

Quality Development: A transport perspective

Professor Graham Currie

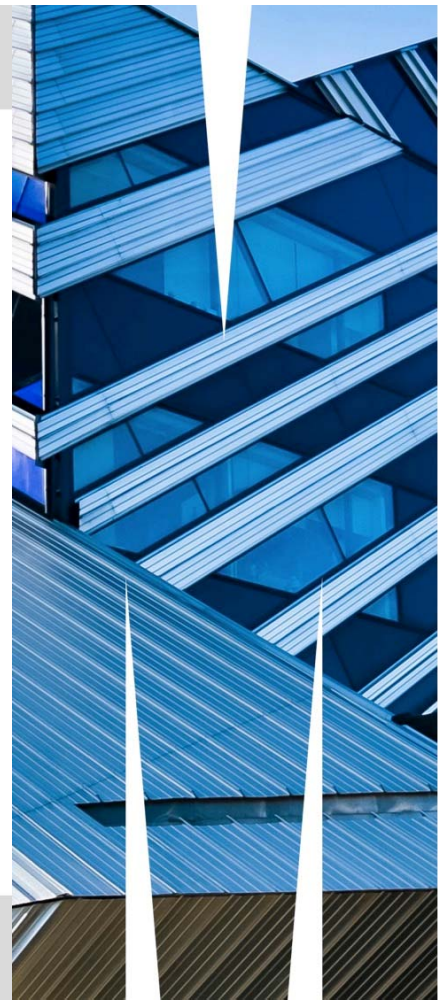
Presentation for Moreland City Council
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Outline

- The development challenge
- Travel Plans and transport options
- The development lifecycle disconnect

The development challenge

- How and where do we accommodate Melbourne's growing population while maintaining the city's liveability?



**Melbourne's grows by about
1,800 people each week**

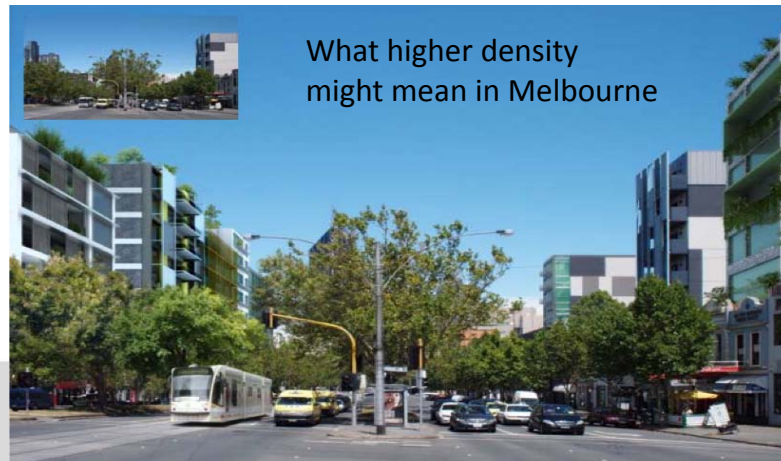
The development challenge

- Where will they live?



**Within the existing urban area or
sprawling suburbs on the fringe?**

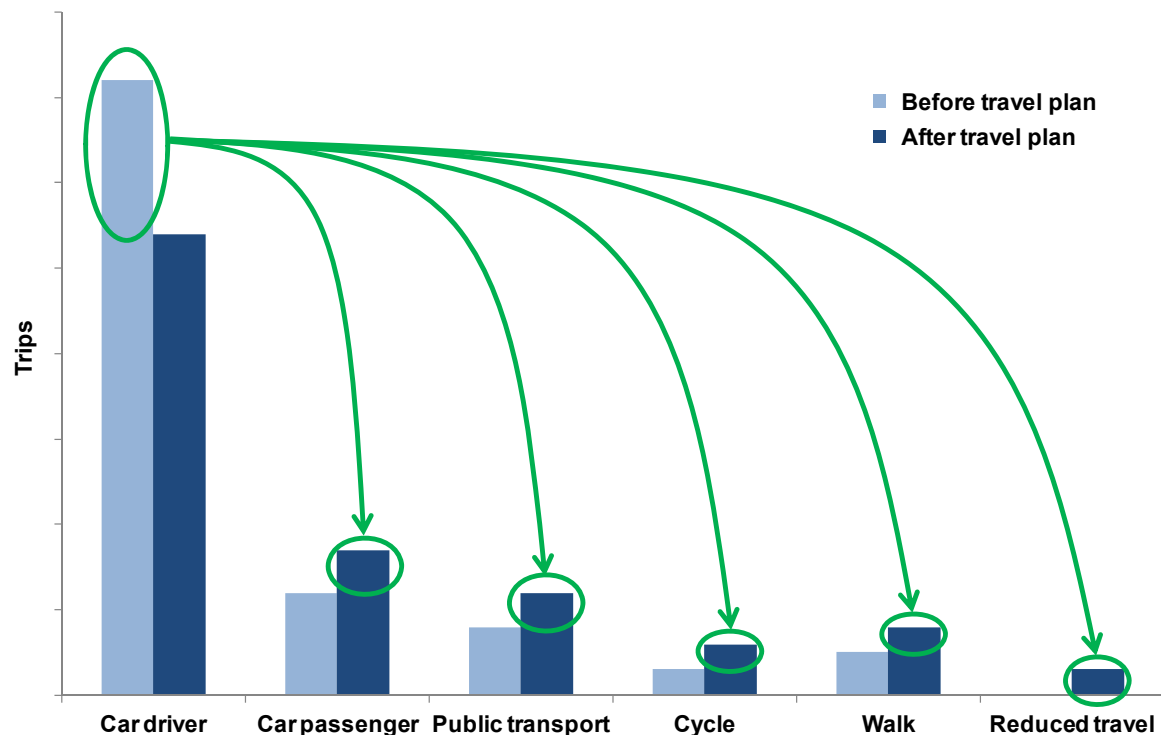
High Density versus higher density?



