City of Cockburn

Integrated Transport Strategy 2020-2030

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Executive Summary

The City of Cockburn Integrated Transport Strategy (ITS) provides the vision and high-level direction for the management and development of the City's transport network. The ITS is the guiding document for the City's various transport plans and strategies, including the *Parking Plan*, *Walking and Cycling Network Plan*, *Road Safety Strategy* and *TravelSmart Plan*. The ITS has been developed with consideration of the objectives from the *Strategic Community Plan* and *Local Planning Strategy*, as well as various other City plans and strategies.

Through the vision of 'Facilitating safe, efficient, connected and sustainable movement around the City, managing traffic congestion, advocating for improved public transport and supporting alternative means of travel.', six objectives, each with up to three components have been developed to guide future transport and land-use planning:

- **Objective 1: Improve regional connectivity whilst protecting local needs**
  - 1A: Ensuring east-west road links are developed to provide regional connectivity
  - 1B: Preserve and enhance existing north-south corridors
  - 1C: Consideration and planning of HV/freight links (including high wide load corridors)
- **Objective 2: Implement green infrastructure into road planning and design**
  - 2A: Preserve and enhance vegetation along roads and other transport infrastructure
  - 2B: Minimise impacts on natural environmental areas
- **Objective 3: Enable a transition to sustainable mode choices**
  - 3A: Plan and develop improved walking and cycling infrastructure
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- **Objective 4: Improve public transport access and service levels across the City**
  - 4A: Pursue a future rapid public transit corridor from Cockburn to Fremantle
  - 4B: Advocate for improved public transport service and coverage
- **Objective 5: Plan transport networks to support where people live and work**
  - 5A: Interface transport network with Activity Centre plans and strategies
  - 5B: Develop a movement and place framework and apply to strategic centres and corridors

- **Objective 6: Continue to enable the best precinct outcomes for Cockburn Central and Aubin Grove Train Stations**
    - 6A: Implement the changes recommended in the Station Access Strategies
    - 6B: Continue to support density and transit-oriented development outcomes in station surrounds

Each objective has been categorised as involving one or more of the following actions:

- **Advocacy** to State and other LGAs on the City's position regarding future transport needs
- **Engagement** with the community to determine issues, educate and encourage behavioural change
- Produce or update City development or other **Policy** relating to transport
- Plan and build transport network **Infrastructure**

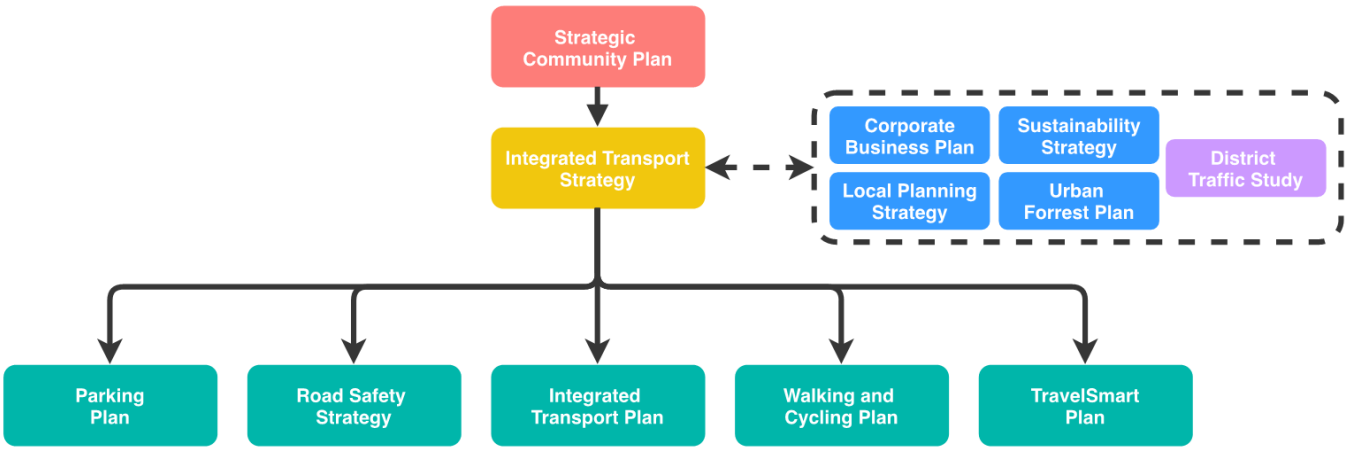
Introduction

The role of the Integrated Transport Strategy (ITS) is to provide the vision and high-level direction for the City of Cockburn transport network, which will inform policy, advocacy and infrastructure decisions. The ITS covers the entirety of the City of Cockburn as well as considering the interfaces with the surrounding seven local governments – The City of Fremantle, The City of Melville, The City of Canning, The City of Gosnells, The City of Armadale, The Shire of Serpentine-Jarrahdale and the City of Kwinana. The purpose is to look at transport holistically across modes and trip purposes to define objectives for a network that enhances outcomes for the community. A key component of the strategy is to consider the interdependencies between transport and land use.

The ITS sits under the Strategic Community Plan, as the overarching document providing strategic direction for the City. The Local Planning Strategy, Corporate Business Plan, Urban Forrest Plan and Sustainability Strategy have strong links with the ITS and are intended to provide consistent advice and direction in decision-making. Additionally, the District Traffic Study is a key input into the development of this strategy.

The intention for the ITS is for it to be a long-term document, which will not require significant changes for at approximately ten years. The ITS outlines the six key objectives for the City's transport network – these objectives provide high level strategic direction for decision-making and should be considered in the planning and delivery of all transport infrastructure as well as policy decisions.

The ITS provides a framework for the transport plans as shown in the hierarchy below. These plans provide detailed actions and infrastructure priorities for different components of the transport network. They are refreshed with higher frequency than the ITS, with a significant update at least once every three to five years.



Vision

Facilitating safe, efficient, connected and sustainable movement around the City, managing traffic congestion, advocating for improved public transport and supporting alternative means of travel.

Links to the Strategic Community Plan 2020 – 2030

ITS Objective	Strategic Community Plan
Objective 1: Improve regional connectivity whilst protecting local needs	4.1 Plan, develop and advocate for safe, sustainable, integrated local transport networks, public transport and regional transport networks
Objective 2: Implement green infrastructure into road planning and design	2.1 Sustainably manage our environment by protecting and enhancing our unique natural coast, bushland, wetlands and native wildlife.
Objective 3: Enable a transition to sustainable mode choices	4.7 Continue to complete the coverage of accessible cycleway, footpaths, parking and end of trip facilities, and trail networks across the City
Objective 4: Improve public transport access and service levels across the City	4.5 Advocate and plan for reduced traffic congestion by improvement of public transport and transport networks.
Objective 5: Plan transport networks to support where people live and work	4.0 A growing City that is easy to move around and provides great places to live.
Objective 6: Continue to enable the best precinct outcomes for Cockburn Central and Aubin Grove Train Stations	4.3 Develop Cockburn Central as our City centre and strengthen local area localities through planning and activation

Objectives / Plan

Each objective outlined in the section below has been identified as primarily including one or more of *Advocacy*, *Engagement*, *Policy* or *Infrastructure* actions associated with achieving the objective. These are outlined in the table below.

 Advocacy	Advocate to key stakeholders, including State Agencies and other levels of government on the City's position regarding future transport needs
 Engagement	Engage with the community to determine issues, educate and encourage behavioural change
 Policy	Produce or update the City's policy framework to better guide the transport related decision-making
 Infrastructure	Plan and build transport network infrastructure

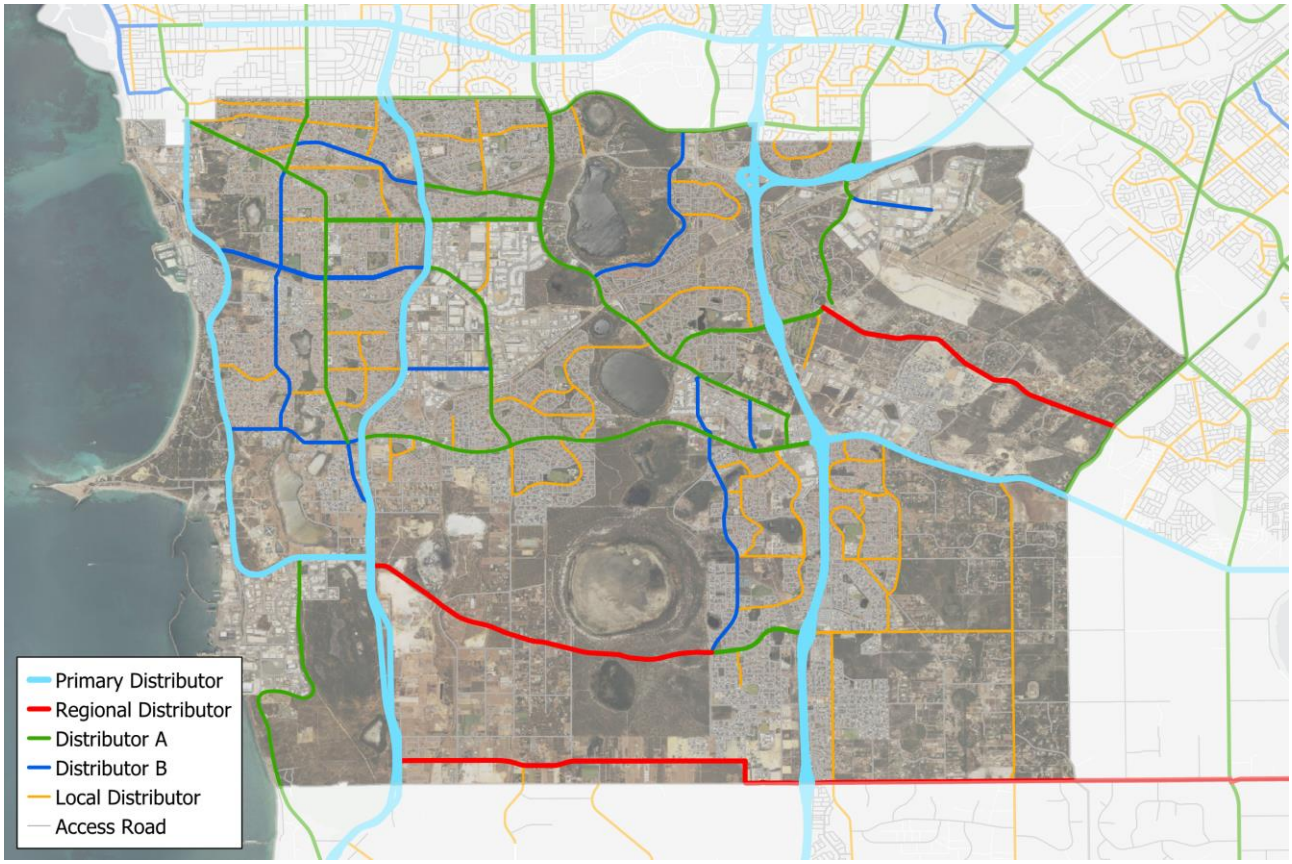
Each of the six objectives is covered under a heading below, with the component parts of the objective broken down into lettered subheadings beneath, detailing how these objectives will be achieved.

