

27 May 2016

Transport Unit
GPO Box C120
Perth, WA 6839

Dear Sir/Madam,

Draft Transport Strategy submission

The Committee for Perth, as the leading think tank on Perth's liveability, aims to lead debate, advise and be a catalyst for positive change in all areas affecting the growth and development of Perth. We do this by taking an evidence based and solutions focused approach to examining and advocating for action to reshape, reform and revitalise the Perth and Peel Region.

I take this opportunity to thank the City of Perth's staff for their presentation to a joint meeting of our Reshaping Working Group and the Steering Committee of our *Get a Move On!* transport and congestion project. Information on the Committee's Reshaping Working Group and our *Get a Move On!* project and Steering Committee is available on our website at www.committeeforperth.com.au.

This submission has been prepared following the City's presentation and in consultation with the groups mentioned above.

It is our view that the City of Perth's draft Transport Strategy is a bold yet realistic document that seeks to address a number of challenges the central area is likely to face over coming decades. We congratulate the City and all those involved for producing a strategy and plan that seeks to deliver integrated and prioritised mobility solutions to improve movement across all modes within the central area.

Attached is our detailed feedback in response to the draft Transport Strategy.

Should you require any additional information or clarification on the Committee's submission, please do not hesitate to contact me.

Yours sincerely,



Gemma Davis
Manager, Research & Strategy

Committee for Perth Limited
ACN 118 292 792

Ground Floor, 996 Hay Street, Perth WA 6000

t (08) 9481 5699

f (08) 9481 7738

e enquiries@committeeforperth.com.au

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A complete list of current members is available at: www.committeeforperth.com.au

Comments - draft Transport Strategy

The comments below provide feedback or address specific concerns in regard to certain sections of the draft Transport Strategy (the Strategy).

General comments relating to multiple sections of the Strategy

In general, the Committee for Perth (the Committee) agrees with and supports the Strategy and its associated Implementation Plan (section 6.3). As the City of Perth (the City) continues to be the focal point for Perth's economic growth and movement system, it is essential that the long-term implications of further growth and development, within and outside the CBD, are managed and planned for.

The Strategy suggests a number of changes to the movement system that would significantly impact on the way that people currently move through and to the central area. Given Perth's strong history of vehicle dominance, the City may need to consider some of the cultural and behaviour changes that may be required to ensure the successful implementation of the Strategy.

The Committee notes outcomes of specific importance identified within the Strategy are:-

- The TransPriority approach referred to throughout the Strategy (objective 1).
- Ensuring that the city improves walkability and caters towards pedestrian movements, especially time at signalised intersections (objective 5).
- Completion of the cycling network through a focus on historically neglected links (objective 8).
- The approach taken by the City to identify the best possible outcome for projects or prioritisation of certain modes and recognition of the associated implications (Table 2).
- The collection, management and use of data to underpin decisions affecting transport in the central area (objective 3, 5 and 19).

Funding options for various projects and development have not been evidently considered in detail throughout the Strategy. The Committee suggests that the City outline in more detail the various funding sources (Council, State, Federal, private) that will be drawn on throughout the implementation of each of the objectives in order to ensure delivery of the Strategy.

The initiatives proposed in each of the 20 objectives have the potential to be strengthened through inclusion of specific and measurable elements, placed within an appropriate timeframe for delivery. The comments below provide suggestions and revisions for the City to consider in order to strengthen specific objectives that, in our view, will result in the creation of an achievable Strategy that provides clear goals with measurable objectives and outcomes.

Focus Area 1. Integrated Planning

The Committee supports the identified requirement for both vertical and horizontal integration to be applied throughout the delivery of the Strategy. Specifically, it is essential that the final *Perth and Peel@3.5million* Strategy and the Transport Plan for Perth @ 3.5 million currently being prepared by the Department of Transport are aligned with the City of Perth Transport Strategy. It is also our view that any strategies for economic or spatial development within the City of Perth should be aligned with the Strategy.

In order to provide clarity on where the Strategy sits in the wider planning context, the Committee recommends that the City demonstrate the interconnectedness of the City's relevant economic, social and environmental policies and the wider planning system through a diagrammatic approach. The objectives displayed in Table 3 could be strengthened by demonstrating how they relate to the City's economic development goals, such as employment and population densities.

In order to achieve each of the 20 objectives identified across the six focus areas, it is evident that collaboration and cooperation between the City of Perth and stakeholders such as Main Roads and the Public Transport Authority will be necessary.

It is also important for the Strategy to incorporate objectives that will facilitate integrated movement between the central area and neighbouring council areas. The Committee believes this is an essential requirement to ensure a legible movement network across the entire metropolitan region. Associated with this requirement, consideration must be given to the updated City of Perth boundaries, which will include The University of Western Australia and QEII. It will be necessary to understand movements between the central area and these locations and how these can be facilitated further. The Committee recommends that the City updates all figures to reflect this.

