

NEWSLETTER no 02

Early delivery of equitable and healthy transport options in new suburbs: Critical reforms and tools



Source: Nearmap and Precinct Structure Plan Truganina South

Welcome

Welcome to the second newsletter of the “Early delivery of equitable and healthy transport options in new suburbs: Critical reforms and tools” project. This internal newsletter is to update RMIT’s project partners on activities both undertaken and planned, and to report preliminary insights. This project is funded by RMIT’s Urban Futures Enabling Capabilities Platform, the Victorian Planning Authority, the City of Casey, the City of Wyndham and Stockland Corporation.

Activities this quarter

In the last few months the project team has focused on conducting interviews with staff from government agencies and the analysis of transport goals in the PSP guidelines. Interviews with developers have also started. For the resident research, finalising the ethics application

and preparing the survey questionnaire were the main focus. In addition, the team has looked at journey to work and distance to work data for the case study areas in comparison to other jurisdictions.

Some points from emerging insights

- Distance To Work Census data (2016) shows that in Casey and Greater Melbourne the largest share of workers travel between 10 and 20km, while in Wyndham the largest percentage travels between 20 and 30 km (32%). The results indicate that many people in Casey work in the south-eastern suburbs rather than the CBD.
- Further interviews have highlighted the role of benefit cost ratios for funding transport infrastructure and services as well as (actual and potentially perceived) issues with investing “ahead of demand” for commercial services and products as well as public transport. Flexibility is also a major component of transport planning, but often difficult to achieve with public transport infrastructure and services.
- In the PSP Guidelines there are number of Standards and Outputs that refer – directly or indirectly – to

active transport, public transport and roads. These will be compared to best practice standards and insights from research in the next Briefing Paper, which will be distributed in January.

- The Transport for London Growth Fund holds potential lessons for processes and strategy in assessing GAIC projects. Also, the master-planned estate of Hobsonville Point in Auckland, which was planned as a “walkable” community and around a commuter ferry service, may hold some transferable lessons.

More detailed overviews of the project team activities, insights and further relevant news – including maps of GAIC projects, the state election and its transport implications, and trackless trams – are set out in the ‘Comprehensive update’ on the next pages.

Activities October - December 2018

Work across the three work streams “Policy and process analysis”, “Funding approaches and modelling” and “Resident Research” has included:

- Stakeholder interviews I: most of the government agency interviews have been completed; interviews with developers started in late November and are ongoing;
- Stakeholder interviews II: start of more detailed interview analysis (content analysis with software NVivo to identify themes);
- Precinct Structure Planning I: finalising the Briefing Paper about current Precinct Structure Plan processes and guidelines (this has been circulated and can be disseminated to other stakeholders etc.);
- Precinct Structure Planning II: analysis of transport goals in the PSP Guidelines and how they compare to best practice goals/recommendations (to be summarised in the next Briefing Paper);
- Statistics: Analysis of Census Journey to Work and

Distance to Work Data;

- Resident Research I: preparation and approval of RMIT ethics application (including the resident survey and face to face interviews).
- Resident Research II: preparation of survey questionnaire (feedback on first draft, finalising the questions, setting up the questionnaire in Qualtrics software for the online survey);
- Contact with the City of Barcelona to learn about potential international case studies of transport planning and delivery for growth areas (e.g. Barcelona itself, Helsinki, London);
- Thinking about possibilities for an ARC Linkage Grant;
- Media The Age feature on “How to make the state great in eight years” (November 30th) – Elizabeth wrote on Planning, including on transport for growth suburbs;
- Participation in workshops and seminars on Automated Vehicles, Liveable Cities, Smart Cities (Paul Mees debate) etc.

