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Transforming Cities with Sympathetic Light Rail Transit Insertion – Lessons for Australia

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Institute of Transport Studies (Monash)
The Australian Research Council Key Centre in Transport Management



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Introduction

The Nouveau Tramway Movement

The Melbourne Context

The Monash Research Agenda

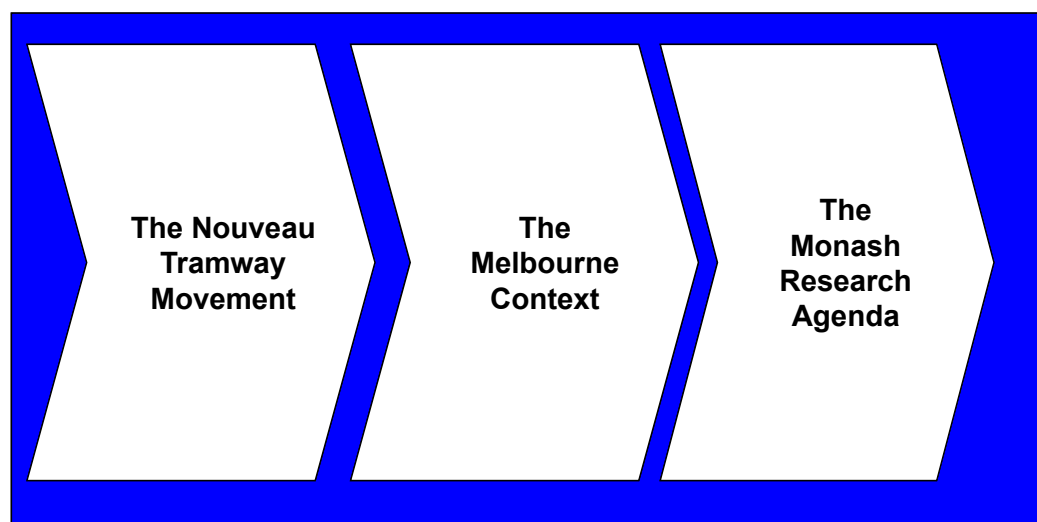


This paper explores French urban transformations using Light Rail and considers the Australian context and a Monash research agenda...

- Light rail development is increasing in Australia
 - are we maximising urban renewal outcomes?
- Major urban transformation has occurred in French cities using light rail in the last 3 decades:
 - The French **Nouveau Tramway** movement is founded on urban renewal with transformative impacts on car based cities
- This presentation aims to:
 - Review results of Monash research into the French Nouveau Tramway movement;
 - Explore the tram context in Melbourne ;Australia's largest tram system
 - Present current (early) thinking on a major new project quantifying place quality in the context of Melbourne tram modernisation



