

NEWSLETTER no 06

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



Source: Nearmap and PSP Point Cook West

Welcome

Welcome to the sixth 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 November 2019 – January 2020

In the last few months the project team has focused on conducting the resident interviews and the modelling work. Work across the three work streams “Policy and

- Resident Research: conducting interviews in the case study areas; start of interview analysis; further analysis of survey, e.g. with regard to subjective wellbeing and changes in public transport use.
- Modelling stream: outlining of a public (and active) transport model of early, mid and late delivery as well as low, medium and high quality.
- Participation in seminars and workshops on the ‘1969 Transport Plan’ and ‘Metropolitan migration and housing markets’.

process analysis”, “Funding approaches and modelling” and “Resident Research” has included:

- Presenting project findings at a lunch seminar at Infrastructure Victoria.
- Presenting at the International Conference on Transport and Health in Melbourne in November and the State of Australian Cities Conference in Perth in December.
- Developing the results from the briefing paper on development contributions into an article for PlanningNews.

Some preliminary insights

Update on development of the staging model (+ Journey to Work)

The Modelling component is now steadily underway. Each of the study areas developments have been spatialised fully, with a broad specification of how they were staged temporally. This temporal staging of the development is important to be able to provide details around the “early” rollout of transport infrastructure within the PSP areas: early, mid and late are defined relative to the establishment of the suburb. In addition to the geospatial digitisation of the suburb rollout pattern, existing transport infrastructure (active and public) has also been integrated into the model. These infrastructure networks will be classified as either

high, medium and low quality for each of the PSPs, relative to how well they provide timely transport to each of the major destination SA2s for the PSPs. Where the current transport network does not perform to a high quality, the model will also integrate a high quality theoretical public transport network structure which delivers on these commute goals, as well as geospatial coverage, and transport-as-a-social-need objectives for those who do not work (young people and children, older people, and those who are not able to participate in the labour force).

As noted from the tables 1 and 2, and the maps in figure 1 and 2, this component of the model will provide some points of difference between Truganina South and Cranbourne East, given how differently the residents in each of the PSPs travel to work:

- In the Truganina SA2 (in which the Truganina South PSP is located), the top ten destination SA2s are split almost equally between Melbourne CBD-Centric SA2s and Western Suburbs SA2s.
- By contrast, in the Cranbourne East SA2 (in which the Cranbourne East PSP is located), 9 of the top 10 Destination SA2s for PSP residents are in the outer south east.

These different patterns can also be seen in the travel to work destinations given by survey respondents from the resident survey in Allura and Selandra Rise (see figure 3).

In addition, the model will address other components of transport need beyond a myopic focus on the journey to work. This will ensure appropriate attention is made to the integration of “equity” into the transport model, not only for equitable resourcing and funding of the resultant public transport infrastructure, but also for the delivery of a transport solution that delivers equitably to different sectors of the study area community.

