Waterford Plaza Shopping Centre

“The largest Shopping Complex in the City of South Perth”

Light Rail / Transport Strategy

Corner of Kent Street and Manning Road (opposite Curtin University), South Perth
A quality retail and lifestyle destination through the development of a contemporary and accessible shopping complex.
Understanding Waterford Plaza facts

Pre-development (pre 2009)

• Upwards of 40,000 visitations per week
• Approximately 11,000 vehicle movements per day
• 77,000 vehicle movements per week

Redevelopment (post 2011)

• Increase in car bays from 595 to 800
• Increase in retail space from 7800sqm to 12,850sqm
• Increase in specialty tenancies from 32 to 62 retailers
• Second major Supermarket

Future (post 2015)

• Estimated 100,000 visitations per week
• Estimated 150,000 vehicle movements per week

25 February 2011
Public transport is an important component to achieving the vision of the new Waterford Plaza Shopping Centre

- Reduces demand for car parking
- Improves access for residents and workers
- Improves access for shoppers

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Existing public transport services are out of date and do not meet the needs of the expanded Centre.

Key issues include:

• Poor location of bus stops
• Safety of bus stop locations
• Access for people with physical impairment
• Poor public transport integration within the Bentley Technology Precinct and surrounding area
• Frequency
• Traffic congestion
Regional Growth Corridor

Several significant projects could increase the centre’s population catchment by 58,000 people and generate significant demand for public transport on key transport routes.

- Expansion of Curtin University on-campus student housing and facilities including 15,000 additional students (5,000 on campus)
- Expansion of the Bentley Technology Precinct (BTP) including 10,000 new residents, 30,000 new workers and 10,000 new students
- Canning Bridge TOD development including an extra 3,000 residents

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Understanding the strategic location

Waterford Plaza is centrally located between Cannington and Applecross and services suburbs in

• Town of Victoria Park
• City of Canning
• City of South Perth

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Understanding the challenge

Regional Growth Constraints

Transport will be a primary growth constraint in the region.

- If only third of the expected new residents, students and workers use a vehicle, it will still increase the number of vehicles in the area by 19,000! This will result in:
  - Congestion on major roads and residential streets
  - Increasing parking fees
  - Insufficient car parking capacity
  - Car parking facilities that compete with sustainable development opportunities

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Planning for the future

Current Planning

There are two studies currently being considered by government.

1. The bus / light rail route down Henley and Jackson (Proposed in 2008 by Transcore)

2. The Knowledge ARC light rail route down Manning Road (Proposed in 2010 by the Curtin University Sustainability Policy Institute)

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Planning for the future
Planning for the future

Knowledge ARC Manning Road Route

- Sustainable
- Services a large catchment area with significant population growth potential
- Meets future demand for quality, efficient and affordable public transport
- Links Canning Bridge to Curtin University and Technology Park
- Route is on significant roads limiting the impact on residents
- Logical extensions into Melville, Cannington and Subiaco

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Planning for the future

Knowledge ARC

- Light rail is gaining community and government support
- Light rail services the local catchment area
- The route allows for the integration of transport services in the area, particularly to the BTP
- It uses Manning Road, the major road designed to carry high volumes of traffic between the freeway and Curtin University
- Will increase public transport services to Waterford Plaza Shopping Centre
- There is a logical evolution from buses to light rail on this route

Henley / Jackson Route

- Highly contentious
- Does not service residents in Waterford, Manning, Karawara or Salter Point by-passing 10,500 residents!
- Does not integrate transport routes between Curtin, BTP, Waterford Plaza and surrounding suburbs
- Current road configuration, proximity of residents and land use is incompatible with high frequency bus service / light rail
- Will result in a reduction of services to Waterford Plaza and Manning Road
- Does not reduce local car usage

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Planning for the future

Manning and Kent - Current

Manning and Kent - Potential

Waterford Plaza
Curtin University
Light Rail Stop

Curtin University
Waterford Plaza

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Being pro-active

Waterford Plaza’s activities:

• The Centre’s current involvement in transport planning dates back to 2007 when the Centre expressed grave concerns regarding the proposed Henley / Jackson route.
• Provided data and statistics to inform the local route of the Knowledge ARC concept
• Sent letters supporting the Knowledge ARC to key local and state government decision makers in 2010
• Continues to liaise on transport issues with key local stakeholders including Curtin University and Technology Park.
• Monitoring community opposition to the Henley / Jackson proposal.
• Will proactively promote the use of Manning Road as the primary transport route between Curtin University and Canning Bridge Train Station.

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Managing risk

The risk of doing nothing is . . . .

Waterford Plaza Shopping Centre becomes the preferred car park for tens of thousands of university students and workers, crowding out legitimate shoppers, undermining a $40m vision and the longer term sustainability of the Centre.

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