...and is structured as follows



Introduction

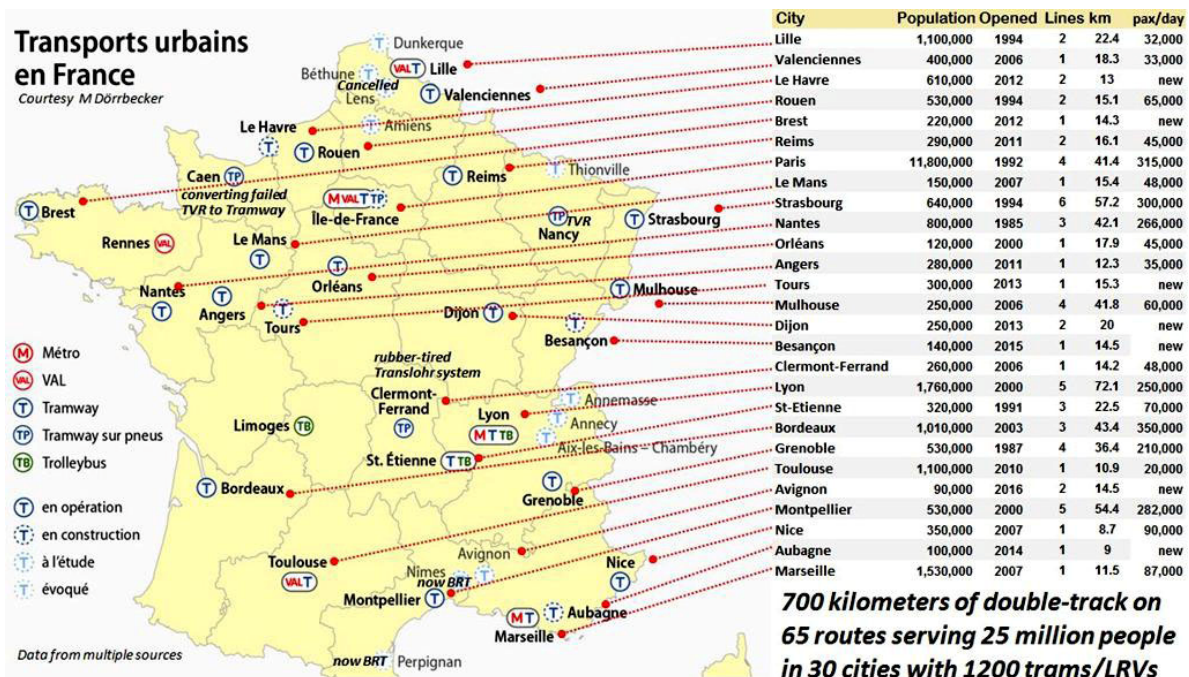
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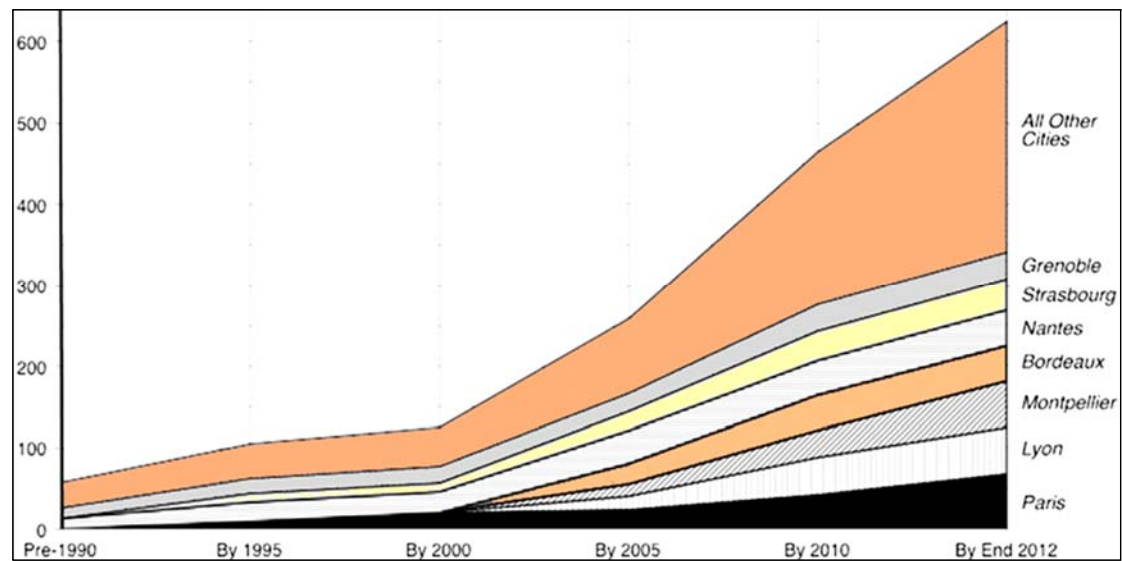


The largest world LRT development has been the Nouveau Tramway movement in France...



...during the Global Financial Crises...

Growth of French Tramways—kilometres of route



...using an integrated street design and transit design concepts



Including MACRO and MICRO design principles

Nouveau Tramway Principles

MACRO Design Principles

- Develop a concept of how public transport should tie the urban agglomeration together: a small number of light rail (nouveau tram) and/or BRT lines is key
- High-performance and -capacity vehicles designed to blend with the urban fabric and facilitate accessibility between lines and modes
- Fully accessible stops widely spaced
- Stops adjacent to ,and integrated with major destinations; including in suburbs
- Local bus lines reconfigured around nouveau tram or BRT stations

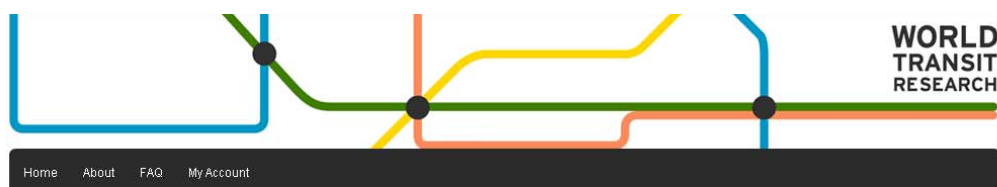
MICRO Design Principles

- Almost 100% use of public rights-of-way
- At the expense of the auto, which are kept off tracks
- Examples: Roads, alleys, plazas, university campuses, hospital campuses
- All rights-of-way rebuilt from building façade to building façade to facilitate transit performance, pedestrian and bicycle flow, safety, aesthetics
- The Art of Insertion is a political process wherein stakeholder groups figure out how to design high performance transit that is compatible with their lifestyles

