

DISCUSSION PAPER
DRAFT ONLY
Joondalup Shuttle Bus Service

Private & Confidential



Prepared by City of Joondalup

November 2004

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1.0 EXECUTIVE SUMMARY

Local Government has a critical role in delivering sustainable transport, one that provides an integrated approach to meet the needs of its community now – and in the future.

The City of Joondalup recognises the need to develop an effective integrated transport system and the development of the Joondalup Shuttle bus proposed in this discussion paper, links directly with the objective 3.4 of the City's Strategic Plan 2003-2008:

'To provide integrated transport to meet regional and local needs',

and Strategy 3.4.1

'Advocate and facilitate the creation of transport linkages'.

The Joondalup City Centre has been developed as a major regional centre in the northern corridor of Metropolitan Perth. It is home to Lakeside Joondalup Shopping Centre, a major regional hospital (Joondalup Health Campus), the main campus of Edith Cowan University (ECU), West Coast College of TAFE, the WA Police Academy, and the City of Joondalup Administration Office and library. It also includes a range of tourist and recreational areas such as the Arena Sports Complex, Yellagonga Regional Park and Neil Hawkins Park, situated along the shores of Lake Joondalup.

The City Centre offers a variety of travel modes including access to the Perth to Currambine train line with a train and bus interchange station at Joondalup, key bus routes, major roads and an increasingly well developed network of pedestrian and cycle paths. Despite the diversity of travel options, most trips are made by car. As Joondalup continues to grow as a regional hub, this growing dependency on cars will have negative impacts on the City Centre in terms of traffic congestion, increase in parking demand and associated infrastructure and maintenance costs and other environmental, social and health impacts. As a result, traffic and its effects are a concern for the Council and the local community. This is an issue we can do something about, and one that can result in various social, environmental and economic benefits.

This paper proposes to establish a project team to develop the concept of initiating a shuttle bus service within the Joondalup City Centre.

2.0 BACKGROUND

Thousands of commuters disembark at Joondalup station for work, study, shopping and other purposes each day. This represents a significant number of public transport users entering the Joondalup City Centre to use its facilities.

It is important to assess and ensure an appropriate level of integrated networks is provided for a 'complete' journey using public transport to meet the needs of current and future commuter use. To date, there has been no strategic assessment or integrated transport strategy developed for the City.

The City of Joondalup is poised to fulfil its vision of becoming a major regional centre in Perth's northern corridor. As such, major establishments and infrastructure have been established within the Joondalup City Centre, with hopefully more to follow in the future. The Joondalup City Centre through these major stakeholders attracts significant numbers of visitors, students and workers into the area, many of whom commute via public transport on a daily basis.

Further to existing transport provisions and the growing public transport base, there is a recognized need for more alternative transport modes within the City Centre. Within ECU in particular, the significance of commuter numbers within its student and staff population base led to the development of its Integrated Transport Plan in 2003. The Plan enabled the University to address growth in staff and student numbers and identified alternative transport modes with less emphasis on the use of private vehicles. The Plan also provided for the appointment of the 'TravelSmart' officer at ECU and the Joondalup Campus shuttle bus, which has proven extremely successful.

Student numbers at ECU Joondalup are predicted to double from the current approximate amount of 4,000 students, to 8,000 students by 2007. Growth in the University's population and the expected increase in visitor numbers to the City Centre as Joondalup develops as a major regional centre is expected to put enormous pressure on the existing transport provisions. This growth will also place added pressure on other areas such as an increase in parking demand and traffic congestion.

There is a clear need to understand and address transport needs and develop sustainable transport modes for current and particularly for future use as the City Centre and surrounding region continues to develop and grow. Recognizing this need, the City of Joondalup together with the Department of Planning and Infrastructure (DPI) conducted a survey to understand travel patterns of residents in the City of Joondalup during 2000, including how, where, why and how far people travel. 1,273 residents took part in this survey and these results provide invaluable information to understand local attitudes and travel patterns and the potential for some car trips to be replaced by alternative modes of transport.

Following on from this study, City of Joondalup staff met with the TravelSmart Officer at ECU on several occasions to discuss how to grow ECU's current Shuttle Bus service and build on current public transport provisions to meet the growing needs of the broader community.

Further to these discussions, Mr Tony O’Gorman convened a meeting on 2 July 2004 with various stakeholders to discuss a Joondalup Shuttle service for the Joondalup City Centre. Representatives from the City of Joondalup, ECU, West Coast College of TAFE, Joondalup Health Campus, Lakeside Joondalup Shopping City and Path Transit attended the meeting. Funding of the service was discussed and it was noted that any service would require substantial contributions from the City of Joondalup, State Government and stakeholders from the region such as ECU (who already spend a significant amount on the ECU Shuttle Bus), TAFE and Lakeside Joondalup Shopping City. It was agreed that the City of Joondalup will work with ECU to develop a proposal for all stakeholders regarding the funding and benefits of an Inner City transport service (Joondalup Shuttle) for the Joondalup City Centre.

3.0 PROPOSAL

As with other growing regional centres, the City of Joondalup has a critical role in delivering sustainable transport for its community now and as it continues to grow in the future. This requires forward planning for current and future local transport needs, providing adequate infrastructure, and managing traffic volumes within the growing City Centre.

In the City of Joondalup, 36% of all trips are constrained car trips¹. Unconstrained car trips, account for 44% of all trips, and over half of these are made by car due to a lack of awareness about, or negative perceptions of, the alternatives. The remaining 20% of all trips are made using environmentally friendly modes. These results indicate that with information and motivation, up to 44% of all trips could be switched from the car to the existing system for walking, cycling and public transport. The potential for change is great.

A number of key transport issues have been identified for Joondalup so far. These include:

- Limited local bus services;
- Lack of awareness of bus services;
- No current bus service between Joondalup City Centre and the Library Precinct;
- Difficult pedestrian access to train stations;
- Lack of connection between residential streets and main roads;
- Difficult pedestrian crossing of major roads; and
- Limited Park ‘n’ Ride facilities at Joondalup Regional Centre.

The introduction of a Shuttle bus service for the City Centre is one mechanism of addressing these issues and addressing the potential for change from constrained car trips. This initiative also has the potential to result in numerous benefits by alleviating the growing pressure on traffic and parking congestion in the City as it grows and develops as a regional centre.

