

Important news...NZ beats Australia in first Bledisloe for 2010

Important news...NZ beats Australia in first Bledisloe for 2010

What is the recipe for walking and are we getting the mix right?

Case study Perth

Important news...NZ beats Australia in first Bledisloe for 2010

Dr Ryan Falconer

Senior Transport Planner

Arup

**Living Streets Aotearoa - Dollars and
Sense of Walking**

August 2010

Important news...NZ beats Australia in first Bledisloe for 2010

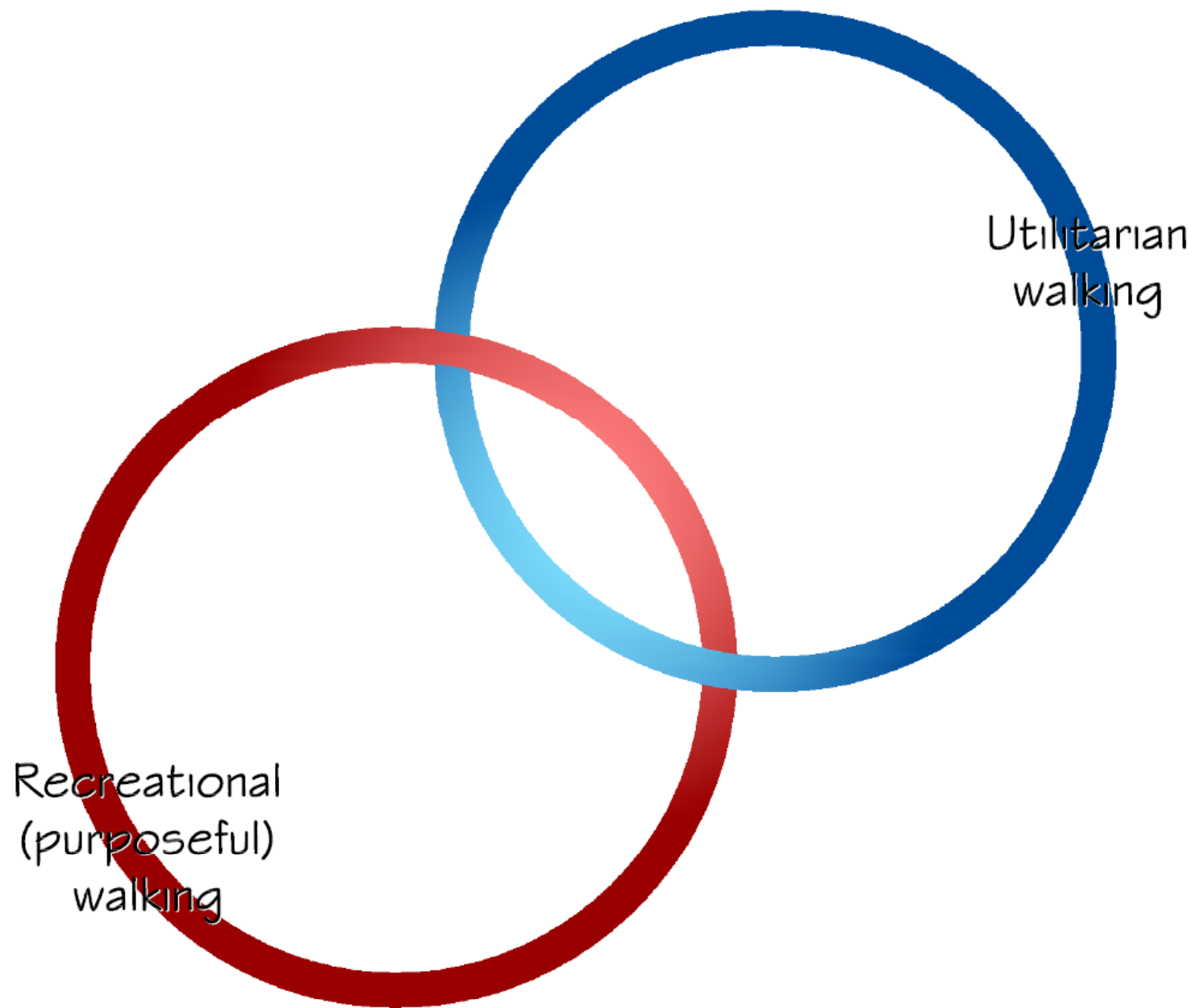


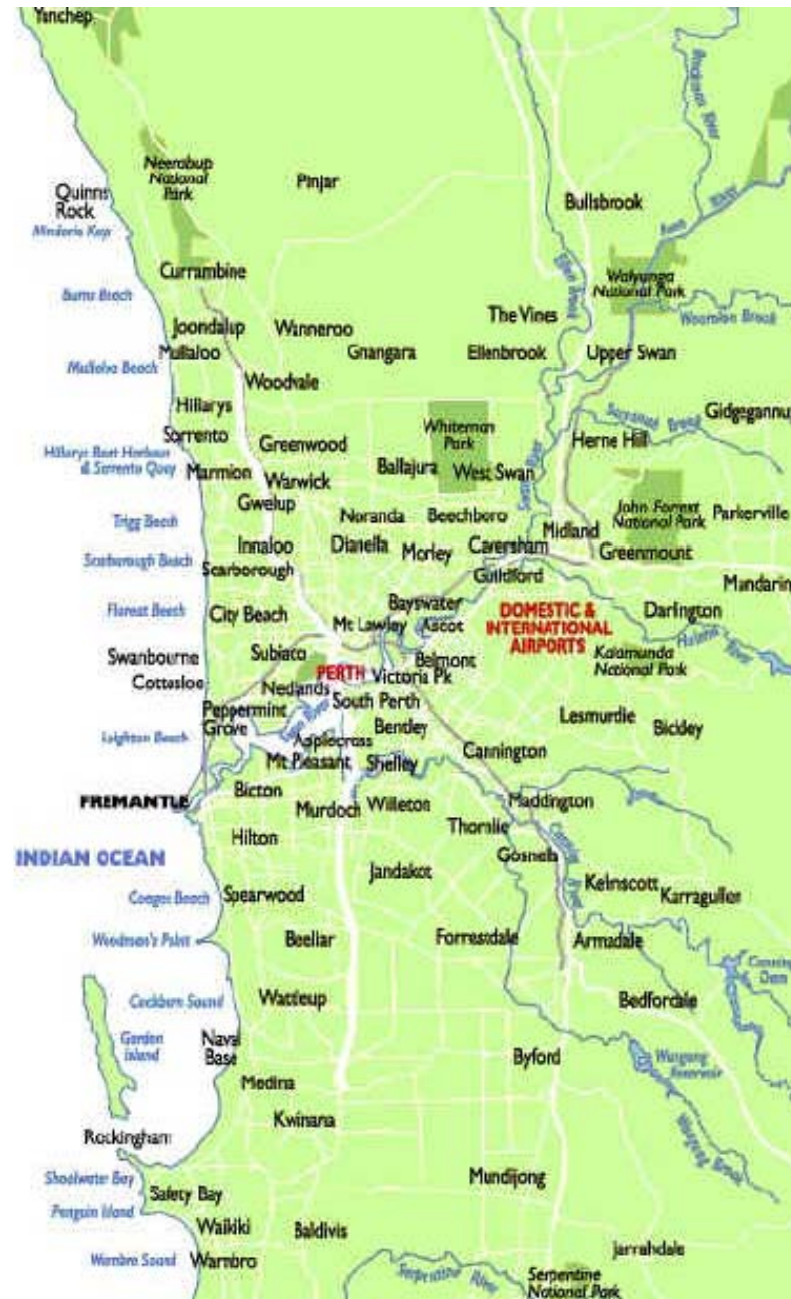
Structure

1. The obvious
2. The problem
3. Perth's solutions
4. What's not so good
5. What's good
6. Getting the mix right

Walking is
good









Stephenson/ Hepburn Plan (1955) and
Metropolitan Region Scheme (1963) have
generally determined patterns of land use and
transport

