

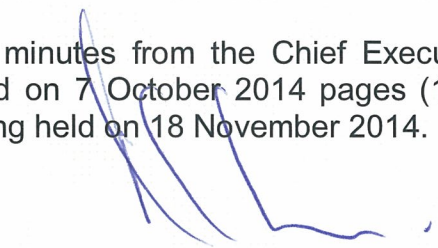


MINUTES

CERTIFICATION OF CONFIRMATION OF CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MINUTES

7 OCTOBER 2014

I, Mr Bob Jarvis, hereby certify that the minutes from the Chief Executive Officers Advisory Committee Meeting held on 7 October 2014 pages (1) to (48) were confirmed at a Committee meeting held on 18 November 2014.



Signature

Mr Bob Jarvis
Person presiding at Meeting

CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

MINUTES

7 October 2014

(REF: D2014/09553)

A meeting of the Chief Executive Officers Advisory Committee was held at the EMRC Administration Office, 1st Floor, 226 Great Eastern Highway, BELMONT WA 6104 on **Tuesday, 7 October 2014**. The meeting commenced at **12:30pm**.

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1 DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Chairman opened the meeting at 12:30pm and welcomed Mr Simon Rodgers - Supervising Engineer, Floodplain Management, Department of Water to the meeting.

2 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

Committee Members

Mr Bob Jarvis (Chairman)	Chief Executive Officer	Town of Bassendean
Mr Stuart Cole (Deputy Chairman)	Chief Executive Officer	City of Belmont
Mr Doug Pearson (Deputising for Ms Francesca Lefante)	Director Technical Services	City of Bayswater
Ms Rhonda Hardy	Chief Executive Officer	Shire of Kalamunda
Mr Shane Purdy (Deputising for Mr Jonathan Throssell)	Acting Chief Executive Officer	Shire of Mundaring
Mr Mike Foley	Chief Executive Officer	City of Swan
Mr Peter Schneider	Chief Executive Officer	EMRC

Apologies

Ms Francesca Lefante	Chief Executive Officer	City of Bayswater
Mr Jonathan Throssell	Chief Executive Officer	Shire of Mundaring

EMRC Officers

Mrs Marilyn Horgan	Director Regional Services
Ms Naomi Rakela	Manager Environmental Services
Ms Theresa Eckstein	Executive Assistant to Chief Executive Officer (Minutes)

Visitors

Mr Simon Rodgers	Supervising Engineer, Floodplain Management, Department of Water
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3 DISCLOSURE OF INTERESTS

Nil

4 ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION

Nil

5 PETITIONS, DEPUTATIONS AND PRESENTATIONS

5.1 SWAN RIVER FLOOD DAMAGE ASSESSMENT STUDY AND NATURAL DISASTER RESILIENCE PROGRAM

A presentation was provided by Mr Simon Rodgers - Supervising Engineer, Floodplain Management, the Department of Water gave a presentation on the Swan River Flood Damage Assessment Study and Natural Disaster Resilience Program funding application in partnership with EMRC - Understanding and Managing Flood Risk in Perth's Eastern Region.

The presentation covered an investigation of the potential impact of climate induced sea level rise on water levels and flooding in the Swan River and an assessment of the vulnerability of existing infrastructure to potential flooding along the Swan River between Fremantle and Walyunga National Park. It is expected this work will assist emergency response, climate adaptation planning and community awareness programs.



Item 5 continued

Mr Rodgers briefly discussed the Natural Disaster Resilience Program funding application that was recently lodged by EMRC in partnership with Department of Water, City of Bayswater, Town of Bassendean, City of Belmont and City of Swan "Understanding and Managing Flood Risk in Perth's Eastern Region". The first stage of the project involves a catchment hydrology assessment of the study area to determine design flow estimates for the Swan and Helena Rivers at key locations, the potential impact of climate change on rainfall and flow estimates and the estimation of the probable maximum flood. The Department of Water will provide in-kind support for this project if funding is successful.

The Manager Environmental Services and Mr Rodgers departed the meeting at 12:51pm.

6 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

6.1 MINUTES OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD ON 5 AUGUST 2014

That the minutes of the Chief Executive Officers Advisory Committee meeting held on 5 August 2014, which have been distributed, be confirmed.

CEOAC RESOLUTION(S)

MOVED MR FOLEY

SECONDED MR COLE

THAT THE MINUTES OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD ON 5 AUGUST 2014 WHICH HAVE BEEN DISTRIBUTED, BE CONFIRMED.

CARRIED UNANIMOUSLY

7 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

8 QUESTIONS BY MEMBERS WITHOUT NOTICE

Nil

9 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETINGS MAY BE CLOSED TO THE PUBLIC

Nil

10 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

Nil



11 REPORTS OF EMPLOYEES

11.1 REGIONAL INTEGRATED TRANSPORT STRATEGY 2014-2016

REFERENCE: D2014/11629

PURPOSE OF REPORT

To seek Council endorsement of the Regional Integrated Transport Strategy 2014-2016.

KEY ISSUES AND RECOMMENDATION(S)

- The EMRC and member Councils are committed to working with government and commercial partners to create an integrated, safe, efficient, accessible and sustainable transport network in Perth's Eastern Region.
- The Regional Integrated Transport Strategy 2014-2016 has been developed following consultation with the Regional Integrated Transport Strategy Implementation Advisory Group comprising member council technical officers and agency representatives from the Department of Transport, Department of Planning, Main Roads WA, the Public Transport Authority and Perth Airport Pty Ltd.
- The Regional Integrated Transport Strategy 2014-2016 includes a priority road projects list and a regional cycling priorities list. It sets out the strategic framework for developing an integrated transport network in Perth's Eastern Region and identifies five key focus areas:
 - Integrated Planning
 - TravelSmart
 - Public Transport
 - Active Transport
 - Infrastructure
- The Regional Integrated Transport Strategy 2014-2016 provides regionally identified and prioritised infrastructure requirements to assist when seeking funding or support from the state and federal government.

Recommendation(s)

That Council endorse the Regional Integrated Transport Strategy 2014-2016.

SOURCE OF REPORT

Director Regional Services
Manager Regional Development

BACKGROUND

The EMRC and member Councils are committed to working with government and commercial partners to create an integrated, safe, efficient, accessible and sustainable transport network in Perth's Eastern Region which is a major air, rail and road transport hub servicing both passenger and freight demands of the state and the nation.

Council approved the Regional Integrated Transport Strategy (RITS) Action Plan 2010-2013 on 18 February 2010 (Ref: DMDOC/125909). A minor review of this plan was undertaken in March 2012 and changes to the Action Plan were noted by Council on 21 June 2012 (Ref: DMDOC/164668).



Item 11.1 continued

A major review of the RITS Action Plan 2010-2013 was undertaken in 2013 and this focused on updating actions and a review of the progress towards the Strategy's goals. The review recommended that:

- The RITS be redeveloped for a new timeframe of 2013-2016;
- The layout of the RITS be restructured;
- The membership of the Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG) be reviewed; and
- The key focus actions contained within the strategy be redeveloped to provide stronger objectives.

At its meeting held on 23 May 2013 Council endorsed the development of the RITS Action Plan 2013-2016 (Ref: DMDOC/176755). Due to the consultation period and the Plan being developed in 2014 it was considered appropriate to alter the timeframe to 2014-2016.

REPORT

Following the major review and a desktop based study, external consultants were engaged to assist with the development of the new RITS in October 2013. The consultants facilitated the development of the draft strategy based on outcomes obtained from the 20 January 2014 and 17 April 2014 workshops with the Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG). This group comprises member council technical officers and agency representatives from the Department of Transport, Department of Planning, Main Roads WA, the Public Transport Authority and Perth Airport Pty Ltd.

A final workshop was held to gain consensus on the key actions, priorities and timeframes with the RITS IAG on 25 July 2014 and the agreed outcomes were endorsed by group members. The Priority Roads List was developed and reviewed in consultation with the RITS IAG members. The identified priorities and associated timeframes have been incorporated in the RITS 2014-2016. The draft of the RITS was circulated to RITS IAG in August 2014 with minor amendments being included in the final draft.

The RITS 2014-2016 (as attached) sets out the strategic framework for developing an integrated transport network in Perth's Eastern Region. It builds on the previous RITS Action Plan 2010-2013 and identifies and advocates for all modes of transport in a collaborative approach that can be used in developing a transport network that is integrated, safe, efficient, accessible and sustainable and meets the needs of transport user groups and member Councils.

The RITS 2014-2016 identifies five key focus areas:

- Integrated Planning
- TravelSmart
- Public Transport
- Active Transport
- Infrastructure

Each key focus area has a series of identified actions with timeframes and priorities. In addition, there is an agreed priority road (infrastructure) projects list and the regional cycling priorities list. The final section of the RITS 2014-2016 includes four appendices that outline the existing transport networks, road network list, road safety statistics, travel pattern details and black spot funding details.

The RITS 2014-2016 aligns with transport network strategies associated with member Councils, metropolitan Perth and the state of Western Australia and provides a framework to guide regional integrated transport. The RITS also aligns and is consistent with the EMRC 2022, 10 Year Strategic Plan and the EMRC Corporate Business Plan.



Item 11.1 continued

The timeframe for the RITS 2014-2016 will allow for a major review to be undertaken in 2016. This provides sufficient time for a major review to be completed and the potential for the strategy to be redeveloped and used as an advocacy document prior to the 2017 state elections.

The RITS 2014-2016 will afford member Councils the opportunity to leverage off regionally identified and prioritised infrastructure requirements when seeking funding or support from state and federal government and will also enable the EMRC to advocate on behalf of its member Councils on all transport matters included in the strategy.

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 2 – Social Opportunities

- 2.1 To facilitate regional cultural and recreational activities.

Key Result Area 3 – Economic Development

- 3.1 To facilitate increased investment in regional infrastructure.
3.2 To facilitate regional economic development activities.

Key Results Area 4 -Good Governance

- 4.1 To provide advice and advocacy on issues affecting Perth's Eastern Region.
4.2 To manage partnerships and relationships with stakeholders.

FINANCIAL IMPLICATIONS

Funding for the development, design, printing and distribution of the RITS 2014-2016 is included in the 2014/2015 operating budget.

SUSTAINABILITY IMPLICATION

The pursuit of environmental considerations, economic and social growth outcomes for Perth's Eastern Region are integrated wherever possible in all EMRC activities.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean City of Bayswater City of Belmont Shire of Mundaring City of Swan Shire of Kalamunda	<p>Member Council officer time is required from time to time to provide technical advice and information to the EMRC, through EDOG and RITS IAG to ensure projects are being delivered in accordance with member Council expectations.</p> <p>Nil as the Shire of Kalamunda is not participating in this project</p>

ATTACHMENT(S)

Regional Integrated Transport Strategy 2014-2016 (Ref: D2014/11643)



Item 11.1 continued

VOTING REQUIREMENT

Simple Majority

RECOMMENDATION(S)

That Council endorse the Regional Integrated Transport Strategy 2014-2016.

