Public Transport Authority

# Public Transport Authority Perth

**Council of Tramway Museums of Australasia (COTMA) Conference**
**Sunday September 16 2018**
**Mark Burgess**
**Managing Director**

# Public Transport Authority

- PTA is a hybrid model
  - some functions performed in house
  - some functions outsourced

- Outsourced functions
  - typical mix/balance is 3 external contract staff to each PTA staff member
  - have clear specifications and are monitored by contract management and have clear, measurable KPIs
  - PTA retains control of systems
  - PTA generally retains ownership of infrastructure

# The PTA business

Responsible for all WA Public Transport:

## Perth



1,532 buses

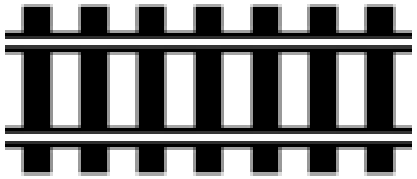


309 railcars

(operate as either 6 or 4 car sets – 7 more 3 sets coming)



2 ferries



181km +

8.5km FAL track;

OLE, power, signalling



72 +

3 FAL stations

## Country

- 948 orange school buses
- 155 regional town buses
- Transwa 22 road coaches and 14 rail cars

# The PTA's Main Business

- The PTA has two brand names operating public transport.
- The **Transperth** bus, train and ferry network in wider Perth.
  - **TransRegional** coordinates town public bus services in 14 major towns in regional WA.
- The **Transwa** regional train and road coach service, serving 275 locations in the lower half of WA.

- Beyond the two **brands, the PTA also controls 948 contracted school buses around the State – these are free on an entitlement basis; they are not commercial and are not marketed as a brand.**
- **To make all this happen**, PTA has lots of support functions including construction, maintenance, communications, human resources, public relations, etc.

# Transperth Bus System

- Three contractors provide bus services across 11 bus contract areas
- 1,532 buses – approximately 2400 bus drivers
- Government owns the bus fleet, bus depots and ticketing system
- On a typical weekday Transperth operates 16,918 bus trips and 336,000 boardings – bus annual total 80.017 million boardings (2016/2017)
- On a typical weekday Transperth trains operates 1085 train trips and has 240,000 boardings – train annual total 60.3 million boardings (2016/2017)
- Modal split of total boardings is 57% on buses and 43% on trains (less than 1% on ferries)
- Average bus passenger trip is 5.12 km while the average train passenger trip is 18km.
- Very successful contract model since mid 90's – Government ownership of assets with long term commercial service contracts and patronage sensed performance incentive.