1 Objective 1: Improve regional connectivity whilst protecting local needs

Advocacy

Policy

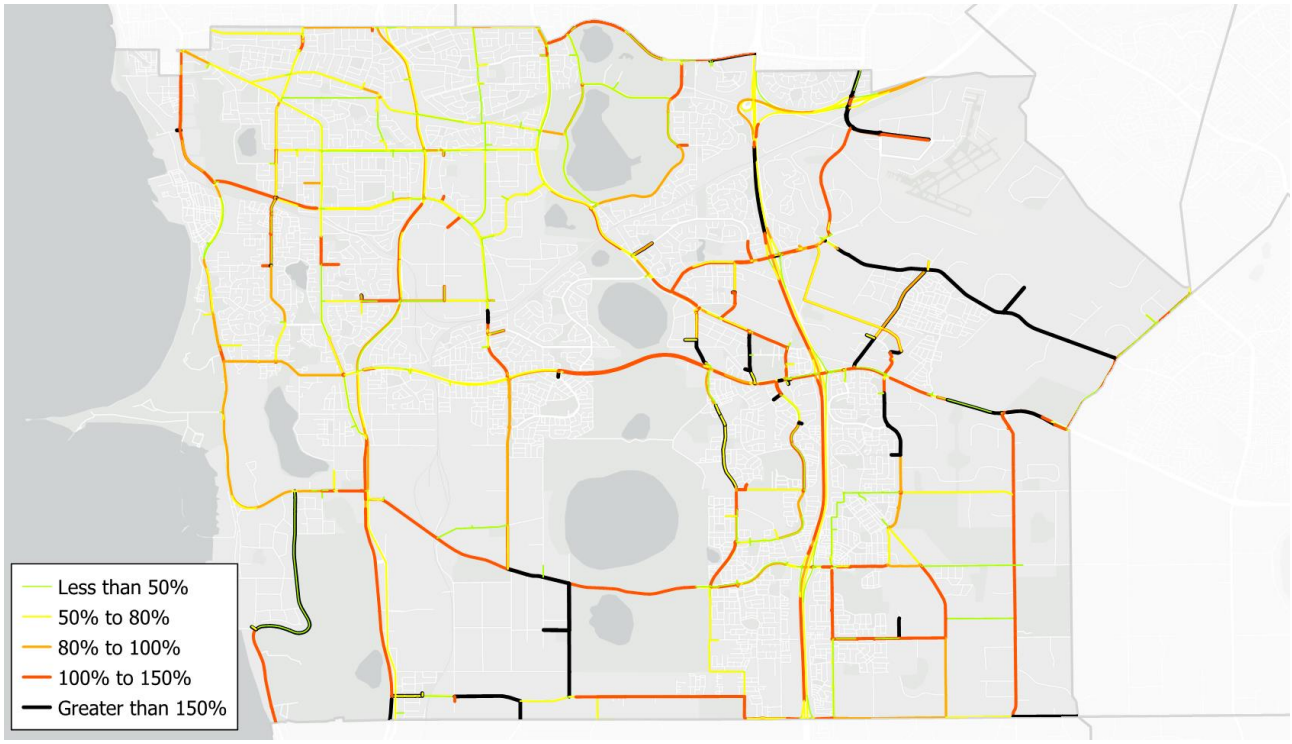
Infrastructure



Existing City of Cockburn Main Roads road hierarchy

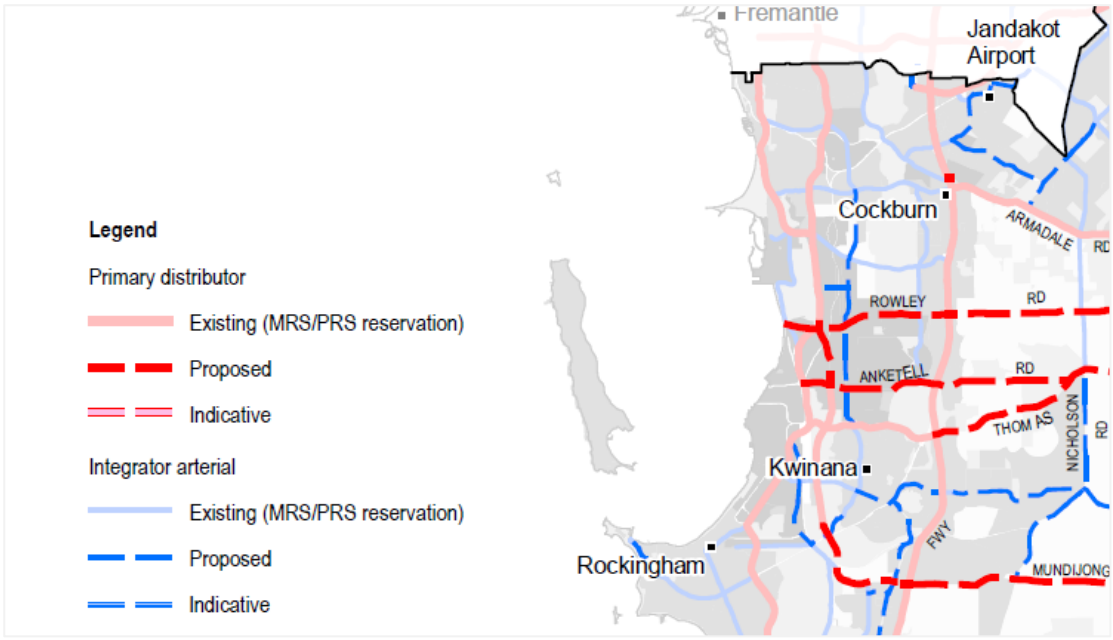
The City of Cockburn is reliant on having a robust and carefully considered road network, in order to provide access to opportunities for residents as well as supporting the diversity of commercial and industrial land uses. Regional connectivity needs to be balanced with local needs, as well as the preservation of areas of social, heritage and environmental value.

The City's 2018 *District Traffic Study* demonstrates that without any modification of the road network the volume of traffic using the City's roads in 2031 is expected to exceed the capacity on many major arterial roads during the peak hours. This is measured as a ratio of volume to capacity (V/C). The issues are widespread, affecting north-south and east-west roads. It highlights that without infrastructure changes or mode shift, the road network will greatly exceed its capacity in the near future.



V/C ratio for major roads, AM peak, 2031 (Do Nothing) – City of Cockburn District Traffic Study

The results from the *District Traffic Study* highlight a need to ensure the future mobility needs of the City are carefully considered – particularly for the east-west arterial roads – highlighting a need to carefully consider and manage these corridors.



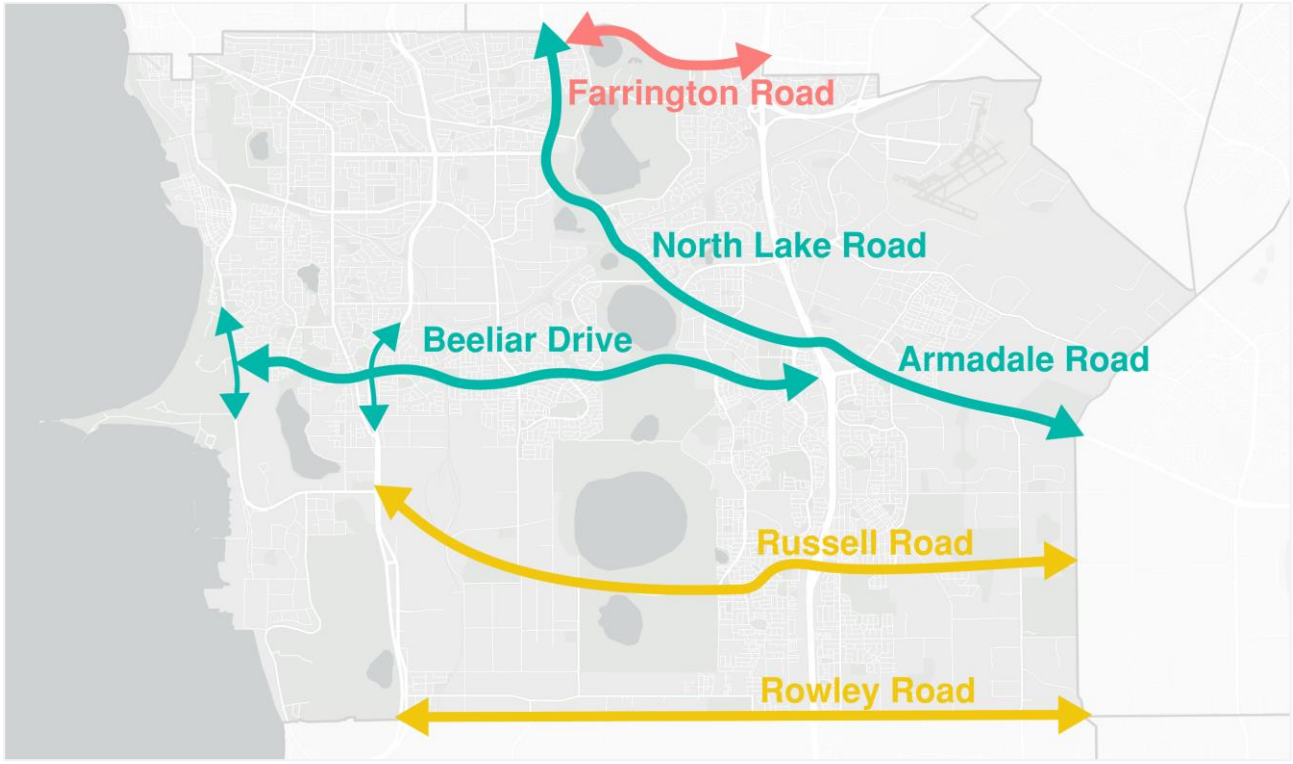
Road plan from 'Perth and Peel @ 3.5 Million – The Transport Network'

The State Government's *Perth and Peel @ 3.5 Million – The Transport Network* plan outlines numerous proposed modifications to the road network within the City of Cockburn, including:

- Extension of Berrigan Drive to the east of the Jandakot Drive intersection
- Upgrades to both Jandakot Drive and Warton Road
- Extension of Spearwood Avenue

The City will need to work with the State Government to determine suitable outcomes for the planning and management of both local and state roads. This may include negotiations and advocacy surrounding the plans outlined in *Perth and Peel @ 3.5 Million* to suit the City's aims and objectives for the road network.

1A Ensuring strategic east-west road links are developed to provide regional connectivity



Notable east-west road links within the City of Cockburn

Upgrade and extend

Beeliar Drive has been identified as a preferred main east-west distributor for the City, but it falls short of linking important north-south routes. It is envisaged that this will require road upgrades along the identified corridor, particularly in the section between Stock Road and Cockburn Road, which is currently named Mayor Road and comprises only a single lane in each direction. *Armadale Road* and *North Lake Road* are currently being upgraded to provide a regional link without severing or impacting the Cockburn Central precinct.

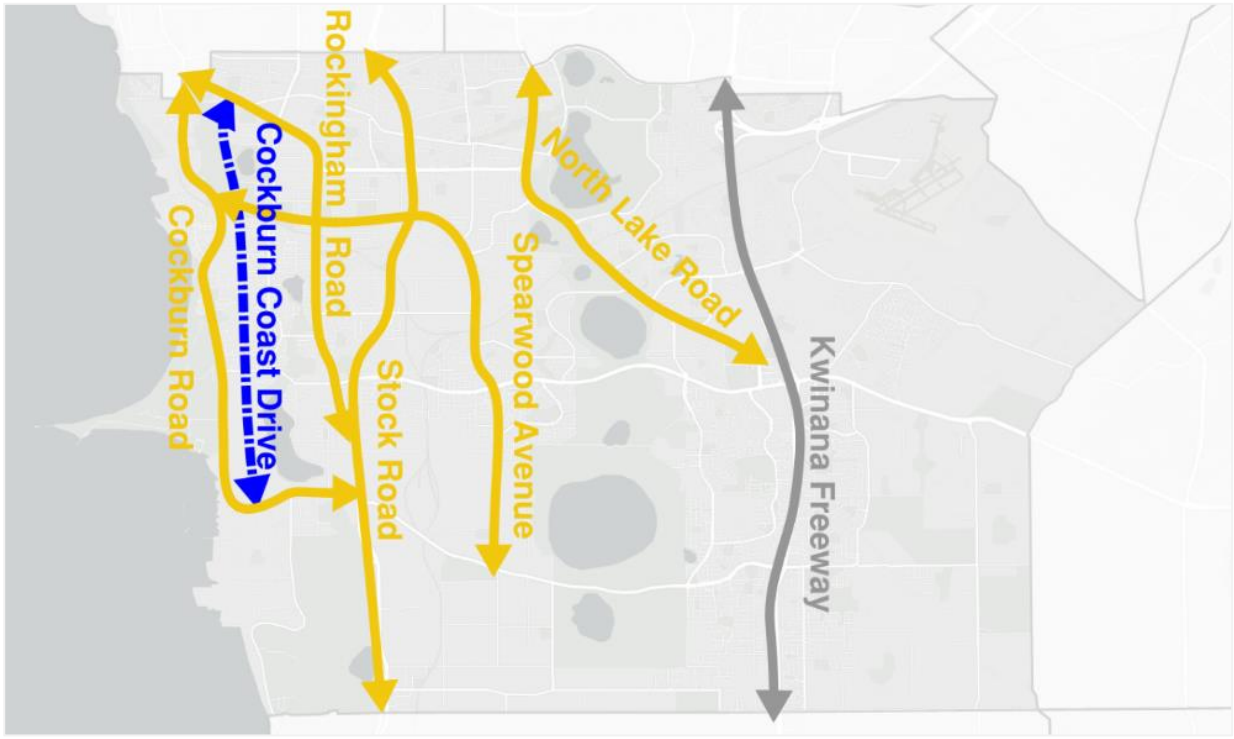
Preserved and enhanced

Russell Road and *Rowley Road* both provide an important function in terms of providing east-west connectivity across the City and access to existing and future industry and employment. These roads need to be preserved and enhanced to provide improved road safety and active transport amenity, whilst minimising impacts on the surrounding environment and land-use – particularly the City's urban areas. These roads also provide an important function for the movement of freight, and as such will likely require some road widening and intersection upgrades to better serve this functionality. It should be noted that the State Government's *Perth and Peel @ 3.5 Million – The Transport Networks* framework identifies Rowley Road as a future Primary Distributor and State Road, as part of the Fremantle to Rockingham Controlled Access Highway and acknowledging its connectivity to a future freight and employment centre at Latitude 32.

