



Review of the “Get a Move On!” report prepared by the Committee for Perth (November 2016) on implications for the South West Metropolitan Region

BACKGROUND

The Committee for Perth provides a unified, apolitical and informed voice for its members, which come from a wide base (business, industry, government and community) and are passionate about the future of the metropolitan region. It is a member based “think tank” which undertakes research to establish positions on important issues facing the development and prosperity of Perth.

Get a Move On!, the result of a years’ worth of research, identifies a plan to guide investment over the next 20 years to ensure that Perth is a mobile, liveable, vibrant and prosperous region for all. The plan uses a detailed evidence base to guide a set of 10 recommendations and 33 actions to propose solutions to achieve a multimodal future.

A copy of the *Get a Move On!* report is provided below.

<https://www.committeeforperth.com.au/news-and-publications/news/2016/advocacy-in-action-get-a-move-on-1>



Get a Move On!

The final report is the combined outcome of ten individual research projects which included a survey of 2,000 commuters; interviews with 40 major businesses representing 100,000 commuters; the findings of on-the-ground study tours; and desktop research and analysis.

The research identified that there is unified support for a public and active transport future, with 9 in 10 commuters supporting investment in public transport as the transport priority for the region.

In order to deliver a public and active transport future, Perth and Peel requires long-term bi-partisan political commitment and cohesive planning that incorporates transport, land use and the economy.

Get a Move On! identified 13 Major Findings:

1. **There is unified support for a public and active transport future**
2. **Delivering public transport requires commitment and cohesion**
3. **Inner destinations deliver the economic , density, liveability and accessibility package**
4. **White collar workers and students commuting to knowledge destinations have the highest capacity to be public transport users**
5. **People who live in central locations are more likely to use public and active transport**
6. **Targeted density increases public transport commuting**
7. **Outward growth reduces public transport resilience and accessibility**
8. **Access to high speed, high frequency public transport is important in outer locations**
9. **Perth needs a small number of high density employment hubs**
10. **Sub-regional centres provide employment opportunities in specific occupations**
11. **Industrial centres are critical to the State's economy and require high quality road access**
12. **Investment in public transport is needed before penalties are applied**
13. **New mechanisms are needed to fund the future**

Get a Move On! also puts forward a number of key findings, recommendations and actions under the key headings below for the Perth and Peel regions which are discussed in further detail in terms of implications for the South West Metropolitan Region and member Councils:

- Commuting trends and policy implications
- Strategic land use planning
- Employment and land use structure
- Impact of accessibility, infrastructure quality, skill alignment and personal commuting preferences
- Understanding business location decisions
- Public transport and accessibility

KEY FINDINGS

Commuting trends and policy implications

- The distances people commute to work has increased, particularly for people living and/or working in outer locations, with cars appealing for flexibility and convenience
- Commuting is becoming more complex and multi-purpose, with variable working hours and dispersed work locations
- Historic under investment in public transport has increased the appeal of the car
- Technology has enabled public transport to run more efficiently and become productive time for commuters

Regional implications

- *Need to continue to advocate for road congestion relief measures (infrastructure, technology, behavior change, workforce patterns) in the short to medium term whilst advocating for increased investment in public transport*
- *Public transport investment needs to be supported with integrated planning and land use intensification*

Strategic land use and transport planning framework

- Five major land use studies have been prepared over last 60 years, with road and public transport plans primarily being prepared as separate documents
- The relationship between transport, land use and economic development is symbiotic and land use planning is needed to be paired with broad economic strategies
- Only 4 of the 13 long term land use and transport objectives have been fully achieved, with those which aim to intervene in the market to influence the location of housing and employment the most difficult to achieve
- Impediments to achieving strategic objectives include:
 - Conflicts between core strategic objectives
 - Community opposition
 - Increasingly fragmented governance framework at state and local levels
 - Conflict between strategic planning and market preferences
- Major investments in public transport from 1990 to 2009 successfully increased public transport use and decreased vehicle dependence, however growth in public transport mode share has recently subsided
- A number of infrastructure proposals contained in regional strategic plans have not been implemented, including new public transport proposals
- There are more than 200 activity centres in Perth, including 10 Strategic Metropolitan Centres and 19 Secondary Centres. The decentralization of employment and more dispersed pattern that was originally envisaged for the region is reducing the potential for transport efficiencies
- Uncertainty in implementing infill and employment targets could reduce the effectiveness of long term planning for transport infrastructure, which relies on a detailed understanding of future residential density and employment patterns

