


City of Joondalup
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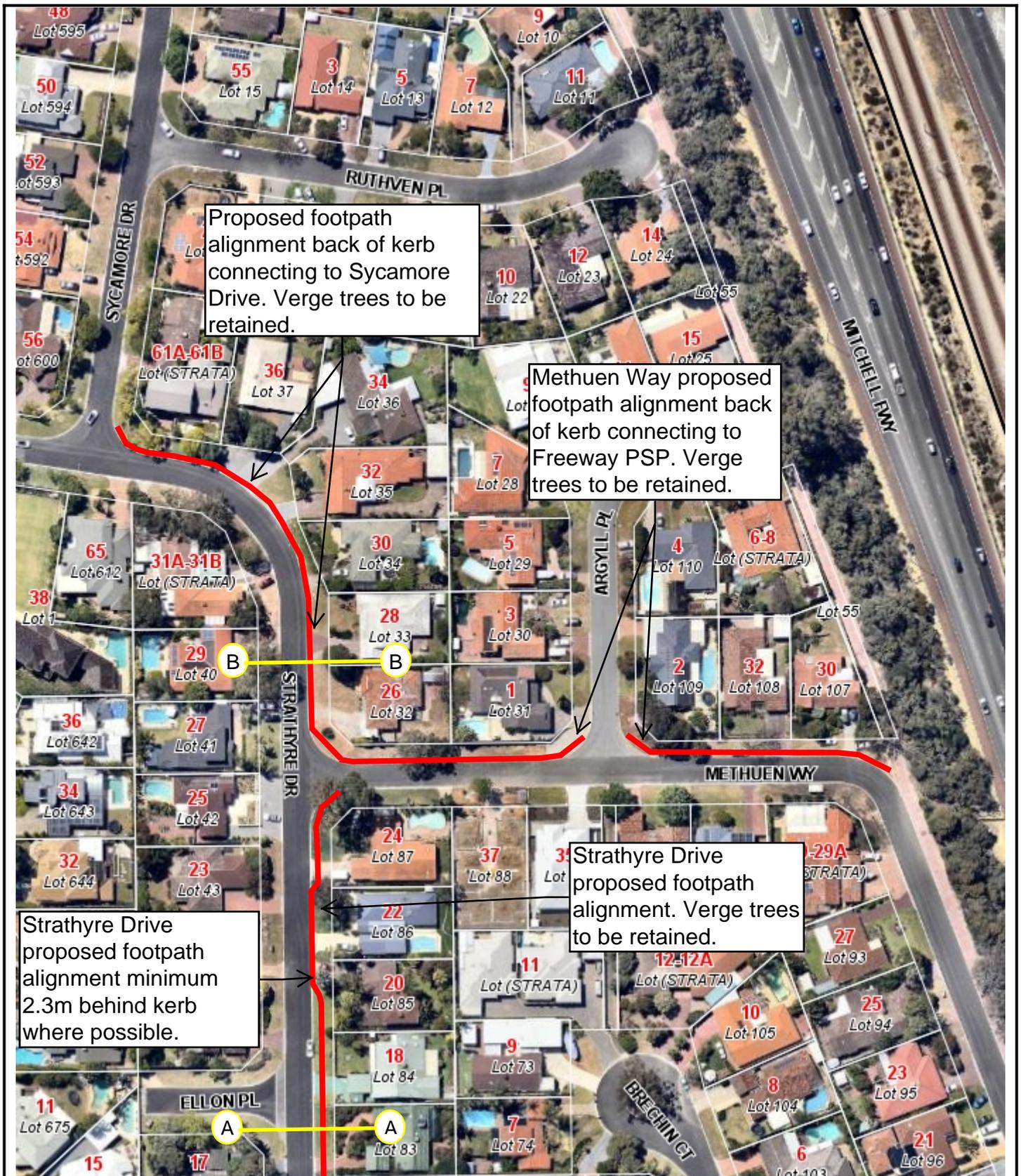


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 Date: 22/11/2016
 **Properties of Strathyre Drive objecting to proposed footpath**

