

**12.2 INNER CITY GROUP MEMORANDUM OF UNDERSTANDING EXTENSION**

- Attachments:**
- 1. MOU Implementation Plan**
  - 2. Inner City Group MOU Extension 2022**
  - 3. Transport and Infrastructure Advocacy Report**

**RECOMMENDATION:**

**That Council NOTES an extension of three years to the Memorandum of Understanding (MOU) for the Inner- City Group, made between the Cities of Perth, South Perth, Subiaco, Vincent and the Town of Victoria Park at Attachment 2.**

**PURPOSE OF REPORT:**

For Council to note the extension of the existing Memorandum of Understanding (MOU) relating to the Inner City Mayors Group made between the Cities of Perth, South Perth, Subiaco, Vincent and the Town of Victoria Park, for consideration by Council.

**BACKGROUND:**

In February 2019 the City entered into a Memorandum of Understanding (MOU) with the Cities of South Perth, Subiaco, Vincent and the Town of Victoria Park, for the purposes of exploring objectives for possible collaboration opportunities on strategic issues impacting on local government.

The MOU objective is outlined as:

*“to enhance the strategic outcomes of all members through cooperation and collaboration on shared issues in the following areas:*

*Infrastructure and Transport*

*Cooperation and collaboration on strategy, policy and projects which affect all ICG members  
Planning, Economic Development & Culture*

*Share information and collaborate on planning, economic development, tourism, heritage and place based activation*

*Corporate & Business Services*

*Explore partnership opportunities for innovative business improvement and best practice governance*

*Community & Social Services*

*Working together with stakeholders to deliver quality services and improve community access to recreational and social opportunities*

*The cooperative activities can take the following form:*

- Cooperative Research to inform sound decision making and policy development*
- Strategy Alignment: Federal, State & Local Government*
- Technology & Innovation: Creating smart cities*
- Best practice local policy development for consistent decisions*
- Cooperation on service delivery to benefit our communities*
- Joint Projects & Programs: Implement actions to deliver strategic objectives of MOU*
- Joint Advocacy & Stakeholder Engagement.”*

Member Mayors and CEO’s review and adopt an implementation plan, at **Attachment 1**, each year to update and confirm annual priorities and projects.

It is still early days in the formation of the Inner City Group. Some of the planned initiatives were not prioritised during the past two years due to the impacts of COVID-19.

Since the establishment of the Inner City Group there has been much stronger cooperation between the five members on key shared issues such as homelessness, Central Perth destination marketing, major transport and infrastructure advocacy, planning reform and organisational development – including the establishment of a successful mentoring program for staff.

An example of the ICG Transport & Infrastructure Advocacy work is at **Attachment 3**. The five Mayors and CEOs met with the Transport Minister recently to present this report and discuss our shared agenda with the State Government on Central Perth.

The five ICG members also collaborated on the Visit Perth website to improve destination marketing for inner city experiences. This was in response to a lack of focus and interest by Tourism WA in promoting inner city experiences for interstate and international visitors. See: <https://visitperth.com/see-and-do/neighbourhoods>.

The MOU was re-signed for a further three years on 2 November (see **Attachment 2**.)

#### **DETAILS:**

This MOU is a non-binding collaboration agreement with any activity or project resulting from the MOU to be subject to a further agreement between the parties.

The MOU provides an opportunity to strengthen relationships with the City's local government neighbours to improve the services for the City's ratepayers and broader stakeholders, and also to contribute to improving the services within the inner-city region

#### **CONSULTATION/ADVERTISING:**

Nil

#### **LEGAL/POLICY:**

Nil

#### **RISK MANAGEMENT IMPLICATIONS**

Low: It is low risk for Council to sign the MOU extension.

#### **STRATEGIC IMPLICATIONS:**

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

*We are open and accountable to an engaged community.*

#### **SUSTAINABILITY IMPLICATIONS:**

This does not contribute to any specific sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

#### **PUBLIC HEALTH IMPLICATIONS:**

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025*.

#### **FINANCIAL/BUDGET IMPLICATIONS:**

There are no financial implications related to this report. Any future projects or activities initiated under the MOU which have financial implications would need to be considered on their merits.



# INNER CITY GROUP (ICG)

## MEETING OF MAYORS

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## MOU IMPLEMENTATION PLAN



Cooperative Research to inform sound decision making and policy development

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Strategy Alignment: Federal, State & Local Government

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Technology & Innovation: Creating smart cities

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Best practice local policy development for consistent decisions

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Cooperation on service delivery to benefit our communities

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Joint Projects & Programs: Implement actions to deliver strategic objectives of MOU

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Joint Advocacy & Stakeholder Engagement

# MEETING OF MAYORS

Collaboration to enhance the strategic outcomes of each organisation as innovators in local government, create appealing destinations for local community, industry and investors.

Cooperate, Collaborate, Learn, Grow Evidence, Integrate Data, Set Standards, Drive Change

### Infrastructure & Transport

Cooperation and collaboration on strategy, policy and projects which affect all ICG members.

- Collaboration on integration transport planning and management
- Infrastructure Advocacy
- Mid-tier transport options
- Expansion of 40km trial zone area to other ICG members
- Shared approaches to disruptive technologies

### Planning, Economic Development & Culture

Share information and collaborate on, planning, economic development, tourism, heritage and place based activation

- Sub-Groups:
  - Planning
  - Culture
  - Economic Development
  - Destination Marketing

### CEO Working Group

Support Meeting of Mayors and ensure delivery of MOU objectives

- Sustainability Sub-Group
- Parking Sub-Group
- Best practice service delivery & shared services
- Improved corporate and strategic planning
- Improved corporate reputation for regional cooperation
- Greater staff engagement and development from ICG collaboration

### Corporate & Business Services

Explore partnership opportunities for innovative business improvement and best practice governance

- Human Resources Sub-Group
- Joint training & reciprocal staff secondments
- Mentoring Program
- Opportunities for shared services

### Community & Social Services

Working together with stakeholders to deliver quality services and improve community access to recreational and social opportunities

- Greater coordination on homelessness
- Better practices and policies for sport and recreation facilities
- Increase Aboriginal business support and employment

#### Overall Objective

What we are trying to achieve

#### Our Approach

To guide implementation of MOU

#### Working Groups

Key imperatives to successfully deliver the objective

#### Outcomes

Outcomes or initiatives to support each working group

#### Key Result Areas

Focus areas for ICG cooperation and collaboration

#### Enablers

Supporting processes, governance, technology, capability

Engaged, competent and motivated staff

Willingness to cooperate and collaborate on shared issues.

Executive support and guidance

Contemporary technology, digitisation of process, data analytics, innovation mindset

Stakeholder engagement

Available resources to deliver

Effective governance and compliance framework



**CEO Working Group**

Support Meeting of Mayors and ensure delivery of MOU objectives

- Support Meeting of Mayors and provide updates on progress against the objectives of the MOU
- Provide an effective forum for identifying the mutual strategic priorities of each organisation on an annual basis
- Ensure adequate resources are provided to support MOU activities and joint projects agreed by the Meeting of Mayors

- Provide executive support through-out organisation for cooperative activity through the MOU
- Develop strategies and process for continually identifying joint research and development projects which will benefit the participating local governments
- Sustainability Sub-Group – shared approached to achieve net-zero targets



**Planning, Economic Development & Culture**

Share information and collaborate on, planning, economic development, tourism, heritage and place based activation

- Sub-Groups established on: planning, culture, economic development and destination marketing
- Share information and advice towards alignment on common planning and development issues
- Align economic development work to support strong outcomes for local business

- Strategies to encourage retail activity on Inner City high streets rather than “big box” retail
- Promote and protect local character and heritage



**Infrastructure & Transport**

Cooperation and collaboration on strategy, policy and projects which affect all ICG members.

- Joint advocacy to State and Federal Government on transport and infrastructure issues
- Share information and cooperate on transport and infrastructure issues
- Align approaches on car parking to manage spillover impacts on a regional level

- Use data to support smart city initiatives
- Cooperation on transport routes
- Foreshore planning



**Corporate & Business Services**

Explore partnership opportunities for innovative business improvement and best practice governance

- Identify opportunities for the development and implementation of shared corporate service knowledge in the fields of finance, procurement, human resources, contract management, risk management, information systems, governance, organisational development , cultural improvement, benchmarking, customer service and stakeholder relations.
- Develop projects and shared services that are innovative, achievable and able to demonstrate measurable operational efficiencies and other benefits, and that can

- be applied in a common and consistent manner across the membership of the ICG.
- Use the experience gained of trialing and delivering cross boundary projects and services to provide for advocacy and education to the State and the local government sector.
- HR Sub-Group including ICG Mentoring program



**Community & Social Services**

Working together with stakeholders to deliver quality services and improve community access to recreational and social opportunities

- Cooperation on homelessness
- Work together to develop events and community activities including arts and culture
- Cooperation on sport and recreational services

# 2021–2022 PRIORITIES

ACTIONS	COMMENTS	LEAD
<b>Infrastructure &amp; Transport</b>		
Infrastructure Advocacy	ICG Submission made to Infrastructure WA on State Infrastructure Strategy	Town of Victoria Park
Introduction of 40km speed zone trial in ICG residential areas		Town of Victoria Park
Integrated Transport and Infrastructure Planning	Continue to work with Road Safety Commission and MainRoads WA	Town of Victoria Park
Responding to disruptive technology (i.e. e-scooters, EV charging stations, car sharing)	<b>Shared policy approach to EV charging stations, car sharing and potential EOI for e-scooters</b>	Town of Victoria Park
Mid-tier transport planning and advocacy	Potential ICG inclusion in MOU with metro Councils	Town of Victoria Park
<b>Planning, Economic Development &amp; Culture</b>		
Cooperation on economic development initiatives including business events	Business event series being considered for 2022	City of Subiaco
Joint Destination Marketing through Inner Perth Assembly – Visit Perth Website	Sub-Group to meet to review future governance, funding and link to Destination Perth	City of Subiaco
Knowledge sharing and cooperation on planning reform	Ongoing	City of Subiaco
<b>Cooperation on Arts and Culture</b>	<b>Manage outcomes of artist live/work study</b>	City of Subiaco
<b>CEOs Working Group</b>		
Establish partnerships between ICG members in key areas	Advocacy Agenda	City of Vincent
Parking Sub-Group, Sustainability Sub-Group	Establish new Sub-Group of Parking Managers	City of Vincent
<b>Corporate &amp; Business Services</b>		
Mentoring program through HR sub-group	Ongoing	City of South Perth
Explore joint training, staff secondments and shared resourcing	<b>Consistent parking regimes and technology applications</b>	City of South Perth
Shared services opportunities including internal audit	<b>Managers of Audit &amp; Risk to discuss internal audit resourcing</b>	City of South Perth
<b>Community &amp; Social Services</b>		
<b>Collaboration on homelessness</b>	City of Perth to lead	City of Perth
Shared community events, workshops and seminars		City of Perth
Cooperation on Aboriginal employment and procurement opportunities		City of Perth
Share best practice approaches to sport and recreation facility management		City of Perth



**CEO Working Group**

Support Meeting of Mayors and ensure delivery of MOU objectives



**Infrastructure & Transport**

Cooperation and collaboration on strategy, policy and projects which affect all ICG members.