¹ ‘Constrained car trips’ are trips for which a car *must* be used due to a lack of available alternatives.

According to the DPI Research, 83% of all trips made in the City of Joondalup are made by car and over a third of all trips are less than three kilometres. In addition, over 50% of trips less than 1 km in length and 80% of trips between 1 and 3 kilometres in length are made by car.

If current trends continue, there could be an increase of 10% or more traffic on major roads over the next 20 years, which will cause slower trips, congestion and higher levels of pollution.

The City of Joondalup seeks the support of key stakeholders to build on ECU Joondalup's highly successful Shuttle Service by initiating the Joondalup Shuttle Service for the Joondalup City Centre.

Key stakeholders that have been identified to directly benefit from this initiative include the City of Joondalup, ECU, West Coast College of TAFE, Joondalup Health Campus and Lakeside Joondalup Shopping City.

The Joondalup Shuttle initiative is an important milestone in the development of the Joondalup City Centre as an attractive, prosperous City that models itself upon other highly successful public transport initiatives introduced in other Metropolitan City or Town Centres including Perth, Fremantle and Subiaco.

Major drivers for this public transport initiative are frequency, coverage, reliability of travel time, how well the service is connected and integrated, how well information about the service is disseminated and promoted and the incorporation of other support initiatives such as initiating disincentives on car use (i.e. User pays, parking constraints). These and other issues are discussed in the body of this document. Details related to the Joondalup Shuttle service are provided below:

3.1 Bus Coverage (Route)

The Joondalup Shuttle service would commence at the Joondalup Interchange and exiting from Collier Pass would operate within the area bounded by Shenton Avenue in the North, Grand Boulevard in the West, Kendrew Crescent in the South and Lakeside Drive in the East (See Attachment 2).

The route is 4.8 kilometres long. The proposed service can initially only operate in one direction (anti clockwise), due to there being no traffic management (traffic lights) at the intersection of Grand Boulevard and Kendrew Crescent. A traffic assessment is currently being carried out on this intersection and a report will be available in a few months.

The Joondalup Shuttle bus will enable large volumes of public transport commuters from the Joondalup interchange access to the shuttle service.

3.2 Bus Frequency and Operation Times

The proposed service would operate at a 15-minute frequency between 8.00am to 6.00pm on Monday to Friday.

3.3 Bus Capacity/Access

The proposed Joondalup Shuttle service entails the use of two Path Transit buses (Dennis Dart), similar to those used for the Fremantle, Subiaco and Cottesloe CAT service. These buses have low floors to better cater for disabled access and have a capacity of 35 seated and 57 standing.

3.4 Scenarios and costs

3.4.1 Scenario 1

Scenario 1 is for one (1) bus running one way in an anticlockwise route, operating on a 15 minute frequency between 8.00am to 6.00pm, Monday to Friday. The cost associated with this option is \$186,296 (+ GST) over one year (fully serviced and inclusive of fuel costs).

3.4.2 Scenario 2

Scenario 2 is for two (2) buses running in both clockwise and anticlockwise directions, operating on a 15 minute frequency between 8.00am to 6.00pm, Monday to Friday. The cost associated with this option is \$324,591 (+ GST) over one year (fully serviced and inclusive of fuel costs).

The total costs including infrastructure and marketing with a breakdown for stakeholders is provided in section 5.

Scenario two (2) is dependant on traffic management being put in place at Kendrew Crescent, to enable the bus to safely turn right from Kendrew Crescent onto Grand Boulevard. A study has been undertaken by the City of Joondalup on traffic usage at Kendrew Crescent and has been submitted to Main Roads WA in a bid to install traffic signals at this intersection. The outcome of this proposal is unknown as yet.

3.5 Bus Stops

It is envisaged that there will be a total of seven (7) additional bus stops along the Joondalup Shuttle service route. The stops would be at existing bus stops shown as E and additional stops shown with numbers on the attached map (Attachment 2).

3.6 Bus Shelters

Bus shelters will also be required at several key locations, particularly outside major buildings where there is expected to be high volume use.

3.7 Revenue Opportunities

3.7.1 Parking Fines

The City of Joondalup received approximately \$70,000 during the 2003/04 financial year from parking fines. Anecdotal evidence suggests that this amount is expected to increase during 2004/05 as the City grows and develops as a regional centre.

3.7.2 Parking Fees

There is currently no paid parking within the City Centre, hence there is no income from this potential revenue source at present. As the City Centre continues to grow and parking congestion and traffic flow become growing concerns, paid parking in the city centre may become a potential revenue source.

3.7.3 Fee for Service

There are also further revenue opportunities in 2004/05 through 'fee for service' contracts currently being negotiated between the City and third parties such as West College of TAFE and the Mayne Health Campus.

3.7.4 User Pays vs Free Service

The Joondalup Shuttle is proposed to initially operate as a free service to commuters and be subsidized by the City's stakeholders. This will be examined as part of the ongoing monitoring and review of this initiative. This will help make the service more attractive to commuters and is considered most appropriate given a significant number of users will be those people already commuting on the train with pre-purchased tickets.

4.0 OUTCOMES OF THE PROJECT

The Joondalup Shuttle will have the following key outcomes and benefits:

4.1 Reduction in parking congestion (particularly in the future);

The introduction of a Shuttle bus service for the City Centre will encourage greater use of public transport such as trains and will help alleviate the growing pressure on traffic and parking congestion in the City as it grows and develops as a regional centre.

A study undertaken by ECU indicates that in 2003, the bus carried more than 3800 passengers per week in peak periods. This represents a significant reduction in the potential number of cars entering the City Centre and surrounds.

4.2 Reduced infrastructure requirements and costs

The introduction of the Joondalup Shuttle will reduce infrastructure requirements such as parking bays for each of the major stakeholders. Parking bays incur significant costs for their establishment and maintenance. A case study undertaken by ECU identified that parking bays cost around \$3,000 to \$20,000 each and maintenance and opportunity costs add to this figure. Results also indicate that on its busiest days, the introduction of ECU's Shuttle bus reduces demand for parking spaces at the Joondalup Campus by approximately 150 bays.

