

STIRLING CITY CENTRE
Community Leadership Group #13
369 Scarborough Beach Road Innaloo
6:00pm – 8:30pm, Wednesday 8 September 2010
WORKSHOP SUMMARY

1. WELCOME, WORKSHOP PURPOSE AND PROCESS

Linton Pike (workshop facilitator), welcomed participants to the meeting and outlined the purpose and process of the CLG meeting. The purpose of the meeting is to provide a project update and to further the community involvement in the development of the Stirling City Centre and to provide community input and advice to the Alliance and drive delivery of community led projects.

The meeting agenda is provided at Attachment One. A list of workshop participants is provided at Attachment Two.

2. PROJECT UPDATE

2.1 Light Rail Study

Daniel Heymans presented a summary of the Stirling Tram Feasibility Study explaining that five scenarios were assessed as shown in the table below.

Scenario	Mode	No. of stops	Speed (km/h)
Base	Bus	13	24.0
S2	Street Car	19	15.0
S3A	LRT	11	20.0
S3B	BRT	11	20.0
S4	LRT Side	16	17.5

- Other base/2031 services operating with every scenarios
 - 98/99 bus (speed=24.2km/h)
 - 413 bus (speed=19.5km/h)
 - 400 bus (speed=24.2km/h)

The likely routes and indicative stop locations for the primary modes are shown in the following diagrams.



Base Scenario - Bus Only



Scenario 2 - Street Car



Scenario S3A/B - Centre Median LRT/BRT



Scenario S4 - Side Running LRT



Local Bus Network - 2031

Modelling of the scenarios was undertaken assuming the following land use inputs:

- Trip Rates (average trips per 100m² GFA per week day)
 - Population 3.75 trips per person
 - Retails mall 132
 - Retail medium 86
 - Retail large 55
 - Retail 86
 - Commercial 11
 - Office 11
 - Industrial 5.5
 - Education 11
- Average number workers per 100 m² GFA
 - Industrial 4.75
 - Office 4.75
 - Commercial 4.75
- Density (dwellings per hectare)
 - Houses 12
 - Townhouses 20
 - Apartments 40
- Average household sizes (persons per household)
 - Houses 3
 - Townhouses 2.5
 - Apartments 1.5
- Floor Space Ratio
 - Retail 1
 - Commercial 3
 - Industrial 0.4
 - Office 3
- Average GFA per worker (m² per worker)
 - Retail 30
 - Commercial 15
 - Industrial 100
 - Office 15

STEM 2031 trip matrices were used to determine trip distribution between study area and other 33 external Local Government Authorities allowing 31% for internal movements

The key model parameters include:

- Fare
- Trip generation rate
- Generalised Cost (GC) parameters
- Weight values for different attributes
- Value of Time (VoT)
- Speed – external trips
 - Car: 35
 - Walk: 4.0
 - Rail: 55 km / hr
 - KnR: 35
 - Bus: 24
 - PnR: 35
- Speed – modal options
 - LRT 20
 - BRT 20km / hr
 - Street car 15
 - Local bus 15
- Value of time for different users
 - Car: 15 \$ per km
 - Transit: 10 \$ per km
- GC weights
 - Access: 1.2
 - Main mode: 1.0
 - Egress: 1.0
- ASC – Alternative Specific Constants (modal attractiveness)
 - LRT
 - BRT

Trip generation and distribution results are shown in the table below.

Trip direction	Within Study area (I-I)	From Study Area - External zones (I-E)	Total
Study Area	92052 = 46026 (In) + 46026 (Out)	104,555	150,581
External zones	104,555	-	
Total	150,581		301,162

Mode Share assumptions for low car usage are shown below.

Low Car	Mode choice of trips						
Scenarios	pcCar	pcWalkNCycle	cRail	pcStreetCar	pcLRT	pcBRT	pcBus
Base	59.6%	8.6%	21.9%				10.0%
StreetCar	55.9%	8.1%	11.6%	18.9%			5.6%
LRT	55.5%	8.1%	12.3%		17.6%		6.5%
BRT	55.8%	8.1%	13.6%			15.1%	7.4%
LRT (single sided)	55.4%	8.1%	11.9%		18.7%		5.9%

Mode Share assumptions for high car usage are shown below.

High Car	Mode choice of trips						
	pcCar	pcWalkNCycle	cRail	pcStreetCar	pcLRT	pcBRT	pcBus
Base	61.9%	9.0%	21.4%				7.7%
StreetCar	57.3%	8.4%	11.4%	17.6%			5.3%
LRT	57.0%	8.4%	12.1%		16.5%		6.0%
BRT	57.3%	8.5%	13.4%			14.0%	6.8%
LRT (single sided)	56.9%	8.4%	11.8%		17.4%		5.5%

Ridership results for low car usage are shown below.

