

# Ferry Service Expansion Project

METRONET on Swan





## Acknowledgement of Country

The Transport Portfolio acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community.

We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present.

# Project Overview

- Election commitment of additional ferry services to meet the increasing demand in public transport.
- Investigations and planning of future landings and required design work, geotechnical, civil and marine engineering, and passenger journey requirements.



# Investigation undertaken: PTA & DTMI

## Within the last 10 years:

- Explored opportunities to expand Perth's ferry network:
  - *Report: "Perth's Ferry Services – Current Status and Future Use"*
- Investigated technical feasibility of electric ferries on the Swan River
- Completed a **Business Case**
  - High-level initial assessment on future demand
  - Rapid economic analysis
    - *Preliminary BCR indicates value > 1*





# Project Overview

Summary of key points:



New terminals: Matilda Bay and Applecross



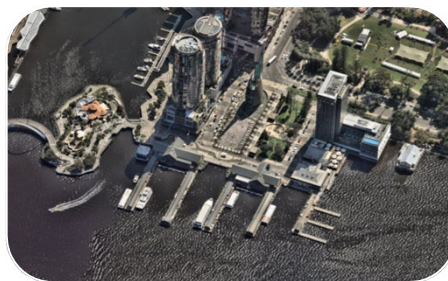
Five electric ferries



Charging hub at Matilda Bay



Backup charging at all terminals



Berthing facility at Barrack Square



Elizabeth Quay jetty upgrades



## Applecross terminal

- Fixed jetty connecting to the shore
- Sheltered waiting area
- Covered hinged access walkway
- Floating pontoon where passengers will board ferries
- Backup charging

Artist impression

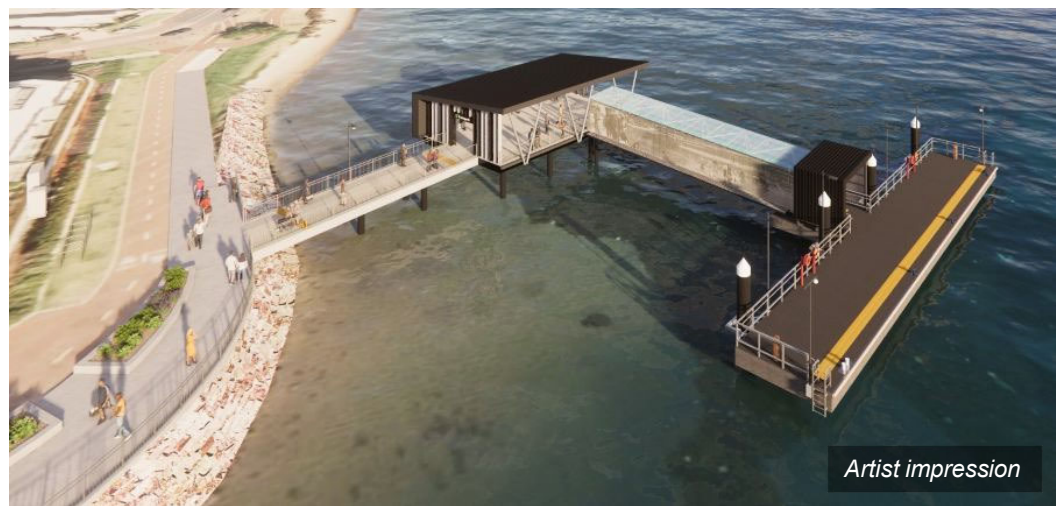


Additional tree canopy and landscape planting and protection of seawall



Cycle and pedestrian movement separation and creation of a dedicated drop-off/pick-up zone

- Chicanes
- Separation of cycling traffic and pedestrian movement
- Line markings, change in asphalt
- Minimise obscuring visual amenity