The Director Regional Services provided a brief overview of the report and discussion ensued. The Regional Integrated Transport Strategy 2014-2016 was endorsed by the CEOs with minor changes requested.

CEOAC RECOMMENDATION(S)

MOVED MR COLE

SECONDED MR PEARSON

That Council endorse the Regional Integrated Transport Strategy 2014-2016.

CARRIED UNANIMOUSLY

Regional Integrated Transport Strategy 2014-2016

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Executive Summary

The Regional Integrated Transport Strategy (RITS) 2014-2016 sets out the strategic plan for developing an integrated transport network in Perth's Eastern Region. The strategy highlights and advocates for all modes of transport and will ensure that a collaborative approach is used in developing an integrated, safe, efficient, accessible and sustainable transport network.

Why an Integrated Transport Strategy?

Perth's Eastern Region is a major air, rail and road transport hub servicing both passenger and freight demands of the state.

The Region hosts Perth's international and domestic airport terminals, several major highways (including the Graham Farmer Freeway; the Great Eastern, Great Northern, Leach, Reid and Roe Highways), the Midland Rail Line and is home to important strategic commercial, industrial and residential centres.

With strong population growth, significant infrastructure and strategic centres, a strategic direction is required in order to develop a fully integrated transport network in Perth's Eastern Region (the Region).

The vision for the Regional Integrated Transport Strategy is:

"To advocate and support the development of a transport network that integrates all transport modes and assists in making Perth's Eastern Region a great place to live, work, play and do business".

To achieve the vision for an integrated transport network, the strategy sets out actions in five key focus areas:

Integrated Planning

TravelSmart

Public Transport

Active Transport

Infrastructure

The Eastern Metropolitan Regional Council (EMRC) and member Councils are committed to working with government and commercial partners to create a transport network in Perth's Eastern Region that is integrated, safe, efficient, accessible and sustainable.

Perth's Eastern Region

Perth's Eastern Region stretches from the edge of the Perth CBD, along the scenic Swan River, through urban, residential, commercial and industrial areas. The Region is home to approximately 338,180¹ people from diverse cultural backgrounds and constitutes around one third of the metropolitan area. Perth's Eastern Region is a vibrant, fast growing region encompassing about 2,100 square kilometres.

The Region is home to significant movement infrastructure along with major industrial, commercial and retail locations. These locations are high trip generators and as such access to these locations is important for the efficient movement of people, goods, services and freight. The Region is home to arguably one of Western Australia's most important pieces of infrastructure, the Perth Airport, located within its 2105ha estate. The Airport is the premier international, domestic and regional gateway to Western Australia² and has experienced significant growth in passenger movements in the past decade, increasing to 13.6 million passengers in 2012/2013³.

The Region is also home to the Kewdale Intermodal Terminal. The Terminal is an important component of the freight network in Western Australia due to its accessibility by road and rail, and its proximity to industrial areas. This enables the transport and distribution of goods to local, intrastate, interstate and international destinations.

The Region has a major industrial presence, with the areas of Malaga, Welshpool, Kewdale, Hazelmere, Forrestfield, Bayswater and Bassendean playing key roles in transport, storage, manufacturing and logistics for the state's construction and resource sectors. As a significant transport and industrial hub, Perth's Eastern Region is a major generator of economic output producing an estimated \$50.2 billion or 16.1% of the overall output of the Greater Perth Area⁴.

State government has recognised the importance of Perth's Eastern Region as a transport and industry hub in its urban development framework for Perth and Peel regions - *Directions 2031 and Beyond*⁵. Key locations identified within Perth's Eastern Region include Perth Airport which has been identified as one of three strategic specialised centres, Kewdale/Welshpool as a key strategic industrial centre, while Midland and Morley are Strategic Metropolitan Centres within the Activity Centres Network. The smaller secondary centres of Belmont and Ellenbrook also perform an important role in the regional economy and provide an essential service to their catchment populations.

These transport concentrations provide both opportunities and issues for the Region. Maintaining and improving regional transport infrastructure is essential for facilitating economic development, supporting sustainable residential development and community service delivery and addressing traffic management issues, particularly those that impact on traffic and pedestrian safety. Correspondingly there are a number of high traffic major roads in and around these centres as well as major rail and road networks linking Perth with the rest of Western Australia and with the east coast of Australia.

The EMRC and its member Councils are committed to the creation of a regional transport network that is efficient, safe and integrates all modes of transport, including road freight. This Regional Integrated Transport Strategy will provide the direction and guidance to ensure that this commitment becomes a reality.

¹ Estimated Resident population March 2014 – Profile.Id

² Perth Airport Masterplan 2009 and Preliminary Draft master Plan 2014

³ Perth Airport Statistics(<http://www.perthairport.com.au/AboutUs/CorporateInformation/AirportStatistics.aspx>)

⁴ REMPLAN Compelling Economics Data accessed April 2014

⁵ Directions 2031 and Beyond; Metropolitan Planning Beyond the Horizon - Western Australian Planning Commission (2010)

The Local Government Areas

There is a diverse range of commercial, industrial and residential localities within each of the local government areas and the levels of prosperity, vibrancy, infrastructure and construction development vary considerably. Some localities have been identified as being activity centres of state strategic significance and there are developments of various scales underway that are expected to re-invigorate or transform some localities. In addition to this local government reform is likely to impact some localities within the Eastern Metropolitan Regional Council area.

Town of Bassendean

The Town of Bassendean is the smallest of the Region's local government areas, located approximately 10 kilometres north-east of Perth and a five minute drive from the Swan Valley vineyards. With a population of 14,404 (Census, 2011) and a total area of 11 square kilometres, Bassendean is bounded by the Swan River, the City of Swan and the City of Bayswater. The Town has a unique sense of place and aspires to be a village within a city. It has a rich heritage including historic buildings and streetscapes. The river frontage of 7 kilometres is a major natural asset. Bassendean is also a growing centre of cultural activity.

Bassendean's transport network is served by the primary distributor of Guilford Road, three train stations on the Midland Rail Line and bus services. The Town is set for future development of bus rapid transit connections as identified in the Public Transport for Perth 2031.

City of Bayswater

The City of Bayswater is a predominantly residential locality that is renowned for its beautifully maintained area, located approximately 8 kilometres north-east of Perth. The City also contains commercial and industrial areas. The size of the City is 33 square kilometres with 10 kilometres of Swan River foreshore. The City's population is 62,000 people and half of all residents have jobs. However, most residents work outside of the City: a total of only 18,000 people work in the City and this includes many who are not local residents.

The Retail Sector accounts for around 18% of all employment and the City is home to the Centro Galleria Shopping Centre at Morley, which is one of the largest retail centres in the state. As this large centre attracts significant numbers of people, access is an issue. The centre is set for future bus rapid transit connections as identified in Public Transport for Perth 2031.

City of Belmont

The City of Belmont is located about 6 kilometres north-east of Perth and has an area of 40 square kilometres with 11 kilometres of Swan River foreshore. The population is 38,570 people and is growing steadily with many immigrants from diverse backgrounds moving into the City.

Perth Airport occupies about one third of the City's land area. Other notable features are the Ascot Racecourse with adjacent stables zone, the Kewdale Freight Terminal and various major road connections. The Transport and Storage Sector is the largest employer. Other key sectors include Manufacturing, Retail, Equine Industry and Tourism. The City is an employment generator with more employees than residents.

Shire of Mundaring

The Shire of Mundaring is a large and predominantly rural shire in the east of the Region, located approximately 35 kilometres from Perth. Its area is around 645 square kilometres, of which almost half is national park. The population is approximately 35,000 people, spread out in townships, villages and rural localities.

The Shire contains the Great Eastern Highway, which is a major freight corridor into the Wheatbelt region and remote areas of WA, including the Goldfields and the rest of Australia.

City of Swan

The City of Swan is the largest local government area in metropolitan Perth and covers over 1,000 square kilometres. The City is located 21 kilometres north-east of Perth. It contains diverse localities, ranging from the major commercial centre of Midland through to the picturesque wine region of the Swan Valley, national parks and rural areas. The population is around 105,000 and continues to grow strongly.

As a strategic metropolitan centre, Midland continues to grow and significant infrastructure is required to aid this process. Key current projects within the City are the development of the Perth-Darwin National Highway, Lloyd Street Extension and the Midland Freight Rail Realignment. The centre of Ellenbrook has been identified to receive future rapid transit infrastructure. Perth Airport also occupies a portion of the City's land area.

The EMRC

The EMRC provides a broad range of services across the Region including waste management and education, resource recovery, environmental services and economic development. Working in partnership with its member Council's and other stakeholders, the EMRC delivers projects across each of these areas for the benefit of the Region.

Existing Transport Network

Road Network

The Region has a comprehensive road network that includes the full metropolitan road hierarchy comprising highway network and primary distributor road networks under the jurisdiction and responsibility of Main Roads Western Australia and District Distributor A and B and Local Distributor Industrial/Access roads which are the responsibility of local government.

A full list of the Region's road network and hierarchy is provided in Appendix 1.

Road Safety

A review of crash statistics from Main Roads Crash Summary Reports has been undertaken for the Region. Further, a review of Main Roads Interactive Crash Ranking System highlights the intersections throughout the Region with the highest number of crashes from 2008 to 2012⁶. The Crash Summary Report snapshot below provides information from 2008-2012 including the total number of crashes in each municipality within the Region and the total crash costs

CRASH SUMMARY REPORT 2008-2012		
Council	Total Crashes	Total Cost
Town of Bassendean	998	\$8,315,242
City of Bayswater	7,028	\$38,816,524
City of Belmont	6,919	\$21,161,571
Shire of Mundaring	2,041	\$14,698,738
City of Swan	10,709	\$39,657,904
EMRC Total	27,788	\$126,502,567

More complex details pertaining to the top five intersections in each municipality, the types of crashes and victim impacts including fatalities, hospitalisation and medical treatment together with crash costs are included in Appendix 2.

Public Transport Network

The Region contains a number of public transport services and hubs. The Region contains a major passenger rail line from Perth CBD to Midland Station, which provides 11 stations through the City of Bayswater, Town of Bassendean and City of Swan. The Region also contains over 60 bus routes. Key transport hubs within the Region are the Midland Train Station, Morley Bus Station and the Belmont Forum.

Rail

The Region contains one metropolitan train line. Stations on this line include Mount Lawley, Maylands, Meltham, Bayswater, Ashfield, Bassendean, Success Hill, Guilford, East Guilford, Woodbridge and Midland.

