

Integrated Transport and Land Use Planning

The Victorian Experience

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Department of Planning and Community Development

Urban Mobility Conference

New Delhi, India, 3 – 5 December 2009

Overview

- Melbourne – context
- Sustainable Urban Transport
- Case Studies
- Emerging Research

Context – Melbourne, Australia



Melbourne

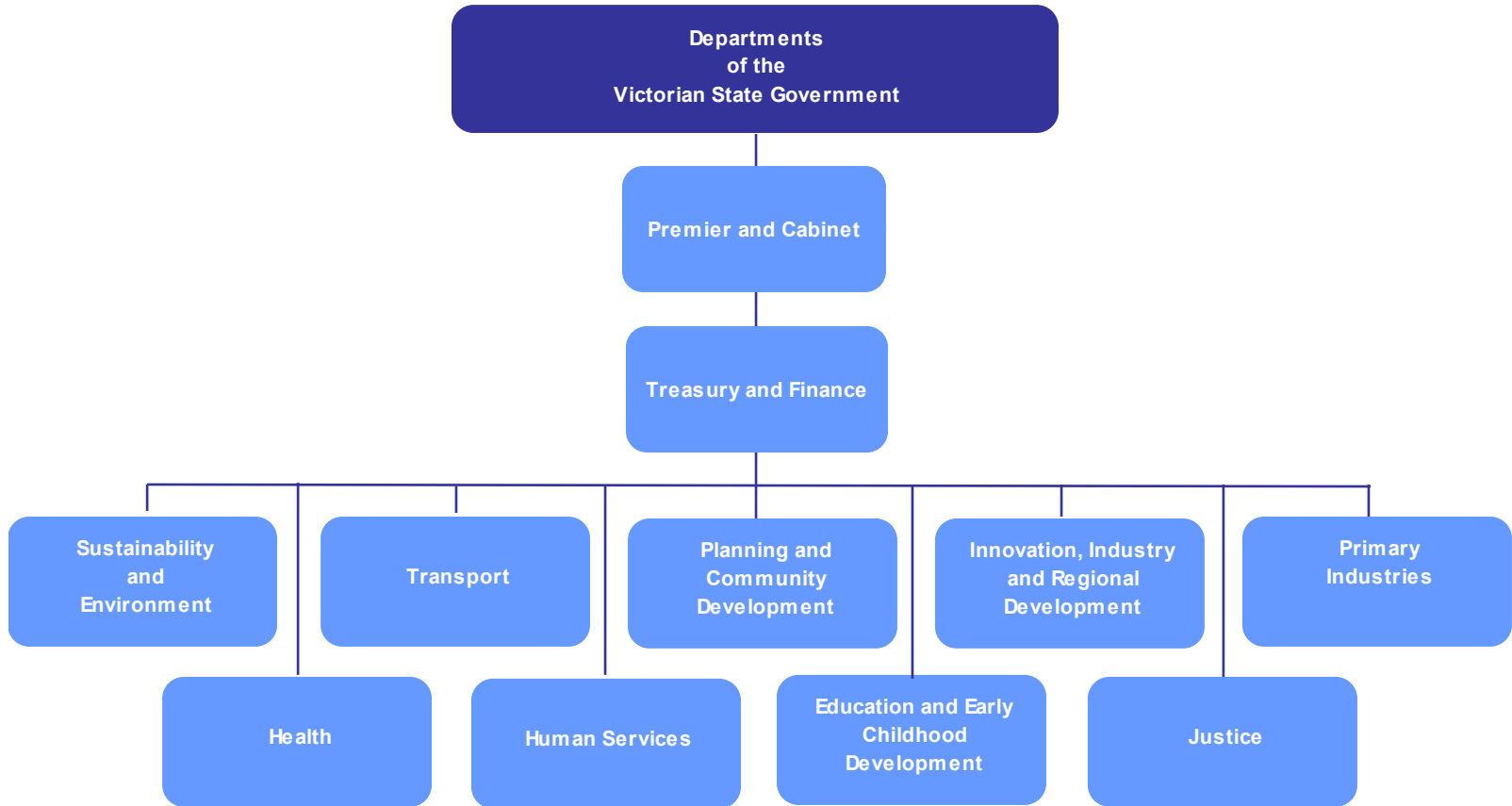
Population 4.0 mil

Victoria

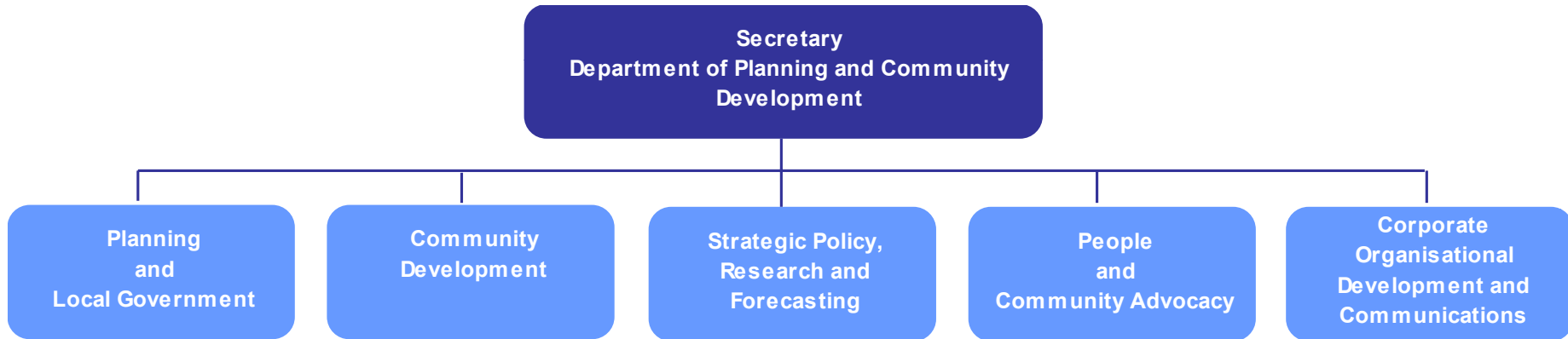
Population 5.5 mil

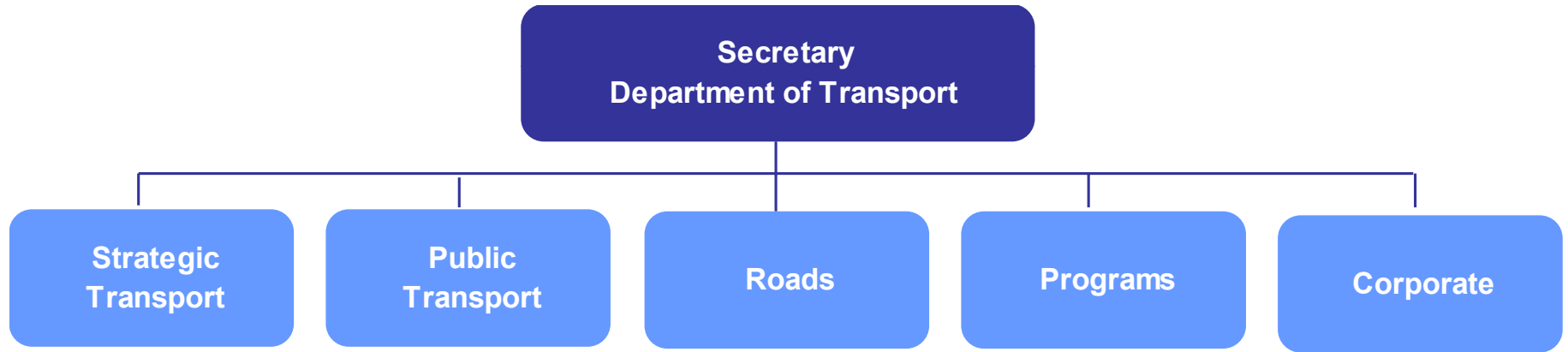


Victorian Departmental Structure



Department of Planning and Community Development





Overview

- Melbourne – context
- **Sustainable Urban Transport**
- Case Studies
- Emerging Research

Secretary Department of Transport

Proposition 1

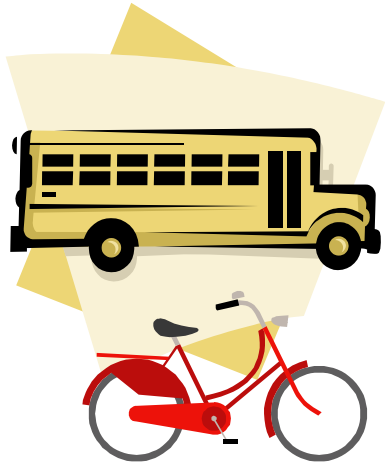
“Transport planning and land use planning are the same thing”