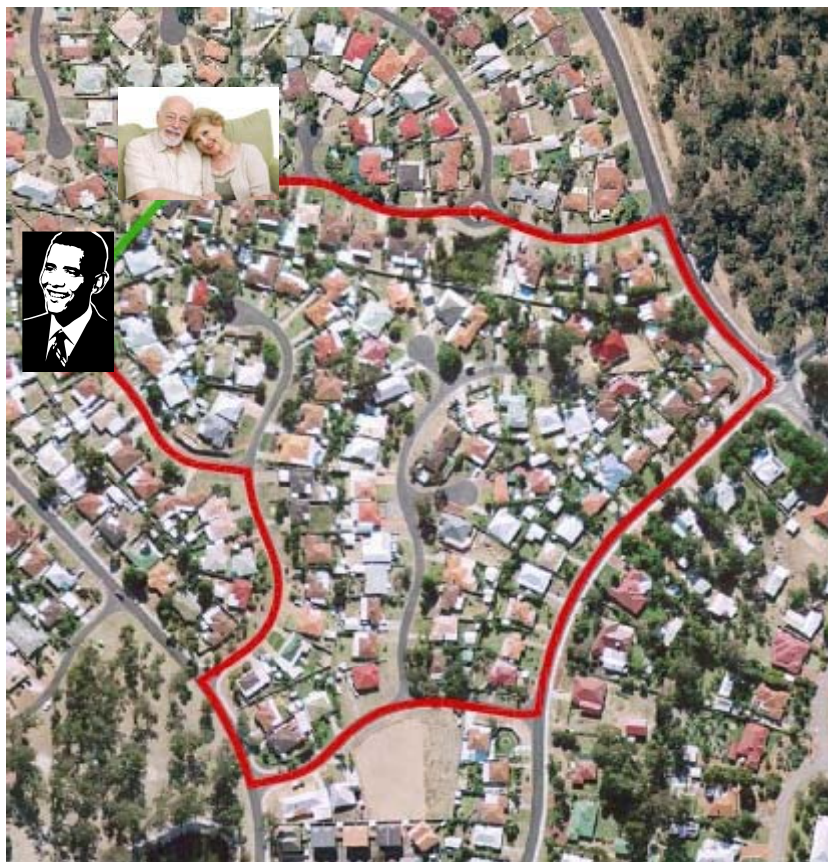


19 We can get it wrong. Why would people walk and they certainly won't linger

ARUP

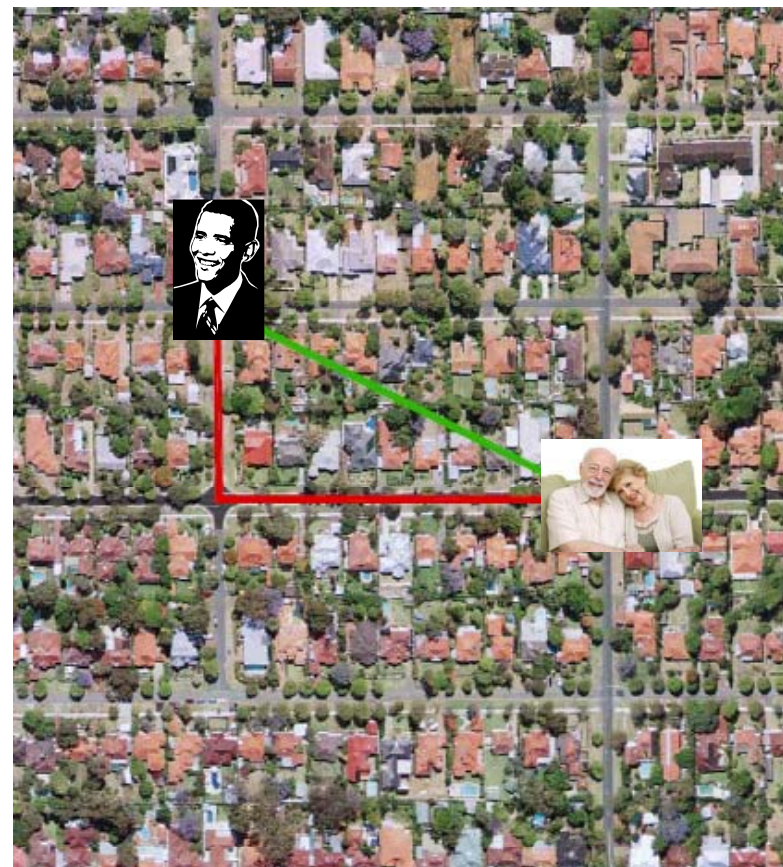






Mandurah, Western Australia: peripheral suburb

1:12



Crawley, Western Australia: inner suburb

1:1.4

A walking renaissance in Perth 1

- Metropolitan Transport Strategy 1995: projected increase in walking trips to 12.5% by 2029. Latest PARTS data shows 10.6%
- Liveable Neighbourhoods First Edition 1998: focus on connectivity and footpaths
- Travel Smart 1999: South Perth trial achieved sustained 35% increase in walking. Target group of 650,000 by 2010
- “Perth Walking” 2000: interagency manifesto for encouraging walking in Perth
- State Sustainability Strategy 2003: walking is the primary mode of transport