⁶ Main Roads Intersection Crash Ranking Interactive Report (<http://apps.mainroads.wa.gov.au/icr/default.asp>)

Bus

Over 60 metropolitan bus routes within the Region connect to Greater Perth. The Region has one free service – Midland Gate Shuttle Bus. Locations within the Region that have the best service during peak time include Morley Bus Station, Belmont Forum to Perth, Beaufort Street, Morley Bus Station to Perth, Great Eastern Highway Ascot to Perth and Bassendean Station. The most frequent service in the Region is Beaufort Street (66/67/68/950) which averages less than 2-5 minutes between service during peak (7am-9am and 4pm-7pm) and less than 10 minutes during weekends.

A significant issue within the Region is the low level of service of bus routes that service the Region's town centres rather than the Perth CBD.

Active Transport Network

The existing bicycle network in the Region contains Shared Paths, Bike Lanes and Principal Shared Paths. The key cycling routes in the Region are:

- Principal Shared Path from Perth CBD to Bassendean Station
- Shared paths along the Swan River
- Great Eastern Highway cycle lanes

With the Region covering such a wide area, the type and condition of cycling routes varies within each municipality. Overall, the condition of cycling infrastructure in the Region is improving and will continue to improve with the Town of Bassendean, City of Bayswater, City of Belmont and the City of Swan all having or currently developing a local bike plan which complements the EMRC's Regional Cycle Network Masterplan⁷.

Pedestrian access throughout the Region varies within each municipality. Areas can consist of a good level of accessibility, while some locations are provided with no footpath at all which can be consistent with their rural setting. Connectivity for active transport users can be limited due to the large scale of the Region, high traffic roads with limited crossing options and physical barriers such as the Swan River and Midland train line.

Existing Travel Patterns

Overview

The local governments within the Region have very similar existing travel patterns. With the exception of Belmont, they all generally have a low level of employment self sufficiency and self containment and a high level of motor vehicle ownership. This low level of self containment and high level of vehicle ownership creates significant transport and congestion issues with the majority of residents in the Region travelling to work by car.

A breakdown of the existing travel patterns in the Region has been undertaken using 2011 census data, Profile I.D and Atlas I.D. A summary of the findings is provided in Appendix 3.

⁷ <http://www.emrc.org.au/regional-cycle-network-masterplan.html>

Strategic Context

Eastern Metropolitan Regional Council

The Regional Integrated Transport Strategy (RITS) has been developed to be consistent with the EMRC 2022 10 Year Strategic Plan and the EMRC Corporate Business Plan⁸. This ensures that implementing the RITS will support the key result areas of Environmental Sustainability, Social Opportunities, Economic Development and Good Governance.

The RITS Action Plan operates within a policy and planning context influenced by all levels of government. For the RITS to continue to be successful it needs to align and remain consistent with government policy and strategic planning directions outlined in various Western Australian documents outlined below.

Western Australian Strategic Planning Context

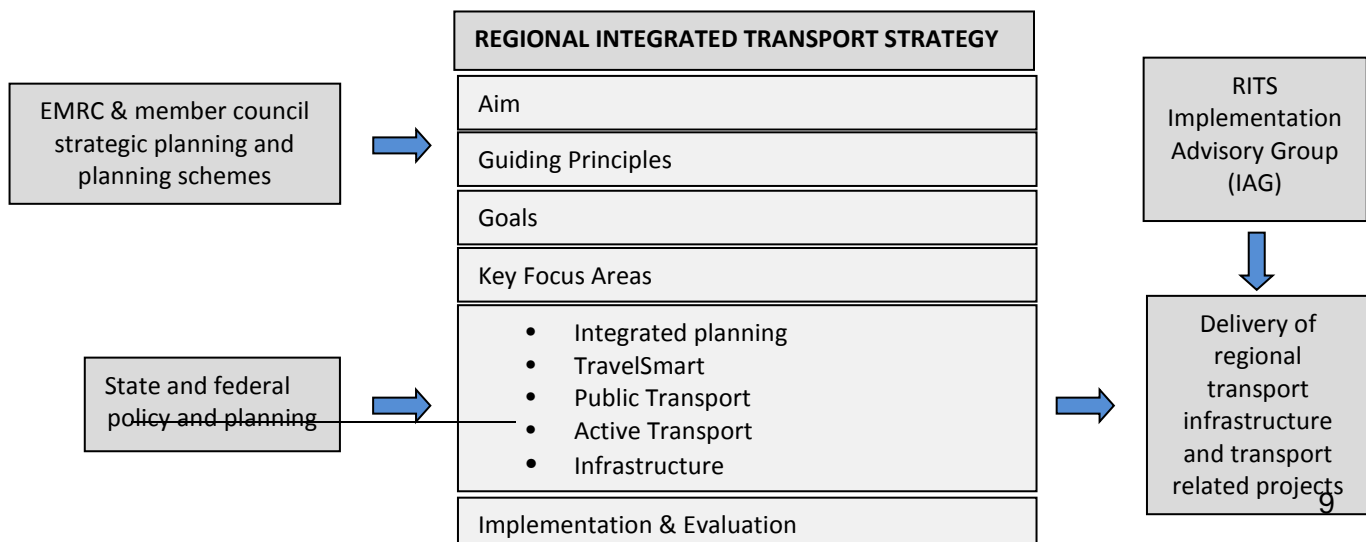
Western Australia has a number of policies and strategies which guide land use development and development of the transport network in metropolitan Perth. The main policy and strategic documents that are associated with developing the transport network in Western Australia are:

State Planning Strategy 2050
Metropolitan Region Scheme
Directions 2031 and Beyond
Central Metropolitan Perth Sub-Regional Strategy
Outer Metropolitan Perth and Peel Sub-Regional Strategy
Draft Moving People Network Plan
Public Transport Plan 2031
Draft Road Network Development Plan
Draft State Aviation Strategy
Western Australian Bicycle Network Plan 2014 - 2031
Perth Airport Draft Master Plan 2014

The State Planning Strategy is the overarching strategic document that informs all other state, regional and local planning strategies, policies and approvals. The Metropolitan Regional Scheme provides the primary statutory planning document which sets reserves for regional transport infrastructure. *Directions 2031 and Beyond* provides a high level spatial framework and strategic plan, which sets a vision for future growth and frameworks to guide the implementation of housing, infrastructure and necessary services for a range of growth scenarios.

The Central and Outer Metropolitan Perth Sub-Regional Strategies provide a framework for delivering the objectives of *Directions 2031 and Beyond*. They identify a strategic plan of actions, stakeholder responsibilities and timeframes for delivery. The additional draft strategies under development at the Department of Transport (July 2014), set out future infrastructure requirements and corridor developments.

Diagram1: Conceptual diagram of RITS policy and planning context



Transport Vision

“To advocate and support the development of a transport network that integrates all modes and assists in making the Region a great place to live, work, play and do business”

Objectives

In order to support the vision of the Regional Integrated Transport Strategy, five key objectives have been developed;

- Accessibility** Develop a transport network that is accessible for all modes of transport
- Efficiency** Develop an efficient transport network that supports economic development
- Integration** Develop a network that fully integrates all modes of transport
- Safety** Provide a safe transport network for all users
- Sustainability** Create a transport network that promotes and provides all forms of sustainable transport

Key Performance Indicators

Key performance indicators have been developed to measure the progress of developing an integrated transport network in the Region. Along with monitoring the progress of actions contained within this strategy, the EMRC aims to increase the total mode share of sustainable transport trips and reduce private motor vehicle trips.

Key Performance Indicator	Future Data Source
Increase the number of people who walk to work within the EMRC	2016 Census
Measure total investment in walking infrastructure	Member Councils
Increase the number of people who cycle to work within the EMRC	2016 Census
Measure total investment in cycling infrastructure	Member Councils
Increase the number of people who work from home within the EMRC	2016 Census
Increase the number of people who take public transport to work within the EMRC	2016 Census
Reduce the total of people who travel to work in motor vehicle	2016 Census

Priority Projects in Perth's Eastern Region

In order to develop a fully integrated transport network in the Region there are a number of priority projects that need continued advocacy and support to ensure all modes of transport are accessible, efficient, integrated, safe and sustainable.

The member councils and the EMRC RITS Implementation Advisory Group (IAG) have developed a priority projects list for cycling, public transport and infrastructure which will assist in developing a fully integrated transport network.

Priority Cycling Project in Perth's Eastern Region

Regional Cycling Network Masterplan

The EMRC, in partnership with its member Councils has developed a Regional Cycle Network Masterplan (the Masterplan) for the Region. The project derived from the RITS 2010-2013, which set out the action of addressing regional connectivity for cycling. The overall purpose of the Masterplan is to improve the planning and development of cycling infrastructure across the Region and to align with the Western Australian Bicycle Network Plan 2014 - 2031.

The overarching strategy and vision of the Regional Cycle Network Masterplan is:

"The development of a regional cycle network in the Eastern Metropolitan Region that is safe and convenient, has a high degree of connectivity to enable users to directly access key destinations and meets both current and future needs."

The Masterplan emphasises that radial bicycle facilities serving local and regional activities and facilities, such as schools, activity centres, employment areas, residential areas and recreation centres should, themselves, link together. The Masterplan emphasises that:

- Road safety and design requirements are needed to improve regional cycling safety and awareness
- Education and encouragement of the regional cycle network is needed to help understand the regulatory and information signage and cycling infrastructure hierarchies
- The provision and location of adequate end-of-trip facilities and signage is required
- The cycle infrastructure and user characteristics of a regional cycle network needs to be considered
- The roles of the various road authorities need to be identified to provide a comprehensive cycle network
- Good practice approaches and guidelines are needed to prepare Local Bicycle Plans.

The final product of the Masterplan is a 20 year programme, of five year periods, comprising the implementation of cycle infrastructure projects to improve the regional connectivity. The EMRC and its member Councils are committed to developing a connected regional cycle network and will use the 20 year programme set out in the Masterplan to advocate for the improvements of the cycling network in the Region.

Priority cycling infrastructure upgrades are outlined on Page 26 of this report.

Priority Public Transport Projects in Perth's Eastern Region

The Forrestfield-Airport Link

Perth Airport is the premier international, domestic and regional gateway to Western Australia. The Airport is the major movement hub in the Region with 13.6 million passenger movements occurring in 2012/2013, representing an increase of over 7.5 million passenger movements in the past decade⁹. This rapid growth is forecast to continue with passenger movements expected to reach 29 million by 2034.

Perth Airport is a significant employment generator, with combined direct and indirect employment (from both aviation and non-aviation development) of 18,160 FTE's, contributing a total of \$2.83 billion to the State's gross regional product (GRP). Following formal endorsement of its Preliminary Draft Master Plan 2014, over 950ha of land will become available for a range of non-aviation related development across the estate which is surplus to aviation requirements. The additional land development for both aviation and non-aviation development will result in substantial employment increases, with approximately 43,650 FTE's anticipated by 2034, providing an estimated contribution of \$7.8 billion to State GRP.