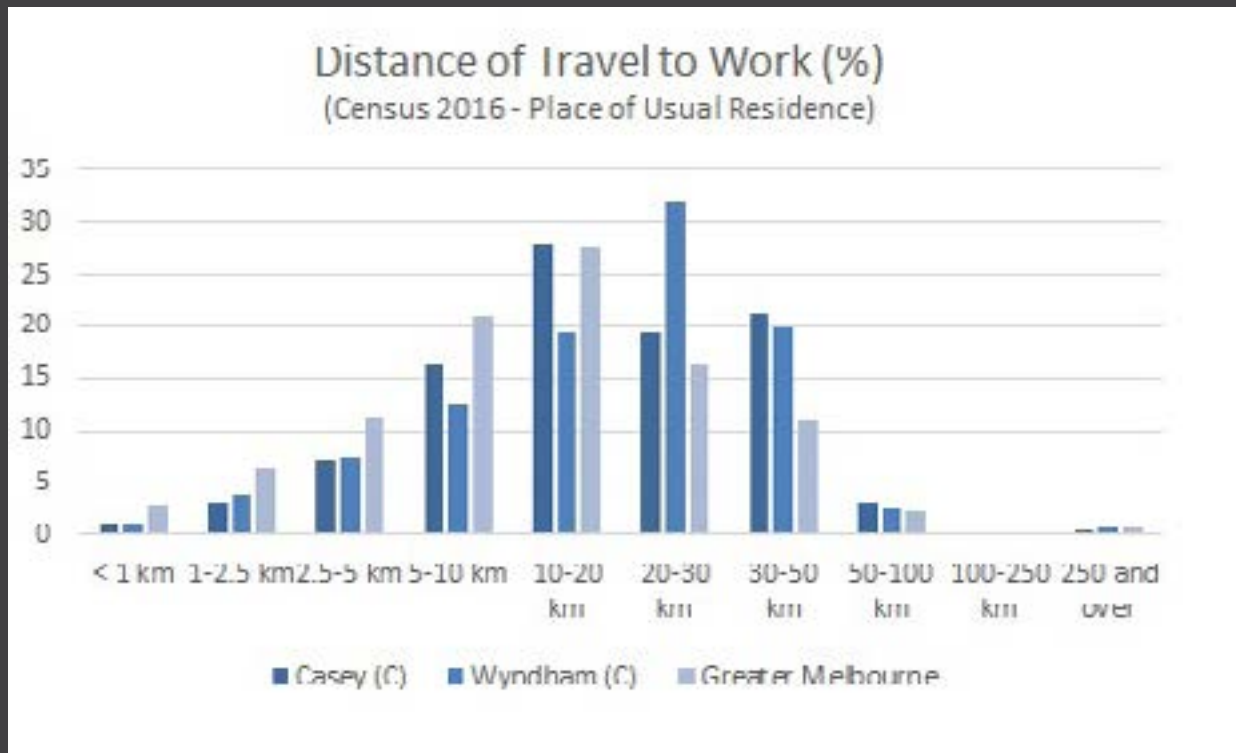


Some preliminary insights

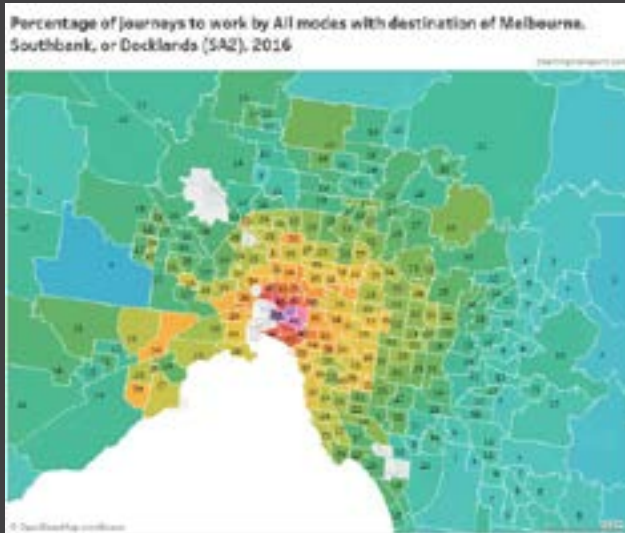
Distance of Travel to Work in Casey, Wyndham, other growth areas and Greater Melbourne

- Most people in Casey, Wyndham and Greater Melbourne overall travel between 10-30 km to work: 44% in Greater Melbourne, 47% in Casey and 52% in Wyndham.
- On a more detailed level, there is some variation as in Casey and Greater Melbourne the largest part of workers travels between 10 and 20km (28%), while in Wyndham the largest percentage travels between 20 and 30 km (32%).
- Both Wyndham and Casey have a much smaller proportion of residents who travel to work less than 10 km than Greater Melbourne: 26% versus 42%. Accordingly, more residents in Wyndham and Casey travel between 30km and 50km to work: 20% and 21% respectively in comparison to 11% in Greater Melbourne.
- These results indicate that the jobs/housing balance is considerably lower in Casey and

Wyndham than that of Greater Melbourne. This also helps to explain the greater modal split of driving in those LGAs.