Transwa
Prospector


NOT IN SERVICE
000
TELL THE KIDS TO
GET STUFFED



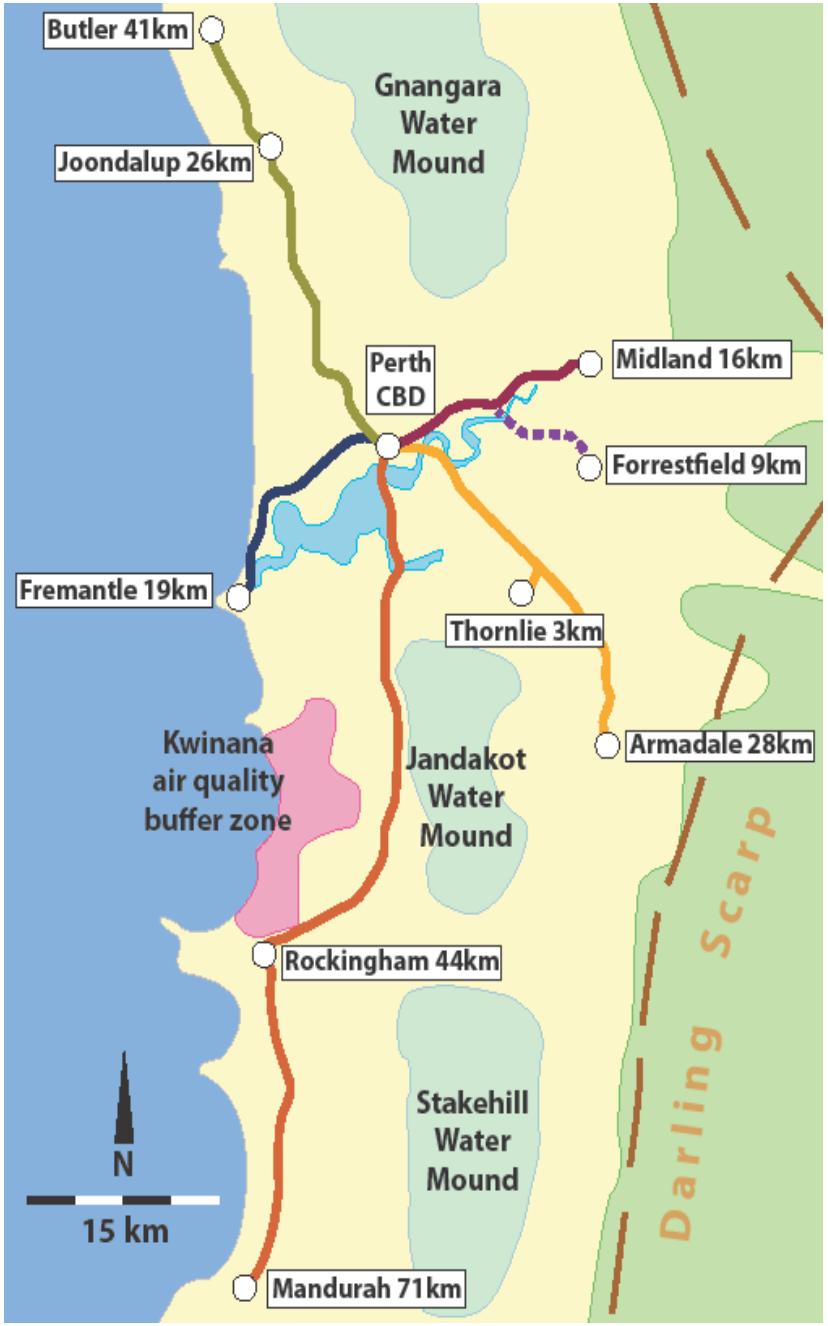





Transwa
Irizar
Bringing WA closer
TRANSWA01
Irizar
Irizar

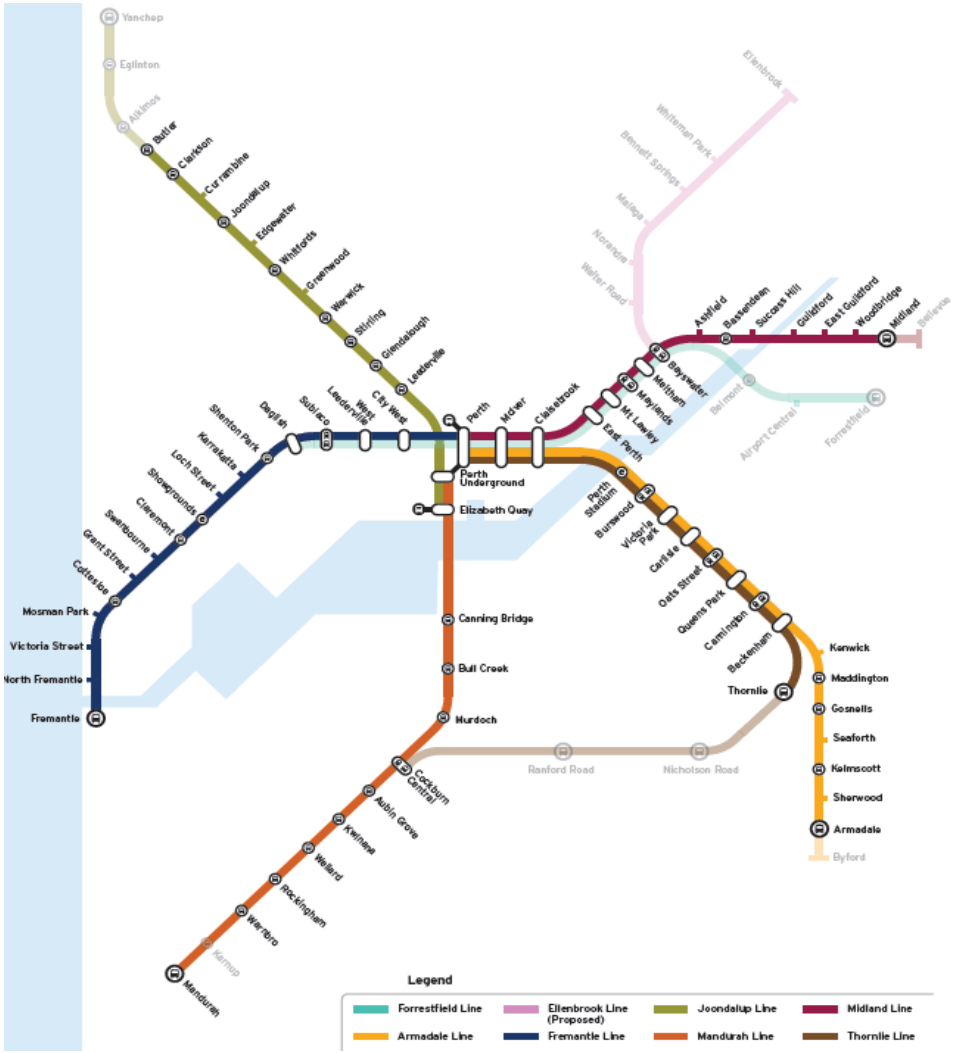
# Focus on Perth and the Transperth Integrated System – Linking Modes:

