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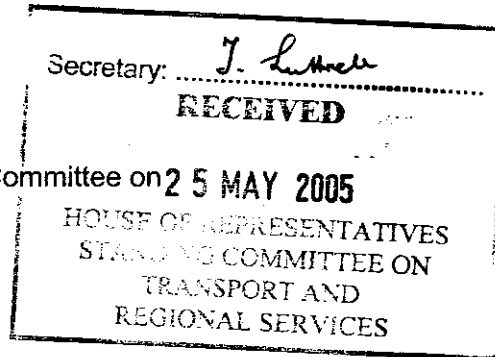
SUBMISSION NO. 65

SOUTH WEST GROUP

A co-operative venture of the municipalities of:
Cockburn, East Fremantle, Kwinana, Melville & Rockingham

17 May 2005

Mr Tas Luttrell
House of Representatives Standing Committee on
Transport and Regional Services
Parliament House
CANBERRA ACT 2600



Dear Mr Luttrell

**INQUIRY INTO THE INTEGRATION OF REGIONAL RAIL AND ROAD FREIGHT
TRANSPORT AND THEIR INTEFACE WITH PORTS**

Thank you for the opportunity for the South West Group to make a submission to the above inquiry.

The South West Group welcomes this inquiry into the integration of regional rail and road freight transport and their interface with ports as this is of prime concern to the member councils of the South West Group. The Commonwealth Government's involvement in integrated transport planning has been limited in the past and it is important that it takes a greater role.

The South West Group believes that holistic and fully integrated transport planning will result in a better understanding of needs and greater value for money.

The SW Group supports the implementation of a balanced multi modal package of measures for regions within metropolitan areas, as an integral part of the National Transport plan.

The South West Group

The South West Group is a Voluntary Regional Organisation of Councils and its membership includes the Cities of Cockburn, Melville and Rockingham and the Towns of East Fremantle and Kwinana.

On important issues, such as transport, the South West Group has a close association with the neighbouring Councils of Fremantle, Mandurah and Canning.

The South West Group covers an area of 583 sq kms and has a population of 278,000 people (WAPC Western Australia Tomorrow, 2001)

Role of the South West Group

The South West Group acts as a regional advocate for the future development and well being of South West Metropolitan Perth and seeks to position Local Government as a facilitator and senior partner in the region's development. This approach enables Local Government to influence and determine positive outcomes for the community.

On behalf of Local Governments in the region, the South West Group plays a major role in liaising with both the State and Commonwealth Governments on a range of regionally important issues. In a growing area such as South West Metropolitan Perth, sustainable economic development and transport stand out as key issues for the Group.

Economic Development

The South West Group has produced and maintains an up to date Regional Economic Development Plan (Regional Economic Development Plan – 2002-2004, South West Group, Perth).

Economic development is above all about maintaining employment, generating new local and regional employment opportunities and improving living standards. The South West's Economic Development Goal is

“To create a vibrant economy and diverse economic base that safeguards existing jobs and encourages new employment opportunities.”

Transport

The SW region of Perth is home to Western Australia's major port and its largest industrial area. The South West Group recognises the importance of transport in the region.

The Group has, for many years, had an active Transport Committee. More recently, and in recognition of the growing importance of transport in the region, the City of Mandurah has taken up membership on the Group's Transport Committee.

In 2002/2003 a major priority for the Group was the development of an Integrated Transport Plan for the region in cooperation with the State Government.

The Integrated Transport Plan has been developed in the context of the following vision for the region:

“A region of vitality that embraces diversity of activity and actively promote sustainable growth opportunity for employment, education, healthy living, recreation and social interaction.”

In seeking to achieve this vision, the transport system for the region will be developed so that transport is:

- A unifier
- An economic enabler
- Lifestyle supportive
- Environmentally responsible
- Affordable and equitable.

The South West (Perth) Metropolitan Region

Perth is the 4th biggest urban area in Australia with a population of 1.4 million. The South West Perth Metropolitan Region is currently one of the fastest growing regions in Australia. The Western Australian Planning Commission predicts that the population of the Councils comprising the South West Group will grow by 20% in 20 years

| | |
|---------------------------|----------------|
| 2001 Population | 278,000 |
| 2011 Predicted Population | 302,000 (+8.5) |
| 2021 Predicted Population | 335,000 (+20%) |

A Region of National Significance

The South West Region of Perth is a fairly self-sufficient region comprising residential, retail, wholesale, commercial, educational and other types of development. However, it is the following facilities that differentiate the region and make it one on national importance.

Kwinana Industrial Area

Kwinana is the State of Western Australia's largest industrial area, accounting for 22% of WA manufacturing sector total factor income (sum of wages, salaries and gross margin before tax and depreciation). It has grown in size and complexity since its inception in 1952 with major customer/supplier relationships between pairs of industries. It is responsible for direct employment of 3,636 people and pays \$207M in annual salaries and wages (Kwinana Industrial Economic Impact Study, April 2002).

The Kwinana Industrial Area Economic Impact Study (KIAEIS, 2002) has shown that Kwinana Provides major benefits to the WA and Australian economy. For example, it notes that Kwinana Industries:

- *"link to the energy, minerals and agricultural industries of the State, as suppliers of essential imports and as value adding to processors of primary outputs."*
- *"make a major positive contribution to Australia's international balance of payments, through exports and import replacement".*

The KIAEIS report also identifies the likelihood of substantial future growth. The planned capital investment over the next decade has been estimated at more than \$2 billion.