Source: Thompson G Currie G and Parkinson T (2016) 'Structural Transit Streets: The French Approach ...and thoughts for America'
Designing Streets for Transit – 95th Transportation Research Board Annual Meeting, Washington DC January 10th 2016



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World Transit Research (WTR) is designed to help public transport practitioners and researchers get easier access to quality research in the field of public transport planning. WTR is a free repository of research papers, reports, research abstracts and links to research findings from leading research journals indexed and searchable to ensure easier access to topics of interest. The site is developed and run by the Public Transport Research Group at the Institute of Transport Studies, Monash University.

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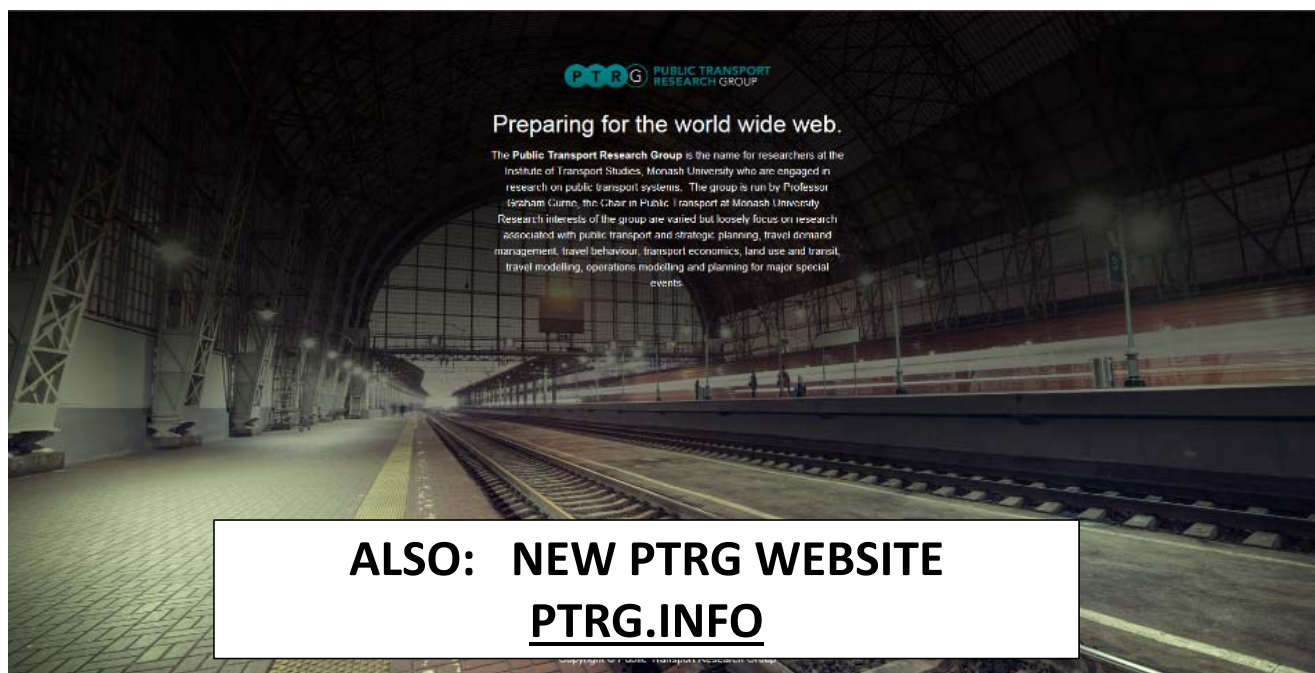


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PTRG PUBLIC TRANSPORT RESEARCH GROUP

Preparing for the world wide web.

The **Public Transport Research Group** is the name for researchers at the Institute of Transport Studies, Monash University who are engaged in research on public transport systems. The group is run by Professor Graham Currie, the Chair in Public Transport at Monash University. Research interests of the group are varied but loosely focus on research associated with public transport and strategic planning, travel demand management, travel behaviour, transport economics, land use and transit, travel modelling, operations modelling and planning for major special events.

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