4.3 Increased funds for State Government

The Joondalup Shuttle Bus is likely to increase the number of train commuters and thereby increase revenue for the State Government through increased passengers. ECU has demonstrated that the Shuttle Bus has been directly responsible for increasing the number of train users to Joondalup throughout the day – especially during peak times – by up to 30%. This equates to approximately \$180,000 worth of revenue from train tickets per year (based on a \$1.80 ticket, 2,500 passengers per week and 40 weeks).

This is particularly beneficial for the State Government as the increase in train passengers expected as a result of the Joondalup Shuttle, will occur on trains running in the opposite direction to peak hour traffic (both in the morning and afternoon) when these services have considerable excess capacity to cater for increased numbers.

4.4 Improved Health and Lifestyle.

Currently, transport accounts for 14% of Australia's greenhouse gas emissions and is the most rapidly growing source. Vehicle emissions also produce photochemical smog and urban haze. The 1998 State of the Environment Report identified that vehicles are the main source of emissions in urbanized areas, being responsible for 40-90% of the various pollutants in our air. Major vehicle pollutants include carbon monoxide, particulate matter, oxides of nitrogen and lead, with diesel powered vehicles contributing about two thirds of the particle matter emitted (RES, 2000).

As the Joondalup City Centre continues to grow and develop as a regional centre, traffic within the City is expected to markedly increase. This will result in higher amounts of vehicle emissions and pollutants entering the air, contributing further to the deterioration in air quality.

The provision of a Joondalup Shuttle bus will reduce these impacts.

4.5 Reduced Noise Impacts.

The introduction of a Shuttle service will reduce the amount of vehicles entering the City Centre and thereby reduce associated noise impacts.

4.6 Improved accessibility for people around CBD and surrounds (particularly the business community).

Research indicates that more and bigger roads do not improve accessibility. With a growing City Centre, parking and congestion are expected to increase significantly. The Joondalup Shuttle will provide easy safe access in all weather conditions and improve accessibility particularly for those people with disabilities and the aged.

4.7 Social Community Need

It is well known that people can and will use public transport if it is improved 'relative' to the road system. If you improve the system, you will improve the patronage. By improving the connectivity of commuters from the train to the immediate surrounds, through the introduction of a regular Shuttle service, evidence suggests that there will be greater use of the public transport system.

The 2000 survey undertaken with City of Joondalup residents indicate that the majority (69%) think the increase in traffic is an undesirable trend. Most of the residents surveyed (58%) want to see an emphasis on more environmentally friendly modes (such as walking, cycling and public transport) in transport policy and planning.

A study undertaken on the use of the 900 Series Bus Service in the Canning and Rockingham/Kwinana area indicates that there was considerable increase in the use of this service following improvements to the service. Some of the improvements included having a 15 minute frequency all day (7.5 minutes during peak periods), straightening of routes (more direct, more easily understood), wider spacing of bus stops, priority for buses at key points, where opportunity exists and new low floor buses, with new livery resulted in a 41% commuter increase in Canning and a 30% commuter increase in Rockingham/Kwinana over an eighteen month period.

In Perth, survey data reported back from Sinclair Knight Merz indicated that a large proportion of Perth people (78%), saw a 'large need' or a 'very large need' to invest more in public transport, walking and cycling at the expense of the road budget. 55% of people said there is a need to improve bus services, 40% said improve train services, 30% said improve conditions of existing roads, 19% said footpaths, 18% said traffic calming/management and 9% said to build new/extend roads.

In Sydney, a study undertaken by the Warren Centre Study, found that there is a strong preference among residents for improving public transport even at the expense of the road budget and that decision makers underestimate this support.

A TravelSmart initiative undertaken in South Perth resulted in major behavioural changes in modes of travel and led to a reduction of 14% in the use of a car as a driver only, an increase in 9% in car as a passenger, an increase in 17% in the use of public transport and a notable increase of 61% and 35% for cycling and walking respectively. This project lends support to the inherent community want and need for modes of transport other than private car if provisions are implemented to support this.

5.0 STAKEHOLDER CONTRIBUTIONS

Major stakeholders identified in this initiative that will have direct benefit from the Joondalup Shuttle Bus include: the City of Joondalup, ECU, West Coast College of TAFE, Joondalup Health Campus, Lakeside Joondalup Shopping City, Path Transit and the Public Transport Authority.

The costs associated with the establishment and ongoing costs for the Joondalup Shuttle will need a partnership approach between the stakeholders in order to be viable. This is of particular importance, given the limited opportunities for revenue generation within the City of Joondalup, unlike other Local Governments offering a similar service. A proposed breakdown of stakeholder contributions is provided on the following page. Path Transit has provided these cost estimates after meetings with the City of Joondalup and ECU.

The costs associated with running the Joondalup Shuttle Bus service vary (between \$185,000 to \$354,500 depending on which scenario is chosen (Scenario 1 or 2).

Proposed stakeholder contribution – Joondalup Shuttle Bus service

Stakeholder	% Contribution	Scenario 1 \$185,000	Scenario 2 \$354,500
City of Joondalup	33	\$61,050	\$116,985
ECU	33	\$61,050	\$116,985
Public Transport Authority	34	\$62,900	\$120,530

NOTE: This budget does not include GST.

These costs are for the first year only and a review would be required during the first year to determine the costs for the following year and the future direction of the service.

Funding for the Shuttle Bus should be considered over a five year period with an estimated a 5% per annum increase on the above figures.

Associated infrastructure and marketing costs will be paid for by the City of Joondalup.

6.0 ECU SHUTTLE BUS – A CASE STUDY

The Joondalup Shuttle builds on the already highly successful ECU Shuttle Bus service. The ECU Shuttle bus recognized the need to better integrate the transport needs of train commuters with their surrounds, namely ECU, to complete their journey. ECU staff and students represent a significant population commuting to and from the City Centre via public transport on a regular basis.

In 2003, the Shuttle bus carried more than 3800 people per week in peak periods. As a result of strong promotion to new students, in the first week of 2004, the Shuttle bus carried over 7000 people. This is an 80% increase in passengers with only a 15% increase in student numbers.

The success of the shuttle bus demonstrates support that a good public transport service is a viable and sought after alternative to private car use.

7.0 OTHER WEST AUSTRALIAN LOCAL GOVERNMENT MODELS

Other Local Governments in the Perth metropolitan area that provide a similar Shuttle service for their community include the Cities of Fremantle, Subiaco and Cottesloe. Each of these services operate under unique environments related to their funding, parking provisions, revenue opportunities such as parking fines and fees and cost of service for Shuttle users. A summary of each Local Government service is provided below. Although the proposal for a Shuttle bus service in the City of Joondalup draws on the learnings from these services, it is also recognized that it needs to be considered separately under its own unique circumstances.