In addition to the increase in passenger numbers at Perth Airport, and with the consolidation of the domestic and international terminals, there is a unique opportunity to provide better public transport to the airport. Public transport access to the airport is poor. Currently there is no public bus service to the International airport and public transport to the domestic airport is limited to two bus services. To address this, state government has pledged to build the \$2 billion Forrestfield-Airport link¹⁰ (8km rail) to provide a direct link to both the domestic precinct and the international airport terminal and for the residents east of the airport, by 2020¹¹. Further, a new bus route is currently under consideration by the PTA from the City to the Consolidated Precinct via Belmont Forum through a public consultation process.

The proposed route between Bayswater and Airport West is currently being finalised (Aug 2014) with tunnelling being the identified form. The proposed route comprises of:

- A rail link will connect with the Midland Rail Line east of Bayswater Station and runs underground to the Airport West Station, which will be central to the proposed Airport West business park and City of Belmont Development Area 6.
- The rail link then continues from Airport West station running directly towards the consolidated airport terminals, the link bores under the two main runways towards an integrated station within the terminal area.
- The rail link is then set to continue east-bound within a tunnel to an Airport East station in the vicinity of High Wycombe-Forrestfield area¹².
- A terminus station at Forrestfield will be a significant boost to public transport in the area and will service rail passenger demand in the areas of High Wycombe, Maida Vale, Forrestfield, Kalamunda and Lesmurdie.

The EMRC supports this proposal and will also advocate for the planned bus rapid transit (BRT) links to the proposed rail link identified in the State Government's Public Transport for Perth 2031, which identifies the development of a BRT system from the Airport West and Airport Stations to Belmont Forum.

The Gateway WA project is important to Perth Airport as well as regionally as it will not only improve the freight network and remove conflicts between Kewdale/Forrestfield freight traffic and airport terminal passengers but it will change the way people access Perth Airport.

⁹ Perth Airport Master Plan 2009 and Preliminary Draft Masterplan 2014

¹⁰ Get the Bigger Picture: <http://getthebiggerpicture.wa.gov.au/forrestfield-airport-link/>

¹¹ The Liberals Transport Policy – (<http://www.wa.liberal.org.au/sites/www.wa.liberal.org.au/files/plans/Transport%20%28MH%29.pdf>)

¹² Troy Buswell BEc MLA (<http://www.mediastatements.wa.gov.au/pages/StatementDetails.aspx?listName=StatementsBarnett&StatId=6414>)

Morley City Centre

Morley City Centre is a key employment and activity hub within the Region. The City Centre provides over 4,900 jobs and acts as a key public transport hub within the City of Bayswater.

The City of Bayswater has recognised the significance of Morley City Centre with the development of the Morley City Centre Master Plan which provides a guide to future development within the City Centre. The Master Plan provides the starting point for further strategic and design work such as community building, transport and infrastructure planning and upgrades, implementation strategies, environment and landscape planning, design guidelines and policies and streetscape enhancement.

The State Government's *Directions 2031 and Beyond* identifies Morley as a strategic metropolitan centre. Strategic metropolitan centres are multi-purpose centres that provide a mix of retail, office, community, entertainment, residential and employment activities and are well serviced by high frequency public transport.

Importantly, Morley City Centre is the only strategic metropolitan centre that is not serviced with rapid public transport infrastructure. The State Government's *Public Transport for Perth 2031* strategy identifies Morley City Centre receiving Bus Rapid Transit services to Bassendean before 2020, and services to Perth by 2031. Future connections to Warwick Station and Edith Cowan University, Mount Lawley are identified for beyond 2031.

In order for Morley City Centre to develop into a strategic metropolitan centre, rapid public transport is required to aid development and attract businesses to the City Centre. The EMRC will support the City of Bayswater in advocating for Rapid Public Transport to the City Centre.

Midland Train Station Relocation

With the opening of a new Midland Health Campus¹³ in late 2015 and planned development of a university campus in close proximity¹⁴, planning to provide for the construction of a new Midland Train Station adjacent to the entrance of the hospital is underway.

The cost of the new train station has been estimated at \$40 million¹⁵ and no commitment has been made to the project at this time. The station is planned to include bus interchange facilities. The development of the new train station provides an opportunity to develop a first-class transport orientated development hub with key health and education infrastructure; community services; retail and commercial centres and new residential opportunities.

The EMRC will support the City of Swan in advocating for the development of the new Midland Train Station as a high priority.

Ellenbrook Rapid Transit

Ellenbrook is one of the fastest growing residential areas in Western Australia. The area has been designed and developed as a self-sufficient community, with the potential for considerable business and population growth. With growth projections to 2036 almost doubling the current population of some 32,000 people, Ellenbrook has seen rapid expansion of its retail, commercial and personal sectors¹⁶.

To provide mobility to this growing community, rapid transit infrastructure is required. Numerous commitments have been made by both political parties to construct a rail line to Ellenbrook, however no commitments have been formalised. The current plan for Ellenbrook is outlined in the State Government's *Public Transport for Perth 2031*. The Plan supports the development of a rapid transit service for Ellenbrook, with the projected numbers of passengers justifying a road-based rapid transit service for the next 10 to 20 years. An option of running a Bus Rapid Transit service between Ellenbrook and Bassendean and across to Morley is feasible. This provides a quick transfer to the

¹³ <http://www.mediastatements.wa.gov.au/pages/StatementDetails.aspx?listName=StatementsBarnett&StatId=6245>

¹⁴ <https://wa.liberal.org.au/sites/default/files/plans/Our%20Plan%20for%20Midland%20University.pdf>

¹⁵ City of Swan, Advocacy Priorities 2013

¹⁶ City of Swan, Key Business Areas Ellenbrook (http://www.swan.wa.gov.au/Business/Key_Business_Areas/Ellenbrook)

railway at Bassendean for trips to the central area and Midland, and access to commercial/community facilities at Morley¹⁷.

A Master Plan for this development should be prepared, to provide a long term rail option for the corridor (It is noted that the Government had allocated funding in 2012/13 for a Master Plan to be undertaken). The EMRC will continue to advocate support for the provision of rapid transit infrastructure to Ellenbrook.

Priority Infrastructure Projects in Perth's Eastern Region

Regional Infrastructure

Northlink WA

The construction of Northlink WA (formerly known as the Perth – Darwin National Highway) has been a high priority advocacy issue for the EMRC. The transport network between Perth and Darwin is of major importance to the state and national economy. The Resource Sector underpins the state's economy and is reliant on having access to an efficient freight system to and from Perth¹⁸.

There are increasing numbers of heavy haulage freight vehicles using the Great Northern Highway, which is currently "bottle necked" into a narrow and highly urban area at the southern end of the Swan Valley where it intersects with Reid Highway. A more efficient road is required that allows heavy haulage freight vehicles to bypass the Swan Valley which is experiencing urban growth and attracts around 700,000 visitors per year as a tourist and viticulture destination¹⁹.

The state government has recognised this and has proposed to connect the Perth-Darwin National Highway to Tonkin Highway as the alignment provides a more effective road link for commuter and freight traffic, and also has less social impact on existing and future residential areas²⁰.

Main Roads WA is currently undertaking project development work on Northlink WA, which comprises the following two projects funded by the federal and state governments:

- The Swan Valley Bypass: construction of a new 37km highway link between the junction of Reid Highway / Tonkin Highway and Great Northern Highway / Brand Highway at Muchea; and
- Tonkin Grade Separations - grade separation of the intersections of Tonkin Highway with Collier Road, Morley Drive and Benara Road, and associated works.

These two projects are vital components of a wider series of improvements to the Perth-Darwin National Highway. The primary objective of these improvements is to enhance freight efficiency and productivity by reducing travel time and improving journey time reliability between the Perth metropolitan area and the north west of Australia.

The EMRC will continue to lobby and advocate for the completion of this project.

Perth – Adelaide National Highway

Great Eastern Highway through Shire of Mundaring forms the Perth – Adelaide Highway National Transport Corridor. This section of Great Eastern Highway carries very high volumes of traffic including a large number of trucks which travel through several town sites that have residential areas with direct property access including along the steep section on Greenmount Hill.

A realignment of the current road route of the Perth – Adelaide Highway was identified and gazetted many years ago. Despite significant and growing safety concerns and interface issues, only one stage

¹⁷ Public Transport for Perth 2031(Draft)

¹⁸ EMRC Draft Perth Darwin National Highway Stakeholder Forum Report

¹⁹ City of Swan 2013, Government of Western Australia, <http://www.swan.wa.gov.au/Our_City/About_Swan>

²⁰ <https://www.mainroads.wa.gov.au/Documents/PDNLH%20Newsletter%20June%202013%20final.RCN-D13%5E23307912.PDF>

of ten has been completed even though the alternative route has a development strategy and staging plan.

The Perth – Adelaide Corridor Strategy highlights several key challenges including managing congestion and capacity, especially the impact of expected increases in traffic on the efficiency, safety and amenity of the Greenmount Hill entrance to Perth on Great Eastern Highway.

The Orange Route preferred option follows Toodyay Road from Roe Highway eastwards to beyond the Gidgegannup town site, then deviates from Toodyay Road and intersects with Great Eastern Highway east of Wooroloo.

The Route has been reserved as a Primary Regional Road in the Metropolitan Region Scheme. In 2003 Main Roads WA produced the Perth – Adelaide National Highway (Orange Route) Development Strategy – Middle Swan to Clackline which identified stages for the construction of the project. To date only stage 1A has been completed.

The Australian Road Assessment Program 2011 focuses on casualty crashes that occurred between 2005 and 2009 on rural sections of the National Land Transport Network and significant connecting roads. Great Eastern Highway between Mundaring and Northam was classified as the worst of the six major highway links analysed in Western Australia. The section between Mundaring and The Lakes has a Collective Risk rating of 'High' – the highest annual casualty crashes per annum²¹.

The Orange Route requires detailed design of its various stages and funding to be completed over a number of years.

To address the high annual casualty crashes on Great Eastern Highway between the Lakes and Clackline, stages (1B and 1C) could be undertaken next in the staged implementation of the Perth - Adelaide route between Middle Swan and Clackline.

Traffic congestion and traffic safety could also be significantly improved on Toodyay Road from Roe Highway to the top of the escarpment (stage 2A). These works should progress to detailed design to enable consideration of state and federal funding. The EMRC will continue to support and advocate for this project.

Great Eastern Highway – Safety Improvements between Greenmount and Mundaring

The Great Eastern Highway from Greenmount to Mundaring has dangerous narrow gravel shoulders and drainage ditches along its edges. The state government announced an investment of \$12 million to upgrade this section of road to deliver improved driver and cyclist safety with safer sealed road shoulders, intersection improvements, new bus bays, a new shared path between Mann Street and Kintore Road and the removal of road side hazards.

Key Focus Areas

To support the achievement of the RITS 2014-2016, five key focus areas have been developed.

- Integrated Planning
- TravelSmart
- Active Transport
- Public Transport
- Infrastructure

Each Key Focus Area has objectives and a series of identified actions for achieving those objectives.

