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# **APPENDIX ITEM 9.11**

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## CATALINA

### Public Transport Initiatives Strategy

June 2012

#### Introduction

This Public Transport Initiatives Strategy has been developed to satisfy the KPI requirements of the Satterley Property Group and will be used to map out a strategy for the integration of public transport provisions into the Catalina estate as the development evolves from establishment to completion.

The Catalina estate has been designed around a central transport spine (the Green Link) running from the Clarkson train station to the coast. This central spine is intended to be the main transport connector through the estate and has been designed to cater for a bus route in the medium to long term, and or light rail. It is, however, necessary to consider how the provision of public transport will be provided in advance of the Green Link being fully constructed. The total time frame anticipated for the completion of the Green Link is approximately ten years.

The Local Structure Plan identifies the most likely outcomes for the provision of public transport services through the estate. The principles of this strategy comply with the commitments of the LSP initiatives.

#### Development Context

The developed areas surrounding the Catalina estate are currently well serviced by existing public transport infrastructure. The main focus of this infrastructure is the Clarkson train station. A number of bus routes service the residential areas between the Clarkson and Currambine train stations, and areas north of the Clarkson train station. The closest main arteries with existing bus routes are Marmion Avenue and Ocean Keys Boulevard in Clarkson.

Development of Catalina has commenced in the north-west portion of the Central Precinct. This is within close proximity of Marmion Avenue and Neerabup Drive, and over the next twelve months will include the construction of a signalised intersection at the Green Link/Marmion Avenue intersection and Key Largo/Neerabup Road intersection. Development in the Central Precinct will continue to occur along Neerabup Road in an easterly pattern over the next three years. While timing for the commencement of development of the Coastal and Garden precincts is yet to be confirmed, it is currently anticipated that some development in the Western Precinct will occur in the next three years, while the development in the Garden Precinct is greater than five years off.

Initial residences are expected to commence moving into the estate in the first quarter of 2013, with the initial volume of house construction anticipated to closely reflect the rate of lot construction, being approximately 180-200 lots per annum.

The predominate needs of Catalina residents over the life of the development years will be connection to:



- Ocean Keys shopping area;
- Clarkson train station;
- Mindarie marina.

Given the relatively low volume of residents who will be occupying the estate over the next 2 years, it is necessary to consider the public transport requirements of residents over the short to medium term, as well as the long term.

### Short Term Requirements

Existing Transperth bus routes run north-south along Marmion Avenue connecting the Currambine and Clarkson train stations. These bus routes also provide the opportunity to access the Ocean Keys shopping precinct. There is also a high frequency of buses moving between Marmion Avenue and the Clarkson train station along Ocean Keys Boulevard, however, the majority of these buses service the residential areas to the north of Ocean Keys Boulevard and are therefore not accessible to the future Catalina residents.

The priority for Catalina residents in the short to medium term should be a high level of connectivity to the Ocean Keys shopping precinct and the Clarkson train station. By prioritising these two destinations, in particular the Clarkson train station, residents will be able to tap into the greater level of public transport infrastructure provided by the northern suburbs rail line. The most practical and effective method for accessing these areas is utilising the existing Transperth network, by seeking to have existing bus routes deviated through stages 1 and 2 of the estate.

### Long Term Considerations

Once the Green Link is fully developed with connections complete at both ends of the estate, and the estate has a critical mass of residents, the final public transport initiatives can be implemented.

The Catalina structure plan identifies three types of transport networks as having the potential to fulfil the requirements of residents. These are a standard Transperth bus system, a developer funded Special Transit System network, and a light rail network or tramway. The second two options, while potentially providing an improved level of service both in terms of frequency and connectivity, will have financial and other impacts which need to be considered carefully before proceeding.

### Next Steps

Residents of Catalina will require an extension of the existing Transperth public bus route in order to provide connectivity to the Clarkson train station within the next one to two years. The ultimate planned route through the estate, the Green Link, will not be fully developed and therefore accessible for approximately ten years. To provide residents of the estate with effective public transport infrastructure while the project is under development, it will be necessary to implement a network of temporary routes through the estate to provide connectivity to the Clarkson station.

The PTA is an important stakeholder in this process and engagement with the authority will be necessary to achieve an optimum outcome for the development. A number of opportunities exist to deviate existing Transperth bus routes through the Catalina estate to link residents to the train station and adjacent shopping areas. These opportunities exist along the main arteries of Marmion Avenue and Key Largo Drive.



It is foreseeable that public transport will be required to be incorporated into Catalina by late 2013 to cater for the initial residents of the estate. It will therefore be necessary to engage the PTA immediately to ensure that their planning can accommodate these residents.