SOUTH WEST GROUP

South West Group Submission

Public Transport for Perth in 2031

October 2011

South West Group
Vision and Mission

Local Governments in South Metropolitan Perth, through cooperation with industry, community and the other spheres of government will capture a wide range of opportunities to enhance economic growth as well as supporting a diversity of quality lifestyles whilst servicing and sustaining cohesive, productive communities in an enviable environmental setting.

The South West Group will be persuasive, forward looking and influential in representing, supporting and promoting Local Government interests that affect the growth and sustainable development of South Metropolitan Perth.

PUBLIC TRANSPORT FOR PERTH IN 2031
SOUTH WEST GROUP SUBMISSION

Introduction

The South West Corridor presents a significant opportunity to use transport as a place making technology over the next 20 years. The South West Corridor and the adjoining Rivers Region are expected to provide half of Perth's urban growth to 2031 in a region that has and will continue to have local employment opportunities for all of its population.

The South West Corridor has a current population of 363,066 (ABS June 30, 2010) and is expected to grow to 600,000 by 2031. Strong employment growth is expected in the health sector, retail sector, services sector and in manufacturing from the development of the Murdoch Activity Centre, Fremantle, Booragoon, Cockburn Central, Cockburn Coast, Latitude 32, Kwinana Ports, East Rockingham and Keralup.

The South West Group expects that over 100,000 additional jobs will be created within the South West Corridor over the next 20 years.

The Murdoch Activity Centre is expected to have employment in excess of 30,000 making it one of the largest concentrations of employment outside of the Perth CBD.

Regional Domestic Product is estimated at $27 billion and one dollar in every seven earned in Western Australia is earned within the South West Corridor.

Local employment relies on having high quality intra-regional public transport which is well connected to other transport modes including walking and cycling.

Public transport investment should be proactive in creating productive, engaged communities with high amenity. There needs to be much stronger links between transport planning, metropolitan planning and structure planning.

There also needs to be significant funding for public transport in the South West Corridor including an estimated $1 billion for light rail. The Plan projects capital expenditure of $2.9 billion with much of this expenditure being in the northern suburbs. The South West Group believes that a minimum of $5 billion in capital expenditure is required by 2031 to develop an effective functioning public transport network and to support the goals of Directions 2031.

Scheurer and Curtis (see http://www.abp.unimelb.edu.au/gamut/pdf/perth-snamuts-report.pdf) have examined the public transport systems in the Perth Metropolitan Area and have identified poor connectivity and service levels through much of the South West Corridor.