²¹ Australian Road Assessment Program, "How Safe Are Our Roads?" Australian Automobile Association, 2011

Timeframes and Priorities

A timeframe and level of priority is identified for each action. The timeframes link to local government planning and budget cycles and were selected based on an understanding of the regional context in which the action would be implemented. The priority reflects the importance of the action in contributing to the overall aim of the Strategy as assessed by RITS - IAG.

The priority and timeframe should be considered together. Actions which are of low priority but have a short timeframe may represent some early achievements in the Regional Integrated Transport Strategy implementation.

Actions that are of high priority may require a long timeframe due to the complexity of the action. In addition these identified timeframes and priority levels should be considered indicative only and should not hinder an action of low priority or long-term timeframe being undertaken if an opportunity should arise.

Timeframe	
Short Term	2014 - 2015
Medium Term	2014-2016
Long Term	2016 and beyond
Ongoing	

Priority	
High	Needs a strong proactive approach, opportunities should be created
Medium	Opportunities should be sought
Low	Opportunities should be undertaken as they arise

Integrated Planning

The Region demonstrates a high level of reliance on the private car, particularly for accessing employment, with 85,325 (64.4%) travelling to work as a single occupant of a vehicle in 2006, this number has risen to 97,961 (64.6%) in 2011²². This rapid growth in the use of the private car has led to increased congestion in the Region. Congestion impacts on the quality of life and economic competitiveness of the Region. Congestion has been estimated to cost the state's economy \$2.1 billion a year by 2020²³. In order to combat congestion the development of integrated movement networks is required, as economic growth is dependent upon the availability of high quality movement infrastructure in order to enable the efficient and cost-effective movement of people, goods and services. This is particularly relevant when considering freight haulage and the importance of freight routes from the industrial areas in the Region.

Integrating land use and transport planning plays a key role in the development of an integrated movement network. By shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to facilitate an efficient transport and land use system. Through integrated and improved planning greater outcomes can be achieved such as reducing the need to travel, reducing length of journeys, providing safer and easier access to jobs, schools and services, reducing the impact of transport on communities, improving freight access to key terminals and improving freight flows. In addition to this integrated planning supports efficient land and infrastructure use, can assist in reducing greenhouse gas emissions and reliance on finite and imported fossil fuels, provides for the efficient distribution of goods and services to local business and community and provides a choice of travel modes, ensuring flexibility to meet the demands of a changing economy and market environments²⁴.

²² <http://profile.id.com.au/emrc/travel-to-work>

²³ http://www.bitre.gov.au/publications/2007/files/wp_071.pdf

²⁴ <http://www.planning.wa.gov.au/publications/6561.asp>

The Western Australian State Government has recognised the importance of integrating land use and transport planning with the Draft State Planning Strategy promoting integrated movement networks and setting the aspiration of having the majority of people, goods and services are contained within integrated movement networks by 2050.

To achieve this aspiration, *Directions 2031 and Beyond* a high level spatial framework and strategic plan was established to provide a vision for future growth of the metropolitan Perth and Peel region. *Directions 2031 and Beyond* creates a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios.

The key theme contained within *Directions 2031 and Beyond* is the development of activity centres. The role and function of activity centres will vary depending on their catchment however in general they will provide services, employment and activities that are appropriate for and accessible to the communities they support. Activity centres can also be integrated with and encourage efficient operation of the transport network, with particular emphasis on promoting public transport, walking and cycling and reducing the number and length of trips. Centres can be designed based on Transit Oriented Development principles which provide opportunities through higher density housing, development of social and cultural networks, encourage agglomeration of economic activity and cultivation of business synergies and support development of local identity and sense of place²⁵.

The Region is home to a variety of activity centres identified within *Directions 2031 and Beyond*. The strategy identifies Midland and Morley as being Strategic Metropolitan Centres which will receive the highest priority under the Strategy. *Directions 2031 and Beyond* also identifies Belmont and Ellenbrook as secondary centres, with Mundaring and the Swan Valley being identified as Metropolitan Attractors. The Region is also home to key infrastructure with Perth Airport being identified as a Strategic Specialised Centre, Kewdale/ Welshpool a Strategic Industrial Centre and existing industrial centres at Bayswater/Bassendean, Forrestfield, Hazelmere and South Guilford. The Strategy also identifies future priority industrial sites at South Bullsbrook and Cullacabardee.

The EMRC will support member Councils to integrate sustainable land use and transport for these activity centres.

²⁵ <http://www.planning.wa.gov.au/publications/826.asp>

Key Focus Area 1 - Integrated Planning

Action	Timeframe	Priority
Support transit oriented development opportunities throughout the Region and advocate for land use and transport planning integration through local and state government involvement	Ongoing	Medium
Monitor and participate in the development of state government strategies that relate to transport in the Region	Ongoing	Medium
Advocate planning and implementation of activity centres in the Region using <i>Directions 2031 and Beyond</i> as a guide, for integration between transport and land use	Ongoing	High
Support the development of an Ellenbrook Transport Master Plan by the State Government	Short	Medium
Advocate for the upgrade of train stations to include bus transfer and active transport facilities as part of the airport rail link upgrade	Short	High
Undertake community engagement exercises to determine issues with transport in the Region	Ongoing	High
Undertake research activities to assist advocacy efforts in the Region	Ongoing	Medium

TravelSmart

TravelSmart is a programme co-ordinated by the Western Australian Department of Transport to deliver a suite of travel behaviour programmes. The programme is aimed at households, communities, schools and workplace settings with the objective of promoting and increasing use of public transport, along with sustainable and active methods of transport.

The TravelSmart programme began with the delivery of an individualised marketing pilot programme in South Perth in 1997. The programme resulted in significant changes in travel behaviour, demonstrated by an increase of cycling (61%) walking (35%), public transport (17%), and a decrease in the use in car driving (14%)²⁶. Since the pilot, the TravelSmart programme has grown throughout Western Australia. The success of the TravelSmart programme has led to jurisdictions across Australia adopting TravelSmart programmes, and it has earned support from the Australian Government²⁷.

The EMRC and its member Councils recognised the importance of improving the transport network by encouraging sustainable transport modes. The EMRC, on behalf of its member Councils, employed a Regional TravelSmart Officer as a direct result of a successful grant funding application to the Department of Transport's "TravelSmart Local Government Officer Programme".

The Regional TravelSmart Officer will develop and implement programmes, strategies and initiatives that encourage and promote smarter and more sustainable travel options and practises throughout the Region. The Region is home to 155,000 employed residents, of whom only 43% work and live in the area. The majority of residents travel outside of the Region to work. As a result, many residents

²⁶ Brog, W, Erl, E, & Mense, N 2002, 'Individualised Marketing: Changing Travel Behaviour for a better Environment', paper presented to OECD Workshop: Environmentally Sustainable Transport, Berlin, Germany.

²⁷ <http://www.transport.wa.gov.au/activetransport/24607.asp>

travelled by car to work (as driver – 65%), and smaller amounts travelled by car (as passenger – 6%), train (5%), bus (4%), walking (2%) and bicycle (<1%)²⁸.

The challenge ahead is to develop a community that uses private motorised transport less and instead utilises alternative modes such as walking, cycling and public transport. Through encouraging people to use alternative methods of transport and use private motorised methods less, there are numerous benefits including minimising the effects of physical inactivity, air pollution, road trauma, carbon emissions, transportation costs, road congestion and provides social benefits such as liveability and social amenity.

Key Focus Area 2 - TravelSmart

Actions	Timeframe	Priority
Establish a Regional TravelSmart Group to co-ordinate innovative ways to secure grant funding	Short	Medium
Develop a Regional TravelSmart Work Plan	Short	Medium
Integrate TravelSmart (travel information and behavioural approaches into the broad transport, land-use planning and community development policies of the EMRC and its member Councils)	Ongoing	Medium
Co-ordinate community events, programmes and displays that promote and encourage sustainable transport especially during Bike and Walk Weeks	Ongoing	Medium
Promote and assist the local community to engage in TravelSmart to School, Living Smart and TravelSmart workplace programmes	Ongoing	Medium
Develop innovations in the promotion of travel alternatives such as walking, cycling and public transport to activity centres and key public transport stations	Ongoing	Low
Advocate for funding and encourage large employers and employment centres to establish dedicated TravelSmart officer position to address travel demand management	Ongoing	High
Conduct surveys to obtain information on community demand for active and sustainable transport in the Region	Ongoing	Low
Undertake walking and cycling audits to identify infrastructural issues	Ongoing	Medium
Create cycle and road safety education and awareness campaigns	Ongoing	Low

²⁸ Profile I.D (<http://profile.id.com.au/emrc/home>)

Public Transport

The Region's public transport network is serviced with a major passenger rail line from Midland to Perth and a bus network consisting of over 60 routes. However, public transport use for the journey to work in the Region is still relatively low compared to Greater Perth²⁹.

The Region's public transport system faces a number of challenges and limitations including service frequency. A focus on radial services to and from the Perth central district, combined with infrequent and indirect services in key employment locations, limitations with population growth and high vulnerability associated with fluctuating oil prices³⁰, demonstrates the need for significant transport investment in the Region.

Investment in upgrading the public transport network creates numerous economic, social and environmental benefits. These benefits include assisting in alleviating the detrimental productivity effects of urban congestion; increasing the development potential of real estate near transit lines and stations which increases property values; provides equitable access and promotes social inclusion; creates health benefits through incidental exercise; reduces greenhouse gas emissions and improves air quality.

To reap these benefits and address the challenges facing the Region, the EMRC entered a Research Partnership with Curtin University. Through this partnership community forums have been undertaken as a means of documenting the values and aspirations of residents, while gaining an understanding of their key destinations and preferred method of Public Transport in the Region.

The State Government has recognised the importance of upgrading and expanding Perth's public transport network and has developed the Public Transport for Perth 2031 Strategy. The Strategy identifies the public transport network needed to support Perth's growing population and identifies links to and between strategic centres. The Strategy proposes the preferred type of public transport service and the priorities for infrastructure investment across the network. The Strategy outlines the expansion of the public transport network in the Region, including a rail link to Perth Airport and the Hills area, along with Bus Rapid transit links to Morley, Ellenbrook and Belmont³¹.

While the identification of future projects in the Region is advantageous, the EMRC will advocate for the timeframes of these projects to be advanced, in particular for activity centres and recommend that the Strategic Metropolitan Centres of Morley and Midland identified in *Directions 2031 and Beyond*³² to receive the highest investment in public infrastructure.