Strathyre Drive and Methuen Way Locality Plan

Question	Comment
<p>1 The residents feel that this install is not required – the foot traffic minimal at best.</p>	<p>The installation of footpaths is not based just on pedestrian demand but how it functions and connects to existing path networks, schools, public transport hubs and local amenities.</p>
<p>2 There was not adequate notice for resident discussion and review.</p>	<p>The City's Community Consultation and Informing processes advised that in the case of low profile Capital Works projects, such as footpath installations, residents are notified approximately 10 working days prior to the commencement of works. The Mayor and Ward Councillors are also notified of the works at the same time.</p>
<p>3 Residents have not been informed of the bigger picture surrounding the footpath installation.</p> <ul style="list-style-type: none"> • How does it connect to existing? • Why the eastern side? • Why 1.8 metres wide? • When are all other footpaths getting connected and where do they connect to Strathyre Drive paths? 	<p>The proposed footpath on the eastern verge of Strathyre Drive is to connect to the existing pathway on Beach Road to the south and to connect to the proposed new footpath in the northern leg of Methuen Way and North to Sycamore Drive. The new path proposed on Methuen Way would connect to the Principal Shared Path (PSP) that runs along the Mitchell Freeway, and the footbridge that provides the pedestrian connection to the Warwick Train Station.</p> <p>The PSP and access to the Warwick Train Station footbridge is on the eastern verge of Methuen Way and is a few hundred metres east of Strathyre Drive. The Eastern side of Strathyre Drive provides a direct connection to the proposed footpath on Methuen Way and therefore links the path network to the Warwick train station.</p> <p>A 1.8 metre wide footpath is the minimum width of a footpath to facilitate two wheelchairs to comfortably pass each other. It also allows ample room for gophers and people pushing prams.</p> <p>A footpath for the northern verge of the northern leg to Methuen Way from Strathyre Drive to the PSP was to occur at the same time as the footpath installation for Strathyre Drive. No additional footpaths have been listed for installation in the City's Five Year Capital Works Program within the vicinity of Strathyre Drive at this time, but may be considered in the future.</p>

<p>4 The residents feel as though the negative impact to streetscape has not been considered.</p>	<p>The footpath installation would not have an adverse impact on the streetscape of Strathyre Drive. The provision of a footpath to improve connectivity to transport hubs, local amenities and provide safer options for people in wheelchairs or who have difficulties walking can be seen as having a positive impact within the street.</p>
<p>5 If the Council is going to proceed, why put it on the eastern side where pedestrians do not have to cross multiple roads. The western side is a more logical and safer option as there are no roads to cross bar a dead end 40m long cul-de-sac.</p>	<p>Refer to comments 3 and 4 above.</p>
<p>6 The residents feel as though this is a waste of taxpayer funding. The roadside sees minimal traffic and setbacks on the eastern side are minimal – leading to any footpath install encroaching on residents privacy</p>	<p>The latest traffic volumes for Strathyre Drive revealed that up to 624 vehicles utilise Strathyre Drive. As referred to in comment 1 regarding pedestrian traffic, the location of the footpath is not considered to have an adverse impact on resident’s privacy and would be under similar circumstances to all areas with footpaths throughout the City.</p>
<p>7 Installing a footpath on the verge will place pedestrians at risk due to residents reversing vehicles.</p>	<p>Pedestrians on a footpath have right of way over vehicles exiting from residential properties. The driver must ensure that it is safe to exit. This applies to all properties where a footpath is situated within the verge area throughout the City and wider Perth Metropolitan area.</p>
<p>8 We would like the City of Joondalup to reconsider the installation of a footpath and put the funding to better use or seek alternative routes such as a footbridge over Beach Road to connect to Carine Open Space.</p>	<p>The footpath installation for Strathyre Drive and the northern leg of Methuen Way has been listed in the City’s Five Year Capital Works Program for some time and therefore funding of \$26,000 for Strathyre Drive and \$29,950 for Methuen Way, as part of the New Paths Program has been approved for the 2016-17 financial year.</p> <p>Beach Road and Carine Open Space fall within the City of Stirling and the cost of a footbridge would well exceed the cost for installing a footpath on Strathyre Drive. The installation of a footbridge is not a viable option.</p>



