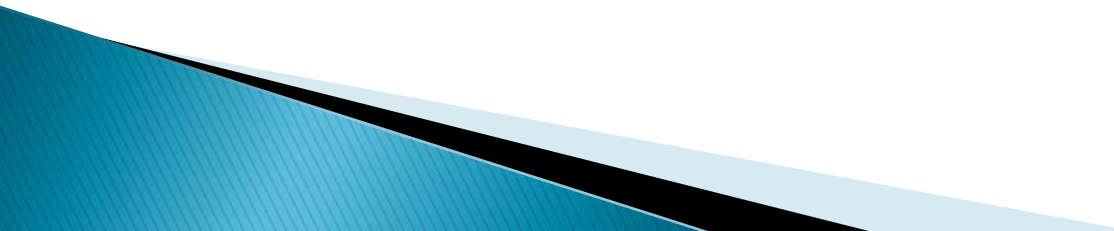




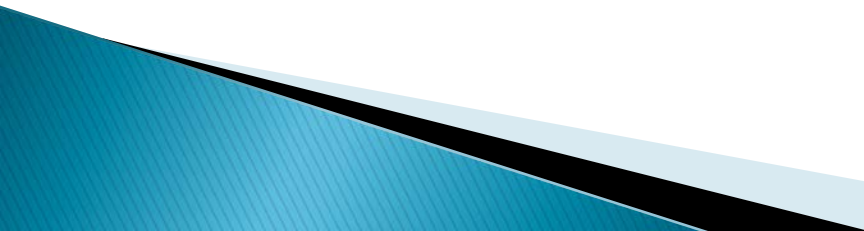
COMMUNITY CONNECT SOUTH
BRIEFING
FEBRUARY 2015

Chris Fitzhardinge

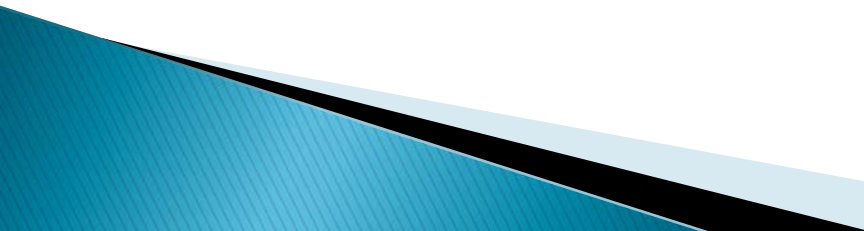
BERKELIUM CONSULTING ROLE

- ▶ “Gathering background information to shape the promotion and stakeholder engagement work associated with this initiative”
 - ▶ Work commenced in January 2015
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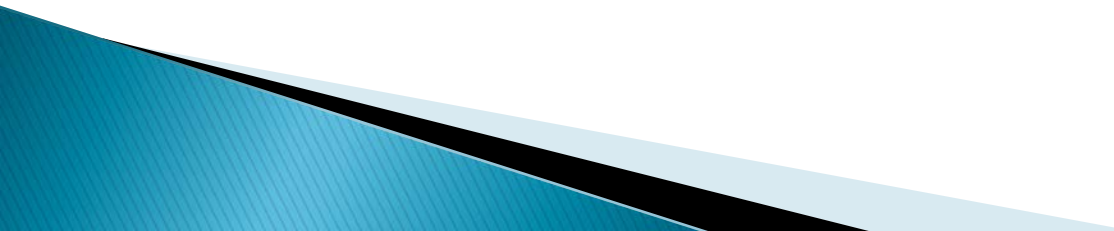
CONTEXT

- ▶ State Government focussed on delivering existing promises
 - ▶ High expectations from the community
 - ▶ A decade of cost cutting and austerity
 - ▶ Local Governments seen as being more capable of generating extra revenue
 - ▶ Expectation that congestion is inevitable
 - ▶ Reluctance to dramatically expand public transport as the fare box only recovers 30%
 - ▶ The public will use private vehicles given any inconvenience
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CONTEXT

- ▶ Most local governments are working hard to get more funding from State Government
 - ▶ Need to be very clever about how projects are packaged and promoted
 - ▶ Construction sector would like a steady flow of projects like that from the long term backlog sewerage program
 - ▶ Many more road projects than available funding
 - ▶ State Government will support those projects that are cost effective in taking pressure off its own infrastructure (ie old Mandurah Bridge)
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PROJECT OUTLINE