- Perth an elongated north-south city hugging the coast – 130 kilometres north-south
- Three “heritage” train line corridors from the 1880s-1890s (Fremantle, Midland, Armadale)
- The more modern high speed northern line (Joondalup) and southern line (Mandurah)
- North-south lines with majority of boardings have high degree of bus/train integration



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# METRONET




| Stage 1 Projects |
| --- |
| Complete Forrestfield-Airport Link |
| Thornlie-Cockburn Link |
| Yanchep Rail Extension |
| Morley-Ellenbrook Line |
| Byford Rail Extension |
| Midland Line Rail Extension |
| New Midland Station |
| Karnup Station |
| Level crossing removal project |
| Rail car procurement |

# The Journey - Rail route



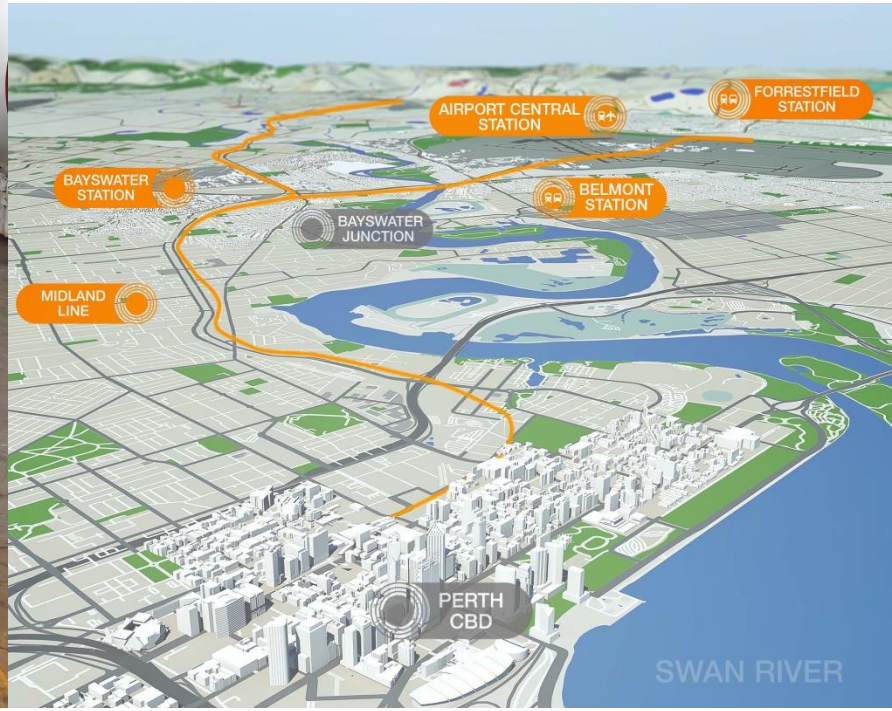

The Forrestfield Line will spur east off the Midland Line, just past Bayswater Station.

The chosen route provides the best solution to service the future Consolidated Airport precinct and the development potential of the surrounding areas.

# Tunnels




Total 8 kilometres of twin bored tunnels. Longest rail tunnels in WA – they will take approximately 2 years to construct. Reduce surface impacts during and after construction.