²⁹ Profile I.D (<http://profile.id.com.au/emrc/home>)

³⁰ Jago Dodson and Neil Sipe ,Unsettling Suburbia: The New Landscape of Oil and Mortgage Vulnerability in Australian Cities

³¹ Public Transport for Perth 2031 (Draft)

³² Directions 2031 and Beyond; Metropolitan Planning Beyond the Horizon - Western Australian Planning Commission (2010)

Key Focus Area 3 - Public Transport

Actions	Timeframe	Priority
Advocate for completion of the Forrestfield-Airport Rail Link connecting Bayswater to Perth Airport Terminal and east to High Wycombe within the announced 2020 timeframe.	Short	High
Advocate for improved linkages between bus services and the proposed new rail stations	Medium	Medium
Advocate for the provision of bus services to the consolidated Perth Airport Terminals	Short	Medium
Advocate for the provision of Rapid Transit Services to Morley City Centre	Short	High
Investigate the demand of public transport to industrial precincts throughout the Region	Ongoing	Medium
Advocate for the bus rapid transit connection from Morley to Bassendean train station and from Ellenbrook to Bassendean train station	Medium	Medium
Investigate the potential for bus lanes and bus priority intersections throughout the Region	Ongoing	Medium
Advocate to state government to upgrade train stations along the Midland Rail Line	Ongoing	Medium
Advocate to the Departments of Planning, Transport and the Public Transport Authority to plan for and implement bus interchange facilities on the Midland Rail Line	Medium	Medium
Research rapid transit corridors in the Region	Short	High
Advocate for the provision of rapid transit infrastructure to Ellenbrook	Short	High
Advocate and support the Midland Station relocation	Ongoing	High
Support member Councils and lobby State Government to improve public transport funding, including bus and rail services	Ongoing	Medium

Active Transport

Active transport networks should be safe, convenient and attractive, providing a genuine alternative to private cars and a link to other alternative modes of transport. Importantly, they should have a high degree of connectivity and continuity to enable users to directly access key destinations.

Active transport includes non-motorised forms of transport involving physical activity, such as walking and cycling. Active transport plays a significant role in allowing people to access activity centres and public transport. The active transport network in the Region consists of principal shared paths, shared paths, footpaths, on-road cycling facilities, major crossing and end of trip facilities.

The Region currently demonstrates a lower use of active transport to work compared to Greater Perth³³. To enhance active transport in the Region it is important to improve the viability and attractiveness of the networks.

The State Government has recognised the importance of active transport through the Western Australian Bicycle Network Plan³⁴, Walk W.A³⁵ and the Liveable Neighbourhoods policy³⁶. The Liveable Neighbourhoods policy operates as a development control policy, or code, to facilitate the development of sustainable communities³⁷. The purpose of the Policy is to provide direction for an interconnected network of streets which facilitate safe, efficient and pleasant walking and cycling.

Improving the connectivity of active transport routes is important as half of all car trips taken in Perth cover distances of less than 5km and 10% cover less than 1km, increasing the proportion of people that utilise active transport for these short trips has the scope to improve the capacity of our transport system.

To increase active transport, infrastructure improvements are required to address common barriers. These barriers include connectivity issues (like crossing major roads and rail lines), long detours without designated cycling facilities, safety issues and a lack of bicycle parking and/or end-of-trip facilities.

The EMRC recognises the importance of addressing these barriers and has developed a Regional Cycle Network Masterplan, to improve the planning and development of cycling infrastructure across the Region. The Masterplan sets out a 20 year schedule of works and identifies advocacy priorities for Active Transport infrastructure throughout the Region. Developing well-designed, quality street environments that promote active transport have significant benefits for business and they promote a sustainable urban environment. Case studies have shown making streets more walking and cycling friendly can generate more business and stimulate the local economy, increase retail rental values, increase sale prices of nearby homes, significantly increase pedestrian and cyclist activity, revitalise 'drive-through' districts, encourage people to spend time outside of their homes and reduce noise levels³⁸.

The EMRC recognises the benefits of active transport and will support the work of member Councils particularly in the areas of regional connectivity and promotion of active transport across the Region.

³³ <http://profile.id.com.au/emrc/travel-to-work>

³⁴ <http://www.transport.wa.gov.au/projects/26785.asp>

³⁵ <http://www.beactive.wa.gov.au/index.php?id=350>

³⁶ <http://www.planning.wa.gov.au/650.asp>

³⁷ Liveable Neighbourhoods – Western Australian Planning Commission

³⁸ Rodney Tolley - www.heartfoundation.org.au/active-living/.../Good-for-business.pdf

Key Focus Area 4 - Active Transport

Actions	Timeframe	Priority
Develop a Regional Active Transport Plan	Medium	Medium
Investigate accessibility issues that face residents using active transport in the Region	Ongoing	Low
Support planning activity and employment centres to integrate walking and cycling requirements to enhance and increase opportunities for travel by walking and cycling	Ongoing	High
Advocate for the completion of the Bassendean to Midland Station section of the Perth to Midland Principal Shared Path	Short	High
Advocate for provision of Principal Shared Paths along all highway networks in the Region	Ongoing	Medium
Update or develop local bicycle plans to reflect the Regional Cycle Network Master Plan to ensure compatibility and accessibility to local and regional destinations	Ongoing	Medium
Support the improved pedestrian access to Russell Street Bus Station	Short	High
Advocate for secure cycle parking especially around major transit hubs	Ongoing	Medium
Advocate to the state government to increase the Perth Bicycle Network grant funding budget	Ongoing	Medium

Infrastructure

The Region is a major air, rail and road transport hub servicing both passenger and freight demands of the state and the national network. The Region hosts national road corridors (including the Great Eastern Highway, Great Eastern Highway Bypass, Great Northern Highway, Roe Highway and Leach Highway³⁹), a national freight rail corridor, major highways (Tonkin and Reid Highways), Perth Airport, and the Kewdale Intermodal Facility. These facilities are of critical importance to economic growth and provide important linkages intrastate, interstate and internationally.

In addition to these important infrastructure components, the Region is home to the industrial precincts of Malaga, Welshpool, Kewdale, Hazelmere, Forrestfield, Bayswater and Bassendean. These precincts play a critical role in the manufacturing, transport, storage and logistics industry that service the state's construction and resource sectors. These precincts assist the Region in generating an estimated Gross Regional Product of \$21.95 billion which represents 14.7% of Greater Perth's Gross Regional Product of \$148.5 billion⁴⁰. The industrial sector is set to grow in the Region with future industrial areas being identified in Whiteman, North Ellenbrook, and South Bullsbrook.

With a growing industrial sector in the Region, high quality infrastructure is required in order to enable economic growth and to facilitate the efficient and cost effective movement of people, goods and services⁴¹. Through investing in infrastructure that enables efficient movement, the State's economy will benefit from enhanced productivity⁴². In order to achieve this, identifying and protecting transport infrastructure and key freight corridors is of critical importance to sustain current transport operations while meeting future transport needs.

To guide the Region's infrastructure aspirations, the EMRC has developed the Priority Infrastructure List. The Priority Infrastructure List identifies key advocacy projects in the Region and includes building national highways, improving existing corridors, undertaking grade separations on the highway network, realigning key freight rail infrastructure and advocating for safety improvements.

³⁹ http://www.nationbuildingprogram.gov.au/whatis/network/images/National_Land_Transport_Network_Road_Corridors_WA.pdf

⁴⁰ REMPLAN Compelling Economics Data accessed April 2014

⁴¹ State Planning Strategy (Draft) – 2012

⁴² http://www.pc.gov.au/_data/assets/pdf_file/0007/79081/economic-modelling-infrastructure.pdf

Key Focus Area 5 - Infrastructure

Actions	Timeframe	Priority
Develop a Regional Road Safety Strategy	Medium	Medium
Advocate and support the development of Northlink WA	Short	High
Advocate for the Staged Planning of the Perth – Adelaide National Highway	Long	High
Advocate support for the freight rail realignment through Midland as identified in the City of Swan's Transport Strategy, 2014	Short	High
Advocate for the extension of Lloyd Street through Hazelmere	Short	High
Advocate and support for the grade separation of Reid Highway and Malaga Drive	Short	High
Support progress of the grade separation of the intersections Collier Road, Morley Drive and Benara Road on Tonkin Highway	Short	High
Advocate for safety improvement upgrades on Great Eastern Highway (Greenmount to Mundaring)	Short	High
Advocate and support member Councils with black spot applications	Ongoing	Medium
Advocate for a second carriageway on Reid Highway from West Swan Road to Beechboro Road	Short	High
Advocate for the safeguarding and upgrading of freight and heavy haulage routes within the Region	Ongoing	Medium
Advocate for funding and design work for upgrading Orrong Road	Ongoing	High
Advocate for upgrading Great Eastern Highway between Tonkin Highway and Great Eastern Highway bypass	Ongoing	High
Advocate for improved intersections and dual lane bridge, Guilford Road	Ongoing	Medium
Advocate for upgrade of Guildford Road, Whatley Crescent, East Parade intersection	Medium	High
Monitor and review the priority infrastructure list annually	Ongoing	High

Implementation

Monitoring

Effective implementation also requires regular reporting. All member Councils and the EMRC Council should be kept up-to-date with progress towards the Strategy. This will occur regularly through the Regional Development Activity Report. Where appropriate the community should be informed of significant progress developments, through the EMRC website, media releases and newsletter

Review

A minor review of the Strategy (focusing on the updating of actions) should be undertaken annually. An annual workshop to review progress will include the Regional Integrated Transport Strategy Implementation Advisory Group and member Council planning and TravelSmart officers. This will allow the RITS Action Plan to act as a living document, evolving over time as issues confronting the Region change and actions are completed. A complete review and update should be undertaken in 2016 prior to elections.

Projects

To assist in the implementation of the Regional Integrated Transport Strategy, the EMRC will undertake a variety of projects to address actions within this strategy. In the 2014/2015 financial year the EMRC will develop a Regional TravelSmart Plan and a Regional Road Safety Plan. In 2015/2016 the EMRC will coordinate the development of a new Regional Integrated Transport Strategy post local government reforms.