Sustainable Urban Transport



Integrated Transport and Land Use Planning

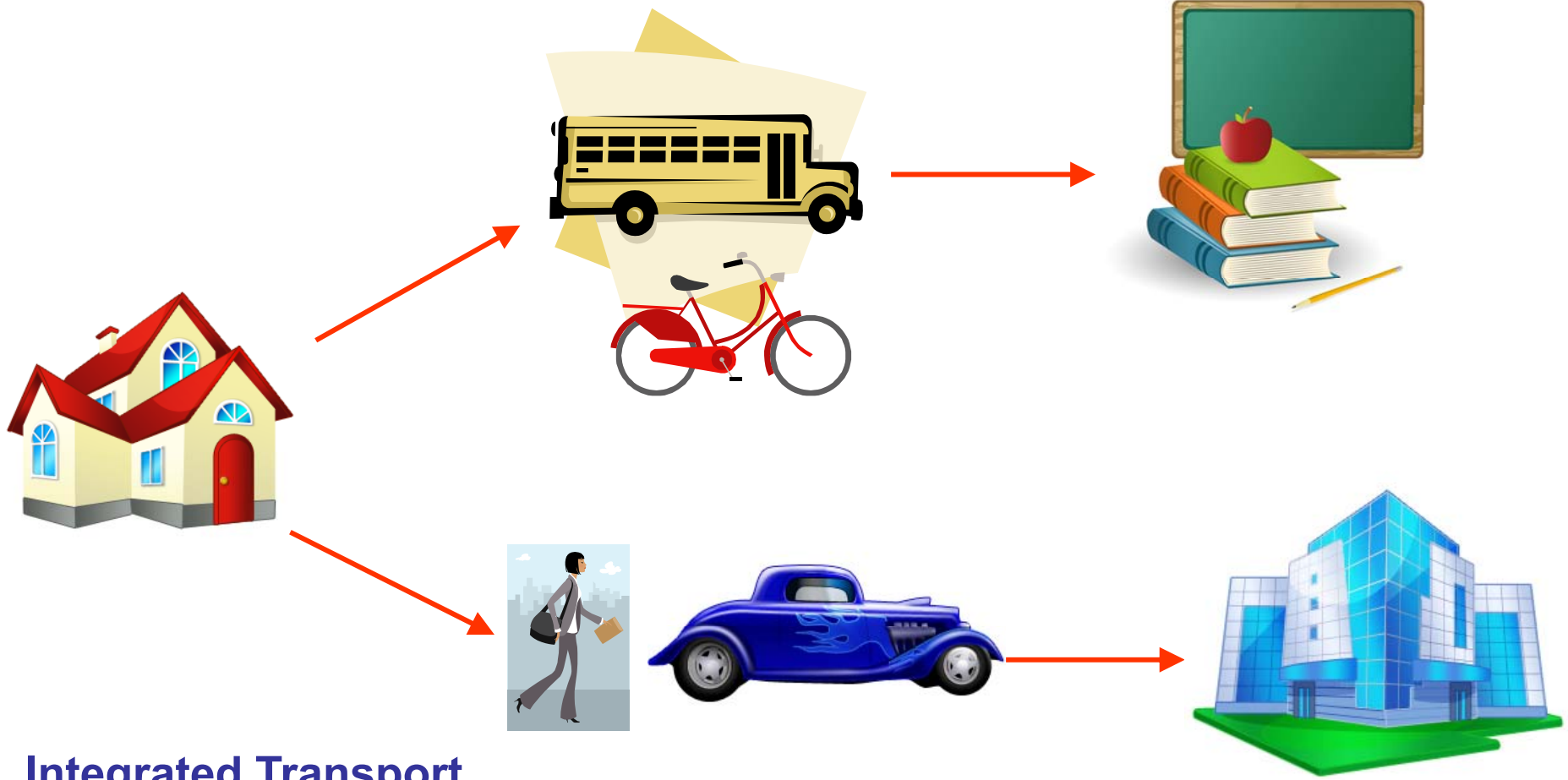
Sustainable Urban Transport



Integrated Transport and Land Use Planning

Sustainable Urban Transport

DELIVERING
MELBOURNE'S
NEWEST
SUSTAINABLE
COMMUNITIES



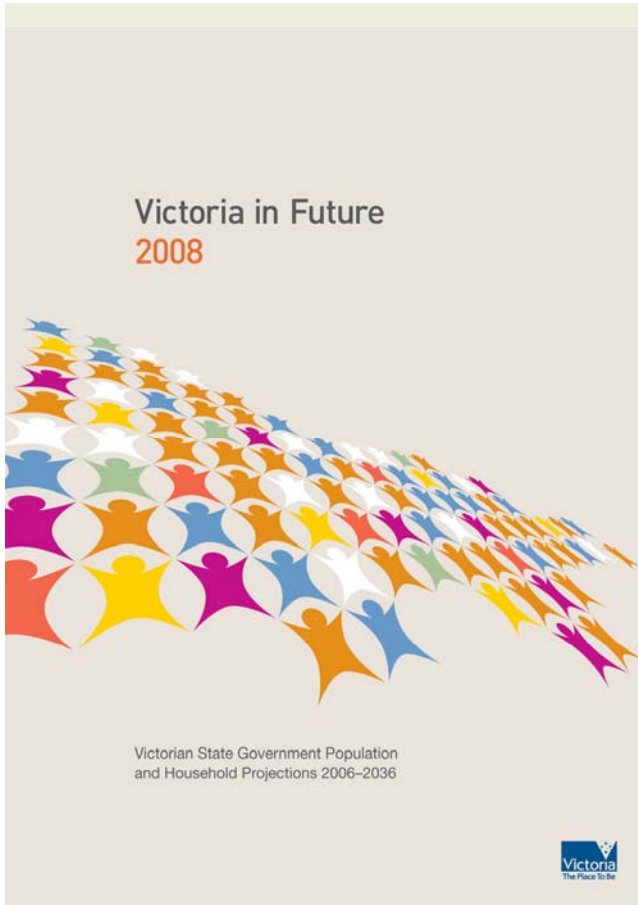
Integrated Transport and Land Use Planning

Secretary Department of Transport

Proposition 10

**“Governance is old hat.
Culture is king”**

Drivers of Collaboration

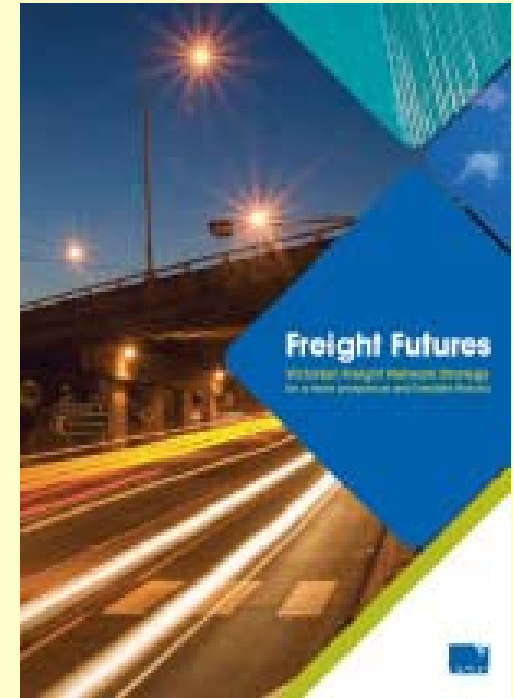


- 1.8 million additional people by 2036
- 600,000 dwellings in the next 20 years
- How are we placed to respond to this growth?

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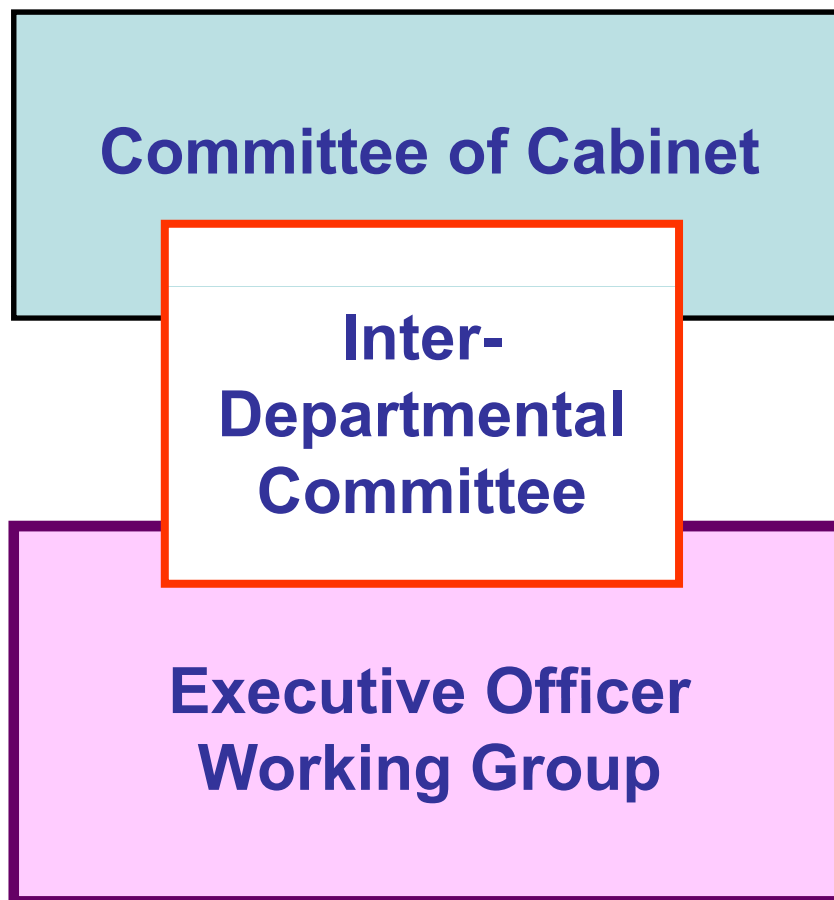
The Victorian Transport Plan and Melbourne @ 5