Figure 1: Part of the Cranbourne East PSP with its corresponding SA2

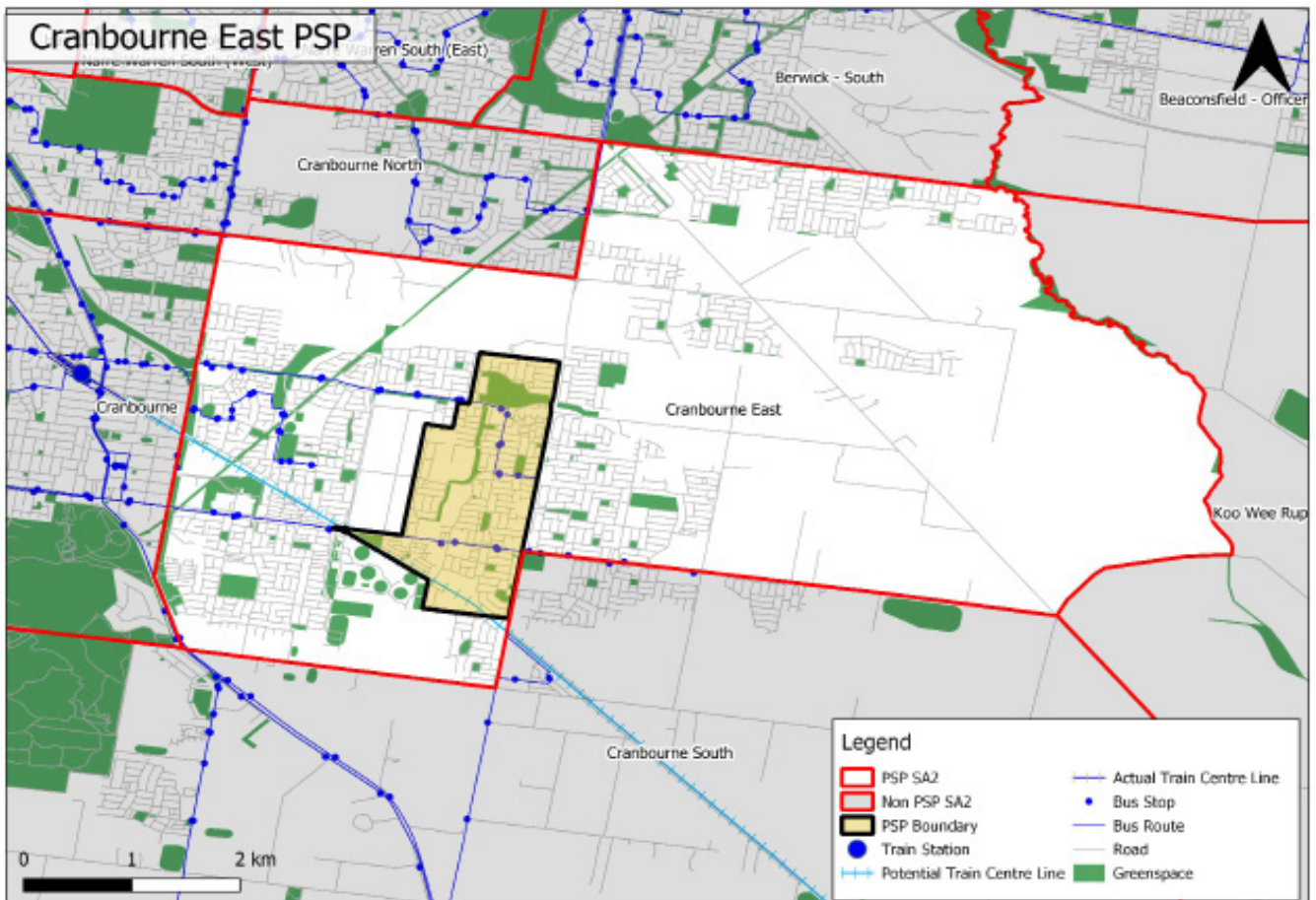


Figure 2: Truganina South PSP with its corresponding SA2

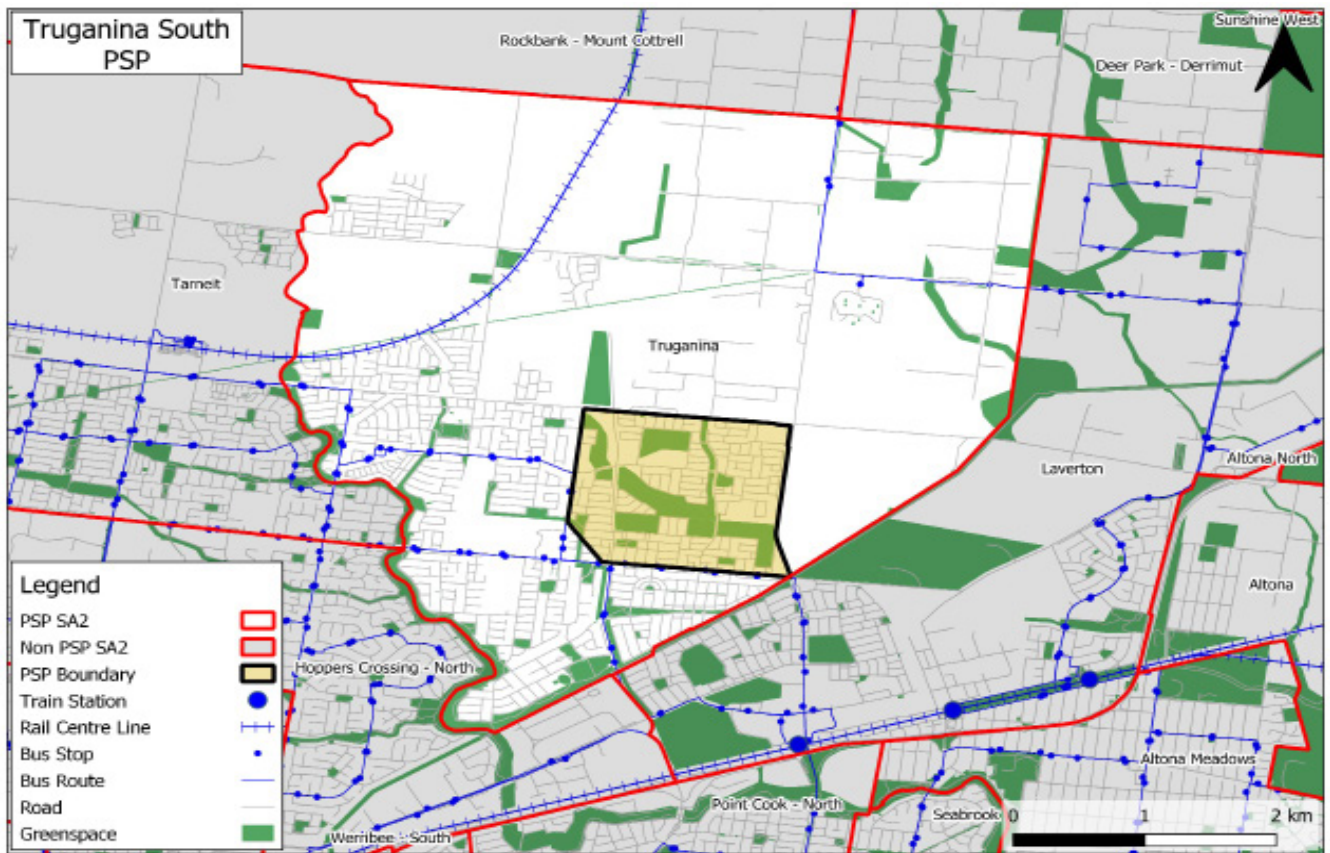


Table 1: Top Ten Journey to Work Origins and Destinations (SA2s) to/from Cranbourne East SA2

| JTW trips going to Cranbourne East SA2 (Total 2,852) | JTW trips leaving from Cranbourne East SA2 (Total 10,777) |
|---|--|
| Cranbourne East 33.3% | Dandenong 15.9% |
| Cranbourne 6.9% | Cranbourne East 8.8% |
| Cranbourne North 6.3% | Cranbourne 5.5% |
| Narre Warren South 5.9% | Melbourne 4.8% |
| Berwick South 4.7% | Narre Warren 3.6% |
| Berwick North 3.4% | Clayton 3.3% |
| Cranbourne West 3.2% | Mulgrave 2.6% |
| Langwarrin 2.8% | Berwick North 2.3% |
| Narre Warren 2.6% | Hallam 2.2% |