Artist impression



Artist impression



Artist impression

# Applecross terminal location

## Location selection considered factors such as:

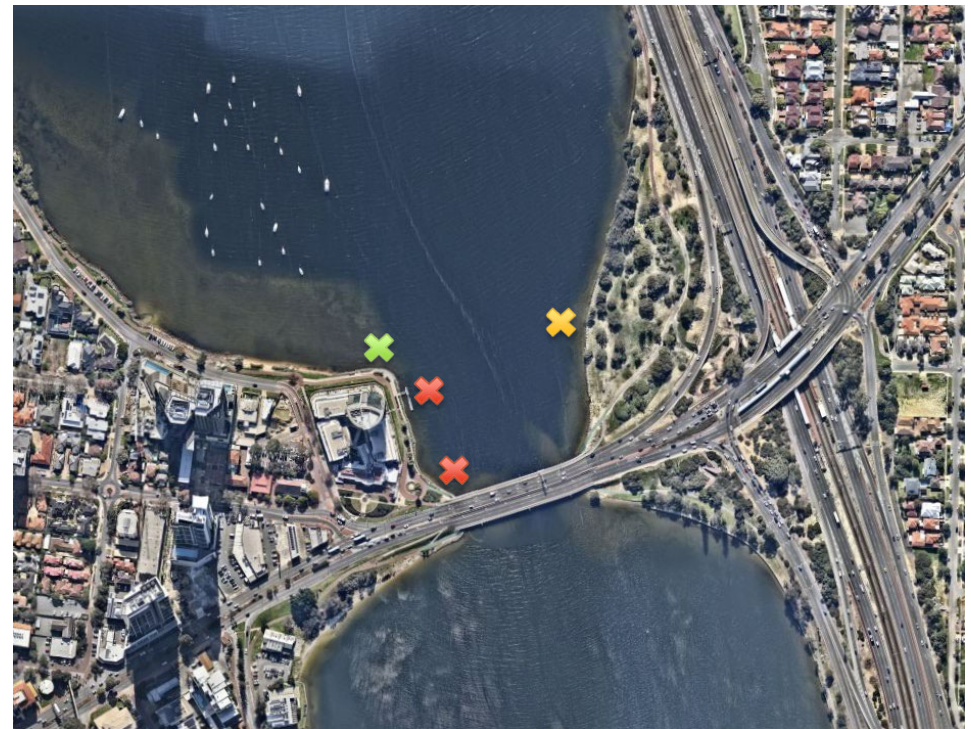
- river depth, tides, currents and wave conditions, predicted sea level rises
- design loads, wind loads, design life and maintenance requirements
- eliminating the requirement to dredge



# Applecross terminal location

Other options closer to the Canning Bridge were ruled out due to factors such as:

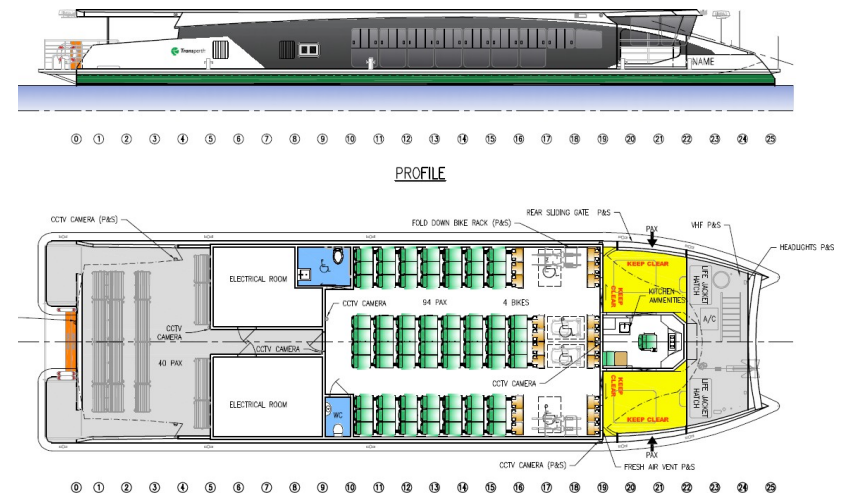
- compliance with vessel safety line-of-sight requirements
- required depth for safety vessel navigation without the need for dredging
- vessels needing to reverse out, requiring three blasts of the vessel horn on each departure.