The Victorian Transport Plan and Melbourne @ 5



Governance Structure



The Victorian Transport Plan and Melbourne @ 5



Committee Membership

Premier

Treasurer

Minister for Environment & Climate Change

Minister for Planning

Minister for Public Transport

Minister for Regional Development

Minister for Roads and Ports

The Victorian Transport Plan and Melbourne @ 5



Working Group – a collaboration

16 Executive / Senior Officers across multiple departments

Multiple weekly workshops – emphasis on collective understanding

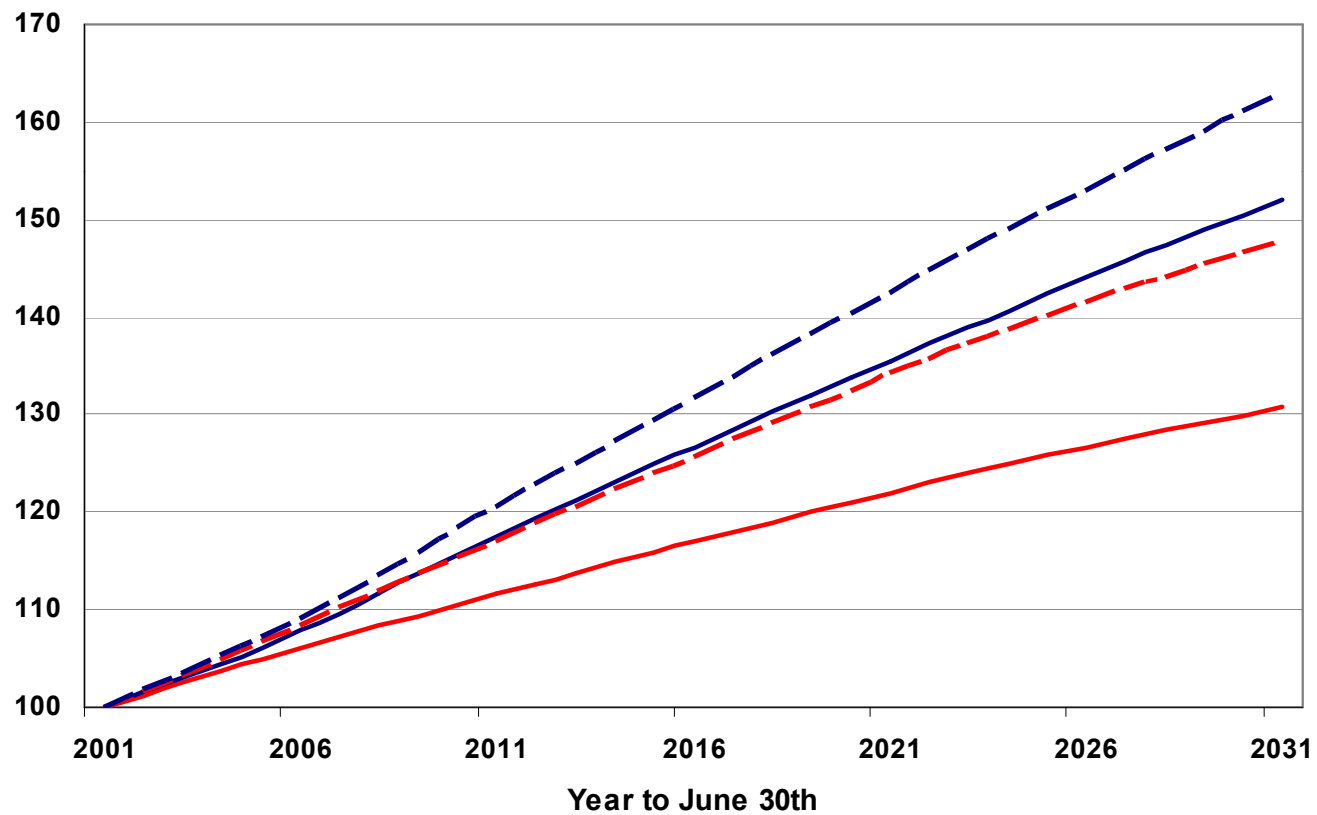
Process and planning resolved collectives

The Victorian Transport Plan and Melbourne @ 5



Drivers of Collaboration

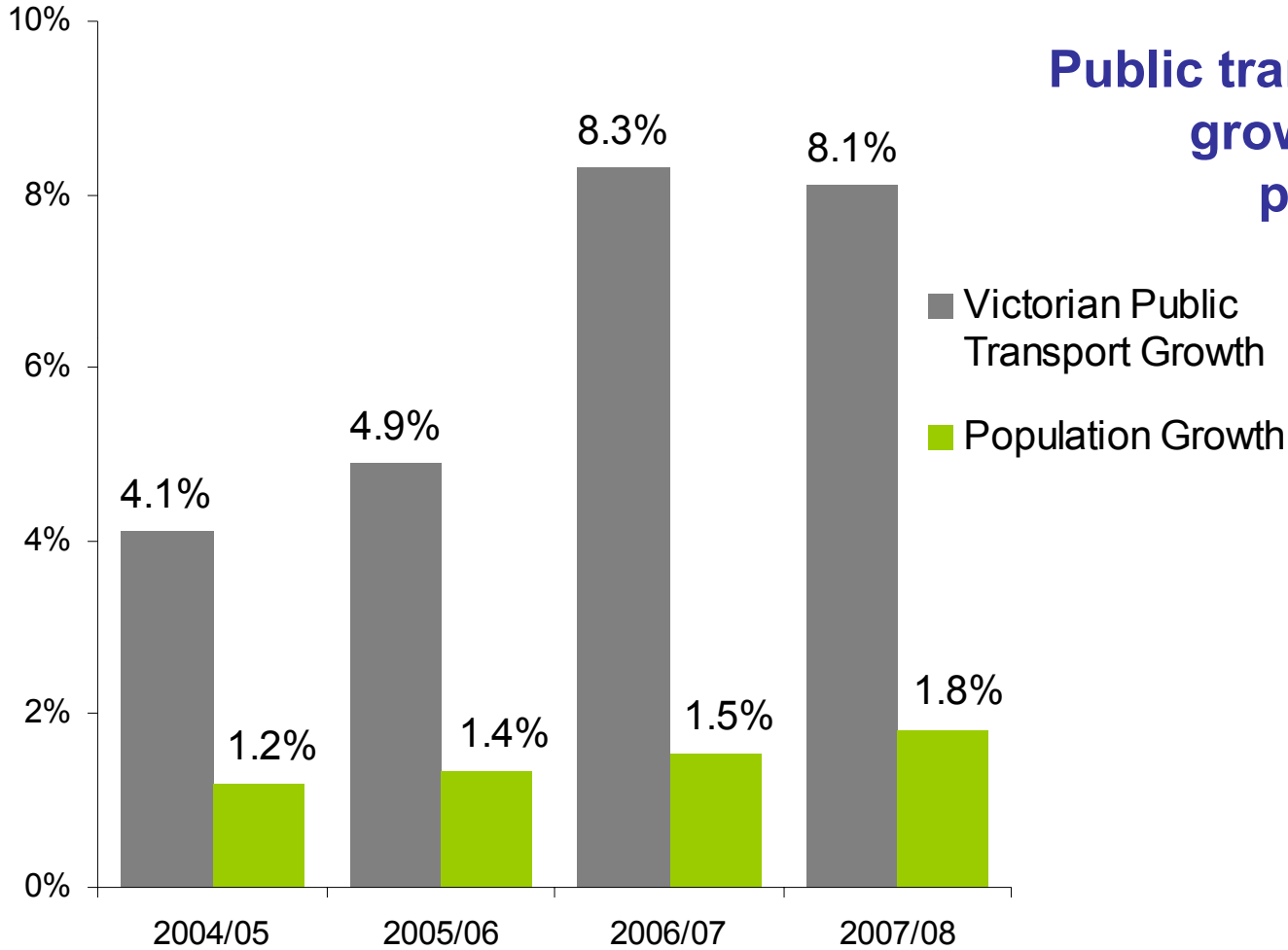
Index
(2001 = 100)



Scale of Growth

- Pop VIF2004
- Pop VIF2008
- Hholds VIF2004
- Hholds VIF2008

Economic Competitiveness



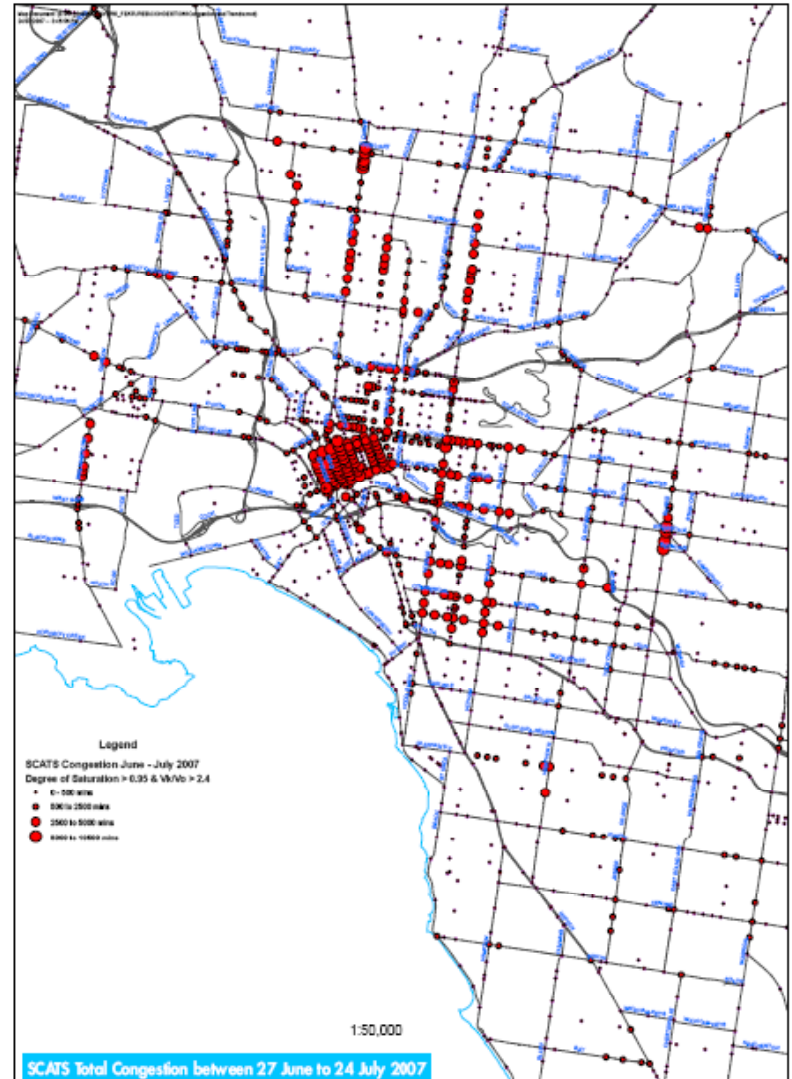
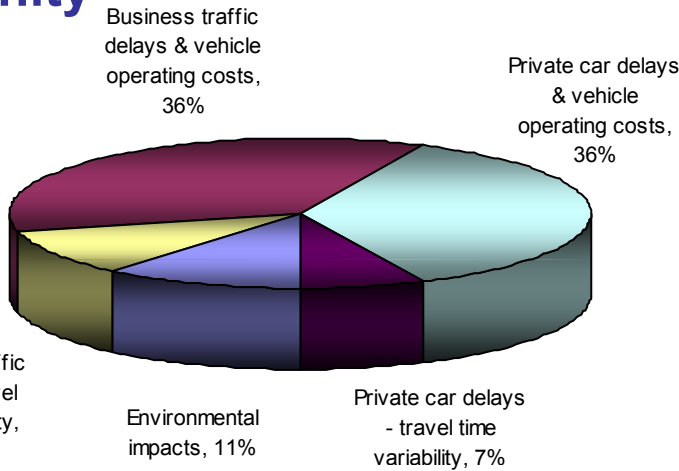
Public transport patronage growth has outpaced population growth