**Planning, Economic Development & Culture**

Share information and collaborate on, planning, economic development, tourism, heritage and place based activation



**Corporate & Business Services**

Explore partnership opportunities for innovative business improvement and best practice governance



**Community & Social Services**

Working together with stakeholders to deliver quality services and improve community access to recreational and social opportunities

SHORT TERM 1st year: 2020/2021	MEDIUM TERM 2nd year: 2021/2022	FUTURE 3rd – 5th year
<ul style="list-style-type: none"> <li>Develop implementation plan for MOU</li> <li>Identify mutual strategic priorities</li> <li>Ensure adequate resources are provided to support MOU activities</li> <li>Promote ICG cooperation through-out LGAs.</li> <li>Liaison with key joint stakeholders.</li> </ul>	<ul style="list-style-type: none"> <li>Value-add provided through ICG cooperation</li> <li>Business partners rotate to different business areas</li> <li>List of strategic initiatives reviewed and updated</li> <li>Financial and intangible benefits captured and reported from ICG cooperation</li> </ul>	<ul style="list-style-type: none"> <li>Continuous organisational reform and improvement aligned with changing resident and customer requirements</li> <li>Cooperation between ICG members viewed by external stakeholders as best practice in Local Government.</li> </ul>
<ul style="list-style-type: none"> <li>Collaboration on integration transport planning and management</li> <li>Joint infrastructure advocacy</li> <li>Expansion of 40km trial zone areas</li> <li>Shared approaches to disruptive technologies</li> </ul>	<ul style="list-style-type: none"> <li>Strategic direction reviewed and updated</li> <li>Common policy frameworks and strategies reviewed</li> </ul>	<ul style="list-style-type: none"> <li>TBC</li> </ul>
<ul style="list-style-type: none"> <li>Cooperation on planning reform</li> <li>Consistent approach to cultural and art plans</li> <li>Inner Perth Assembly – Visit Perth Website</li> <li>Strengthen character retention</li> <li>Joint economic development events and support for small business</li> </ul>	<ul style="list-style-type: none"> <li>Joint events</li> </ul>	<ul style="list-style-type: none"> <li>TBC</li> </ul>
<ul style="list-style-type: none"> <li>HR Working Group to identify shared training opportunities and a staff secondment program;</li> <li>Continue Mentoring Program</li> <li>Support staff exchanges and secondments</li> <li>Form Parking Management Working Group</li> <li>Shared resources eg. internal audit</li> </ul>	<ul style="list-style-type: none"> <li>Program of potential innovative shared projects rolled out</li> <li>Potential alternative revenue sources explored</li> <li>Integrated information systems experience and learnings (contract management/ procurement/ asset management)</li> </ul>	<ul style="list-style-type: none"> <li>TBC</li> </ul>
<ul style="list-style-type: none"> <li>Greater coordination on homelessness</li> <li>Better practices and policies for sport and recreation facilities</li> <li>Increase Aboriginal business support and employment</li> </ul>	<ul style="list-style-type: none"> <li>TBC</li> </ul>	<ul style="list-style-type: none"> <li>TBC</li> </ul>



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**Basil Zempilas**  
Lord Mayor, City of Perth



**Michelle Roberts**  
Chief Executive Officer



\*\*\*\*\*



**David McMullen**  
Mayor, City of Subiaco



**Colin Cameron**  
Chief Executive Officer



\*\*\*\*\*



**Emma Cole**  
Mayor, City of Vincent



**David MacLennan**  
Chief Executive Officer



\*\*\*\*\*



**Karen Vernon**  
Mayor, Town of Vic Park



**Anthony Vuleta**  
Chief Executive Officer



\*\*\*\*\*



**Greg Milner**  
Mayor, City of South Perth



**Mike Bradford**  
Chief Executive Officer



# INNER CITY GROUP

## MEMORANDUM OF UNDERSTANDING

BETWEEN

CITY OF  
PERTH

CITY OF  
SOUTH PERTH

CITY OF  
SUBIACO

TOWN OF  
VICTORIA PARK

CITY OF  
VINCENT



# MEMORANDUM OF UNDERSTANDING

## PARTIES TO THE MEMORANDUM OF UNDERSTANDING:

**CITY OF PERTH**, [ABN 83 7801 186 28] Of 27-29 St Georges Terrace, Perth, Western Australia 6000 ("Perth")

and

**CITY OF SOUTH PERTH**, [ABN 65 5332 184 03] of Civic Centre, Corner Sandgate Street & South Terrace, South Perth, Western Australia 6151 ("South Perth")

and

**CITY OF SUBIACO**, [ABN 84 3877 028 90] of 241 Rokeby Road, Subiaco, Western Australia 6008 ("Subiaco")

and

**TOWN OF VICTORIA PARK**, [ABN 77 2848 597 39] of 99 Shepperton Road, Victoria Park, Western Australia 6100 ("Victoria Park")

and

**CITY OF VINCENT**, [ABN 62 1911 325 42] Of 244 Vincent Street, Leederville, Western Australia 6007 ("Vincent")

## 1. BACKGROUND

- 1.1 The Parties wish to enter into this Memorandum of Understanding (MOU) to promote mutually beneficial cooperation and collaboration between the five members in the Central Perth area.
- 1.2 This MOU sets out the framework for the establishment of a cooperative relationship between the parties.

## 2. COLLABORATION AND OBJECTIVES

- 2.1 The Parties overall objective is to enhance the strategic outcomes of all members through cooperation and collaboration on shared issues in the following areas:

### Infrastructure and Transport

Cooperation and collaboration on strategy, policy and projects which affect all ICG members

### Planning, Economic Development & Culture

Share information and collaborate on planning, economic development, tourism, heritage and place based activation

### Corporate & Business Services

Explore partnership opportunities for innovative business improvement and best practice governance

### Community & Social Services

Working together with stakeholders to deliver quality services and improve community access to recreational and social opportunities

The cooperative activities can take the following form:

- Cooperative Research to inform sound decision making and policy development
- Strategy Alignment: Federal, State & Local Government
- Technology & Innovation: Creating smart cities
- Best practice local policy development for consistent decisions
- Cooperation on service delivery to benefit our communities
- Joint Projects & Programs: Implement actions to deliver strategic objectives of MOU
- Joint Advocacy & Stakeholder Engagement

- 2.2 Mayors and CEOs will review and adopt an MOU Implementation Plan each year to confirm annual priorities and projects.



### 3. AGREEMENT NOT BINDING

- 3.1 Decisions under this MOU will be made by consensus of all members.
- 3.2 Except for clause 9 (Confidentiality), this MOU is being signed by the Parties to evidence therein principle non-binding intentions. This MOU outlines the framework of a working relationship between the parties. The Parties acknowledge that no legally binding obligations are intended to arise between them as a result of the signing of this document. Binding obligations are only intended to arise upon signing by the Parties of a formal written agreement in accordance with Clause 6.
- 3.3 Any action taken by any party in anticipation of approvals will be at the sole risk of that Party.
- 3.4 No partnership or joint venture is created by this MOU, and neither party can commit the other financially or otherwise to third parties.

### 4. RESPONSIBILITIES OF THE PARTIES

- 4.1 Each Party will:
- Attend the scheduled meetings of Mayors, CEOs and Working groups as agreed.
  - Implement the agreed actions arising from the Meeting of Mayors and Working Groups.
  - Report to their respective Councils the agreed actions arising out of this MOU.

### 5. INTELLECTUAL PROPERTY

This MOU does not transfer any interest in Intellectual Property.

### 6. TERM AND TERMINATION

- 6.1 The term of this MOU will commence on the date of execution and will continue for a term of 3 years.
- 6.2 A Party may terminate this MOU at any time by written notice of termination to the other Parties.
- 6.3 The termination of this MOU will not affect any activity or project that is the subject of a separate agreement between the parties unless the relevant agreement provides otherwise.

### 7. CONFIDENTIALITY

- 7.1 Each Party will treat any confidential information shared by other Parties appropriately in line with transparency and accountability principles.
- 7.2 This provision shall survive the termination or expiration of this MOU.

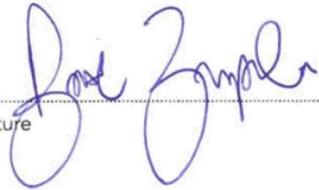
### 8. USE OF NAME AND LOGO

No party shall use the name or logo, or any variation thereof, of any other party without first obtaining its written consent and subject to any directives which may apply to that written consent including compliance with a party's brand policies and style guidelines.

### 9. VARIATION

A provision of this MOU may not be varied or modified except by a separate written instrument which is signed by a duly authorised signatory of each Party.

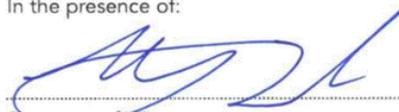
Signed for and on behalf of CITY OF PERTH by:

  
Signature

BASIL ZEMPILAS  
Name (please print)

Lord Mayor  
Title (please print)

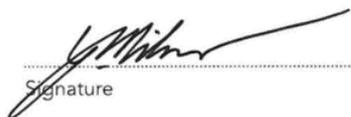
In the presence of:

  
Signature of Witness

Date 2, 11, 2022

Michelle Reynolds  
Name of Witness (please print)

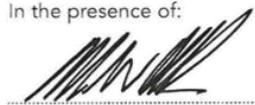
Signed for and on behalf of CITY OF SOUTH PERTH by:

  
Signature

Gregory Shane Milner  
Name (please print)

Mayor  
Title (please print)

In the presence of:

  
Signature of Witness

Date 2, NOV, 22

Michael Bradford  
Name of Witness (please print)

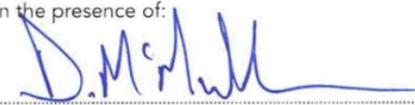
Signed for and on behalf of CITY OF SUBIACO by:

  
Signature

Colin Cameron  
Name (please print)

CEO  
Title (please print)

