

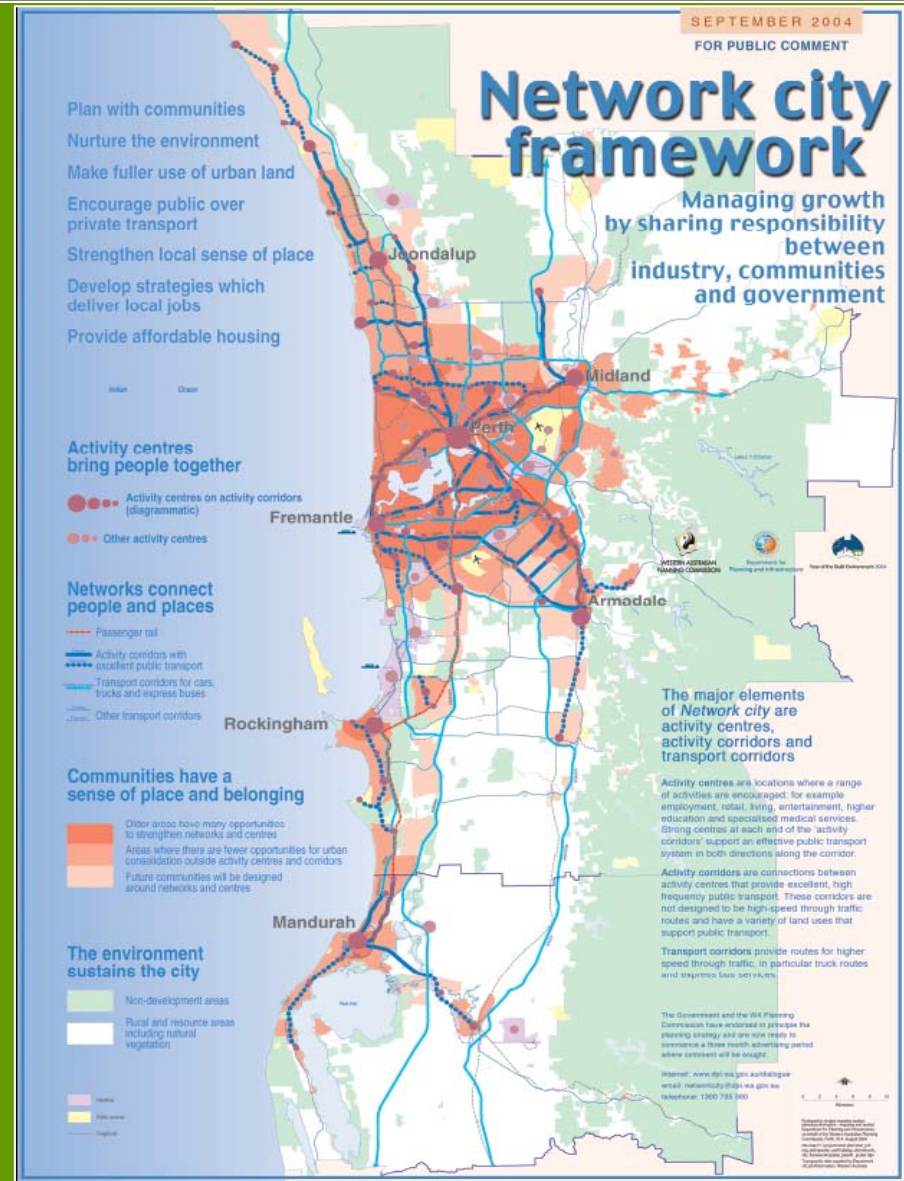


*Each TOD is unique – all the way from the vision
– to the way it's put on the ground*



Perth's TOD Program

- Network City – strategies
- Cross-Government committee
- Assesses over 100 stations/activity centres
- Joint priorities
- Coordinated action
- Includes acquisition and protection



Selecting Priority TODs

Six criteria

- Strategic significance of location
- Potential for maximising ridership
- Transport infrastructure need
- Socio-economic benefit
- Partnership potential
- Development opportunities



TOD Challenges

- Fear of density
- Right mix of uses
- People like to drive
- Park and ride/infrastructure
- Implementation models



LandCorp TODs

Central

- William Street
- Perth Foreshore/Esplanade

Joondalup Line

- Joondalup
- Clarkson District Centre
- Alkimos

Fremantle Line

- Claremont
- Leighton (North Fremantle)
- Subiaco (via RDA)

Armadale Line

- Cannington
- Maddington
- Armadale (via RDA)

Midland Line

- Guildford
- Bassendean
- Ashfield

Mandurah Line

- Leach Highway (Noalimba)
- Murdoch
- Cockburn Central
- Harvest Lakes (Success)
- Rockingham
- Mandurah



The Park and Ride Debate

- Are all stations the same?
- Do all stations have the same potential for TOD?
- Should all stations have park and ride?

No; No; No !

- Should no station have park and ride?



The dilemma

- How do you decide which stations do or do not have a park and ride?

AND

- For the stations with park and ride how do we decide how much?