Retained as is

Farrington Road should remain as an important east-west link, however due to the surrounding constraints in its vicinity – specifically the need to protect important environmental assets given the road's location within the Beeliar chain of wetlands – it is expected that any upgrades will have to be within the existing road reserve. Projects such as the Murdoch Drive connection are aimed to support this. As such it is expected that Farrington Road will remain as-is in terms of road hierarchy and function.

1B Preserve and enhance existing north-south corridors



Notable north-south road links within the City of Cockburn

Preserved and enhanced

Cockburn Road, *Rockingham Road*, *Stock Road*, *Spearwood Avenue* and *North Lake Road* all work to provide north-south connectivity across the City. The objective for these corridors is to preserve and enhance their determined functionality within the transport network, including:

- Stock Road will continue to provide a freight link as part of the Fremantle to Rockingham Controlled Access Highway.
- Rockingham Road is planned to transition towards a more urban road function, the first stage of this is the *Rockingham Road Revitalisation* project.
- North Lake Road and Spearwood Avenue will provide the regional connectivity for non-freight vehicles between Kwinana Freeway and the Fremantle area, with the removal of the freight rail level crossing.

Effectively interface

Kwinana Freeway is a highly important transport link for the City of Cockburn and surrounding locales. Collaborating and interfacing with Main Roads WA effectively in matters regarding management and modification of *Kwinana Freeway* and its ramps is of critical importance. Effective functioning of Freeway enables other north-south routes in Cockburn to fulfil other regional and local access functions.

Collaborate and plan

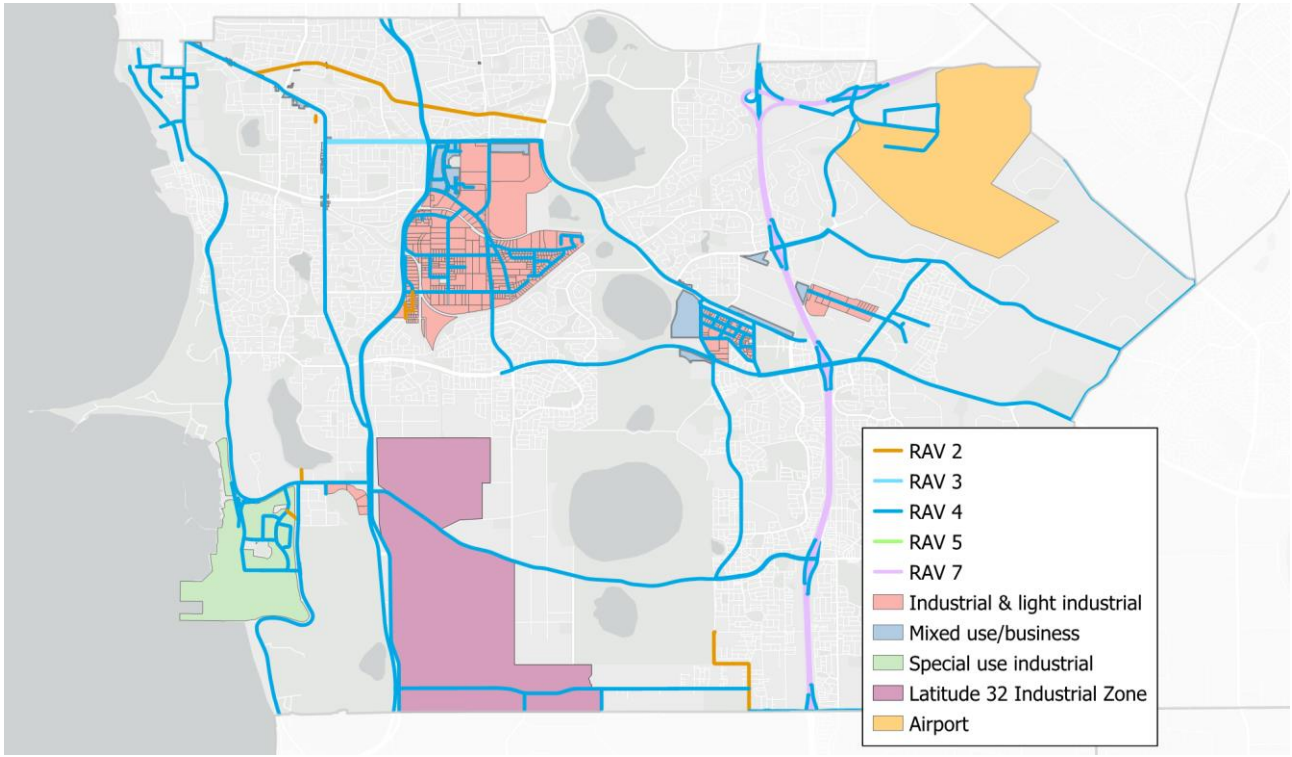
Cockburn Coast Drive has been identified as a future road corridor in the *Cockburn Coast District Structure Plan*. The City of Cockburn will work collaboratively with the City of Fremantle and Main Roads WA to determine whether Cockburn Cost Drive is required and if supported then consider its alignment, design and functionality.

Location of Cockburn Coast Drive Primary Regional Road reserve

Any future planning for Cockburn Coast Drive Reserve requires consideration of the following key principles:

KEY PRINCIPLES	
1. ***Minimisation of the impact on environmental values.***	• Conserve and protect the ridge, lake ecosystems and habitat, including upland habitats of Manning Park. • Inclusion of green/ ecological corridor connections to the Cockburn Coast development and the coast.
2. Minimisation of impact on ridgeline and landscape values.	• Minimisation of impact on the natural landscape, ridgeline and vegetation. • Consideration of protection of important visual sightlines.
3. Protection of recreational and community infrastructure and connectivity.	• Respond to recreational and community infrastructure, use and connectivity within Manning Park and the surrounding area. • Identification and protection of pedestrian and appropriate cycling paths and connections, including clear wayfinding, particularly east-west to the coast.
4. Protection of 'Significant Trees' and other trees that may have significance.	• Protection of trees included on the City of Cockburn 'Significant Tree' list, pursuant to the Local Government Inventory. • Identification of other mature trees/significant trees for retention/protection.
5. Respecting and reflecting Aboriginal heritage and connections in consultation with Traditional elders and the Indigenous community.	• Investigation of all potential Aboriginal cultural heritage elements, given the known potential for unidentified sites within the area. • Consideration of Aboriginal cultural heritage significance, including those associated with the Hamilton Hill swamp precinct. • Facilitation of connection to other sites of indigenous significance and Bidis. • Interpretation of Aboriginal Heritage.
6. Respecting and reflecting European heritage values.	• Investigation of all European and Aboriginal cultural heritage elements, given the known potential for unidentified sites within the area. • Consideration of heritage values of Manning Park (included on the State Register of Heritage Places), including various remnant and intangible elements. • Incorporating heritage interpretation, including connections to other places of cultural significance, and exploration of key themes.
7. Interface to Cockburn Coast District Structure Plan/local structure plans	• Consideration of interface with future residential areas of Cockburn Coast. • Green link and pedestrian connectivity to identified Cockburn Coast public open space and other green links. • Consideration of role and function Cockburn Road.
8. Consideration of bushfire risk	• Ensure appropriate management of bushfire risk, and impact of bushfire management itself.
9. Community benefit	• Consider community benefit and community engagement outcomes.
10. Consideration of the corridor for regional and local connectivity	• Consideration of existing local traffic movements. • Impacts to current and future road network and mechanism of response.

1C Consideration and planning of HV/freight links (including high wide load corridors)



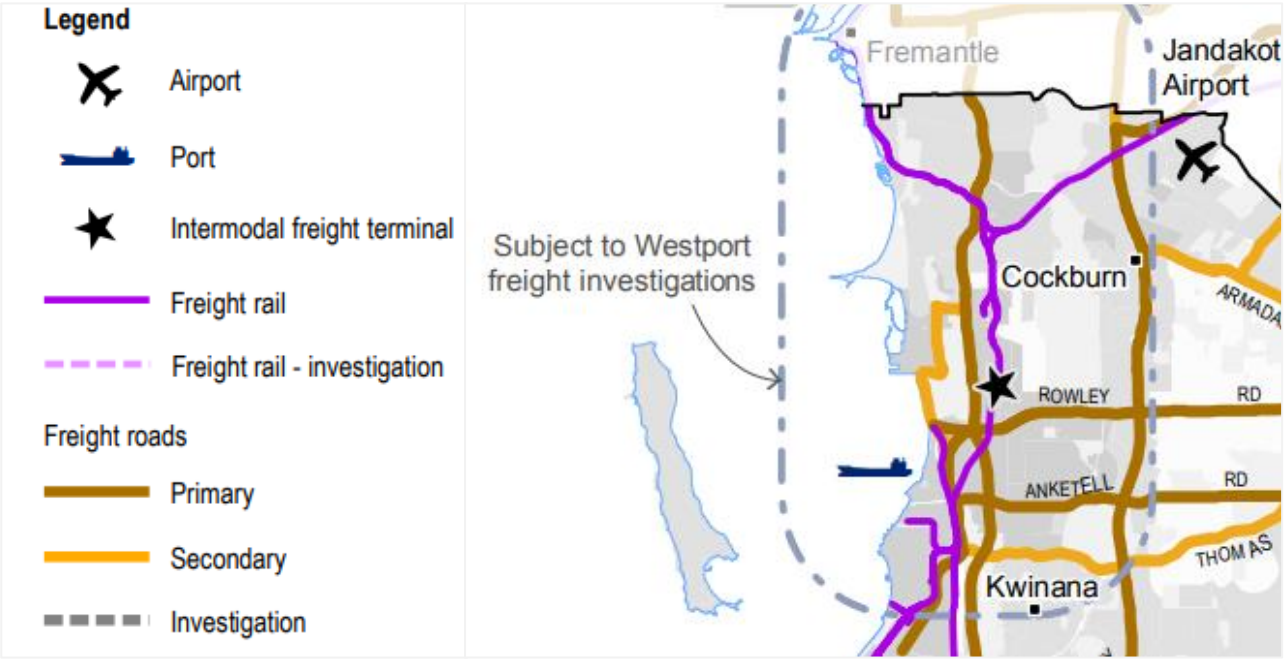
Notable east-west road links within the City of Cockburn

The current Restricted Access Vehicle (RAV) network within the City provides a good degree of connectivity to major arterial roads for the existing industrial land uses in Bibra Lake, Henderson, Cockburn Central and Jandakot, as well as the Latitude 32 Industrial Zone. A majority of this network permits vehicles up to 27.5 metres long, and 87.5 tonnes in mass.

The future of the City of Cockburn's RAV network needs to consider both future land use, as well as trends and needs in the freight industry in terms of vehicle sizes. By engaging with the local freight industry – as well as industry bodies – the City can investigate what type of vehicles should be catered for. Planning and designing a freight network suitable for future needs will help to enable economic growth and commercial activity, as well as contributing to a safer road network with the separation of heavy vehicles and regular traffic.

Of particular relevance is the different possible options that the State Government (through the Westport taskforce) is contemplating for a future, long term container port to service Perth. The five shortlisted options under investigation all propose development of a port of varying sizes and configurations in Kwinana and primarily accessed off Anketell Road with Rowley Road also providing an important supplementary link. Depending on the outcome

of this study, consideration need to be made of the road freight link requirements and how they might interface and affect the existing road network and land uses.