7.1 City of Fremantle

The Fremantle CAT service is a joint initiative funded by the City of Fremantle and Transperth. It services the Fremantle CBD and tourism precinct and runs seven days a week, every 15 minutes.

The Fremantle CAT service is funded through the City of Fremantle (50%) and Transperth (50%), however the State Government is looking to reduce its contribution to 40%. The City of Fremantle will cover the increase via revenue from paid parking.

7.2 City of Subiaco

The Subiaco Shuttle is somewhat seasonal because of the high number of University staff and students who use the service. Patronage figures have increased over 2001, 2002 and 2003 to 168,508, 224,672 and 257,595 respectively.

The costs associated with the Subiaco Shuttle are shared amongst Transperth (50%), the University of Western Australia (25%), the City of Subiaco (15%) and Queen Elizabeth II Medical Trust (10%).

The hours of operation are 7am – 6.30 pm Monday to Friday operating at a 15 minute frequency. The Service also operates every Saturday between 8.55am to 5.55 pm at a 30 minute frequency.

7.3 Town of Cottesloe

The Cott CAT runs between the train station and the beach on weekends and public holidays. During summer 2003-04, the Cott CAT carried over 30,000 people, up from 13,340 during the summer of 2002/03. This represents a 132% increase.

The purpose of the shuttle service is to:

- Encourage people to use public transport when visiting Cottesloe;
- Decrease traffic congestion and parking problems in Cottesloe;
- Provide a warm welcome to visitors; and
- Lessen the impact to residents from the large amounts of visitors that Cottesloe beach attracts.

The Cott CAT has proven to be highly successful in reducing traffic congestion during summer tourist events such as beach concerts, the National Beach volleyball Championships and the Seadragon Festival.

8.0 INFRASTRUCTURE REQUIREMENTS

The introduction of the Joondalup Shuttle is reliant on a number of infrastructure provisions prior to commencing.

8.1 Traffic Management

The proposed service can initially only operate in one direction (anti clockwise), due to there being no traffic management at the intersection of Grand Boulevard and Kendrew Crescent. A traffic assessment is currently being carried out on this intersection and a report will be available in a few months. The other issue is the inability for a bus to safely pull out from Kendrew Crescent and turn right into Grand Boulevard.

8.2 Speed Humps at ECU

Another current constraint is the speed humps at ECU. Discussions have taken place between the ECU architect, the TravelSmart officer and Public Transport Authority and provisions are being made for their removal.

8.3 Bus stops/bays/signage

Prior to the introduction of the Joondalup Shuttle, there will be infrastructure requirements for the establishment of adequate signage, bus stops and potentially dedicated new bays at key locations within the proposed route. These infrastructure requirements will need to be finalized with City officers.

9.0 TIMELINES

The initiation of the Joondalup Shuttle bus service will involve the following steps:

1. Release of discussion paper.
2. Analysis of feedback.
3. Report to City of Joondalup (Business Unit Managers/ Executive Management Team).
4. Undertake stakeholder consultation and negotiations.
5. Finalize agreement on proposal.
6. Implement Bus Service.
 - Bus purchased.
 - Marketing/promotion undertaken.
 - Infrastructure established.
 - Monitoring and evaluation.
 - Annual reporting.

10.0 RESPONSIBILITY FOR THE PROJECT MANAGEMENT AND DELIVERY

It is proposed that a project team is established to help manage and deliver the Shuttle Bus service. The project team will also be responsible for monitoring, reporting, marketing and promoting the service as well as providing direct input into the continuation of the service.

The Project Team would consist of key operational staff from the City of Joondalup and stakeholders and would meet on a monthly basis and more frequently prior to the service becoming operational.

It is suggested that the project team would be represented by:

- Strategic & Sustainable Development (COJ);
- Infrastructure and Management Service (COJ);
- Approvals, Planning and Environmental Services (COJ);
- Marketing Services (COJ);
- Community Development Services (COJ);
- Financial Services (COJ);
- TravelSmart Officer (ECU); and
- Path Transit.

11.0 MARKETING/PROMOTIONS

There is a solid body of applied research, mostly from European countries, which clearly demonstrates that well designed awareness campaigns together with the provision of accessible service information can significantly increase public transport.

The City will work together with stakeholders to ensure that the Joondalup Shuttle is promoted extensively within each of the stakeholder's internal networks as well as within the broader community, to help initiate and run the program.

The Joondalup Shuttle will aim to effectively reach its target audience comprised of:

- ECU (students, visitors and staff);
- West Coast College of TAFE (students, visitors and staff);
- Lakeside Joondalup Shopping City (shoppers and staff);
- Mayne Health Campus (patients, visitors and staff);
- Tourists to the City;
- Inner City Residents;
- City of Joondalup residents;
- WA Police Academy;
- City of Joondalup Administration and Library;
- Businesses in the Joondalup City Centre; and
- Train and bus commuters.

The following communication and marketing mediums will be used:

- Radio (Twin Cities);
- Community newspapers;
- West Australian newspaper;
- Flyer sent out with rates notices;
- Flyer promoted in the City Centre and neighbouring businesses;
- Stakeholder Websites;
- Via stakeholder internal and external newsletters;
- Electronic networks;
- Sunset Coast Tourism Association;
- TravelSmart group;
- ICLEI;
- WALGA;
- Local Government focus;
- Public notice boards (incl. Lakeside, Joondalup interchange); and
- Others.

12.0 AN INTEGRATED APPROACH

Parking demand and traffic congestion will become growing problems in the City Centre that will affect both businesses and the broader community. Careful consideration needs to be given to how these issues will be considered in an integrated manner now and for the future.

The Joondalup Shuttle Bus service forms part of an integrated approach to sustainable transport systems and will need to be integrated with other initiatives to provide some relative restraint on unlimited car use. This will be a particular issue for ECU and TAFE as student numbers are expected to increase markedly.

ECU, TAFE, the City of Joondalup and Mayne Health Campus contribute significantly to the high demand for parking and vehicle congestion as a result of their high staff numbers. To develop an integrated transport system and encourage public transport, other considerations may soon need to be considered such as incentives for car pooling, paid parking, or subsidized public transport for employees.