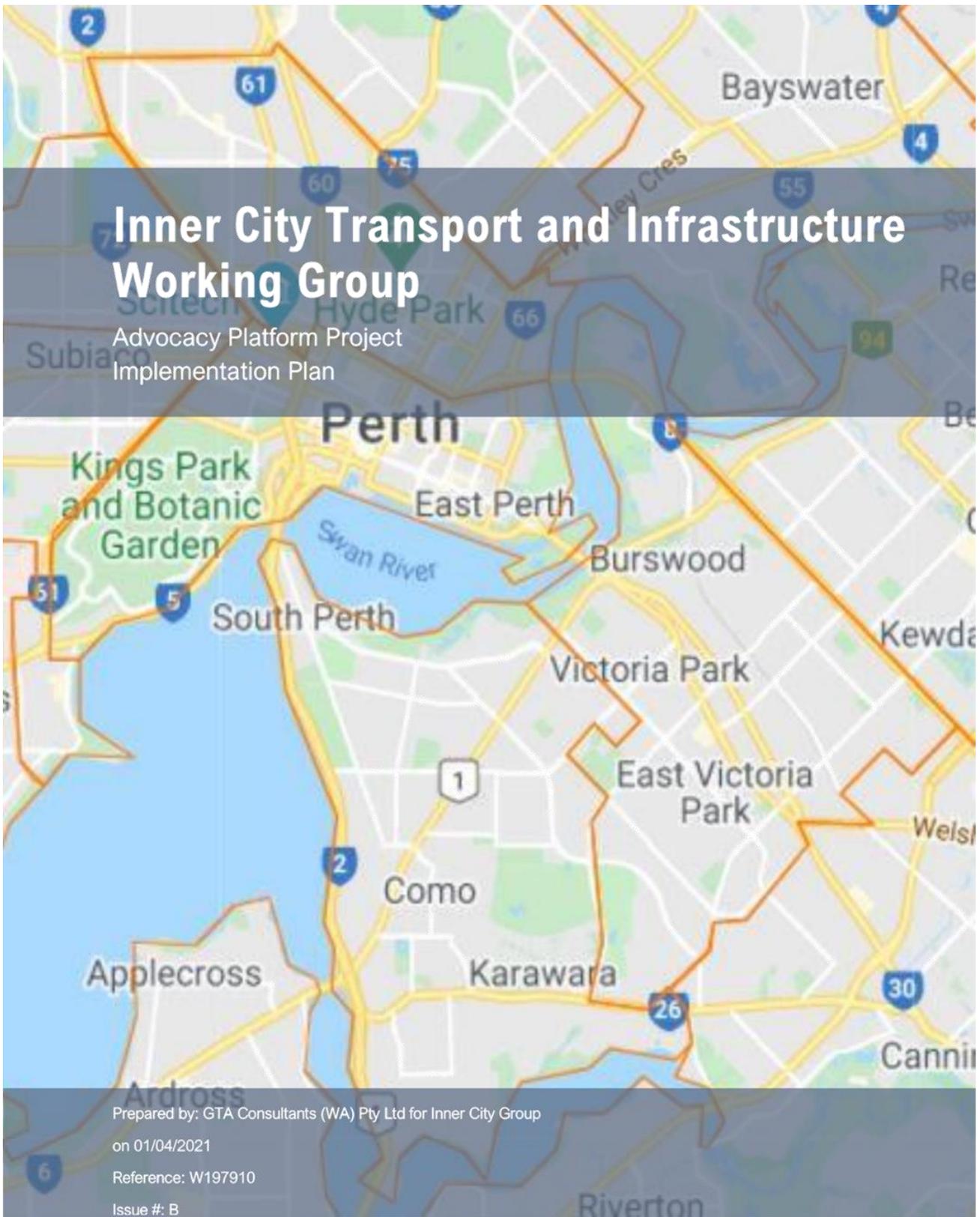
In the presence of:

  
Signature of Witness

Date 2, 11, 22

MAYOR DAVID McMULLEN  
Name of Witness (please print)





# Inner City Transport and Infrastructure Working Group

## Advocacy Platform Project Implementation Plan

Client: Inner City Group  
 on 01/04/2021  
 Reference: W197910  
 Issue #: B

### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	08/12/20	Draft structure	AO	TJ/CP	TJ	
A-Dr 2	29/1/21	Draft report	AO	TJ/CP	TJ	
A-Dr 3	17/02/21	Draft report	AO/TJ	CP	CP	
B	01/04/21	Final	AO	CP	TJ	

GTA Report

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# EXECUTIVE SUMMARY



W197910 // 01/04/2021  
Implementation Plan // Issue: B  
Inner City Transport and Infrastructure Working Group,  
Advocacy Platform Project

## Inner City Advocacy Platform Project

## TRANSPORT &amp; INFRASTRUCTURE WORKING GROUP

## About the Inner City Transport and Infrastructure Working Group

## Members

- Town of Victoria Park
- City of South Perth
- City of Perth
- City of Vincent
- City of Subiaco

## Outcomes

- Cooperation and collaboration on strategy, policy and projects which affect all ICG members

## Approach

- Share information and cooperate on transport and infrastructure issues
- Align approached on car parking to manage spillover on a regional level
- Joint advocacy to State and Federal Government on transport and infrastructure issues
- Use data to support smart city initiatives
- Cooperation on transport routes
- Foreshore planning

## Why is collaboration important?

- Inner City Council jurisdictions are home to the State's largest concentration of businesses (31,500+) and associated workforces
- A high proportion of the State's infill targets are within the Inner City Councils' jurisdictions
- Inner City Council areas will be a key driver of rebound and recovery from COVID-19

## What work has been undertaken?

- Stakeholder engagement around core principles and vision for transport and infrastructure
- Discussion and identification of key infrastructure projects
- Supporting policy
- Barriers to implementation
- Draft advocacy document for State Government consideration

## Priority Projects (not in priority order)

1. Speed reduction for activity centres (30km/h) and default limit of 40km/h for all residential roads
2. 2<sup>nd</sup> tier of public transport - LRT/trackless tram
3. Comprehensive funding for LTCN
4. River foreshore upgrades including:
  - Masterplan implementation
  - Burswood peninsula
  - Mends St Jetty
  - Ferry network
  - Link to East Perth Power Station
5. Thomas Street upgrade
6. Hay Street ad Roberts Road two-way conversion
7. South Perth train station
8. Capping of railway line including:
  - Midland/Armadale Line
  - Fremantle Line
  - Sinking of CitiPlace
  - East Parade

## Inner City Advocacy Platform Project

## TRANSPORT &amp; INFRASTRUCTURE WORKING GROUP

## Needs

- Replace and upgrade old, decaying and non-compliant infrastructure
- Enhance liveability in inner city Perth
- Improve community safety
- Create a sustainable movement network
- Address poor cycling connectivity
- Create funding streams for streetscape and economic civil projects
- Create a framework to ensure a coordinated approach to Swan river foreshore projects

## Benefits

- Employment and economic development expanding beyond the CBD
- Stimulates construction industry
- Facilitates amenity and liveability
- Creates transport mode shift
- Positive environmental impacts
- Improves place activation

## Challenges

## State Government agency priorities and support

- Changing standards and approvals
- Inconsistent decision making
- Lack of collaboration between transport agencies
- Alignment of policies between agencies

## Legislation

- Non-integrated approach to congestion and parking solutions
- Parking is a commercial business – lack of support for cars in planning
- City of Perth Act - distribute levy beyond the CoP
- Timeframes for legislative changes
- Road Traffic Code is outdated – changes required to accommodate 30 or 40km/h speed reductions

## Funding

- Restrictive criteria for grants and funding – differing priorities by agency
- Roads centric funding over broader transport options

## Stakeholder relationships

- CoSP not connected to other LGAs
- Car focused culture from Federal and State stakeholders
- Stakeholder consultation and disruption
- LG interface agreements and co-ordination of works through long term financial and resource planning
- Minister for Local Government engagement with ICG

## Other Considerations

- Canning Highway – what is its role and what changes are required
- Green infrastructure and funding
- Energy self-sufficiency (renewables, micro grids/ community batteries etc.)
- Funding for Place and Public Realm to support vibrant communities

## Next Steps

Present advocacy paper to State Government

## INTRODUCTION

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## INTRODUCTION

## 1. INTRODUCTION

## 1.1. Project Background

## 1.1.1. Inner City Group

The inner-city local government areas that form the Transport and Infrastructure Working Group (the group) report to the Mayors and CEO's of the Town of Victoria Park, City of South Perth, City of Perth, City of Vincent, and the City of Subiaco.

The overall objective of the group is "*collaboration to enhance the strategic outcomes of each organisation as innovators in local government, creating appealing destinations for local community, industry and investors.*"

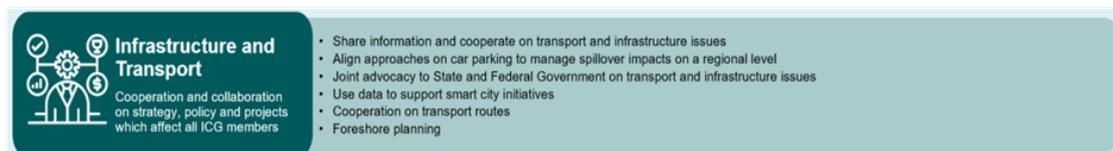
The approach guiding implementation of the Memorandum of Understanding is *Cooperate, Collaborate, Learn, Grow Evidence, Integrate Data, Set Standards, Drive Change.*

Five working groups form the Inner City Group:

1. Infrastructure and Transport
2. Planning, Economic Development and Culture
3. CEO Working Group
4. Corporate and Business Services
5. Community and Social Services.

Each of the working groups have their own objectives. Those of the Infrastructure and Transport group are illustrated in **Figure 1.1**.

Figure 1.1: Infrastructure and Transport Working Group – outcomes and objectives



The State's largest concentration of businesses and associated workforces are located within the inner-city group boundaries. More than 31,500 businesses employ a significant proportion of the Perth population, generating substantial goods and services.

It is also important to recognise that the State Government's Perth and Peel @ 3.5million infill development targets (density) notes a high proportion of the State's infill target is within the central sub-region (which the inner-city councils form part of). This increase in density will put more strain on the existing transport network and civil infrastructure within the inner-city area.

With the concentration of businesses, workforce, and forecast population due to increase, the inner-city area will be a key driver of the rebound and recovery from COVID-19. Over \$57 billion in Gross Regional Product and a combined 250,000 jobs between five local government areas will play a significant role in reigniting Perth's economy.

## INTRODUCTION

### 1.2. Project Context

#### 1.2.1. State Policy Landscape

The State Government's Impact Statement for the COVID-19 Pandemic identifies key impacts of COVID-19 in both metropolitan Perth and within the regions, on health, the economy, infrastructure, community wellbeing and industry. As such, investment in transport and infrastructure will be key to meeting the goals of stimulating the economy through ensuring job creation and providing economic benefit to not only the inner-city local government areas but to Perth and WA more generally.

In addition to this, Infrastructure WA's State Infrastructure Strategy discussion paper notes that the strategy will address the key infrastructure pressures and trends facing Western Australia over the next 20 years and beyond. It will apply a broad definition of infrastructure – incorporating fixed capital and asset networks and facilities that provide and enable services across a wide range of economic, social, and environmental realms. A broad definition of infrastructure supports a whole-of-system and service view, which will help to identify common themes and interdependencies across different categories and types of infrastructure.