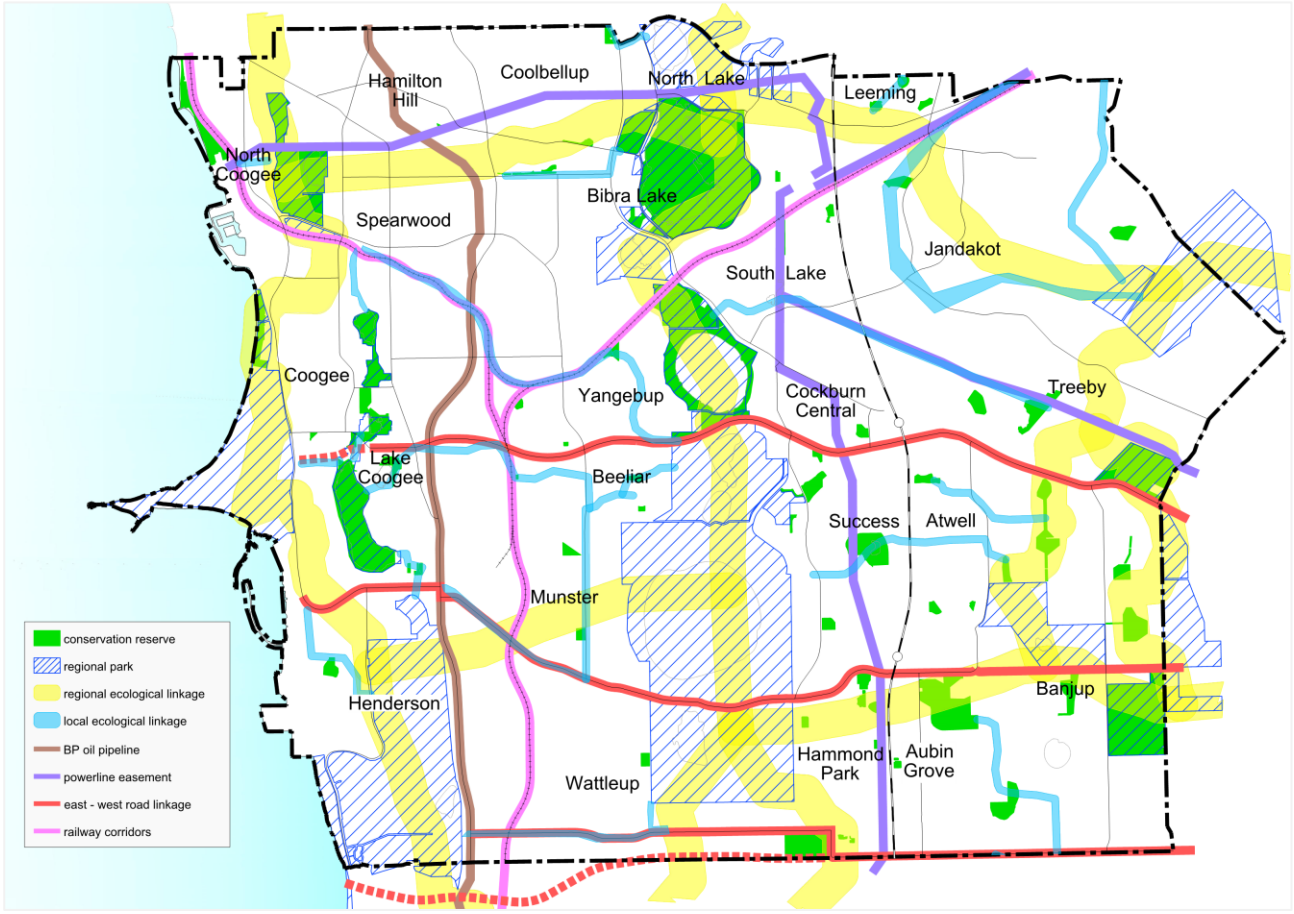
Freight plan from 'Perth and Peel @ 3.5 Million – The Transport Network'

The potential need for and provision of High Wide Load (HWL) corridors within the City of Cockburn also needs to be further investigated. Currently an existing HWL corridor runs along Cockburn Road to the southern end of the Australian Marine Complex – part of these investigations should include whether this should be extended or the HWL access to the AMC should be provisioned on another road. The investigation should look at current and future land uses and whether HWL routes will be beneficial or even essential to service certain land uses.

2 Objective 2: Implement green infrastructure into road planning and design

Advocacy | Policy | Infrastructure

The City of Cockburn – through its *Strategic Community Plan*, *Sustainability Strategy*, *Natural Area Management Strategy* and *Urban Forrest Plan* – has prioritised the retention and increase of natural assets within its boundaries. These natural assets retain and protect biodiversity, provide a sense of place and create a 'green' living environment for local residents. From a transport perspective, they represent an opportunity to enhance active transport within the city, by providing increased amenity for cyclists and pedestrians.



Natural Area Management Strategy – suggested and existing ecological corridors

The planning and delivery of transport infrastructure needs to consider these natural assets as a priority and opportunity. Projects need to consider the relevant objectives from these Strategies and Plans in the early stages of concept planning in order to ensure these considerations are at the forefront of the project development. Measures such as vegetation and landscaping enhancement of roads that cross through the ecological

corridors, utilising the ecological corridors for active transport routes, and Water Sensitive Urban Design opportunities should be at the forefront of project development.

2A Preserve and enhance vegetation along roads and other transport infrastructure

Example of street tree line streets within the City of Cockburn

In line with the City of Cockburn's *Urban Forrest Plan*, and *Strategic Community Plan*, the City aspires to have a thriving urban canopy across its public spaces. A large portion of the land under the care and control of the City is in the form of road reserve – which in 2018 had 12% vegetation cover.

Roads and other transportation corridors represent a prime opportunity for greening, which will have the effect of improving pedestrian and cyclist amenity, and well as enhancing residential streets to improve liveability and reduce the urban heat island effect. As such the following should be considered priorities in the development or refurbishment of transport corridors:

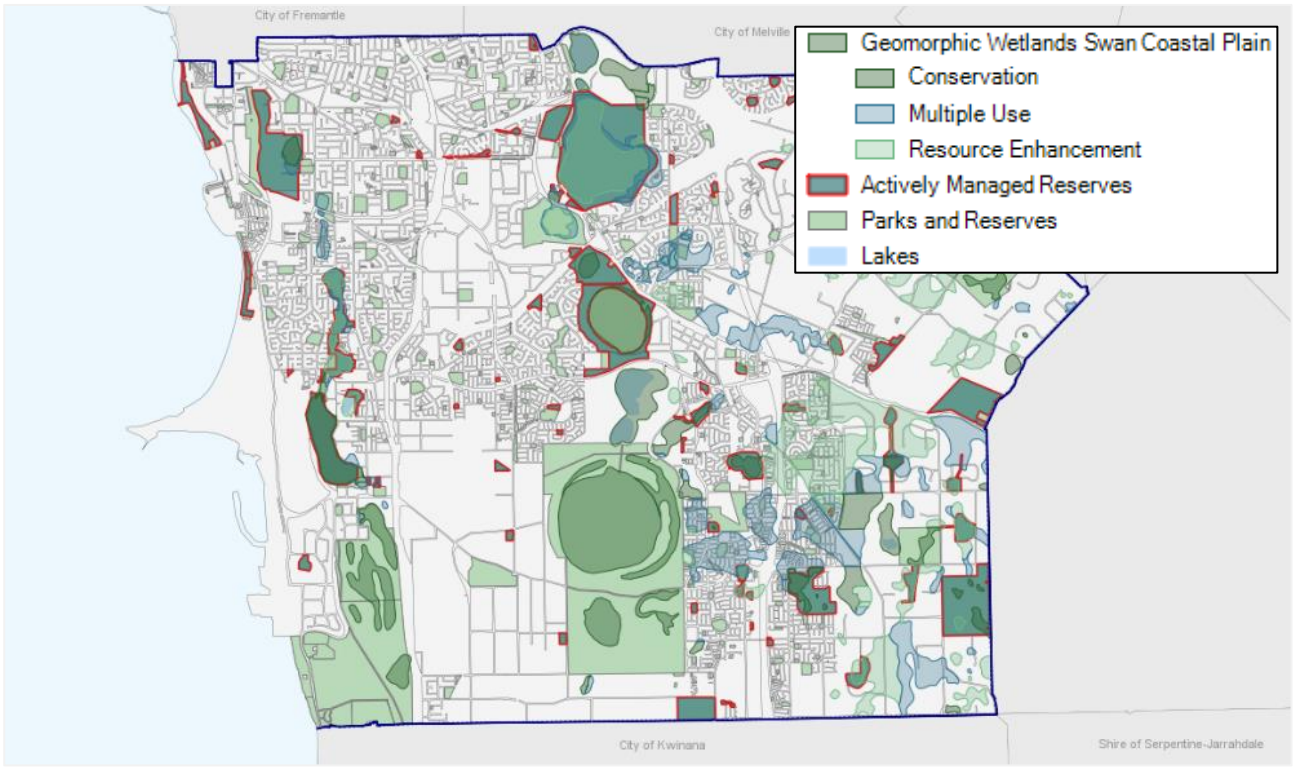
- Retention and preservation of mature trees, especially those that are endemic
- Planting of new trees within the corridor, especially along active transport routes such as footpaths and cycle paths. The species of trees to be planted should be carefully considered to ensure suitability for the infrastructure – for example trees which drop a high volume of debris should not be considered for cycle routes.

The City collects large amounts of data on the existing trees within its management through surveys and inspections, which is stored spatially on its GIS system. This data should be used in the planning stages of transport infrastructure project, to assist with design decisions and landscaping outcomes.

The City will look to develop green infrastructure guidelines, in order to provide direction on how transport infrastructure can better integrate and enhance natural assets. These guidelines will go beyond trees and other vegetation and look to embed environmentally sound and sustainable outcomes for these projects. This may include guidance around the use of recycled materials in road building, the design and provision of Water Sensitive

Urban Design drainage assets, and opportunities for energy efficient solutions for electrical installations.

2B Minimise impacts on natural environmental areas



Map of environmental areas and reserves within the City of Cockburn

The City of Cockburn is fortunate to be home to a large variety of natural environmental areas, largely incorporated into the Beeliar, Jandakot and Woodman Point regional parks. The City manages 92 reserves containing over 700 hectares of bushland. Many of the City's major arterial roads interface with the perimeter of some of these parks and reserves.

In line with the City's *Sustainability Strategy* and *Natural Areas Management Strategy*, it is critical that these reserves are preserved as best as possible. This will naturally limit the ability to widen and upgrade some of these major arterials and will necessitate the requirement of a balanced and considered approach to carefully consider and plan the road network with these constraints in mind – along with the aim to transition to a more sustainable mode share as outlined in objective 3.

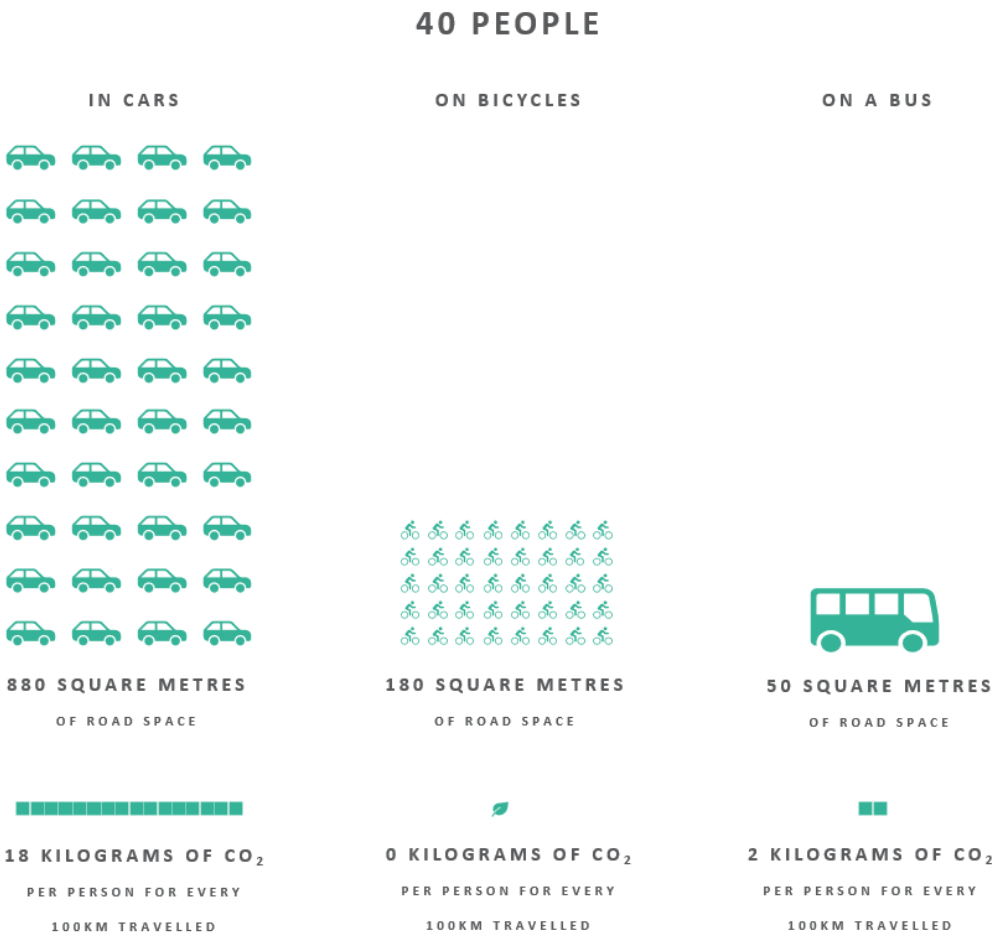
3 Objective 3: Enable a transition to sustainable mode choices