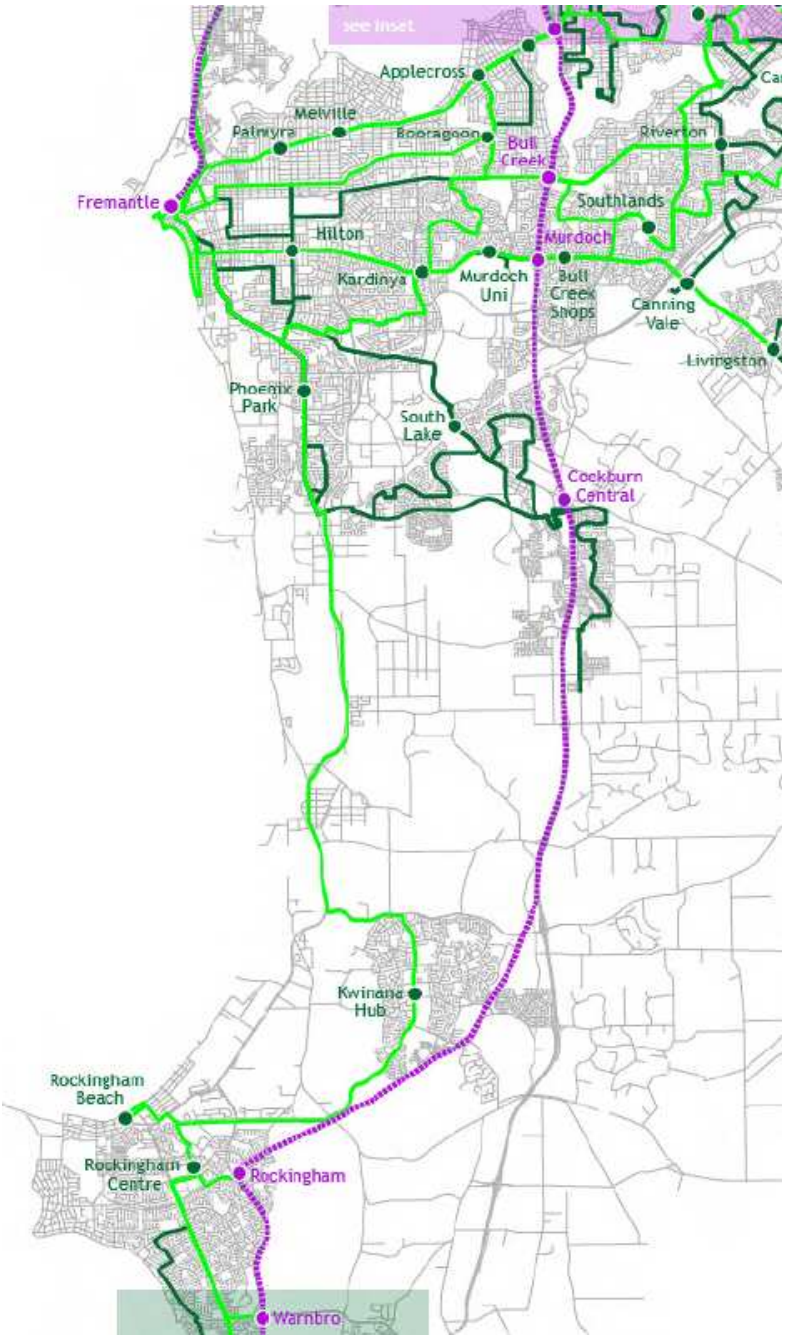

Figure 1. South West Corridor Public Transport

Figure 1 shows bus services in green (light green for 4 or more services an hour and dark green for 2 to 3 services per hour) and rail in purple. This is very few regular services for a population of over 360,000 people.

The new Southern Suburbs Rail has promoted development but only has stations at an average of 7 kilometre intervals and there have been congestion and parking issues since it was opened in December 2007.

Public Transport represents less than 10 per cent of journeys undertaken within the South West Corridor. This is easily understood by the poor connectivity of public transport systems (see Figure 2).

The 2009 South West Corridor Workforce Development Plan (page 87) identified that 33 per cent of employers attributed lack of public transport as a reason for difficulty in filling vacancies.

Main Roads WA figures show that drivers are spending up to 70% more time in their cars driving to work than in the early 1990's (see Table 1).

Table 1 Journey time from the suburbs to Perth

Start Location	**Travel Time to Perth 1990/91 minutes**	**Travel Time to Perth 2006/07 minutes**	**Travel Time to Perth 2009/10 minutes**	**Route**
Joondalup	25	37	43	Mitchell Freeway
Wanneroo	32	40	47	Wanneroo Road
Midland	23	29	35	Great Eastern Highway
Kalamunda	33	42	44	Welshpool Road/ Shepparton Road
Fremantle	24	26	35	Canning Highway/ Kwinana Freeway
Armadale	36	44	47	Albany Highway/ Shepparton Road
Orelia	42	52	61	Kwinana Freeway
Average	30.7	38.6	44.6	
Increase		25.7%	15.5%	45.3% from 1990-2010

The increase in travel time from Orelia is particularly marked as the 2006/07 figures were before the introduction of the Southern Suburbs Rail.