Economic Competitiveness

Road Transport - Congestion

Inner Urban Blockages

Costs to the Community



Economic Competitiveness



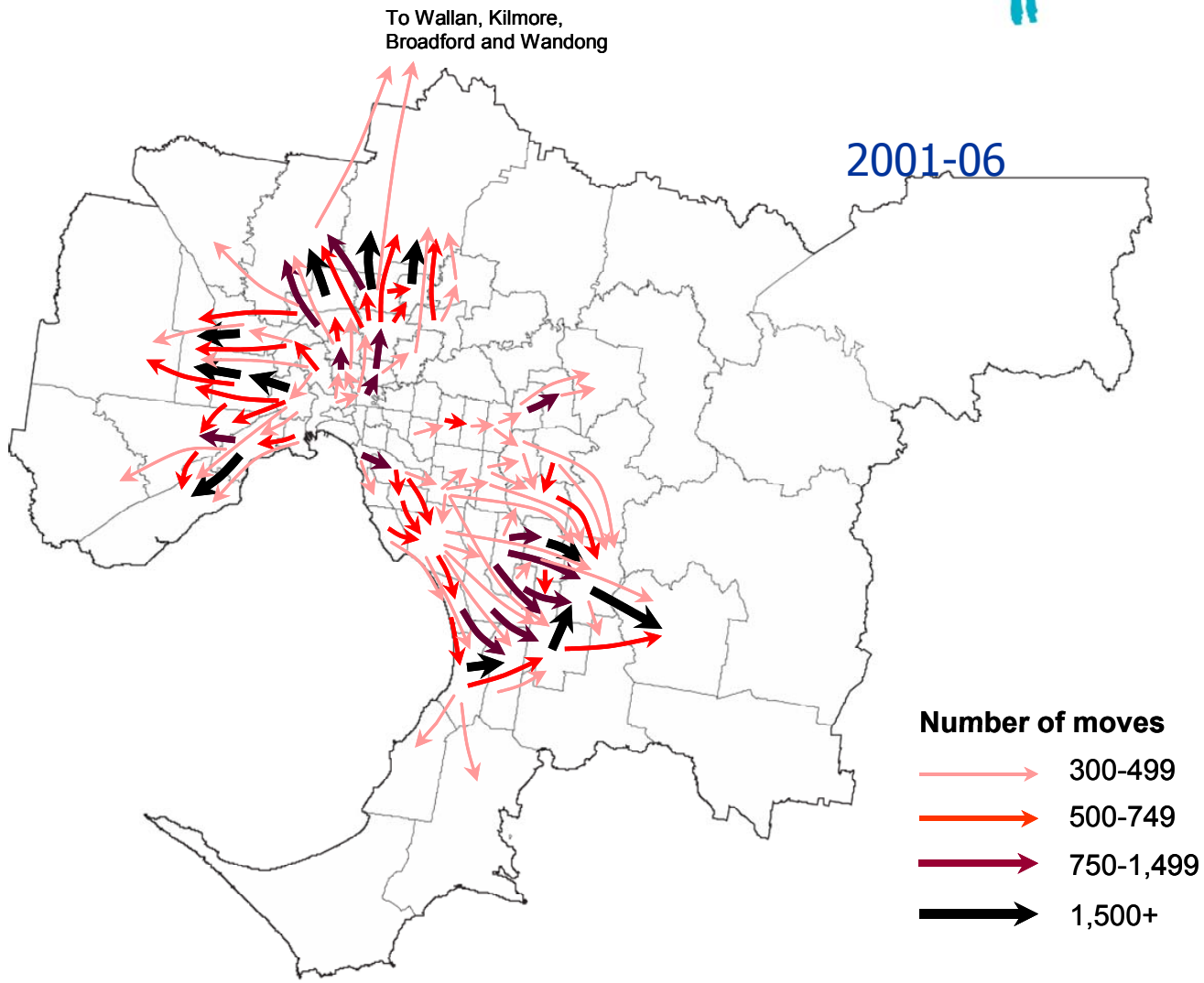
75 people carried
by 60 cars

Road Transport –
Mode Shift

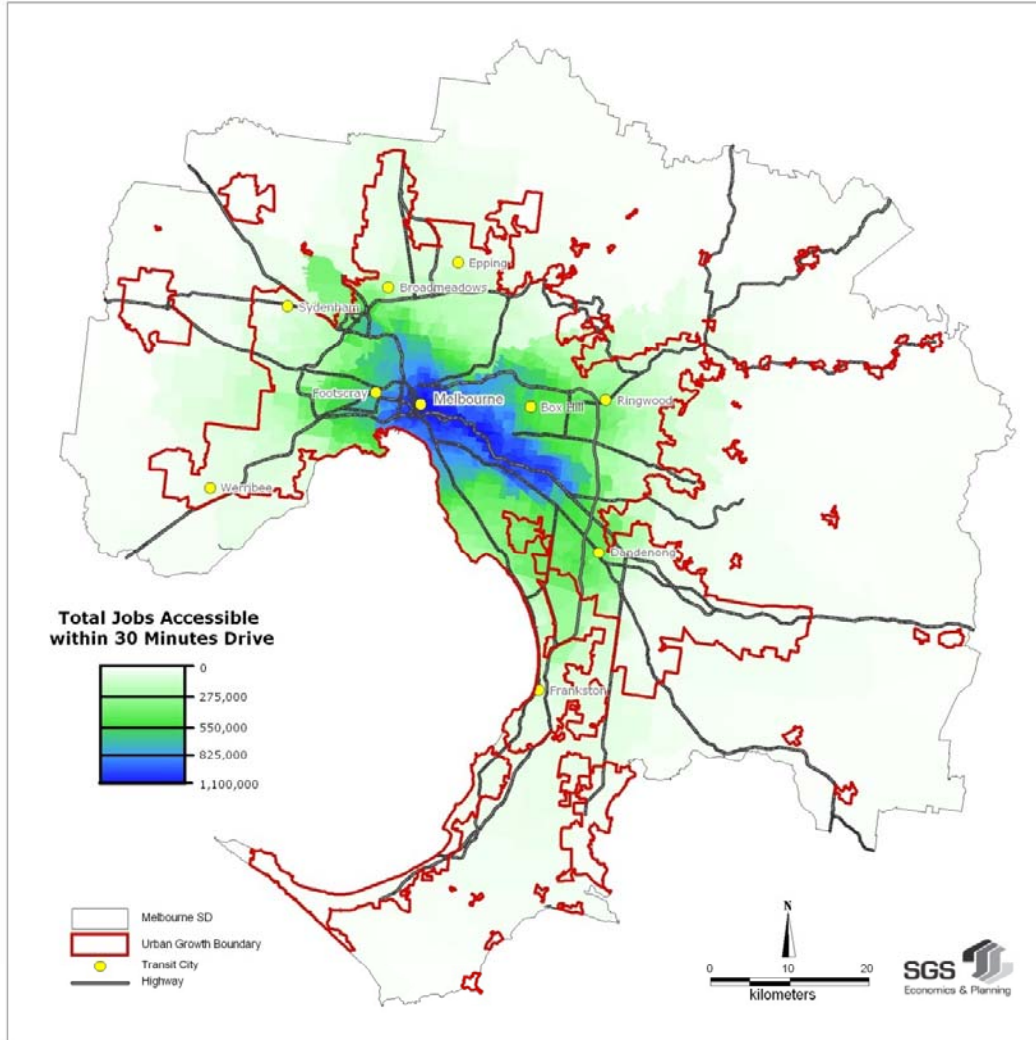
Or, only 1 bus



City Structure



Accessibility

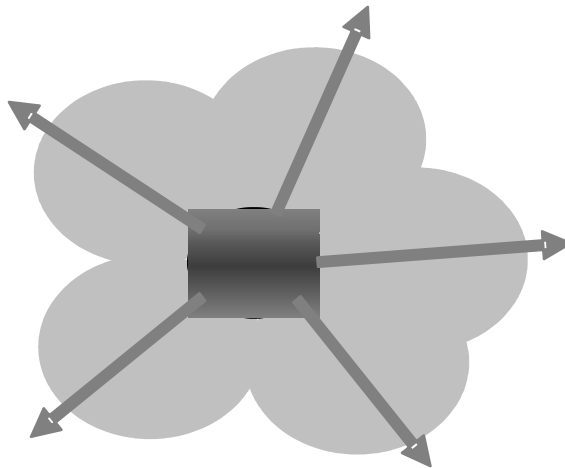


Total Jobs Accessible within 30 minutes drive (am peak)

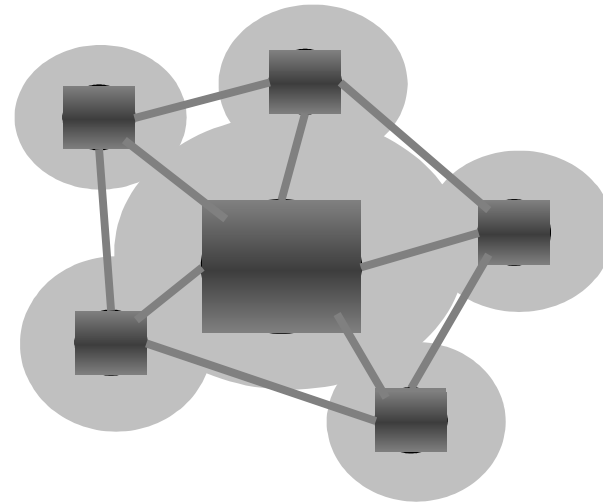
“It is unlikely, however, that the distribution of jobs will change enough to make a difference to travel demand without Government intervention.”

