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- 4 Comments
- One suggested alternative approach

1. There's a lot more to the future needs for sustainable city development than its housing density:

The agenda:

"Linked up Lives" : "Employment,
Education and Community Engagement"

Mobility

Changes in density alone will not address
those needs quickly

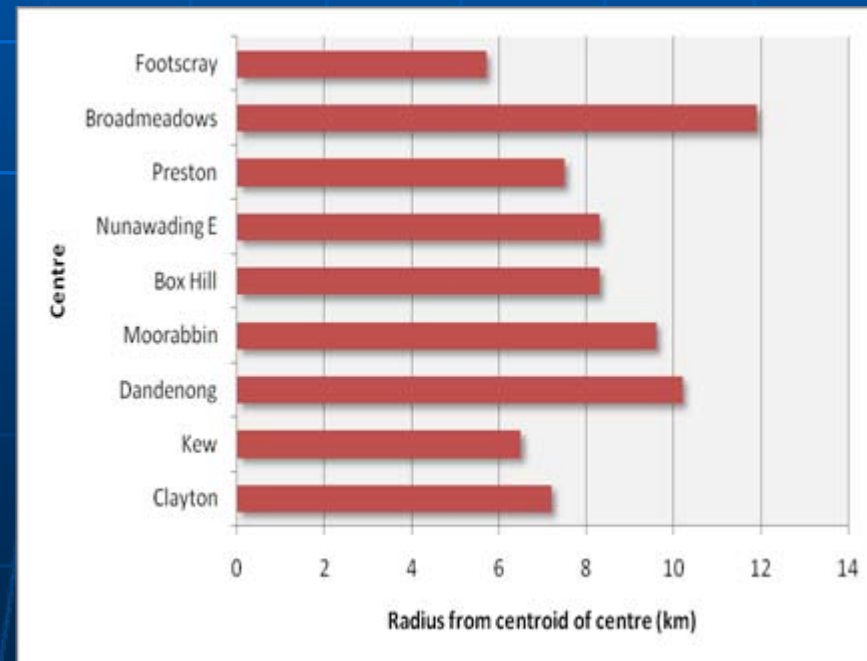
Consider Employment location:

Just 27% of jobs now in Inner city.....

New housing on inner city access routes will not lead to CBD travel

Most home-work travel is intra suburban (as in US, Europe)

And the scale of suburban employment:



2. Density does not change behaviour

Long heritage: Breheny, Troy

Mindali, O. et al (2004)

.... this research.....is applied on Newman and Kenworthy's data, leading to the conclusion that there is no direct impact of total urban density. Instead several other relationships between energy consumption and density attributes can be identified.

DA Badoe, D.A and Miller EJ (2000)

“... effect of density was found to be so small that even a relatively large-scale shift to urban densities would have a negligible impact on total vehicle travel. ...”

Forsyth a et al (2007)

“But higher densities alone, like other built environment features, do not appear to be the silver bullet in the public health campaign to increase physical activity”.

Residents of transit-oriented Orenco Station still driving cars to work

Orenco Station, the award winning neighborhood touted as an ideal of mass-transit oriented New Urbanism has failed to persuade a majority of its residents to use mass transit to get to work.

Even as the neighborhood has grown closer, block by block, to the MAX light rail station named for it, the use of cars for work trips remains relatively high.

*Oct 20, 2009 -- The Oregonian
Quoted in Planitzen*

3. High residential density is not all good news

“In each state and territory, the centre of the capital city is the area with the highest environmental impacts, followed by the inner suburban areas”.