- ▶ The Community Connect South initiative is built around 26 existing projects
 - ▶ These projects have the City of Cockburn committing almost \$123M and the private sector (Colonial First State, Jandakot Airport Holdings, Developers) around \$25 million to upgrade local road infrastructure to manage congestion and improve productivity.
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PROJECT OUTLINE

- ▶ To advocate for State Government investment for the following road projects and upgrades

Kwinana Freeway Additional Lane (North) – Beeliar Drive to Roe Highway

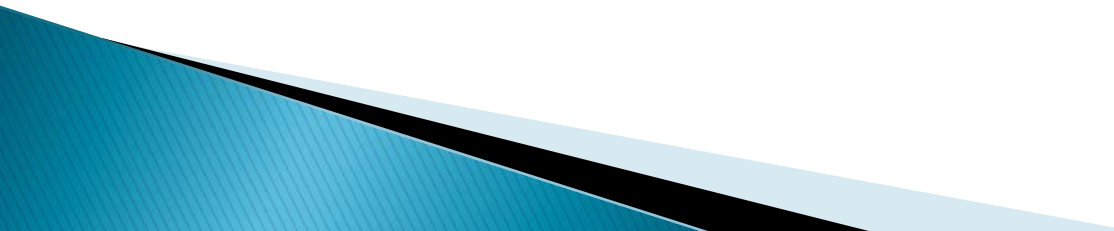
North Lake Road Bridge over Kwinana Freeway – new construction

Beeliar Drive Bridge over Kwinana Freeway – extend to six lanes

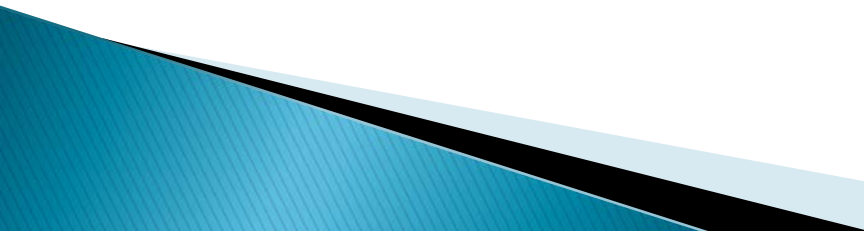
Duplication of Armadale Road – Tapper Road to Anstey Road

Duplication of Russell Road Bridge over Kwinana Freeway – to primarily cater for additional traffic associated with Aubin Grove rail station car park.


NEED FOR COMMUNITY CONNECT SOUTH

- ▶ A big picture approach is needed showing the context for this major investment by the State Government
 - ▶ Government is predisposed to defer investment for as long as possible until congestion becomes intolerable
 - ▶ Congestion will impact private sector investment and growth of the South West and South East Corridors
- 


BACKGROUND TO THE REPORT

- ▶ Integrated land use and transport planning requires a multi region approach
 - ▶ The South West and South East Corridors are very important to the Perth and State economy
 - ▶ Congestion impacts productivity and investment in the corridors being key freight routes serving the State's largest container port and largest intermodal terminal
 - ▶ Local governments are cooperating to implement State Government policies such as Directions 2031 and Beyond
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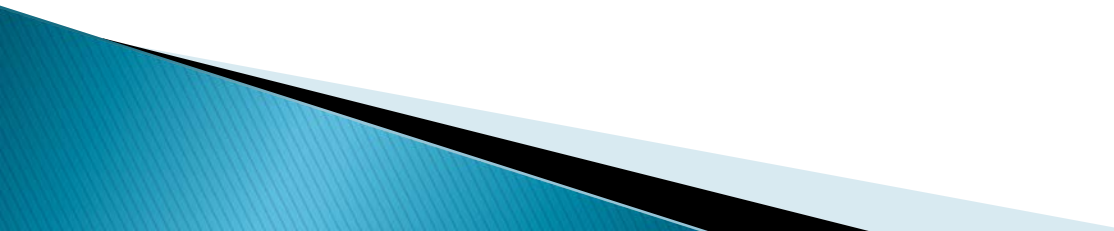
BACKGROUND TO THE REPORT