A Sustainable City Form

One Major Centre *'Monocentric'*



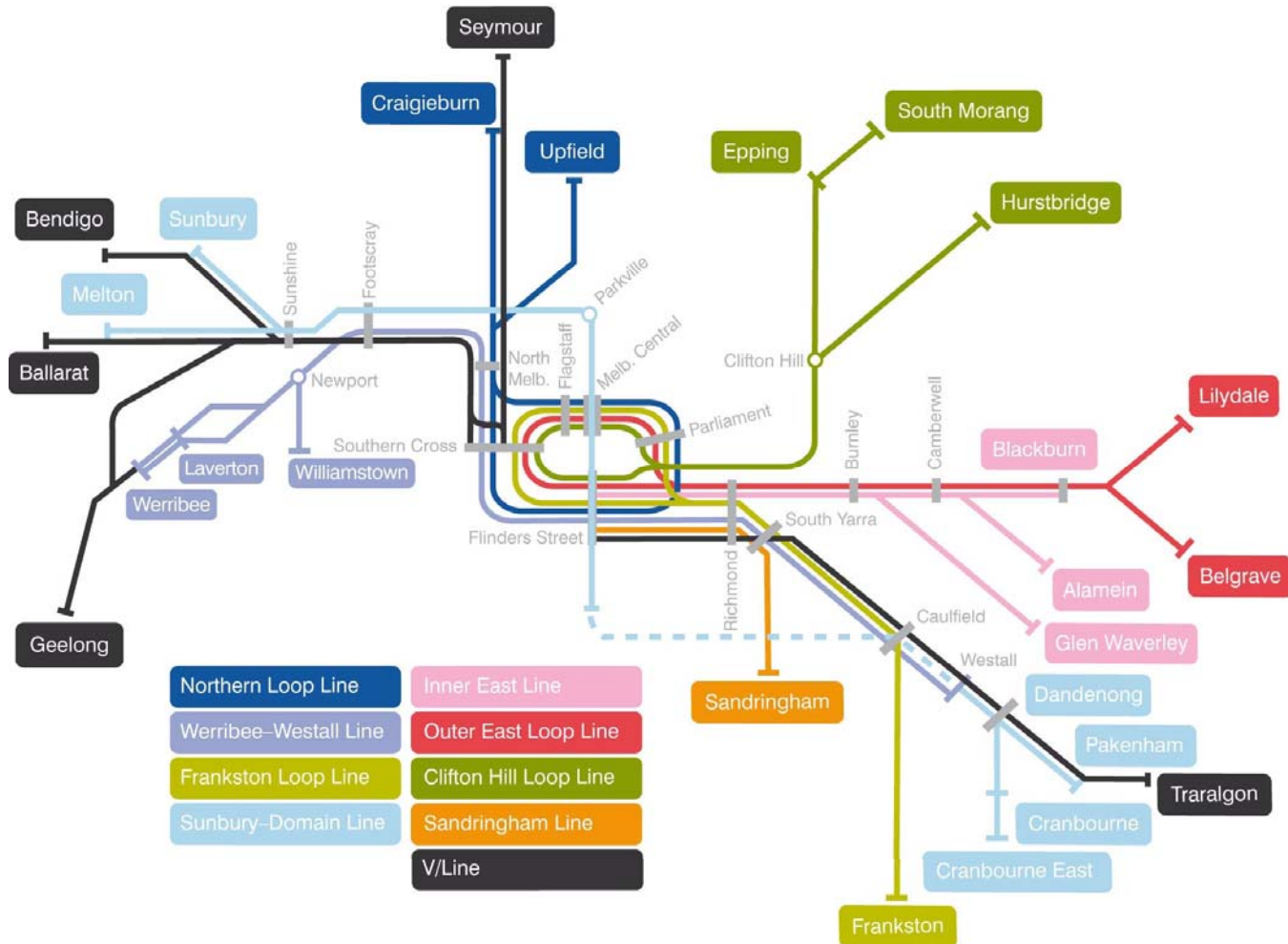
Multiple Major Centres *'Polycentric'*



'From city to metropolis'.