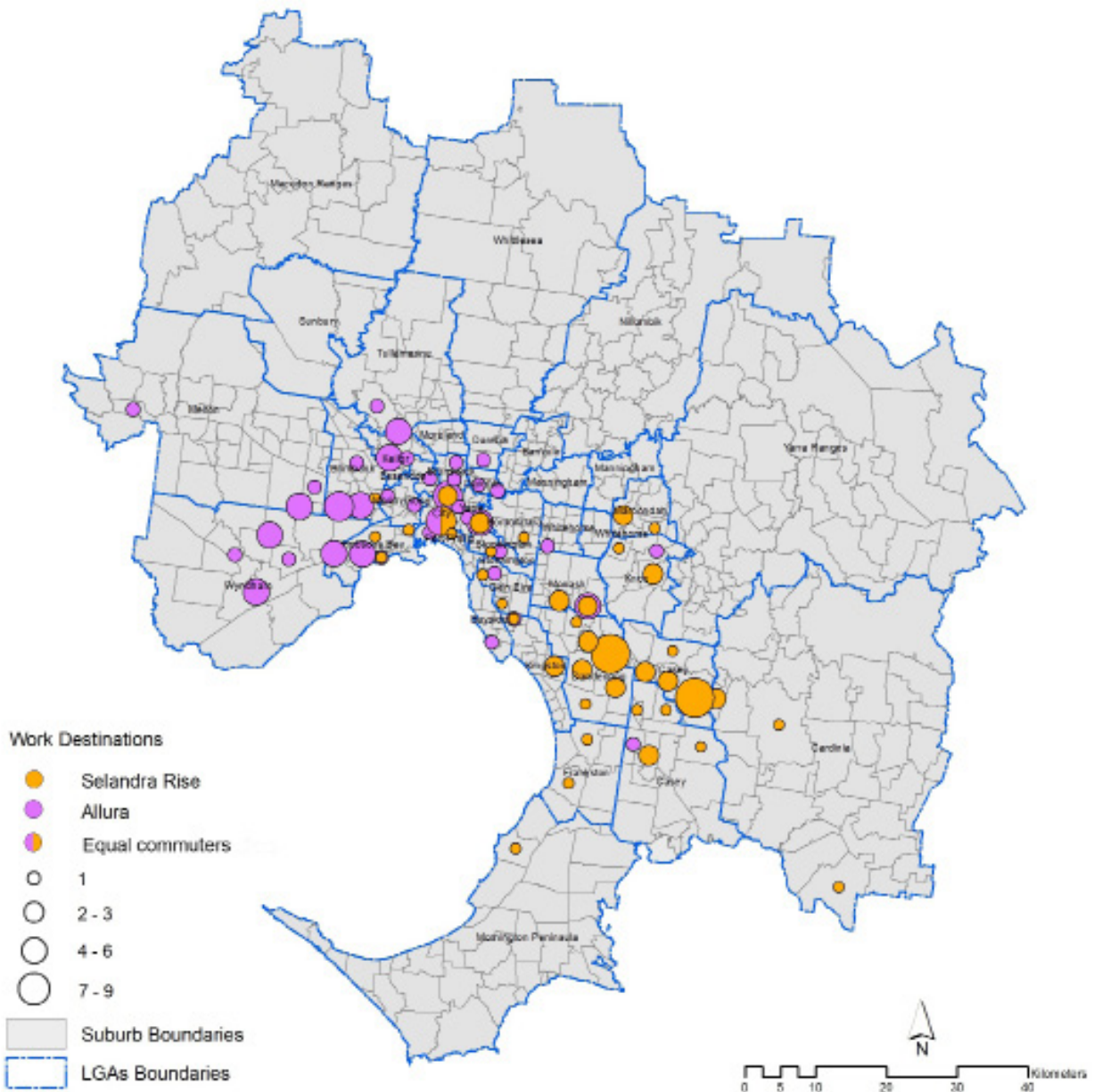
Source: ABS 2016

Table 2: Top Ten Journey to Work Origins and Destinations (SA2s) to/from Truganina South

| JTW trips going to Truganina SA2 (Total 6,193) | JTW trips leaving from Truganina SA2 (Total 9,191) |
|---|---|
| Truganina 16.8% | Melbourne City 13.8% |
| Tarneit 8.8% | Truganina 11.3% |
| Werribee 4.8% | Laverton 5.9% |
| Point Cook East 4.5% | Docklands 4.8% |
| Wyndham Vale 3.6% | Altona North 3.4% |
| Hoppers Crossing North 3.5% | Southbank 3.1% |
| Deer Park - Derrimut 3.3% | Hoppers Crossing North 2.8% |
| Caroline Springs 2.8% | Deer Park - Derrimut 2.7% |
| Melton South 2.5% | Werribee South 2.2% |

Source: ABS 2016

Figure 3: Travel to work destinations named by respondents in the resident survey; n = 253



International example – Versement transport – a transport tax in France

In France, public transport is partly financed by a transport tax, the so-called 'versement transport' (VT).

The VT is a hypothecated payroll tax, which can be levied by local authorities or municipal associations (responsible for public transport) on employers. The money received can be used both for ongoing operations and for investments.