Engagement

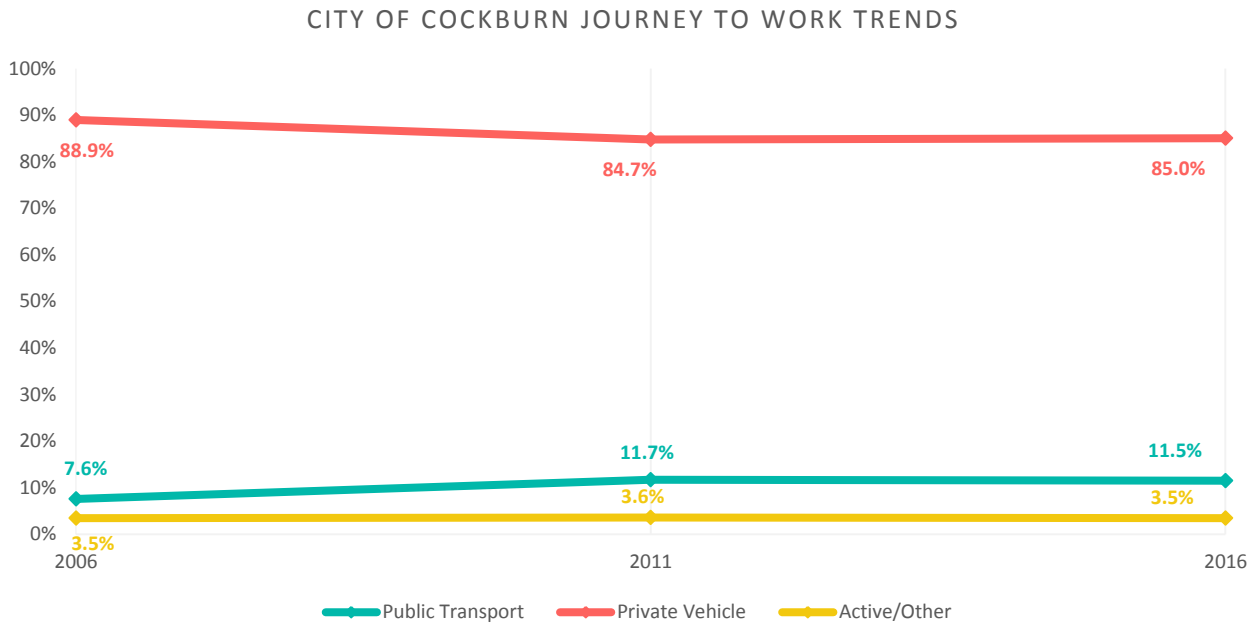
Infrastructure

As demonstrated in the District Traffic Study, even with road upgrades and carefully considered network planning, the road network has a finite capacity. Endlessly widening roads and intersections not only has depreciating gains but can also work to encourage further reliance on private vehicles as a primary transport mode. Additionally, significant widening will have adverse effects on the City's natural assets, as well as having negative implications for town placemaking efforts around town centres.

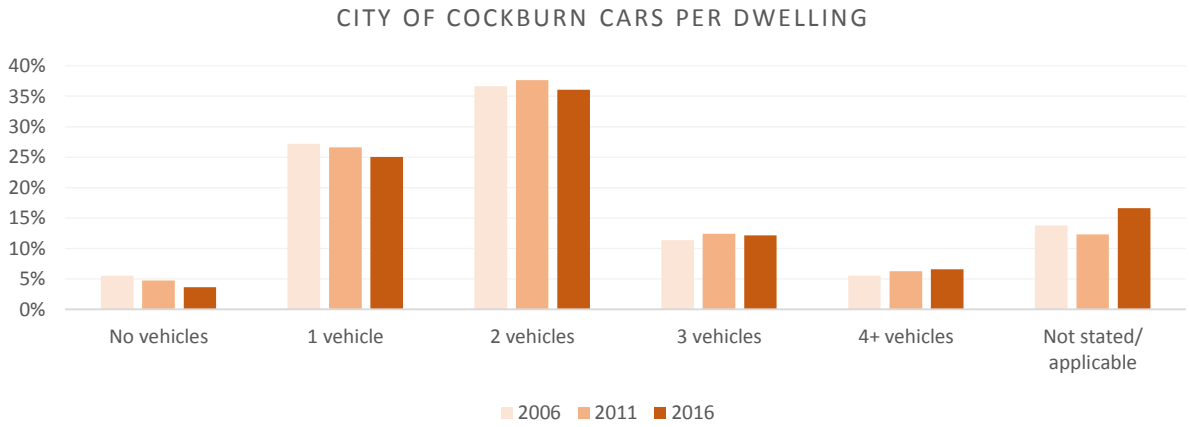
From both a road space and emissions perspective, private vehicles are by far the least efficient mode choice, as demonstrated in the infographic below. Transitioning to more sustainable modes like cycling, walking and public transport creates a more resilient and futureproof transport network and minimises the negative externalities of excessive private vehicle reliance.



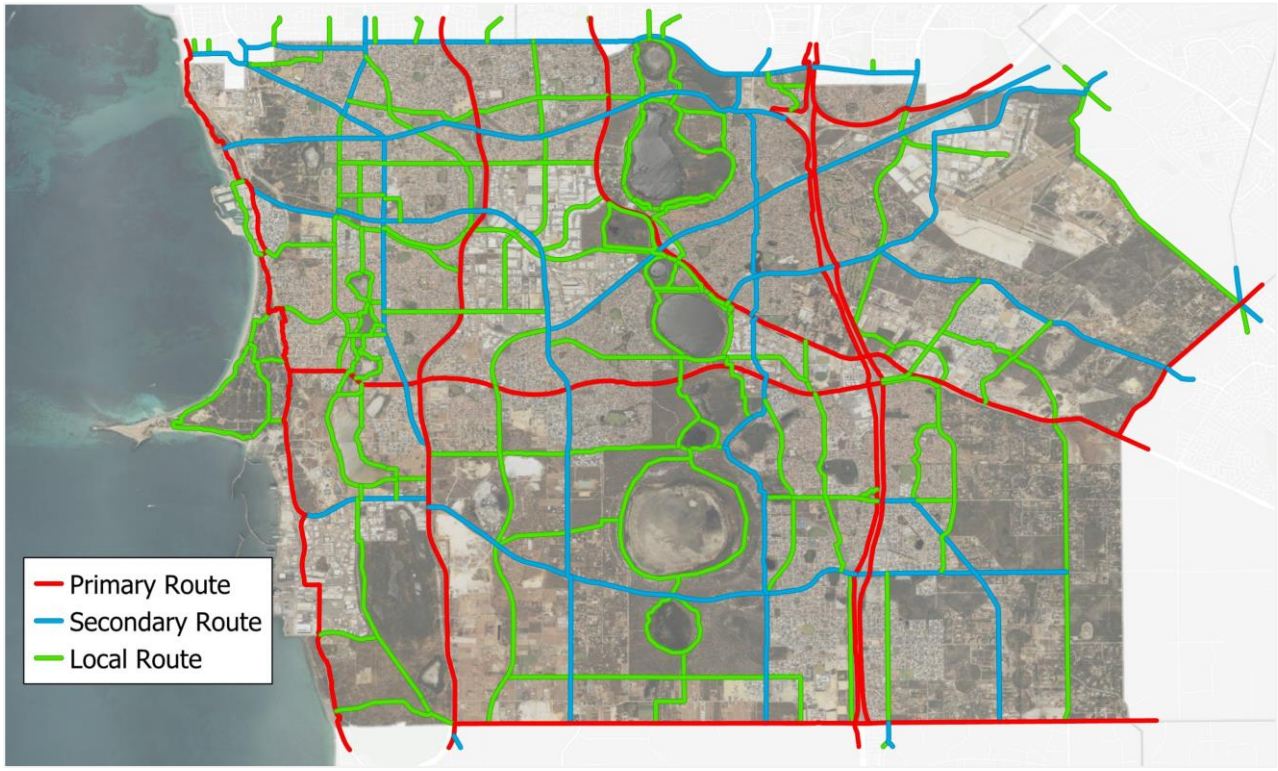
From the 2006, 2011 and 2016 census results, the Journey to Work trends within the City have shown a small trend away from private vehicle use, with a proportionate increase in public transport use. These results do not capture the effects of the opening of Aubin Grove station in April 2017, which could reasonably be expected to result in an increase in use of public transport.



Car ownership across the census years shows a general increase in cars per dwelling, largely in line with the trend with the Perth metropolitan region as a whole. Although this trend is counter to the increases in public transport usage, it represents a challenge in mode shift to active or public transport, as it suggests most residents have ready access to private vehicles



3A Plan and develop improved walking and cycling infrastructure



Bicycle routes from the Long Term Cycle Network 2020 plan

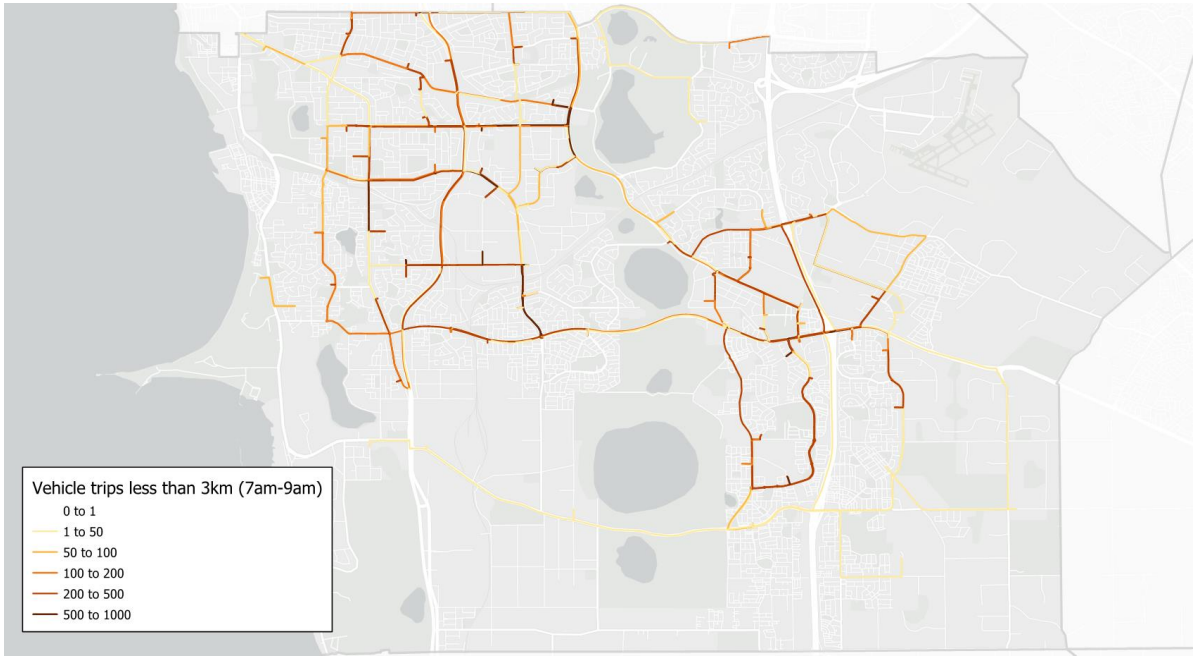
One of the relevant outcomes from the community survey in March-April 2019 was strong sentiment to improve walking and cycling infrastructure as well as streetscaping (see *Summary of Community Consultation*). This highlights the community's desire for an improved active transport network. Initiatives should not only focus on extending the network, but also closing the gaps. Providing walking/cycling access to local centres, key employment nodes, transport hubs, community facilities and schools – particularly those that experience traffic congestion on adjacent routes, both now and forecast for the future. This approach would be supported by the *Movement and Place* planning outlined in Objective 5B.

A key consideration in development of the active transport networks are the users – the infrastructure needs to respond to a broad array of ages and ability/mobility. These networks need to recognise the barrier that high volume and speed roads pose for cyclists and pedestrians and implement measures to mitigate these barriers. Many roads on the network are not of an urban standard at present and unsuitable and uncomfortable cycling environment for users – as such a particular focus on quiet urban streets and off-road or separated cycle routes will be necessary to deliver a cycle network that is accessible to all.

The City will engage on a regular basis with the *Department of Transport* and surrounding LGAs on wider, regional, cycle network planning objectives and routes. The City will seek

Western Australia Bicycle Network (WABN) funding to expand and enhance the cycle network to provide a safe and complete network for residents and visitors.

3B Work with the community and state agencies to enable mode shift



Private vehicle trips less than 3km in length during AM peak (7am-9am) from District Traffic Study 2018

In order to influence travel behaviours, the City will expand its delivery of the *Your Move* Program, to include all travel options and wider community projects, as well as becoming an active participant in the program itself. Schools and workplaces with demonstrated involvement and commitment to the program will be supported by the City to make improvements to their travel choices and transport options.

The program will continue to work closely with State Government, including Department of Transport, Public Transport Authority and Main Roads WA. The program will support ongoing, and future, major infrastructure projects, in order to develop, agree and deliver coordinated travel advice for the community of Cockburn during these periods.

Our community will be actively engaged in these initiatives and others, building upon the existing program of community events, promotions and marketing activities. As well as schools, working with major employers (including the freight and manufacturing industries), developers, key trip destinations (such as shopping centres), State Government and our adjacent Council's will also be integral to our travel behaviour change activities.