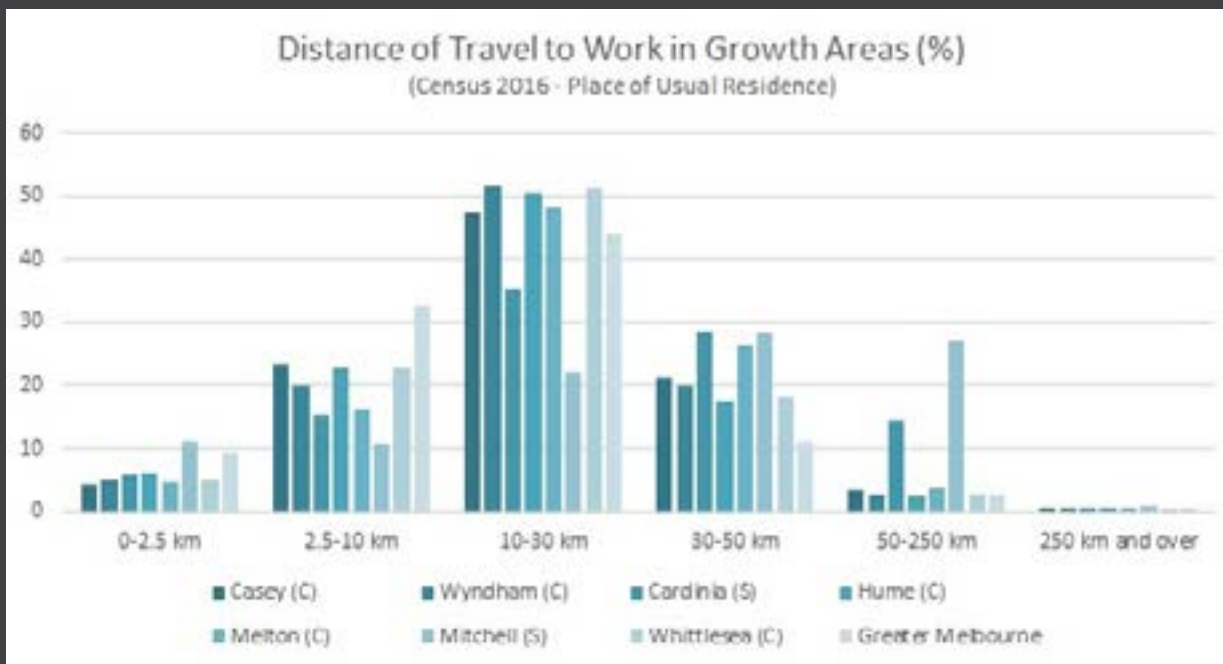
- The results also indicate that many people in Casey work in the south-eastern suburbs rather than the CBD. This is also supported by an analysis of Journey to Work data with



the destination of Melbourne, Southbank and Docklands by Chris Loader on the Charting Transport blog (see map).

- Looking at all Melbourne growth areas, the Distance of Travel to Work is similar - with some exceptions, namely Mitchell Shire and to some extent Cardinia. For example, between 2% and 4% of workers travel between 50 and 250 km for most growth area LGAs, but in Cardinia and Mitchell the proportion of workers travelling between 50 and 250km is at 14% and 27% respectively.
- Similarly, between 4% and 6% of residents travel between 0 and 2.5km to work in the growth areas, however, in Mitchell this proportion lies at 11%.

Source: Charting Transport (www.chartingtransport.com)



- The largest part of residents in growth areas travels between 10 and 30 km to work. The proportion goes from 35% in Cardinia to 52% in Wyndham. An exception is again Mitchell with a proportion of only 22%. Here, more people travel between 30 and 50 km to work (28%).

- In comparison to Greater Melbourne more people travel between 30 and 50 km in the growth areas (between 17% and 28%; in comparison to 11% in Greater Melbourne), while fewer people travel shorter distances (< 10 km): between 21% and 29%; in comparison to 42% in Greater Melbourne).

Some (further) interesting points from the interviews

Interviews have continued since the first briefing paper, both with additional government stakeholders and also with housing developers. Some additional points emerging include:

- The role of the benefit cost ratio. Funding for transport depends on the benefit cost ratio, but naturally there are other factors that play into funding decisions. Essentially there are two main lenses: one is the value for money and the other the sense that the project makes for the overall transport network and residents. (A comparison can be made with London's Growth Fund, discussed below).
- Flexibility is an important point for transport planning, however it is often difficult to incorporate flexibility into long-term planning of fixed public transport routes. Buses are seen as one option to ensure flexibility (particularly on-demand buses), as are new technologies (particularly shared autonomous vehicles). However, changing bus routes once they have been put in has also been reported as difficult and there are mixed reviews on on-demand buses.
- It is difficult for government agencies to commit to certain infrastructure included in PSPs, as they do not have a specified budget for this but need to put in budget bids to secure the funding. This has been mentioned for VicRoads as well as PTV.
- Work-in-Kind for GAIC infrastructure (particularly larger infrastructure items) is seen as difficult and too open-ended and risky by developers, with the exception of land provision. This process however is seen as having improved - particularly where schools, which have differing land acquisition provisions, are involved.
- There may be different opinions on exactly how certain kinds of infrastructure – notably bridges and intersection - should be built, for example between VicRoads and councils. However construction can only begin once those problems are resolved. Items covered by DCPs/ICPS which are to be built by developers are built later if they do not directly benefit the development area. Sometimes public transport access – by buses, or access to railway stations – is the most directly impacted by delays in such items.
- Investment “ahead of demand” is not viable for commercial services and products, given the lack of return if there is not enough demand. This is why the town centre is often built towards the end of a development, as key retailers will not move in before there is a sufficient catchment. Even though it would be preferable to have a town centre for marketing reasons and for achieving higher densities it is still not considered feasible to build the town centre first.
- The interviews mention similar thinking about public transport: if a public transport service does not have a large enough catchment it will not have as many passengers and is thus less viable. Therefore building “ahead of demand” is not considered a good investment for government. However, there is a difference between public transport and commercial services in the sense that public transport (especially in lower density areas) is unlikely to be fully financially viable at any point in time and reasons for delivering public transport services are different to commercial services - they include social justice and the support of mobility and accessibility. Thus, the assessment of public transport may need to include different indicators than financial viability.
- More transparent ‘triggers’ for at which size of population a transport service should be expected, have been mentioned as a suggestion. This would mean that while a service will not be available on day one, there is a trigger point at which one may be planned for and which new communities may expect. Similar calculations are already applied with schools and other community infrastructure, although the interviews identify that there are higher levels of complexity with transport provision.
- Good access – and with this, good transport options – is seen favourably by developers as this improves the quality of a development. Some developers try to lobby for transport options, particularly public transport, whereas others seem to perceive that they do not have much influence on these decisions, and therefore concentrate on other areas that need to be considered and actually implemented by the