Regional implications

- *A number of strategic documents recently released have demonstrated a more integrated approach to land use and transport planning including the sub-regional planning frameworks (May 2015), Draft Green Growth Plan (December 2015) and Perth Transport Plan for 3.5 Million (August 2016).*
- *Economic development needs to be an integral part of land use and transport planning strategies and local government is well placed to contribute local economic development capability during strategic development and implementation*
- *Active and mutually beneficial partnerships between state and local governments are required to align and successfully achieve strategic land use and planning objectives*
- *The identification and prioritization of activity centre developments that demonstrate tangible contributions to the regional and state economy is required*
- *The alignment of local planning schemes with sub-regional planning frameworks, structure plans and land use plans will accelerate activity centre and activity corridor development*
- *The provision of mass transit forms of public transport (heavy rail, light rail, BRT, bus priority lanes) to key employment areas such as city centres (Fremantle, Rockingham and Kwinana) and commercial/retail activity centres (Cockburn, Murdoch, Booragoon, Jandakot City, Canning Bridge) will facilitate accelerated centre development and activation*

Employment and land use structure

- Travel behavior and land use patterns will need to adapt to achieve and maintain reasonable commuting times
- Commuters who use public transport are more likely to work in areas with high employment densities, particularly those centrally located

- Employment in Perth and Peel is centralized, yet is low density having few nodes with adequate employment and population densities to support public transport.
- The Central sub-region is the primary commuting destination in Perth and Peel
- Patterns of commuting to non-CBD employment locations show inward movements of commuters and some cross-suburban commuting
- The Swan River appears to form a barrier to travel to non-CBD employment locations
- A strong diamond shaped corridor of economic activity and productivity is also evident between Fremantle, Osborne Park, Perth Airport and Murdoch forming the region's "global economic jewel"
- Central locations and areas with major infrastructure have a strong "pull" for tertiary employment and gain major productivity benefits from professional service sector agglomerations
- Major tertiary employment centres are viable when associated with major transport infrastructure, connected to existing CBD locations and within 20 kms of the CBD
- Subiaco, Nedlands/Crawley (UWA/QEII), Curtin University/Bentley Technology Park, Murdoch, Fremantle and Joondalup have been identified as activity centres to be developed as major knowledge/professional service sector employment locations and public transport destinations within a 20 year horizon

Regional implications

- *High population and housing density, supported with increased commercial development in priority activity centres, will increase employment self-sufficiency and reduce car dependence in the South West Metropolitan Region*
- *The establishment of the Stock Road Tunnel as proposed in the Perth Transport Plan for 3.5 million will improve access to non-CBD employment locations and other destinations during peak periods (e.g. schools, tertiary institutions)*
- *The establishment of the Stirling Murdoch Orbital Rail as proposed in the Perth Transport Plan for 3.5 million is a key public transport infrastructure project that supports the "global economic jewel" concept and provides improved access to major knowledge/professional service sector employment locations*

Impact of accessibility, infrastructure quality, skill alignment and personal commuting preferences

- Employment in Perth and Peel is currently relatively accessible compared to Sydney and Melbourne
- Access to employment by car and public transport is highest to and from central locations and lowest in outer locations, which is likely to further decrease if residential development continues to be focused on outer suburban areas while employment remains centralized
- Then hub-and-spoke form of transport infrastructure in Perth and Peel reinforces Perth's central employment structure
- The provision of north-south infrastructure links have improved accessibility in the north western and south western corridors but has also helped to facilitate a linear form of population growth which is increasing possible commute distances and delivering transportation and accessibility
- Outward linear growth patterns increase total possible commute distances and reduce the resilience of existing transport infrastructure, particularly north-south links.
- Outward growth patterns generate pressure for infrastructure investment to be focused on extending the transport system outwards (to service new fringe areas) rather than inward to deliver new infrastructure and services and improve capacity of the system in established areas that accommodate the majority of jobs and people and generate the bulk of public transport trips