Abernethy Emergency Egress Shaft works






Carolyn Way - Precast Segments Curing

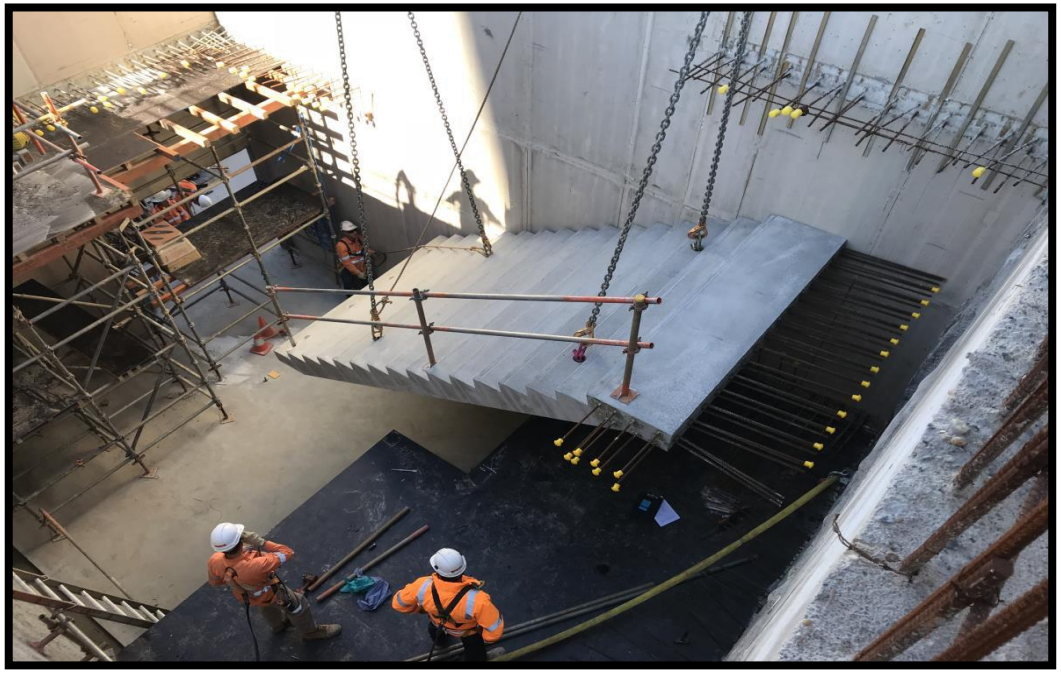


Tunnel 2 - RAC Cross Passage

**Airport Central Station - Ground Columns Concreting Works**



**Airport Central Station – Stair 5 lift installations**



**Bayswater – Curing of Midland Line Overpass Slab**



**Bayswater – Excavation Works in Retrieval Box**



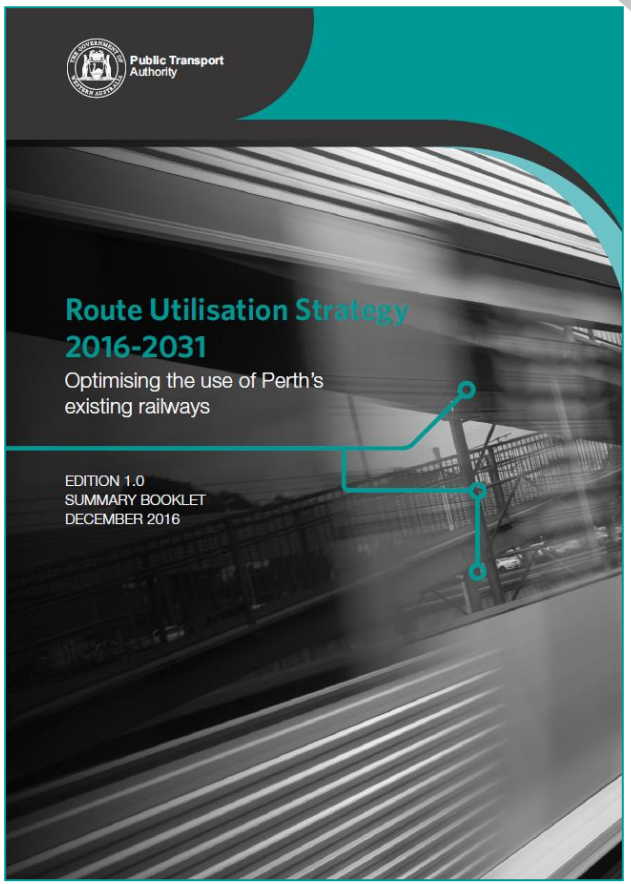
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# Proposed New Stations

| Line | METRONET<br>New Stations | Length Km | Level Crossings |
|---|---|---|---|
| Thornlie | 2 - Nicholson Road, Ranford Road | 17.5<br>**(DG freight - 11)** | - |
| Joondalup | 3 - Alkimos, Eglinton, Yanchep | 13.8 | - |
| Ellenbrook | 6 - Morley, Noranda, Malaga, Bennett Springs, Whiteman, Ellenbrook | 21.5 | ** Note – stations subject to further analysis |
| Armadale | 1 - Byford | 6.0 - 8.0 | Wharf Street, Oats Street and Denny Avenue |
| Midland | 2 - Midland (Cale St) and Bellevue | 2.5 | Caledonian Avenue |
| Mandurah | 1 - Karnup | - | - |
| | 14 Stations | 63.3 km Track | |
| **NewMetro Rail Project** | **13 – Perth Underground, Elizabeth Quay, Canning Bridge, Bull Creek, Murdoch, Cockburn, Kwinana, Wellard, Rockingham, Warnbro, Mandurah, Clarkson, Thornlie** | **85km Bored Tunnels** | **7 Road Bridges, 6 Rail Bridges, 1 Footbridge, 3 Tunnels, Bored Tunnel, 3 Feeder Stations, 2 Depots Escalated Cost $2.1 billion** |