The discussion paper notes that increased use of active transport modes, such as public transport, cycling and walking, can reduce local congestion, increase community safety, improve community health, and improve access for all. Infrastructure Australia estimates that without continued infrastructure investment and policy reform, the cost of road congestion and public transport crowding in Greater Perth will increase from \$1.5 billion in 2016 to \$3.8 billion in 2031 – noting that congestion and public transport crowding is often noted as critical within the inner-city local government areas.

#### 1.2.2. Driving Change Road Safety Strategy WA 2020

Using evidence and expert modelling this Strategy describes a journey where WA could achieve between a 50% and 70% reduction in serious trauma by 2030. Fifty percent is the expected rate of improvement across Australia over the next 10 years and if WA can achieve a 70% reduction, Western Australia could again have the safest roads in the nation.

Safer road infrastructure, appropriate speeds, increasing the number of vehicles with anti-collision technology, better protection for vehicle occupants and other road users and the best possible post-crash care, are all essential components in saving lives. A safe road system also encourages walking and cycling, social interaction and local business opportunities as our streets become safer places.

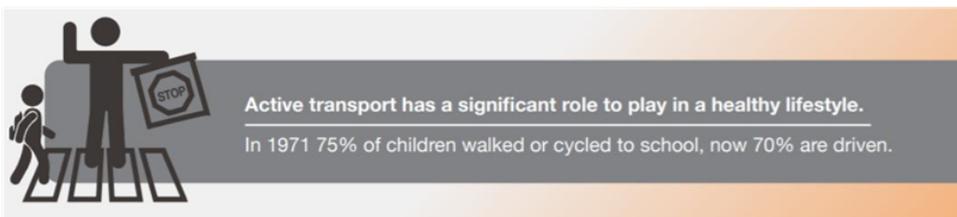
The Strategy is underpinned by Safe System. People are not perfect; we all make mistakes so crashes will always happen while humans are in control. We must expand our responses to ensure the road system guides us to behave safely and provides forgiveness when crashes occur so that outcomes are not as serious. This is the safe system approach: all elements of the system (safe roads and roadsides, safe speeds, safe modes of transport, safe behaviours, and emergency medical response) work together to prevent and reduce the impacts of crashes.

Safer speeds through revised speed limits and/or greater compliance, while often sensitive, remain one of the most powerful, quickest-acting options available to us that can be progressed in partnership with local governments and local communities. Therefore, driving change in road safety this has been identified as a priority for the Group.

In support of the Road Safety Strategy and together with Local Government, the State will also continue to develop cycling plans and other innovative measures that reduce risk, connect off-road shared paths, and

## INTRODUCTION

make local areas more people friendly. This work includes the Safe Active Streets Program that reduces speed on local streets and creates a safer shared street space. The WA Bicycle Network Plan will continue to expand the Principal Shared Path (PSP) network and integrate PSP development into all new major road projects.



### 1.3. Project Purpose

#### 1.3.1. Scope

Following the development of a list of priority transport and infrastructure issues and projects that impact the broader inner city region, the Group appointed GTA and Elton Consulting (the project team) to develop a road map that advocates for these issues and projects to be addressed by the state and federal government. These priorities have become all the more important given the push for Western Australia to bounce back from the impacts of COVID-19 and create jobs and training opportunities.

The group recognises that collaboration between inner city councils can help support delivery of state government decisions as well as simultaneously achieving local objectives and ensure strategic planning and delivery of infrastructure projects within and across the inner-city areas. In addition, collaboration more generally will assist in establishing frameworks for emerging policies and legislation as they take shape, ensuring that the benefits of specific recovery projects will be widely felt across jurisdictions and the broader community, rather than only in specific local government areas. Further, a collaborative approach across the inner-city area means that innovation in infrastructure (such as renewable energy and smart city technology) and innovative approaches to planning (such as the Movement and Place approach) can be implemented seamlessly across the inner city area, benefiting all those that live, work or travel through the area.

The group asked the project team to facilitate a workshop to enable a collective approach to building consensus and ownership of workshop outcomes to inform the development and delivery of an advocacy document, identifying:

- Consensus on the core principles for prioritising projects that can collectively be advocated for
- 10 key infrastructure projects
- the benefit these projects have for State Government goals following the COVID-19 pandemic.
- key barriers / significant policy changes required to progress priority projects
- justifications for state and federal government action and funding on the priority issues and projects of the group.
- Lessons learnt from previous advocacy efforts.

The project team's scope also requested advocacy relating to:

- a speed limit reduction to 40 km in built up areas throughout the inner-city region

## INTRODUCTION

- renewable energy investment consistent with the state hydrogen strategy.

This document also provides an Advocacy Implementation Plan which outlines:

- the key tasks the Group is responsible for delivering
- responsible organisations/individuals to advocate for the 10 key infrastructure projects
- key stakeholders who should be targeted for advocacy purposes.

### 1.4. Methodology

The following tasks were undertaken prior to the preparation of this document:

- Inception meeting to agree project objectives and discuss the structure, content, and desired outcomes of the workshop.
- Pre-workshop survey of participants to collect initial feedback on the core principles for projects, and any issues or opportunities.
- Workshop preparation and facilitation to identify and refine the list of key projects up to a total of 10 as well as identify the needs, benefits, challenges, and opportunities associated with implementation of the projects.

KEY THEMES

## 2. KEY THEMES

A number of key themes have emerged through continued collaboration between the group members and as a result of the workshop undertaken to inform this document. The needs, benefits challenges and opportunities identified by the group for delivering infrastructure projects are summarised in **Table 2.1**.

Table 2.1: Key themes

	Theme
Needs	<ul style="list-style-type: none"> <li>• Replace and upgrade old, decaying and non-compliant infrastructure</li> <li>• Enhance liveability in inner city Perth</li> <li>• Improve community safety</li> <li>• Create a sustainable movement network</li> <li>• Address poor cycling connectivity between local government jurisdictions</li> <li>• Create funding streams for streetscape and economic civil projects</li> <li>• Create a framework to ensure a coordinated approach to Swan river foreshore projects</li> </ul>
Benefits	<ul style="list-style-type: none"> <li>• Expands employment and economic development beyond the Perth CBD</li> <li>• Stimulates construction industry</li> <li>• Facilitates amenity and liveability outcomes</li> <li>• Creates transport mode shift</li> <li>• Increases positive environmental impacts</li> <li>• Improves place activation</li> <li>• Delivers on key state government strategy objectives</li> </ul>
Challenges	<ul style="list-style-type: none"> <li>• State Government agency priorities and support</li> <li>○ Changing standards and approvals</li> <li>○ Inconsistent decision making</li> <li>○ Lack of road safety benefits recognised as part of intersection approval process</li> <li>○ Lack of collaboration between transport agencies</li> <li>○ Alignment of policies between agencies                             <ul style="list-style-type: none"> <li>• Legislation</li> </ul> </li> <li>○ Non-integrated approach to congestion and parking solutions</li> <li>○ Parking is a commercial business – reducing focus on facilitating private vehicle access to inner city areas in planning</li> <li>○ City of Perth Act - distribute levy beyond the City of Perth</li> <li>○ Timeframes for legislative changes</li> <li>○ Road Traffic Code is outdated – changes required to accommodate 30 or 40km/h speed reductions and priority to cyclists and pedestrians (where appropriate)                             <ul style="list-style-type: none"> <li>• Funding</li> </ul> </li> <li>○ Restrictive criteria for grants and funding – differing priorities by agency</li> <li>○ Roads centric funding over provision of broader transport options                             <ul style="list-style-type: none"> <li>• Stakeholder relationships</li> </ul> </li> <li>○ City of South Perth poorly connected to neighbouring inner city LGAs north of the river</li> <li>○ Car focused culture from Federal and State stakeholders</li> <li>○ Stakeholder consultation and disruption adds to project risks</li> <li>○ Local Government interface agreements and co-ordination of works through long term financial and resource planning</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>• Minister for Local Government engagement with Inner City Group</li> <li>• Canning Highway – understanding its role and what changes are required?</li> <li>• Green infrastructure and funding opportunities</li> <li>• Energy self-sufficiency (renewables, micro grids/ community batteries etc.)</li> <li>• Funding for Place and Public Realm to support vibrant communities</li> </ul>



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## KEY INFRASTRUCTURE PROJECTS

## 3. KEY INFRASTRUCTURE PROJECTS

### 3.1. Overview

Through the workshop process, the following projects were identified to be further investigated by the group:(not in priority order) and more detail on each priority is provided below:

1. **Speed limit reductions** – a coordinated approach to increasing road safety in inner city areas by implementing reduced speed limits:
  - o 30km/h for inner city activity centres
  - o 40km/h default urban speed limit of for all inner city residential roads
2. A **second tier of mass public transport** – e.g.:
  - o light rail
  - o trackless tram
  - o bus rapid transit
3. **Long Term Cycle Network** - Comprehensive funding for planning and implementation
4. **Swan River foreshore upgrades** – a coordinated approach to funding and implementing proposed upgrades, including:
  - a. Implementation of the Perth Water Buneenboro Locality Plan (Between the Windan and Narrows Bridges)
  - b. Burswood Peninsula masterplan
  - c. Mends St Jetty
  - d. Enhanced ferry network
  - e. Connectivity to the East Perth Power Station regeneration site
5. **Thomas Street Upgrade** – improving access by all modes through and across the Thomas Street corridor
6. **Hay Street and Roberts Road** two-way conversion
7. Development of a **South Perth train station**
8. Enhance development opportunities along the railway by:
  - a. Capping sections of the Midland/Armadale line
  - b. Capping sections of the Fremantle line
  - c. Sinking of CitiPlace
  - d. Upgrading East Parade/Mount Lawley Subway.

KEY INFRASTRUCTURE PROJECTS

3.2. Priority Projects

3.2.1. Speed Reduction for Activity Centres

The inner city working group unanimously noted the need for slower speeds within residential inner city Perth (40km/h speed limit) with a further reduction to 30km/h within key Activity Centre areas where there is a concentration of pedestrian activity.

Context

The City of Vincent, Road Safety Commission, WA Police, and Main Roads WA are 18 months into a trial<sup>1</sup> of 40km/h speed reductions in the southern section of the City of Vincent (see Figure 3.1). The two-year trial aims to study the impact of slower speed limits in residential areas and test research that has pointed to lower speeds resulting in:

- Making streets safer for all road users
- Contributing to more connected communities
- Reducing greenhouse gas emissions
- Having only minor impacts on average travel times.

Figure 3.1: City of Vincent 40 km/h trial area



<sup>1</sup> <https://www.vincent.wa.gov.au/residents/environment/environmental-sustainability/travelsmart/40kmh-speed-zone-trial.aspx>



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A variety of qualitative and quantitative data (including community perception surveys) were collected every three months over a twelve month period to evaluate the trial outcomes.