In the short term, the major drivers for public transport are:

- Service frequency and coverage;
- Reliability/travel time;
- Connectivity (integration in a narrow sense);
- Information/marketing; and
- Disincentives on car use (incl. User pays; parking constraints) are also central.

Pursuit of more sustainable ways of living must be a long term constant. Public transport typically caters for 5-8% of Australians' travel needs. To deliver progress on sustainability, much higher targets for public transport modes need to be set and achieved. The key in the medium term lies in building a public transport culture.

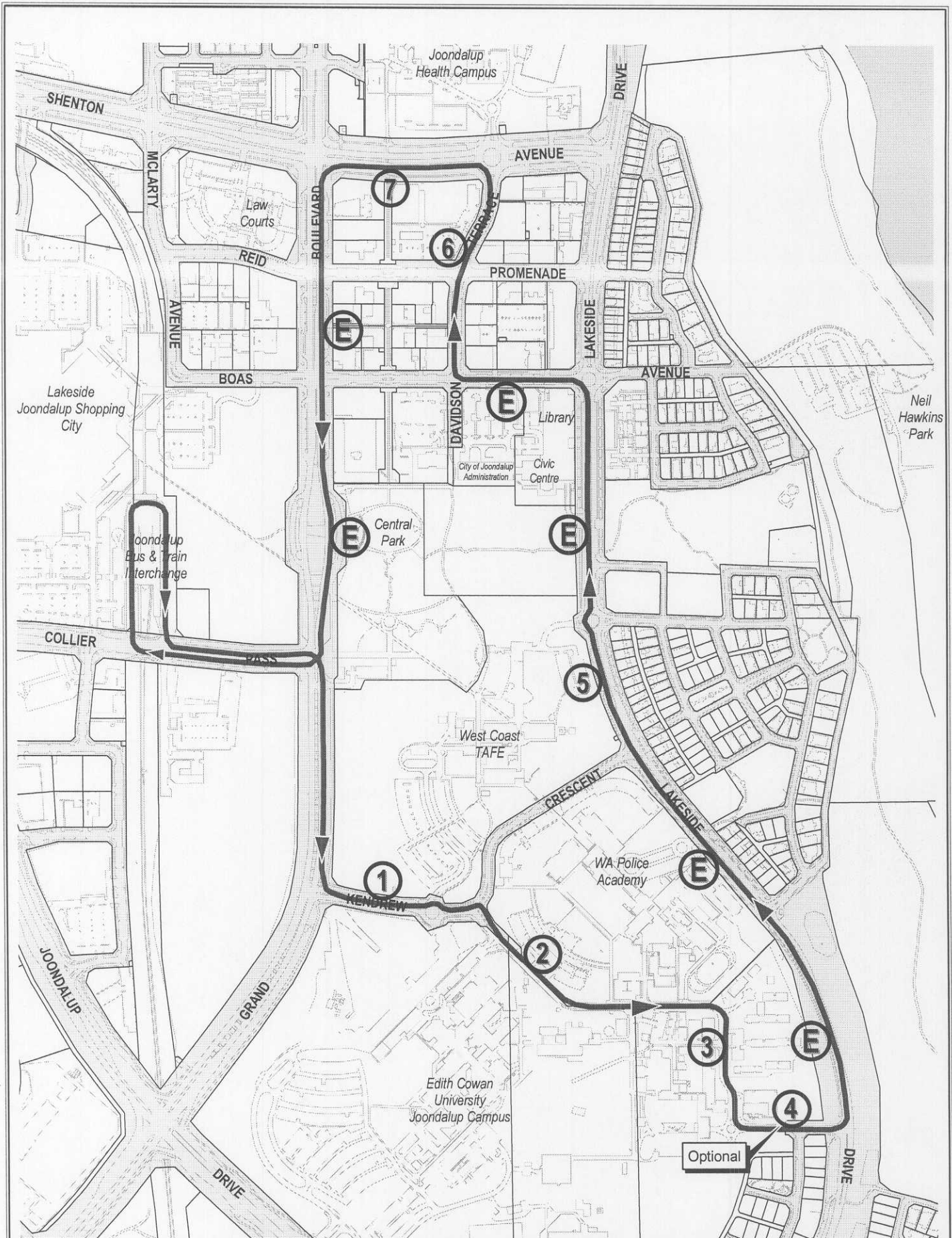
RECOMMENDATIONS

This proposal seeks the support of your organisation and a written response/comment on this Discussion Paper by Friday 01 October 2004.

Please address your response to the attention of:

Ms Sandi Evans
Team Leader, Sustainable Development
City of Joondalup
PO Box 21, Joondalup
WA 6919

Alternatively, please provide a written response/comments via email to:
sandi.evans@joondalup.wa.gov.au.



Proposed Joondalup Shuttle Bus Service Route - [DRAFT]

Prepared by City of Joondalup : Urban Design & Policy, Cartographic Section. 05/10/2004 - djt

50 0 50 100 Meters



maynehealth

City of Joondalup DOCUMENT REGISTRATION	
Reference #	: 67568
Letter #	: 502386
Action Officer	: MSSD CC: CEO CMRS
Date Received	: 24/01/2005
Action Required	: NOTE

Joondalup Health Campus
P.O. Box 242
Joondalup WA 6919 Australia
Shenton Avenue
Joondalup WA 6027
Telephone 61 8 9400 9400
Fax 61 8 9400 9054

20 January 2005

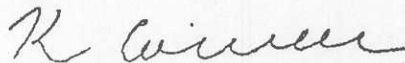
Mr John Paterson
Chairman of Commissioners
City of Joondalup
Boas Avenue
JOONDALUP WA 6027

Dear John

CAT Bus for City of Joondalup

On behalf of Joondalup Health Campus, I confirm that we are happy to commit an amount of \$5,000 (five thousand dollars) towards the CAT Bus project for Joondalup and that we will arrange to have these monies available once advised that the project has been approved.