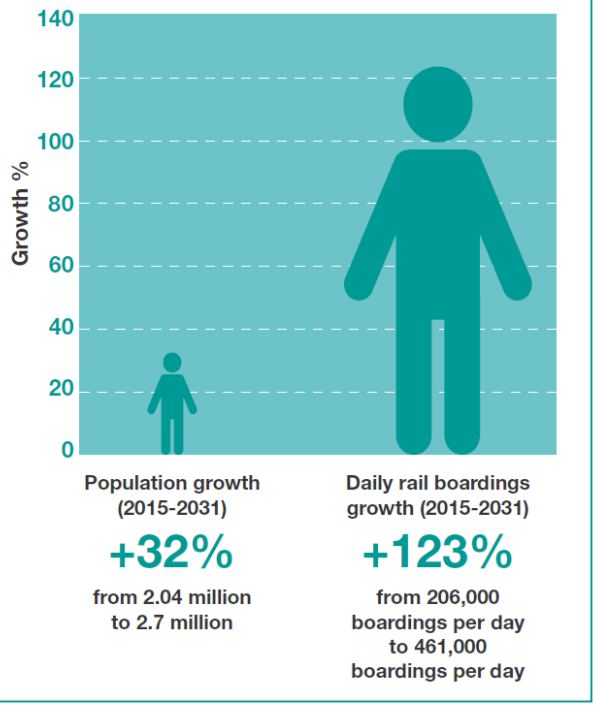
# The PTA RUS

- Released in December 2016 to WA Transport Portfolio and Treasury
- Comprehensive strategy for investment planning
- Priority is to maximise utilisation of existing infrastructure and rolling stock capacity
- Looks to 2031 and beyond
- Presents a consistent business planning message
- Will evolve to suit business approach, with regular updates