For our community to understand how their travel choices impact on the transport network we all use, we'll be proactive in reporting on our progress, share stories from those we work with and develop a monitoring program. Monitoring will assist us in understanding our collective progress and inform adjustments that may need to be made to our action plan.

4 Objective 4: Improve public transport access and service levels across the City

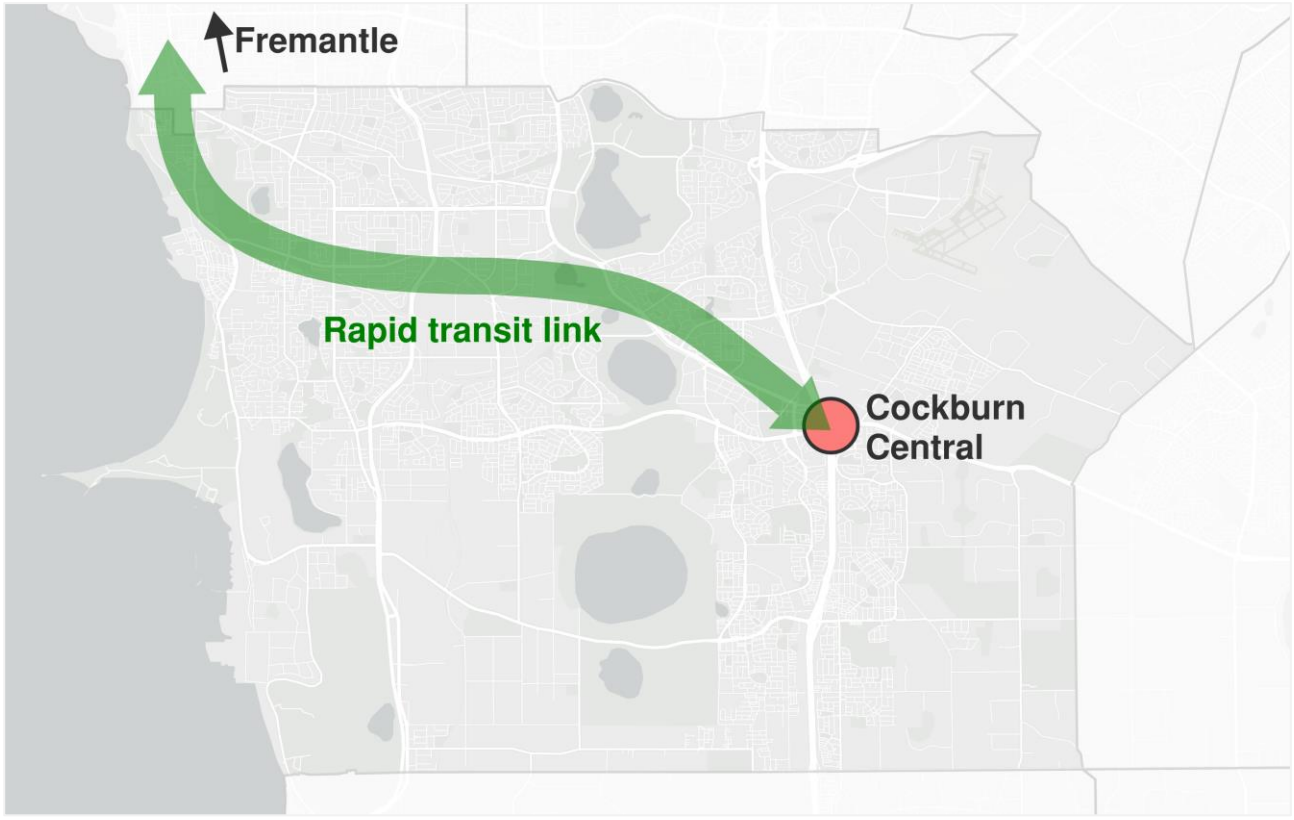
Advocacy

Thornlie-Cockburn Link project overview (METRONET)

Access to high quality public transport services are a key component to enabling a mode shift away from extensive private vehicle use. On top of this, public transport is necessary to provide mobility to a large portion of the population who are unable to drive, do not have access to a vehicle or choose not to drive. This is of particular importance with a local and national aging population.

With the addition of Aubin Grove Station and the ongoing Thornlie-Cockburn Link project, the City's heavy rail network has seen significant improvement. However, the public transport network as a whole provides variable levels of mobility and access across the City's residential population. In order to improve public transport access for all of its residents the City will pursue improvements to both the existing bus and rail networks, as well as introduction of a third public transport mode to provide rapid transit access.

4A Pursue a future rapid public transit corridor from Cockburn to Fremantle



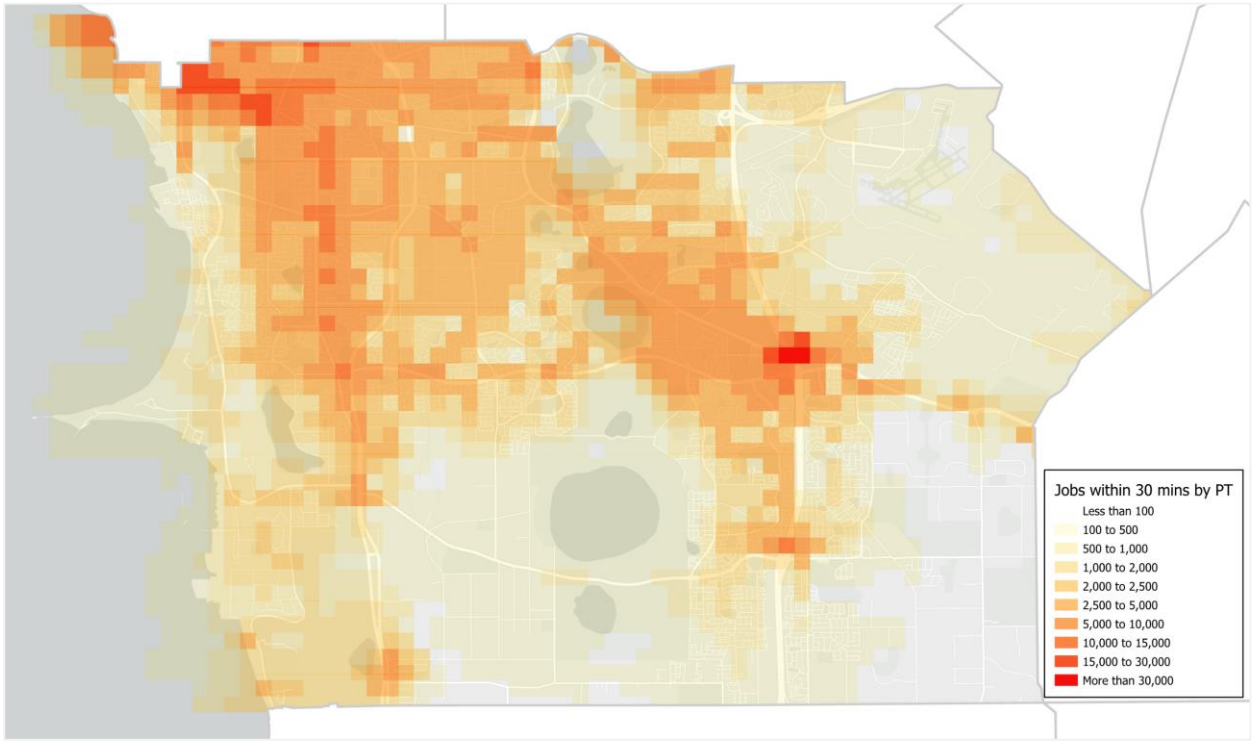
Potential Cockburn Central-Fremantle rapid transit link route

The City of Cockburn has a long-standing aim for a rapid transit corridor to be developed between Cockburn Central and Fremantle. This objective aligns with the greater regional ambition for a South West Metro Rapid Transit Network advocated by the *South West Group* of councils. It also aligns with the 'Proposed high-priority transit corridor' identified in the state government's *Perth and Peel @ 3.5 Million – The Transport Network*.

The City sees this objective as a medium-long term ambition, and will advocate to and work with state government agencies towards this objective. The preferred mode and exact route of this corridor are to be determined – the City sees light rail, bus rapid transit and trackless trams as viable options to be investigated noting that any new mode should be able to integrate with other, secondary transit systems being contemplated across metropolitan Perth.

The introduction of this rapid transit corridor would not only work to improve public transport accessibility across the City, help to deliver an orbital transit route for Perth (along with the Thornlie-Cockburn Link), but also support the City's land-use and infill targets along the route by enabling land use intensification.

4B Advocate for improved public transport service and coverage



Public transport accessibility – number of jobs reachable within 30 minutes travel by public transport in the morning

Public transport accessibility mapping shows a highly variable level of access to jobs across the City. Areas surrounding Cockburn Central and Aubin Grove as well as in close proximity to Fremantle have relatively high access to jobs, however significant portions of the network are subject to either infrequent, distant or a complete lack of public transport service.

The City will look at public transport accessibility across its residential areas in terms of access to employment, recreational, shopping, services and education opportunities. By undertaking this assessment, the City will identify areas of significant gaps in existing and proposed residential land-use, with a particular focus on locales with planned land-use intensification.

The City will use this as a means to plan and advocate for improvements or alterations to the public transport network, in order to increase public transport access to opportunities for its current and future community.

5 Objective 5: Plan transport networks to support where people live and work

Engagement

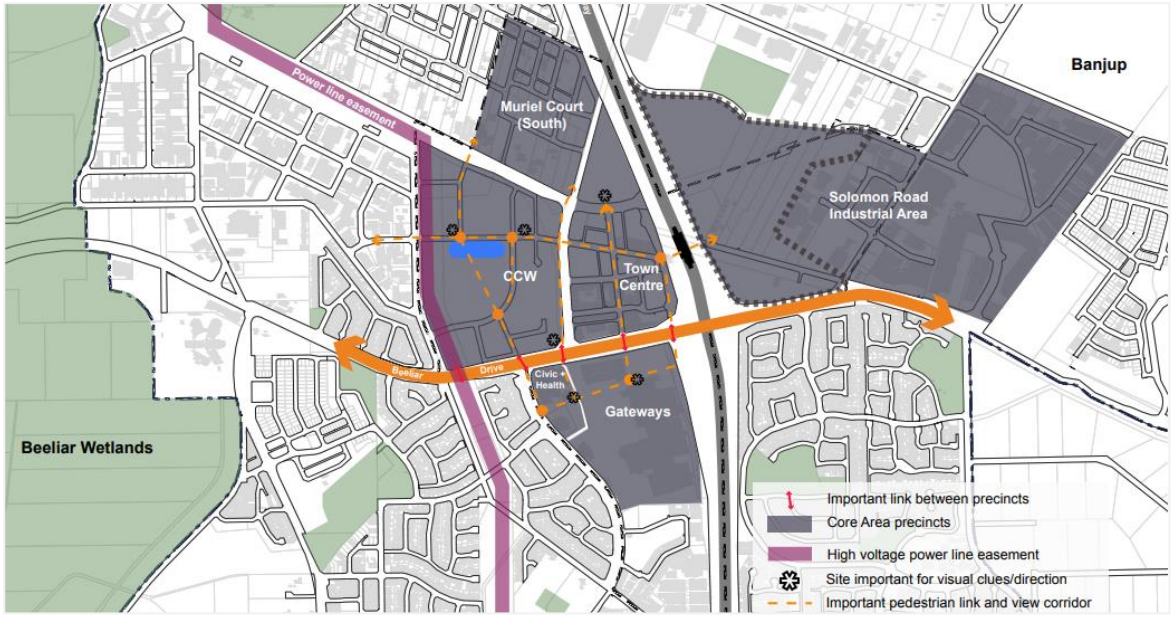
Policy

Infrastructure

The activity and neighbourhood centres represent the key areas of commercial and social activity within the City of Cockburn. State Planning Policy 4.2 – Activity Centres for Perth and Peel names four activity centres in the City – Cockburn (or Cockburn Central), Spearwood, Cockburn Coast and Jandakot. The City additionally contains many more neighbourhood and major employment hubs – including the Australian Marine Complex and Bibra Lake Business park – that are also considered high priorities for fostering growth and providing connectivity.

It is recognised that the connectivity between some of these centres is currently lacking. These centres require special consideration from a transport perspective to ensure the network supports and enhances their functionality as places where people congregate, socialise, shop, access services and engage in other opportunities.