- ▶ Characteristics of the South West and South East Corridors are not well understood due to the fragmenting of the regions in the way the State Government reports on them
 - ▶ State Government projections of growth consistently understate the real growth of the region
 - ▶ Public transport patronage in the corridors has stalled when it should be growing at a rate greater than population growth
 - ▶ Little has been done to develop linkages between activity centres
- 


BACKGROUND TO THE REPORT

- ▶ Employment self containment is a key element of tackling congestion and productivity
 - ▶ Multiple dwellings are key to increasing housing diversity, housing affordability and density
 - ▶ The State Government is about to release major transport policies and local government needs to be in an informed position to engage with these policies
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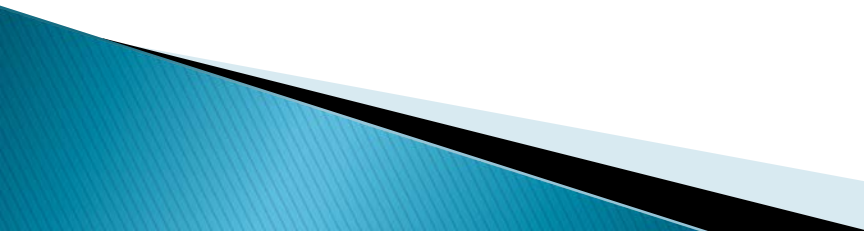
CHALLENGES IN BACKGROUND STATISTICS

- ▶ Inconsistent sets of data
 - ▶ Data not available for LGAs and small areas
 - ▶ Age of data
 - ▶ Areas on which data is collected vary from regional and LGA structure adopted in the report
 - ▶ Differing definitions for indicators such as employment self sufficiency
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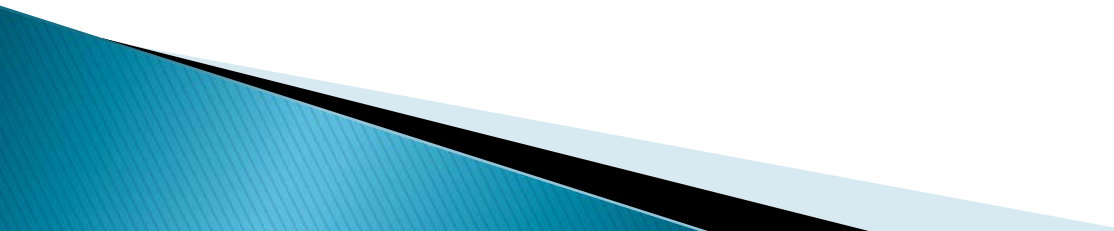
STATISTICS IN THE REPORT