# 2031 forecasts

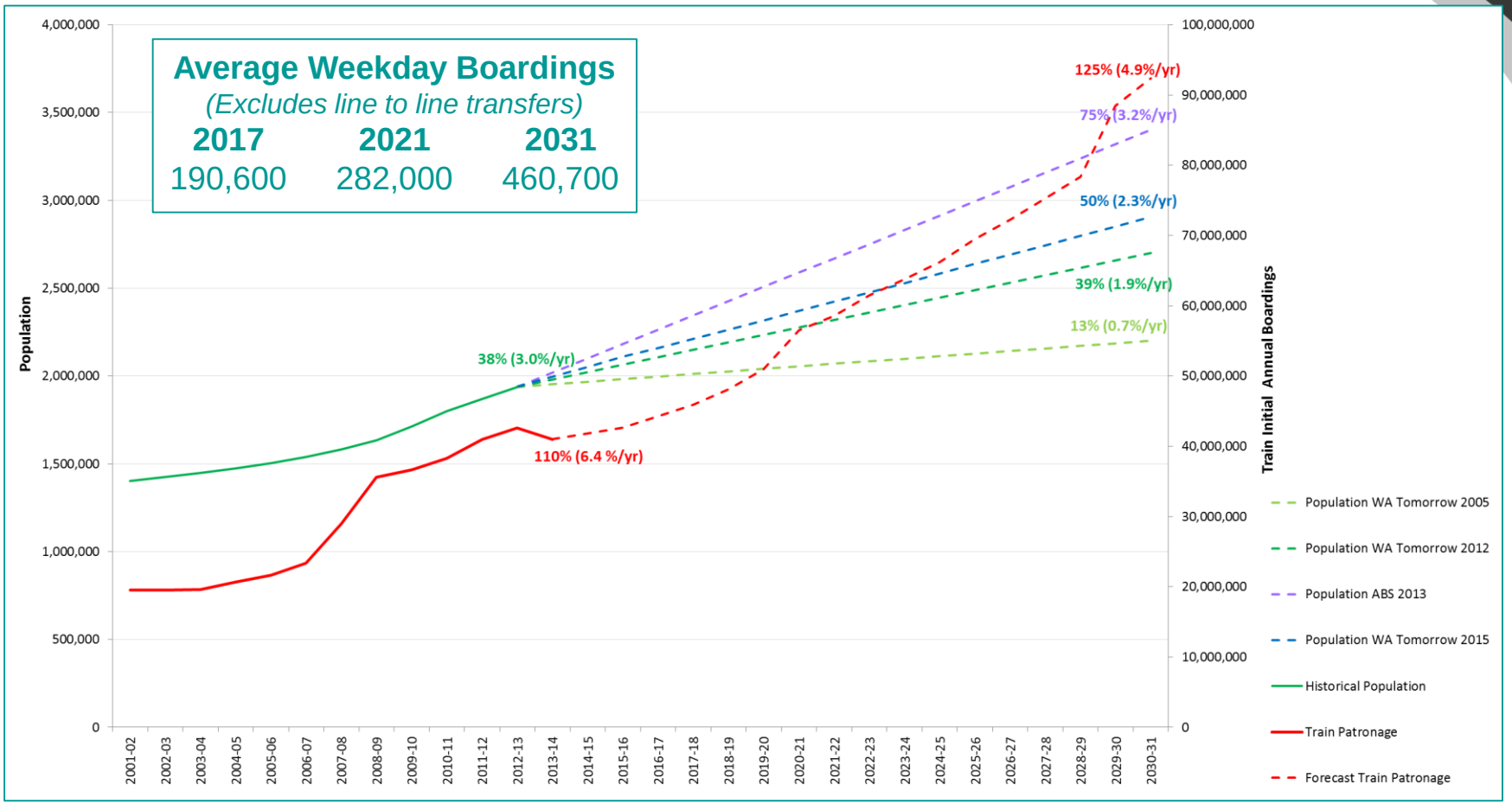
## Population and daily boardings



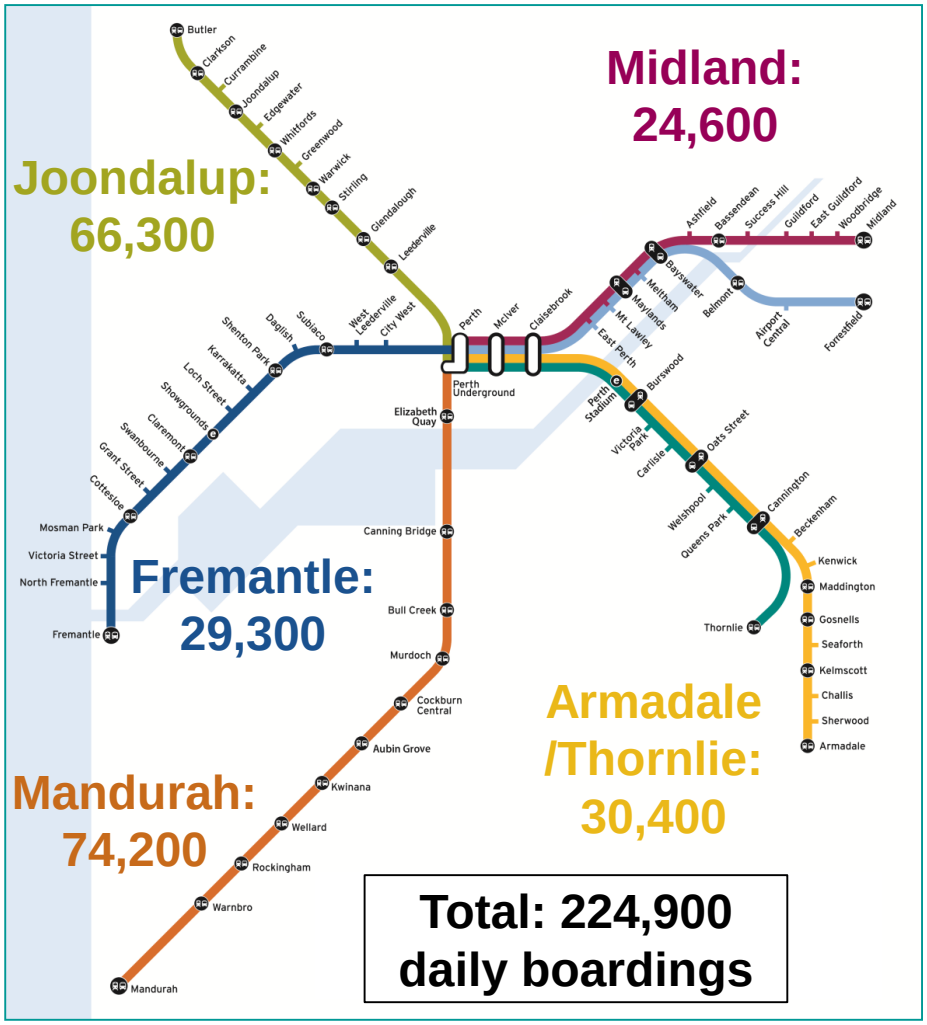

## AM peak hour boardings and Highest Volume Section

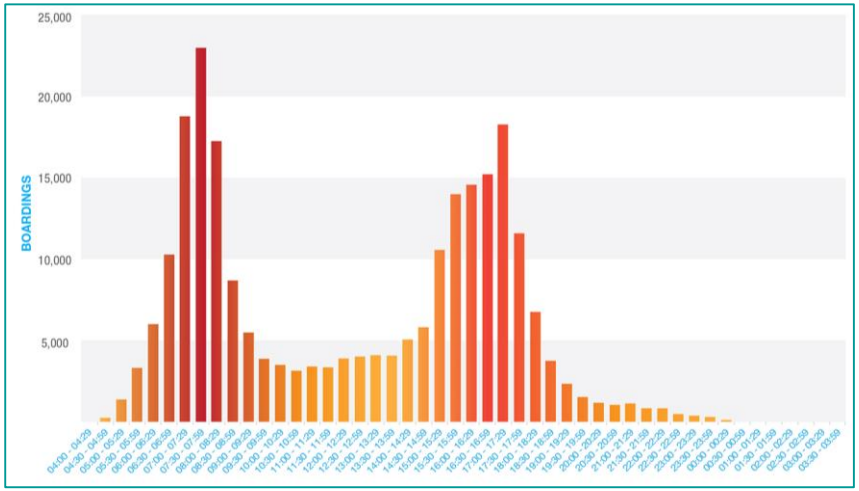
| | Peak hour boardings | | Highest volume section | |
|---|---|---|---|---|
| | 2014 (actual) | 2031 | 2014 (actual) | 2031 |
| **Joondalup** | 11,900 | 22,400 | 10,200 | 18,300 |
| **Mandurah** | 10,900 | 25,900 | 8,700 | 19,600 |
| **Midland** | 4,300 | 14,400 | 3,700 | 12,600 |
| **Fremantle** | 3,500 | 5,000 | 2,200 | 3,100 |
| **Armadale** | 5,500 | 15,500 | 4,300 | 11,500 |
| **Total** | **36,100** | **83,200** | **29,000** | **65,000** |
| | | **x 2.3** | | **x 2.2** |