5A Interface transport network with Activity Centre plans and strategies



Excerpt from Cockburn Central Activity Centre Structure Plan

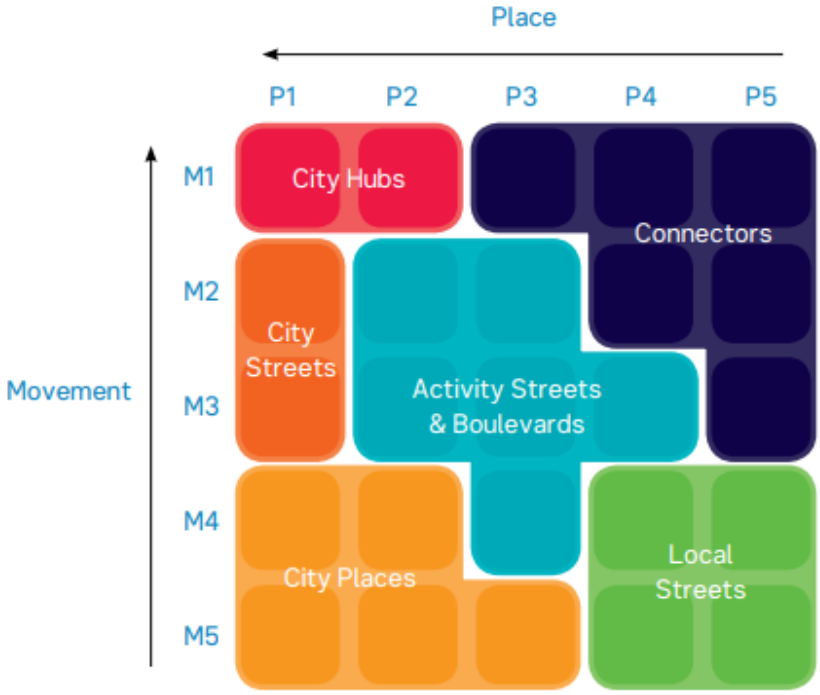
It is key that future transport infrastructure projects, as well as the relevant transport plans that sit under the ITS fully consider and are integrated with the relevant activity centre plans and strategies. Likewise, it is important for the activity and neighbourhood centre planning documentation to consider the objectives from the ITS and transport plans. By ensuring consistency and continuity across the transport and planning process and documentation, the integrated land-use and transport outcomes necessary for the centres to fulfil their potential can be achieved.

Of particular importance is the planning and integration of pedestrian and cycling infrastructure. An environment that is both safe and provides high pedestrian amenity is an important element of success for most of these centres. This pedestrian network planning process should be linked with the Movement and Place/Complete Streets studies outlined in Objective 5B below.

Planning and development of the City's cycle network is also an important aspect of supporting these centres. More active travel to and from the centres reduces the requirement to provide parking, which is land intensive and has negative impacts on placemaking objectives.

Both Cockburn Central and Aubin Grove stations are covered by *Station Access Strategies* prepared for the PTA, which set mode targets for those accessing the station as well as infrastructure modifications to enable these mode targets. The City will work with and engage collaboratively with the PTA on these targets and infrastructure changes; this is discussed in greater detail in Objective 6A.

5B Develop a movement and place framework and apply to strategic centres and corridors



Example Movement and Place framework from 'Movement and Place in Victoria'

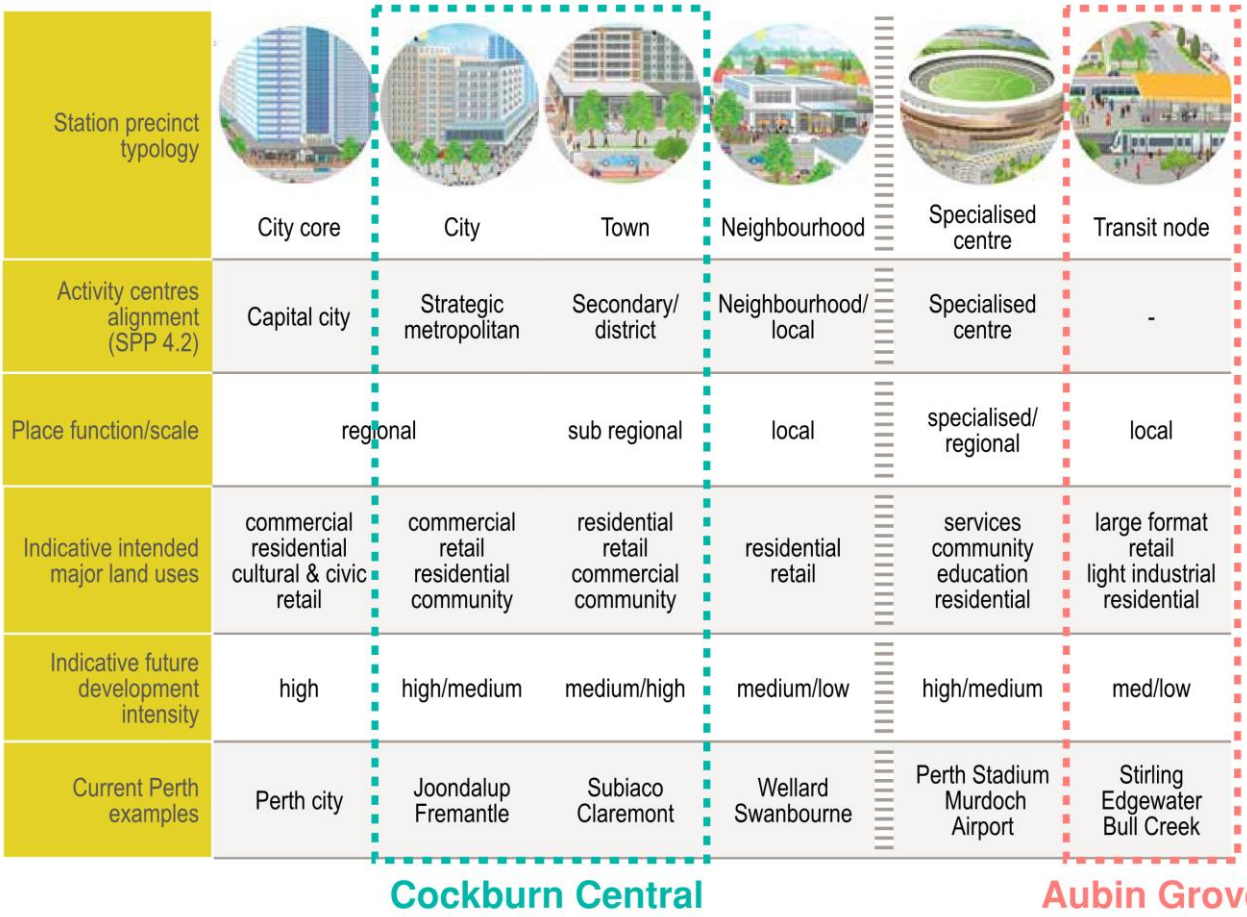
Movement and place, or 'complete streets' are frameworks that recognise that streets are not simply transport links, but in many cases provide significant placemaking opportunities for the areas that they serve. To this end, these frameworks recognise that streets have both a movement hierarchy – which forms the basis for a tadeonal road hierarchy – and a place hierarchy. By undertaking movement and place assessment and planning study road networks surrounding the activity and neighbourhood centres, the City will be able to better determine how to plan and upgrade these assets.

Streets that are determined to be the main arterials or connectors between areas will generally have a lower place function, as the movement of private vehicles, freight and public transport take priority over placemaking. Streets that are planned to have no or low vehicular movement can be designed as low-volume and low-speed places where pedestrians are prioritised – this may include opportunities to implement shared zones or pedestrian plazas.

The City will investigate developing a fit for purpose movement and place framework to apply to their relevant centres and use this as a tool to plan the implementation and upgrade of roads in these areas.

6 Objective 6: Continue to enable the best precinct outcomes for Cockburn Central and Aubin Grove Train Stations

Advocacy | Policy | Infrastructure



Station precinct typology	City core	City	Town	Neighbourhood	Specialised centre	Transit node
Activity centres alignment (SPP 4.2)	Capital city	Strategic metropolitan	Secondary/ district	Neighbourhood/ local	Specialised centre	-
Place function/scale	regional		sub regional	local	specialised/ regional	local
Indicative intended major land uses	commercial residential cultural & civic retail	commercial retail residential community	residential retail commercial community	residential retail	services community education residential	large format retail light industrial residential
Indicative future development intensity	high	high/medium	medium/high	medium/low	high/medium	med/low
Current Perth examples	Perth city	Joondalup Fremantle	Subiaco Claremont	Wellard Swanbourne	Perth Stadium Murdoch Airport	Stirling Edgewater Bull Creek

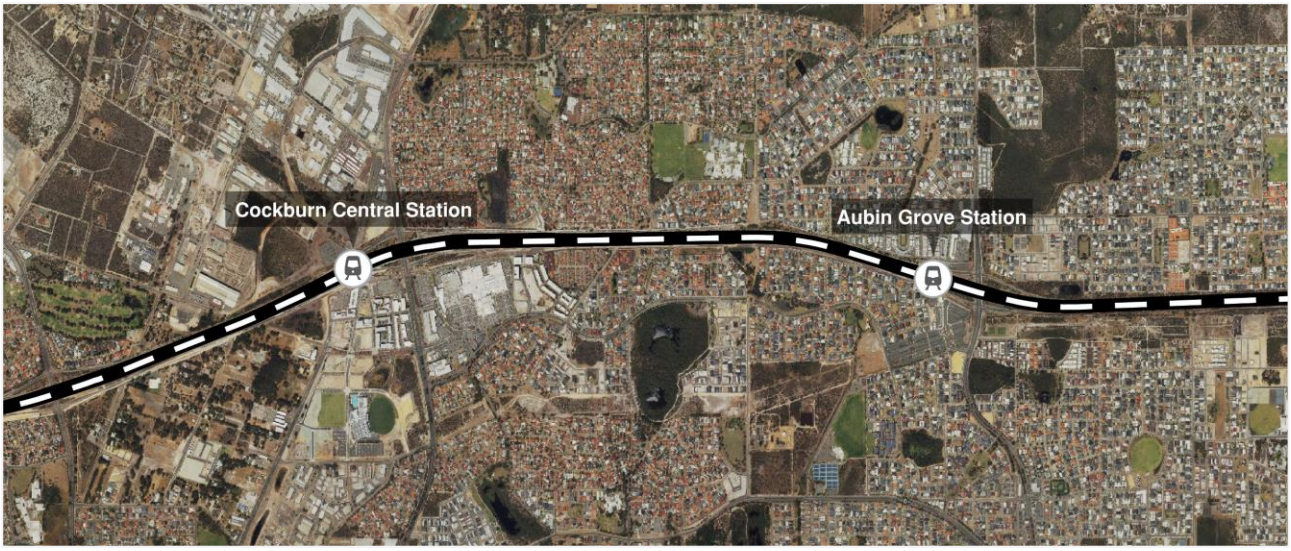
Cockburn Central | Aubin Grove

Excerpt from METRONET Station Precincts Design Guide

Areas surrounding train stations represent a significant opportunity for development and placemaking. This is recognised through the state government's METRONET agency, which aims to facilitate transit-oriented developments in the precincts surrounding the stations on the rail network.

Cockburn Central and Aubin Grove stations provide the City with significant challenges and opportunities in precinct planning and development. With both being located in the median of Kwinana Freeway, this represents a barrier to development and access to the stations, as well as a tendency to cater largely for private vehicle transfers through the provision of Park 'n' Ride and Kiss 'n' Ride facilities.

6A Implement the changes recommended in the Station Access Strategies



Cockburn Central and Aubin Grove station locations

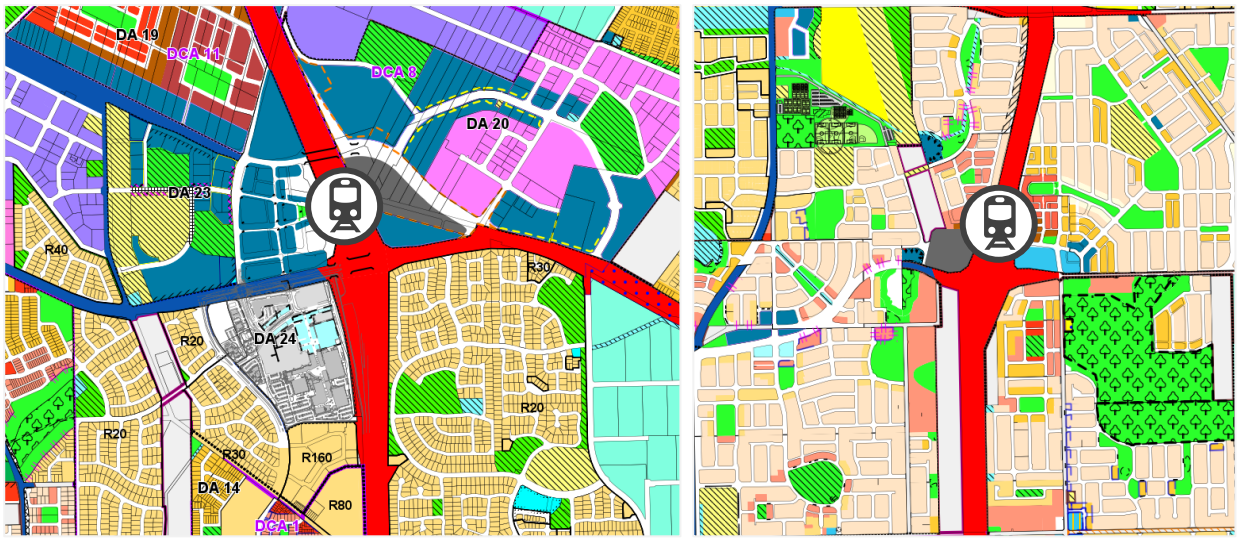
The Public Transport Authority, as part of the Rail Growth Plan is producing Station Access Strategies for all stations across their network. These strategies will determine both how passengers currently access the station, as well as setting targets and identifying infrastructure and measures for how passengers should access the stations in the future. The strategies are based off the forecast that patronage on existing metropolitan rail lines will approximately double by 2031.

