

TRAVELSMART, EXTENSION TO NEW METROPOLITAN AREAS

825. Hon Jim Scott to the Parliamentary Secretary representing the Minister for Planning and Infrastructure
- (1) Does the Government plan to extend TravelSmart to new areas in the metropolitan area and if so which suburbs?
 - (2) If TravelSmart is to be extended how will it be funded?
 - (3) Is the Minister aware that the ten year plan had a target of 600 000 people?
 - (4) When does the Government plan to complete delivery of stage 2 of the Perth Bicycle Network?
 - (5) What funding has been allocated to, and proposed for, the Perth Bicycle Network over the next two years?
 - (6) Does the Department for Planning and Infrastructure have a role in developing the Perth Bicycle Network?
 - (7) If yes, what is that role?
 - (8) Do designs for metropolitan rail station upgrades as part of the Building Better Stations program involve improvements to pedestrian and cyclist safety?
 - (9) If yes, what measures are included?
 - (10) What cyclist groups were consulted about the design of station upgrades?
 - (11) What efforts is the State Government making to ensure that local government road funding is spent in a way that does not actually make it worse for cyclists and pedestrians?

Hon GRAHAM GIFFARD replied:

I refer the Hon Jim Scott to the answer provided to his similar question, LC139 of 17 September 2002, and provide an update on the progress of the TravelSmart program.

- (1) The TravelSmart Household program is currently being provided for the City of Fremantle (all suburbs) and the City of Melville (suburbs of Palmyra, Melville, Alfred Cove and Booragoon). The program will be extended to the Town of Vincent (suburbs of Mount Hawthorn, North Perth and Leederville), City of Armadale (part of the suburb of Armadale), City of Belmont (part of each of the suburbs of Cloverdale, Belmont, Rivervale and Kewdale) and the city of Gosnells (part of the suburbs of Gosnells, Maddington and Thornlie). Further extensions of the program will be considered in light of budget priorities each year.
- (2) The TravelSmart Household program is currently funded to 2004/5 and appears as part of the Capital Works program in the budget papers.
- (3) Stage 1 of TravelSmart Household Program was delivered in 1999/2000, and Stage 2 is funded for delivery between 2001/02 and 2004/05. Upon completion of Stage 2, a total of 186,000 residents will have been offered TravelSmart information services. This will amount to completion of 28% of the Ten-year Plan target for 2010. The goal in relation to 2010, to reach almost half of the metropolitan population, extends beyond the forward estimates period of the budget timeframe. This Government aims to offer the TravelSmart Household Program to half of Perth's population by 2010 and hence deliver a program equivalent to that set out in the TravelSmart 10-Year Plan. This commitment is subject to budget availability and to the applicability of the TravelSmart approach to a diversity of socio-geographic contexts. Early results from demonstration projects in Cambridge, Marangaroo and Subiaco suggest that the benefits achieved in the South Perth project are transferable to other locations.
- (4) 2006/07
- (5) Funding of \$9,628,520 has been allocated to the Perth Bicycle Network in 2003/04 and a further \$3,728,520 is proposed for 2004/05
- (6) Yes
- (7) The Department for Planning and Infrastructure (DPI) is responsible for the planning, and delivery of the Perth Bicycle Network. The DPI works in partnership with both Main Roads Western Australia and Local Governments to implement projects that provide cycling infrastructure on a comprehensive network of bicycle routes across the Perth metropolitan area.
- (8) Yes

- (9) Grade separation for bicycle traffic through the station precinct where possible, general access to the station, lighting levels, pavement markings and warnings, end of trip facilities (eg bicycle lockers) and signage.
- Maylands and Bassendean stations are just two recent examples where these measures (eg grade separation of bicycle traffic through the station precinct) have formed key elements of the station modifications.
- (10) Western Australian Government Railways (WAGR) consults throughout the planning and design stages for each of the stations in the Building Better Station program with respective local governments, MRWA and DPI. It participates in a number of extensive community consultative exercises that are undertaken as part of the station planning and design, such as "Enquiry by Design". It also undertakes comprehensive risk analysis at each station during the design and construction phases to ensure safety issues are identified and appropriately addressed. It also consults at the 15% and 85% design stages.
- All of the above activities consider bicycle and pedestrian requirements. WAGR involves DPI's Bikewest and Disability Branches at each of these activities. WAGR, through DPI, ensures that the stations are discussed in DPI's consultative client groups, including the WA Bicycle Committee and the Consumer Advisory Committee.
- (11) Local governments are in control of their own road networks. To educate local government planners and engineers on best practice, MRWA conducts regular seminars on "Infrastructure for Non-Motorised Transport".