- ▶ SE and SW contribute \$58 billion to the \$243 billion Gross State Product or 23.9%
 - ▶ SE and SW provided 53.6% of Greater Perth's population growth from 2006 to 2013
 - ▶ 2014 SE and SW population is over 1 million people and will grow to 1.27 million by 2026
 - ▶ 81.9% of the dwellings in the SE and SW are separate houses
 - ▶ SE and SW made up \$5.3 billion in building approvals
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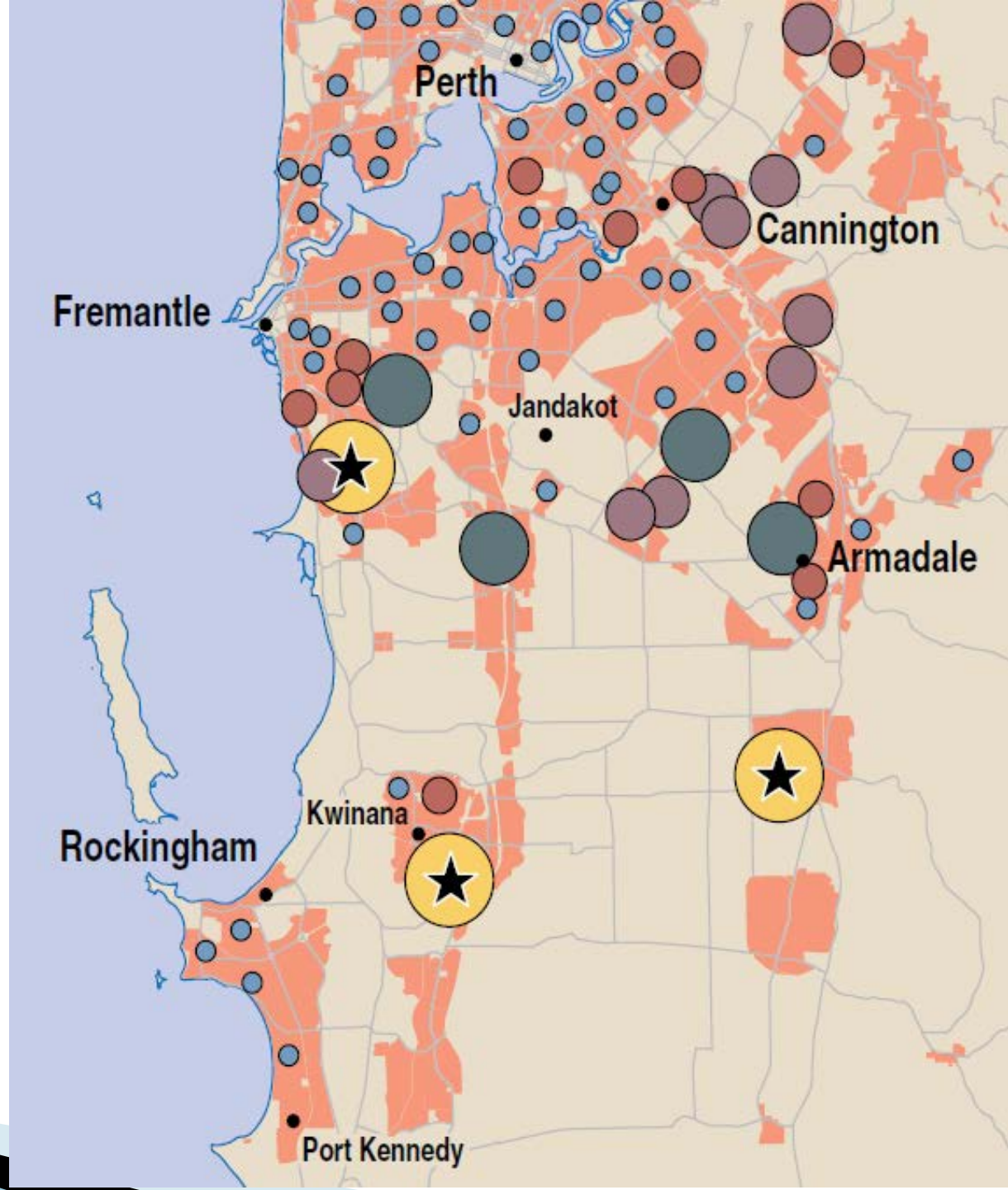
STATISTICS IN THE REPORT

- ▶ \$29.4 billion personal income earned within the SE and SW
 - ▶ 553,500 current workforce
 - ▶ In 2011 there were 317,482 jobs in the SE and SW for a workforce of 420,797 giving an employment self sufficiency of 75.4%
 - ▶ Employment self containment is about 25% for each LGA
 - ▶ Journey to work is 90.0% by car and 3.2% by public transport
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STATISTICS IN THE REPORT