- Traffic congestion in Perth and Peel is a major frustration for commuters, is significant on north-south freeway routes and is predicted to increase in the future without significant additional infrastructure investment
- White collar workers are more likely to travel to central locations for work because this is where office, professional and clerical employment is located
- There is a need to match employment opportunities with the skills of local residents
- Central locations are most often identified as preferred areas to live but research indicates that there is inadequate housing diversity in these locations and therefore the need to substantially increase the supply of semi-detached dwellings in inner suburban locations

Regional implications

- *Encouraging infill and higher density residential developments in the central sub-region and around employment centres will improve accessibility and reduce car dependency*
- *Improved east-west links and cross regional transport infrastructure is required to provide efficient access to employment centres in the South West Metropolitan Region*
- *Gaining an understanding of the skills of the local workforce and the composition of employment opportunities in the area will assist in promoting industries that enable matching local residents with local jobs – thereby increasing employment self-containment*
- *Increasing housing density and dwelling diversity in selected locations close to employment centres will increase opportunities for residents to work locally*

Understanding business location decisions

- Despite decades of strategies seeking to decentralize economic activity and employment in the Perth metropolitan region, businesses with a professional workforce prefer central locations as they deliver benefits for businesses including:
 - Prestige
 - Amenity
 - Accessibility
 - Proximity to clients
 - Larger premises
 - Competitive rents
- The radial structure of the transport system, the Swan River divide, the need to access a large pool of skilled labour and the lack of a second city limit the ability for professional service sector businesses to move out of the CBD
- Inner suburban locations, within 15 km of the CBD, offer affordability, capacity for purpose built premises, opportunity for local workers and capacity to establish strong branding or culture – businesses include technology, logistics, light industrial, property, architecture, education and health
- Outer suburban businesses, more than 15 kms from the CBD, chose to locate in areas close to industrial estates and/or with large premises, were more affordable, enabled expansion, provide access to specific infrastructure, avoid congestion and provide onsite parking – businesses include freight, manufacturing, industrial, agricultural and government
- Businesses are most likely to support:
 - strategies improving investment in public transport
 - behavior change towards more sustainable and efficient forms of transport
 - higher residential densities, particularly in inner areas and around public transport nodes
 - fewer hubs for non-CBD activity centres

Regional implications

- *Encourage and support the redevelopment and revitalization of Fremantle as Perth's second CBD*
- *Continue to advocate and lobby for greater investment in public transport in the region, including rail stations, light rail/bus rapid transit and improved bus feeder services*
- *Support and promote member Council Travelsmart initiatives that seek behavior change toward more sustainable and active modes of transport*
- *Identify and prioritise activity centres with the potential for significant growth in economic development and employment growth and prepare a program for their accelerated development and activation*

Public transport and accessibility

- The level of investment in operating services on Perth's network is quite low, however Perth's sprawling suburban expanse makes building and operating lines expensive
- Perth's public transport system has an excessive emphasis on servicing the central city area, driven largely by efficiency and cost-minimisation goals
- The key weakness of Perth's public transport network is the relative lack of compact clusters of intense urban activity outside the centre of Perth
- Perth's lower rail station density plays a role in limiting network coverage/accessibility by walking
- Improving the level of service provided by Perth's public transport system will require a shift to servicing a broader range of destinations including the provision of orbital links and more high frequency direct connections between major activity nodes

Regional implications

- *Continue to advocate and lobby for greater investment in public transport in the region and prepare business cases to support additional rail stations, light rail/bus rapid transit corridors and improved bus feeder services in the region*
- *Support higher residential density in and around train stations and major public transport hubs*
- *Encourage increased investment and accelerated development in those activity centres well serviced by public transport infrastructure (rail, bus and future light rail)*
- *Support the establishment of the Stirling Murdoch Orbital Rail as proposed in the Perth Transport Plan for 3.5 million is a key public transport infrastructure project that provides improved access to major activity and employment centres*

Commuter mode choice

- Convenience is a major motivating factor for all types of commuters but is a very strong motivator for car commuting and this is strongly associated with the flexibility of car
- Speed is a crucial motivating factor for commuters and is a primary motivating factor for choosing to commute by car, noting car commuters motivated by speed are more likely to work in non-CBD locations
- Direct single mode train journeys are also likely to be competitive with car
- Commuters who have access to free or low cost parking perceive car to be cost effective, while commuters who pay for parking, particularly in the Perth CBD, are likely to perceive public transport to be a more cost-effective commuting option
- Personal health is the primary motivator for active commuters, cyclists and walkers, and research indicates that active commuters do obtain very significant health benefits as well as reduced stress levels
- The distance between home and work impacts on mode choice. Short commutes are significantly less likely to be undertaken by car