Scenarios	Car trips	WalkNCycle trips	Rail trips	StreetCar trips	LRT trips	BRT trips	Bus trips
Base	179474	25756	65905	0	0	0	30026
StreetCar	168346	24342	34866	56771	0	0	16836
LRT	167092	24399	36944	0	53033	0	19694
BRT	167949	24457	40968	0	0	45526	22261
LRT (single sided)	166950	24345	35955	0	56277	0	17635

Ridership results for high car usage are shown below.

Scenarios	Car trips	WalkNCycle trips	Rail trips	StreetCar trips	LRT trips	BRT trips	Bus trips
Base	186474	27233	64375	0	0	0	23079
StreetCar	172682	25260	34447	52927	0	0	15845
LRT	171524	25343	36539	0	49550	0	18206
BRT	172627	25453	40475	0	0	42043	20565
LRT (single sided)	171317	25271	35536	0	52453	0	16585

Key points in summary include:

- Ridership results are high
 - Driven by land use
 - Reinforced by trip rates
- Findings indicate a viable system
- Surprise - higher accessibility/ridership with streetcar
- Short haul generates significant (30%) internal trips
- Consider a hybrid system
 - Streetcar on Ellen Stirling
 - LRT/BRT on Scarborough Beach Road
- Role as essential advance infrastructure
 - Never attain bus scenario
- Preliminary lifecycle costs for LRT/Street Car less than BRT or Bus
- Service Plan will be critical

Further discussion amongst CLG members identified the following

- Could the light rail travel along Hutton or other road to expand its coverage further north? Possibly but would be a long term option.
- What can we achieve in the short term? We have looked at short term solutions with around 6,000 people per day using the light rail. The route is the busiest bus route in Perth with good growth potential. This will be a catalyst for development and value adding.
- Will consideration be given to extending the light rail to Scarborough Beach? It is possible in the long term and not excluded along with expansion to Mount Hawthorn, Subiaco, QEII and other regional destinations.
- Did the consultant do any surveys of stop distances? The desired land use is also important with vehicle type driving different outcomes.

2.2 IA Submission

Daniel briefly explained that the Infrastructure Australia (IA) submission was progressing and would be presented to the federal government later this year.

The submission will seek funding for the stage 1 works including regional and local road improvements and light rail.

Business Cases have been prepared for the project and for the inclusion of light rail. Both Business Cases show positive and encouraging Benefit Cost Ratios and demonstrate the value and viability of the project.

The following discussion arose subsequently:

- The Business Cases have been prepared as a pre-requisite to the IA submission to provide evidence of the value of the project.
- Are we competing with similar projects in Australia? Yes, however there is no comparable city building projects with most projects road based.
- What impacts are expected with the new government? We need to wait and see what happens over time but we are optimistic. The influence of the Greens may be a positive in this regard with the inclusion of light rail.
- Stage government approval is required before we can submit the IA submission. This is planned through the Department of State Development. The Alliance and the city centre project have been on government's radar for some time and is consistent with government planning.
- Do we need to get this in place before private sector funding comes online? There could be private funding through a Public private Partnership or Build, Own, Operate type of delivery model. We will look for opportunities as the project unfolds.
- There is a range of other initiatives already under way for utility upgrades and other considerations eg water, energy, and so on. We are looking for green infrastructure solutions using best available technology.
- A Housing Strategy has been prepared in draft form and will be presented to a future meeting. The strategy outlines the approach to achieving the project targets.

2.3 Station Precinct

Daniel explained that the state government (through the Department of Building Management and Works) has called for Expressions of Interest (EOI) to provide government office space in Transit Oriented Development locations. Significant floor space areas are required and equate to the equivalent of around two BankWest Towers. Another example is the 140 William St building (over the new central city train station) which includes around 25,000m² of floor space.

The resultant floor space must be near a railway station and close to a freeway and completed by 2015.

In response the Alliance is considering station precinct options and considering what might be possible. We are looking at a number of possibilities including:

- Building over the existing freeway reserve.
- Building around the train station
- With a 2 year construction period.

Daniel noted that:

- The Alliance will submit a proposal including office, residential, commercial, retail and government floor space. This will be a positive first step for implementing the plan if the Alliance is successful;
- There is significant synergy with the IA submission for this inclusion;
- If IA and other funding was available it would take around 5 years of elapsed time to complete; and
- More information will be provided at a future meeting.

3. WOODLANDS PRECINCT BBQ FEEDBACK

Marie Verschuer explained that a bar-b-que was recently held with residents of Woodlands Precinct to explain progress and discuss future land use planning for the precinct. Marie added that:

- The bar-b-que was held on 22 August 2010 and over 300 people participated;
- The event was hosted by the Woodlands Resident and Ratepayer Association and was a positive and constructive information sharing opportunity;
- Feedback included:
 - Concern at impacts for Parkland Villas if mandated development was required;
 - Positive feedback from people with increased amenity and potential value adding;
 - A building envelope approach is proposed with interfaces managed to match the surrounding areas;
 - A petition was received supporting increased density in one location;
 - Concern at prevailing traffic problems;
 - Most feedback was positive and we will report more comprehensively at the next meeting; and
 - Mixed (positive and negative) feedback was received about the area west of the existing Stephenson Highway (between Jon Sanders Drive and Scarborough Beach Road).