### Needs and Benefits

The study findings include:

- Gradual decreases in speed – 85th percentile speed on trial roads have dropped by just over 1 km/h, or about 2.5%.
- Some crash reduction effect on trial roads (by analysing total crashes, observed vehicle travel speeds in combination with established road safety theory), which suggests that it is very likely that the 40 km/h limit would have long-term crash reduction benefits.
- A total of 14% increase in pedestrians and cyclists observed using the area
- The percentage of all cyclists who were observed cycling on the road surface (rather than on footpaths) also increased from 67% to 70%, suggesting there may be a perceived safety benefit for cyclists.
- While a small majority of local residents are unhappy with the lower limit, there is not substantial or persistent opposition to the 40 km/h trial area amongst the community.
- A majority of respondents surveyed at the twelve month milestone thought a 40 km/h limit could be useful in other areas.
- Community perception that local street amenity and sense of community has somewhat improved.

### Supporting Policy

The trial has formed the cornerstone of the City of Vincent's new draft Accessible City Strategy and has been identified as an approach that will be considered for the upcoming update to the Town of Victoria Park's Integrated Movement Network Strategy<sup>2</sup>.

If the trial is deemed successful and adopted by the community, it may be rolled out across the inner city as part of Main Roads WA's Urban Road Safety Program<sup>3</sup> which seeks to make innovative, low cost safety treatments to local roads to reduce casualty crashes.

Additionally, the Perth Greater CBD Transport Plan<sup>4</sup> identifies that "slower speed environments are better for pedestrians and bike riders and bring significant safety benefits". The Plan proposes to investigate locations within the Perth Parking Management Area which are suitable for reduced speeds. This initiative is identified as a high priority, area wide initiative with potential for delivery in Year 2 of the Plan.

Slower and safer speeds is also noted as a cornerstone of both the Federal and State Government's Road Safety Plans. Road safety research notes the huge road safety benefits for reduced speeds on not only reducing the likelihood of crashes occurring but reducing the severity of a crash should one occur. Moreover, a reduction to 40km/h and 30km/h will see significant safety outcomes for vulnerable road users (see Figure 3.2).

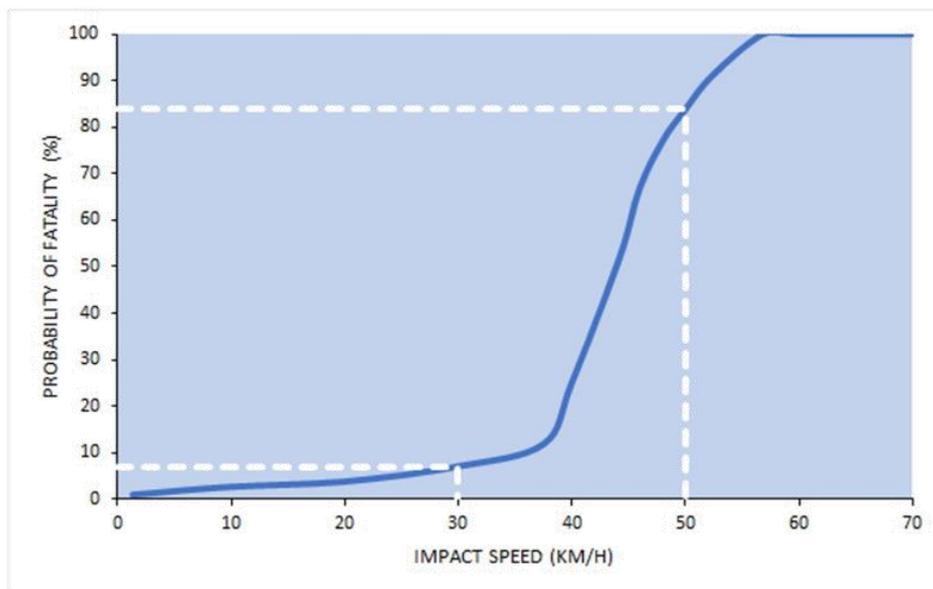
<sup>2</sup> <https://www.victoriapark.wa.gov.au/Around-town/Parking-and-travel/Travel-and-transport/Integrated-Movement-Network-Strategy#:~:text=The%20Town%20has%20developed%20an,which%20covers%20up%20to%202031.>

<sup>3</sup> <https://www.mainroads.wa.gov.au/projects-initiatives/programs/urban-road-safety-upgrades/>

<sup>4</sup> [https://www.transport.wa.gov.au/mediaFiles/projects/PROJ\\_P\\_PerthGreaterCBD\\_Transport\\_Plan\\_PhaseOne\\_Report.pdf](https://www.transport.wa.gov.au/mediaFiles/projects/PROJ_P_PerthGreaterCBD_Transport_Plan_PhaseOne_Report.pdf)

KEY INFRASTRUCTURE PROJECTS

Figure 3.2: Probability of a pedestrian fatality based on vehicle impact speed – applicable to bike riders



Source: GTA Consultants adapted from Curtin-Monash Accident Research Centre

The implementation of lower speeds (40km/h) in all residential roads and 30km/h within Activity Centre locations within the inner city area would support the City of Perth’s initiative and assist in widespread adoption of lower speeds in activity centres more generally. The group have indicated their general support for this proposal with some identifying that it could form a part of future transport strategies.

Barriers

The preliminary findings for the City of Vincent 40km/h trial are based on a single twelve month period. Ultimately, due to small number of effects at twelve months, analysis over an extended time period is needed to conclusively demonstrate the magnitude of the crash reduction benefits. Ongoing evaluation is taking place, as is the triangulation of findings from different methods which will help to support confidence in initial results.

Further data collection efforts may be impacted by the ongoing COVID-19 pandemic where lockdowns affect travel behaviour. It is important that any significant changes in travel behaviour are viewed through the lens of pandemic conditions at the time.

Support for the trial from residents was said to be “lukewarm” – however while a small majority are unhappy with the lower limit, there is not substantial or persistent opposition to the 40 km/h trial area among local residents. However, vocal criticism from a minority of residents can have an adverse impact on successful adoption of desired travel speeds. This points to the need for clear communication of the benefits of the program for the community by state government agencies.

In addition, the existing road traffic code legislates 50km/h urban default speed limits. As such, area wide changes, requires a large undertaking by road authorities and local government to plan and implement new speed zoning signage and potentially apply physical intervention where existing wide roads will not be



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conducive to 40km/h. As such, pushing for legislative change to the Road Traffic Code to adopt a lower 40km/h default speed limit for built up areas within inner city Perth will need to be investigated. Indeed, the time and cost of such legislative changes may be prohibitive and result in area wide speed zoning and physical intervention to be the preferred approach.

### Stakeholders

Stakeholders for this proposal to advocate for the implementation of reduced speed limits include:

- Main Roads WA
- Department of Transport
- Road Safety Commission
- WA Police
- RAC.

### Advocacy Support Required

- Seek further State Government support for this proposal, particularly from transport agencies in terms of legislative change and policy support so that a widespread roll out of lower speed limits can begin for the inner city areas as well as activity centres more generally.

### Inner City Action

- Identify and map the key residential areas that would be applicable for a 40km/h default speed limit reduction and the key Activity Centre areas where a 30km/h speed limit may apply.

## 3.2.2. Second Tier of Mass Public Transport

### Context

Light rail and trackless trams and other forms of mass rapid transit (such as bus rapid transit [BRT]) have been identified as an important initiative for inner city areas by the group. Other council areas outside of the inner city have recently been investigating options such as trackless trams as a way of improving public transport to local communities. For example, the South West Group (which includes the City of Fremantle and the City of Melville) have all contributed funds towards a feasibility study<sup>5</sup> for light rail along South Street and this study aims to build a case for the State Government to include the Melville to Fremantle route as part of METRONET in the future.

Trackless trams are favoured by Curtin University Professor of Sustainability Peter Newman as a future Perth transport solution, especially given the costs and associated disruption of installing light rail.

In addition, WA's first trackless tram between Scarborough Beach and Glendalough has been given a federally funded boost with a \$2 million business case set to commence within months<sup>6</sup>. The next phase is to link the Stirling City Centre, which includes the Herdsman-Glendalough, Innaloo and Osborne Park Precincts with the Scarborough Foreshore Redevelopment using Trackless Tram technology. This will connect to the existing heavy rail at Glendalough Station ultimately linking the Perth CBD to Scarborough Beach.

<sup>5</sup> <https://www.perthnow.com.au/community-news/fremantle-gazette/councils-explore-trackless-tram-solution-to-congested-road-c-896661>

<sup>6</sup> <https://www.stirling.wa.gov.au/your-city/news/2020/october/trackless-tram-business-case-given-the-green-light>

## KEY INFRASTRUCTURE PROJECTS

The business case seeks to establish:

- the economics of trackless tram as an alternative to light rail in Australia
- the planning requirements associated and estimated timelines, and
- the necessary business growth and other indicators that would establish a successful route.

This process could be adapted for the inner city councils as an addition to existing public transport routes, and give residents another travel option to further drive down the number of cars making short trips into and across the CBD area.

METRONET stations are currently only planned for locations outside of the inner city (except East Perth). However, the group would welcome the opportunity for collaboration in the planning of light rail or other mass transit routes to include stations within the inner city.

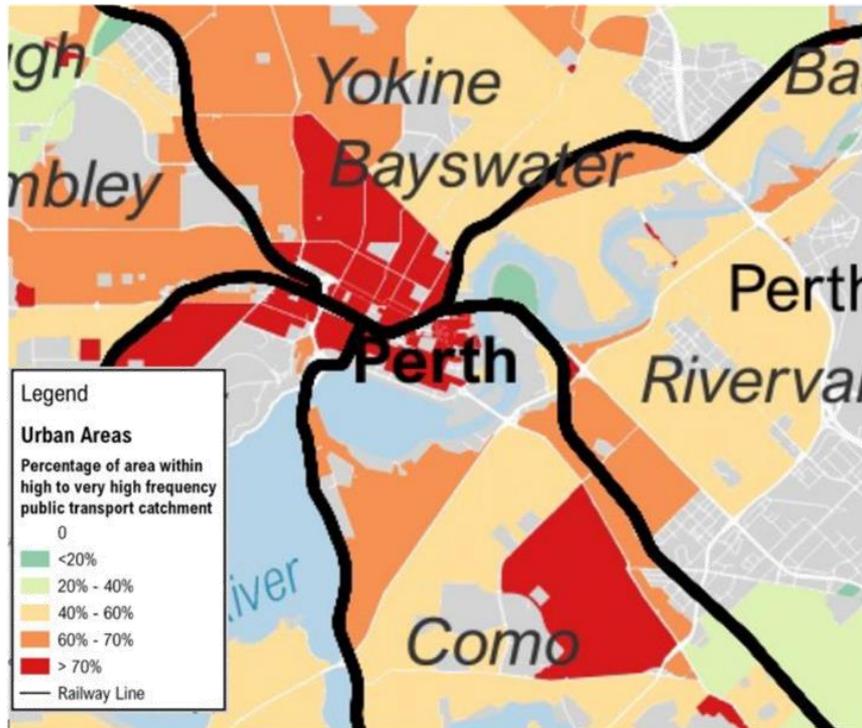
### Needs and Benefits

There is a need for an additional tier of mass transit to connect to and from the heavy rail network and link to centres and other destinations within the Inner City area. This would assist in reducing the need for multiple connections or interchange for passengers and creates an opportunity for increasing mode share of public transport for the inner city area.