Priority Road (Infrastructure) Projects

Council	Road	What is Required	Priority
Swan	Northlink WA	Construction of a new 37km highway link between the junction of Reid Highway / Tonkin Highway and Great Northern Highway / Brand Highway at Muchea	High
Swan Mundaring	Perth- Adelaide National Highway	Updated conceptual design and staging plan is required and then funding to stage works over a number of years	Medium
Bayswater	Tonkin Highway	Monitor construction progress of new interchanges at Tonkin Highway junctions with Benara Road, Morley Drive and Collier Road	High
Swan	Reid Highway	Construction of a grade separation at the Reid Highway junction with Malaga Drive	High
Mundaring	Great Eastern Highway	A number of safety improvements are required between Greenmount and Mundaring	High
Kalamunda	Roe Highway	Planned construction of a grade separation at the Roe Highway junction with Berkshire Road	High
Swan Mundaring	Roe Highway	Finalise interchange intersection options between Great Eastern Highway and great Northern Highway including land requirements within the MRS	High
Swan	Lloyd Street Extension	Stage Two and Three of the project require a funding commitment from the state government	High
Swan	Reid Highway (West Swan Road to Beechboro Road)	Construction of the second carriageway on this section of Reid Highway requires funding commitment by the state government	High
Belmont	Orrong Road	Upgrades are required to improve traffic flow. Detailed design and funding are required	High
Bayswater Bassendean Swan	Guildford Road	Numerous intersection improvements are required and the construction of a dual carriageway over the Swan River bridge	Medium
Belmont	Great Eastern Highway	Upgrade of Great Eastern Highway between Tonkin Hwy and the Great Eastern Highway Bypass	High

Regional Cycling Priorities

Regional Cycling Priorities ⁴³	
Actions	Priority
Extend Principal Shared Path between Bassendean and Guildford	High
Upgrade cycle facilities on Great Eastern Highway in Greenmount (between Scott Road and Old York Road) to improve connectivity to John Forrest National Park	Medium
Upgrade cycle facilities on Great Eastern Highway in Greenmount (between Old York Road and Park Road) to improve connectivity to John Forrest National Park	Medium
Upgrade cycle facilities on Great Northern Highway between Roe Highway and Midland CBD	Medium
Complete shared path along Great Eastern Highway between Ferguson Street and Roe Highway	Medium
Improve cycle facilities in Midland CBD (on Great Eastern Highway and Victoria Street)	High
Extend bicycle lanes on Tonkin Highway between Roe Highway and Welshpool Road East	Medium
Construct cycle facilities on Garratt Road Bridge and connect to shared paths along Grandstand Road and Garratt Road	Low
Improve cycle facilities / path on Guildford Road Bridge (pavement and connectivity to shared paths)	Low
Improve cycle facilities and visibility at the Midland Railway crossing of Guildford Road and Railway Parade	Medium
Improve cycle facilities on Midland Railway overpass of Lord Street and at the crossing with the Railway Parade	Medium
Improve cycle facilities on Collier Road at crossing of the Midland Railway (shared path on west side or on-road bicycle lanes /space)	High
Improve cycle facilities (widen bicycle lanes) on Kalamunda Road at crossing of freight railway	Medium
Improve cyclists safety at Roe Highway - Tonkin Highway intersection	Medium
Improve cyclists safety at Roe Highway - Maida Vale Road intersection (install bicycle lanes at intersection)	Medium
Install cycle facilities (pedestrian / cyclists traffic lights and bicycle lanes) at intersection of Tonkin Highway and Reid Highway	Medium
Install bicycle lanes at Tonkin Highway - Collier Road intersection and provide access for cyclists to enter the kerb waiting areas of the traffic lights	Medium

⁴³ Regional Cycle Network Masterplan Appendix G

Appendix 1 - Existing Transport Network

Road Network List

Highway Network Main Roads Responsibility	Primary Distributor Main Roads Responsibility
Reid Highway	Orrong Road
Tonkin Highway	Great Eastern Highway
Roe Highway	Guilford Road
Great Eastern Highway Bypass	Toodyay Road
Leach Highway	Great Northern Highway
	Brearly Avenue
	Morley Drive
District Distributor A – Local Government Responsibility	
Bassendean	Belmont
Collier Road	Grandstand Road
Walter Road East	Resolution Drive
Beechboro Road North	Fairbrother Street
Morley Drive East	Abernethy Road
Lord Street	Stoneham Street
	Belgravia Street
Bayswater	Kewdale Road
Widgee Road	
Camboon Road	Mundaring
Wellington Road	Morrison Road
Walter Road West	
Grand Promenade	Swan
Broun Avenue	Kalamunda Road
Collier Road	Abernethy Road
Russell Street	West Swan Road
Beaufort Street	Morrison Road
Beechboro Road North	Clayton Street
Beechboro Road South	Lloyd Street

King William Street	Great Northern Highway
Garratt Road	Benara Road
Railway Parade West	Altone Road
Whatley Crescent	Beechboro Road North
Crimea Street	Marshall Road
Embleton Avenue	Gnangara Road
	Malaga Drive
	Alexander Drive
District Distributor B– Local Government Responsibility	
Bayswater	Swan
Widgee Road	Lord Street
McGilvary Avenue	Hepburn Avenue
Rudloc Road	Marangaroo Drive
Caledonian Avenue	Benara Road
Central Avenue	Bushmead Road
	Water Street
Belmont	West Parade
Belmont Avenue	Stirling Crescent
Hardey Road	Clayton Street
Alexander Road	Farrall Road
Fauntleroy Avenue	Talbot Road
	Toodyay Road
Mundaring	
Farrall Road	
Katharine Street	
Talbot Road	
Local Distributors/Industrial Roads/ Access Roads – Local Government Responsibility	
Roads which carry traffic belonging to or serving the area	

Appendix 2 - Existing Transport Network

Road Safety

Town of Bassendean	
Crash Summary Report	
There were 998 total crashes recorded in the Town of Bassendean from 2008-2012.	
There were 3 fatal crashes, 60 requiring hospitalisation and 152 which required medical treatment recorded in the Town of Bassendean.	
Fatal, Hospitalisation and Medical Treatment crashes accounted for 21.5% of all crashes in the Town of Bassendean.	
"Right Angle" crashes were the most common (34.1%) followed closely by "Rear End" crashes (30.1%).	
Interactive Crash Ranking	
Main Roads WA interactive crash rankings database was reviewed to highlight the top five rated intersections in the Town of Bassendean. A summary of the rankings can be found below.	
Intersection	Guildford Road and West Road
Intersection Classification	State and Local Roads
Total Crashes	55
Cost:	\$1,858,674*
Intersection	Guildford Road and Collier Road
Intersection Classification	State and Local Roads
Total Crashes	53
Cost	\$1,712,529*
Intersection	Jackson Street, Collier Road and Grey Street
Intersection Classification	Local Road Only
Total Crashes	52
Cost	\$2,528,888*
Intersection	Guildford Road and Colstoun Road
Intersection Classification	State and Local Roads
Total Crashes	24

Cost	\$1,082,215*
Intersection	Walter Road East and Ivanhoe Street
Intersection Classification	Local Road Only
Total Crashes	21
Cost	\$1,132,936*
City of Bayswater	
Crash Summary Report	
There were 7,028 total crashes recorded in the City of Bayswater from 2008-2012	
There were 14 fatal crashes, 292 requiring hospitalisation and 1,035 which required medical treatment recorded in the City of Bayswater.	
Fatal, Hospitalisation and Medical Treatment crashes accounted for 19.1% of all crashes in the City of Bayswater.	
“Rear End” crashes were the most common in the City of Bayswater (43.7%) and “Right Angle” were second (20.6%)	
Interactive Crash Ranking	
Main Roads WA interactive crash rankings database was reviewed to highlight the top five rated intersections in the City of Bayswater. A summary of the rankings can be found below.	
Intersection	Beechboro Road North and Morley Drive
Intersection Classification	Local Road Only
Total Crashes	98
Cost	\$5,070,552*
Intersection	Walter Road West, Wellington Road and Old Collier Road
Intersection Classification	Local Road Only
Total Crashes	92
Cost	\$3,656,894*
Intersection	Tonkin Highway and Collier Road
Intersection Classification	State and Local Roads
Total Crashes	300

Cost	\$16,618,438*
Intersection	Tonkin Highway and Benara Road
Intersection Classification	State and Local Roads
Total Crashes	186
Cost	\$9,571,012*
Intersection	Guilford Road and Whatley Crescent
Intersection Classification	State and Local Roads
Total Crashes	115
Cost	\$3,899,628*
City of Belmont	
There were 6,919 total crashes recorded in the City of Belmont from 2008-2012	
There were 11 fatal crashes, 238 requiring hospitalisation and 953 which required medical treatment recorded in the City of Belmont.	
Fatal, Hospitalisation and Medical Treatment crashes accounted for 17.2% of all crashes in the City of Belmont.	
"Rear End" crashes account for over half of the nature of crashes in the City of Belmont (Approximately 53.5%). "Right Angle" were second (17.6%) followed closely by "Sideswipe" (10.5%)	
Interactive Crash Ranking	
Main Roads WA interactive crash rankings database was reviewed to highlight the top four rated intersections in the City of Belmont. A summary of the rankings can be found below.	
Intersection:	Abernethy Road and Kewdale Road
Intersection Classification	Local Road Only
Total Crashes	99
Cost	\$2,810,412*
Intersection	Great Eastern Highway, Stoneham Street, Belgravia Street
Intersection Classification	State and Local Roads
Total Crashes	92
Cost	\$2,615,070*

Intersection	Leach Highway and Abernethy Road
Intersection Classification	State and Local Roads
Total Crashes	245
Cost	\$10,469,171*
Intersection	Great Eastern Highway, Resolution Drive and Hardey Road
Intersection Classification	State and Local Roads
Total Crashes	120
Cost	\$5,266,918*
Shire of Mundaring	
There were 2,041 total crashes recorded in the Shire of Mundaring from 2008-2012	
There were 19 fatal crashes, 155 requiring hospitalisation and 275 which required medical treatment recorded in the Shire of Mundaring	
Fatal, Hospitalisation and Medical Treatment crashes accounted for 22% of all crashes in the Shire of Mundaring	
“Rear End” crashes were the most common nature of the crash (28.3%), followed closely by “Hit Object” (23.6%) and “Right Angle” was the third most common (17.2%)	
Interactive Crash Ranking	
Main Roads WA interactive crash rankings database was reviewed to highlight the top five rated intersections in the Shire of Mundaring. A summary of the rankings can be found below	
Intersection:	Great Eastern Highway, Farrall Road and Horace Street
Intersection Classification	State and Local Roads
Total Crashes	80
Cost	\$3,330,848*
Intersection	Great Eastern Highway and Scott Street
Intersection Classification	State and Local Roads
Total Crashes	52
Cost	\$2,268,326*
Intersection	Morrison Road and Farrall Road
Intersection Classification:	Local Road Only

Total Crashes	33
Cost	\$1,859,918*
Intersection	Great Eastern Highway, Stoneville Road and Mundaring Weir Road
Intersection Classification	State and Local Roads
Total Crashes	33
Cost	\$1,483,882*
Intersection	Great Eastern Highway, Park Road and Hardey Road
Intersection Classification	State and Local Roads
Total Crashes	27
Cost	\$5,755,764*
City of Swan	
There were 10,709 total crashes recorded in the City of Swan from 2008-2012	
There were 38 fatal crashes, 556 requiring hospitalisation and 1,587 which required medical treatment recorded in the City of Swan	
Fatal, Hospitalisation and Medical Treatment crashes accounted for 20.4% of all crashes in the City of Swan.	
"Rear End" were the most common nature of crashes in the City of Swan (43.9%), "Right Angle" was second (19.0%) followed by "Hit Object"(10.9%)	
Interactive Crash Ranking	
Main Roads WA interactive crash rankings database was reviewed to highlight the top five rated intersections in the City of Swan. A summary of the rankings can be found below	
Intersection	Reid Highway and Malaga Drive
Intersection Classification	State and Local Roads
Total Crashes	257
Cost	\$11,387,296*
Intersection	Reid Highway and Lord Street
Intersection Classification	State and Local Roads
Total Crashes	157

