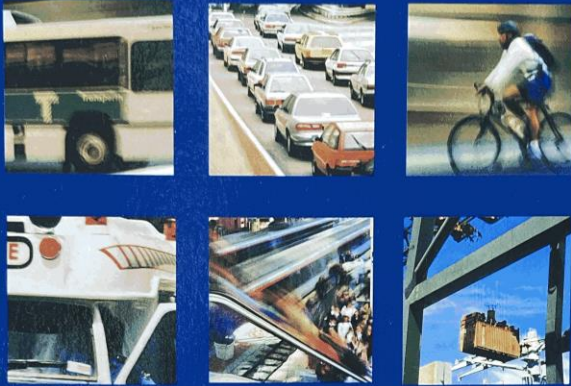


Metropolitan Transport Strategy



"Perth will be a place of vitality and well-being. There will be a sharing of spaces for living, work and leisure activities, which can be reached easily and safely by all members of the community".



The MTS

Background

Intent

Content

Evaluation

Lessons

Why develop a strategy?

- assemble resources and people**
 - capture corporate memory**
- identify key questions and challenges**
 - develop future directions**
- generate consensus, commitment, cooperation**
 - * it affects sector values and vision**

Problems are inevitable

... Or ...

‘Planning is everything, The Plan is less important ...’

1. Themes need to be broad but forward orientated
 - eg downplay low density vehicle use
2. Understand the power & direction of demographics
 - eg immigration, housing costs, increasing population
3. Recognise the inevitability of the unpredictable
 - eg focus on transport system resilience
4. Implementation generates new stakeholders

Some problems are inevitable

... Or ...

‘No strategy survives first contact with the enemy ...’

- **1. Political or key stakeholder changes will occur**
 - – **eg change of Government, economic downturn**
- **2. Not all changes or trends can be anticipated**
 - – **eg micromobility, on-line shopping, real-time delivery**
- **3. People’s interests and biases will prevail**
 - – **eg car love!**
- **4. Reality is real – eg Perth is not Vienna nor Denver**

This Strategy is the outcome of a series of transport and related planning initiatives which have recognised the need for a co-ordinated approach to transport planning and services and land use. Its heritage lies in:

- Plan for the Metropolitan Region: Perth and Fremantle (1955);
- The Metropolitan Region Scheme (1963);
- Perth Regional Transport Study (1970);
- Transport 2000 (1982);
- Metroplan - A Planning Strategy for the Perth Metropolitan Region (1990); and
- Transporting Perth into the 21st Century - the report of the Transport Strategy Committee on Future Perth (1992).

Metroplan contained proposals relating to achieving a sustainable urban region and identified several transport principles and the need for a Metropolitan Transport Strategy.

The Transport Strategy Committee on Future Perth comprised a broad representation of transport and community interests including State government agencies, local government, business and community organisations and academic institutions.

Background 1

MTS
is one stage in an
ongoing process
of strategy
and planning

Background 2

OK - But -

Why the MTS in 1994?

**The Minister wanted
to overcome ERC & Cabinet opposition to
infrastructure programs and investments.**

Players - Structural

WA Government

Ministers for Transport, Planning, Local Government

Agencies: All were represented on the MTS cover

DoT, MRWA, Transperth, Westrail

Port of Fremantle, Westrail ///// Planning: DPUD

Non-Government

Industry: Freight operators and users, Perth Airport, ...

Public: RAC, cycle groups, PWD, Environmental groups

Professional: IEA, PIA, ...

