead:</b> Transport and Development  <b>Support:</b> Strategic Planning, Civil Maintenance, Asset Management, Ranger Services	Project	0-5 years
	3.3.3	Advocate for the decoupling of parking spaces for high density residential developments (R160+).	<b>Lead:</b> Strategic Planning  <b>Support:</b> Building Services, Transport and Development	Advocate	0-5 years
	3.3.4	Investigate amendments to Local Planning Policy 4.1: Parking such as converting minimum parking rates to maximums in non-residential developments.	<b>Lead:</b> Strategic Planning  <b>Support:</b> Building Services, Transport and Development	Lead	0-5 years



Outcome 4

An active and sustainable City of Nedlands, which achieves a demonstrable mode shift towards walking and cycling and addresses the climate emergency through investment in decarbonisation.

Walking and cycling have a direct and immediate impact on decarbonisation. If the number of short trips made by car to work, school, shopping centres and recreational areas were undertaken on foot or by bike, residents could have a significant impact on their health and the sustainability of the City. To achieve a demonstrable mode shift, future planning needs to consider the different needs of people, the physical barriers and limitations on mobility aids, and the promotion of the benefits of active lifestyles. Decarbonisation also means reducing emissions across users that can't switch to walking or cycling. Actions of the ITS will also consider the electrification of transport and the widespread availability of charging infrastructure.

Objectives

4.1 Promote sustainable transport choices to create active lifestyles.

The City will advocate for and support State government policy and frameworks in promoting sustainable transport options as a more convenient way to travel, and support initiatives in providing more greener alternative travel choices with the aim to reduce transport emissions.

4.2 Investigate opportunities to provide equitable access for sustainable modes and future technology.

The City will investigate opportunities that provide greater access to greener transport alternatives and accommodate for future mobility technologies such as public EV charging infrastructure.

4.3 Meaningfully influence mode share to reduce emissions.

Without change, the City could face continued growth in vehicle ownership, traffic and parking congestion leading to increased car-related emissions. To facilitate more choice the City will raise awareness of all the transport options and provide the amenities that support that transport mode or combination of modes.

Objectives	Actions		Service Area Lead	Action Type	Time-frame
4.1 Promote sustainable transport choices to create active lifestyles.	4.1.1	Develop/advocate with the DoT on a Green Travel Plan template to encourage and assist school/ businesses in promoting students, parents and staff to use active/public transport to/from school and work.	<b>Lead:</b> Strategic Planning  <b>Support:</b> Community Development, Transport and Development	Educate	0-5 years
	4.1.2	Review City policy and frameworks to transition existing City vehicle fleets and council operations to zero.	<b>Lead:</b> Transport and Development  <b>Support:</b> Asset Management	Lead	0-5 years
	4.1.3	Advocate for better cycle parking and amenities at the Fremantle Line train stations.	<b>Lead:</b> Transport and Development  <b>Support:</b> Asset Management, Strategic Planning	Advocate	0-5 years
	4.1.4	Advocate for the installation of bike racks on buses to integrate bus and cycling trips.	<b>Lead:</b> Transport and Development  <b>Support:</b> Strategic Planning	Advocate	0-5 years
	4.1.5	Advocate for enhancements to the waiting experience at bus stops and confidence in bus travel, such as the installation of more bus shelters, furniture, raised kerbs, ramps and electronic timetabling signs.	<b>Lead:</b> Transport and Development  <b>Support:</b> Strategic Planning, Civil Maintenance, Asset Management	Advocate	5-10 years
	4.1.6	Regulate transport and land use within the City's control to achieve State and Federal policy towards decarbonization and Net Zero Emissions by 2050.	<b>Lead:</b> Transport and Development  <b>Support:</b> Strategic Planning	Regulate	10-20 years



