



**The PTA's Route Utilisation Strategy (RUS), estimates patronage on the rail network will approximately double by 2031, putting pressure on the existing infrastructure used by passengers to get to the stations.**

To determine what future investment is needed to meet these access demands in a safe and efficient manner, the PTA is undertaking a Station Access Improvement Program.

Focusing on a preferred hierarchy of modes, being walking, cycling, bus, drop off and finally parking, the Program looks at how passengers currently access stations, barriers to using other modes, future access requirements and finally recommends a package of measures to accommodate access to stations in line with the PTA's growth projections and policies.

## THE CHALLENGE ↓

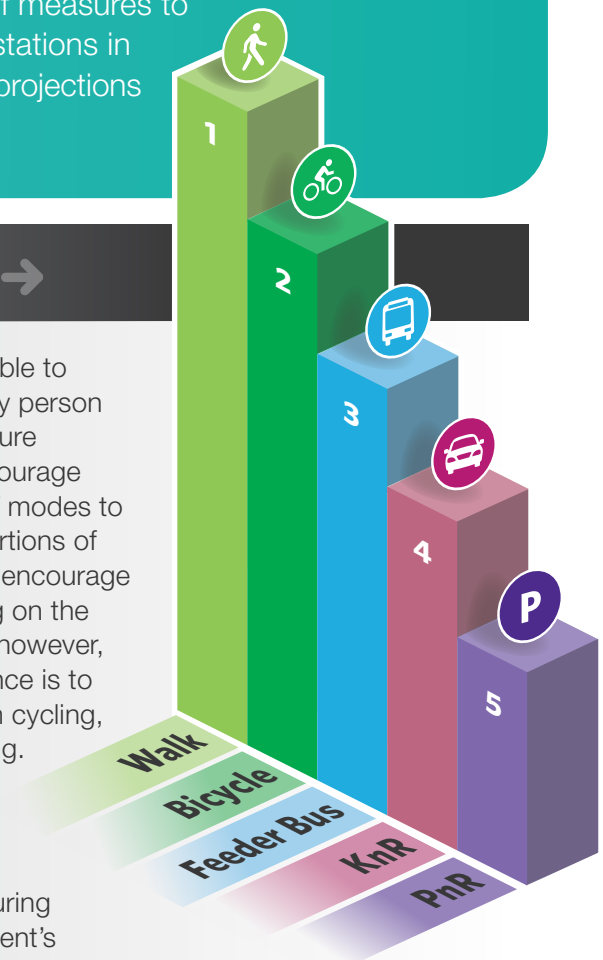
For **capacity** and **environmental** reasons, station access modes cannot be given equal priority and nor is it feasible to continue to expand station car parks indefinitely. With current levels of car ownership in Perth, even amongst passengers using bus feeder services, parking at stations is likely to always be at capacity.

If the current mode share to stations is maintained, more parking at stations will be required. With land constraints around the stations, providing a parking will be difficult and expensive, in particular. Therefore, other modes need to have increased attractiveness.

## THE OPPORTUNITY →

It is neither practical nor possible to provide a parking bay for every person who catches the train. The future planning opportunity is to encourage passengers to use a variety of modes to access the station. The proportions of each access mode we aim to encourage and facilitate varies depending on the type and location of a station however, the PTA's overarching preference is to provide firstly for walking, then cycling, bus, drop off and finally parking.

The success of this planning also lies in opportunities to integrate the station's access options with surrounding maturing land uses and Local Government's structure plans.



Station access hierarchy

# About the Program

Individually assessing and providing recommendations for each of the rail network's 71 stations, the Station Access Improvement Program looks at how passengers currently access stations, barriers to using other modes, future access requirements and finally recommends activities to improve access to stations and increase capacity of selected modes as required.



This involves reviewing existing patronage data, conducting passenger mode surveys and analysing future forecasts.

This data will help create individual strategies for each station. These strategies, tailored to the station's unique local challenges, will offer recommendations in three broad areas:

- 1. Infrastructure improvements**
- 2. Policy changes**
- 3. Activities to influence travel information and choices**

The Station Access Strategies will be developed in a staged approach across the network with a target completion of mid-2018.

## FREQUENTLY ASKED QUESTIONS

### How can local governments be involved?

The PTA takes a consultative approach when working with local governments. Surrounding the stations, Local Government Authorities are responsible for the local road network (excluding those roads managed by Main Roads WA) and the path network, which provides pedestrian and cycle access to the stations. For the Program to be successful, the PTA will need to work closely with all relevant Local Government Authorities to gain endorsement for each individual strategy.

### Is this a commitment to increase parking capacity at stations?

No. Although it may be appropriate to provide additional car parking at stations, the Station Access Strategy aims to review the potential future mode-share for stations across the network and provide recommendations on what, if any, investment is required to meet future demand, or encourage alternative modes of travel to the station.

### What actions will come from the Station Access Strategy Program?

The programme will develop a series of interventions for each station as well as network-wide recommendations for delivery by relevant stakeholders.

### Where does information about current passengers come from?

Along with Smartrider information, the PTA is currently conducting passenger surveys to establish the current mode split for each of the stations, that is, how passengers access each of the stations, along with issues faced by passengers during their journey to the stations. More information on the passenger mode surveys can be found:

[www.pta.wa.gov.au/projects/current-projects/station-access-strategy](http://www.pta.wa.gov.au/projects/current-projects/station-access-strategy)

## PROJECT INFORMATION

Project information will be regularly updated at [www.pta.wa.gov.au](http://www.pta.wa.gov.au)  
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**Public Transport Authority**