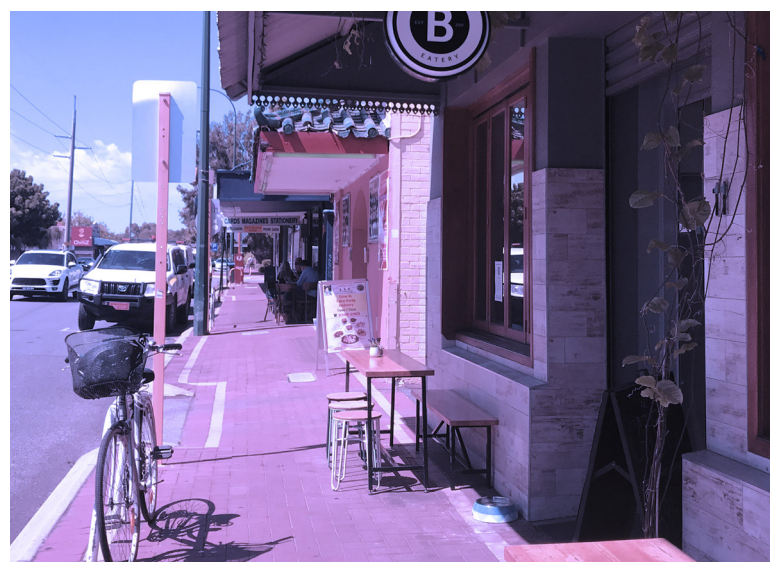


5. MOVEMENT

A study of the movement networks within and connecting to the Precinct.



MOVEMENT NETWORKS

Movement networks are an interconnected system of streets, roads and pathways that assist pedestrians, cyclists, public transport patrons and private vehicle users in meeting their daily transport needs. The community's proximity to transport options influences how regularly they walk or take public transport.

A successful movement network prioritises active transport modes including walking, cycling and public transport to complement private motor vehicle movements. Prioritising active transport provides tangible benefits. These benefits are associated with increased physical activity levels for community members, reduced greenhouse gas emissions from decreased private motor vehicle usage and improved amenity.

A frequent bus network supports the Broadway Precinct. The Precinct is serviced by routes 24 and 96 along Broadway and routes 102, 103, 107, 998 and 999 along Stirling Highway. Bus route 23 moves throughout the Precinct along Bruce Street and Cooper Street. The bus routes of 998 and 999 are identified as high-frequency along Stirling Highway, whereas routes 23, 24, 96 operate at a lower frequency.

In terms of pedestrian movement and cycling, the Broadway Precinct features a prominent pathway to both sides of the street along Broadway. Although, most roads in the Precinct only have a pathway to one side of the street such as seen along Kingsway, Hillway, The Avenue, and Cooper, Clarke and Edward Streets.

At the southern end of the Precinct, the Esplanade and Bessell Avenue do not have pathways on either side of the street. This reveals potential pathway connectivity issues in the area. The Broadway Precinct is also shown to lack cycling infrastructure with no dedicated cycling features or pathways along any of the street networks.

The Broadway movement network is characterised by a predominately north-south orientation via Broadway and supported by Bruce Street and Kingsway. The majority of private vehicle movements occur along Broadway, Kingsway and The Avenue as they are residential in nature, or have a low-rise of retail and commercial development, the streets have a speed limit of 50 km/hr. Traffic is slowed at key retail and commercial locations such as the corner of Hillway and Broadway also The Avenue and Broadway. Traffic calming measures respond to the retail and commercial development at the northern end of the Precinct—the signalised intersection of Stirling Highway (a Primary Regional Road) and Broadway.

In terms of parking, the Precinct has a large amount of on-street parking located along Broadway, Esplanade and Princess Road albeit with time restrictions to address any overflow implications from adjoining uses such as UWA. Some low-moderately scaled car parks can be found along Broadway at the front or side of retail and commercial developments, which ensures convenient access to businesses and services. Residential streets within the Precinct have limited formal car parking spaces with visitors parking within the road reserve.

The Broadway Precinct has the opportunity to improve active transport connections through considering dedicated cycle paths and enhancing pedestrian paths along Kingsway, Cooper Street, Clarke Street and Edward Street.

Legend:

Movement Networks

Precinct Boundary

Sub-Precinct Boundary

Primary Regional Road (Stirling Highway)

Broadway

400m Walkable Catchment

Local Bicycle Friendly Route

Footpath

Public Transport Route

Bus Stop

Traffic Lights

Pedestrian Crossing

Bike Parking

Bike Stand

Public Seating

Car Parking

On-street Car Parking

Existing Building Footprint Within Precinct

Existing Building Footprint External To Precinct

Open Spaces

NORTHERN SUB-PRECINCT



Figure 51: Movement Networks



→ Traffic lights at Stirling Highway and Broadway intersection



→ Bike facilities within the retail node

Building data sourced from the City of Nedlands Building Footprints (file dated 2013), Public transport data sourced from the UWA/Nedlands - Public Transport Information map (file dated 2019)