4.2 Investigate opportunities to provide equitable access for sustainable modes and future technology.	4.2.1	Walkability assessment for local centres.	<b>Lead:</b> Transport and Development  <b>Support:</b> Strategic Planning	Project	0-5 years
	4.2.2	Investigate providing bike parking in high activity public areas with safe links to cycling routes, such as recreational areas, foreshore, shops, gyms and libraries.	<b>Lead:</b> Transport and Development  <b>Support:</b> Building Services, Strategic Planning, Civil Maintenance, Asset Management	Lead	0-5 years
	4.2.3	Investigate the installation of public EV charging stations in high activity locations such as shopping centres, hospital and recreational areas.	<b>Lead:</b> Transport and Development  <b>Support:</b> Building Services, Strategic Planning, Asset Management	Project	5-10 years
4.3 Meaningfully influence mode share to reduce emissions.	4.3.1	Introduce shared micromobility within the City such as an e-bike/e-scooter service.	<b>Lead:</b> Transport and Development  <b>Support:</b> Community Development, Strategic Planning, City Projects, Civil Maintenance, Asset Management	Provide	0-5 years
	4.3.2	Encourage schools to participate in walking and cycling initiatives (Bike to School day) and track biannual mode share progress.	<b>Lead:</b> Community Development  <b>Support:</b> Transport and Development	Facilitate	0-5 years
	4.3.3	Review City policy and frameworks regarding parking and kerbside management to support EV charging infrastructure in residential areas, apartment buildings and public areas with high vehicle activity.	<b>Lead:</b> Strategic Planning  <b>Support:</b> Building Services, Civil Maintenance, Transport and Development	Lead	10-20 years

## Outcome 5

**A thriving and prosperous City of Nedlands, which connects people to jobs, education and services, and promotes economic development through engagement, coordination and education with the community and major landholders.**

The City will contribute to better integration of land use and planning to provide places that support the community's daily needs within short distances, reducing the need to travel as well as contribute to the prosperity of the local economy. To achieve this, the City will engage more with the community and major landholders, providing education of requirements and aligning strategic objectives.

## Objectives

### 6.1 Explore transport infrastructure that complements and supports the local economy.

Advocating for new and innovative ways of getting around, including the alignment with Perth-wide networks can increase visitation to the City and improve economic activity. These improvements also can provide access to employment opportunities and create better connections with surrounding areas for more people to connect and share in the contribution to the local economy.

### 6.2 Investigate the implementation of shared transport technologies to support economic growth.

With increasing uptake and development of emerging transport technologies and shared mobility, it is important to ensure that the City can adapt to effectively respond to such external influences and changes in modal demand. This gives opportunity to understand the benefits of investing in City-wide shared mobility services and how they can contribute to the local economy.



Objectives	Actions		Service Area Lead	Action Type	Time-frame
6.1 Explore transport infrastructure that complements and supports the local economy.	6.1.1	Investigate the practicality of supporting Perth-wide carshare services within the City.	<b>Lead:</b> Strategic Planning <b>Support:</b> Community Development, Asset Management	Project	5-10 years
	6.1.2	Investigate volunteer program for Seniors, providing transport to major destinations in the City, such as activity centres, shops, libraries, parks, etc.	<b>Lead:</b> Positive Ageing <b>Support:</b> Community Development, Transport and Development	Provide	0-5 years
	6.1.3	Partner with the PTA to review existing bus routes throughout the City with a focus on improving connections with Fremantle Line stations.	<b>Lead:</b> Transport and Development <b>Support:</b> Strategic Planning	Partner	0-5 years
6.2 Investigate the implementation of shared transport technologies to support economic growth.	6.2.1	Review City policy mechanisms and frameworks regarding on-street parking and kerbside management to support shared transport and micro-mobility schemes.	<b>Lead:</b> Strategic Planning <b>Support:</b> Civil Maintenance, Transport and Development	Lead	5-10 years

## 7. Resourcing

Resourcing of the ITS is largely determined by the linkages it has with the Council Plan.

The delivery of actions may require additional capital expenditure over and above business-as-usual current and projected costs.

These actions are subject to funding being secured through a combination of Council and external funding. Council funding, including the allocation of cash and reserves, is approved by Council when setting the Long-Term Financial Plan and Annual Budget. External funding is dependent on securing grants, loans, or other funds.

The scheduling of this funding is unknown at this time and will be updated following the next review of the strategy.

Results of these metrics will be updated in the next major review of the ITS, as well as the inclusion of targets to be achieved.

## 8. Review Schedule

The Local Government Act 1995 requires all local governments to plan for the future (s5.56). This strategy is therefore written as a 20-year rolling document that allows for continuous improvement as new information emerges on outcomes and as projects are rolled out, as well as the management of unknown risks.

To track progress of the strategy, Council will monitor the delivery of actions.

The strategy will be initially reviewed in 2026-27 prior to the next major review of the Council Plan in 2027-28.