- Bus commuters are most likely to live within 1km of a bus service that links them with their destination, with an average of one transfer during the journey
- The public transport system is heavily reliant on bus transfers and Park 'n' Ride to enable train users to access train stations
- Train stations that attract large numbers of users are origin/destination stations located immediately adjacent to metropolitan, secondary or specialised activity (employment) centres such as Fremantle, Joondalup, Cockburn and Murdoch
- End of trip facilities are essential to enable active commuting
- 'White collar workers' such as professional service sector workers, clerical and administration workers are more likely to travel to work by public transport than shift workers, trades workers, teachers or health workers
- Traffic congestion is the major frustration of car commuters; overcrowding is the major frustration of train commuters; and overcrowding and reliability are the major frustrations of bus commuters
- Safety and infrastructure quality are the major concerns of cyclists and walkers

Regional implications

- *Support and promote member Council Travelsmart initiatives that seek behavior change toward more sustainable modes of transport*
- *Improved accessibility and the safe movement of pedestrians and cyclists around activity centres will reduce car dependency and encourage more active modes of transport*
- *Encourage the use of high frequency buses along key activity corridors connecting employment centres*

Commuter behaviour, capacity for mode shift and future preferences

- Approximately 49% of public transport users choose public transport because they prefer it either for ideological and personal reasons or because they would rather travel by public transport than tackle traffic congestion or pay for parking
- 69% of public transport commuters expressed satisfaction with their current mode of commute
- Public transport users who are dissatisfied are most likely to work in non-CBD locations
- Train users are slightly more satisfied than bus commuters
- Walkers and cyclists are much more likely to be satisfied with their commute than people using other modes
- Support for investment in public transport (new and existing services) as well as initiatives to improve infrastructure and encourage public transport use, walking and cycling is very high (83-92%)
- Support for strategies to use technology to improve the efficiency of the existing transport system (75%) is high. There is also significant community support for increasing the proportion of jobs in suburban centres (75%).
- Support for investment in widening/improving roads is significantly lower (64%) than support for investment in public transport
- Support for strategies to dis-incentivise driving and fund new public transport by, for example, introducing congestion charges for road use at peak periods and charging more for parking is low (26% to 34%).
- A majority of respondents identify investment in inner and middle suburban areas as being a priority for Perth and Peel most notably light rail and rapid bus solutions for inner and middle locations, which were rated as first priority by 53% of respondents. New outer suburban heavy rail lines was rated as first priority by 24% of respondents

Regional implications

- *Support investment in public transport infrastructure and services*
- *Promote sustainable and active modes of transport as lower cost and better lifestyle commuting choices*
- *Support the increased use of technology to improve utilisation of the transport system*

Funding the future

- Access to 'traditional' sources of funding for infrastructure is the major constraint hindering delivery of the infrastructure Australia needs
- There is a need for a long-term planning for a pipeline of high-quality public infrastructure projects for Western Australia
- All major infrastructure projects should be assessed through transparent and rigorous cost benefit analysis undertaken early in the infrastructure planning process
- Developing a diverse pool of infrastructure funding and financing options for Western Australia is essential to ensure projects can be delivered in the future
- Funding and financing models should be designed for individual infrastructure projects on a case by case basis using mechanisms from the 'funding pool'. This should be undertaken early in the project process
- There is a need to increase the number of Western Australian infrastructure projects including quality urban congestion projects for Perth and Peel on the national Infrastructure Priority List
- The State Government should undertake a detailed assessment of all infrastructure funding and financing options available to identify mechanisms appropriate for Western Australia

Regional implications

- *Review research papers and prepare submissions on the funding strategies for transport infrastructure*
- *Lobby for increased investment by State and Federal Government on public transport infrastructure and services*
- *Support the establishment of a diversified pool of funding and financing options for the delivery of high priority transport infrastructure projects in WA*
- *Apply and lobby government for the use of rigorous cost benefit analysis to support decision making on major investments in transport infrastructure*
- *Develop business cases for high priority transport projects in the region*
- *Encourage the State Government to put forward regional projects for consideration on the national infrastructure priority list*