A walking renaissance in Perth 2

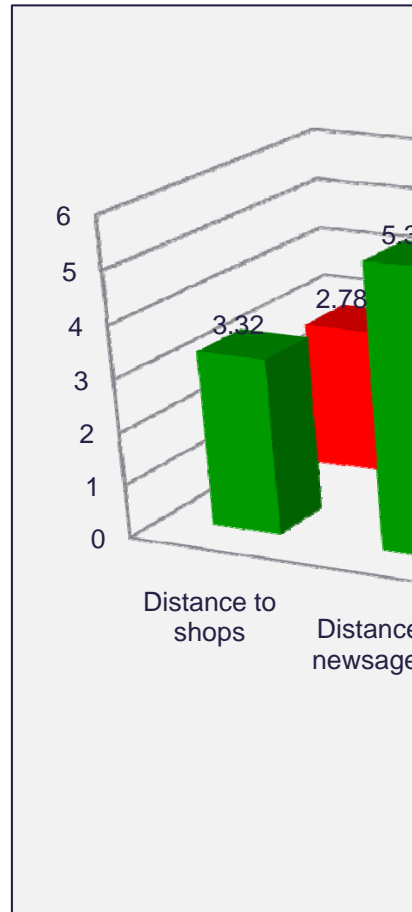
- Network City 2004: activity centres strategy to encourage transit oriented development and walkability
- Development Control Policy 1.6 2006: planning to support transit use and transit oriented development
- Directions 2031 Spatial Planning Framework 2009: revised activity centres strategy
- Local Government:
 - City of Perth Urban Design Framework 2010 for walking-based place creation
 - Town of Claremont approved Structure Plan for TOD based on walking (especially walk-on transit patronage)
 - City of Stirling alliance with State Government to deliver a city centre for 30,000 people and jobs, and a 25% walking mode share (about 12% is a metro target for 2030)

Shorehaven Carrama Golf Course Estate The Vale Kennedy Springs
 Banksia Grove
 Woodlake Coolamon Thomson Lake Kennedy Park
 Village Beaumaris Austin Cove Crystal Brook Henley Brook
 Brighton Waters The Reserve at Brooklands *Lakelands Private Estate*
 Highbury Beachside Frankland Springs *Rose Hill Estate*
 Park The Olive Ridge Meadow Springs
McVe Rivergums **Morgan Fields** The Anchorage Churchman Brook
 Parkmore Ridge Regency Bennetts Springs Mariner's Cove
 Grove Windsor Hills Wingrove Estate
 Lakeside Bella View Ocean Rise The Harvest Lake *Teal Brook*
 Sheffield Park Roselea Estate Promenade Southern Forest
 Fairways Golf Course Estate The Vines
 The Grove **Bridgeway**
 MacQuarie Heights *Caversham Grange* Princeton **Rise** The Boardwalk
 Estate Grevillea Park
 Ocean Lagoon Jacaranda Palm Beach
 Madeley *Ashdale Gardens* Springs Charlotte's Estate Seagrove
 Grove Karingal Green Vineyard
 Lansdale Gardens Orchard Harrington Admiral Cove
 Cockburn Gardens Park Waters Settler's Hill Parklands on Bertram

New hous

ity

1



Tyranny of distance in State design

DALE MILLER

New-age suburbs designed so residents are less dependent on cars have failed, with locals travelling farther for public transport, doctors and shopping, according to new research.

Living on the Edge, a three-year study by WA transport planner Ryan Falconer as part of his PhD studies at Murdoch University, looked at 46 residential areas in Perth, including 11 developed under the Government's Liveable Neighbourhoods guidelines.

The State guidelines aim to create walkable neighbourhoods on the city's fringe that cut car dependency and encourage higher-density development and mixed land use.

But the study found the average distance to key facilities such as doctors, local shops, public transport and postal services was significantly higher for people in those liveable neighbourhoods surveyed compared with conventionally designed suburbs.