Cost	\$10,172,321*
Intersection	Reid Highway and Beechboro Road North
Intersection Classification:	State and Local Roads
Total Crashes	146
Cost	\$4,940,909*
Intersection	Reid Highway and West Swan Road
Intersection Classification	State and Local Roads
Total Crashes	138
Cost	\$4,690,015*
Intersection	Roe Highway and Morrison Road
Intersection Classification	State and Local Roads
Total Crashes	124
Cost	\$8,467,363.*
<i>* Estimated cost of road crashes at an intersection. The crash costs are derived using Willingness To Pay (WTP) approach; that is, the cost the community is willing to pay or to forego in exchange for a reduction in the probability of an injury (of varying severity) or death from road accidents (Fatal \$7,485,123; Hospital \$341,045; Medical \$75,847; Property Damage Only \$11,323)</i>	
EMRC	
The Region had a total of 27,788 total crashes recorded from 2008-2012 accounting for 17.17% of all crashes in Metropolitan Perth during that timeframe	
There were 85 total fatal crashes in the Region from 2008-2012, accounting for 23.94% of all fatal crashes in Metropolitan Perth during that timeframe	
There were 1,301 crashes which required hospitalisation in the Region from 2008-2012, accounting for 18.24% of all crashes which required hospitalisation in Metropolitan Perth.	
There were 4,002 crashes which required medical attention in the Region from 2008-2012, accounting for 17.45% of all crashes requiring medical attention in Metropolitan Perth	

Appendix 3 - Existing Transport Network

Existing Travel Patterns

	Town of Bassendean	City of Bayswater	City of Belmont	Shire of Mundaring	City of Swan
Population Structure – Total residents broken down into labour force, students and over 65 years					
Residents	14,405	61,262	35,209	36,529	108,461
In the Labour force	7,603	33,339	18,262	18,389	56,058
Students	2,903	12,361	6,720	8,206	25,607
Residents 65+ years	2,041	8,840	4,860	4,831	10,174
Residents place of work - 'Each Council's top five'					
Bassendean	12.5%				
Bayswater	8.4%	16.2%			5.4%
Belmont			22.6%	5.1%	5.3%
Mundaring				24.9%	
Swan	12%	7.8%		19.1%	30.9%
Kalamunda					
Inner Perth	9.3%	10.6%	8.5%	4.9%	5.1%
Remainder Perth	7.7%	8.8%	6.7%		
Stirling Central		6.7%			5.9%
Canning			8.1%		
Wanneroo South					
Victoria Park			6.5%		
No fixed address				4.9%	
People who work in the municipality reside in...					
Bassendean	16.2%				
Bayswater	10.7%	28.2%		2.0%	5.2%
Belmont			11.6%		
Mundaring				56.0%	7.1%
Swan	18%	15.7%	8.4%	15.6%	34.7%
Inner Perth					
Kalamunda	5.1%		6.6%	5.7%	5.2%
Remainder Perth					
Stirling Central	6.7%	10.6%			7.0%
Wanneroo South		4.2%			
Canning			6.4%		
Joondalup South		3.8%			
Gosnells			8.9%		
Northam				2.8%	

	Town of Bassendean	City of Bayswater	City of Belmont	Shire of Mundaring	City of Swan
Method of travel to work					
Car	65.1%	65.9%	66.9%	68.7%	71.7%
Public transport	11.9%	13.2%	11.8%	6.1%	6.5%
Walk	1.8%	1.6%	2.1%	1.5%	1.6%
Cycle	1.7%	1.8%	1.7%	0.4%	0.5%
Worked at home	1.8%	1.8%	1.3%	3.6%	2.1%
Vehicle ownership per household					
Total Households	5,924	25,546	14,626	12,947	38,318
3 or more vehicle	16.5%	14.3%	13.3%	30.0%	22.6%
2 vehicles	33.7%	33.7%	32.4%	38.5%	39.0%
1 vehicle	35.2%	36.8%	36.3%	22.2%	27.2%
No vehicle	8.2%	8.4%	8.9%	3.1%	4.6%

Local Black Spot Infrastructure

Black Spot Programme 2013/2014

Council	Location	Treatment	Investment
Belmont	Abernethy Road/ Campbell Street	Ban right turns (physical barrier) e.g. traffic islands	Belmont contribution: \$50,000 Black spot contribution: \$100,000
Swan	Marshall Road/ Trade Road/ Business Way	Apply skid resistance treatment and upgrade street lighting to AS 1158	Swan contribution: \$28,334 Black spot contribution: \$56,667
Swan	Rutland Road/ Great Northern Highway	Install left turn lane on Rutland Road and provision of street lighting	Swan contribution: \$110,000 Black spot contribution: \$220,000
Swan	Lord Street/ Pinaster Parade/Gnangara Road	Apply anti skid treatment for both approaches of Lord Street and Pinaster Parade, provide street lighting and clear vegetation	Swan contribution: \$31,667 Black spot contribution: \$63,333
Swan	Lord Street/ Harrow Street East	Install a street light 70m south of the intersection along Lord Street and upgrade existing street lighting to AS 1158	Swan contribution: \$5,000 Black spot contribution: \$10,000
Belmont	Wright Street/Belgravia Avenue	Install pre-deflection nibs at existing single lane roundabout	Belmont contribution: \$40,000 Black spot contribution: \$80,000
Belmont	Belmont Avenue/ Francisco Street	Install pre-deflection nibs at existing single lane roundabout	Belmont contribution: \$33,334 Black spot contribution: \$66,667
Belmont	Belmont Avenue/ Campbell Street	Install pre-deflection nibs at existing single lane roundabout	Belmont contribution: \$40,000 Black spot contribution: \$80,000
Swan	Beach Road/ Bonner Drive	Apply anti skid treatment on Bonner Drive approach and various countermeasure treatments as recommended in the RSA report	Swan contribution: \$59,834 Black spot contribution: \$119,667
Bassendean	Collier Road/ Jackson Street/ Great Street	Install dual lane roundabout (includes street lighting modifications)	Bassendean contribution: \$362,095 Black spot contribution: \$724,189

Black Spot Programme 2014/2015 Applications

Council	Location	Treatment	Council Contribution	Contribution Sought	Potential Nation Building Funding 14/16
Bassendean	Collier Road/ Jackson Street/ Grey Street	Installation of Dual Lane Roundabout	\$301,008	\$602,015	
Bassendean	Walter Road East / Iolanthe Street	Install pre-deflection curves for the approaches in Walter Road East to the Roundabout at Iolanthe Street	\$53,870	\$107,741	
Bayswater	Coode Street/ Broun Avenue	Modify Traffic Control Signals for protected right turn movements from Coode St (Nth + Sth)	\$116,667	\$233,333	
Bayswater	Railway Parade/ Maylands Train Station	Install Pelican Crossing	\$50,000	\$100,000	
Belmont	Abernethy Road / Chilver Street	Install Seagull in median, Ban U-Turn and extend right turn pocket along Abernethy Rd	\$16,667	\$33,333	
Belmont	Belmont Avenue/ Campbell Street	Install Pre-Deflection NIBS at existing single lane roundabout	\$28,333	\$56,667	
Belmont	Alexander Road/ Belgravia Street	Install Pre-Deflection NIBS at existing single lane roundabout	\$28,333	\$56,667	
Mundaring	Bunning Road	Shoulder widening, guide post installation and edge lining, curve warning signage	\$90,236	\$180,469	
Swan	Coolamon Boulevard / Mornington Parkway	Install Roundabout	\$23,334	\$46,667	
Swan	O'Brien Road	Seal shoulders, centre line markings with RRPM, edge line markings	\$153,334	\$306,667	
Swan	Morrison Road / Farrall Road	Modify Traffic Control Signals	\$83,334	\$166,667	250,001
Swan	Clenton Road	Seal shoulders, centre line markings with RRPM, edge line markings	\$120,000	\$240,000	
Swan	Alexander Drive / Illawarra Crescent	Installation of Traffic Control Signals	\$110,000	\$220,000	330,000



11.2 ITEMS CONTAINED IN THE INFORMATION BULLETIN

REFERENCE: D2014/11595

The following items are included in the Information Bulletin, which accompanies the Agenda.

1. REGIONAL SERVICES

- 1.1 REGIONAL DEVELOPMENT ACTIVITY REPORT JULY TO SEPTEMBER 2014
(Ref: D2014/11604)
- 1.2 ENVIRONMENTAL SERVICES ACTIVITY REPORT JULY TO SEPTEMBER 2014
(Ref: D2014/11602)
- 1.3 EMRC DELEGATION TO CANBERRA AUGUST 2014 (Ref: D2014/11484)

RECOMMENDATION

That the Chief Executive Officers Advisory Committee notes the items contained in the Information Bulletin.

CEOAC RESOLUTION

MOVED MR FOLEY

SECONDED MS HARDY

THAT THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE NOTES THE ITEMS CONTAINED IN THE INFORMATION BULLETIN.

CARRIED UNANIMOUSLY



12 REPORTS OF DELEGATES

Nil

13 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING

Nil

14 GENERAL BUSINESS

14.1 EVENTS IN THE REGION

18 October 2014

City of Bayswater

Mayoral Dinner

14.2 OTHER GENERAL BUSINESS

The Director Regional Services provided a brief overview of the 20 Million Trees Program grant funding.

The 20 Million Trees Program grant funding has just been released by the Australian Government to re-establish green corridors and urban forests; tackle the Urban Heat Island effect; sequester carbon and increase biodiversity. The Australian Government will work with the community to plant 20 million trees by 2020, to re-establish green corridors and urban forests. The Programme has four strategic objectives:

1. 20 million trees and associated understory planted by 2020;
2. Environmental conservation - support local environmental outcomes by improving the extent, connectivity and condition of native vegetation that supports native species;
3. Community engagement - work cooperatively with the community; and
4. Carbon reduction - contribute to Australia reducing its greenhouse gas emissions.

The Director Regional Services will email the further information regarding the grant funding to the CEOs.

15 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

16 FUTURE MEETINGS OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

The next meeting of the Chief Executive Officers Advisory Committee will be held on **18 November 2014** at the EMRC Administration Office, 1st Floor, 226 Great Eastern Highway, Belmont WA 6104 commencing at 12:30pm with lunch at 12 noon.

Future Meetings 2014

Chief Executive Officers' Advisory Committee (CEOAC) meetings commencing at 12 noon:

Tuesday

18 November

at

EMRC Administration Office

17 DECLARATION OF CLOSURE OF MEETING

There being no further business the meeting was closed at 1:30pm.