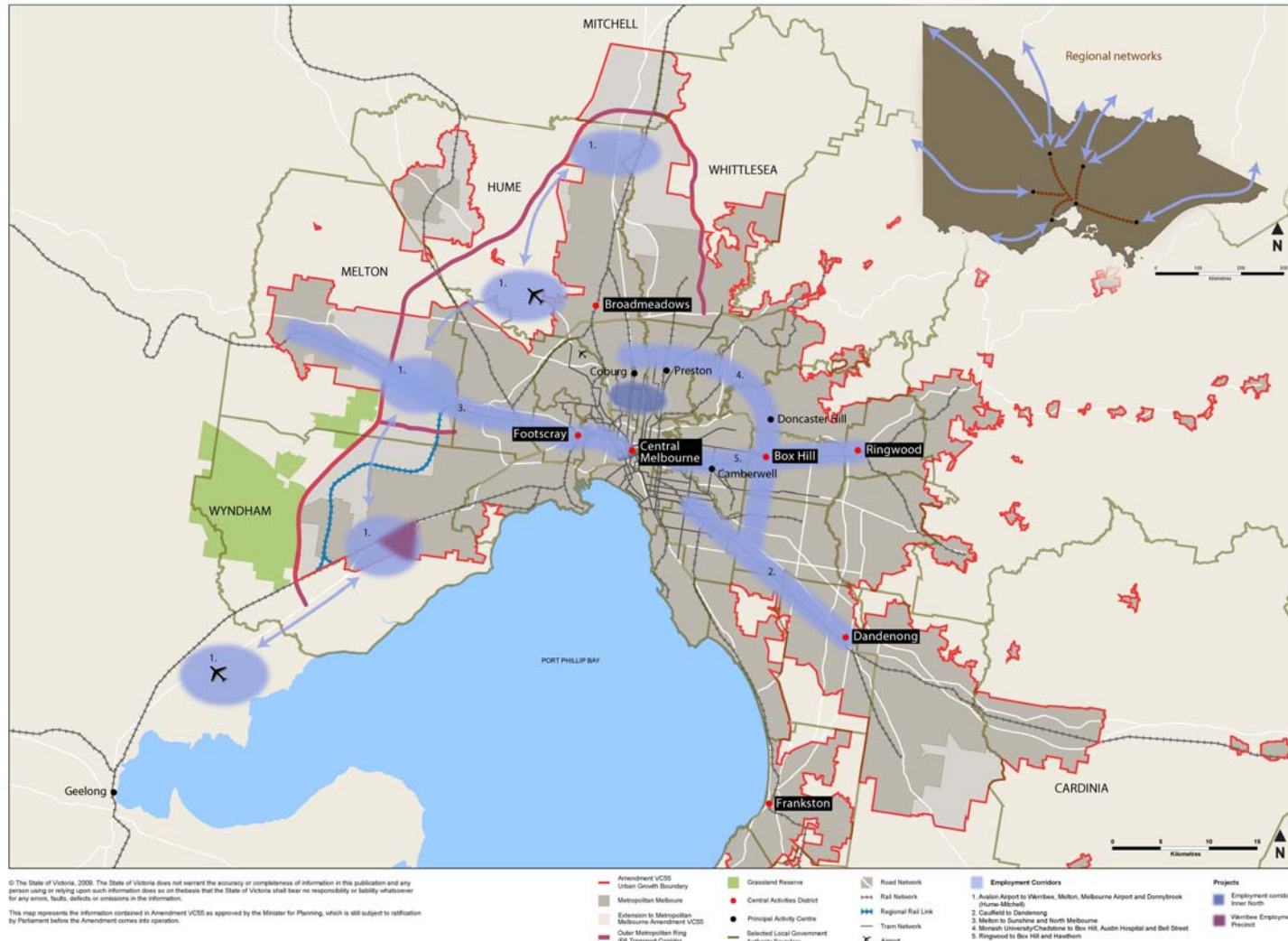
Creating a Metro System

Doubling metro rail capacity through a 7 stage program



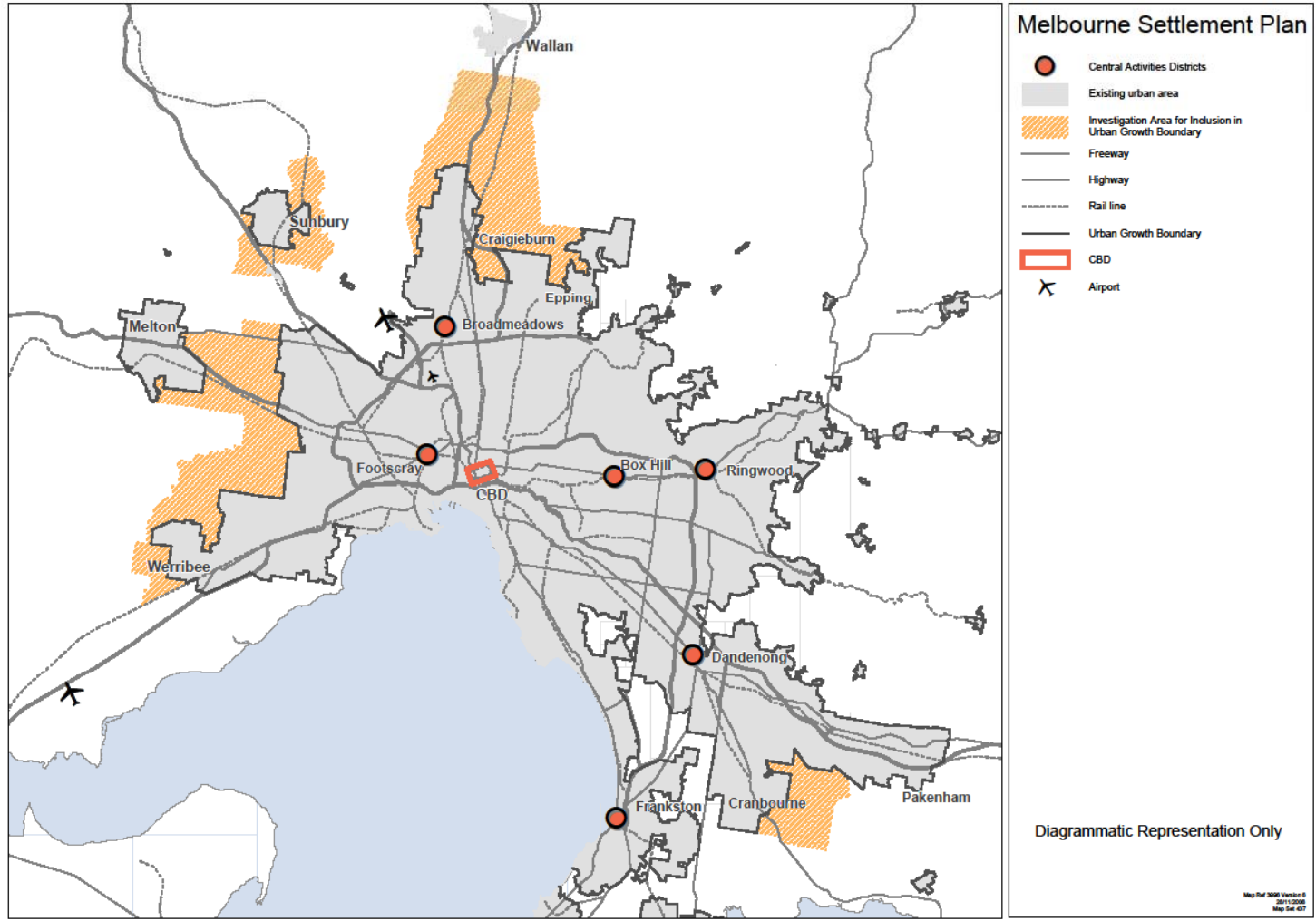
Melbourne @ 5 million

Spatial Elements



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This map represents the information contained in Amendment VC55 as approved by the Minister for Planning, which is still subject to ratification by Parliament before the Amendment comes into operation.

Transit Oriented Development



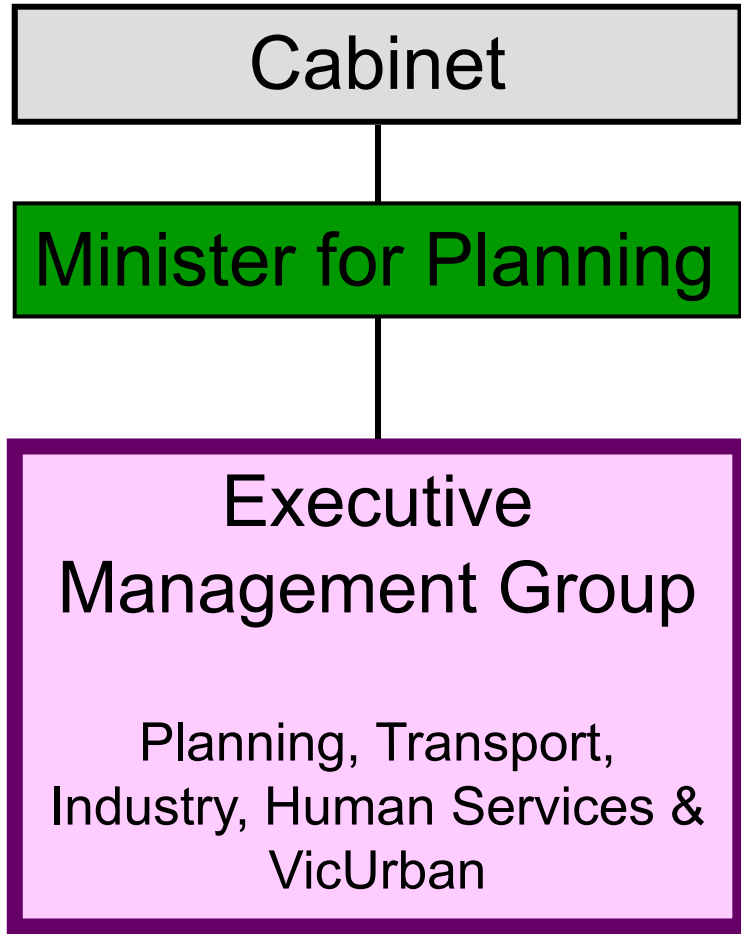
Six Pillars to Success

- Shared vision
- Planning clarity and certainty
- Supporting infrastructure
- Assembling land for infrastructure
- Seed and catalyst projects
- Marketing and investment facilitation

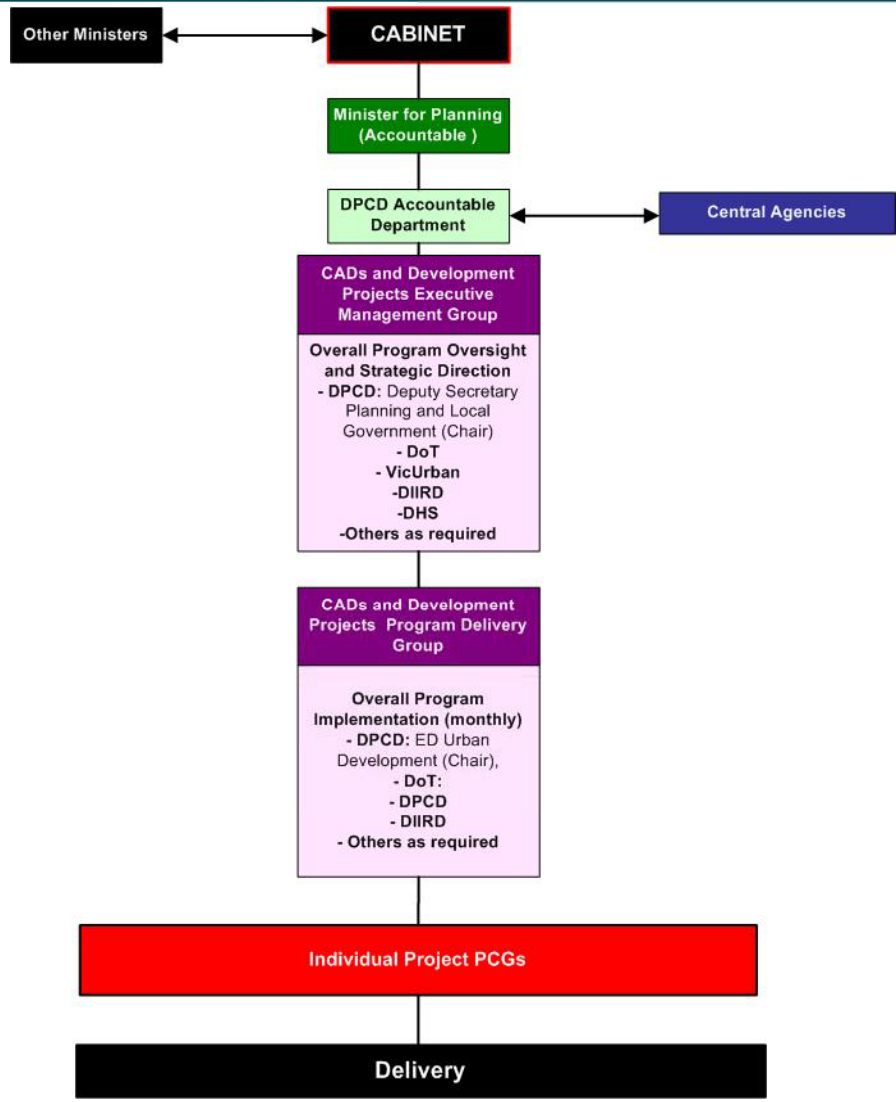
How Are They Being Delivered?