The City of Wanneroo's Brighton subdivision and Ellenbrook's Coolamon village are among areas designed under the guidelines, along with parts of Butler, Alkimos, Gosnells, Midland

is maybe not being applied as intended and is not getting the results that are intended," he said.

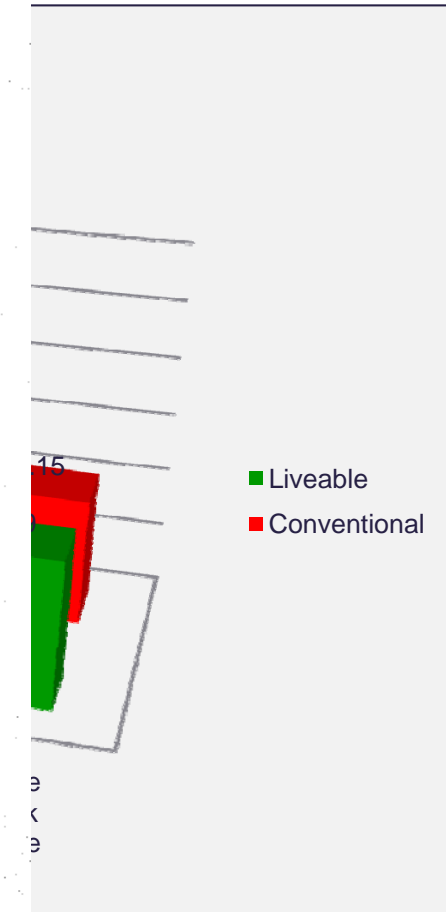
The WA Planning Commission gives developers the option of choosing the policy for the design and assessment of subdivisions.

The study also found the average travel time to work using public transport from areas classed as liveable neighbourhoods was about 70 minutes compared with about 30 minutes by car. The figures were virtually the same for conventional suburbs.

WA sustainability expert Professor Peter Newman said no one would choose public transport when the difference in travel times shown by Mr Falconer's research was so great.

He said the increasing price of fuel was proving "quite painful" for those living in Perth's outer suburbs and stressed that more public transport options were necessary.

Planning and Infrastructure Minister Alannah MacTiernan said the liveable neighbourhoods policy had been inherited from the previous State government and had some merit. But she said it was not the Government's fundamental policy for lowering car



New housing stock and accessibility

2

Characteristic	Finding	
	Liveable Neighbourhoods	Conventional Neighbourhoods
Average residential lot size (mean)	603.44m ²	646.62m ²
Lots per site hectare (mean)	16.67	15.58
Lots per urban hectare (mean)	8.81	9.01