Yours sincerely



Kempton Cowan
Director of Hospital
Joondalup Health Campus



Government of
Western
Australia

Attachment 4



MAIN ROADS
Western Australia

ABN: 50 860 676 021

Enquiries: Ed Jordan on 9323 4402
Our Ref: 04/12317
Your Ref: 06033

29 November 2004

Mr M Ralph
Chief Executive Officer
City Of Joondalup
PO Box 21
JOONDALUP WA 6919

City of Joondalup		DOCUMENT REGISTRATION	
Reference #	:	13949	06033
Letter #	:	442645	
Action Officer	:	MIMS	CC: IMS05
Date Received	:	01/12/2004	
Action Required	:	NOTE	

Dear Murray

REQUEST TO SIGNALISE GRAND BOULEVARD/KENDREW INTERSECTION

Further to your letter of 2 November 2004 and our discussions please be advised Main Roads does not support the installation of traffic signals at the Grand Boulevard/Kendrew intersection and, accordingly, approval in principle for the signals will not be provided.

The SIDRA analysis showing Kendrew egress pm peak queuing 700m (to Wattlebird Loop outside the campus) is of great concern. Although this may be an exaggeration it clearly shows a serious problem that I thought the combined campuses would have identified and addressed at planning stage.

The provision of signals at Boas Ave/Grand Boulevard, Boas Ave/Grand Boulevard and Joondalup Dr/Lakeside Dr should provide adequate access/egress if the campus internal road network was appropriate.

I suggest a traffic study be undertaken for all campuses to identify possible solutions to better coordinate traffic flow and use the existing intersections.

The issue of shuttle buses being delayed needs further investigation by the campus, yourselves or the bus operators to see if changed bus routes (perhaps utilising the Boas/Grand Boulevard signals) or some "bus only" roads/accesses may solve the problem.

If you require any further information please contact Ed Jordan on 9323 4402.

Yours sincerely

ED Jordan
TRAFFIC SERVICES MANAGER NORTH



Public Transport Authority
Government of Western Australia



Transperth

Our ref:
Enquiries:

TP/03/21
Mark Burgess, 9326 2095

24 January 2005

City of Joondalup		DOCUMENT REGISTRATION	
Reference #	:	67568	
Letter #	:	502710	
Action Officer	:	MSSD	CC: CEO CMRS SSD01
Date Received	:	27/01/2005	
Action Required	:	ACTION	

Mr John Patterson
Chief Commissioner
City of Joondalup
PO Box 21
JOONDALUP WA 6919

Dear Mr Patterson

Thank you for the anticipated support toward the proposed Joondalup CAT service. Just to formalize the offer that has been put by the State Government, it is proposed that the Joondalup CAT bus service commence at the earliest opportunity and that it be jointly funded by the State Government, the City of Joondalup and Edith Cowan University. Further details of the offer and proposed arrangements are:

- The service would initially be a one way loop that will run from the Joondalup Station, south into Grand Boulevard, east along Kendrew Crescent and Chancellor Drive, north along Lakeside Drive to Shenton Avenue, via Boas Avenue, Davidson Terrace, before re-joining Grand Boulevard and heading south to the Joondalup Station to complete the loop.
- The State Government is prepared in this first year (financial year 2004/05) to make a "one off" additional start up contribution of \$40,000 for the cost of signage, bus stops, timetables, brochures, and service promotion.
- At the earliest opportunity, traffic lights will be installed at the Kendrew-Grand Boulevard intersection, to facilitate the right turn into Grand Boulevard and allow bus service to immediately become a two way operation. The City of Joondalup will progress the installation of these traffic lights, but the State Government is prepared to make a further \$65,000 contribution to these lights in order to progress early delivery of a two way CAT bus operation.
- The service will operate at a 15 minute frequency, between 8.00 am and 6.00 pm on weekdays. Details of weekend and public holiday operations need to be confirmed between the stakeholders, noting that this would only have a marginal impact on any additional costs.

- The State Government is prepared to fund 34 per cent of the annual operating cost of the Joondalup CAT bus service, noting that this cost incorporates the capital cost of the buses as charged by Transperth's contracted operator (Path Transit). The balance of the operating costs are to be shared between ECU and the City of Joondalup.
- The contractual agreement to be finalized between the State Government, City of Joondalup and Edith Cowan University would be for an initial term of five years, so that all parties have a long term commitment to the project, and so that parties can progress their plans knowing the CAT has some permanency (eg Edith Cowan University can progress student transport management and car parking plans based on this positive new initiative).

John, while the detailed contractual agreement between the Public Transport Authority, the City of Joondalup and Edith Cowan University will need to be finalized, we obviously need the City of Joondalup's clear support for a long term commitment to the Joondalup CAT. The Minister and I appreciated your very positive and supportive comments when the Minister launched the Joondalup CAT concept on 11 January 2005. I hope you are able to provide a confirmed position from the City of Joondalup at the earliest opportunity so that we can progress this exciting development for the residents and businesses in Joondalup – "Capital of the North".

Yours sincerely



Reece Waldock
CHIEF EXECUTIVE OFFICER

Government of Western Australia

Media Statement



The Hon. Alannah MacTiernan MLA

Minister for Planning and Infrastructure

Notification
Service

Statements
Home Page

Statement Released: 11-Jan-2005

Portfolio: Planning and Infrastructure

Gallop Government gears up for new Joondalup CAT service

11/1/05

The Gallop Government will commit to the third of the cost of a free Joondalup CAT bus service primarily aimed at linking local educational institutions with the CBD and student accommodation areas.

Planning and Infrastructure Minister Alannah MacTiernan and Joondalup MLA Tony O'Gorman today announced that Government funding had been approved for the project, on the basis that costs would be shared with Edith Cowan University and the City of Joondalup.

The service could start within six weeks of long-term funding commitments being secured from ECU and the City.

"We are very keen to get the Joondalup CAT up and running as soon as possible," Ms MacTiernan said.

"Today's commitment is a major step in delivering a free bus service through the heart of Joondalup's CBD.

"I would encourage the City of Joondalup and Edith Cowan in joining the Government to make this service a reality."

Initially, the free circuit bus service will run from the Joondalup Station, south into Grand Boulevard, east along Kendrew Crescent and Chancellor Drive, north along Lakeside Drive to Shenton Avenue, via Boas Avenue, Davidson Terrace, before re-joining Grand Boulevard and heading south to the Joondalup Station to complete the loop.

The Minister said the route would service key facilities in the area, including Edith Cowan, the WA Police Academy, TAFE, the Civic Centre and Library, Joondalup Health Campus, the Joondalup Court and Lakeside Shopping Centre.