Figure 1 displays the City's preferred TransPriority Network map. This approach is supported by the Committee, however we recommend that the City consider the inclusion of shared spaces where appropriate and necessary. Specifically the City should consider low speed cycle activity through the current pedestrian malls, which would reflect the Council Agreement on 4th February 2014 at the Works and Urban Development Committee meeting. This change should also be reflected in Figure 3 of the Strategy.

Focus Area 2. A Walkable City

The Committee supports the City's aspiration to collect, manage and use data to improve understanding of the City's pedestrian networks (objective 5). During our briefing on the draft Strategy, the City identified that the use of big data (specifically cell phone signal tracking) was being investigated as a way to understand whole of network movement through the central area. The Committee strongly supports this initiative, and recommends that the City highlight this within the draft Strategy. The use of big data is also appropriate in understanding cycle movements throughout the City (objective 8), and could potentially be provided through fitness apps that track movements through the central area.

Figure 2 depicts the Preferred Walking Network as identified by the City, and states that "Kings Park is the city's most significant open space. Catering for safe and easy walking access to Kings Park will continue to be a priority for the City of Perth". The Committee notes that despite this, shading over the entire Kings Park area does not align with this statement. We suggest that the City include important walking paths contained within Kings Park under the Pedestrian Priority Access zone, where pedestrian movements are a priority. In addition to this, the City might consider an objective that aims to address walking connections between Kings Park and the CBD in order to enhance the use of the area.

Focus Area 3. A Cycling City

Ensuring the continued development of a connected cycling network is essential to maintain efficient movement throughout the city and provide for alternative modes of commuter

journeys to, from and within the central area. Within this context, there is a need for the City to consider the implications of both changing policy and recent/future innovation.

The recent legislative changes to regulations that allow cyclists of any age on footpaths will need to be considered by the City in order to ensure the safety of both pedestrians and cyclists in these now shared spaces. The changes made to the Road Traffic Code 2000 were not mentioned in the draft Strategy, however will need to be carefully considered and planned for. This may require a ban on cycling using local government bylaws if deemed by the City to be an incompatible use in certain locations. Alternatively the City may need to consider necessary requirements to ensure this integrated movement is facilitated in a safe and effective manner. Further investigation might be required to examine how other cities have dealt with this issue.

The Committee supports the City's aspiration to lead the development of innovative cycling infrastructure and support of innovation to create a more cycle-friendly city (objective 10). In line with this objective, the Committee recommends that the City consider various requirements associated with public bicycle hire systems, including necessitated helmet use and investigate how cities nationally and globally have addressed such issues when implementing shared schemes.

In line with objective 9, the City could consider the provision of public end of trip facilities. This would provide commuters, without access to these facilities at their place of work, with an alternative mode choice. It would also provide the potential to increase cycle journeys throughout the CBD for non-work related purposes such as shopping and recreation.

Figure 3 indicates that the Elizabeth Quay bridge is not yet operational when it has been for months. In addition, the Figure does not reflect the use of Kings Park for recreational cycle movements and needs to be revised accordingly to include both of these uses.

Focus Area 4. Next Generation Public Transport

Whilst the Committee understands the benefits of a connected PT network as outlined in Figure 4, we believe that the City's aspiration may be difficult to achieve in the short to medium term given Perth's largely fixed PT corridors. In this context, the Committee would encourage the City to outline the specific initiatives required to achieve a connected PT network pattern.

The Committee agrees with the approach taken by the City with respect to car sharing and the identified potential that this initiative has to provide positive changes within the central area and the wider region more generally (objective 14). There are a number of implications that the City will need to consider in order to successfully provide for car sharing options.

Understanding and providing the parking requirements of car sharing schemes in both residential and commercial buildings will be necessary to ensure a successful program. This may include provisions for a minimum number of bays provided for car sharing in residential buildings and unbundling the car and unit during the sale of such stock (this should be a consideration for future strategies, as current markets may not support such revisions). These infrastructure requirements could be implemented through the use of the Public Facilities Bonus Plot Ratio provisions.

The Committee is in support of the City's aspiration to advocate for a light rail route through the central area (objective 12). We recommend that any route decided upon has a strong evidence base behind the decision-making process to ensure the best long-term outcome for the City and its residents, workers and businesses.

Opportunities to use the Swan River for transport purposes is supported by the Committee for Perth, as it would provide alternative options for both commuter and recreational journeys both to and throughout the central area (objective 13). The Committee suggests the City strengthen this objective through further investigation and identification of specific potential locations for this to occur.

Focus Area 5. Progressive Traffic & Parking Management

Under section 6.3 Implementation Plan, the City highlights the requirement to investigate opportunities to diversify the City's revenue base. This is not mentioned under objective 17 in the body of the Strategy, however the Committee believes this is an essential requirement for the City. This will ensure that revenue remains sustainable whilst changes to parking provision occur as the City grows and changes. Utilisation of plot ratios as a revenue raising scheme (similar to the Heritage Bonus Plot Ratio Scheme) is one potential method that could be further investigated by the City.