developer (e.g. utilities and roads).

- It may be interesting to look at the developer contribution system in the UK.
- GAIC payment is planned into the staging and financing of developments, and influences how areas are sequenced.
- Even though a number of interview participants would prefer higher densities in the growth suburbs, it is perceived that this is difficult to implement, for example because consumers are seen to prefer lower densities.



Transport Goals in PSP Guidelines

Transport Goals in the PSP Guidelines can be assessed with reference to walkability, cycling, public transport and roads, whereby goals for roads can also be influential for public transport and active transport. There are a number of Standards in the PSP Guidelines related to transport. These include:

Walking and Cycling

- Street blocks should be highly permeable and enable people to access goods and services safely. (Element 3: Town Centre Design, Standard 4)
- Pedestrian movement is prioritised over vehicle movement within town centres, including along the main street. (Element 3: Town Centre Design, Standard 6)
- Marked bicycle lanes are provided on all collector streets. On all arterial roads, provide a shared bicycle/footpath (segregated where possible) and on road bicycle lanes wherever possible. (Element 6: Standard 9)
- All streets have footpaths on both sides of the reservation. (Element 6: Standard 10)
- Pedestrian crossing points are provided along key pedestrian desire lines, on both sides of all legs of signalised intersections in town centres, and at appropriate bus stops. (Element 6: Standard 12)
- Dedicated off-street shared pedestrian and cycle paths are established through open space areas. Where relatively high levels of pedestrians and cyclists are expected, segregated paths exist. (Element 6: Standard 13)
- In areas of anticipated high pedestrian/cyclist demand, and where necessary and appropriate, crossings for these users should be provided across barriers such as railway lines, service easements and watercourses. (...) (Element 6: Standard 14)
- Community facilities, and schools in particular, are linked to the cycling and walking network, and the local and regional public transport network. (Element 4: Standard 4)
- Active open space should be: (...) linked to pedestrian and cycle paths. (Element 5: Standard 5)
- Off-road pedestrian and cycle paths are integrated with the open space network and link town centres, community facilities, employment areas and other destinations within the precinct and surrounding area. (Create the Structure: Standard 8)
- Any retirement villages or residential aged care facilities should be located within a town centre or within 400 metres of a town centre and public transport stop. Permeability and accessibility through these areas is encouraged. (Element 2: Standard 4)
- Provide a network of quality, well-distributed, multi-functional and cost effective open space, catering for a broad range of users that includes: Local parks within 400m safe walking distance of at least 95% of all dwellings (...) (Element 5: Standard 1)

Public Transport

- Local feeder bus routes are aligned with connector streets and these connect to the PPTN (both bus and rail) and town centres and community facilities. (Element 6: Standard 2)
- Land is planned and reserved for the future expansion of streets and railways (as identified by the Transport Assessment Report) to meet movement needs as the precinct or adjoining areas evolve over time. (Element 6: Standard 4)
- 95% of dwellings are located not more than 400 metres street walking distance from the nearest existing or proposed bus stop. (Element 6: Standard 7)
- Bus interchanges are integrated with railway stations and 'park and ride' facilities to enable easy movement of travelling by foot, car, train and bus. (Element 6: Standard 8)
- Town centres and hubs of community facilities are located to maximise access to public transport services. Principal and major town centres are located on the PPTN (both bus routes and railway stations), and Local Town Centres are served by local bus routes. (Create the Structure: Standard 2)
- Local centres are located on connector streets carrying an existing or proposed public transport route, and include a viable convenience store. (Element 3: Town Centre Design, Standard 12)
- Primary schools (both government and non-government) are located on connector streets carrying a local bus service, with a bus stop at the school boundary. (Element 4: Standard 2)
- Secondary schools (both government and non-government) are located on connector streets with direct access to the PPTN (rail and/or bus based), where possible. (Element 4: Standard 3)
- A range of development densities is provided across the precinct with the majority of highest densities located within and adjacent to town centres and along routes of the Principal Public Transport Network, both bus and rail. (Element 1: Standard 3)
- Major employment areas are connected to other employment areas (including town centres) in the region by arterial roads, public transport and freight networks, as appropriate. (Element 3: Employment, Standard 2)
- (...) Any justice services provided are located with easy access to the Principal Public Transport Network (PPTN) and are provided as part of either the community hub or town centre where appropriate. (Element 4: Standard 6)