- ▶ When Aubin Grove Rail Station is opened there will be over 10,000 parking bays on the Mandurah Line
 - ▶ East West bus services are typically poor
 - ▶ Congestion costs for SE and SW are estimated at \$800 million now rising to \$1 billion in 2021
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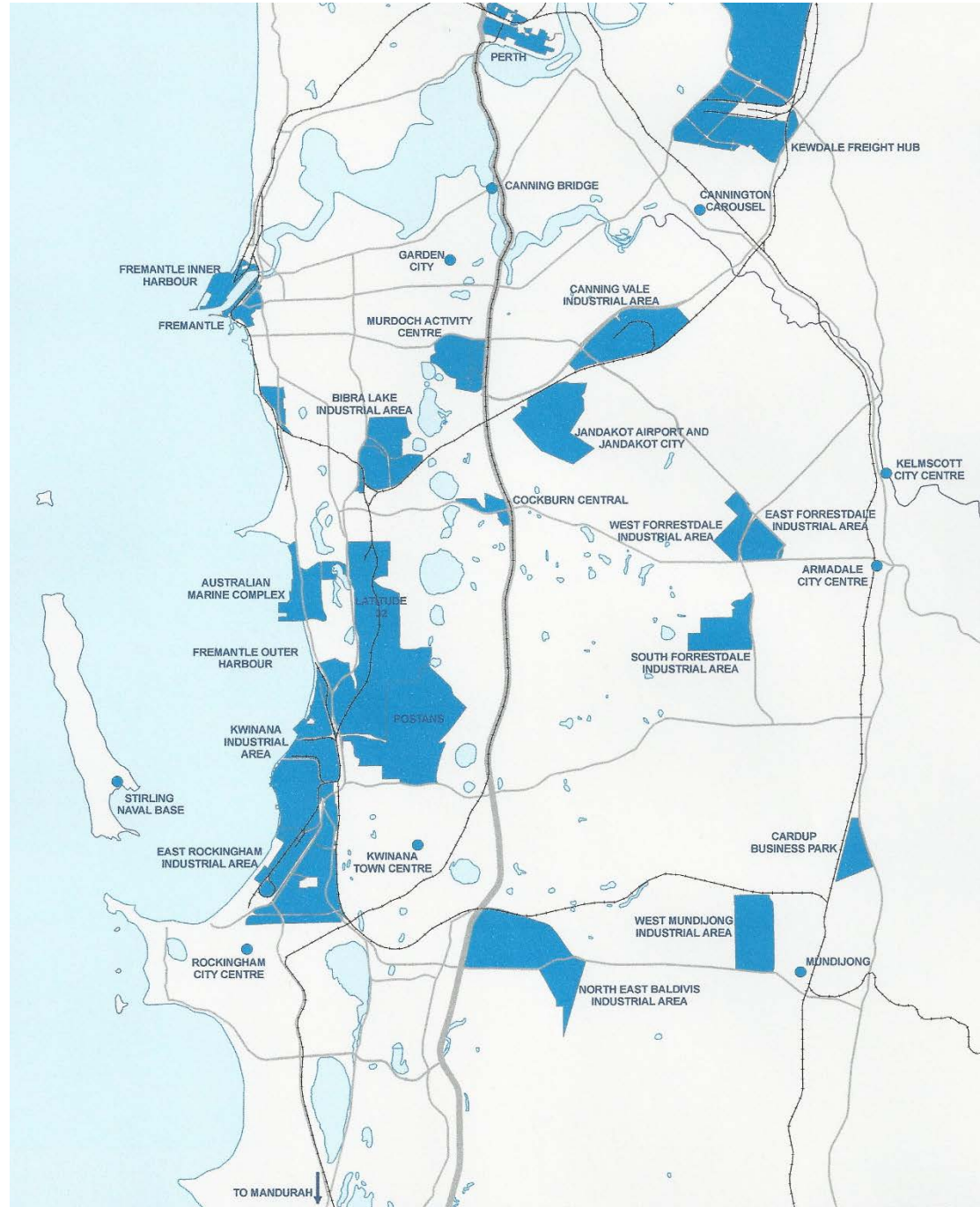
Strong current growth in new lots between Armadale and Fremantle