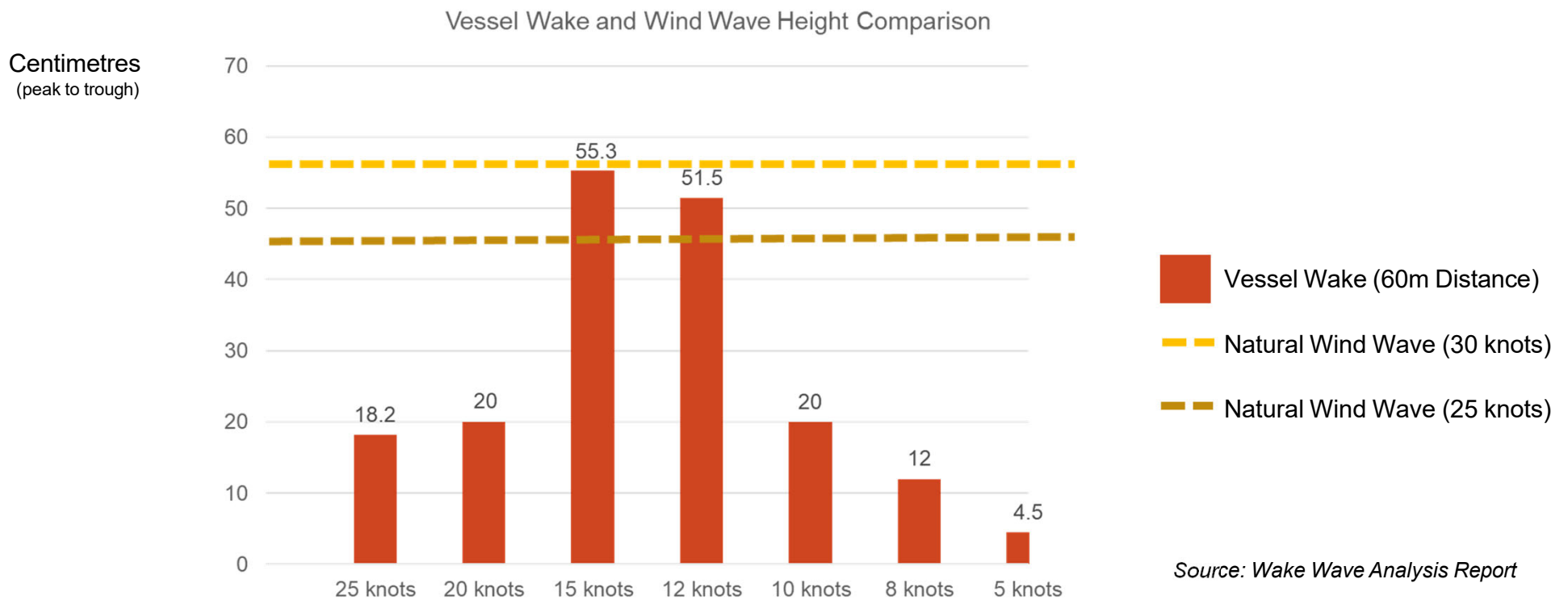
# Ferry design

- Electricity-powered
- $\geq 100$  passengers
- $< 24\text{m}$  length
- Beam  $\leq 7.2\text{m}$
- Crew of two
- Max. cruising speed of 25 knots in open waters
- ~25-minute frequency
- ~15-minute trip between terminals
- 6am to 12.30am operations including travel to berthing location
- On-board toilet, wheelchair spaces, bike rack, CCTV



# Wake and Wash

These modelled results will be verified once a ferry has been constructed.



# General travel times between Applecross and Matilda Bay (by mode in minutes)

Mode of Trip to Site	AM Peak Hour	PM Peak Hour	Interpeak	Saturday
Ferry	15	15	15	15
Bus and Train	35	39	33	33
Vehicle	22	20	14	14
Bicycle	32	32	32	32



## What's Next?

### **Swan River Expansion now looking eastwards upstream to Belmont**

- The 'East' phase is investigating options to expand ferry locations upstream to Belmont via Point Fraser, Burswood, Perth Stadium, Claisebrook, Belmont Park and Maylands.
- A detailed 'East' phase program Business Case will be prepared with full demand and land use modelling and detailed cost estimates.

### **Stakeholder Engagement**

- As the 'West' phase moves into procurement, stakeholder engagement will continue.
- There will be detailed stakeholder engagement and consultation on the upstream expansion.
- Swan River user groups will be engaged throughout the remainder of the Ferry Service Expansion program.
- The community will have the opportunity to join a Community Reference Group once a contractor has been appointed.

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# Thank you!

**Learn more at**

[transport.wa.gov.au/aboutus/transport-portfolio.asp](https://transport.wa.gov.au/aboutus/transport-portfolio.asp)

[pta.wa.gov.au/about-us/our-role/transport-portfolio](https://pta.wa.gov.au/about-us/our-role/transport-portfolio)

[mainroads.wa.gov.au/about-main-roads/our-organisation/](https://mainroads.wa.gov.au/about-main-roads/our-organisation/)