As of July 2019, the first versions Cockburn Central and Aubin Grove stations have been produced, in collaboration and consultation with the City of Cockburn. Both strategies have a focus on improving pedestrian, bicycle and bus connectivity to the stations – in line with the City's aspiration for a transition to more sustainable mode shares outlined in Objective 3.

The City will work with the PTA and other stakeholders to implement the recommended infrastructure, policy and public transport service changes from these strategies, to enable the transition to the more sustainable station access proposed mode shares. With the expected growth in patronage over the next decade, this will be critical for ensuring that the transport network is able to cope with these increased demands.

The City will actively engage with the PTA on the future updates of these Station Access Strategies and use this to drive desired land-use and precinct outcomes for these areas. In particular, discussions on the level of available parking at the stations should be a focus of these future updates.

6B Continue to support density and transit-oriented development outcomes in station surrounds



LPS3 land use surrounding Cockburn Central and Aubin Grove Stations

Rail stations have the capacity to provide significant land value uplift and infill opportunities in the surrounding precincts. Cockburn Central and Aubin Grove stations represent access to high quality public transport for the surrounding areas. This access is to be leveraged to enable higher density land-use and transit-oriented development (TOD) outcomes which in turn generates increased commercial and social opportunities. This is of relevance to the Cockburn Central Activity Centre, which – as outlined in the Cockburn Central Activity Centre Strategy – has been developed as a TOD.

Development of land-use planning schemes, structure plans and local development plans in the areas surrounding the stations have been carried out with these opportunities in mind. Further updates to these documents and policies will continue to drive these outcomes. The City shall continue to support the densification and land-use objectives in these areas. By continuing to ensure a consistent land-use and transport planning approach and objectives to these areas, the presence of the stations can be leveraged to improve development outcomes.

Summary of Community Consultation

The development of this ITS included consideration of community consultation from a wide range of recent community consultation processes, primarily through both online and through engagement with stakeholders.

The most recent consultation was completed in March-April 2019, through the MARKYT® Community Scorecard which evaluates community priorities and measures Council's performance against key indicators in the Strategic Community Plan. Scorecards invitations were sent to 4,000 randomly selected households (2,000 by mail and 2,000 by email) with just over 500 responses completed.

The 'Overall Performance Index Score' is a combined measure of the City of Cockburn as a 'place to live' and as a 'governing organisation'. The City's overall performance index score is 74 out of 100, 9 index points above the industry average for participating councils across Western Australia. The most popular categories that the community deemed necessary to prioritise were Traffic Management (30), Streetscape (32), Footpaths and Cycleways (31), Local Area Development (28) and Safety and Security (24).

Importantly, the MARKYT® Benchmark MatrixTM (shown in Figure 1) illustrates how the community rates performance on individual measures, compared to how other councils are being rated by their communities. There are two dimensions. The vertical axis maps community perceptions of performance for individual measures relative to the average score for all measures. The horizontal axis maps performance relative to the MARKYT® Industry Standards. This outcome highlights that traffic management issues are a key priority for City of Cockburn to demonstrate to their community that is being planned, managed and addressed.

The main issues raised includes congestion along Kwinana Freeway, Beeliar Drive, Stock Road and Armadale Road as well as poor traffic movement at Cockburn Central. Furthermore, local roads having to cater for heavier traffic was cited as a growing issue due to traffic seeking to bypass congestion and due to the perceived lack of alternative to Roe 8. The community further identified issues relating to footpaths and cycleways within the City of Cockburn. This largely pertains to the absence and/or damage of footpaths on multiple major roads and the lack of cycleways which leads to a dangerous interaction between cars and cyclists on local roads.

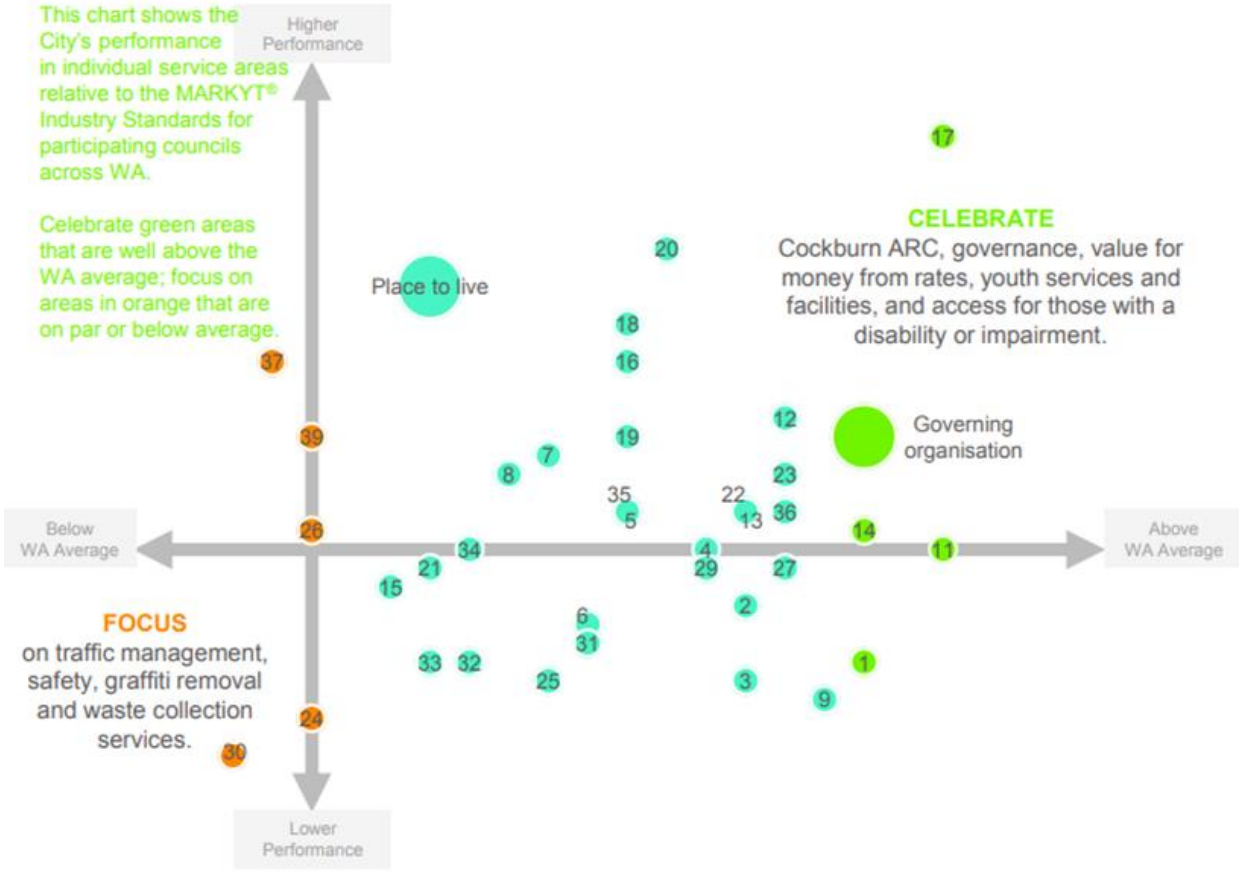


Figure 1: MARKYT Analysis for the City of Cockburn Overall Performance (Source: MARKYT, 2019)

These consultation findings were supported through a review of other recent, relevant consultation processes and outcomes, these included:

- Parking Plan (2018) – consultation found that excess parking demands (particularly associated with events, shopping centres and particularly around Cockburn Central, recreational areas and associated with some schools) were creating overspill parking in adjacent areas, creating safety issues such as verge/footpath and cross over parking obstructing sightlines. Other feedback was related to time restricted parking, requests for additional all day parking – particularly around the Cockburn Gateway Shopping Centre, provision of truck parking in Bibra Lake and the need for additional ACROD bays.
- Strategic Community Plan (2016) – focusing on the feedback related to the strategic theme of 'Moving Around', key feedback included a desire to reduce traffic congestion, improve traffic management, become more cyclist friendly, improve the walking, cycling and public transport network and the availability of information such as maps, improving parking at the Cockburn Central Train Station, partnering with Main Roads WA for integrated planning. Traffic was seen as an area of priority –

specifically congestion hotspots, public transport, speeding and parking. A pedestrian overpass at Cockburn Central was mentioned many times.

- Bicycle and Walking Network Plan (2016) – feedback emphasized the need to address gaps in the network to link with key destinations or the wider active transport network, to provide safe, connected and continuous routes (particularly at crossings and intersections) and well-maintained infrastructure
- Age-Friendly Strategy (2016) – highlighted that transport was a key consideration for the community. Feedback included requests for more shading and seating was required for bus stops, more ACROD and pick up/drop off bays at shopping centres, increased frequency of bus services and shuttle services, and ensuring consideration of accessible communication methods for transport information (i.e. font size)

Targeted engagement was also undertaken with Department of Transport, Main Roads WA, Public Transport Authority and Transperth. Briefing sessions were held with City of Cockburn councillors and senior management through the development of the ITS.

Resourcing the Plan

Annual budgets from the Corporate Business Plan include:

Project/Activity	2020/21	2021/22	2022/23	2023/24	Related Objectives
Road Projects 2017 – 2026 (includes new, resurfacing and traffic management)	$9.7m	$10.0m	$14.5m	$14.9m	1, 2, 5
New and refurbished Footpaths	$1.37m	$1.24m	$1.16m	$1.19m	3, 5
Bicycle Network 2017 – 2026	$0.85m	$0.20m	$0.20m	$0.25m	3

Measuring Achievement / Performance Measures

This ITS has not included specific mode share targets however this is something that the City may choose to develop particularly as it helps to understand the impacts of the ITS.

It is important that the targets set are realistic and that the impacts of the targets are understood and can be met by the particular mode (either based on existing or planned capacity). For instance, a 5% shift to public transport may not be possible within the limits of the capacity of the current system.

It is intended that this ITS be a live document that is actively implemented, with minor revisions every three to five years and progress reviewed annually. A complete refresh of the ITS would only be expected every ten years.

Key measurements for the City in understanding its performance may include:

- Progress of the City against the objectives and sub-objectives included in the ITS, as well as actions within the supporting Plans (such as the number of metres of new walking and cycling infrastructure delivered each year)
- Cycling Participation Survey results - increasing levels of use by residents
- Increasing walking, cycling and public transport use, including access to Cockburn Central, Aubin Grove and, in future, Ranford Road Station
- Number of schools and workplaces involved in the Your Move initiative and increasing the levels of engagement in the program
- Monitoring journey times and delays for select corridors (bus and general traffic)
- Monitoring traffic peak spreading/distribution through the review of traffic data for select corridors
- Measures of access to public transport as defined by access to opportunities within set time frames across the city (public transport accessibility mapping)

Reference and Demographic Information

The development of the ITS has included, but not limited to, a review of the following documentation:

- City of Cockburn Strategic Community Plan 2020-2030
- City of Cockburn District Traffic Study 2018
- City of Cockburn Parking Plan 2018-2028
- City of Cockburn Bicycle and Walking Network Plan 2016-2021
- City of Cockburn Parking Plan 2018-2028
- City of Cockburn TravelSmart Plan 2014-2017
- City of Cockburn Road Safety Strategy 2014-2020

- City of Cockburn Sustainability Strategy 2017–2022
- City of Cockburn Local Commercial & Activities Centres Strategy 2012
- City of Cockburn Town Planning Scheme No. 3
- Cockburn Central Activity Centre Structure Plan
- Cockburn Coast Integrated Transport Plan
- Perth and Peel@3.5million – The Transport Network - March 2018
- City of Cockburn – National Cycling Participation Survey 2019
- Australian Bureau of Statistics Census Results (2006, 2011, 2016)

9 Coleville Crescent, Spearwood WA 6163
PO Box 1215, Bibra Lake DC WA 6965
T 08 9411 3444 **F** 08 9411 3333

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