# Population vs. patronage



# Existing




Train boardings over a 24-hour period demonstrate a compressed morning peak

Average weekday patronage (total daily boardings) (March 2017)

# The Former Metro Area Express (MAX) Light Rail Network

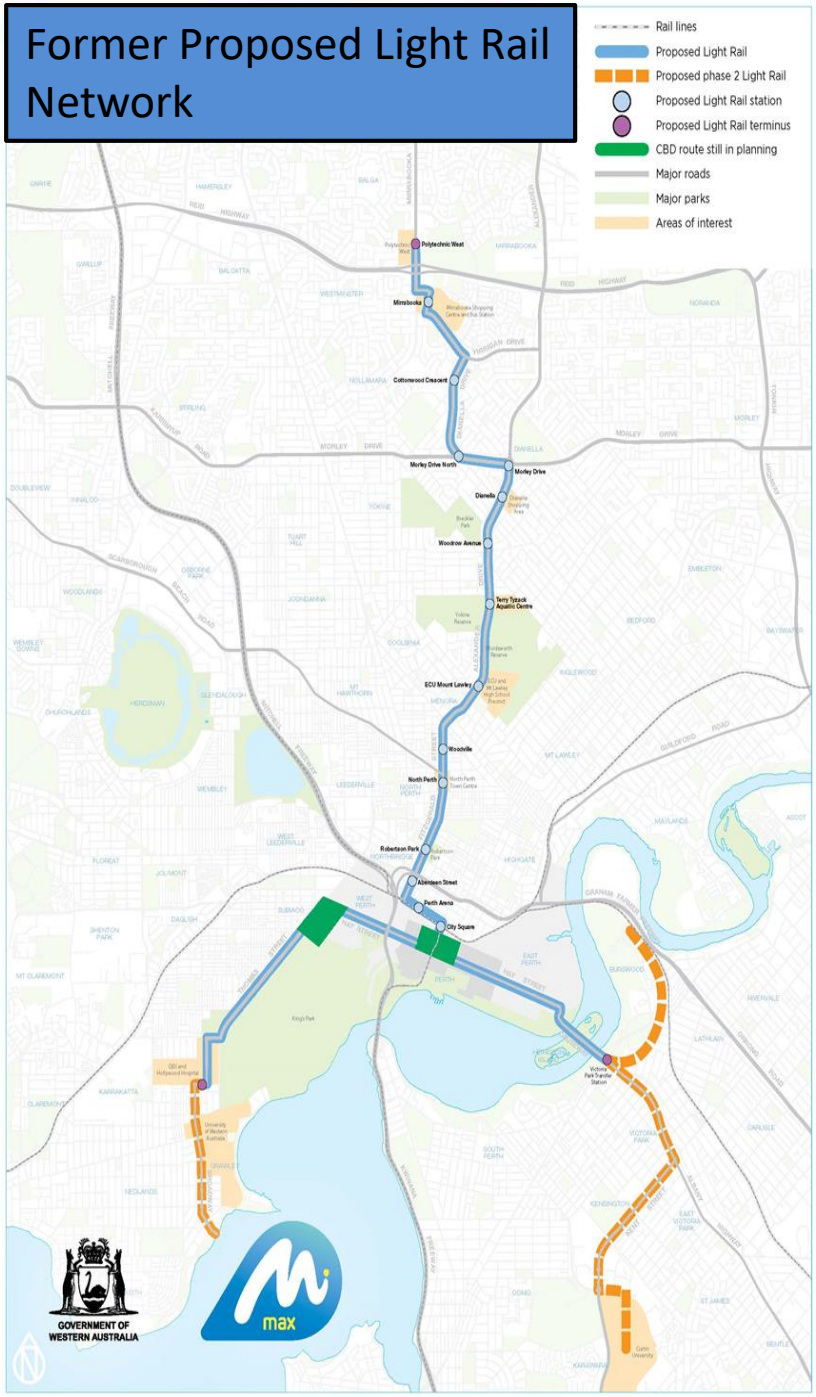
The first stage of the proposed MAX network involved a 22km-long route including a section between Polytechnic West campus in Balga and City Square in the Perth CBD, and branch lines from City Square to the QEII Medical Centre (QEIIMC) and the Causeway in Victoria Park.