Travel plans – a tool to manage transport impacts

- A travel plan is a:
 - Strategy containing measures to manage car use & encourage use of more sustainable forms of transport
 - Typically developed for individual sites such as workplaces or schools or apartment developments
 - No two travel plans are the same – they are tailored to the needs of the site
 - Can be required for new developments as part of planning approval but the challenge can be enforcing what they recommend





Transport Options

- Traditional options: Public transport (train, tram, bus, taxi), bicycles, walking



How Transit supportive is Melbourne Development?

Density

– the concentration and compactness of development within geographic space

Diversity

– the land use mix including the balance and compatability of users with each other (and transit)

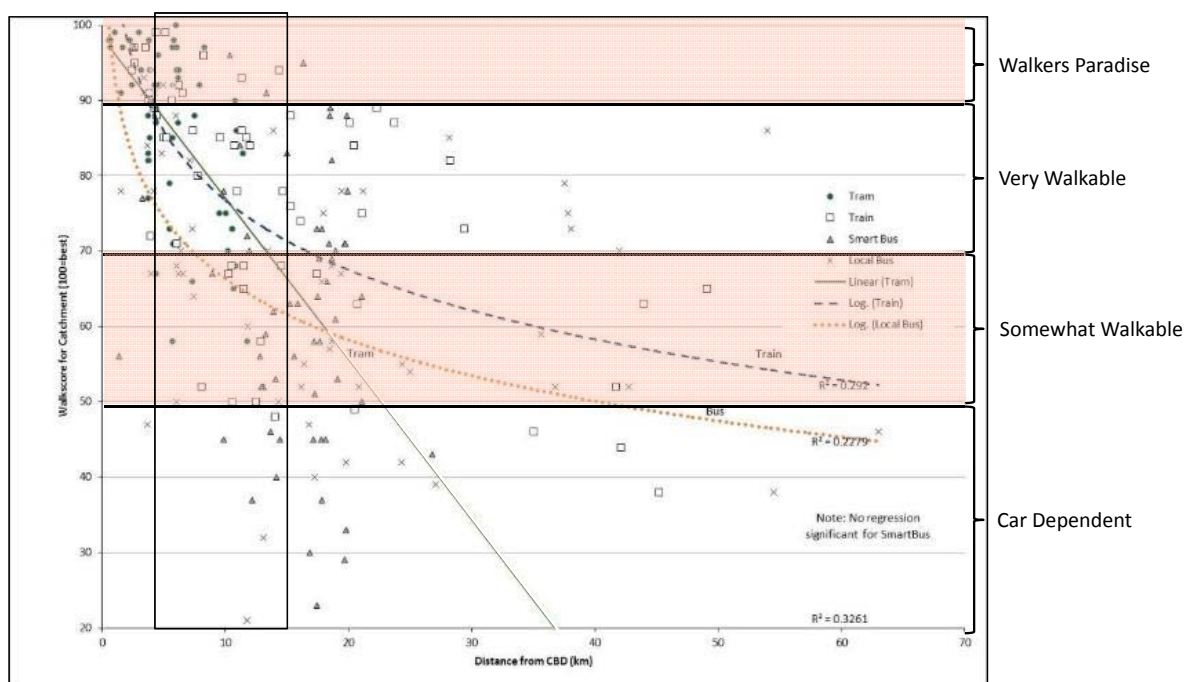
Design

– which relates how the various land uses are combined, linked and presented in terms of ease of access and attractiveness