Roads

- Arterial roads spaced at approximately 1.6 kilometre intervals and connector streets spaced at approximately 800 metre intervals, having regard for existing and proposed land uses, public transport and property access requirements. (Element 6: Standard 1)
- Land is planned and reserved for the future expansion of streets and railways (as identified by the Transport Assessment Report) to meet movement needs as the precinct or adjoining areas evolve over time. (Element 6: Standard 4)
- Local town centres are located on connector streets with direct access to at least one arterial road. (Create the Structure: Standard 3)
- Major employment areas are connected to other employment areas (including town centres) in the region by arterial roads, public transport and freight networks, as appropriate. (Element 3: Employment, Standard 2)
- Emergency services provided are located with easy access to the arterial road network. (...) (Element 4: Standard 6)
- Freight access to and from town centres and major employment areas minimises any adverse impacts on adjoining land uses. (Element 6: Standard 6)
- Reserves along arterial roads and connector streets are made available for treed boulevards (Element 6: Standard 15)

All means of transport

- Land is set aside to enable grade separation of access crossings of all transport corridors (including roads, pedestrian and bicycle paths) across railways. The

Precinct Structure Plan should identify and preserve the land required for grade separation of the existing or proposed crossing. (Element 6: Standard 3)

Outputs that are related to transport include:

- **Background technical reports** - Transport
- **Land budget** (sets out the amount of land to be allocated for each land use. This should be property-specific, setting out the land uses relating to each property).
- **Travel to work statement** (explains how residents are likely to travel to work; how the distance and travel time to work is likely to be reduced; and how use of public transport, cycling and/or walking will be encouraged)
- **Transport plan** (hierarchy of streets, pedestrian and cycle paths, public transport and freight routes; updated to the Integrated Transport Plan at planning permit stage)
- **Transport table** (role and function of different categories of the movement hierarchy)
- **Street cross section drawings** (how will arterial roads, connector streets and local access streets be designed to cater for multiple transport modes, land uses and trees)
- Supporting: **Transport assessment report** (expected traffic movements on planned roads (with reference to VicRoads Network Operating Plans), existing and proposed public transport routes and anticipated public transport patronage)
- **Precinct Infrastructure Plan** that sets out how the infrastructure and services necessary to create a liveable community are to be delivered.

These transport goals can be compared to best practice standards and insights from research. This will be done in the next Briefing Paper, which will be distributed in January.



A Comparison - Transport for London's Growth Fund

Transport for London's (TfL's) Growth Fund is a funding mechanism intended to match growth with transport infrastructure in London - to support "new and enhanced public transport connections to support growth areas". Growth Areas in the London context include 'opportunity areas' - those areas seen as having lower quality transport connections, but with potential to "unlock housing and jobs growth". These are more typically brownfields sites.

Introduced in 2012, a 2015 review found that the Growth Fund had financed 9 rail and 5 road projects and had "success in bringing forward transport projects that unlock development where they otherwise would stall". However, the 2015 report also criticised the use of "inconsistent criteria to allocate the Growth Fund" and stressed the importance of "a fair, transparent and consistent allocation process".

TfL's Growth Fund now assesses projects against 6 criteria, including consistency with transport plan objectives (for example "Does scheme improve access to PT for all?"). The assessment ranking includes: ability to unlock housing and jobs growth; the potential to leverage third party funding; deliverability; and alignment with the Mayor's Transport Strategy. The fund has 'holding' and 'priority' status project lists, with an 'active management' approach regularly re-assessing priorities for funding. The Growth Fund covers new rail stations; tram extensions; and other transport works. Sources of funding for the Growth Fund include ticket box, the London congestion charge, and property development.

While the built form and mode share contexts of Melbourne and London obviously differ, annual population growth in London is equivalent to that in Melbourne - around 100,000 additional people per year. The Growth Fund also has some similarities in aims to the Growth Areas Infrastructure Contribution (GAIC). While GAIC is increasingly important in funding public transport in Melbourne's growth areas - including new railway stations and, more recently,

bus services (see discussions below) - our interviews highlighted concerns about a lack of transparency in the assessment of GAIC project bids. TfL's Growth Fund is not necessarily a best practice model, but it does provide an operational example of a funding stream prioritising transport for areas with poor transport or with particular 'bottleneck' ('severance') challenges; and of specialised funding for "schemes with significant wider benefits but which may not fare as well under traditional appraisal frameworks". There are potential lessons for processes and strategy in GAIC assessment.