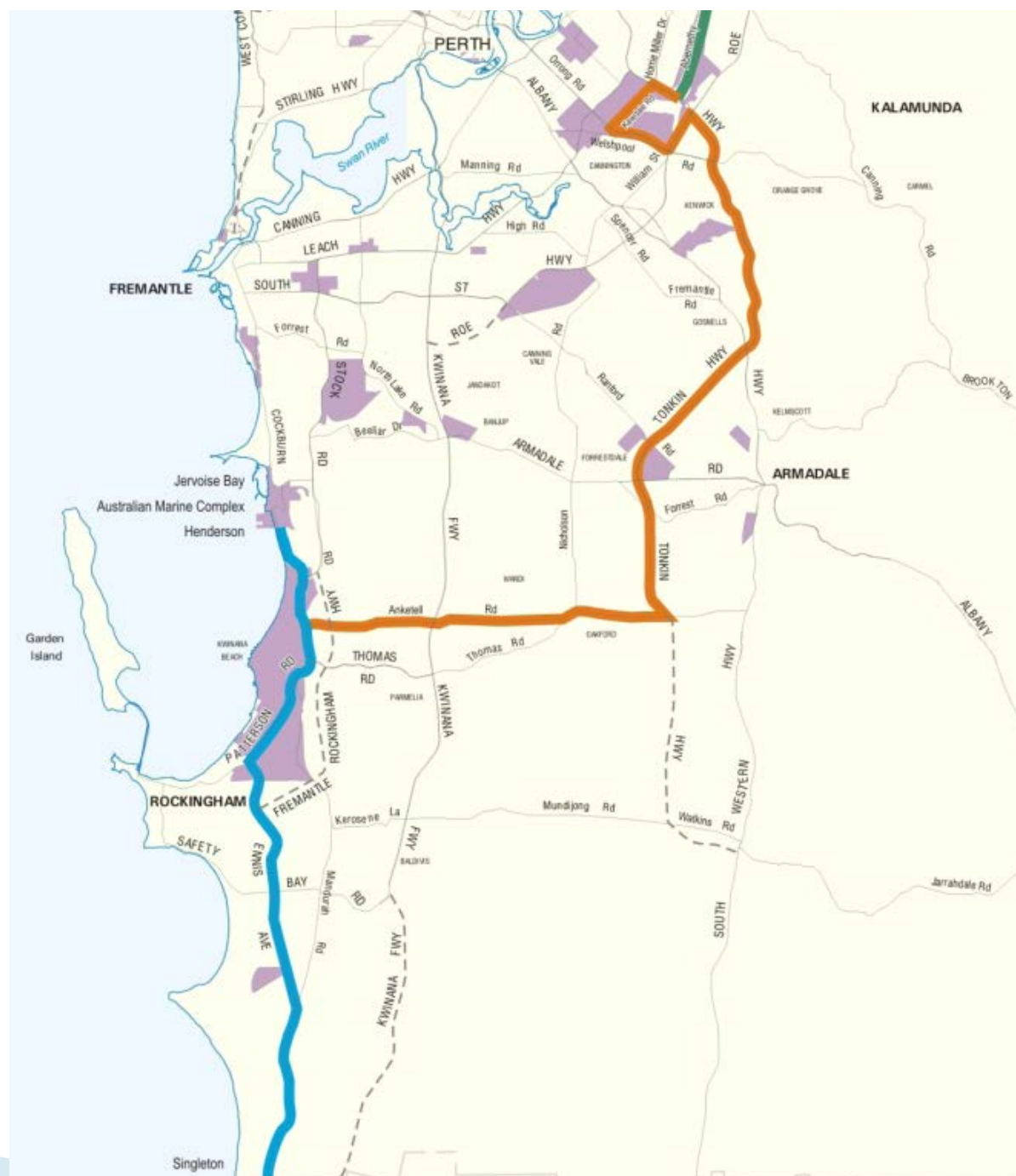
Public Transport Development to 2031 focussed on connecting to Perth CBD