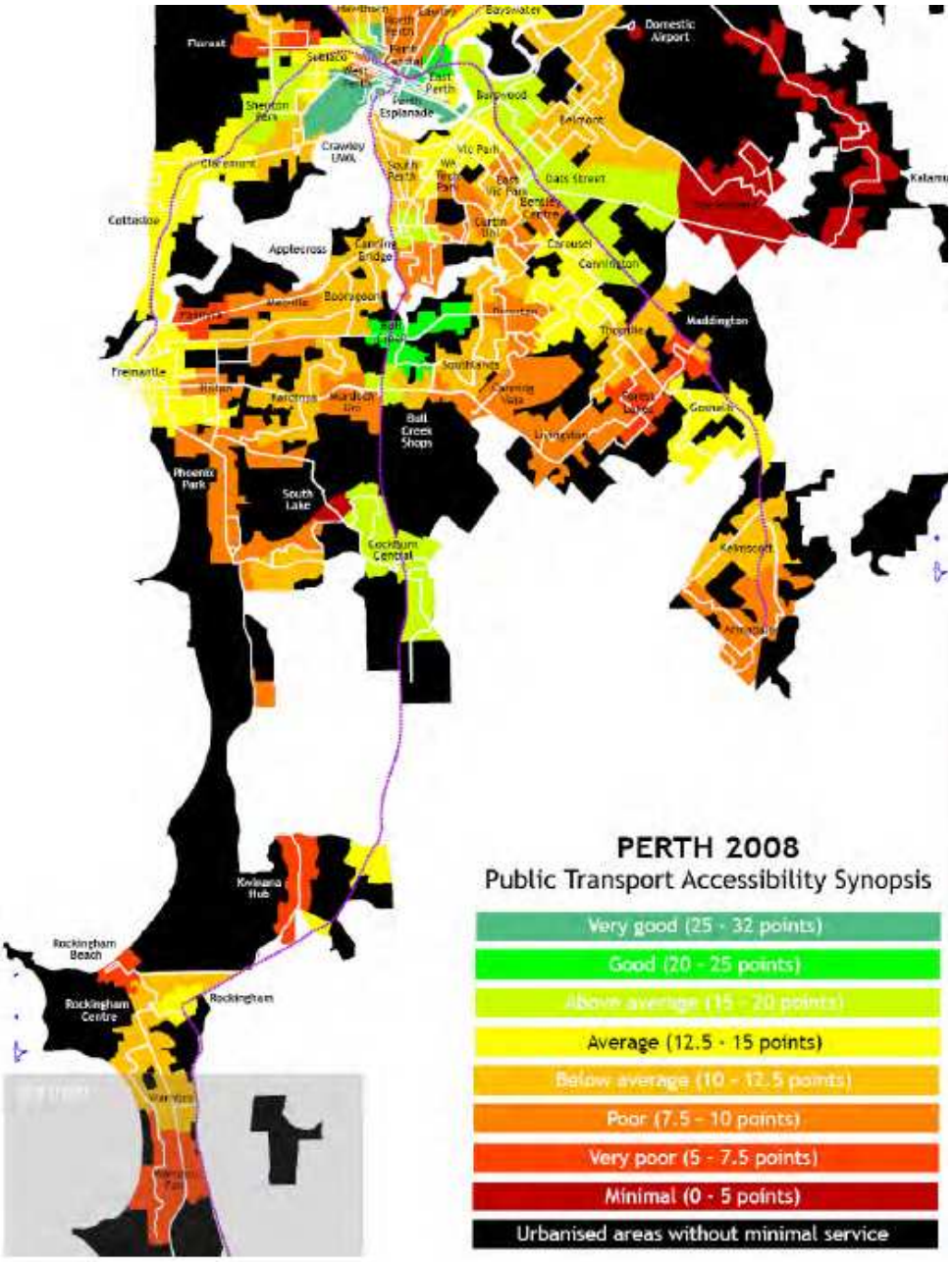

Figure 2. Scheurer and Curtis Connectivity Scores

Figure 3 below is taken from an unpublished Main Roads WA report shows the most congested locations and routes within the Perth Metropolitan Area. The blue dots represent congested intersections and the red lines the most congested routes.