In addition to the above, the State Government is proposing over time, the development of a further 900 hectares of general industrial land in the Wattleup and Hope Valley areas, as a consequence of the FRIARS Study.

The South West Group understands the benefits to the region, the state and nationally, deriving from the efficient operation of the Kwinana Industrial area. Transport improvements are essential to optimise the operational efficiency of the area.

Australian Marine Complex

The Commonwealth and Western Australian Governments are developing the Australian Marine Complex at Jervoise Bay jointly. Its location takes advantage of the clustering of marine, defence and resources industries. It had 5 major precincts or components:

Shipbuilding precinct

Construction of lightweight vessels is a major growth industry and export earner for Australia. 55% of Australian commercial shipbuilding is undertaken in Jervoise bay.

Marine Support facility

This facility, which is situated in the complex's ship building precinct, is of major strategic and economic importance. It is used extensively by the Royal Australian Navy and potentially by other navies in the ANZUS alliance.

Fabrication Precinct

This precinct is equipped to undertake fabrication for a wide range of users including the oil and gas industry, the mining and minerals industry, ship upgrade and modification, superstructure modules for ship building and many others. Because of its size, it has the capability to provide pre-assembled units of up to 15,000 tonnes, which require high and wide loads distribution to key sites.

Technology Precinct

This precinct will be developed over the next 15 years to provide international standard test facilities for vessel design, mineral exploration, seabed production systems, etc.

Support Industry Precinct

This precinct provides the serviced land support for industries to be established within the complex.

In addition to its strategic importance to Australia's defence capability and to the export industry, the Australian Marine Complex will deliver 1000 direct full-time jobs and 2000-3000 indirect jobs in the support sector.

HMAS Stirling

HMAS Stirling is Australia's primary Indian Ocean naval base. It is the home base for the entire RAN Collins Class submarine fleet and half of the Navy's surface fleet. HMAS Stirling benefits by being in close proximity to the Australian Marine Complex.

As well as its strategic importance for Australia's defence, HMAS Stirling brings significant economic benefits to the region.

Fremantle Port

Fremantle Port is of strategic importance to Western Australia and to Australia. It is comprised of an inner harbour immediately adjacent to the South West Group area in the City of Fremantle and an outer harbour within the SW Group area on Cockburn Sound. Over 90% of all freight movements to the inner harbour and 100% of all freight movements to the outer harbour pass through the South West region by road and rail.

The Federal Bureau of Economics (1998/99) has provided economic estimates of the impact of Fremantle Port. These figures have been updated as part of the recent Freight Network Review (200). The current annual economic impact has been summarised as follows:

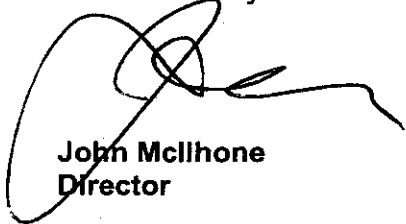
- \$658 million in economic output
- \$410 million in value added
- \$213 million in household income, and
- 4000 jobs.

The current growth in trade through the Port of Fremantle is very high. Planning has now commenced for the development of the Outer Harbour Port in Kwinana. In future, this new port will take much of the growth in freight traffic.

Both the existing and the new Port require improvements to land transport infrastructure that is, road and rail within the South West Metropolitan Region.

Should you require any further information regarding this submission please do not hesitate to contact Mr John McIlhone, Director, South West Group on (08) 9316 3788 or by email on jmcilhone@smrc.com.au

Yours sincerely



John McIlhone
Director

House of Representatives

Standing Committee on Transport & Regional Services

**INQUIRY INTO THE INTEGRATION OF REGIONAL
RAIL AND ROAD FREIGHT TRANSPORT AND THEIR
INTERFACE WITH PORTS**

South West Group

Submission

17 May 2005

JOHN McILHONE

The following response documents the South West Group's views to the Inquiry's Terms of Reference.

The role of Australia's regional arterial road and rail network in the national freight transport task.

The freight task in Western Australia is a major component of the daily operation of the community of this state and the location of the member Local Government Authorities of the South West Group means that the majority of the freight task into and out of the major port in Western Australia (Fremantle) must pass through these Municipalities. It is clear that with the continued growth of the Western Australian economy there will be a corresponding increasing demand of the freight task.

Much of the freight task in Western Australia is regional due to its isolation, size and the diverse location of regional centres.

Road freight is the dominant mode for the transport of freight throughout the Perth Metropolitan Area. The Government of Western Australia is proposing to increase the number of containers transported to and from the Fremantle Port to 30% over the next ten years but with the majority to still be moved by road.

Local Government Authorities in Western Australia have the care and control of approximately 72% of the road network and according to data from Main Roads Western Australia 22% of the State's overall freight task occurs on local roads.

As the majority of the freight task into and out of the Fremantle Port is through the South West Group of Local Government Authorities area the Group believes it is essential all transport modes are integrated and consistent with the adjacent land use to ensure that there is minimal impact on the adjacent communities and at the same time maximises the opportunity to manage the freight task in the most efficient and effective manner. We understand that there are conflicting needs at times, however, it is essential that all factors are considered in determining the best integration package.

The regional arterial and rail network in and out of the Port of Fremantle is not only vital to the operation of the Port but for the community of Western Australia. It is essential to integrate the planning and operation of this task to assist minimise impacts upon the communities in the vicinity of the port, the bulk of which reside within the South West Group of Local Government Authorities. To this affect a new direct rail loop and rail terminal is currently under construction at the Port, which will greatly improve the efficiency of rail movements.

The relationship and co-ordination between Australia's road and rail networks and their connectivity to ports.