Public transport catchment mapping undertaken by GTA (see **Figure 3.3**) notes outside of Perth CBD, areas of City of South Perth, Subiaco, and Victoria Park have lower percentages of areas that are within a walkable catchment of high to very high frequency public transport service.

KEY INFRASTRUCTURE PROJECTS

Figure 3.3: Walkable catchment to very high frequency public transport



Public transport catchment mapping also notes that the number of public transport stops that have a very high, high or low frequency service (Figure 3.4) illustrating areas of the inner city region that are not directly on a high or very high frequency bus route corridor.

KEY INFRASTRUCTURE PROJECTS

Figure 3.4: Stop/station service frequency



This high-level catchment mapping indicates clear gaps within the public transport network where residents and businesses are not serviced by a high frequency service.

Supporting Policy

There is currently no State Government Transport Plan that identifies and commits to investigating the need and constructability of a second tier mass transit system. As such, it has fallen to individual local governments (City of Stirling and City of Rockingham) or regional bodies (South West Group) to progress feasibility planning for a preferred network. Further, there is a lack of supporting policy regarding priority of this type of transport provision over road traffic (particularly at intersections) and accessibility to stations and other public transport stops. It is noted however that the provision of such a service would help to support a growing population and meet other State Government policy objectives and therefore should form part of a comprehensive transport strategy.

Barriers

There appears to be a general lack of support for second tier mass transit options by the current State Government. The group recognises a second option will increase transport capacity in additional ways. It is noted that Light Rail, or any other future mass transit network according to The Department of Transport, may attract more attention for planning and funding once the current METRONET projects have progressed more significantly.



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## KEY INFRASTRUCTURE PROJECTS

### Stakeholders

Stakeholders for this proposal include:

- METRONET
- Department of Transport (DoT)
- Public Transport Authority (PTA)
- Main Roads Western Australia (MRWA)
- Department of Planning, Lands and Heritage (DPLH).

### Advocacy Support Required

- Become more engaged with the planning of METRONET and any second tier public transit option. The group sees this type of provision as an important part of the transport mix, to provide public transport access to residential areas outside of catchments for other public transport services and reduce the number of private vehicles used for short trips within the inner-city area.

### Inner City Action

- Advocate with key State Government stakeholders to commit to investigating the feasibility and opportunities for a second tier mass transit network for Perth with commitment to funding a trial route to allow Perth to use and evaluate the benefits.
- Identify potential key priority corridors across its region that could be serviced by a second tier mass transit system (similar to the work the South West Group and City of Stirling have done).

### 3.2.3. Funding of the Long Term Cycle Network

#### Context

The aim of the Long Term Cycle Network (LTCN) is to develop an aspirational blueprint to ensure state and local governments work together towards the delivery of one continuous cycling network. Providing additional transport options, recreational opportunities and support for tourism and commercial activity.

DoT have been working with Local Government Areas (LGAs) for over two years to plan a network comprising of primary, secondary, local, tourist, and training routes across metropolitan Perth. The resulting network forms the basis of future funding decisions whereby any routes not identified on the respective LTCN plans may not obtain State Government funding for design and construction.

#### Needs and Benefits

All cycle routes should connect to something at each end whether that is a destination or another cycle route. To facilitate and encourage cycling, connected and seamless cycle routes are fundamental. Ensuring that these routes (where they do not currently exist) are funded in their entirety so that full routes are built is critical to avoid piecemeal construction.

This funding needs to be considered on the basis of an entire route, rather than individual LGA so that route construction does not stop at the LGA boundary.

It is also well known and established that supporting the implementation of safe and connected cycle infrastructure encourages an increase in cycling for short to medium trips which directly impacts on a reduction in local congestion and improvements in public health and for the environment. Further to this, an increase in cycling for short and medium trips has been shown to have a direct impact to improving the local economy through more direct and incidental trips to local centres.

## KEY INFRASTRUCTURE PROJECTS

### Supporting Policy

The LTCN is embedded within transport policy and is particularly evident in the regional cycle strategies which are based on the same principles. Updates to individual transport strategies and bike plans will refer to the LTCN, and match funding committed by LGAs as applications are made to (and approved by) the WA Bicycle Network Grants Program.

As the LTCN only identifies the route hierarchy by function, the specific form the routes take is down to the LGA and their bike plan. One form of cycle infrastructure can be in the form of Safe Active Streets, which complement the advocacy project for reduced speed limits on residential roads and are also noted within the State Road Safety Strategy as key to delivering the safety objectives of the strategy.

### Barriers

Depending on the nature and length of the cycle route to be constructed, funding may represent a barrier to implementation of entire routes. However, a sensible and logical approach to construction staging can be taken as has been the case with improvements to the PSP network, looking at the extremities of the route and any existing infrastructure.

### Stakeholders

Stakeholders for this proposal include:

- DoT
- MRWA
- PTA (potentially)
- LGAs.

### Advocacy Support Required

- While the LTCN is embedded in current cycling policy (such as the regional cycle strategies) and endorsed by individual LGAs, seek commitment from the State Government that funding decisions will be made at a route level rather than an LGA level to ensure co-ordinated planning of cycle routes within, between and beyond the inner city areas.

### Inner City Action

- Identify the key priority corridors across the inner city region that need advocacy for funding.

### 3.2.4. Swan River Foreshore Upgrades

#### Context

The group have identified a number of different river-based infrastructure projects required throughout the inner city. Following the workshop it was deemed appropriate to combine these projects within a coordinated program of upgrades to the Swan River Foreshore, due to the relationship between projects and opportunity for collaboration to leverage funding options. The individual projects include:

- Implementation of the Perth Water Buneenboro Locality Plan
- Mends St Jetty upgrade
- Burswood peninsula masterplan
- Extension of the ferry service
- Improved linkages to East Perth Power Station redevelopment.

KEY INFRASTRUCTURE PROJECTS

Needs and Benefits

The Swan River represents both a barrier and an opportunity in relation to transport movements. Improving cross-river connections and providing new opportunities for people to recreate along the foreshore away from traditional CBD locations will provide benefit for multiple inner city areas and beyond, and to new communities as they are developed along the river such as at the East Perth Power Station redevelopment. Improving ferry services between key foreshore destinations and the CBD will also help reduce traffic congestion on the roads and spread demand for public transport across multiple modes.

Supporting Policy

The Perth Water Buneenboro Precinct Plan was led by the Department of Biodiversity, Conservation and Attractions (DBCA) and had input from DPLH, DoT, Metropolitan Redevelopment Authority (now DevelopmentWA), Tourism WA, Town of Victoria Park, and the Cities of Perth and South Perth. Through stakeholder and community engagement, the Plan establishes a vision for Perth Water Buneenboro and provides development policy, direction, and actions to achieve the vision. It makes sense to build on this work by incorporating other river based developments to ensure that the same principles and objectives are adhered to through the development process.

Figure 3.5: Circulation and movement objectives (Draft Perth Water Buneenboro Precinct Plan)

OBJECTIVES	DEVELOPMENT REQUIREMENTS
5.1. Efficient, convenient and accessible public transport networks and services connect activity nodes. 5.2. Prioritise safe and easy access for all users. 5.3. Safe and supporting infrastructure, facilities, network management and policies prioritise active transport choices. 5.4. New transport infrastructure projects maintain strategic view corridors. 5.5. Connections to and around Perth Water Buneenboro strengthen its relationship with surrounding local communities. 5.6. Consistent approach to design of public infrastructure - signage, wayfinding etc. 5.7. Provide safe and accessible active transport networks to and throughout the river foreshore.	5(a) Development should consider: <ul style="list-style-type: none"> <li>- Provision of infrastructure that supports and encourages active transport between activity nodes;</li> <li>- Provision of separated pedestrian and cycle path networks;</li> <li>- Provision of access to public amenities such as public toilets, parents' rooms and universal access facilities;</li> <li>- Provision of key infrastructure including cycle and active transport facilities;</li> <li>- Wayfinding strategies and design elements;</li> <li>- Access to drinking water;</li> <li>- Pet facilities (e.g. water bowls, tethering points, waste bags)</li> <li>- Consistency in the look, feel and treatment of access and infrastructure elements tailored to the Precinct's setting; and</li> <li>- Enhancing key connections to the surrounding area.</li> </ul> 5(b) Development in locations identified in the Swan Canning Riverpark Trail Masterplan and the Marli Riverpark Interpretation Plan should include construction of trails and interpretation infrastructure as it relates to the proposed development. 5(b) Universal access is provided in accordance with the requirements of the Disability Discrimination Act 1992 and relevant Australian Standards.



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**1 RIVERSIDE DRIVE**  
Perth Foreshore Masterplan to investigate reconfiguration of Riverside Drive between Barrack Square and Point Fraser to mitigate increased inundation, improve river access, connections and viewsheds and improve visitor amenity.

**2 CAUSEWAY BRIDGE**  
Improve pedestrian and cycle connections. In the event of key infrastructure delivery requiring modification or replacement of the Causeway Bridge (e.g. light rail), bridge height should be increased to facilitate passage of larger vessels.

**3 HEIRISSON ISLAND**  
Provide movement and circulation infrastructure that supports the vision of establishing Heirisson Island as an ecological and cultural sanctuary.

**4**  
Upgrade pathways under Causeway Bridge to mitigate inundation, and improve lighting and associated amenity.

- - Potential expanded public ferry route
- Potential ferry and water taxi stops
- Potential water taxi only
- Potential cycle hire activities
- Kayak hire
- ↔ Improve pedestrian / cycle connectivity and safety across Riverside Drive in line with existing road network.
- Build new pedestrian / cycle only bridge in line with demand to relieve pressure on Causeway path. Alignment is indicative only.
- Complete the network of separated paths for cyclists (and related users) and pedestrians (and related users).

Source: <https://www.dbca.wa.gov.au/sites/default/files/2019-09/Draft%20Perth%20Water%20Buneenboro%20Precinct%20Plan.pdf>



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## KEY INFRASTRUCTURE PROJECTS

### Barriers

The extent of the infrastructure projects proposed as part of this program are significant and will take a considerable amount of time and funding to eventuate. That is why a cross-LGA program approach to the upgrades are required to identify suitable timeframes and priorities for each of the projects, alongside those already proposed within the Draft Perth Water Buneenboro Precinct Plan.