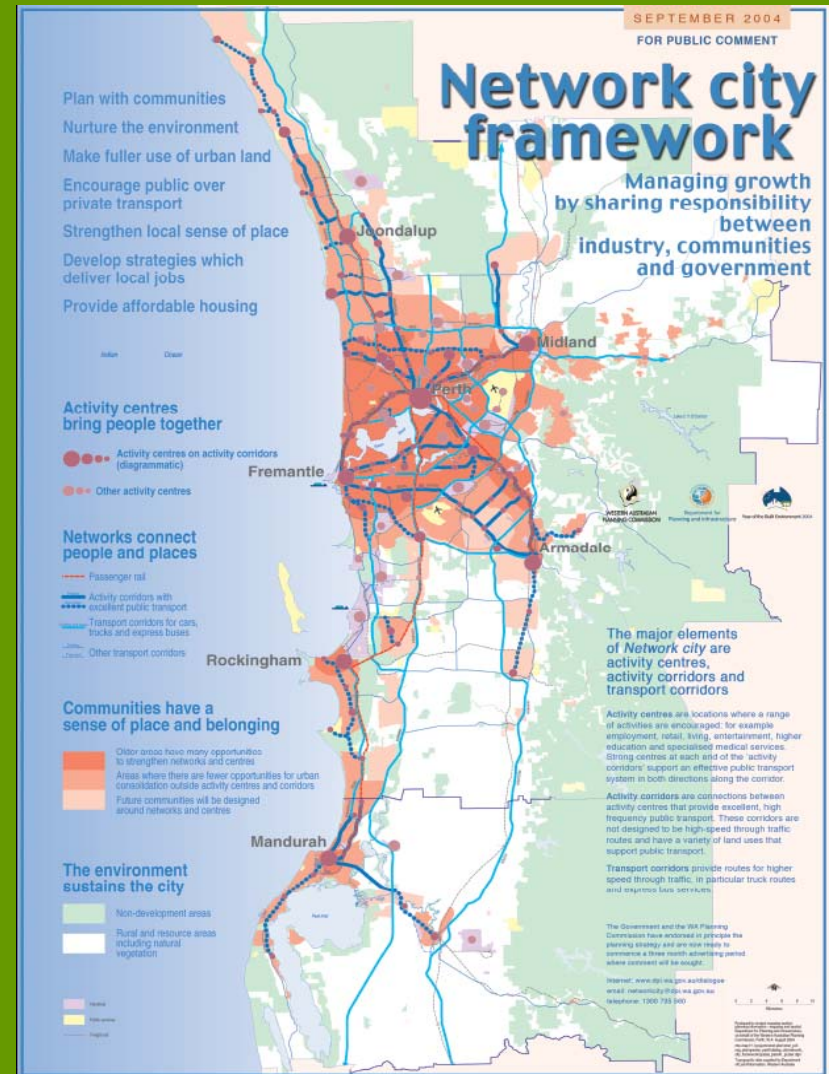
The Answer

- Activity Centres Policy
- Evolution and Change

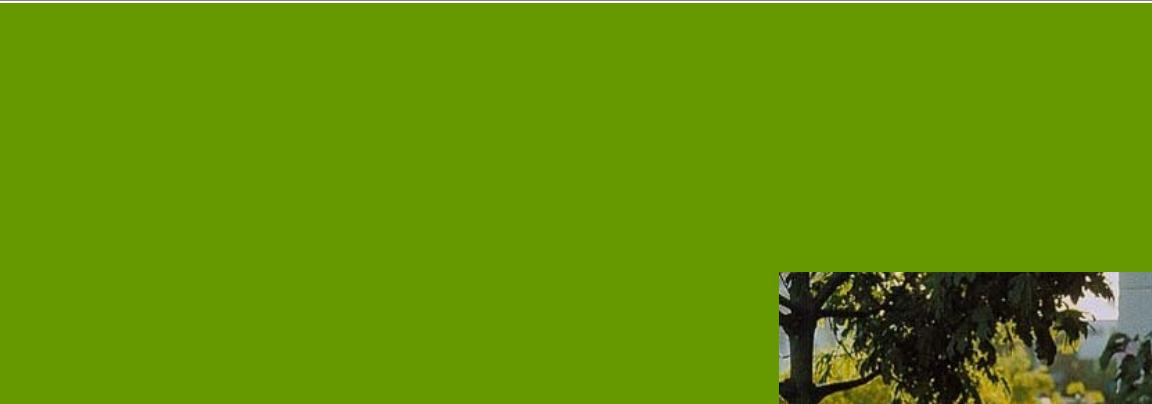


Activity Centres Policy

- Civic and Community Purpose
- Housing Targets
- Job Targets
- Affordability Goals
- Public Transport
 - Bus
 - Rail
 - Ferry
 - Park and Ride



Joondalup



Cockburn Central



Master Plan

Leighton – the Vision



Currambine



Mandurah



Source: New Metro Rail Website

Murdoch



Typology Approach – eg's

- Neighbourhood Centres - small park and ride (Guildford)
- District Centres - moderate park and ride
- Major Regional Centres - no park and ride (Joondalup)
- Special Centres – shared parking (Murdoch)
- Recreational Centres – complementary parking (Leighton)
- Parking Centres – all park and ride (Currambine and Leach Highway)

Manage Change

Do we have a vision for the future?



Plan for the Future

.....but allow for “the now”

- Park and ride layout for change of use
- Leasehold not freehold
- ‘Twining’ activity centre and park and ride stations
- Simultaneous reductions and addition
- Define triggers for changes
- Future air rights
- Manage expectations
- Behaviour change

Conclusions

- There is a future for park and ride
- All park and ride like TOD is not the same
- Park and ride in Activity Centre typologies
- Plan for evolution and manage the change