Fremantle Port is the prime sea freight entry and exit point for Western Australia with the Inner Harbour being located adjacent to the Fremantle CBD and the Outer Harbour located to the south in Cockburn Sound at Kwinana.

Access to Fremantle Inner Harbour is constrained as the major freight access routes are from the south and east through major residential areas and via the Stirling Bridge over the Swan River. Similarly, the rail freight access is also from the south using the Fremantle to Perth passenger railway line as well as passing through the historic west end of Fremantle, the prime tourist precinct of the Fishing Boat Harbour and the residential areas to the south and east of Fremantle.

The access to the Fremantle Outer Harbour is via a more diverse regional road and rail network, however, it is essential that these freight routes incorporate the appropriate planning controls to ensure the Outer Harbour and its associated freight task is not constrained by inappropriate development as has happened with the Inner Harbour.

As the majority of the port related freight task passes through the South West Group area, the member Local Government Authorities have a vital interest in ensuring that the integration of the freight task modes is undertaken such that the social, environmental and safety amenity of the adjacent communities is maximised whilst ensuring the efficiency and effectiveness of the movement of freight.

The Federal Government is in a unique position to provide guidance and direction on the best practices and directions for freight access to ports across all levels of Government and at the same time Local Government is well attuned to the needs of the local community and the likely impacts of then long term planning initiatives required. To this end the South West Group also works closely with the State Government to ensure that these needs are identified and fed into the State planning process.

The State Government's Local Impacts Committee is currently developing a strategy to manage the freight and general traffic on mains roads within the northern section of the South West Group area to minimise their community impacts.

Policies and measures required to assist in achieving greater efficiency in the Australian transport network, with particular reference to:

Land transport access to ports;

Access to ports and the need to ensure they are able to operate efficiently and effectively without undue constraints are vital to the overall economy of the State and the viability of the port. This requires consistent, long-term planning of not only the port but the adjacent land use and in particular taking into account the need for road and rail freight as well as 24 hour, seven days per week access.

This is likely to lead to conflicting requirements such as the present case where the Fremantle Port wishes to expand container operations to 1,200,000 TEU's per year and the Cities of Fremantle and Melville wishing to have this capped at 600,000 TEU's per year on the basis of the impact on the community and the road and rail infrastructure requirements.

Whilst some of the additional container freight is, planned, to be carried by rail (up to 30%) this does not accommodate the projected increase freight task nor does it address the abutting land use issues of land adjacent to the railway line to be used. The proposed double stacking, the length of the trains (600 metres) and their frequency through a Fremantle tourism destination and hub, which may create some community concerns. While the South West Group is not condemning the rail freight option being advocated by the State there is the potential for the estimates associated with the volumes these trains will carry being overstated and there may well be travelling time limitations and constraints as well as community opposition.

There is also a growing community concern to the continued growth of heavy road freight in inner metropolitan areas. This concern relates to both the size and number of heavy freight vehicles and the impacts on road safety and environmental issues as well as social amenity and connectivity.

In order to minimise the disruption of freight operations and the local communities it is considered that grade separation of freight routes where they intersect is essential. In this way there are less delays and improved safety for the rail and road freight movements whilst at the same time reducing the environmental and safety impacts on the adjacent local communities. The South West Group advocates that if grade separation is to occur that this must be done carefully so as not to increase the potential for adverse environmental impacts upon the community.

For many years the road network and freight planning for the Perth Metropolitan Area has included a ring road around Perth and connecting to the Fremantle Port Inner and Outer Harbours. The State Government has decided to not construct the final section of Roe Highway westwards beyond the Leach Highway nor the Fremantle Eastern Bypass. This will result in all future road freight movements into and out of the Fremantle Inner Harbour using the existing Leach Highway and South Street routes and subsequently adversely impacting on the communities on each side of these roads compared to what they were expecting previously. Both of these routes have residential access immediately onto these roads in certain locations, which is not conducive to good safety practice, efficiency or community amenity. These impacts are recognised by the Local

Impacts Committee and the State Government's Network City Planning Strategy has also identified these roads as a designated activity corridors.

However, constraints remain regarding the availability of viable east-west road links between the Kwinana Freeway and the coast, south of the Swan River. This will have a major impact upon opportunities for managing road freight in the future, including public transport and general traffic (commercial and private).

Capacity and operation of major ports;

The capacity of ports must be related to the infrastructure required to service the port as well as the ability of the adjacent land uses to accommodate the required freight task.

The main freight activity of the Fremantle Inner Harbour is located adjacent to the Fremantle CBD, has residential development abutting and is located on the opposite side of the river to the major freight routes. The Port administration has plans to increase container traffic through the port by approximately 3 times to 1,200,000 TEU's whilst the City's of Fremantle and Melville are opposed to any increase beyond 600,000 TEU's. It is the residents of these City's that bear the brunt of the impact of the increased freight task. This is where an integrated approach is required to ensure the needs of the whole community are taken into account in the long term planning for the Port.

Whilst there are plans to construct a new port facility and container wharf to the south in Cockburn Sound in time to match the reaching full capacity of the Inner Harbour, the community is requiring the new facility be constructed earlier.

It is essential that transport corridors are planned for and protected such that communities through which they pass have minimal impact and at the same time the freight network is able to operate with maximum efficiency and effectiveness. It is essential that all levels of government be involved in this process.

Movement of bulk export commodities, such as grain and coal;

The Cooperative Bulk Handling facility in Kwinana, its associated berth and the use of rail to freight the grain to it is considered to be a good example in the integration of the freight task.