Initially, the single bus will run in an anti-clockwise direction at about a 15-minute frequency, between 8am and 6pm on weekdays.

"This will be the case until traffic lights are installed at the Kendrew-Grand Boulevard intersection, to facilitate the right turn into Grand Boulevard," Ms MacTiernan said.

"The lights will make it possible to introduce a second bus, running clockwise, to give commuters the best level of service possible."

The proposed route arrangement was one of several considered by a working group and chaired by Mr O'Gorman.

"The working group brought together various stakeholders with the clear intent of obtaining long-term agreements to fund the service, which will cost more than \$350,000 a year," Mr O'Gorman said.

"The introduction of a free, regular bus service through the CBD will help Joondalup cement its position as the capital of the north.

"I am very pleased that the Gallop Government has put its money on the table to make this project happen.

"It is just another example of Labor's commitment to delivering world-class public transport to the northern suburbs."

As part of the commitment, the Government will also provide one-off funding of \$75,000 in the current financial year, for start-up requirements as the provision of modular bus stops, signage and the printing of timetables.

In the longer term, the Government is prepared to take on up to 34 per cent of the cost, with the balance to be shared between ECU and the City of Joondalup.

Ms MacTiernan said long-term funding commitments would be required from ECU and the City.

"This is in accordance with existing arrangements we have with the City of Perth and the City of Fremantle for the Perth and Fremantle CATs," the Minister explained.

Minister's office: 9213 6400

[Comment](#)

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Government of Western Australia

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**ECU Media Release**

■ print ■ close window

Tuesday, 18 January 2005

ECU to fund free Joondalup bus service

Edith Cowan University (ECU) has again demonstrated its commitment to being an active member of the Joondalup community.

It has joined the State Government in pledging one-third of the funds needed to run a free CAT bus in the central business district.

The proposed service could start as early as March, provided funding is also secured from the City of Joondalup.

Initial plans – expected to cost about \$180,000 per year - are for a single bus following an anti-clockwise route every 15 minutes between 8am and 6pm weekdays.

Leaving from the bus station, it will service key facilities including ECU, the WA Police Academy, West Coast College of TAFE, the Joondalup Civic Centre and Library, Joondalup Health Campus, Joondalup Court and Lakeside Shopping Centre.

Once traffic lights are installed at the intersection of Kendrew Crescent and Grand Boulevard, the service will be reviewed to see whether there is enough demand to introduce a second bus running in a clockwise direction. This will bring the total cost of the service to more than \$350,000.

ECU Vice-Chancellor Millicent Poole says the CAT will replace the ECU shuttle bus, which ferries students and staff between the Joondalup bus station and the University campus.

Launched in 2003, this service has grown rapidly and in 2004 transported more than 160,000 passengers. It costs the University approximately \$100,000 per year.

"At peak times the University's shuttle service is stretched to full capacity," says Professor Poole.

"Introducing the CAT bus will provide ECU students, and other commuters in the Joondalup area, with an improved and more comprehensive service. In the first few years it will also save the University a significant amount of money."

Professor Poole says the government will provide start-up funding of \$75,000 for bus stops, signage and the printing of timetables. Future costs will be shared equally by the three parties.

Ends.

Media Contact: Manager, Executive Communications Richard Goodwin, Phone (08) 6304 2077 or 0 408 952 747

Corporate Communications
Telephone: (61 8) 6304 2288
Mobile: 0407 955 005
E-mail: publicrelations@ecu.edu.au

Free CAT service rests with ECU and City commitment

A FREE bus service for the Joondalup CBD, could start in six weeks, it was revealed on Tuesday.

The bus which will cost more than \$350,000 a year to run, is similar to services operating in Perth and Fremantle.

Planning and Infrastructure Minister Alanah MacTiernan said State Government funding had been approved for the CAT bus project, if Edith Cowan University and the City of Joondalup each committed to a third of the cost.

Ms MacTiernan said the CAT bus was aimed at linking local educational institutions with the CBD and student accommodation areas.

"Hopefully we can have it up and running for the start of the academic year in late February," she said.

"As soon as they (ECU and City of Joondalup) commit we can get started."

"The State Government will contribute \$130,000 a year to investigate a CAT bus service."

"Joondalup's business and tertiary sectors have developed to such an extent that a CAT service is needed."

Ms MacTiernan said the bus would run from the Joondalup station, south into Grand Boulevard, east along Kendrew Crescent and Chancellor Drive, north along Lakeside Drive to Shenton Avenue via Boas Avenue and Davidson Terrace, before rejoining Grand Boulevard and heading south to the station to complete the loop.

She said the route would service key facilities including ECU, the WA Police Academy, TAFE, the civic centre and library, Joondalup Health Campus, Joondalup Court and Lakeside Shopping Centre.

The bus will run in an anti-clockwise direction, every 15 minutes between 8am and 6pm on weekdays.

"This will be the case until traffic lights are installed at the Kendrew-Grand

Boulevard intersection to facilitate the right turn into Grand Boulevard," Ms MacTiernan said. "The lights will make it possible to introduce a second bus, running clockwise, to give commuters the best level of service possible."

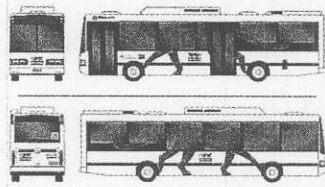
Ms MacTiernan said the State Government would also provide a one-off payment of \$75,000 this financial year for "start-up" requirements including bus stops, signage and printing of timetables.

She said in the longer term, the State Government would be prepared to take on up to 34 per cent of the bus cost.