4. COMMUNITY LED PROJECTS

Peter Scales explained that a community led project for the provision of improved streetscaping, signage and entry statements has been proposed possibly for key linkages such as Liege Street.

Group discussion identified that:

- Many people probably still don't know what this project is about;
- Planning for growth is currently underway with provision for major increases in jobs and people living and working in the area. We are looking for a good place for people to live;
- We want a place that is safe and multi-generational and offers diversity of housing stock and appeal;
- Daniel noted that as a Public Private Community Partnership (PPCP) we are seeking good opportunities for community involvement;

- The community wants to see the big items progress but also is looking for some of the smaller things that will make this a better place to live progressing as well;
- Traffic is always an issue and Liege Street is heavily affected. It is functioning as a very busy street and the hope is that Stephenson Blvd when built will take the load off Liege Street;
- The community has been working to make Liege Street better and we would like to:
 - Reduce the speed along it to 40kph;
 - Take regional heavy traffic off it;
 - Make a statement that people are entering a special place and this project with a number of entry statements at strategic locations to identify the place; and
 - Landscaping, power undergrounding, etc.
- Most of the future population don't live here yet or aren't aware of the project if they do live here. The Stirling Train station is one location where we could help raise the profile of this project;
- Another project could be to provide development assistance for people seeking advice and guidance or financial assistance;
- Demonstration housing presents another opportunity. Blocks often cost around \$1M in this locality. The plan provides for diverse, efficient and green housing in the future. Some assistance is needed in this regard but a demonstration project would also be beneficial to inform future development. Then perhaps we can provide for more affordable housing stock for people with greater choice. Community investment may be another opportunity as part of such an initiative;
- The Community Leadership Group could be expanded as a think tank and advisory committee to the Alliance. This could assist in sharing the vision and our views and establishing sub groups to deliver community led projects;
- Employment opportunities could also become a focus for community led change over time including recycling and re-use of demolition material or resulting from aggregated industries such as media or other functions;
- Red tape reduction is another opportunity by getting to know the people involved and work more collaboratively and personally. Maybe we could hold social events periodically to get to know one another better;
- The inclusion of a market, the performing arts or a community restaurant present other opportunities;
- Interested community members are invited to discuss future opportunities and consider the relevant information circulated by Peter Scales at the meeting. Further information is available from Marie Verschuer at the Alliance Office on 92047600 or interested people can call to arrange a time to drop in to the office and meet Marie or other project team members. A similar group is being formed in Scarborough.
- There is support in principle for the initiatives suggested but we do not yet have any funding for these initiatives.

A number of supplementary questions and answers arose:

Q	Why do trucks use Liege Street and not the existing Stephenson Highway?
A	Construction and other development projects have added traffic. Most are taking the easiest and most direct route. But lack of thought is probably also a factor. Signage would also help encouraging large vehicles to use Stephenson Highway.

Q	What about funding, what is likely to be available for community led projects?
A	Community led initiatives or other capital works are not currently funded. Limited funding would be needed but could be met by Council or others including the private sector with advertising a possible incentive.
Q	Where does the Alliance's current funding come from?
A	Funding has been provided jointly by the state and local government for the planning and project development process. Capital works are not funding and require a separate funding source.
Q	Is there an email address the community can use?
A	The community can seek more information or add further comments via email to Marie Verschuer on marie.verschuer@stirling.wa.gov.au
Q	Are the Board minutes available to the public via the webpage?
A	They are not currently available due to the confidentiality considerations, however we will find out and advise the community subsequently. ACTION: Daniel

The meeting closed at 7:55pm.

ATTACHMENT ONE - AGENDA

STIRLING CITY CENTRE
Community Leadership Group #13
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6:00pm – 8:30pm, Wednesday 8 September 2010

AGENDA

The purpose of the meeting is to provide a project update and to further community involvement in the development of the Stirling City Centre.

To provide community input and advice to the Alliance and drive delivery of community led projects.

START AT	ITEM	BY
6:00 pm	Light supper upon arrival	
6:10 pm	Welcome and Meeting Introduction	Linton Pike
6:15 pm	Project Update <ul style="list-style-type: none"> • Light Rail Study • IA submission • Business case 	Daniel Heymans
6:25 pm	Questions	All
6:45 pm	Woodlands Precinct BBQ Feedback	Daniel Heymans
7:00 pm	Discussion	All
7:30pm	Community Led Projects Street-scaping, signage and entry statements	All
8:15pm	Next Steps and Meeting Dates	Linton Pike
8:00 pm	Close	

ATTACHMENT TWO - WORKSHOP PARTICIPANTS

NAMES OF ATTENDEES – CLG 08/09/10	
Roland & Jo Hadley	
Kevin Williams	
Christine Holt	
Jeff Malcolm	
Brian Ham	
Mark Nodwell	
Peter Davis	
Phylis Robertson	
Jeff Fogarty	
Peter Scales	
Vince Furfaro	
Chris Hatton	