Mid-Tier Transport Consortium Perth LGPA Presentation

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Outline

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What is Mid Tier Public Transport?

METRO 1

C-E

A-C C-C

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3 min 5 min

CITY CITY Returning to suburbs

M1 M1 B2

CITY

METRO 1

- The Need
- Case Study Cockburn Coast
- Political Context
- Project Background
- 6. Project Overview & Stakeholders
- 7. Outcome of Stakeholder Workshops
- 8. Overview of the Mid-Tier Network Plan
- 9. Mid-Tier Transit in Perth *3 Key Messages*
- 10. What we seek from State Government
- 11. Project Video
- 12. Questions

Brisbane Metro

What is Mid Tier Public Transport

What is Mid-Tier Transit?

- Can be Light Rail, Trackless Trams or Bus Rapid Transit
- They provide better ride quality than conventional buses
- They can provide a network of fast, high capacity services linking Metronet with key destinations
- They can attract developers to invest as they unlock value in station precincts.
- They are more reliable than buses
- They are affective when provided in dedicated lanes
- They have proven mode shift getting people out of cars

Mid-Tier Transit is the key to creating connections between Passenger Rail Stations and Activity Centres and Employment Hubs





Brisbane Metro © Brisbane City Council

Environmental damage.....



- By 2050 Perth's and Peel's population is expected to be 3.5m 800,000 dwellings required with 420,000 dwellings to be developed in Greenfield areas
- If the average lot size is 300sqm this translates to 126,000,000sqm or 12,600 hectares or 126 square kilometres.

Once you add Commercial and Industrial (45sqm km), Roads (70sqm km), POS (20sqm km) - $261 \mathrm{sqm} \mathrm{km}$



Suburbia is subsidised by the tax payer.....

Roman Trubka, Peter Newman and Darren Bilsborough, 'The Cost of Urban Sprawl – Infrastructure and Transportation', Environment Design Guide, April 2010

Update of existing infill areas versus new suburbs - \$50m versus \$136m



Car Dependancy.....



Link between Oil vulnerability and pricing, interest rates and mortgages.....

Study – 'Shocking the Suburbs: Urban Location, Housing Debt and Oil Vulnerability in the Australian City', J Dobson and N Sipe, 2008

Links between interest rate changes, oil price changes and housing stress.....

Suburban areas – most vulnerable



Growth Boundaries.....Infill vs Greenfield......



Sustainable Transport - Greater Investment in Public Transport



Roads have a dedicated funding source for yearly expansion whilst Public Transport doesn't

Public Transport expansion is dependant upon the Government of the day.....this needs to change...

Case Study

- Cockburn Coast Industrial Past
- 1900's to 1980's Abbotoir, Tannery, Power Station amongst others
- Power Station Built in the 1950's and decommissioned in 1985
- From the Mid 1980's to 1990's area in decline
- Early 2000's Liberal Government instructed LandCorp to commence redeveloping site for a new Industrial estate created Sealanes storage, Schultz containers, Alba Oils, Salt refinery
- Power Station on the Interim register for State Heritage List
- Labor Government came to power changed direction



Project Vision & Place Making

- Project to provide for 12-16,000 people
- 250,000 square metres retail and commercial floorspace
- 6,000 dwellings
- Major destination for Perth
- Power Station to be the centre piece
- Place Making Strategy developed to shape Urban form
- Public Realm Strategy
- Provide high quality public realm
- Place activation
- Public Realm Strategy and Place making Strategy included as part of Structure Plans





Transport

- Integrated approach to Transport is key for the project
- Project proposes 12-16,000 people
- Project Needs to be supported by Mid-Tier Transport
- Integrated Transport Plan to be prepared (ITP)
- ITP to support Light Rail / Bus Rapid Transit, walking, cycling
- Cockburn Coast Transport Group set up. Included the following agencies:
 - LandCorp
 - Department for Transport
 - City of Cockburn

- Main Roads WA

- City of Fremantle Authority

- Public Transport
- Transport Plan shaped design of project area
- Light Rail link + feasibility Study Fremantle to Cockburn Coast then Cockburn Central
- Cockburn Road reduced to tight 4 lane 28m wide road reservation – encourage walkability
- ITP one of the first of its kind and is now used as a basis for other ITP in other project areas





Cockburn Coast Today



Cockburn Coast is struggling to build apartments due to a lack of public transport.....

Political Context

METRONET

- State Government (Labor) commitment to significantly upgrade passenger rail network in Perth
- Largest investment in public transport ever in WA
- \$4 billion investment
- 72 kilometres of new passenger rail
- 22 new stations
- Potential for 8,000 hectares of TOD
- Project completion 2030?
- Provides for additional manufacturing jobs



Political Context

Is Metronet enough?

- Metronet is good at providing passenger rail into the suburbs in a North-South configuration
- But we need something better than buses along East-West main roads that link Metronet with Activity Centres and Employment hubs
- Needs to also enable urban regeneration along these roads as that is where people want to live and work
- Buses are clunky, perceived as unreliable and have low ridership (inefficient)
- Mid-Tier Transit is missing in Perth



Project Background

Current Political Context

- State Government is focused on delivering Metronet
- There is little focus or resources on Mid-Tier Transit (DOT) No recognition of existing work



Perth and Peel @ 3.5 Million

- 800,000 new dwellings for Perth
- 380,000 to be built in existing areas with 214,000 to be built in the Central Sub-Region
- Mid Tier Transport is needed to support movement of a significant population



Draft Infrastructure WA Strategy

- Acknowledges Light Rail and BRT
- Acknowledges 'Knowledge Arc' for investigation
- No priority given to these investigations / planning

Project Background

Project Objectives

- Objective is to prepare a Mid-Tier Transit network plan for inner and middle councils
- Project focuses on transport corridors only and does not focus on the Mid-Tier transit vehicle
- Project also looks at the economic and employment benefits to Western Australia
- Mid-Tier Transit network plan has been refined from the corridors identified in the following studies:









Perth and Peel @ 3.5million Central Sub-regional Planning Framework Perth and Peel @ 3.5million South Metropolitan Peel Sub-regional Planning Framework Public Transport: Major Road Corridor Review Knowledge Arc LRT Route

Project Overview

15 Local Government Consortium in support of a Mid-Tier Transit Strategy

ESTERN AUSTRALIA

Local councils will work with state transport portfolio to develop a 'high level' Network Plan.