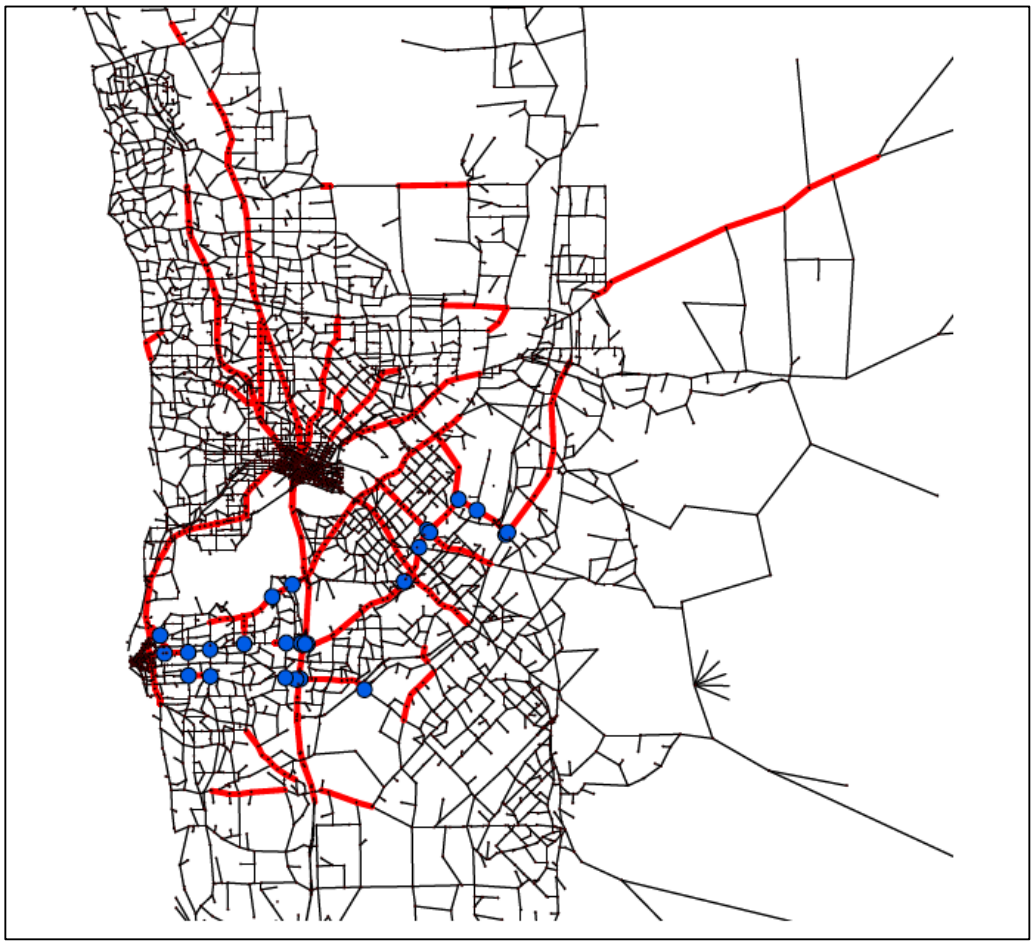

Figure 3. Major Congestion hot spots in the Perth Metropolitan Area
(Source www.patrec.org)

Figure 3 highlights the need for significant public transport investment in the strongly growing South West Corridor where congestion is already a major problem.

The South West Group estimates that there is a need to expand public transport six fold in the next 20 years compared to a 50% increase in the past 8 years (see Table 2) based on population growth and the level of patronage necessary for Perth to be a more sustainable city. This rate of expansion will necessitate the cooperation of all spheres of government and the private sector.

The South West Corridor should have a goal of having 30 per cent of journeys undertaken by public transport by 2031.

Table 2
METROPOLITAN PERTH PUBLIC TRANSPORT 2003 -2011

Year	Total Boardings Transperth Bus Train and Ferry	Annual Growth in Boardings	Perth Population	Perth Population Growth
2010/11	135,975,000	3.30%	1 746 381*	2.60%*
2009/10	131,629,344	2.21%	1 702 125*	2.60%*
2008/09	128,783,714	18.37%	1 658 992	3.23%
2007/08	108,793,703	7.80%	1 606 827	3.01%
2006/07	100,925,805	2.43%	1 559 178	2.70%
2005/06	98,526,382	3.73%	1 518 748	2.27%
2004/05	94,985,709	4.86%	1 485 823	1.71%
2003/04	90,578,121		1 460 329	
2003 to 2011		**50.12%**		**19.59%**

* South West Group estimates based on 5 year growth rate

WA Local Government Association Submission

The South West Group was heavily involved in the development of the draft WALGA Submission as it supports approaching public transport across the whole Metropolitan Area. A copy of the WALGA submission is provided at Appendix 1.

