

# **The Capacity of State and Local Government to Deliver Sustainable and Integrated Transport**

**A case study investigation in  
Perth and Melbourne**



# Purpose

...to understand with precision the real barriers created by horizontal and vertical governmental relationships.



# Objectives

- 1) Assess the capacity of the governmental system in Australia to deliver sustainable and integrated land-use/transport outcomes.
- 2) Detail the horizontal (interagency) and vertical (intergovernmental – state/local) relationships at bureaucratic level that come into play to restrict integrated land use/transport outcomes.
- 3) Identify how the capacity of the governmental system can be improved.

➤ Inception 6 November 2006



# Stage 1a: Perth

- Collect and collate policy documents for metropolitan Local Government Authorities (32), Regional Agencies and State Agencies.
- Documents include strategic and corporate plans; transport plans and policies; regional transport plans and regional and local planning strategies.

# LGA Profile – potential variables

## ➤ **City of Armadale - Council Statistics:**

- **Distance From Perth:** 29 km
- **Shire Area:** 545.0 sq km
- **Length of Sealed Roads:** 527.0 km
- **Length of Unsealed Roads:** 14.0 km
- **Population:** 55400
- **Number of Electors:** 32776
- **Number of Dwellings:** 19990
- **Total Rates Levied:** \$15687000
- **Total Revenue:** \$30364000
- **Number of Employees:** 213
- **Roadwise Participant:** Yes
- **Major Industries:** Commercial, Manufacturing
- **Tidy Towns Participant:** Yes
- **LCC Participant:** Yes
- **Zone Member:** South East Metropolitan
- **Regional Organisation:** South East Metropolitan Regional Council

# Working Paper Format

- **Armadale Profile**
- **Armadale Transport Profile**
- **Town Planning Scheme No.4**
- **Local Planning Strategy**
- **Armadale Community Safety Plan 2005- 2010**
- **Disability Access and Inclusion Plan 2005-2009**
- **Strategic Plan 2005-2009**
- **State of the Environment Report 2005**
- **A summery of Armadale Transport Policies**

# Stage 1b: Perth

- Conduct a content analysis using pre-established framework:-
  - Measure extent to which “transport policy” reflects “best practice”
  - Identify potential case study projects

- An evaluation of the documents will be made against a set of core principles for land use transport integration derived from earlier research ...

# Land Use Transport Integration Principles

Access	
The Network	<ul style="list-style-type: none"><li>• interconnectedness to urban system</li><li>• balance of access between through-travel and travel to the place</li><li>• choice of transport options in close proximity</li></ul>
Activity function (rather than transport function)	<ul style="list-style-type: none"><li>• highly connected street network</li><li>• high quality walkable catchments</li><li>• arterial roads have safe pedestrian facilities, on-road cycle lanes</li></ul>
Traffic Management	<ul style="list-style-type: none"><li>• lower traffic speeds, moderate traffic volumes, narrower streets</li><li>• effective traffic management</li><li>• pedestrian priority</li></ul>
Service	<ul style="list-style-type: none"><li>• integrated transport -all modes; seamless and safe connections</li><li>• operational - easy to navigate system, high frequency, reliable,</li><li>• safe, convenient and comfortable stations, stops and interchanges</li><li>• accessible by people with disabilities, seniors, children, mothers etc</li><li>• cycle friendly</li><li>• good business servicing opportunities</li></ul>

Land Use	
Land-use configuration	<ul style="list-style-type: none"><li>• land use integrated with integrated transport</li><li>• a robust urban form – can adjust to changes in demand</li><li>• greater diversity, vibrant mix of land uses</li><li>• buildings oriented to station/streets/paths</li><li>• active ground floor uses for surveillance</li><li>• frontage development - human scale</li></ul>
Density/Intensity	<ul style="list-style-type: none"><li>• highest residential density in close proximity to activities</li><li>• medium to high residential densities</li></ul>
Proximity	<ul style="list-style-type: none"><li>• compact cluster of compatible activities in close proximity, clustered around rail station/high frequency bus stop</li><li>• more intensive/ high-medium density office, retail and other commercial uses within walking distance of transport facilities</li></ul>
Parking	<ul style="list-style-type: none"><li>• car parking areas managed so pedestrian access not compromised</li><li>• parking provided in shared structures rather than on individual sites</li><li>• car parking behind buildings not fronting street</li><li>• street parking</li><li>• short term parking but limited commuter parking</li><li>• car-based retailing (drive-thru') and light industry located on periphery of town with good car access</li></ul>

## 'People Places'

### Scale and Design

- human scale - sense that cars are not the priority mode
- integration of character and scale of development within precinct
- respecting existing development
- diversity of architectural styles
- legible design - is easily understood for residents and visitors

### Amenity

- high amenity precincts – a place you want to go to – a destination in its own right
- community/neighbourly feel – mixed ages – family friendly
- good 'people places' – public open space, public seating, public art
- more social encounters due to more walking, cycling, use of public transport
- busy places

It is envisaged that four potential conditions could occur, or a degree of concordance, where:

- 1) There is complete concordance between the principles and documents;
- 2) There is a gap in the capacity to deliver the principles;
- 3) There is complete discordance between principles and documents;
- 4) There are new principles in the documents suggesting an enhanced capacity to deliver sustainable transport.

# Stage 1 Output

a comprehensive position statement about the degree to which, and in what way public institutions aspire to the delivery of sustainable transport and the extent of their role.

# Stage 2

- Case studies will be identified of transport projects in which integration is an issue.
- These will be evaluated against principles, and implementation gaps specified.
  - These implementation gaps will be investigated through detailed histories of the cases.
  - Projects involve many players in the process from decision to action, through project specification, concept design, consultation with those affected, redesign of plans, and implementation.

# Case study project types

- *Public transport*: projects involving interchange of transport mode and the relationship between walking and public transport.
- *Walking*: projects to improve facilities for walking in urban areas (pedestrianisation schemes etc.)
- *Cycling*: projects to improve the network capacity for bicycle usage and safety as a mode of transport, rather than merely a mode of recreation.
- *Roads and streets*: projects aiming to manage road space for ends other than purely maximum movement of traffic (liveable streets, retail environments etc.).