The deterioration of the Western Australian narrow gauge freight rail network in the rural areas results in more bulk grain cartage by road which in turn increases the demand on the road freight task near both the Port of Fremantle and the regional ports located along the Western Australian coast line. This is an example of how the lack of integrated freight planning in one-area impacts on other areas of the freight transport task and communities in other parts of the state.

The role of intermodal freight hubs in regional areas;

The Western Australian Government proposes to construct a regional freight hub in the Kewdale - Hazelmere area east of Perth to reduce the number of container trips to and from Fremantle Port Inner Harbour.

With the size of Western Australia and the distances in between major centres it is considered that regional transport hubs will be developed in the future in order to facilitate the efficient movement of freight within Western Australia.

The development of regional freight hubs will require the cooperation and collaboration between all levels of Government. However, it is important that in locating these transport hubs the travel distances for goods between the port and the transport hubs are clearly considered in order to reduce the freight impact on local communities.

Consideration of the location of regional transport hubs near major regional ports would assist in reducing the freight task in the Perth Metropolitan Area and the Fremantle Port.

Opportunities to achieve greater efficiency in the use of the existing infrastructure;

In order to achieve greater use of the existing infrastructure it is essential to integrate transport planning such that the needs of all users in the transport task are considered and the best overall outcome is achieved. This includes freight to and from ports by rail and road, inter urban freight and commercial deliveries, public transport, general traffic and the appropriateness of the land use adjacent to these freight routes and corridors.

Too many times, decisions are made on an ad hoc basis to address issues that have arisen in one part of the freight network without due consideration of the impacts on the other areas and the abutting land uses. This is a considerable problem with long-term regional road network issues in North Fremantle unresolved. The bridges across the Swan River and Tydeman Road are major constraints to truck access to the Inner harbour and are not being considered within the Port's longer term *Port Access Strategy*.

It is important that the Federal Government plays a key role in ensuring that regional freight route planning and operation takes into account the needs of all road and land users.

Possible advantages from the use of intelligent tracking technology.

The South West Group believes that the greater use of technology and in particular tracking technology is of vital importance to the improved utilisation and efficiency of the freight task. The use of such technology has the potential to reduce the number of unnecessary truck movements, improve flexibility in the operation of road transport and to enable better management of freight through the total transport system.

On line technologies will assist in reducing transport times, assist in closer scheduling of freight movements and improve response times as well as allowing the three levels of Government to better monitor and manage the use of the road network. Part of the management and planning of the road and rail network is the ready availability of up to

date data on freight movements, types of freight and the quantity of freight. In this way more informed decisions are to be made.

The role of the three levels of government and the private sector in providing and maintaining the regional transport network.

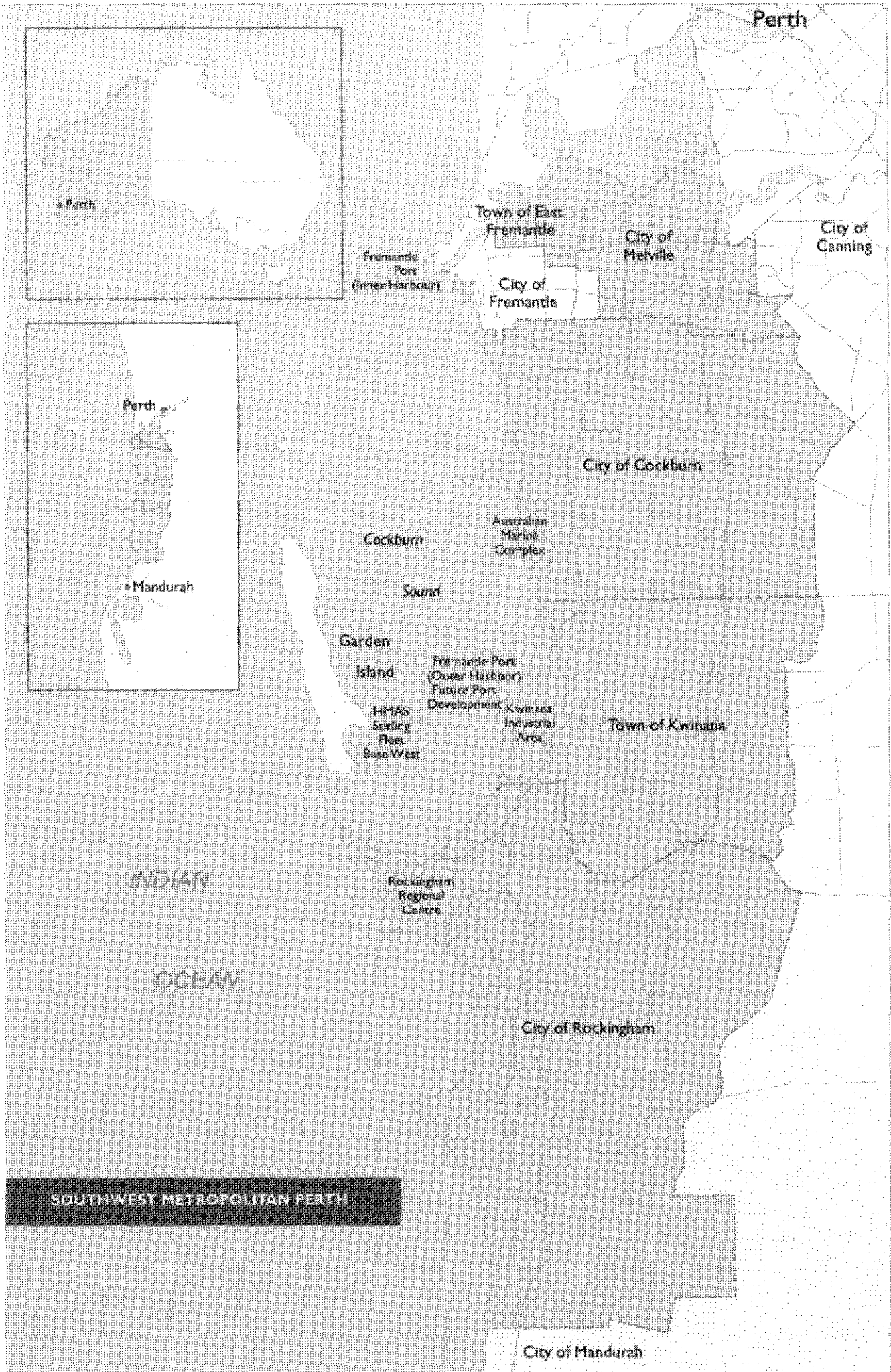
The three tiers of Government all have a responsibility for managing the road network in the South West region of Metropolitan Perth. In addition, road and rail access to and from the Fremantle Port's Inner and Outer Harbours passes through one or more of the member councils of the South West Group. The transport task to and from the Port is of major significance to all in Western Australia and beyond. To this end it is imperative that all levels of government work in a coordinated fashion to both develop and maintain an integrated and coordinated transport network to the port. Without this, planning decisions can be made in isolation of other key elements and result in a lower level of transport infrastructure and systems than might otherwise be possible.