Table 3 – Growth Fund Assessment Criteria

Growth Fund assessment criteria	Notes
Breaking Growth (Criteria presented in December 17 Committee Paper)	
Number of homes / £m contribution	This is the key measure of value for money
Level of directness of the impact (contingent vs under support role)	Qualitative judgement, informed by range of technical evidence
Alignment with priority growth areas	As identified in London Plan
Regeneration impact	Judgement based on whether scheme is within 20% of most deprived areas in London and expected impact
Additional criteria	
Number of affordable homes unlocked	Based on current plans, or default to London Plan policy (if not known)
Number of jobs unlocked	Jobs directly unlocked by scheme, as well as potential for indirect economic growth
Within Funding Package (Criteria presented in December 17 Committee Paper)	
Contribution from development	Total expected contribution
Contribution from other sources	Total expected contribution
Resilience/robustness in invited (eg low variables)	Qualitative judgement based on technical evidence of viability and other factors
Additional criteria	
% of funding from other sources	Schemes should have at least 50% of funding from other sources, subject to assessment/feasibility
Deliverability (Criteria presented in December 17 Committee Paper)	
Timeline	Schemes are required to spend Growth Fund money before March 2022
Third party finance	Scale of third party funding plus number of different suppliers
Confidence/reliability of third party funding	Degree to which third party funding is secured
Risk to delivery	Includes cost and planning risks, as well as overall complexity of scheme
Aligned with MTE / other Mayor's priorities (Criteria presented in December 17 Committee Paper)	
What / to benefits delivered by the scheme	eg other cultural, environmental etc benefits
Alignment with key objectives (eg Healthy Streets)	
Additional criteria	
Does scheme increase sustainable mode share?	Included to ensure scheme is aligned with MTE
Does scheme improve safety?	Included to ensure scheme is aligned with MTE
Does scheme improve access to PT for all?	Included to ensure scheme is aligned with MTE
Does scheme reduce motor dominance and improve AQ?	Included to ensure scheme is aligned with MTE
Does scheme improve quality of PT experience?	Included to ensure scheme is aligned with MTE

Agreed criteria are used to assess, shortlist, and funding priorities - these differ from traditional appraisal frameworks and include transport mode shift goals. Source: Transport for London, (2018), "Programmes and Investment Committee – TfL Growth Fund".

to Melbourne and the example suggests the value of early transport infrastructure in attracting some residents. However, the example also suggests that such provision can still be hampered by limited timetables and capacity; and by lack of accessible local destinations.

(Source: Lietz, K., & Bijoux, D. (2014). Measuring neighbourhood sustainability: a New Zealand example. *WIT Transactions on Ecology and the Environment*, 191, 1637-1648).