MOVEMENT NETWORKS

CENTRAL SUB-PRECINCT



→ On-street car parking along Broadway



→ Car parking residential purposes within the front setback



→ Bus shelter located in close proximity to local supermarket

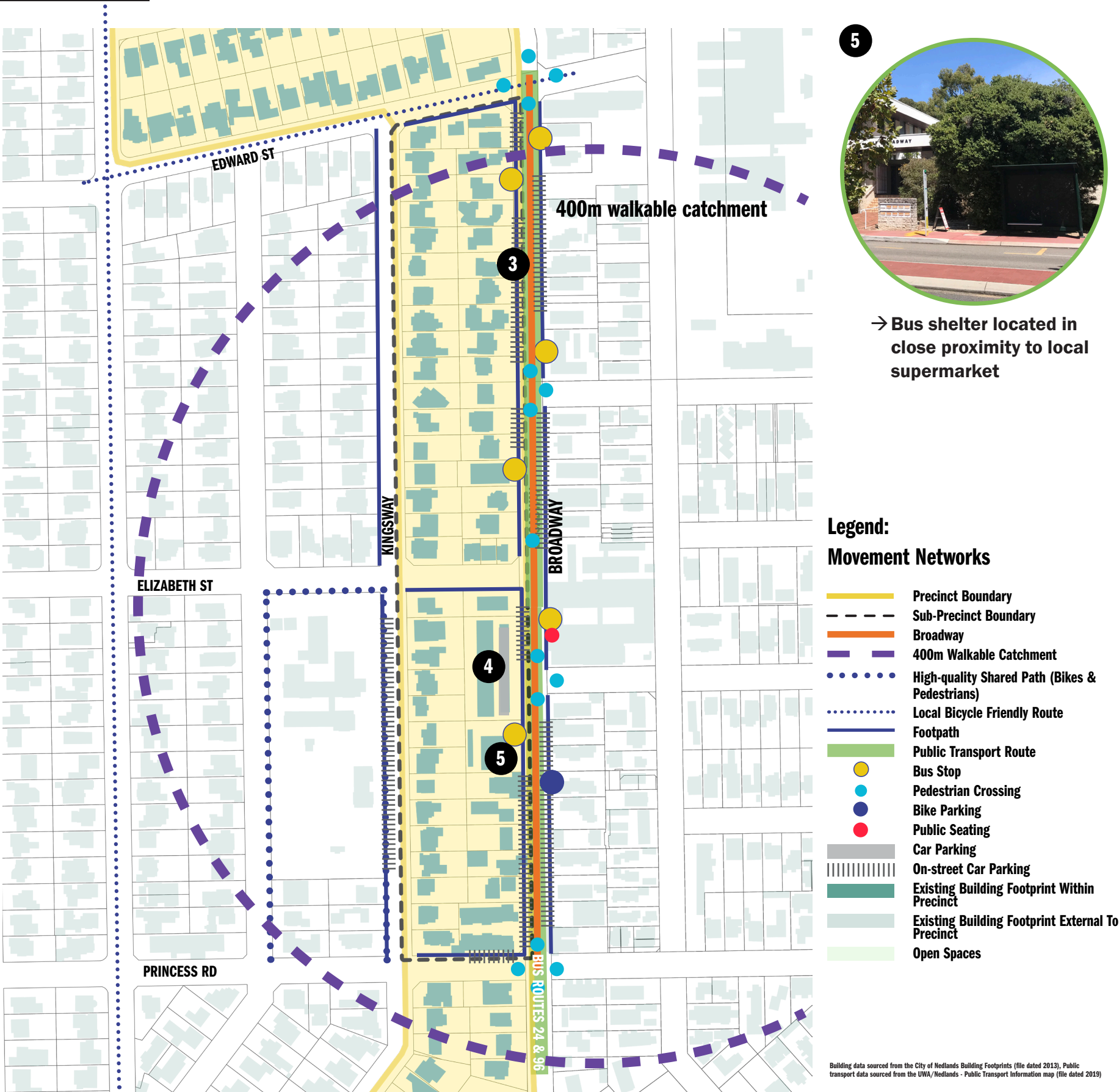


Figure 52: Movement Networks

MOVEMENT NETWORKS

SOUTHERN SUB-PRECINCT



→ On-street car parking servicing retail and commercial offer



→ On-street car parking co-located with multi-residential buildings and public open space



→ On-street car parking abutting public open space

Legend:

Movement Networks

Precinct Boundary

Sub-Precinct Boundary

Broadway

400m Walkable Catchment

Local Bicycle Friendly Route

Footpath

Public Transport Route

Bus Stop

Pedestrian Crossing

Public Seating

Car Parking

On-street Car Parking

Existing Building Footprint Within Precinct

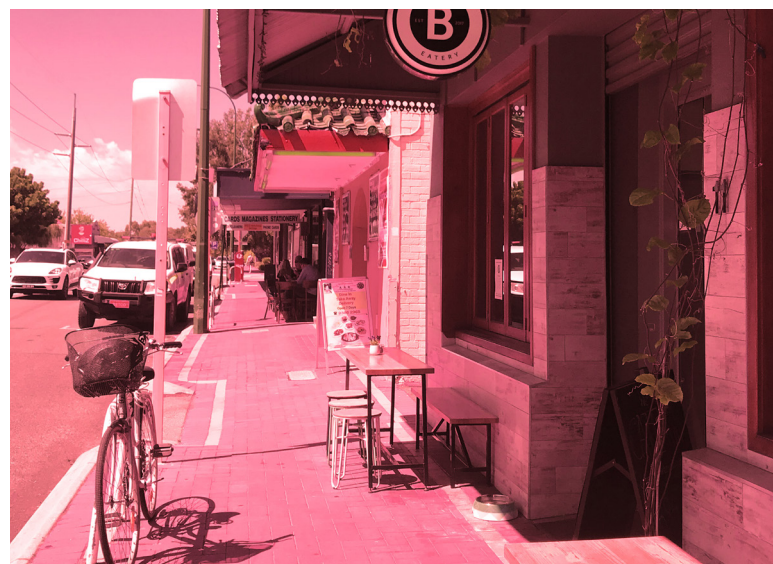
Existing Building Footprint External To Precinct

Open Spaces

Building data sourced from the City of Nedlands Building Footprints (file dated 2013), Public transport data sourced from the UWA/Nedlands - Public Transport Information map (file dated 2019)

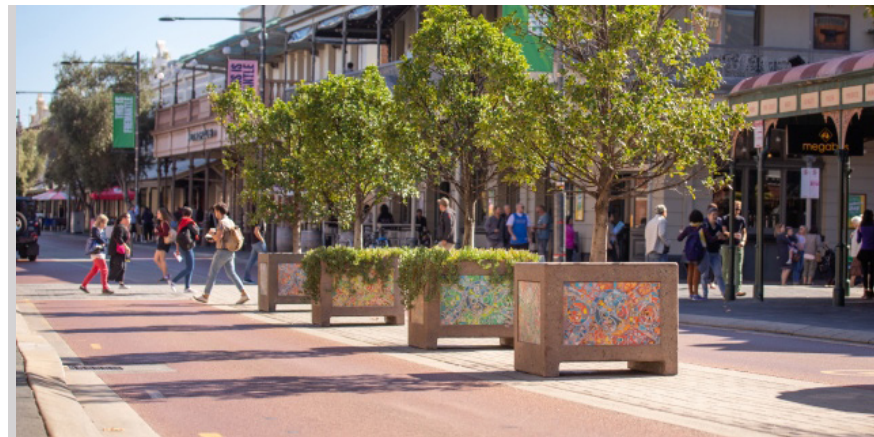
Figure 53: Movement Networks

6. URBAN DESIGN PRINCIPLES



URBAN DESIGN PRINCIPLES

A review of the Precinct has identified the urban design principles that will assist in preserving a unique local sense of place and assist in defining local distinctiveness as the Precinct experiences unprecedented development pressure. The gazettal of LPS3 has attributed increased development intensities across the Precinct. By understanding the underlying fundamentals, detailed planning provisions will assist in guiding the best possible development outcomes for the existing and future communities.



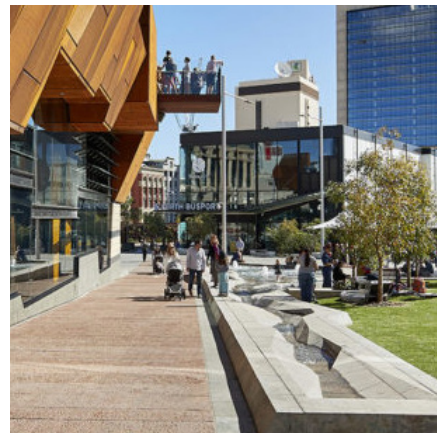
→ Establish nodes of activity, supporting a diversity of mixed uses, in key locations along Broadway



→ Support fine-grain development and street-level activity in key nodes



→ Identify opportunities for public places and plazas



→ Co-locate nodes of activity with current and future transport options



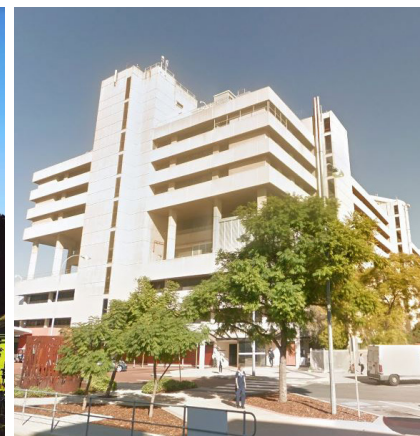
→ Enhance pedestrian amenity by improving the interface between private lots and public streets along Broadway



→ Carefully consider the interfaces or edges of the Precinct and uses within the Precinct



→ Identify opportunities to respond to the adjacency of the UWA-QEII Specialised Activity Centre and the local context



→ Identify ways to contribute to a leafy-green sense of place