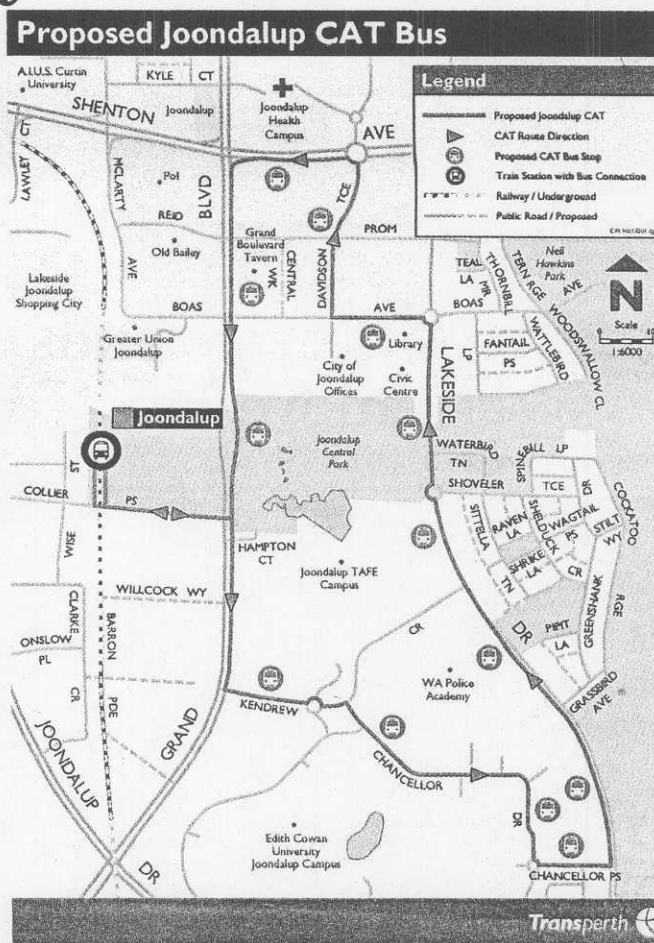


The new Joondalup CAT

Providing high frequency connections to the City of Joondalup and major attractions within its city precinct



"Joondalup's business and tertiary sectors have developed to such an extent that a CAT service is needed... hopefully, we can have it up and running in late February."



The Joondalup CAT bus and a map of the proposed bus route through the CBD

feeling the pressure

IF you thought last year was hotter and drier than usual, you were right.

Figures recently released by the Bureau of Meteorology show that 2004 was the state's 10th hottest year since records started in 1910.

Perth's annual rainfall was 637mm, which was well below the long-term average of 861mm, making it the driest year since 1979.

The lack of rain put more pressure on the Gnanagara Mound, which supplies some of Perth's water.

The State Government will introduce water metering on parts of the mound to monitor its health.

Premier Geoff Gallop warned that continued drought-like conditions would force the introduction of a total sprinkler ban unless a desalination plant was built.

"We simply cannot rely on rainfall as a guaranteed water source," he said.

"Our need for a rainfall-independent water source is greater than ever and that is why the Government is committed to building a major seawater desalination plant at Kwinana."

He said the desalination plant, scheduled to be completed in late 2006, would provide an extra 45 gigalitres for Perth's water scheme, or an extra 17 per cent annually.

Check conditions before taking the plunge

SURF Life Saving WA is urging beach-goers to be careful this weekend with strong winds and big swell expected.

WA Surf lifesavers have made more than 600 rescues already this summer, 67 more than last year's total of 533.

SLSWA said rescue numbers were high this season because of warm weather and unpredictable surf conditions.

"It's important for beach users to be aware of the dangers associated with

WA's beaches during times of high swell and strong winds," SLSWA operations manager Grant Trew said.

"Surf lifesavers are predicting stronger and more frequent rips over the next week as a result of the big swell. We have already seen many swimmers caught in rips this summer."

"These people were either unable to identify the dangers or were unable to help themselves once in trouble."

"The safest place to swim is between the red and yellow flags as this

is the area patrolled by surf lifesavers."

Swimmers are also strongly encouraged to observe the "FLAGS" beach safety tips:

■ Find the flags and swim between them.

The red and yellow flags represent the area patrolled by lifesavers and lifeguards. They mark the safest place to swim at the beach.

■ Look at the safety signs.

The safety signs help you identify potential dangers and daily conditions

at the beach.

These are located at beach access points and at the flagged areas.

Please read them carefully before entering the water.

■ Ask a lifesaver for some good advice.

Surf conditions can change quickly. Talk to a lifesaver or lifeguard before entering the water.

■ Get a friend to swim with you

Always swim with a friend so you can look out for each other's safety and

get help if needed.

An adult should always supervise young children.

■ Stick your hand up for help.

SLSWA said all beach users should visit website mybeach.com.au before heading to the beach.

"This site provides live beach condition updates including beach cams, surf reports, wind currents, beach temperature, car park availability and activities on and around the beach," Mr Trew said.

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*FRUIT & VEG, FRESH FISH, SALON EXPRESS AND \$2 BUCK SHOP ALSO OPEN FRIDAYS

33 PRINDIVILLE DRIVE WANGARA

6W6296

City of Joondalup	DOCUMENT REGISTRATION
Reference #	: 56564
Letter #	: 501742
Action Officer	: MSSD CC: SD01
Date Received	: 19/01/2005
Action Required	: NOTE

18 January 2005

Team Leader, Sustainable Development
City of Joondalup
Boas Avenue
JOONDALUP WA 6027

Attention: Ms Sandi Evans

Dear Sandi,

PROPOSED JOONDALUP SHUTTLE BUS SERVICE

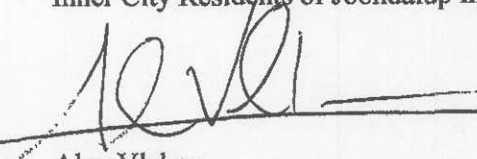
Following receipt of the final revision of the above Draft Discussion Paper during 8 December 2004 and review by members of our association, we provide the following comments: -

- In excess of 90% of residents who reviewed the Paper are in favour of Central Area Transit service.
- We are disappointed that the Shuttle does not service the Commercial tenancies along Regents Park Road and City North, in particular the Aged and Student populations.

We would hope that upon the development of Stage 6 of City North and establishment of the Commercial strip along McLarty Avenue the Shuttle's route would be reviewed and modified. Find attached our proposed future route, which is an expansion of the current route, forming a figure 8 and taking in McLarty Avenue north from Shenton Avenue, travelling along Piccadilly Circle, Aldgate Street, St Paul's Crescent, Regents Park Road (stopping at a more favourable location to the Health Campus) before returning to Grand Boulevard and its current route.

We trust the above is satisfactory however if further discussion is required on any of the above items please contact the writer.

Yours sincerely,
Inner City Residents of Joondalup Inc.


Alan Vlahov
President
0431 828 128

**The Inner-City
Residents of
Joondalup Inc.**

PO Box 542
Joondalup Business Centre
WA 6919