ACF Consumption Atlas

www.acfonline.org.au/consumptionatlas

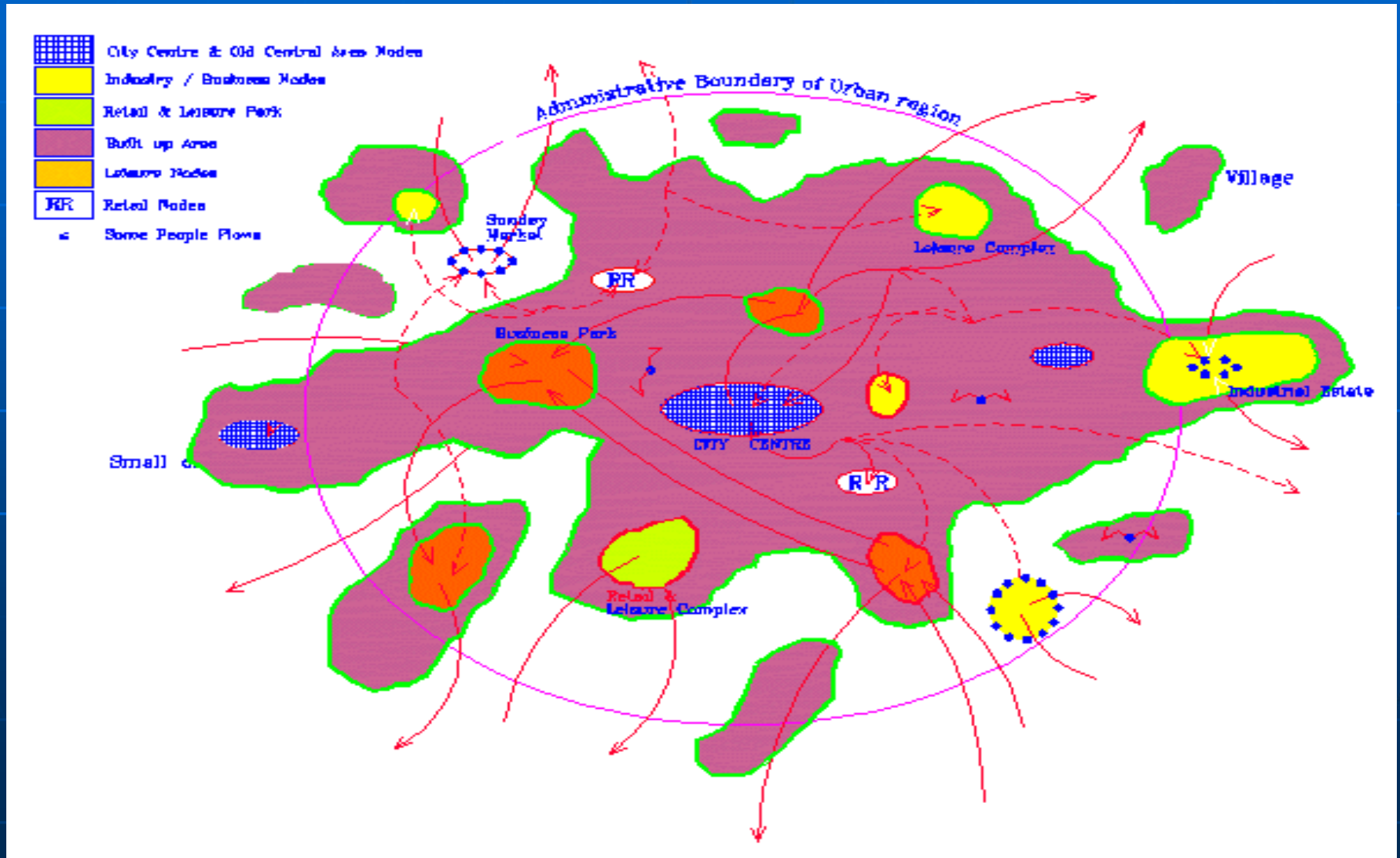
4. Higher Density policy is a narrow Path Dependent strategy.

But we need policy that is

- Smart
- Responsive
- Simple

to cope with carbon economy, economic re-structuring

A more innovative view of cities today:



A more creative alternative: A Multi-region Strategy

- Focus planning effort for employment, education, health and community engagement on sub-regions
 - Shorter trips
 - Better job accessibility
 - matching to community social linkages
 - Education
 - Medical
- Looking to the future
 - Small Electric cars*
 - Consistent with locally focussed energy, water supply

* three of the five largest spenders on R&D in 2008 were car companies.
European Commission. *The Economist*, November 21, 2009.

Implementation of a New Strategy

Fundamental need is Framework for Co-ordination of Government action on

- Public Transport and Road network
- Education
- Medical

With

- Employment
- Commercial facilities
- Energy, Water Systems

And other actions designed to change behaviour such as

- Car registration costs, road speeds
- Energy, Water charges

Density changes will play a part but are not the starting point

An even bigger issue is finance..where will we get the money to pay to improve our metro area?