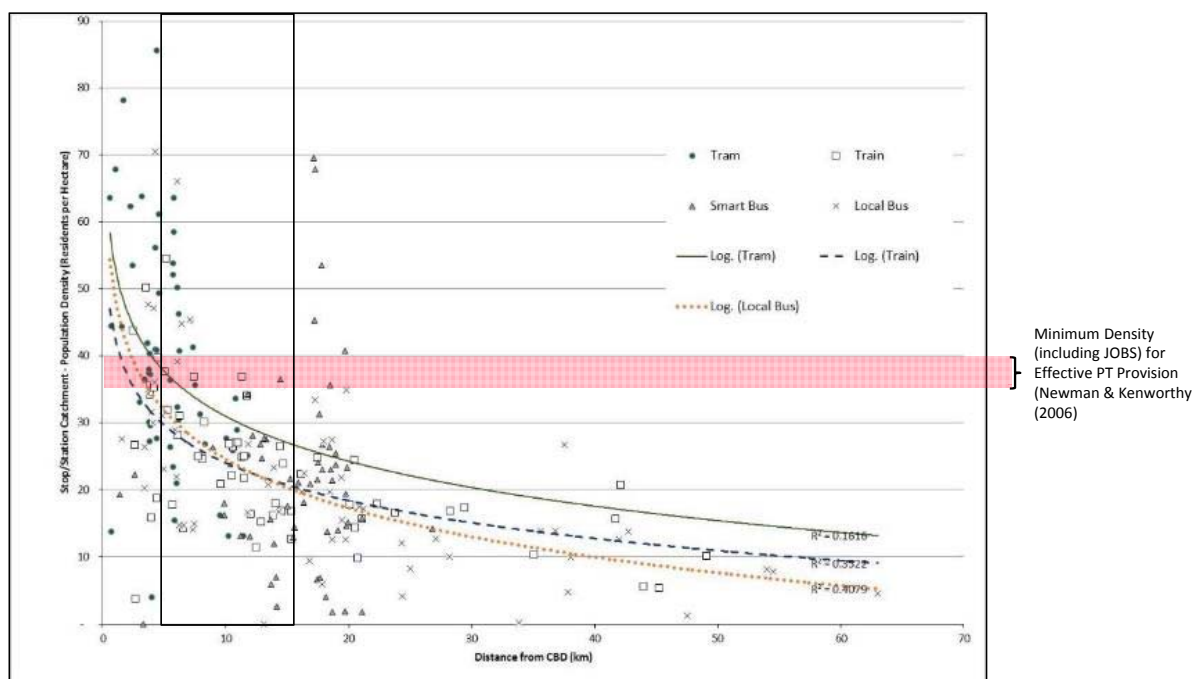
Source: Cervero and Kockleman (1997)

Design (Walkability) in Melbourne



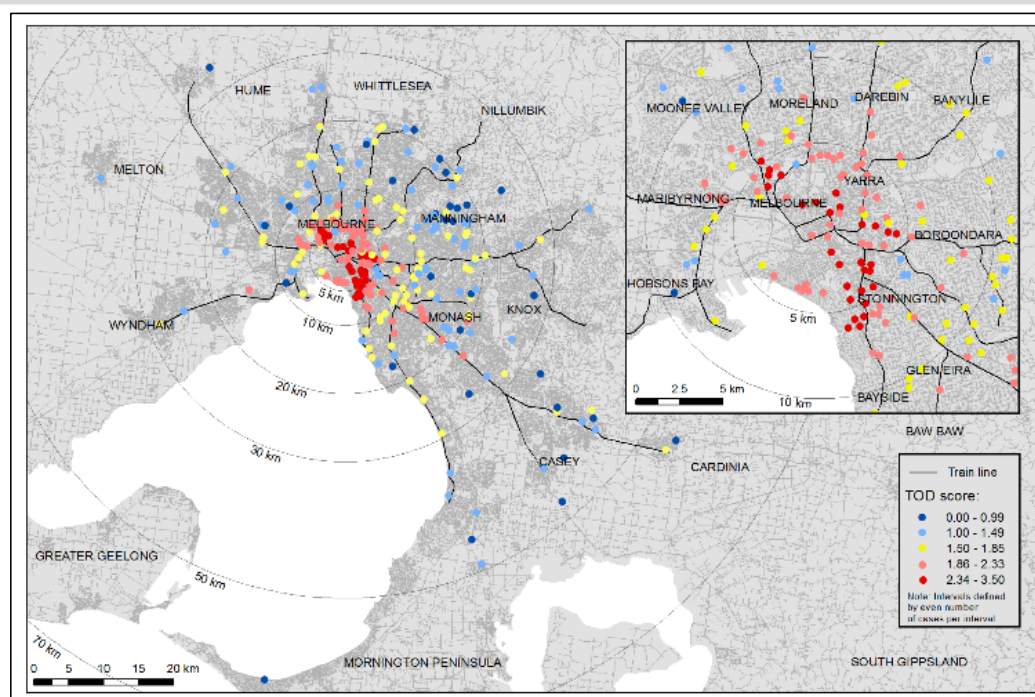
Source: Aston L, Currie G and K Pavkova (2016) 'Does Transit Mode Influence the Transit-Orientation of Urban Development? - An Empirical Study' JOURNAL OF TRANSPORT GEOGRAPHY Vol 55 (2016) pp83-91

