Moving People in Perth- The transport system for the future- overview

23 October 2013 by Craig Wooldridge, Director Network Planning (Moving People)
Transport Portfolio
Organisational Structure

Minister for Transport

Commissioner Main Roads WA
CEO Public Transport Authority
Director General - Transport
Reece Waldock

Director, Office of the Director General
Richard Barrett

Deputy Director General
Policy Planning and Investment
Sue McCarney

Managing Director
Transport Services
Nina Lynne

Managing Director
Main Roads WA
Stephen Troughton

Managing Director
Public Transport Authority
Mark Burgess

Department of Transport
Main Roads WA
Public Transport Authority

Port Authority Boards

Broome Port Authority

Port Hedland Port Authority

Dampier Port Authority

Geraldton Port Authority

Fremantle Port Authority

Bunbury Port Authority

Albany Port Authority

Esperance Port Authority
Emerging Challenges by 2031

- Relatively low urban density
- Long narrow development corridor
  - 100 km north south
  - 25 km east west
- Limited north-south river crossing points
- The road and public transport system will be stretched by the tail end of the 2020’s
- The Perth CBD will still be a strong employment attractor
- Activity Centres will take time to develop an economy of scale
- Perth 3.5m in the next body of work
Transport Growth

- Congestion Cost
- Road Freight
- Vehicle Kilometres Travelled (vkt)
- Population
Smart Transport Planning

Congestion

Increase capacity (Supply)
- Build
- Improve Operations
- Mode Shift

Manage demand
- Change Behaviour
- Charging Mechanisms
- Regulation

Cars | Trucks | Walking | Cycling | Motorcycles | Public Transport | Taxis
Congestion management approach

- Invest in public transport
- Optimise road network efficiency
- Expand the road network
- Demand management
- Future planning and integration
Delivering Perth’s public transport

- Transperth- Perth’s integrated multi-modal bus, train and ferry system
- Mode, ticketing, fare and land integration
- Broad modal split currently (boardings):
  - 55.9% on bus network
  - 43.7% on rail network
  - 0.4% on ferry service
- State Government retained ownership/control of the network and fleet
Public transport growth to 2011/12

- **Bus**
- **Train**
- **System (including ferry)**

![Graph showing the growth of public transport boardings from 1969/70 to 2011/12.](image-url)
Public transport investment

Three-tier network of services:

1. Trains – Primary mass transit service

2. Road based ‘rapid transit services’
   - Frequent services operating all day
   - Full priority over general traffic
   - Larger capacity vehicles
   - Convenient interchanges for transfers

3. Regular bus services – local coverage and feeder services to main transport spines
MAX (Metro Area Express) Project

- Phase 1 project includes Mirrabooka to Perth CBD via Alexander Drive/Fitzgerald Street and east/west links to QEII and Victoria Park

- Potential Phase 2 extensions include QEII to UWA and Victoria Park to Burswood and Curtin University
Trains – Primary mass transit service

Airport Rail

- The $2.015 billion Airport Rail Link will run off the Midland Line near Bayswater
  - $5 million in 2013/14 for project planning
  - $174 million committed for the next four years
  - Works to commence in early 2018 with completion around 2021
Optimising network efficiency

- Managed Freeways
- Active Traffic Management
- Intelligent transport systems (ITS)
- Real time information
- CCTV active network monitoring
Active Traffic Management

Informed decisions and action

- Incident Response Service
- More ‘eyes on the road’ with CCTV
- Advance information with variable message signs
- Real time traffic signals monitoring
- Improved traveller information
TransPriority

- Plan a network, not corridors
- Develop priority routes for all modes
- Plan improvements along priority routes
- Implement operating plans
- Link with and support land use
Planning a TransPriority Network

- Reduce travel demand by linking transport and land use planning
- Encouraging high occupancy travel models
- Encouraging cycling and walking
- Making existing roads more efficient
- Road hierarchy and classification
- Facilitating access and mobility for freight on appropriate routes
- Targeted investment in road improvements/extensions
Expand the road network

• Selectively widen freeways where possible

• Grade separation – road/road, and road/rail

• New roads, widening and improving intersections
Cycling

Total Cycle Trips on PSP's to/from Perth CBD
Future transport and land use planning

Linking transport and land use planning:

- Working collectively on higher densities around public transport nodes and corridors
- Pursue mixed use development and self sufficiency of employment
- Protect transport corridors
- Developing and model future scenarios for city of 3.5million
- Be innovative and embrace change
Moving Freight

- increased demand for freight transport providers and networks
- increased pressure on transport infrastructure – road and rail
Metropolitan Freight and Intermodal Plan

- Strategically built industrial areas
- Access to key transport corridors
- Manage road freight traffic
- Ensure rail system has sufficient capacity for the future
- Accessible, safe and secure system
Planning for Beyond 2031

- The need for longer term planning
- Large investment in public transport
- Increase in freeway standard roads
- Wider focus for road investments
- Demand management for the Strategic Activity Centres
- Define the transport network and system for a city of 3.5 million
Thank you and questions?