To this end the South West Group, in partnership with the State Government Department for Planning and Infrastructure developed an Integrated Regional Transport Plan for South West Metropolitan Perth. The purpose of developing this plan was to provide a coordinated approach to transport planning in the region between member Councils and the State Government. In undertaking the development of this plan, the adjoining Cities of Fremantle, Mandurah and Canning were also invited to participate.

In turn this project also considered the outcomes of the following strategies and master plans:

- The South West Metropolitan Railway
- Rockingham – Fremantle Transitway
- Southern Metropolitan East – West Public Transport Study
- The Freight Network Review
- The Perth Metropolitan Freight Transport Strategy (2000)
- Travel Smart 2010

The development of an integrated approach to transport task requires an integrated approach to the provision of funding, maintenance and operation of the freight network and system. It is clear from previous occasions that: decisions regarding funding for one part of the transport network has implications and burdens on other parts of the freight network.



Perth

Perth

Town of East Fremantle

City of Melville

City of Canning

Fremantle Port (Inner Harbour)

City of Fremantle

Perth

Mandurah

City of Cockburn

Cockburn

Australian Marine Complex

Sound

Garden Island

Fremantle Port (Outer Harbour)
Future Port Development

Kwinana Industrial Area

Town of Kwinana

HMAS Stirling Fleet Base West

INDIAN

Rockingham Regional Centre

OCEAN

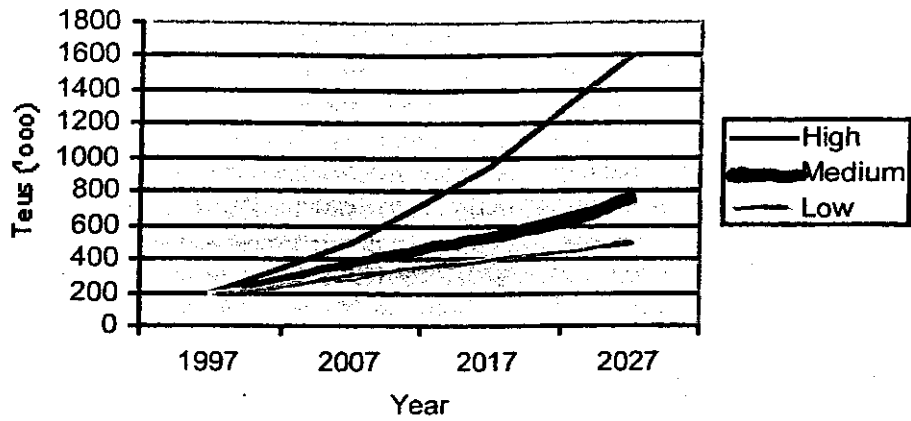
City of Rockingham

SOUTHWEST METROPOLITAN PERTH

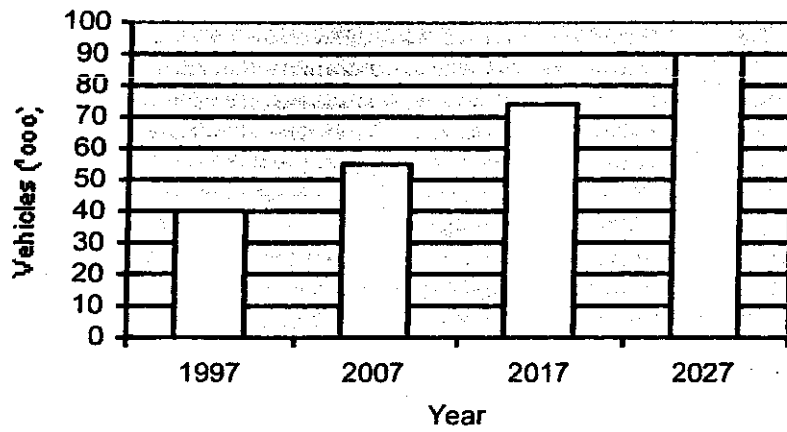
City of Mandurah

INNER HARBOUR TRADE FORECASTS

Inner Harbour Container Forecasts



Inner Harbour Motor Vehicle Forecasts



Inner Harbour Other Breakbulk Forecasts

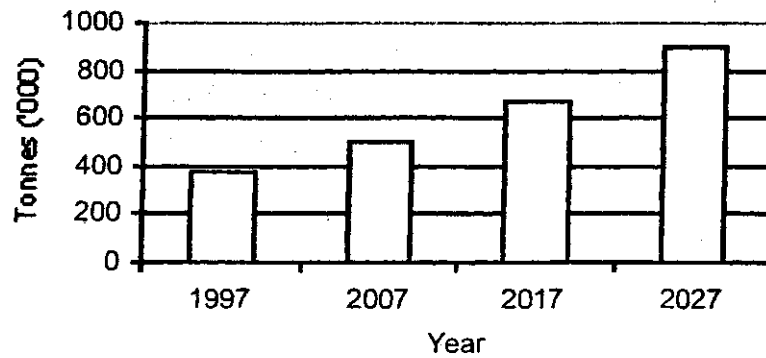


Figure 3

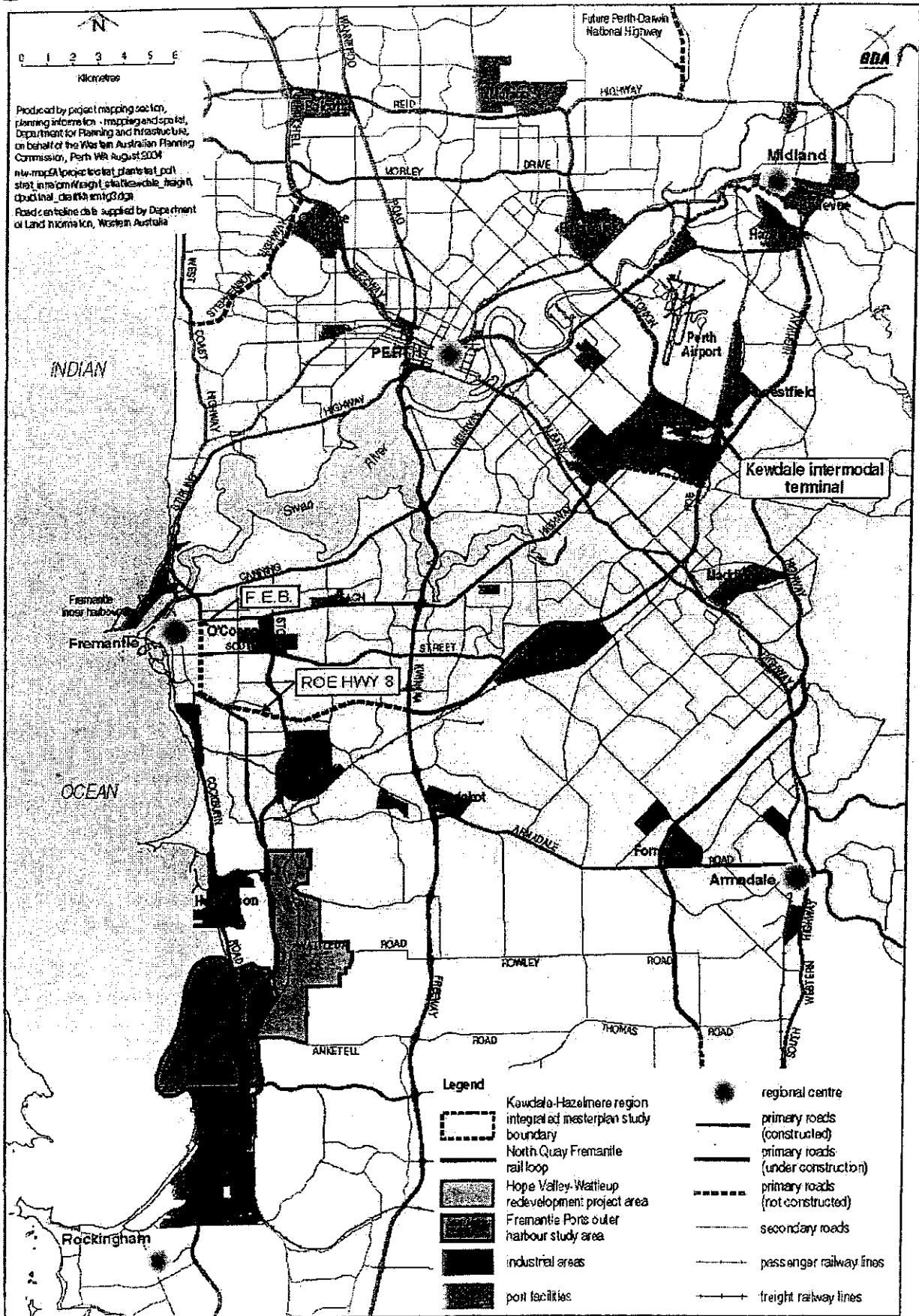
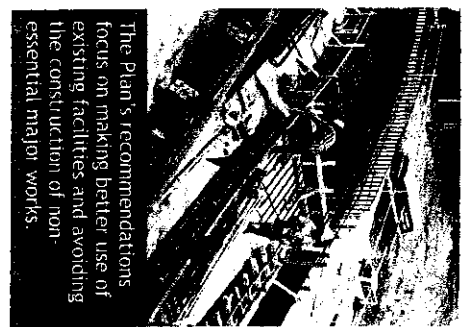


Figure 3 - Key elements of the metropolitan freight network system

The South West Integrated Transport Plan provides a wide range of recommendations aimed at developing a sustainable transport system for the region. The member Councils recognise the budgetary implications and financial constraints facing the Government and local authorities and accept that commitment to recommendations is dependent upon other priorities and the capacity to fund such commitments.