Density in Melbourne



Source: Aston L, Currie G and K Pavkova (2016) 'Does Transit Mode Influence the Transit-Oriented Urban Development? - An Empirical Study' JOURNAL OF TRANSPORT GEOGRAPHY Vol 55 (2016) pp83-91

OVERALL Transit Orientation – only in central areas



Source: Aston L, Currie G and K Pavkova (2016) 'Does Transit Mode Influence the Transit-Oriented Urban Development? - An Empirical Study' JOURNAL OF TRANSPORT GEOGRAPHY Vol 55 (2016) pp83-91

Transport Options

- Emerging modes: car share, bikeshare, shared vehicles (Uber)



"We use GoGet instead of having our own car."

Find out how GoGet members Evan and Jennifer's family get by without owning their own car.



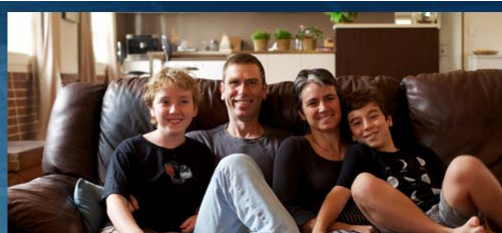
Source: www.johnholland.com.au, en.wikipedia.org

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Critical issues: vehicle ownership, parking & use

"We use GoGet instead of having our own car."

Find out how GoGet members Evan and Jennifer's family get by without owning their own car.

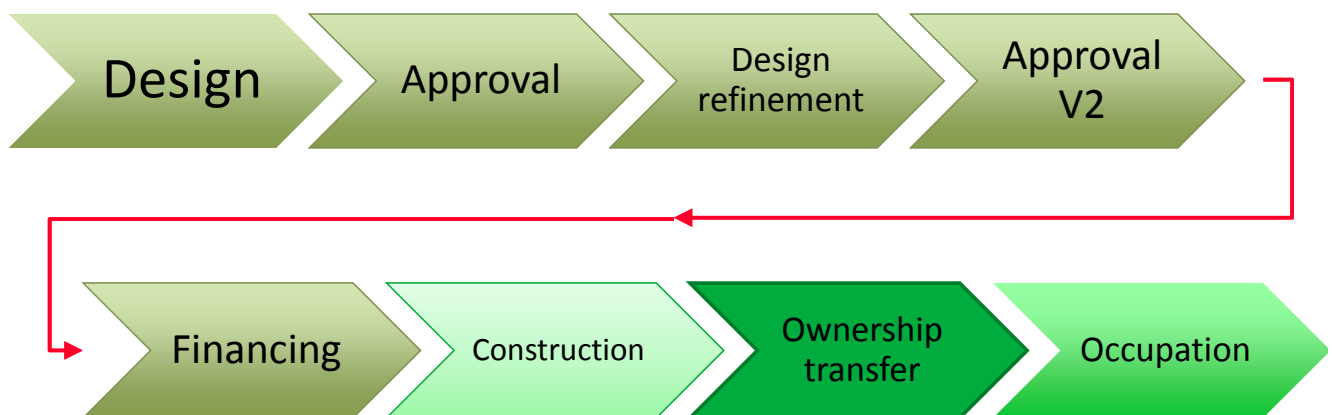


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Stakeholders

- Developer
- Architect
- Bank/Finance provider
- Council
- VCAT
- Owner
- Real estate agent
- Builder
- Property manager
- Occupier
- Local community

Development lifecycle



Development lifecycle disconnect