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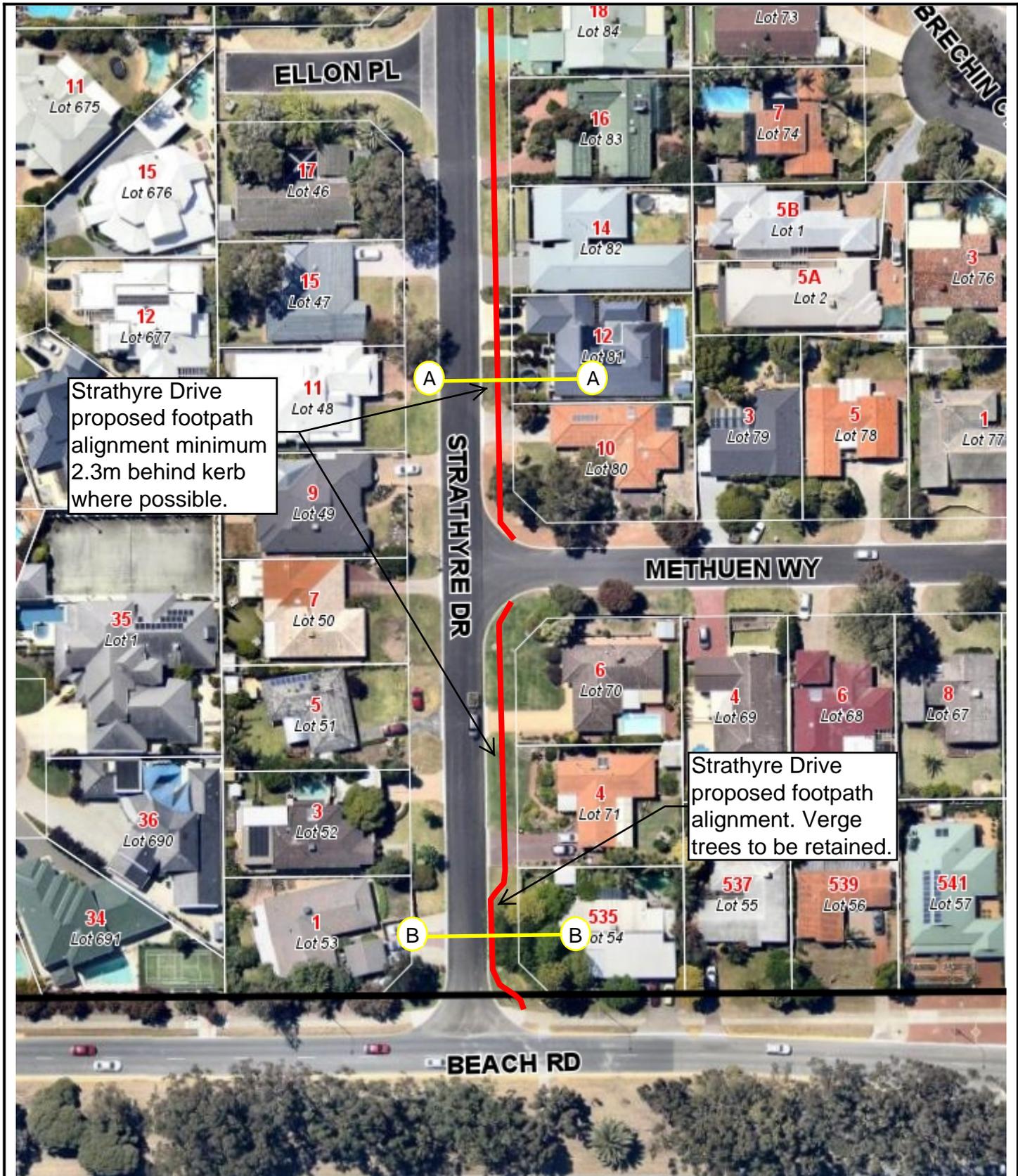