- Partnership with Councils
- Close collaboration across Government
- Committing \$600m over 20 years
- Transforming from just a “planning program”
- Community Engagement

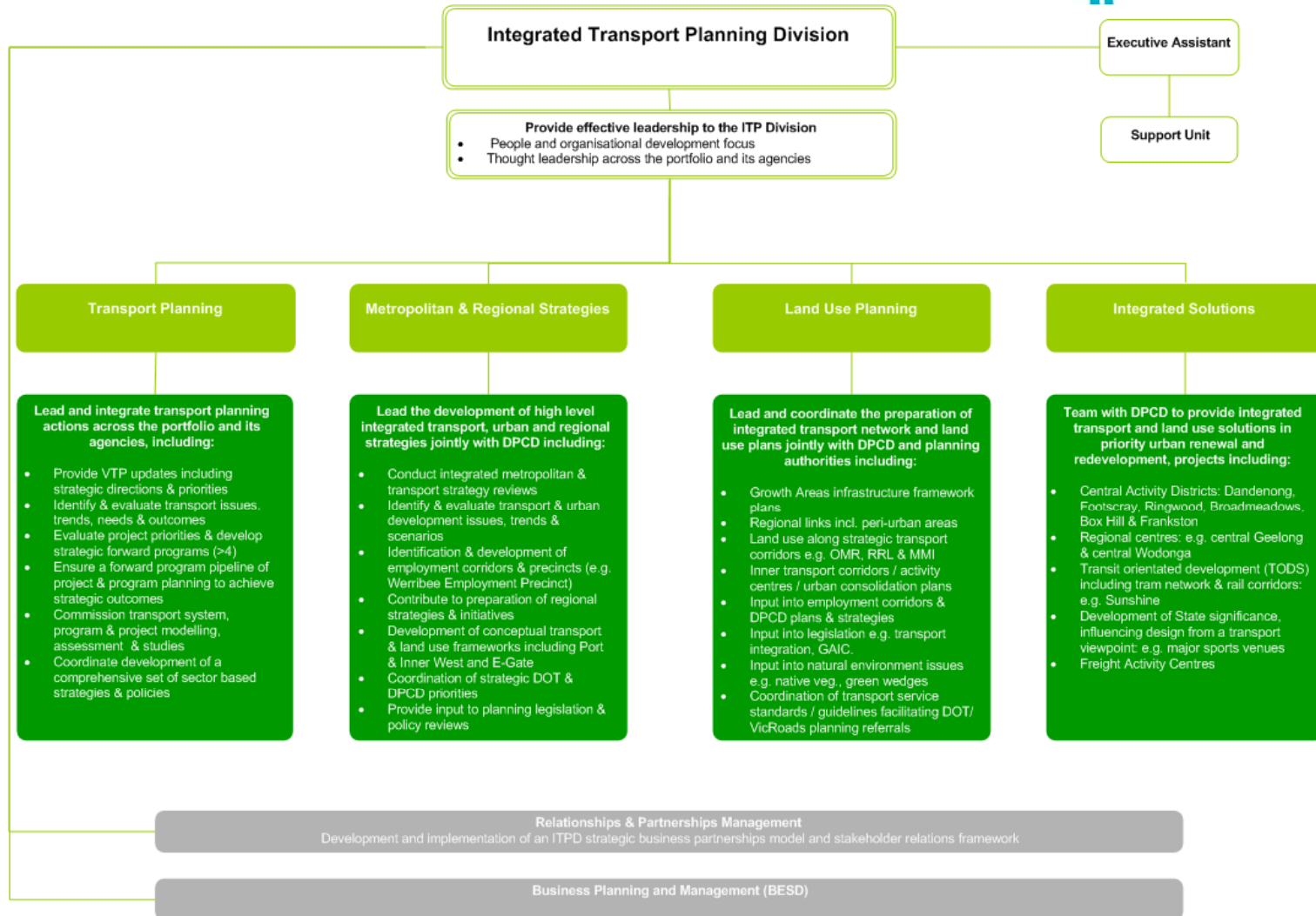
Transit Oriented Development



Transit Oriented Development



Governance – Transport



Case Studies

'Central Activities Districts'

Broadmeadows – Utilising Public Land

Footscray - Land Acquisitions

Ringwood - Working with the Private Sector

Geelong - Market Ready

Broadmeadows



- \$80.3m is being invested in the 2009-10 State Budget to deliver:
- An upgrade for Broadmeadows Station;
 - An east/west pedestrian and bike path and green spine;
 - Funding to facilitate affordable housing demonstration projects;
 - A funding contribution to improve leisure facilities;
 - Feasibility studies for further urban redevelopment; and
 - A development of a Government Services Building

Footscray

Since 2007, \$52 million has been or will be invested to renew Footscray by:

- Upgrading & activating the Nicholson Street Mall, Irving St and Leeds St,
- Upgrading aged major public transport infrastructure (station footbridge and forecourts, tram terminus),
- De-risking key underutilised sites and facilitate well designed urban redevelopment to stimulate market interest,
- Integrating public transport with Footscray CAD, with emphasis on high amenity pedestrian and bike access;
- Modifying road network to reinforce desired through traffic/truck routes; and
- Creating and expanding development sites.



The images above show the construction of the Footbridge as of 14 September 2009.

Transit Oriented Development



Ringwood



\$39 million is being invested to deliver the first stage of initiatives for Ringwood CAD, which includes:

- A new bus interchange and Town Square South for Ringwood;
- An upgraded section of Maroondah Highway with an improved streetscape and pedestrian and cyclist linkages; and
- Consolidating Government ownership of the Station Precinct NW Development Site to make this site “development ready”.



Transit Oriented Development



Geelong



Transit Oriented Development



How do we move from this.....

To this



Tram Corridor Intensification Project

Transit Oriented Development

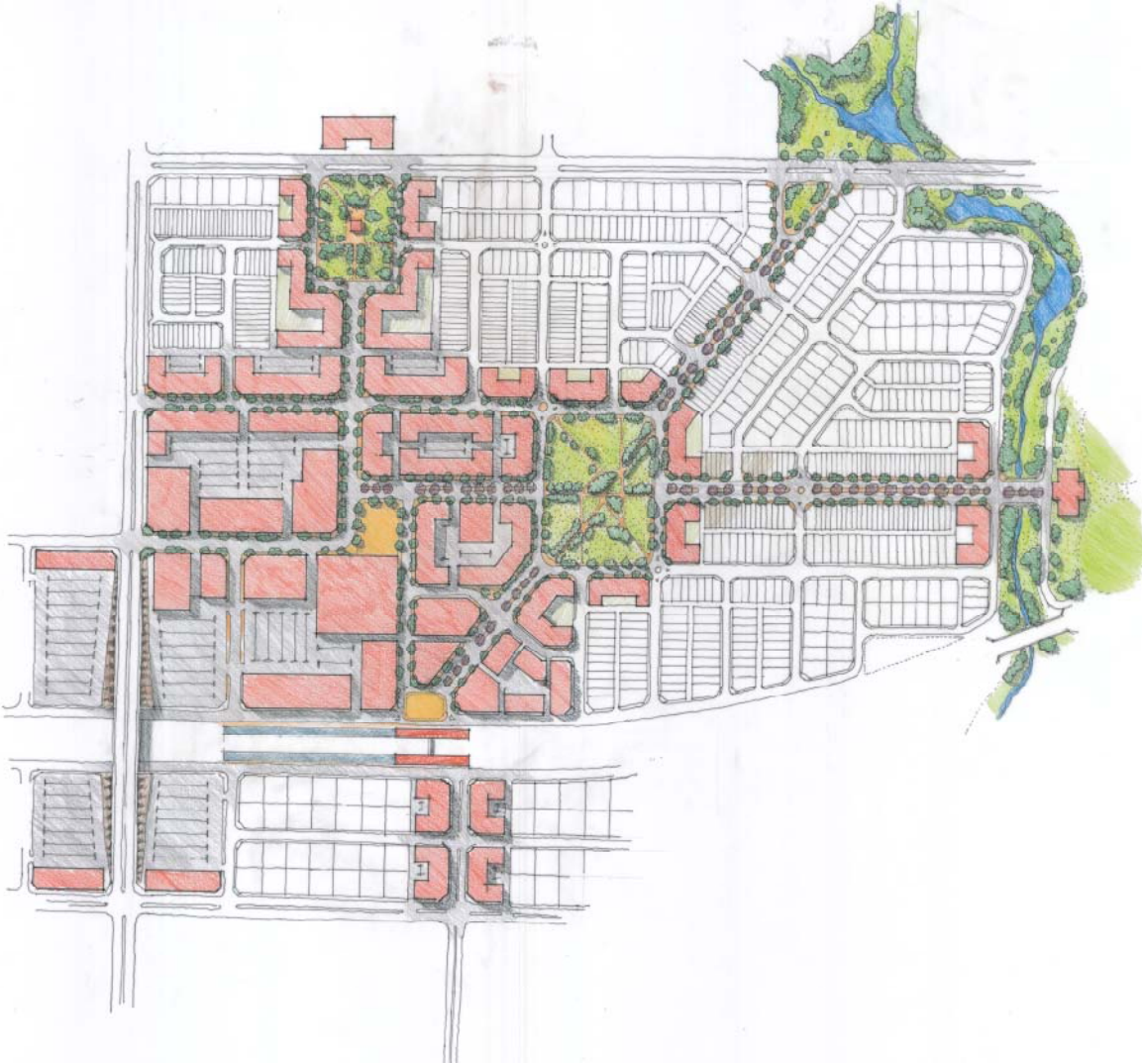
DELIVERING
MELBOURNE'S
NEWEST
SUSTAINABLE
COMMUNITIES



It's Beginning to Happen...



