



Cottesloe
RESIDENTS & RATEPAYERS ASSOCIATION
ARN A1005384K

PO Box 494, Cottesloe WA 6911

Submission on the Perth and Peel @ 3.5 million Transport Plan

Introduction

The **Cottesloe Residents and Ratepayers Association** very much welcomes the opportunity to provide feedback on the proposed development of an integrated transport plan for Perth. In order for the plan to achieve its goal of providing *accessible, efficient and reliable* transport for the people of Perth the plan requires community and bipartisan support. This support is necessary to give the plan the credibility and longevity that ensure its success across election cycles in the following forty years.

With this in mind a three-month feedback process for a plan that has been in development for four years and a Plan that is setting the vision for the next forty, three-months allocated for feedback is inadequate. If genuine consultation is sought, a year or six months at least would be more appropriate.

Review of the vision and strategy of the plan

The vision of the *Perth @ 3.5 million Plan* is for Perth to be 'vibrant, connected, productive'. However, the paper moves extremely quickly onto the outcomes, which will be achieved by this plan without developing in any detail strategic directions to be taken.

Building infrastructure is only one of a suite of ways that transport choices can be influenced. Others include congestion tax for trucks or cars, subsidies for public transport, lowering speed limits on residential streets, bike education in schools, changing planning laws to allow more small businesses to be established in residential areas to name but a few In addition while the following has been stated in the report ...

"The integrated network for 3.5 million people:

- *focuses on connecting major activity centres and encouraging transit-oriented development that is well serviced by all modes of transport;*
- *prioritises active and public transport to meet the significant increase in travel demand that population growth will generate;*
- *completes the strategic road network and identifies ways to use the network more efficiently; and*
- *serves increasing freight demand with efficient links to ports, airports and intermodal hubs.”*

No mention has been given to the priority that will be given to different forms of infrastructure or what cost-benefit analysis will be done to decide which elements get build first.

The **Cottesloe Residents & Ratepayers Association** requests that careful cost-benefit analysis be done on all infrastructures in order to determine the priority by which the plan is rolled out. In accordance with the statement above, active transport and public transport must be developed first, particularly where it links activity and transport centres.

Review of the mode share targets

The mode share targets for bicycling are extremely conservative and need to be reviewed. A 4% mode share by 2050 is not an ambitious target and will not do enough to reduce congestion and improve the health of West Australians. Portland Oregon set a realistic 8% target over 10 years. Holland has a mode-share 30% target fully funded as an appropriate target. Perth should have an aspirational target similar to these forwarding planning places.

The following needs to be taken into consideration when establishing mode share targets

- 70 per cent of adults are inactive or have low levels of physical activity
- The cost of congestion in Australia in 2013 was estimated at \$13.7 billion and projected to reach \$53.3 billion by 2031

- Investment in cycling provides a positive benefit with a \$3.40 to \$5.40 environmental, social, and economic return for every \$1.00 invested in bicycle infrastructure.
- 50% of car journeys in Perth are 5 km or less. This can easily be accomplished within a gentle 15-minute bike ride.
- In comparison, Portland, Oregon increased the mode share of cycling from 2% to 8% in 12 years. With appropriate vision, policies and funding this is achievable in Perth.

Review of infrastructure

This [Cottesloe Residents & Ratepayers Association](#) response to the Plan confines itself to those elements of infrastructure that most directly impact upon this suburb. While not believing that these elements are more important than other areas, we feel other groups can comment more legitimately on those.

Road

The [Cottesloe Residents & Ratepayers Association](#) strongly opposes Roe 8 extension to Fremantle Port. This will result in increased heavy and light traffic along Stirling Highway and Curtin Avenue causing increased congestion along both these arterial routes. The pinch-points created by emptying large amounts of traffic onto these single lane roads will create a justification for further road widening. This will ultimately have a negative impact on suburbs as far north as Stirling.

A tunnel at Stock Road and freeway extension heading due north will provide an excellent route for trucks from the Cockburn region and does not require duplication along the West Coast Highway.

Perth will be far better served by the timely development of an Outer Harbour in Cockburn with access to this from Tonkin Highway at Rowley Road.

The land set aside for road widening can be more creatively and cost effectively used to increase Perth's tree canopy, creating corridors for wildlife and to reduce the heat island effect of our large city.

Public Transport

The **Cottesloe Residents & Ratepayers Association** values the current excellent public transport system available to the residents of Cottesloe. The residents of Cottesloe value this service and are using the rail system in particular in increasing numbers. We stress the importance of maintaining this level of service, in particular retaining all train stations through Cottesloe and neighbouring suburbs. We would like to emphasise the Department of Transport's own policy of prioritizing integrated transport around shopping centres and schools, which the current Fremantle line train stations do admirably.

The projected increase in mode share to public transport will require a review of the frequency of trains along the Fremantle Line. An increase in frequency of trains will put significant congestion pressure on the East-West links through Cottesloe and neighbouring suburbs due to the level crossings. We highlight this eventuality so solutions can be in place prior to increase in frequency of trains. Sinking elements of the railway line or creating wide connecting elements east-west across the railway line creates important opportunities for the suburb. These could include improving the connectivity with surrounding suburb, increasing active transport, and increasing the tree canopy in and around the district.

Bicycle Infrastructure

This **Association** strongly supports the extension of the current Principle Shared Pathway from Grant Street Station to Fremantle. This PSP must be considered high priority by the Department of Transport's own guidelines - connecting as it will, numerous schools, shopping centres, sporting and community facilities. In addition provision of a continuous path from Perth to Fremantle will be an enormous attraction to commuters and tourists.

In order for bike riding to be taken up widely, the grain of bicycle infrastructure in suburbs needs to be much finer than the proposed city network. This will be the responsibility of local government. The *Perth @ 3.5 million Transport Plan* needs to articulate what will be put in place through policy and funding to achieve the local bike routes needed to fully connect citizens to the major routes.

Walking

The **Cottesloe Residents & Ratepayers Association** supports strategies to increase walking as means of transport. In order for this to occur the

Department of Transport needs to investigate current barriers to walking and should work with other agencies to resolve these. These strategies may include but not be confined to

1. Developing a city wide tree policy requiring adequate room for and development of tree canopy to shade pedestrians along active transport routes
2. Separating pedestrians and bike riders in high speed, high volume areas eg bridges
3. Policy development prioritising pedestrians over motor vehicles at transport and shopping nodes.
4. Developing infrastructure to suit pedestrians of all ages and abilities.
5. Reviewing the speed limits on residential streets.

Concluding Remarks

The *Transport @3.5 million Plan* is welcomed. If the vision for a 'vibrant, connected, productive' Perth is to be achieved this **Association** recommends:

- 1 greater emphasis and time on development of policy and strategy is required before embarking on infrastructure roll out.
- 2 more ambitious active and public transport targets must be set to achieve the vision.
- 3 careful cost-benefit analysis of all projects in order to achieve the targets that have been set.

Once these recommendations have been achieved, Perth will have achieved its vision for a transport system to accommodate 3.5m people.

Submitted on behalf of
Residents & Ratepayers of Cottesloe

28 October, 2016