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Date: 21/11/2016

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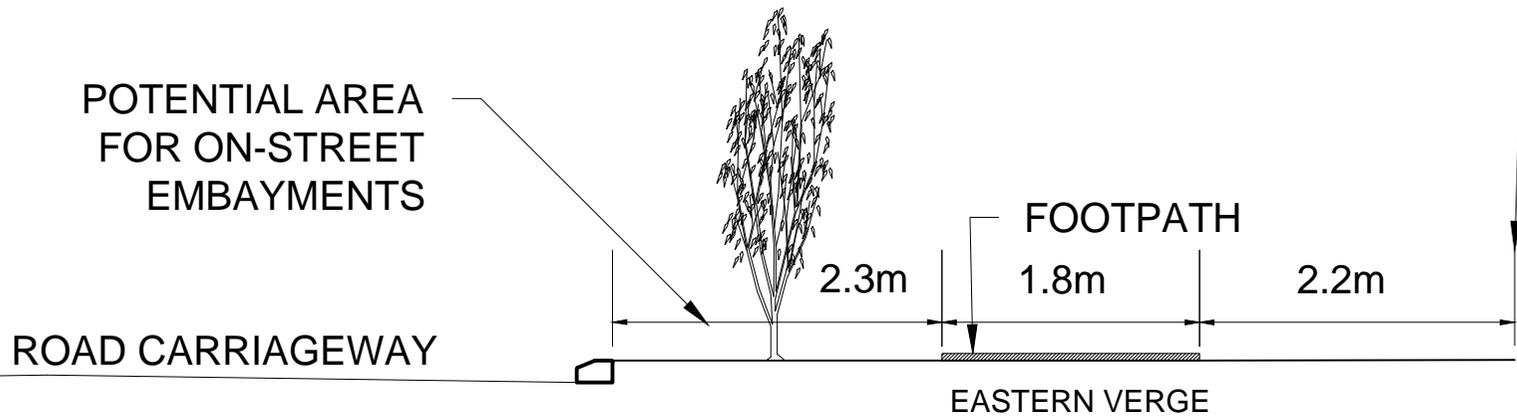


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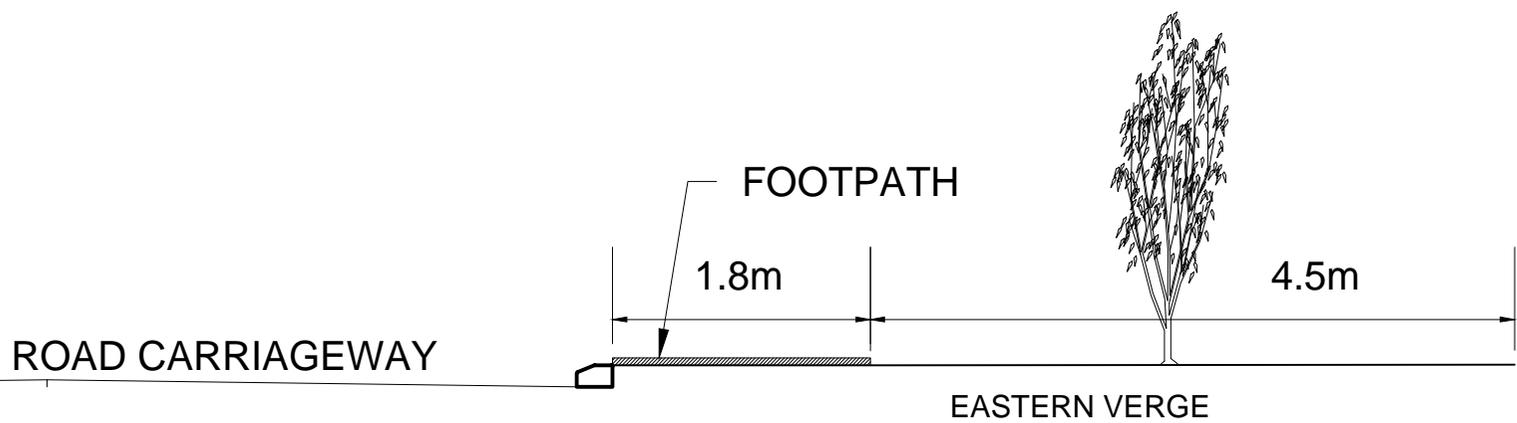
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TYPICAL SECTION A - A
NOT TO SCALE



TYPICAL SECTION B - B
NOT TO SCALE