Conventional transport assessments and planning prerogatives

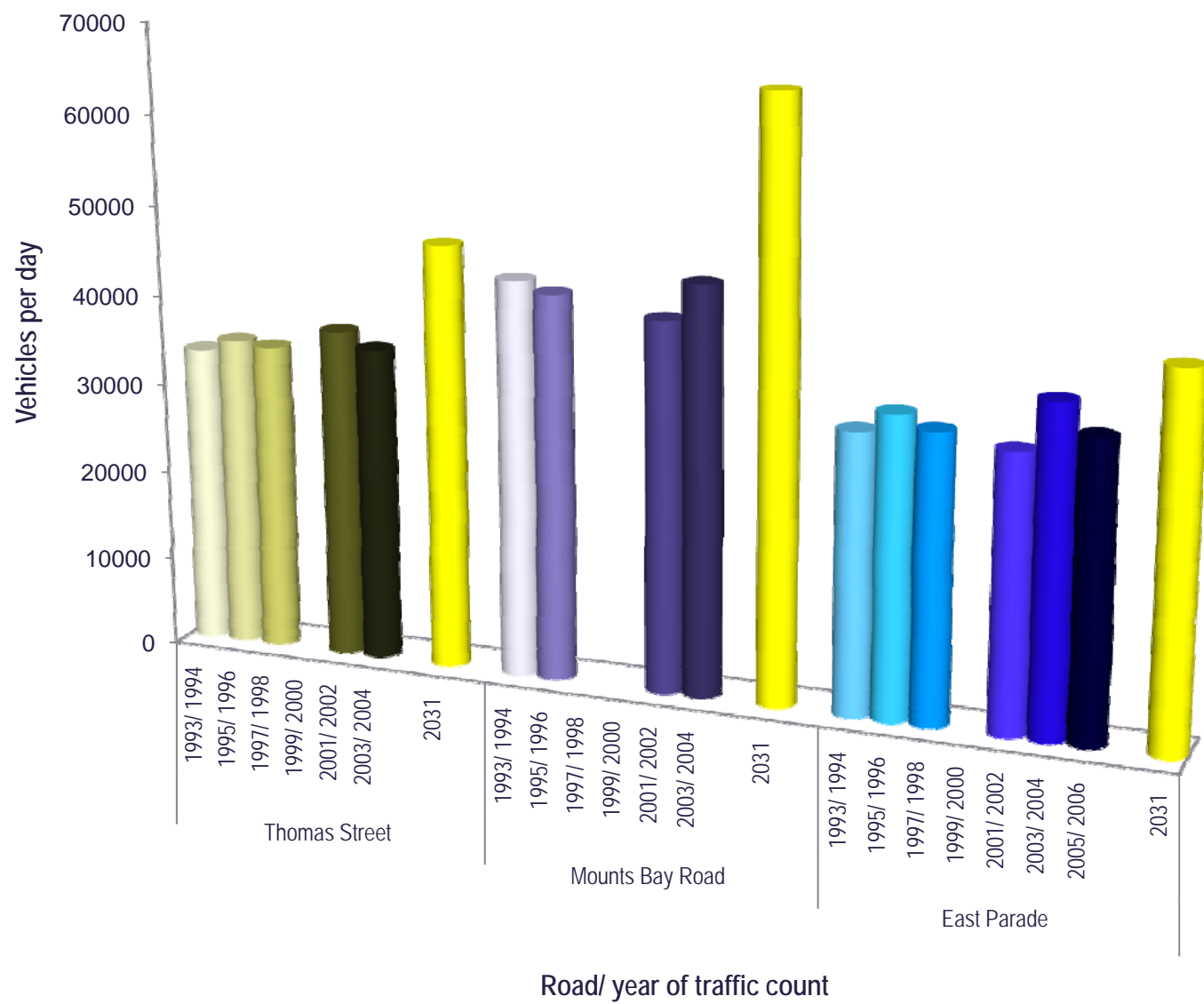
- Car parking requirements
- Traffic generation standards
- Levels of service for vehicles
- Vehicle safety
- Footpaths are discretionary



Statutory barriers

- Existing local planning frameworks
- Zoning
- Car parking requirements
- Limits on building bulk