The tax must be paid by any public or private employer with more than 11 employees located within the specific area. The VT is calculated as a percentage rate of the payroll, set by the local authorities with the rate capped by law. Larger regions can levy higher rates and the rate cap also depends on whether a (grade-separated) public transport project is planned or under construction. For Paris, the rate is currently 2.95% and for other regions it lies between 1% and 2.5%. Nationwide, the VT collected 8.2 billion euros in 2017, which finances about a third of the operations of the transport companies in France.

The VT was introduced in the 1970s as an instrument the revitalisation of public transport and to cover the rising public transport costs without burdening the users. The tax was first introduced in Paris in 1971 and then extended to metropolitan areas with more than 300,000 residents in 1973. The scope was gradually extended to all municipalities with more than 10,000 inhabitants and is planned to be extended to all municipalities.

The legal background to the tax was the consideration that the costs arising from the improvement in public transport should be borne in part by the beneficiaries. Employers were seen as benefiting through better accessibility and thus greater attractiveness for customers and employees and a lower need for parking spaces. The VT's huge advantage is that it provides the authorities and municipalities with a stable income which makes it easier to plan longer-term, especially regarding investments and has contributed to the development and improvement of new public transport systems in France. However, nowadays it is more and more used to cover operating expenses, due to the decrease in cost recovery.

Criticism of the "versement transport" includes that it adds to the cost of labour and could thus prevent

job creation and that economically weak regions can be disadvantaged as they incur lower VT income. Some see a problem in the extra rates for grade-separated public transport, as this can lead to investment in unnecessarily expensive modes. In addition, some critics say that the journey to work represents less than 50% of daily travel, so it could be considered illegitimate that employers play such a significant role towards funding public transport. Correspondingly, in Germany, where discussions are led about introducing a similar tax, some argue that it would need to be demonstrated that employers benefit more from a good public transport offer than the general public or other groups.

Despite these criticisms the simple and inexpensive collection and relatively low rate have ensured the VT's survival.

With the new Mobility Act in France being drafted in 2019, the importance of the tax will actually increase further. The versement transport will become the versement mobilité, which means that the funds can also be used for other transport areas, such as cycling, carpooling, car sharing, etc. At the same time the authorities responsible for public transport become responsible for 'mobility', including the aforementioned transport areas, and towns with less than 10,000 inhabitants can also levy the 'versement mobilité'. Overall, the VT shows an interesting example of involving third parties/beneficiaries in public transport funding.

Sources:

Heddebaut, Odile (2017) The evolution of public transport contracts in France. ITF Discussion Paper No. 2017-11. OECD, Paris.
 OECD (2018) Multi-level Governance Studies Maintaining the Momentum of decentralisation in Ukraine. OECD, Paris.
<https://www.economie.gouv.fr/entreprises/versement-transport>
 Stoycheva, Andreana (2019) Instrumente der Finanzierung des ÖPNV in Frankreich. In: Institut für Verkehrswesen (ed) Nahverkehrs-Tage 2019: Finanzierung des öffentlichen Verkehrs: zwischen leistungsorientierten E-Tarifen, preisgünstigen Flats und Drittnutzerfinanzierung. Kassel university press, Kassel. p. 47-66.
 Landtag Nordrhein-Westfalen (2017) Abschlussbericht der Enquetekommission zu Finanzierungsoptionen des öffentlichen Personenverkehrs in Nordrhein-Westfalen im Kontext des gesellschaftlichen und technischen Wandel. Landtag NRW, Düsseldorf.

Miscellaneous

The RMIT Engaging for Impact event is on again in early February. There will be three days of interactive sessions with local and international leaders across industry, research and innovation; identifying collaborative

opportunities that will help shape our future. This event is for practitioners, academics and everyone else interested.

You can find the program and register here:
<https://www.rmitefi.com.au/>.

Planned activities

- Work on modelling and funding approaches
- Analysis of resident interviews in Selandra Rise and Allura
- Further analysis of resident survey in Selandra Rise and Allura
- Project Advisory Group: 26th February 2020 9.30-11.30 am, Building 8, Level 10, Room 8 – this is a different room to the last meetings!

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