The consortium is seeking state government support to prioritise the planning for Mid-Tier Transit for Perth so that it can be implemented post Metronet completion.



Project Overview

Project Program and Stakeholder Workshops





Wednesday 9th February 2022

Workshop 1: "Identification of priority transit corridors?"

Wednesday 2nd March 2022

Workshop 2: "Examination of identified transit corridors"

Wednesday 30th March 2022

Central Sub-Region South East Corridors



Central Sub-Region South West Corridors



Notes

Central Sub-Region North Corridors



Central Sub-Region CBD Corridors



Notes

South Metropolitan Peel Sub-Region Corridors



Notes

Fremantle to

Overview of the Mid-Tier Network

Plan

The following 15 corridors have been short-listed

- 1. Canning Bridge to Cannington via Curtin
- 2. Canning Bridge to Victoria Park Bus Transfer Station via Curtin
- 3. Fremantle to Canning Vale via Murdoch
- 4. Fremantle to Canning Bridge Station
- 5. Perth to Claremont
- 6. Perth to Scarborough Beach
- 7. Perth to Morley
- 8. Perth to Mirrabooka
- 9. Perth to Wanneroo
- 10. Stirling Station to Bayswater Station
- 11. Elizabeth Quay to Victoria Park Bus Transfer Station
- 12. Elizabeth Quay to UWA QEII
- 13. Victoria Park Bus Transfer Station to Subiaco
- 14. Fremantle to Armadale via Cockburn
- 15. Fremantle to Rockingham Foreshore via Kwinana







Mid-Tier Transport Corridor

Railway Station

Activity Centre



Mid-Tier Transit in Perth

Key Message 1

Mid-Tier Transit can bridge the nexus between: Climate, Congestion, Density and Liveability



Mid-Tier Transit in Perth Key Message 2

METRONET is great but we need to build on the current network by using Mid-Tier Transit to connect station with activity hubs and economic hubs + local manufacturing jobs in Perth

Assessment of Canning Vale to Murdoch to Fremantle

3x Connections to Train Stations Fremantle Station, Murdoch Station and future Ranford Station

5x Connections to Activity Centres

Fremantle (Strategic)
Murdoch University (Specialised)
Kardinya (District)

4. Livingston (District) 5. Southlands (District)

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Education Campuses

Connection to **Murdoch University** and **University of Notre Dame 5x High Schools** and **7x Primary Schools** within 600m

11x Potential Conflicts with Major Transit Corridors



1. Wray Ave/ South St 2. South St/ Carrington Rd 3. South St/ Stock Rd 4. South St/ North Lake Rd 5. South St/ Murdoch Dr 6. South St/ Kwinana Fwy



8. South St/ Vahland Ave 9. South St/ Roe Hwy 10. Ranford Rd/ Bannister Road 11. Ranford Rd/ Nicholson Rd







Directness of Route



Mid-Tier Transit in Perth

Key Message 2

Assessment of corridor accessibility benefits through Conveyal

The potential accessibility benefits provided by each corridor has been analysed through the 'Conveyal' tool. This tool gives estimated travel time improvements across the region (Metropolitan Perth).

This quantified the *improvements* a *Mid-Tier network* could have over Perth's existing transit network against the following measures:



Accessibility to/from 'Employment Opportunities' (MLUFS 2041)

Accessibility to/from 'Residential Population' (MLUFS 2041)



Mid-Tier Transit in Perth

Key Message 3

Mid-Tier Transit is part of a holistic public transport network of the future.



Case Study: Gold Coast Light Rail

- \$1.3 Billion investment for a new light rail system with Stage 1 comprising 16 stations, stretching 13 kilometres
- 6.5 million passenger trips since opening in 2014. An estimated 18,000 passengers per day

Economic Benefits:

Murray. C (2016) "Land value uplift from light rail"

- \$300 million construction investment of a new light rail network, or 25% of the capital cost of the project
- Estimated 7.1% value uplift for sites within 400m of the GCLR

Social Benefits

Infrastructure Australia – Gold Coast Light Rail: Stage 3A (2019)

The project was added to the Infrastructure Priority List as a Priority Project with the following social benefits considered:

- PT and road user travel time savings,
- Improved station and vehicle amenity
- Improved health benefits from walking
- Improved reliability
- Reduced crash costs
 - Reduced environmental externalities

What we seek from State Government



Critical to achieve the 3 key messages.

Organisations supporting initiative



Project Video



Poor Development Outcomes.....



Potential access points into Perth CBD

Northern section of CBD

- Perth Stn to Beaufort St / William St
- Busport to Fitzgerald St / Charles St

Eastern section of CBD

 Causeway to Wellington St / Adelaide Tce / Riverside Dr

Southern section of CBD

 Access through Kings Park Rd / Hay St / Wellington St

Western section of CBD

 Elizabeth Quay Stn to Birdya Dr / Mounts Bay Rd

Dotted blue line indicates possible travel patterns within the CBD