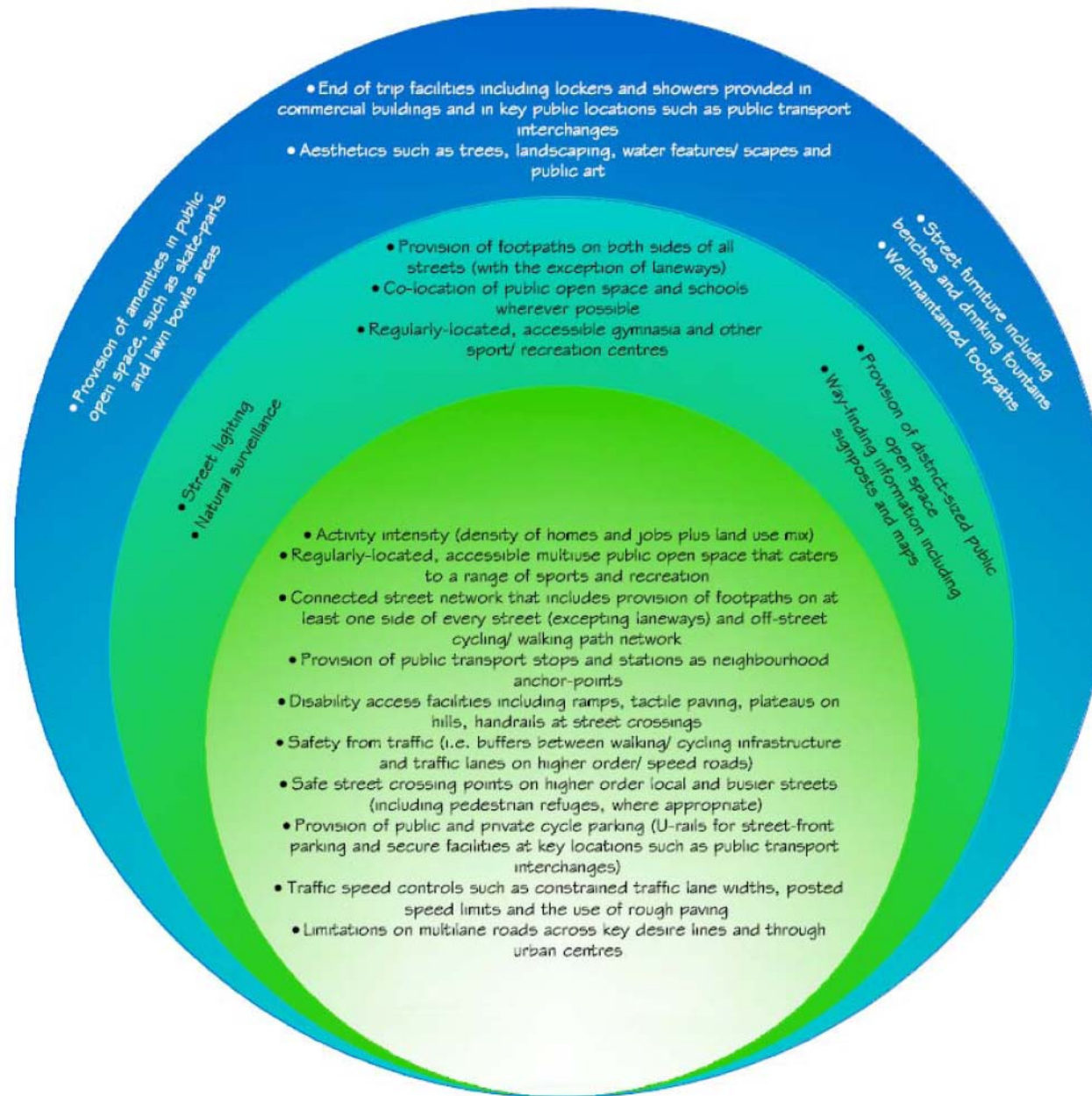


Stakeholder buy-in

- Multimodal planning and design of streets
- Infrastructure priorities and funding
- Community opposition

