



Additional documents

Ordinary Meeting of Council

Wednesday, 10 June 2020 6.00 pm

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C2006-4 FREMANTLE LOW SPEED CENTRE

Additional officer information

To provide further information in relation to the recommendation, please find attached an indicative map of the proposed area for a Fremantle Low Speed Centre (the proposal is to reduce the roads highlighted in orange from 40km/hr to 30km/hr). Officers have not included this in the report recommendation in order to give flexibility when entering in to discussions for this proposal/application with Main Roads WA.



C2006-8 FREMANTLE CAT BUS SERVICE

Proposed amendment submitted by Cr Andrew Sullivan

To amend the first part and add a new part to the officer's recommendation, with the changes shown below in red strikethrough, and green text:

Council authorises the Chief Executive Officer to request the Public Transport Authority to agree to a variation of the agreement relating to provision of the Fremantle CAT bus service to:

1. Cease operation of the Red CAT service; and
2. Reduce the frequency of service of the Blue CAT by 50% (i.e. a bus every 20 minutes instead of current every 10 minutes)

for a period of 12 months, with effect from the earliest practicable date in the 2020/21 financial year, subject to the agreement committing the PTA and City to reviewing the level of service (including the option of reinstating the current level of service on either or both services) ~~at~~ prior to the end of that period.

Council acknowledges the high level of patronage the Fremantle CAT buses have enjoyed. Subject to a more equitable funding model, the Council would prefer the services to be retained in some form. Prior to the finalisation of the 2021/22 budget the Chief Executive Officer (CEO) shall explore the following matters and actions with relevant stakeholders and further community engagement:

- a. Local governments do not traditionally provide public transport services. The City of Fremantle has a comparatively small rate base on which to draw the funds to operate CAT services. The only other jurisdictions that operate CAT services, namely the cities of Perth and Joondalup, enjoy funding from State legislated parking taxation, or at least a greater level of State funding. The City of Joondalup, with its much larger rate base, is the only other agency to directly fund a CAT service from rates and its contribution in percentage terms is significantly less. Action: The CEO to request the State government to look more favourably at funding the bulk of the Fremantle CAT services;
- b. The current funding model sees the City of Fremantle paying for the delivery of the bulk of the physical service (60%), with the Public Transport Authority (PTA) mainly funding the administrative costs (40%). Many users of this 'free' service continue on their journey to catch other fare paying PTA services. In essence, these transferring passengers are already paying the PTA to use the CAT service as part of their multi-zone journey. Additionally, the PTA does not provide sufficient 'park-n-ride' facilities at Fremantle Station and many PTA patrons utilise the City's peripheral parking and CAT services to compensate for the inadequate facilities at Fremantle Station. Action: The CEO to request the Minister for Transport to agree to a variation to the funding split.

- c. The CAT services meet an important tourism role in providing a free and legible service for tourists to explore areas of interest around one of the State's key tourism attractions. Tourists regularly praise the great service on offer. Action: The CEO to request the Minister for Tourism to seek State assistance to provide this essential service to tourists;
- d. The CAT services are used frequently by students attending the University of Notre Dame Australia (UNDA) and TAFE. The students take advantage of the free parking available on the periphery of the city centre. Unlike the Joondalup CAT that is part funded by Edith Cowan University, there is no contribution from higher education providers for the Fremantle CAT service. Action: The CEO to request the Minister for Education and UNDA to work with the City to explore funding mechanisms that will enable the service to be available to their students;
- e. The CAT service is used by people seeking to utilise the cheap or free long-term parking available on the periphery of the city, including in South Fremantle. This places considerable pressure on parking that would otherwise be available to meet local commercial and recreational needs. CAT users also compete for the limited on-street parking available for residents. Options to include additional time-limited parking and some long stay paid parking options in areas serviced by the CAT buses have been explored by the City but not yet implemented. Action: The CEO to prioritise parking investigations in areas serviced by the CATs with the aim of generating additional funding mechanisms for these services.
- f. The CAT routes were determined over a decade ago to meet the identified tourism and parking needs. Patronage of the two services varies significantly with the Blue CAT gaining a significantly greater share of the overall usage. The Blue CAT route serves a comparatively small catchment area by nature of the closeness of Marine Terrace and South Terrace. Options to merge the routes and/or vary the routes have previously been recommended but not implemented. Action: The CEO to explore modifying the routes so that they are more cost effective, and to increase the catchments served.
- g. Rockingham is served by a quasi-CAT style service that provides a high frequency shuttle service between the rail station, city centre and town beach areas. It is branded and marketed quite similarly to the CAT buses but is a low-cost fare-based service provided by the PTA. Action: The CEO to liaise with the PTA to explore the option of converting the Fremantle CAT services to a low-cost, high frequency shuttle service;

- h. The City provides a number of services that are seen as unique to residents and ratepayers in defined areas of the city. These services include the CAT buses that only serve Fremantle and South Fremantle, and verge mowing that serves areas such as White Gum Valley. The services are funded from general revenue, are paid for by all ratepayers, but only advantage some. Action: The CEO to investigate alternative funding models to generate revenues for area specific services, including the option to establish special area rates.**

Reason for change:

To identify a series of matters and actions for further consideration over the next year. In essence, if we can find an alternative and more equitable funding model, I am very keen to retain a CAT-like service in one form or another.

C2006-8 FREMANTLE CAT BUS SERVICE

Proposed amendment submitted by Cr Rachel Pemberton

To add a new part to the officer's recommendation, as shown below:

A full review of the CAT bus service will be undertaken during the 2020/21 financial year, in consultation with the Chamber of Commerce, the Destination Marketing Working Group, major local attractions and the State Government, to consider appropriate level of service or alternative operational and funding models, including a free transit zone.

Reason for change:

Undertaking a comprehensive review with key stakeholders may get the City a better and more cost effective/efficient service in the long run.

C2006-8 FREMANTLE CAT BUS SERVICE

Proposed amendment submitted by Cr Adin Lang

To add a new part to the officer's recommendation, as shown below:

Request the Public Transport Authority make the CAT a tag on/off service.

Reason for change:

As noted in the Curtin University study into the CAT and recommendations;

*The CAT is often used for those commuting and alighting to the train (ca. 250 passengers per day). This means at least 65.000 passengers are using the CAT per year, but continuing on a fee-paying journey, so the free CAT has no financial benefit for them.

*Approximately 120.000 A\$ could be saved if CAT were "tag on/tag off", free to use within the defined zone, i.e., if Fremantle did not pay for those travelling further.

C2006-8 FREMANTLE CAT BUS SERVICE

Alternative recommendation submitted by Cr Marija Vujcic

Council supports maintaining the current level of service on the Blue CAT and Red CAT bus routes in 2020/21 and will consider including adequate funding to do this (approximately \$670,000) as part of its consideration of the 2020/21 budget.

Reason for change:

The current CAT bus services provide a valuable service to the community, tourism and activation of the local business hub. The CAT bus services actions our City's Strategic Community Plan 2015-2025 and the Greening Fremantle Strategy 2020 and should be maintained without any changes throughout 2020/21.