

## **Kingston Park Specific Area Plan: PSA-2019-3**

Kingborough Council has lost an opportunity with the Kingston Park Specific Area Plan to create active transport links that could be built upon so that Kingston could become an easy town to ride around and reduce the need for car use.

Apart from trying to create a few walking connections, it looks like the Specific Area Plan seeks to continue the car-dominated culture of Kingston.

### **Separated cycleways**

Nowhere in the SAP does it mention cycleway connections that could provide safe journeys for people wanting to get to Kingston Beach, down to Huntingfield, or up to the high school and sports area. These trips are too long for most people to want to walk and without safe, separated cycleways for most people the car becomes the only viable option.

The council has the opportunity with a brownfields site to determine ideal cycling infrastructure that it would like to see replicated in other subdivisions. However, there is nothing here to encourage developers to build cycleways or the council to link and improve paths to provide viable transport corridors.

The SAP should outline the requirement that the developer contribute to the building of separated cycleways down new streets and easy access to those cycleways from apartment, townhouse and stand-alone buildings.

The council should commit to separated cycleways being built on all new streets it creates to provide a viable transport option and to ensure the comfort of people walking and riding. Shared paths only work well when the volume of people using them is low. Once a high number of people start using them, conflict can occur.

### **Bicycle parking in residential and commercial developments**

The Council is seeking to create a new area of medium density housing to take advantage of the retail and transport hub of Kingston, but any developments should put bicycle riding and walking at the centre, not car travel, to demonstrate the worth of being located in a central hub.

There is no requirement for minimum bicycle parking for apartments in planning regulations, but this SAP is an opportunity for the council to introduce them to demonstrate that's what centralised, medium density living is all about.

The SAP should outline at least one bicycle parking place per apartment and those bicycle parks should be at ground level, undercover, secure and close to access doors so riding a bike becomes the easiest and most obvious first choice for transport.

The SAP should also outline that any driveways and access ramps should be flush with the road surface to remove obstacles for people riding.

Kingborough Council has had problems with developers putting in high lip crossovers. The standard IPWEA drawings recommend no lip or at most a 10mm lip. The Specific Area Plan should make it clear to the developer that crossovers should have no lip to promote active transport and safe crossings by people who rely on mobility aids.

Kind Regards, Alison

[Alison Hetherington](#)

Public Affairs Manager Tasmania



**TAS:** 210 Collins St Hobart 7000

**VIC:** Level 4, 246 Bourke St Melbourne 3000

**p.** (03) 8376 8804 **m.** 0475 817 435

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