The South West Group broadly supports the WALGA Submission and wishes to be further involved in transport planning as a stakeholder when "Moving People" and "Moving Freight " plans are available for comment.

Growth assumptions in the 2031 Plan

The plan and its investment requirement are based on a very conservative use of population data. The population figure of 2.2 million for Perth in 2031 seems very low.

Over the past 20 years the Western Australia population grew from 1,300,056 to 2,331,527 an increase of 79.34%. The equivalent growth for Perth for the next 20 years would give a 2031 population of 3,041,722 persons.

The presumption that the growth of our population from migration would slow from the peak reached in 2008/09 is not reflected in the Net Overseas Migration for Western Australia in the March Quarter 2011 of 10,340 persons. Further information regarding the Southern Metropolitan Area is provided in Appendix 2.

South West Group position: The Transport Plan should be based on a 2031 Perth population of at least 3.0 million persons.

Planned Investment

The estimate of the capital funding to implement of $2.9 billion is not only based on low population growth but is also based on limited expansion of the public transport network.

The assumption that transport corridors can be developed within the existing road network footprint is also considered to be overly optimistic.

The further assumption that the community will accept that bus rapid transit can be retrofitted into existing road reserves and that it will provide an equivalent service to light rail also appears optimistic.

For transport to be a place making technology and drive better density and high amenity there needs to higher investment.

The limited projects and the emphasis on the northern suburbs will not produce the major impact on urban form that transport could be expected to provide in the Southern Corridor.

The first stage (2020) should include provision for light rail connections between Fremantle and Murdoch and Fremantle and Cockburn Central as has been identified in the PB South West Metro Rapid Transit Network Study (Parsons Brinckerhoff 2011). A light rail connection from Rockingham Station to the Rockingham Strategic Metropolitan Centre is also supported as a key infrastructure project for the region by 2020.

The Park and Ride facility at Canning Vale should be constructed before the opening of the Fiona Stanley Hospital to assist achieve the 60:40 mode split.

Keralup should be developed with high quality public transport such as light rail and the new rail station at Karnup be included as part of Stage 1.

Both Success and Mandogalup Rail Stations should be built as outlined in Directions 2031. A significant area of Park and Ride should also be developed under the powerlines as part of the Mandogalup Rail Station in Stage 1.

The Fremantle Rockingham Light Rail link should be developed as part of early phases of Latitude 32 and the Western Trade Coast.

There is strong support for light rail within the South West Corridor. It is considered that $1 billion would provide a high use light rail network linking Fremantle, Murdoch Activity Centre and Cockburn Central. The $1 billion also includes a light rail link between the Rockingham Rail Station to the Rockingham Strategic Metropolitan Centre

Although the northern part of the South West Corridor is currently being investigated, the southern section has yet to be subject to detailed investigation, but also requires significant investment in the establishment of light rail and bus rapid transit infrastructure.

South West Group position: The Transport Plan should be based on a capital investment plan of at least $5 billion with funding of $1 billion for light rail for the South West Corridor.

North - South Balance
With 50% of future population growth in the south west and south east regions of the metropolitan area, it is reasonable to suggest that 50% of the public transport funding should be spent in these regions.

South West Group position: 50% of the capital investment plan in both Stage 1 and Stage 2 should be spent in the South West Corridor and adjoining Rivers Region.

Set Targets for Intra Regional Travel
The Plan has too much of a 'city centric' focus and not sufficient consideration to cross regional connections to access employment centres and create efficient rapid transit services to link with major public transport hubs and activity centres.

Specific targets should be set for travel between activity centres and specialised centres such as Jandakot City. These targets should include travel time between activity centres and specialised centres as well as boardings.

South West Group position: A target should be set for public transport being used for 30% of journeys to work and school in the South West Corridor by 2031.

Plan appears to be reactive to growth rather than place making
The plan has limited recognition of the potential 'value add' and long term benefits in integrating land use and urban/mixed use developments along rapid transit routes (particularly light rail).

Perth has a particularly low urban density of 310 persons per square kilometre. High quality public transport provides the opportunity to increase this density at targeted locations (such as at the Canning Bridge Precinct) and move away from the reliance on motor vehicles.

South West Group position: The Western Australian Government should establish a program, similar to the Better Cities Program where opportunities exist to use public transport to support higher density development. The program should include planning funding for projects that would meet Infrastructure Australia guidelines.