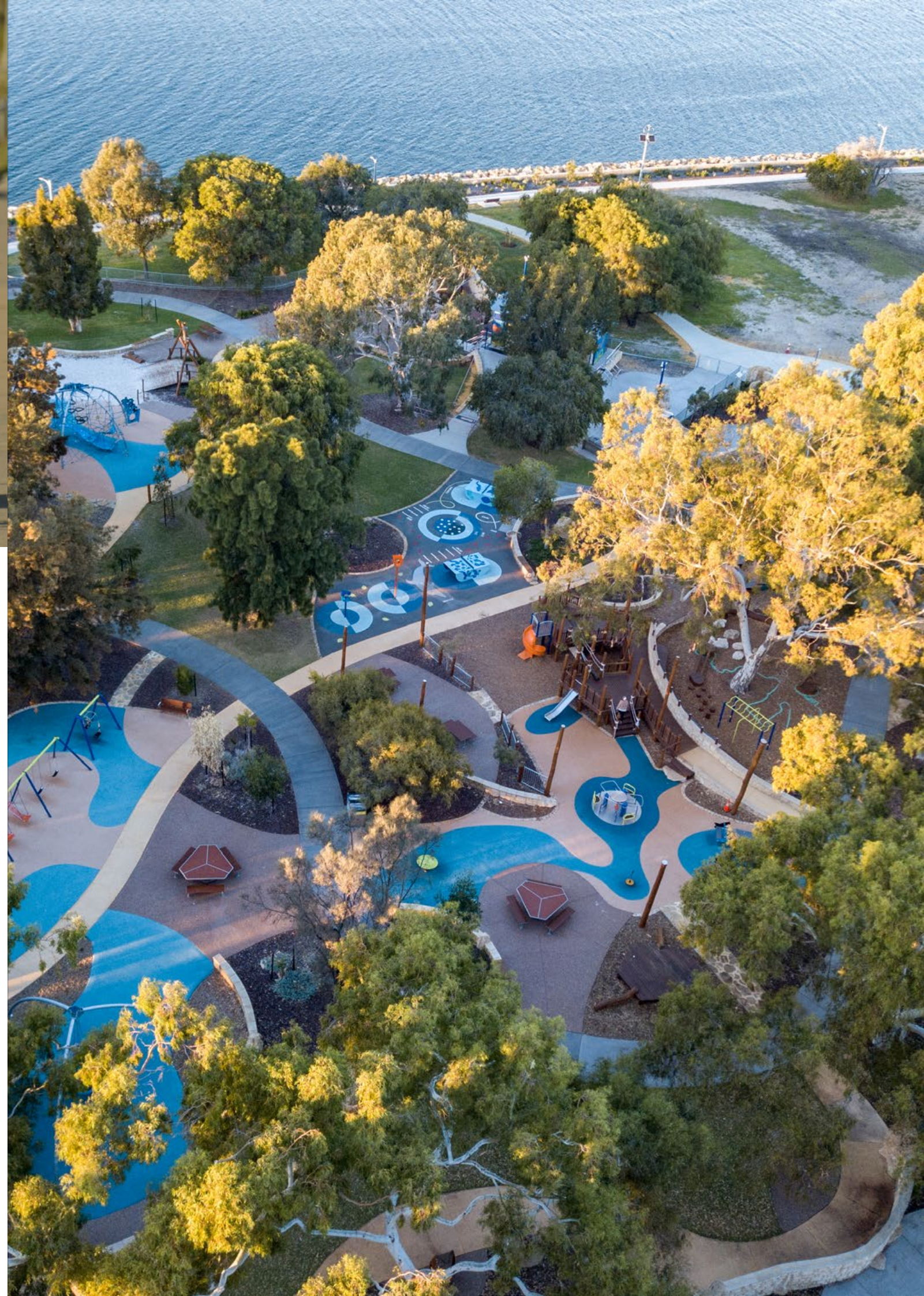
Following this initial review, the strategy will undergo a major review at the frequency of every 4 years. This includes relevant reporting, surveys and testing.







The outcomes of the ITS state a commitment of the strategy's actions to "foster safe places, cater for demand and growth, achieve a demonstrable mode shift towards walking and cycling, and promote economic development through engagement coordination and education".



## 9. Monitoring and Reporting

The outcomes of the ITS state a commitment of the strategy's actions to "foster safe places, cater for demand and growth, achieve a demonstrable mode shift towards walking and cycling, and promote economic development through engagement coordination and education". To track progress as the ITS is implemented Council will measure specific metrics that indicate the relative performance against this statement.

These metrics include:

- Measure/share of people commuting to work, school or daily services by various methods of travel (walk, cycle, public transport or car).
- Number of vehicles per household.
- Participation in active transport promotional activities, such as Ride2School/Work day.
- Vehicle/vehicle and vehicle/pedestrian conflicts.
- Participation in community consultation and education events.

Results of these metrics will be updated in the next major review of the ITS, as well as the inclusion of targets to be achieved.





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