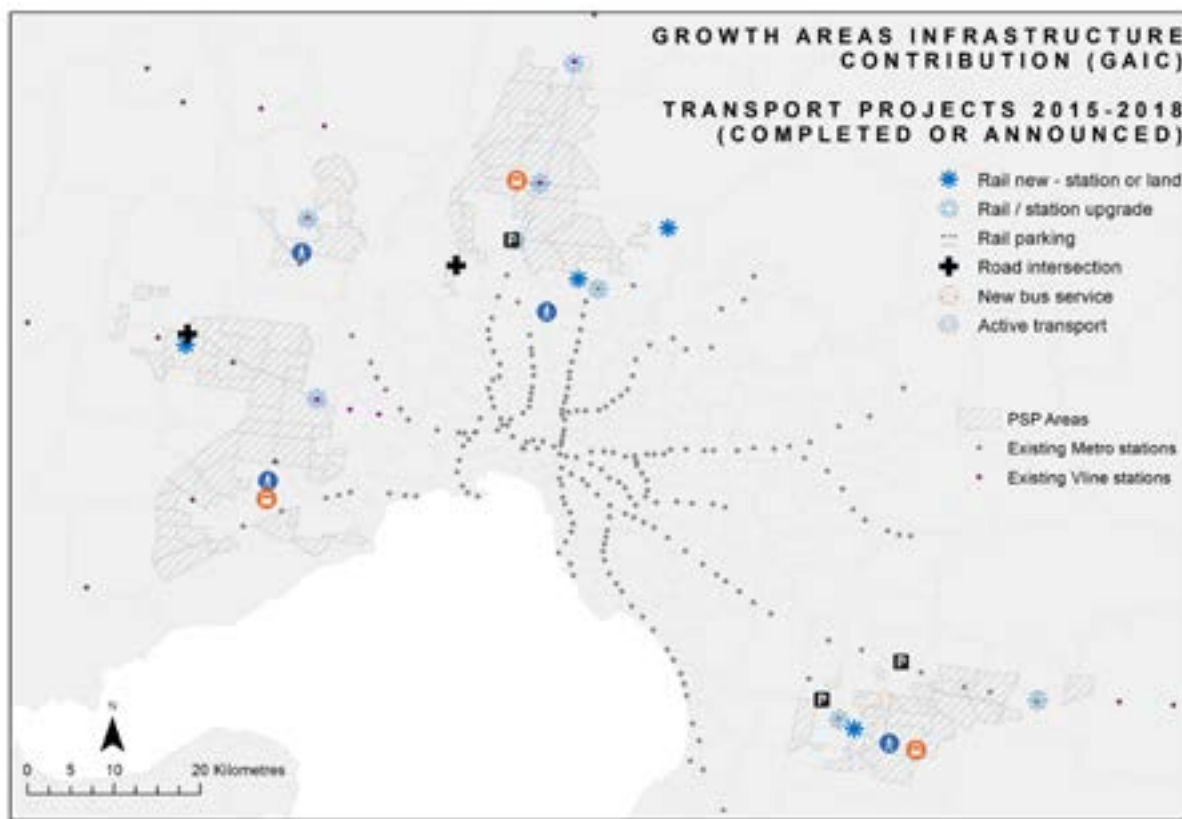
Miscellaneous/News

GAIC-Funded Transport projects – where and what are they?

The Growth Areas Infrastructure Contribution (GAIC) is increasingly important in funding transport in Melbourne's growth areas. This process is evolving, with new types of projects being funded and with changes to the Works In Kind (WIK) version of GAIC. The map below shows the distribution of known GAIC-funded projects relating to transport. These are primarily those announced on the Office of Suburban Development website. Some additional items are based on media releases by local members. The main categories of transport projects funded by GAIC since 2015 comprise:

- Upgrades to existing railway stations – including bus interchange upgrades, or car parking, or general access upgrades. These include metro stations - Merinda Park, Cranbourne, Craigieburn, Sunbury, and Epping;
- The upgrade of regional/VLine stations in growth areas - Donnybrook, Caroline Springs, and Wallan;
- Explicitly 'park and ride' car parking upgrades for existing stations – Craigieburn and Berwick;
- Land and (less so) works for new rail projects – notably Toolern (now 'Cobblebank') is a new GAIC-funded railway station on the Melton line. GAIC was used for the station's land and construction, as well as a nearby intersection;
- GAIC money also contributed to the Mernda Rail extension project;
- Land acquisition for rail corridors or stations – Wollert Rail Corridor (part), Cranbourne East Railway station;
- Active transport – general (Casey and Wyndham), Vineyard Road, Merri Creek;
- Intersections – Mickleham Road, Ferris Road; and
- Bus services - although there has been some reluctance to fund bus services, recent announcements include GAIC funded buses in Casey (a local announcement indicates these are for Berwick and Clyde), and bus improvements in Wyndham.





Implications from the State Elections for transport (in outer suburbs)

Transport infrastructure played a prominent role in the recent Victorian State Election. Projects promised by the Labor government, with potential implications for growth suburbs, include:

- The removal of an additional 25 level crossings including on the Frankston Line, and in Hoppers Crossing;
- The Suburban Rail Loop (\$50-billion) - a major middle-suburban orbital rail project. This would include Werribee and other current growth locations in the west, and have broader connectivity implications for growth areas. However the time scale is broad and uncertain;
- An Airport Rail Link (part of Suburban Rail Loop) via Sunshine, with implications particularly for expanding suburbs in the west and north of Melbourne;
- Duplication of the Cranbourne line to Dandenong, meaning potential for frequency improvements;
- Scoping of an extension of rail services to Clyde (a long-mooted project with huge implications for the Cranbourne and Clyde areas, but which does not have a firm timeline as yet);
- 11,000 additional station car park spaces at train stations: For example, 135 new spaces at Lynbrook Station, at least 400 new spaces at Cranbourne Station and 450 new spaces at Pakenham Station. This has implications for transport mode share but also for land use and density around stations in growth areas;
- The Metro Tunnel – with potential to free up the overall network and thus bring opportunities for more trains to and from outer suburbs;
- West Gate Tunnel – a road project to the west; and
- North East link – also a major road project, in the

north east middle suburbs;

- Better Buses fund (\$10 million), with routes to be delivered including: more frequent bus services to connect to trains in Romsey and Lancefield; a new bus service linking Mernda and Craigieburn station via Wollert; a new bus service to connect Donnybrook to Craigieburn station and shopping centre; a new bus service on Chapel Road in Keysborough; an express bus service from Eltham to the city (Parliament

station); and a new bus service from Alexandra to Eildon;

- Planning to electrify to Melton and Wyndham Vale (plus additional tracks) – part of the “Western Rail Plan” which potentially also considers a potential connection from Wyndham Vale to Werribee (which could become the western section of the proposed Suburban Rail Loop). Again the timing of this project is uncertain.