Southern Suburbs Rail Line
The Southern Suburbs Rail Line is a key to increasing public transport patronage and promoting transit oriented development. The alignment adjoins land earmarked for further urban, commercial and industrial development.

The Plan should identify the location and timing of all new rail stations along the Southern Suburbs Rail Line to facilitate sympathetic development.

The South West Group supports two new rail stations between Cockburn Central and Kwinana, given the $6B development of the Eastern Residential Intensification Concept and the potential for further urban development on the western side of the Jandakot Water Mound.

The early development of a major park'n'ride facility at the proposed Success/Mandogalup train station under the high voltage power line easement seems logical to take pressure off Kwinana Freeway traffic as well as providing active transport opportunities for the housing estates being developed around the area.

South West Group position: The timing and location of all future rail stations along the Southern Suburbs Rail Line be identified as part of the 2031 Plan.

Establish time of use charging

The existing public transport system is heavily used between 7:00am and 9:00am and again between 3:00pm and 6:00pm. Between these times the system typically operates at 25% capacity. Perth's cost recovery from fares is low at 22.5%.

Increases in public transport fares are politically sensitive and there is some merit in having fares set by an independent tribunal. Increased fare recovery is also essential if the network is to expand rapidly.

Other transport networks have "time of use" charging with substantial differences between off peak and weekend use. Increased off peak patronage also gives greater security to travellers.

It is recommended that any proposed "time of use" charging arrangement consider:

- limiting any increase in "off peak" fares to the rate of inflation
- introducing a 30% premium for morning peak travel between 6:30am and 9:30am, which have been used successfully elsewhere (e.g. London, Singapore). The 30% increase for morning peak travel could be phased in over 5 years.

South West Group position: The use of an independent tribunal and time of use charging for fares is supported.

Ferry Services

Ferry services are an important component of many city transport systems. Brisbane and Sydney have significant ferry services.

A significant constraint to the greater use of ferry services in Perth are the speed limits applied to all boating traffic in nominated areas.

The patronage on the proposed Canning Bridge to UWA Ferry Link will be much greater with reduced travel times.

There should be provision for nominated low wash hull ferries to have a higher speed limit than general boating users in areas away from sensitive environmental areas. A high speed ferry link between Canning Bridge and UWA should be provided as part of Stage 1.

South West Group position: The use of low wash high speed ferries be investigated between Canning Bridge and UWA.

Community engagement and behaviour change

The success of any major public transport system development hinges on effective engagement with the community and sustained behaviour change programs.

TravelSmart has been strongly supported by local governments in Western Australia but it is expected that implementation of an expanded 2031 Public Transport Plan will require a more comprehensive and broader engagement program.

Figure 4 identifies the impacts of a range of initiatives in improving use of public transport and managing demand.

It is also relevant to note that 22 local governments have combined in suburban Melbourne to establish pt4me2 (see http://www.pt4me2.org.au/) to give the community a highly interactive pathway to having a say on the development of Melbourne Public Transport. A similar approach should be investigated to determine applicability for Perth.

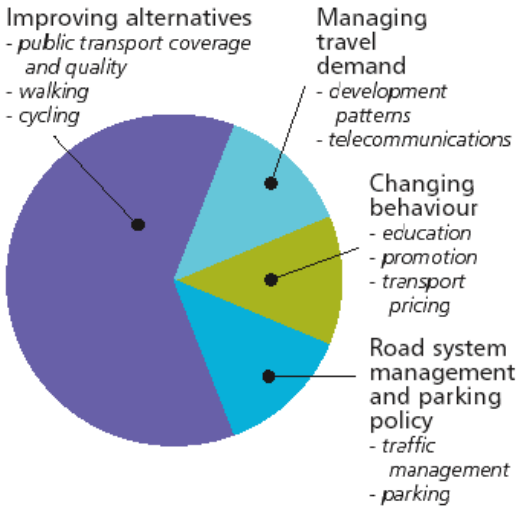

Figure 4. Improving Public Transport use and managing demand
Source: Department of Infrastructure

South West Group position: The Transport Plan should include the proposed mechanisms for community behaviour change and engagement.