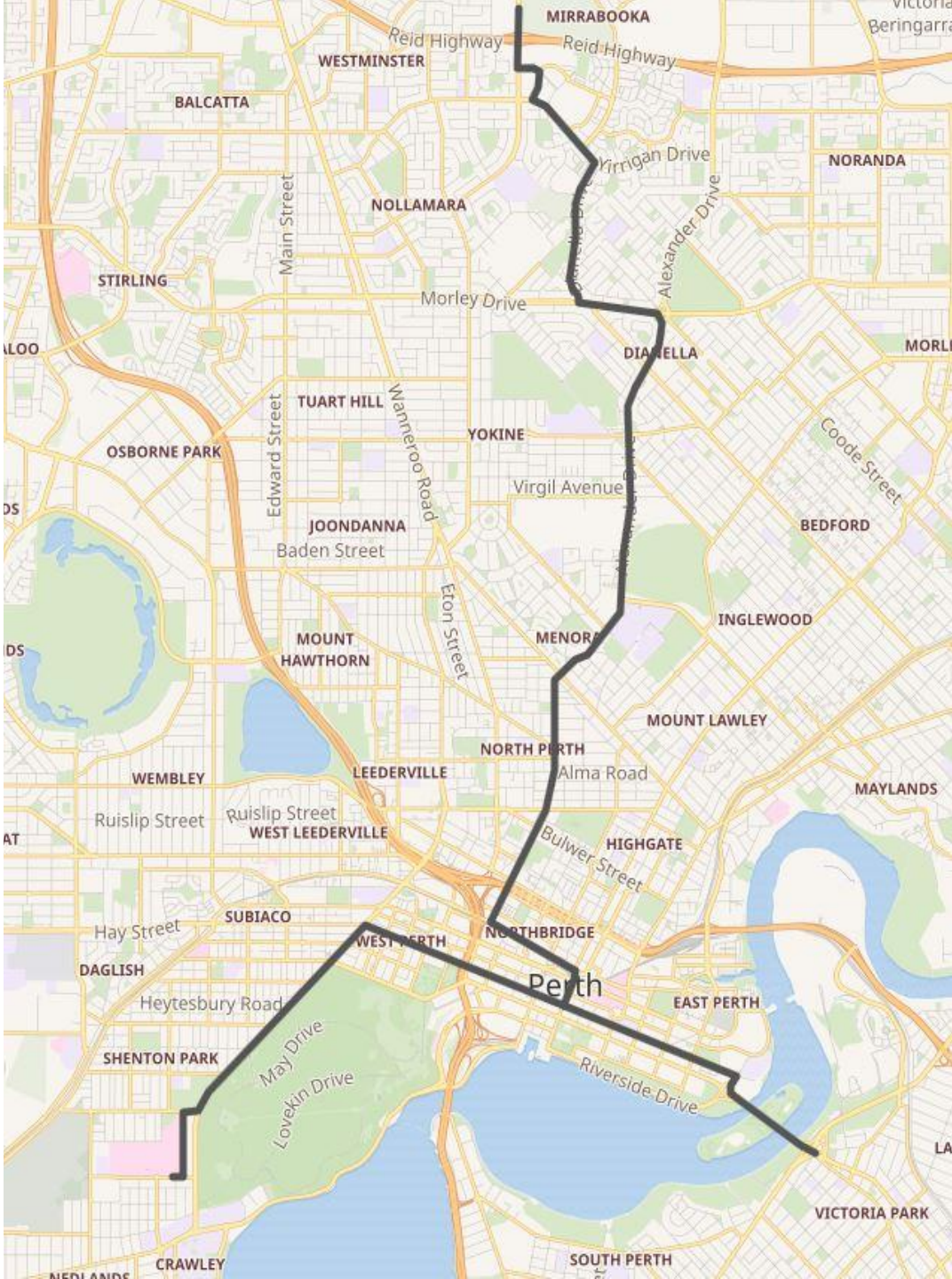
The planned route passed through Alexander Drive and Fitzgerald Street, connecting key destinations including Mirrabooka town centre, Edith Cowan University, Centro Dianella shopping complex and the North Perth town centre.

The proposed second stage extended the route in future from the QEIIMC to the University of Western Australia and from Victoria Park to Curtin University and the new Perth Stadium at the Burswood Peninsula.

The former light rail project was post phoned indefinitely by the previous Government and has no current status.

# Former Proposed Light Rail Network



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# Thank you

