



# INTEGRATING HARVEST LAKES WITH THE TRANSPORT SYSTEM.

Transport has one of the biggest impacts on the environment. It's essential that modern land development integrates transport needs into its planning.

Taking a sustainable approach means getting maximum value from the existing road infrastructure and providing alternatives in the form of clean and efficient public transport services, footpaths and cycleways.

Considerable thought has gone into the design of Harvest Lakes to ensure access to efficient transport systems – both road and rail – while encouraging the use of more environmentally friendly and sustainable forms.

In this way, the effect of long-distance travel is minimised, while a trip to the local shop can become a great way to exercise.





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### vehicle traffic

The road network has been designed to allow good access to local residential areas, and to attractions such as shops, community facilities and recreation. At the same time, it discourages non-residents from driving through.

There's fast, easy access, via Gibbs Road, to the Kwinana Freeway, and on to the Gateway Shopping Centre and the planned Thomsons Lake Regional Centre. Travel time to Perth's CBD using the freeway is around 25 minutes.

The latest thinking on road design has been used to create the desired traffic and safety environment in the residential areas. For example, long stretches of street are avoided wherever possible. Where they occur, they are accompanied by gentle slow points to calm vehicle speeds. Four-way intersections are avoided, but, where unavoidable, are controlled

### public transport

Harvest Lakes will be particularly well served by public transport.

Transperth has indicated a feeder bus service will connect residents to Thomsons Lake and the surrounding regional centre. There, bus interchange and Park 'n' Ride facilities will provide connections to Fremantle, Armadale and Perth.

The Thomsons Lake interchange will also initially connect residents to the upcoming Perth-Mandurah rail line. Trains will run every 15 minutes in off-peak times, more frequently during peak times, and the rail journey to Perth is expected to take only 16 minutes.

Ultimately, Harvest Lakes will have its own station, 'Success', and an integrated station precinct is planned that will capture the full benefits of the connection for the community.

### NON-MOTORISED TRAFFIC

Harvest Lakes has an abundance of natural features, and a pedestrian and cycle network has been designed to take full advantage of them.

Footpaths will be provided on most local streets, in particular on a special two kilometre 'exercise loop' that runs through most of the natural features and public open space.

The design has also ensured safe pedestrian access to the local shopping centre and the future Success railway station.

Because traffic volumes are expected to be low, on-street cycling will be encouraged in most areas. However, a special shared pedestrian and cycle path network has been planned to provide safe access to the school and local centres. This same network will also serve the more serious cyclist and bicycle commuter.



by measures like roundabouts, which have been found to be more effective than signals in residential traffic control and safety.

Parking has an important role to play in urban design and traffic management, beyond just offering convenience to motorists. A combination of on-street and verge parking has been planned around public areas at Harvest Lakes to make the neighbourhood walkable, and to emphasise the residential nature of the area.