Players - Personalities

Eric Charlton

Richard Lewis

Stuart Hicks

Ken Michael

Kerry Sanderson

Westrail CEO

DPUD: Brett Hughes & John Chortis; Ian MacRae

DoT: Hugo Wildermuth, Ian Ker, Emmerson Richardson

George Hackett MRWA

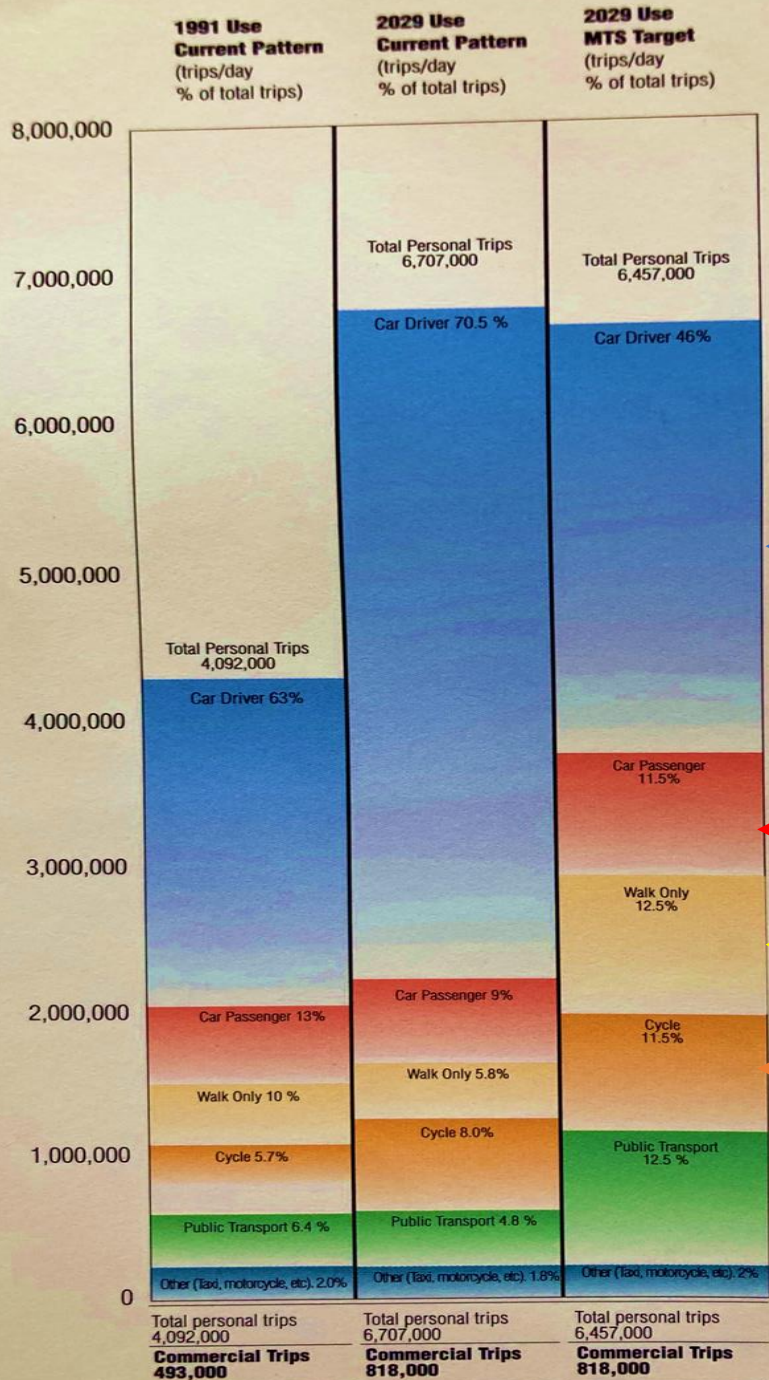
The MTS recapitulated the main themes of earlier strategy and planning processes:

- Increased co-ordination**
 - Greater integration**
 - Improved efficiency**

Basic values and changes:

- **Car travel will dominate, but this is undesirable**
- **Promote public transport, cycling and walking**
- **Service and freight traffic will grow**
- **Ensure efficient regional gateways**
- **Coordinate investments**
- **Technological solutions are not sufficient**

| Measure | The Past | | The Future |
|--|---------------------------|---|-------------------------------------|
| Information | Limited & controlled | → | Functional & shared |
| Land use & urban form | Limited diversity | → | Greater diversity |
| Transport pricing | Subsidies to all users | → | Beneficiaries pay |
| Transport funding | Individual mode or agency | → | Coordinated across transport system |
| Transport networks | Demand satisfaction | → | Demand management |
| Agency responsibility | Individual focus | → | Co-ordinated focus |
| Performance standards | Process orientated | → | Outcome orientated |
| Competition | Monopoly | → | Open competition |
| Technical improvements | Reactive | → | Proactive |
| Community awareness & participation | Reactive | → | Proactive |



Anticipated changes to current mode split trends were modest

← Car driver

← Car passenger

← Walk only

← Cycle

← Public transport

← Other (eg taxi, motorcycle, ...)

Moving Together: Co-ordinating and Integrating the Transport System and Land Use
Co-ordinating the Transport System
Integrating and Co-ordinating Land Use and Transport

Moving People: Personal Access and Travel
Driving Yourself: The Car Culture
Chauffeur Driven: Stylish Public Transport
On Your Bike
Perth is Made for Walking
Travel and Transport for People with Disabilities

Moving Goods and Services: Keeping Business Going
Delivering the Goods: Service & Commercial Transport
Making the Connections: Heavy Road Freight
Carrying the Load: Rail Freight

Moving Vehicles: A Road Strategy for the 21st Century

Moving Across the Water
The Port of Fremantle: Access and Interactions

Moving Through the Air
Airport Access and Interactions

Moving Down the Line
Teleaccess and the Information Highway

Moving the Metropolitan Transport Strategy
From Strategy to Reality

The Table of Contents indicates a strong balance towards ‘movement’ as opposed to ‘accessibility’.

How to evaluate a strategy or plan?

1. Process – eg was the corporate memory captured and transmitted?
2. Strategic – eg were the themes broadly relevant over time?
3. Direct – post hoc metrics – eg were the modest mode-split objectives achieved?

How did we go, given what we knew in 1994?

So what about the MTS?

1. Process – good capture and transmission of corporate memory
2. Strategic – the themes remain relevant, so the questions asked were future-focused
3. Direct – post hoc metrics – metrics are always hard; attribution almost impossible

Compared with what?

A reality check!

National Housing Strategy - Doesn't exist

WA Housing Strategy – piecemeal & ineffective

Australia Pandemic Strategy – forgotten & ignored

By analysis & comparison – the MTS scores well

If an MTS-type strategy was updated?

- Assemble the knowledge holders**
- Bring along the gate keepers**
- Committed young professionals should drive and produce the document, so they understand it and own it into the future**
- External consultants may have an important role to contribute to the technical analysis and to provide strategic expert advice.**