- The following priority actions represent a selection of the main recommendations of the South West Group.
- Actions**
- Prepare local integrated transport plans.
 - Make planning of bus routes and services an integral part of land development.
 - Consider bus priority measures before the opening of the South West Metropolitan railway and implement over time.
 - Introduce TravelSmart in association with the opening of the South West Metropolitan railway.
 - Develop a plan for each rail station area based on Liveable Neighbourhood guidelines.
 - Upgrade facilities at bus stops and stations including shelters, timetables and route information.
 - Investigate opportunities for small park 'n' ride facilities along primary bus routes.
 - Assess how traffic management can improve bus priority and pedestrian and cyclist improving projects on existing roads.
 - Review parking requirements for developments near good public transport services.
 - Build Rockingham Road/ Carrington Street bus transfer station.
 - Better management of traffic on main streets and distributor roads to improve safety and reduce severance through communities.
 - Update the Perth Bicycle Network Master Plan for the region.
 - Plan and provide for the Principal Shared Path adjacent to the South West Metropolitan Railway.
 - Build cycling facilities associated with several regional roads and recreation reserves.
 - Develop comprehensive pedestrian access plans for each council.
 - Develop/upgrade shared paths to all railway and bus stations and high frequency bus route stops.
 - Review all main and distributor roads for pedestrian crossing opportunities.
 - Implement the recommendations of the Freight Network Review.



The Plan's recommendations focus on making better use of existing facilities and avoiding the construction of non-essential major works.

More Details

Copies of the full report and recommendations are available at local libraries or by visiting www.southwestgroup.com.au

Further information is also available by telephoning:
 ohn McIlhorne at the South West Group on 9316 3988
 mail: jmclhorne@smc.com.au
 david Igglesden at Department for Planning and Infrastructure on 9264 7777
 mail: david.igglesden@dpi.wa.gov.au

This document is available in alternative formats (eg computer disk, large print) by contacting the South West Group on 9316 3988.

Funding

- Key funding principles include:
- Give priority to proposals that achieve transport/land use integration or are outputs of local integrated transport plans.
 - Maximise the leverage and advantage to be obtained from the South West Metropolitan railway.
 - Consider funding to improve the overall public transport system and to ensure that the bus system is properly integrated with the rail system.
 - Make funding flexible to improve TravelSmart and other projects not currently covered by mainstream funding.

Travelling Together
 The South West Metropolitan Integrated Transport Plan

Getting from A to B is an essential part of our busy lives. Just about all of us need to travel every day for work, study, leisure, shopping, going to the doctor, visiting relatives or friends, joining in community-based activities or for a host of other reasons.

We walk, cycle, take a bus, train, ferry or taxi, drive our car or get driven by someone. Often we use a combination of these to get around.



All have adopted a partnership approach and a consensus style for making decisions. The outcome is Travelling Together. The South West Metropolitan Integrated Transport Plan that looks into future transport needs of the region, how best to meet them and what the priorities should be.

Implementing this regional transport plan will greatly assist in achieving this vision by:

- linking local, district and regional centres for employment, education, shopping and recreation;
- providing accessible, affordable and safe travel choices;
- sustaining and supporting high quality lifestyles; and
- promoting the environmentally sustainable transport options of walking, cycling and using public transport.

Planning together

In the south west metropolitan area a group of local councils, South West Group, have been planning together with the Department for Planning and Infrastructure to improve the convenience and safety of all forms of transport. To ensure our roads do not become more congested and our air more polluted, they have been looking at the issues on a regional basis, recognising that a transport planning decision made in one locality can have a domino effect in others.

The towns and cities involved are: Canning, Cockburn, East Fremantle, Fremantle, Kwinana, Mandurah, Melville and Rockingham. Also involved are the Department for Planning and Infrastructure and



Current transport planning must ensure that the needs of future generations are considered.

Looking to the future

"The State Sustainability Strategy shows how we can meet the needs of current and future generations through an integration of environmental protection, social advancement and economic prosperity." (Premier Dr Geoff Gallop 2003) Cities around the world are attempting to better integrate land use and transport planning.

- Integrated transport plans address key principles in sustainable transport planning including:
- Preserving the rights of future generations to make their own decisions.
 - Maintaining and improving access.
 - Providing fair and affordable travel options and choices for all.
 - Limiting adverse impacts such as excessive use of non-renewable resources, noise, pollution, death and injury, social exclusion and greenhouse gases.
 - Assessing transport proposals to include social...



travelling together



SOUTH WEST GROUP



Widening roads for through traffic often has little effect on local traffic and congestion.

Reducing car dependency

In aiming for a more balanced transport system in the south west region, local councils and planners are looking at ways to provide good connections for walking, cycling and public transport, as well as for car travel.

This means that future land development has to provide more options for walking, cycling and public transport.

In the immediate future it means making substantial improvements to the public transport system (both infrastructure and services) and to walking and cycling networks.

The plan proposes less reliance on expanding the road system. There is now plenty of evidence to show that increasing road space for through traffic results in greater traffic volumes with no sustainable reduction in congestion.

However, a phenomenon called "disappearing traffic" means that the reverse is also true. When road space is reduced to give priority to public transport or for walking and cycling improvements, traffic movements often decrease.