### Stakeholders

There are multiple stakeholders due to the diverse mix of proposed projects. These include:

- DPLH
- WAPC
- DevWA
- DoT
- PTA
- DBCA.
- LGAs

### Advocacy Support Required

- Collaborate on updates of the Draft Perth Water Buneenboro Precinct Plan in order to find a way to incorporate these additional projects into the Plan and identify priorities for implementation.

### Inner City Action

- Develop an agreed plan for these projects, identifying which projects are of priority (given likely funding limitations).

### 3.2.5. Thomas Street Upgrade

#### Context

This project has been included in the Perth CBD Transport Plan, which states, "this initiative will develop future transport options for the Thomas Street/Loftus Street corridor (between Kings Park Road and Freeway North) that address congestion and barrier issues and improve accessibility and safety. It will investigate movement from all transport modes along the corridor, consider crossing issues over Thomas Street to reduce connectivity barriers between Perth and Subiaco, consider bus stop frequency and bus priority measures, and recommend options".

#### Needs and Benefits

This corridor has long been subject to traffic congestion and represents a barrier for those wishing to travel between Subiaco and West Perth. Making improvements for access by all transport modes will provide a benefit to those LGA's immediately adjacent to the Thomas Street area as well as reduce travel times for regular users of the corridor, travelling north or south. All transport modes are likely to benefit from these upgrades.

## KEY INFRASTRUCTURE PROJECTS

### Supporting Policy

This project is supported in the Perth Greater CBD Transport Plan and the City of Subiaco's Transport Access and Parking Strategy.

### Barriers

Having been included in the Perth Greater CBD Transport Plan, the group is pleased to see that the importance of the study is recognised in policy. However, it is currently identified as a low to medium priority and the group would like to see this elevated as it will provide benefits not only for the inner city area but those using Thomas Street to travel in a north-south direction and accessing the western suburbs.

### Stakeholders

Stakeholders for this project would include:

- DPLH
- DoT
- MRWA
- City of Perth
- City of Subiaco
- Town of Cambridge.

### Advocacy Support Required

- The group would like to see priority of this project uplifted within the Perth Greater CBD Transport Plan to recognise the strategic importance of the corridor for the inner city areas and for those accessing the northern and western suburbs.

### Inner City Action

- Explore additional funding options to assist in progressing this project.

### 3.2.6. Hay St and Roberts Road Two-Way Conversion

#### Context

With Hay Street west being identified for conversion to two-way in the Perth Greater CBD Transport Plan, it follows that the two-way conversion should also be replicated on Roberts Road. The project is identified as a low priority initiative with a 4-5 year delivery timeline within the plan, and is dependent on the status of Hay Street to the west of Thomas Street in the City of Subiaco. It is also referenced a number of times within the City of Subiaco's Transport, Access and Parking Strategy.

#### Needs and Benefits

This project will help address the following issues:

- Reduce traffic congestion and improve air quality and amenity
- Shorter journey times
- Lessen the need for traffic to undertake circuitous journeys through the CBD
- Lessen the impact of traffic congestion on public transport services on these roads
- Improve way finding and make it easier to navigate the CBD.

## KEY INFRASTRUCTURE PROJECTS

It also has synergies with the Parallel Walks Conversion Program (identified as a high priority/area wide initiative) which aims to convert 12 intersections within the CBD so they have dedicated crossing times and related improvements for multiple road users (including those with disabilities), reducing travel time delays and pedestrian overcrowding at intersections.

### Supporting Policy

This project is supported within the Perth Greater CBD Transport Plan and the City of Subiaco's Transport, Access and Parking Strategy (TAPS).

### Barriers

The two-way conversion of Hay Street has been identified as a low priority within the Perth Greater CBD Transport Plan, and it has a 3-10 year priority within the City of Subiaco's TAPS. These projects should be connected with priority aligned across jurisdictions.

### Stakeholders

Stakeholders for this project includes:

- DPLH
- MRWA
- City of Perth
- City of Subiaco

### Advocacy Support Required

- Seek the uplift of this priority project within the Perth CBD Plan to recognise the strategic importance of the conversion of Hay St and Roberts Rd to two-way, and for commitment to a staged conversion for the entirety of the route in collaboration with the City of Subiaco.

### Inner City Action

- Identify champions to advocate for this change within State Government and to build a stronger case for the project
- Explore additional funding options to assist in progressing this project.

### 3.2.7. South Perth Train Station

#### Context

Significant planning work has been undertaken for the planning of a train station in South Perth within the freeway reservation, near Richardson Street, which would service Perth Zoo, local businesses, and residents. The South Perth Station Precinct Study was carried out between 2007 and 2010 in response to successive State Government strategies aimed at providing for population growth. A station in this location would provide an important service for local residents, particularly given the amount of density and development that is currently underway and planned for the South Perth Peninsula.

#### Needs and Benefits

Not only would the station provide current and future South Perth residents and visitors with a wider range of public transport options and reduce the number of trips originating from and ending in South Perth, but the vision for the station precinct itself is to create a vibrant, attractive business location featuring a rich choice of employment, public transport options, pedestrian friendly tree-lined streets, with reminders of South Perth's heritage. This not only supports a growing population in the area but also goes towards meeting other State

## KEY INFRASTRUCTURE PROJECTS

Government objectives. There is very strong community support for the station. Without a high quality convenient rail option, the area will struggle to achieve mode shift away from private vehicles necessary to mitigate congestion and transform the inner city region into a more walkable, cycle and connected urban environment.

### Supporting Policy

In 2011 the South Perth Station Precinct Plan and Vision was commissioned by the City of South Perth and the WAPC. In 2017, a Place and Design study of the South Perth Station Precinct (SPSP) was undertaken to build on the vision, research and stakeholder input obtained from the SPSP, which culminated in a report with a draft renewed vision and implementation schedule for revised goals, ideas, and actions.

A South Perth Station Precinct Reference Group has been established to provide the City and key stakeholders with an additional reference point for planning, development and place initiatives and activities in the South Perth Station Precinct and surrounding area. The City has recently approved an Activity Centre Plan for the South Perth Station Precinct and immediate surrounding area, which has facilitated development to begin providing the density required to support the business case for a new train station.

### Barriers

There are currently no plans identified by State Government (METRONET) that include delivery of a train station at South Perth. Delivery was in part dependent on density being delivered which is now taking place. The City of South Perth emphasises that this station is very important for the inner city. However, the PTA consider the addition of a station at South Perth to be an impact on meeting timetables to the CBD from the south as well as considering capacity issues, with the train so full by the time it reaches South Perth that there will be no room for anyone to board the train.

### Stakeholders

There would be multiple stakeholders for this project, including:

- DPLH
- WAPC
- DevWA
- PTA
- City of South Perth
- Infrastructure Australia
- METRONET
- Minister for Planning, Lands and Heritage

### Advocacy Support Required

The group would like to gain some clearer understanding and direction on the future delivery of the South Perth Train Station so that longer term planning and financial considerations can be forecast. The delivery of this station is very important for the inner city, as METRONET is for outer Perth.

### Inner City Action

Identify the need for any of the following as evidence to demonstrate the need for the station as South Perth peninsula undergoes change:

- further planning approvals
- data collection

## KEY INFRASTRUCTURE PROJECTS

- research.

### 3.2.8. Capping of the Railway

#### Context

This project includes capping to parts of the following:

- Sections of the Fremantle Line (between Haydn Bunton Dr bridge and Thomas St bridge alongside the Subi East redevelopment area.
  - Partial capping/building in this location was considered by LandCorp but was not the option pursued.
- Midland/Armadale Line between Barrack Street and East Parade to reconnect businesses in the Perth CBD to the developing precincts in Northbridge and East Perth
- Sinking of CitiPlace between Wellington and Roe streets
- East Parade upgrade/Mount Lawley Subway.
  - The Mount Lawley subway and adjacent Guildford Rd, Whatley Crescent and East Parade intersection have long been identified as requiring an upgrade.
  - Both the intersection upgrade and the railway bridge replacement are included in the future capital works program of MRWA and PTA.

#### Needs and Benefits

The needs and benefits of these projects differ for each location but in general the benefit of capping railway lines is to remove a barrier to crossing and the severe effect that a rail line has to a community. Capping the railway line can reconnect previously disconnected residential or business communities and improve outcomes for multiple transport modes by reducing crossing times and improving efficiency of the rail network. Additional public realm can be provided creating local community hubs and a focus for local development. Yagan Square and Subi-Centro are great examples of this.

#### Supporting Policy

The Greater Perth CBD Transport Plan identifies that railway lines represent infrastructure barriers to connectivity. However, capping of railway lines specifically does not appear to be written into policy. A policy position on this from State Government would provide some clarity on the issue and allow planning to take place to make improvements in this area.

#### Barriers

For the Fremantle Line capping, the preliminary concept needs to be discussed further with the Town of Cambridge and agreed.

Regarding upgrades to the Mount Lawley Subway, MRWA and PTA have included the upgrades in their capital works program. However, neither a timeframe nor a coordinated approach has been proposed for the works.

## KEY INFRASTRUCTURE PROJECTS

### Stakeholders

Stakeholders for these works include:

- DPLH
- WAPC
- DevWA
- PTA
- MRWA
- DoT
- LGAs.

### Advocacy Support Required

- The group acknowledges that these capping works need to be considered as individual projects due to the range of opportunities and constraints. Therefore, options need to be investigated at each location through a co-ordinated approach with State Government. Policy guidelines for works of this nature would assist in the planning of such upgrades.

### Inner City Action

- Progress initial planning and concept work for the three capping projects to demonstrate the benefits of the projects to stakeholders. There is potential to request support from State Government (Development WA) to contribute to one or a number of studies.

## KEY INFRASTRUCTURE PROJECTS

### 3.3. Complementary Projects

The group identified further projects that are worthy of consideration for the future improvement of the inner-city area. These include:

- Canning Highway – role and relationship with the Canning Bridge interchange, investigating how to increase capacity in ways other than road widening such as using second tier public transport and promotion of TOD principles.
- Collaborating on an inner city-wide green infrastructure advocacy position to increase the urban forest and identify funding streams for this such as the WALGA Urban Canopy Grant funding.
- Identify a policy position on renewable energy/energy self sufficiency initiatives such as micro-grids and community batteries.
- Advocating for funding for Place and Public Realm improvements to support vibrant communities.
- A Road Safety Strategy for the Inner-City Area. The Eastern Metropolitan Regional Council recently adopted a Road Safety Plan for the six councils within the EMRC region. A similar approach could be adopted by the Inner-City Working Group.

Pilot projects warrant further consideration for testing and validation and to demonstrate the need and benefit, providing an evidence base to further expand projects further and wider. Further discussion may be required on these issues and the group would welcome collaboration with the State Government to identify a way forward.

### 3.4. Emerging Trends

The group recognises the emergence of new initiatives including the recent investment package of \$66.3m into renewable energy (\$56.3m of which is directed towards solar power, some of which will be installed at bus and rail stations), and the renewable Hydrogen Strategy which represents opportunities for Fuel Cell Electric Vehicles and related advancements in technology.