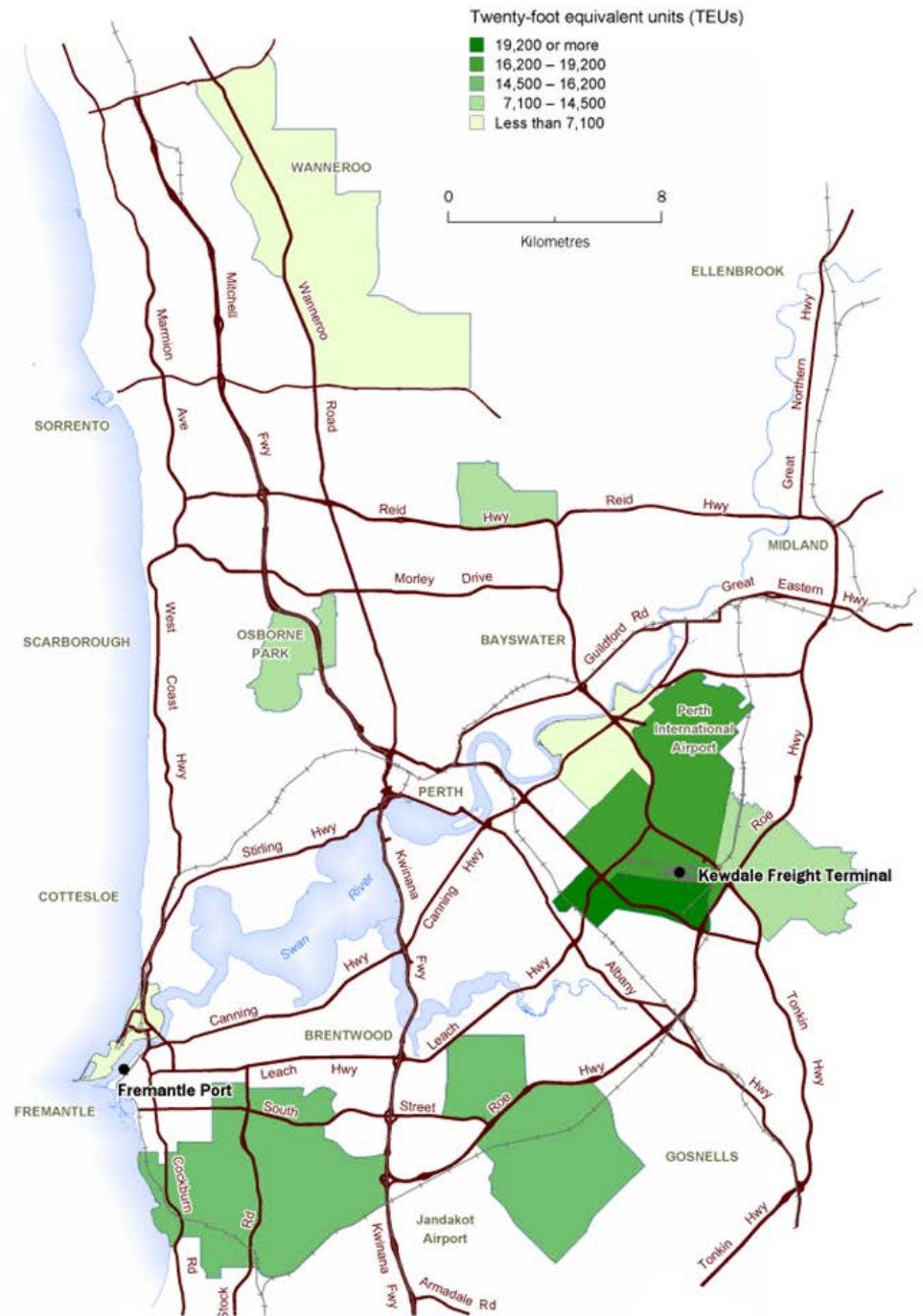
Strong Network of Employment Growth Centres



Importance of High Wide Load Corridors



Importance of Activity linked to Kewdale and Fremantle Port



Public Transport Boardings 2010 – 2014


Mode	Boardings			
	2010/11	2011/12	2012/13	2013/14
Armadale Rail Line	8 388 049	9 227 813	9 667 787	9 176 343
Mandurah Rail Line	18 519 864	20 293 223	21 150 408	20 663 690
Fremantle Rail Line	8 198 224	8 679 139	8 866 211	8 284 716
Total Train	58 867 780	63 029 878	65 689 337	63 491 683
Total Bus	76 636 351	80 626 481	83 543 424	83 714 090
Total TransPerth	135 975 469	144 130 087	149 697 303	147 640 687

Typical Weekday Bus Boardings 2013 – 2014

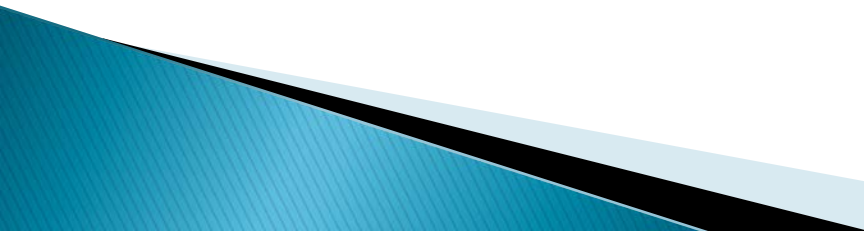
Contract Area	Initial Boardings		Transfers		Total Patronage	
	March 2013	March 2014	March 2013	March 2014	March 2013	March 2014
Fremantle	22 125	21 447	10 336	10 113	32 460	31 559
Rockingham	16 885	17 027	8 576	8 167	25 461	25 194
Canning	18 001	18 400	12 252	13 174	30 254	31 574
Southern River	11 290	11 595	5 162	5 391	16 451	16 986
Kalamunda	25 535	24 667	7 164	7 247	32 699	31 914