A one-off opportunity

The South West Metropolitan rail project provides a one-off opportunity to improve bus services and infrastructure so as to link rail to bus and to other travel choices such as cycling and walking.

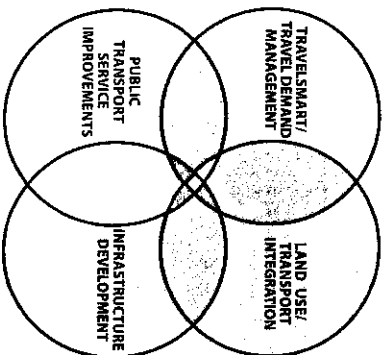
A major reorganisation of bus services will be required. Improving connections between major activity centres in the region and rail stations is an important component of The South West Metropolitan Integrated Transport Plan.

If buses and trains are to be viable alternatives to cars, they must be competitive in convenience. Good connections, faster travel time, greater frequency (better than every 15 minutes), longer service hours and accessibility are the keys to developing a less car dependent region.

Four Principles

The four principles that guided The South West Metropolitan Integrated Transport Plan are:

- managing travel demand;
- integrating transport and land uses;
- making improvements to public transport services; and
- developing infrastructure.



TravelSmart

TravelSmart is a highly successful program that provides information and encouragement to choose travel options other than car travel.

Expansion of the TravelSmart program in the region, particularly as the South West Metropolitan railway becomes operational, would significantly reduce traffic congestion.

The benefit/cost ratio of TravelSmart programs is more than 30:1.

Land Use-Transport Integration

The South West Group members identified their guiding land development principle as "Pursuit of a self-sufficient sub-region of the metropolitan area".

Outcomes will be increased employment at district and regional centres within the study area and in neighbouring councils.

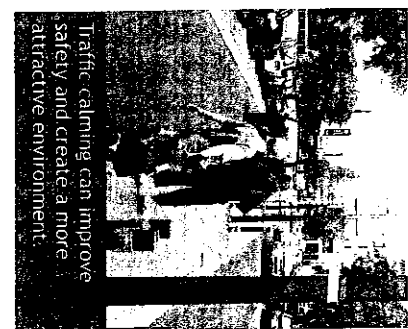
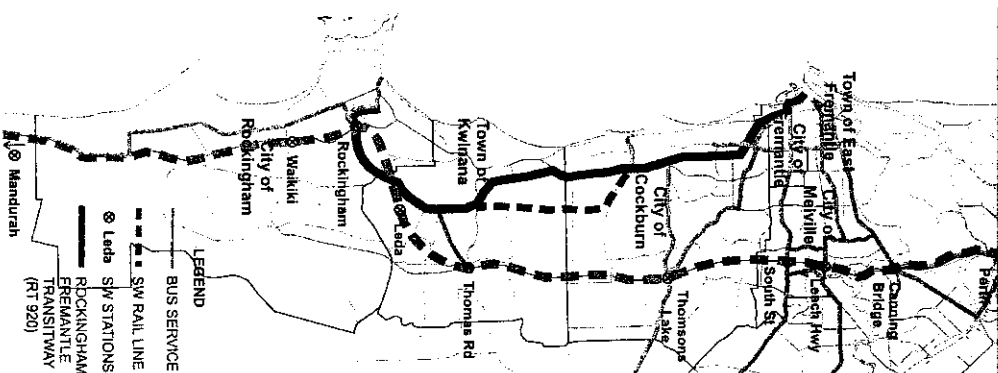
The planning philosophy is to develop centres of higher density mixed uses with a range of accessible transport networks and options. The region already includes a number of regional and district centres.

Existing planning policies that influence the type, scale and location of such centres include encouraging higher density residential development near major public transport interchanges.

Public Transport Service Improvements

There are corridors in the area, such as Canning Highway and South Street, where buses currently encounter congestion. Bus priority facilities could provide a faster trip time than by car.

A network of high quality public transport routes has been proposed to link regional and district centres with the South West Metropolitan railway.



Traffic calming can improve safety and create a more attractive environment.

Infrastructure Development

The proposed infrastructure development plan gives priority to improving walking, cycling and public transport and to developing interconnected networks for all options.

Beyond 2007, planning freight access networks (road and rail) to the new port will become a priority.

The development of local and regional bicycle plans will help ensure that future investments are maximised to improve the cycling network.

Walking is part of most public transport journeys and all walking networks should meet the needs of everybody, including people with disabilities. Streets should be designed to be 'walking streets', providing safe, convenient access to activity centres (including schools) and public transport (interchanges) and across major roads.

The pedestrian and cycling networks are primarily a local government responsibility, but a partnering approach with the State Government should be taken in developing pedestrian and cycle access to the South West Metropolitan Rail system and other major transport services.

Consensus/Partnership Approach

In the southern area there are currently gaps in the planned east-west road network, limiting direct access to the freeway and major centres, including public transport interchanges. However, providing more roads that meet capacity demand in peak periods will not be possible or even desirable in the future. This is likely to increase the potential for congestion in other areas.

Consensus/Partnership Approach

South West Metropolitan Councils and Government agencies have worked together, identified critical issues and reached consensus on a vision, the guiding principles and set priorities for elements of the plan.



When service frequencies improve public transport becomes the transport mode of choice for more people.

This consensus-based approach recognises the right of individual Councils and the Government of Western Australia to have different policy and planning perspectives on elements of the study. Both the State Government and local councils are committed to pursue detailed consideration of implementation of the plan. A partnership approach to implementation, which recognises the needs and responsibilities of all parties will be developed.