Transit Oriented Development



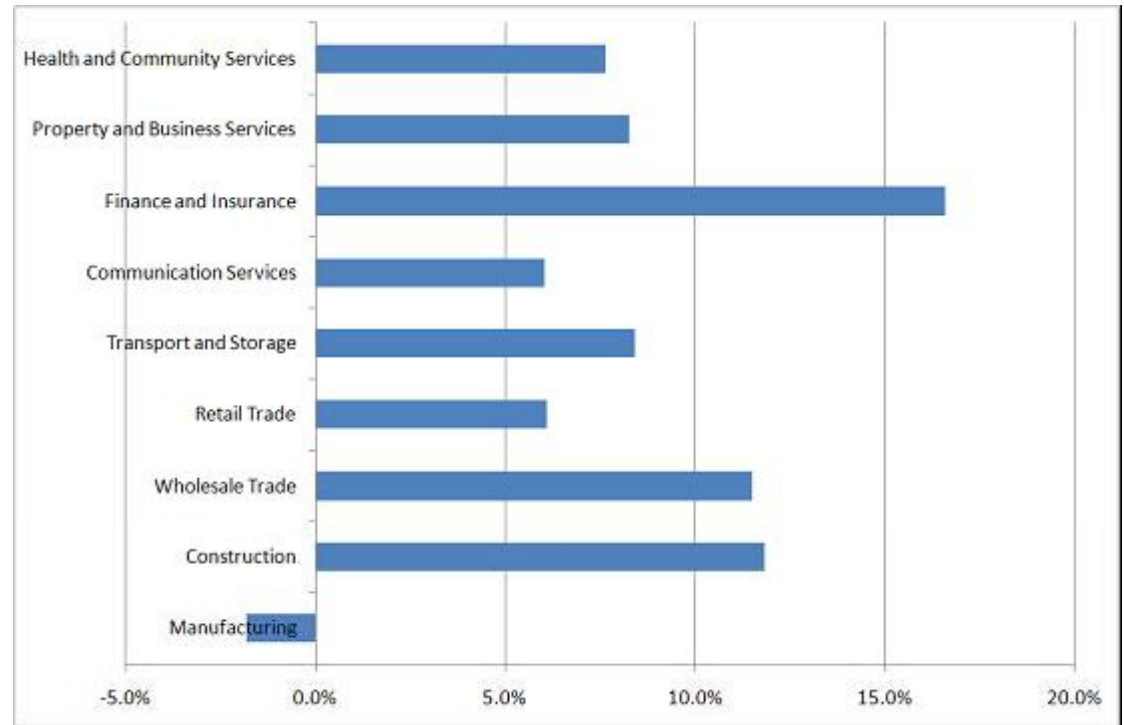
New Greenfield Transit Oriented Development

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- **Emerging Research**

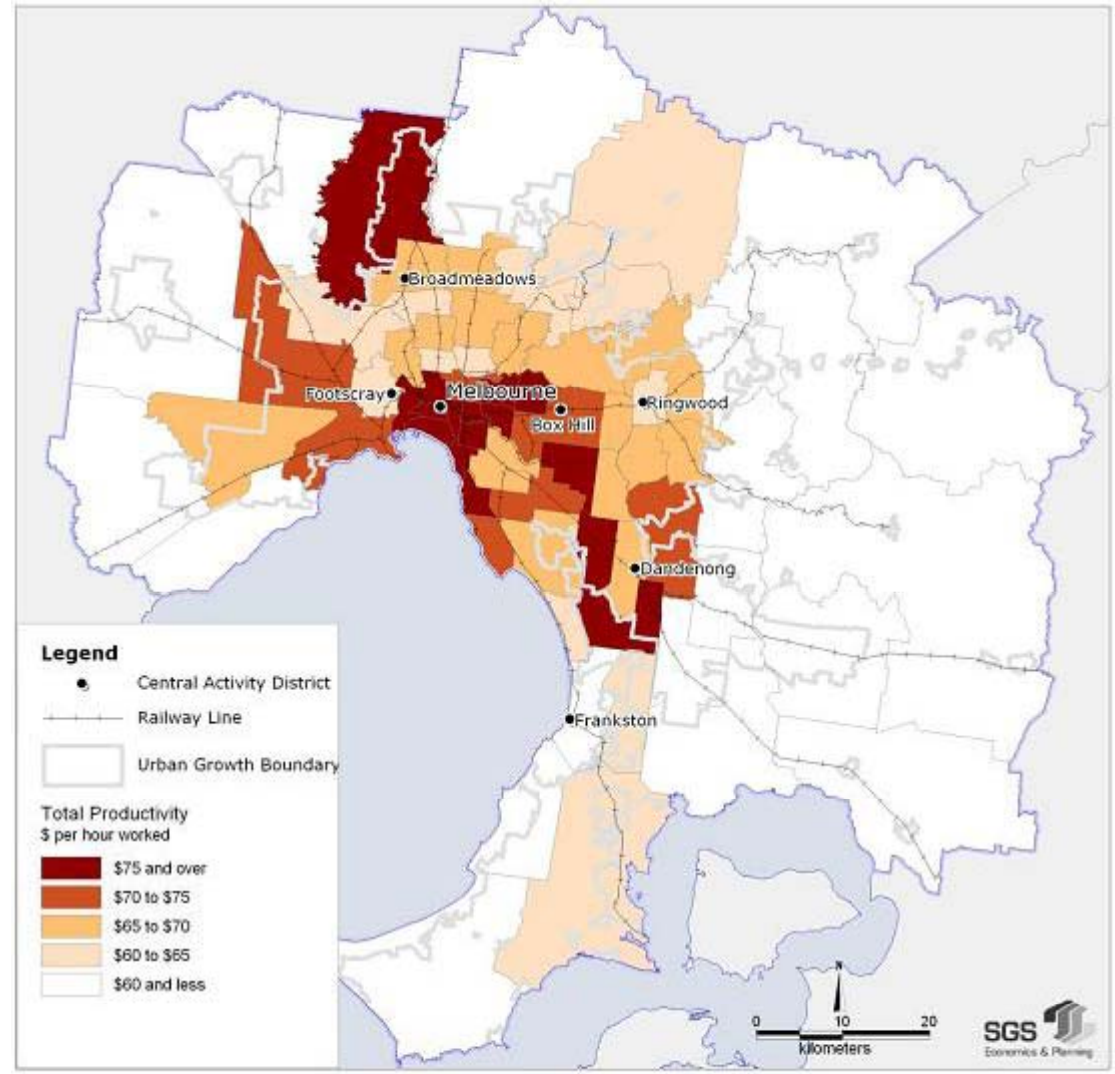
Agglomeration Economics

Melbourne GDP Growth Industry Contribution 2002-03 to 2007-08



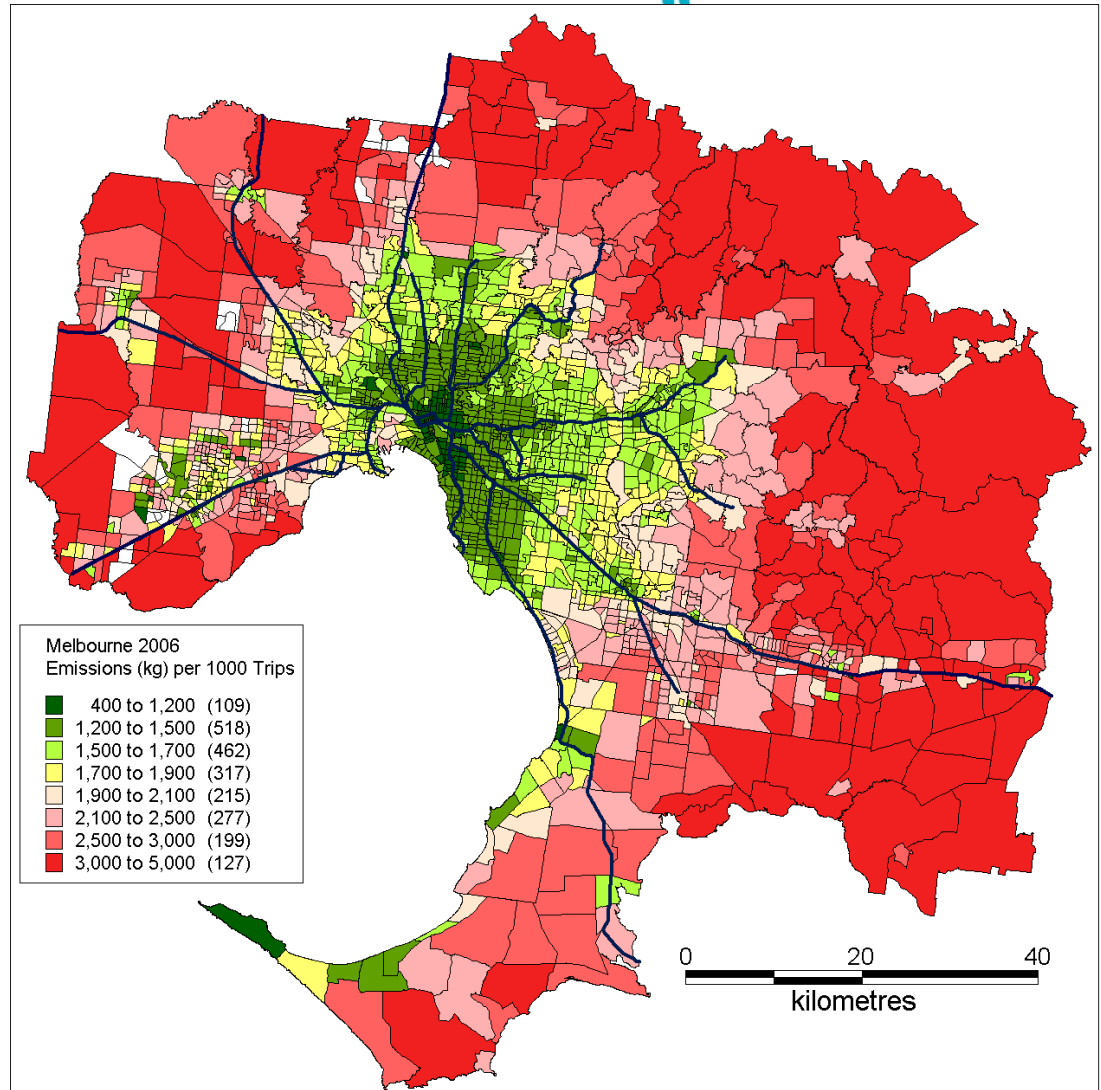
Agglomeration Economics

Labour Productivity, 2006



Macro-Urban Form, Transport Energy and Greenhouse Gas Emissions

Melbourne 2006 –
Emissions (kg)
per 1000 Trips



Questions

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