COMMUNITY CONNECT SOUTH

KEY OBSERVATIONS

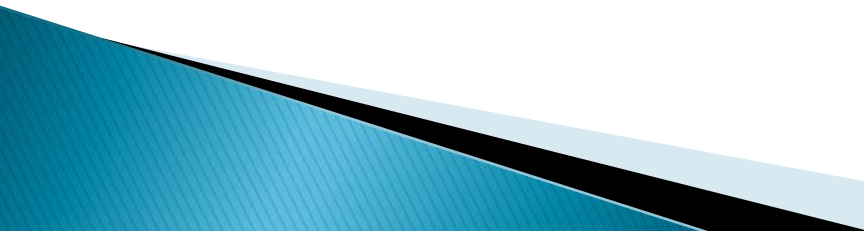
- ▶ Many of the projects are on a direct route from Fremantle to Armadale and would have been funded by State Government under the initial definition in the Main Roads Act
 - ▶ The logic for State Government involvement includes amount of traffic, freight productivity, direct connection between activity centres, co-funding and encouraging investment
 - ▶ Resilience is important in longer term projects such as the extension of Tonkin Highway and full linkages to Tonkin Highway from Rowley Road
 - ▶ Resilience and emergency management require high capacity “blue roads”
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GAPS IN INFORMATION

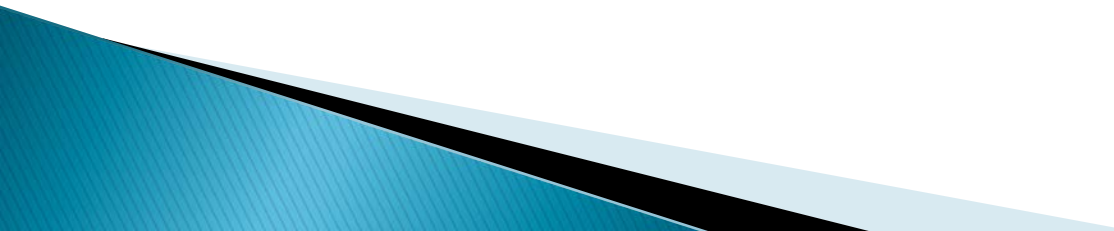
- ▶ Traffic Counts
 - ▶ Blackspot statistics
 - ▶ Unique specialisations of activity centres
 - ▶ Timing for future new rail extensions and stations
 - ▶ Investment opportunities and how these impact traffic
 - ▶ Tourism investment and attractions
 - ▶ Interaction between major commercial activity
- 

COMMUNITY CONNECT SOUTH

KEY OBSERVATIONS

- ▶ Part of the challenge of major road projects that any delay exacerbates the negative impacts of construction
 - ▶ Where possible projects should be constructed before step events in traffic
 - ▶ The Great Eastern Highway project was well managed and came in under budget but was seen as too inconvenient, too slow progress and badly managed by the public
- 

REGIONAL DEVELOPMENT RECOMMENDATIONS

- ▶ Promote the scale, the growth rate, the economic contribution and the challenges of the SE and SW
 - ▶ Proceed with the initiative to bundle road projects in the South West and South East Corridors
 - ▶ Reassess the planning for Activity Corridors
 - ▶ Aggressively promote public transport capacity improvement
- 

REGIONAL DEVELOPMENT RECOMMENDATIONS

- ▶ Convene a forum on Regional Development for the SE and SW inviting key stakeholders from transport and planning agencies together with land developers
 - ▶ Office accommodation is key to employment self sufficiency. Investigate options for “Belmont style development” for the transport sector
 - ▶ Look for CBD based companies who are growing that have multiple office locations that could be consolidated into one location within the region.
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