Trackless Trams – An update

In relation to the “Trackless Tram” project there has been an event on 9 November, where the “Delivering Integrated Transit, Land Development and Finance Guide” from the Sustainable Built Environment National Research Centre (SBEnc) has been launched. This Guide demonstrates how transit-land development integration is taking place around the world specifically focusing on funding and finance. Among other things, the report investigates the

application of Trackless Trams as part of rapidly changing technology and a fit-for-purpose system. After the launch a field trip to Wyndham has been undertaken and there are thoughts about a potential case study of Trackless Trams in Wyndham.

The report can be downloaded here: https://sbenrc.com.au/app/uploads/2018/10/TRACKLESS-TRAMS-MANUAL-GUIDE_email.pdf

RMIT’s Engaging for Impact 2019

As mentioned in the last newsletter that RMIT will hold an “Engaging for Impact” event 18-20 February 2019 at the Melbourne CBD campus. This event brings together research and innovation leaders with local, national and international industry representatives to identify collaborative opportunities and explore how we can best work together to pursue impact focus research and innovation that will solve some of the complex challenges facing our society.

The Transport Options Project will take part in “Engaging for Impact” with a display booth, but there are also

many other interesting talks and events from other areas in the Centre for Urban Research and RMIT overall.

Keynote panelists for the 2019 event will focus on topics including Melbourne 8 Million, Empowering Health, Ethical Innovation and Industry Transformation, and Collaborative Shared Futures. Further to this, there is a networking event at the conclusion of proceedings for the Research and Innovation Research Awards Celebration (on Feb 18).

You can register online via <https://www.rmitefi.com.au/>, where you also find more information about the program.

Infrastructure Australia reports

Infrastructure Australia published a report on “Outer Urban Public Transport – Improving accessibility in lower-density areas” in October and a report on “Planning Liveable Cities: A place-based approach to sequencing infrastructure and growth” in December.

The report on Outer Urban Public Transport investigates the challenges in delivering outer urban public transport

and gives seven recommendations for policy responses for government. While it considers building more public transport desirable and recommends continuing investment in new infrastructure, it emphasises that there are other actions that can improve the efficiency of existing networks at lower cost. One of the recommendations is to “embrace new transport modes, such as on-demand

services, which are well suited to low-density areas” which is underpinned by the recommendation to “openly embrace technological innovation in transport, working with third-party operators to improve the user experience”. Other recommendations include to “implement a coordinated policy approach to encourage interchanging within an integrated transport network” and to “improve the physical integration of the public transport network with private, active and emerging transport modes”. The report also suggests implementing a collaborative approach among transport agencies, operators and the community to examine changing community needs and preferences, and to design new networks that service the needs of people today and into the future. It can be downloaded here: <https://infrastructureaustralia.gov.au/policy-publications/publications/outer-urban-public-transport.aspx>

The report on Liveable Cities reviews infrastructure sequencing practices in Sydney, Melbourne, Brisbane, Perth and Adelaide, at both state and local government levels. It identifies six common challenges facing Australia’s largest cities, such as the lagging of infrastructure delivery; the potential of sector-led infrastructure planning to lead to uncoordinated outcomes for communities; infrastructure funding mechanisms;

and the lack of a shared understanding of the capacity of different infrastructure networks between Government and industry. Infrastructure Australia identifies 9 recommendations for different levels of government and industry. These include:

- “Governance arrangements with appropriate funding, resourcing, and accountability arrangements are essential to ensuring that strategic metropolitan plans are translated into tangible local outcomes.”
- “In areas of high growth, governments should identify and assess the full range of economic and social infrastructure required at a ‘place’ level.”
- “Governments should undertake an independent review of local and state infrastructure funding mechanisms and policies.”
- “Making better use of existing infrastructure assets and networks will deliver improved outcomes for both communities and governments”

The report can be downloaded here: https://infrastructureaustralia.gov.au/policy-publications/publications/files/IFA_225232_Planning_Liveable_Cities_Report%202018_FA_Web_LR.pdf



Planned activities

- Conduct further interviews with developers. The call for interview participants is available here: <http://cur.org.au/news/researchers-inviting-participants-for-transport-project/>
- More detailed analysis of interviews ahead of planned publications for 2019
- Finalise Briefing Paper on Transport Goals in PSP Guidelines
- Analysis of developer contributions and other funding schemes, again ahead of planned publications
- Finalising questionnaire for resident survey. The survey is planned for end of February/ beginning of March 2019
- Finalise partner contracts
- Presenting at the Ethics and Transport Planning Research Symposium in February
- Project Advisory Group: 14th February 2019 9.30-11.30 am, Building 37 (411 Swanston St), Level 2 – the same room as last time

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