Within the group there is currently work going into policies such as a Climate Change Emergency Plan and a Sustainable Environment Strategy, and the group as a whole is advocating for:

- Funding of microgrids
- Coordinated approach to provision of a charging network for Electric Vehicles (including as part of developments via development conditions and parking standards)
- Opportunities for Smart Cities initiatives
- Fibreoptic cable networks
- Remit to look beyond transport to other infrastructure, for example community charging.

The group welcomes the opportunity to collaborate with State Government on a coordinated approach to the adoption and roll out of technological solutions to transport issues.

## ADVOCACY IMPLEMENTATION

## 4. ADVOCACY IMPLEMENTATION

### 4.1. Priority Projects – Advocacy Summary

Table 4.1 provides a summary of the advocacy support required from State Government and associated actions for the group for each of the key priority projects to help move them forward.

Table 4.1: Priority projects – advocacy summary

Priority Project	Advocacy Support Required	Inner City Group Action
Speed reduction for activity centres	<ul style="list-style-type: none"> <li>Seek further State Government support for this proposal, particularly from transport agencies in terms of legislative change and policy support so that a widespread roll out of lower speed limits can begin for the inner city areas as well as activity centres more generally.</li> </ul>	<ul style="list-style-type: none"> <li>Identify and map the key residential areas that would be applicable for a 40km/h default speed limit reduction and the key Activity Centre areas where a 30km/h speed limit may apply.</li> </ul>
Second tier of Mass Public Transport	<ul style="list-style-type: none"> <li>Become more engaged with the planning of METRONET and any second tier public transit option. The group sees this type of provision as an important part of the transport mix, to provide public transport access to residential areas outside of catchments for other public transport services and reduce the number of private vehicles used for short trips within the inner-city area.</li> </ul>	<ul style="list-style-type: none"> <li>Advocate with key State Government stakeholders to commit to investigating the feasibility and opportunities for a second tier mass transit network for Perth with commitment to funding a trial route to allow Perth to use and evaluate the benefits.</li> <li>Identify potential key priority corridors across its region that could be serviced by a second tier mass transit system (similar to the work the South West Group and City of Stirling have done).</li> </ul>
Funding of the Long Term Cycle Network	<ul style="list-style-type: none"> <li>While the LTCN is embedded in current cycling policy (such as the regional cycle strategies) and endorsed by individual LGAs, commitment from the State Government is required to ensure that funding decisions will be made at a route level rather than an LGA level alongside co-ordinated planning of cycle routes within, between and beyond the inner city areas.</li> </ul>	<ul style="list-style-type: none"> <li>Identify the key priority corridors across the inner city region that need advocacy for funding.</li> </ul>
Swan River Foreshore Upgrades	<ul style="list-style-type: none"> <li>Collaborate on updates of the Draft Perth Water Buneenboro Precinct Plan in order to find a way to incorporate these additional projects into the Plan and identify priorities for implementation.</li> </ul>	<ul style="list-style-type: none"> <li>Develop a plan for these projects, identifying which projects are of priority (given likely funding limitations).</li> </ul>
Thomas Street Upgrade	<ul style="list-style-type: none"> <li>The group would like to see priority of this project uplifted within the Perth Greater CBD Transport Plan to recognise the strategic importance of the corridor for the inner city areas and for those accessing the northern and western suburbs.</li> </ul>	<ul style="list-style-type: none"> <li>Explore additional funding options to assist in progressing this project.</li> </ul>

ADVOCACY IMPLEMENTATION

<p><b>Hay St and Roberts Rd Two-way Conversion</b></p>	<ul style="list-style-type: none"> <li>Seek the uplift of this priority project within the Perth CBD Plan to recognise the strategic importance of the conversion of Hay St and Roberts Rd to two-way, and for commitment to a staged conversion for the entirety of the route in collaboration with the City of Subiaco.</li> </ul>	<ul style="list-style-type: none"> <li>Identify champions to advocate for this change within State Government and to build a stronger case for the project</li> <li>Explore additional funding options to assist in progressing this project.</li> </ul>
<p><b>South Perth Train Station</b></p>	<ul style="list-style-type: none"> <li>The group would like to gain some clearer understanding and direction on the future delivery of the South Perth Train Station so that longer term planning and financial considerations can be forecast. The delivery of this station is very important for the inner city, as METRONET is for outer Perth.</li> </ul>	<ul style="list-style-type: none"> <li>Identify the need for any of the following as evidence to demonstrate the need for the station as South Perth peninsula undergoes change:                         <ul style="list-style-type: none"> <li>further planning approvals</li> <li>data collection</li> <li>research.</li> </ul> </li> </ul>
<p><b>Capping of the Railway</b></p>	<ul style="list-style-type: none"> <li>The group acknowledges that these capping works need to be considered as individual projects due to the range of opportunities and constraints. Therefore, options need to be investigated at each location through a co-ordinated approach with State Government. Policy guidelines for works of this nature would assist in the planning of such upgrades.</li> </ul>	<ul style="list-style-type: none"> <li>Progress initial planning and concept work for the three capping projects to demonstrate the benefits of the projects to stakeholders. There is potential to request support from State Government (Development WA) to contribute to one or a number of studies.</li> </ul>
<p><b>Complementary projects</b></p>	<ul style="list-style-type: none"> <li>Continue to advocate with State Government on opportunities to pilot innovation initiatives that support achieving broader economic and transport outcomes for Perth and WA.</li> </ul>	<ul style="list-style-type: none"> <li>Include as regular items for discussion at ICG Meetings to monitor pilots and share knowledge and progress in regards to emerging trends and delivery of innovation projects.</li> </ul>

4.2. Advocacy Implementation Strategies

Reflecting the context and feedback received through the consultation process we propose a number of strategies to support the implementation of an advocacy program to support a strategic and collaborative approach across the Group.

The strategies outlined below respond to supporting a multi layered advocacy approach, that meets the objectives of the Group working collectively as well as the opportunities presented to individual local governments as they undertake advocacy through existing stakeholder relationship channels.

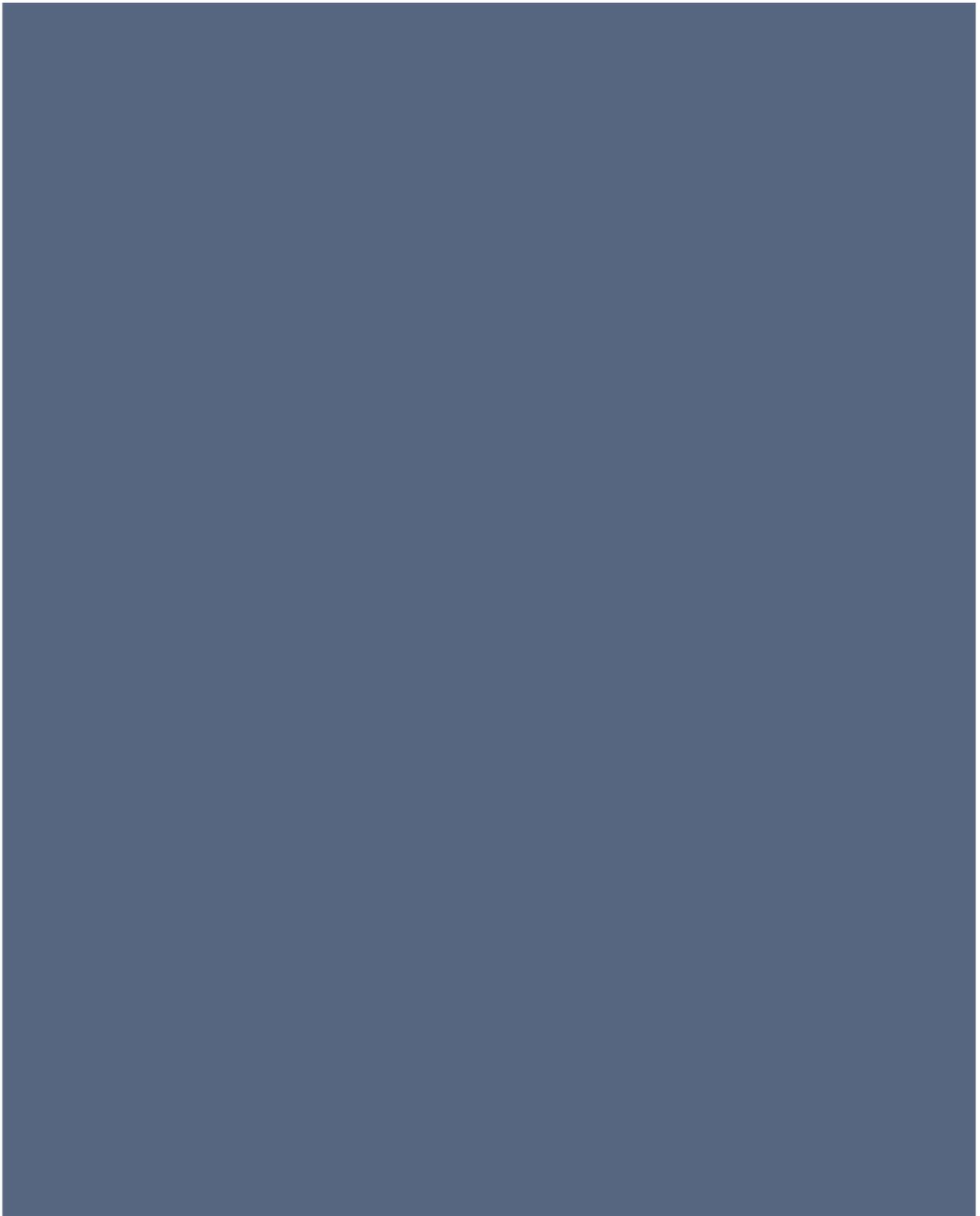
- Develop a stakeholder relationship management plan for the group to provide a proactive, strategic, and co-ordinated approach to engaging and communicating with key stakeholders. This would include the following activities:
  - Stakeholder mapping and analysis – identify stakeholder relationships shared across the group that can be leveraged - including third party advocates and decision makers.
  - Internal group governance – confirm responsibilities for undertaking engagement and reporting back to co-ordinate a strategic approach to engaging and communicating with key stakeholders as a collective but also through the individual business of each Council.
  - Action Schedule – develop an implementation plan with timings to progress advocacy.



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## ADVOCACY IMPLEMENTATION

- Progress tracking and reporting - filter information back into the Group and integrate actions into broader organisational planning as well as engaging with elected members and other key internal stakeholders to keep them appropriately informed.
- 2. Identify key projects that require further due diligence and feasibility work to demonstrate the needs and benefits. Taking a co-ordinated approach across the Group for developing options that can be presented as a co-ordinated response across multiple State Government agencies.
- 3. Inner City LGs should continue to engage beyond their individual boundaries



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