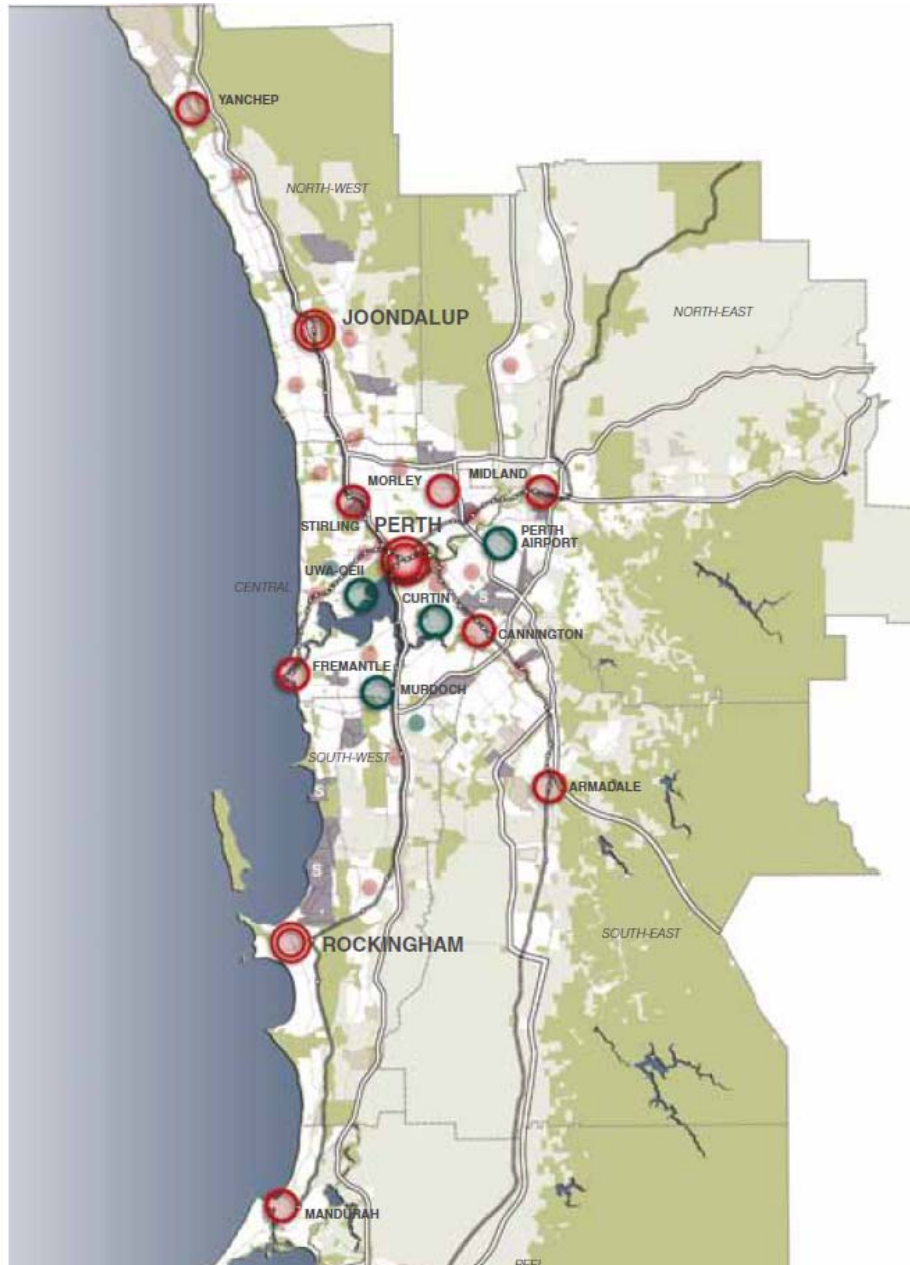


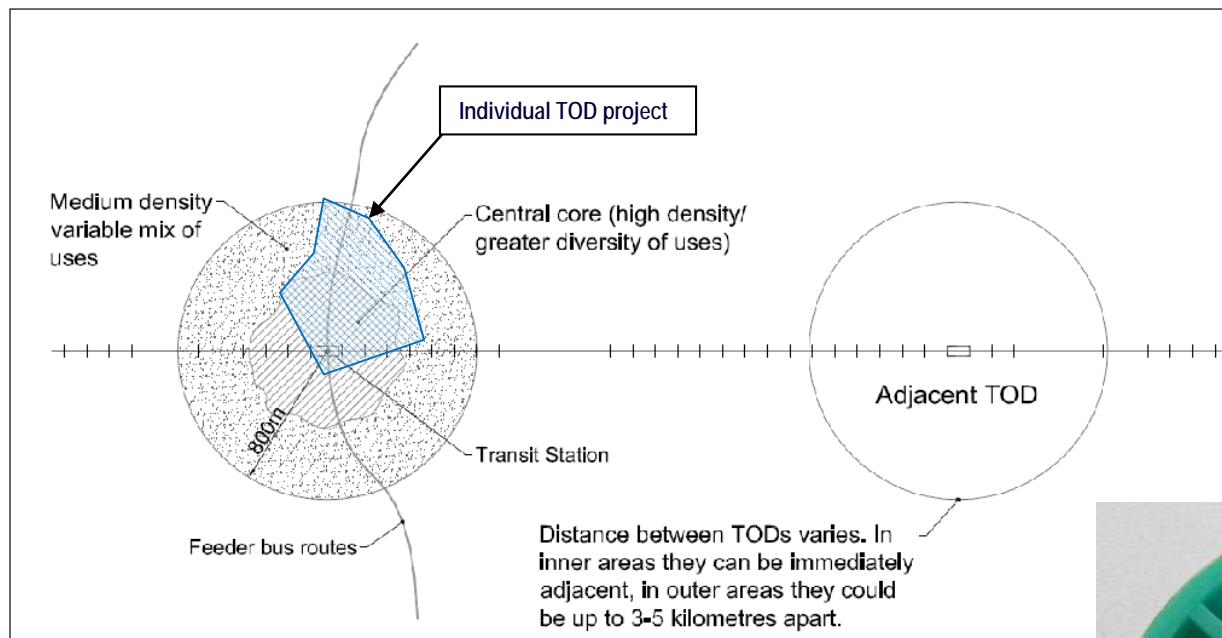
(Source: University of Denver, 2009)



Legend

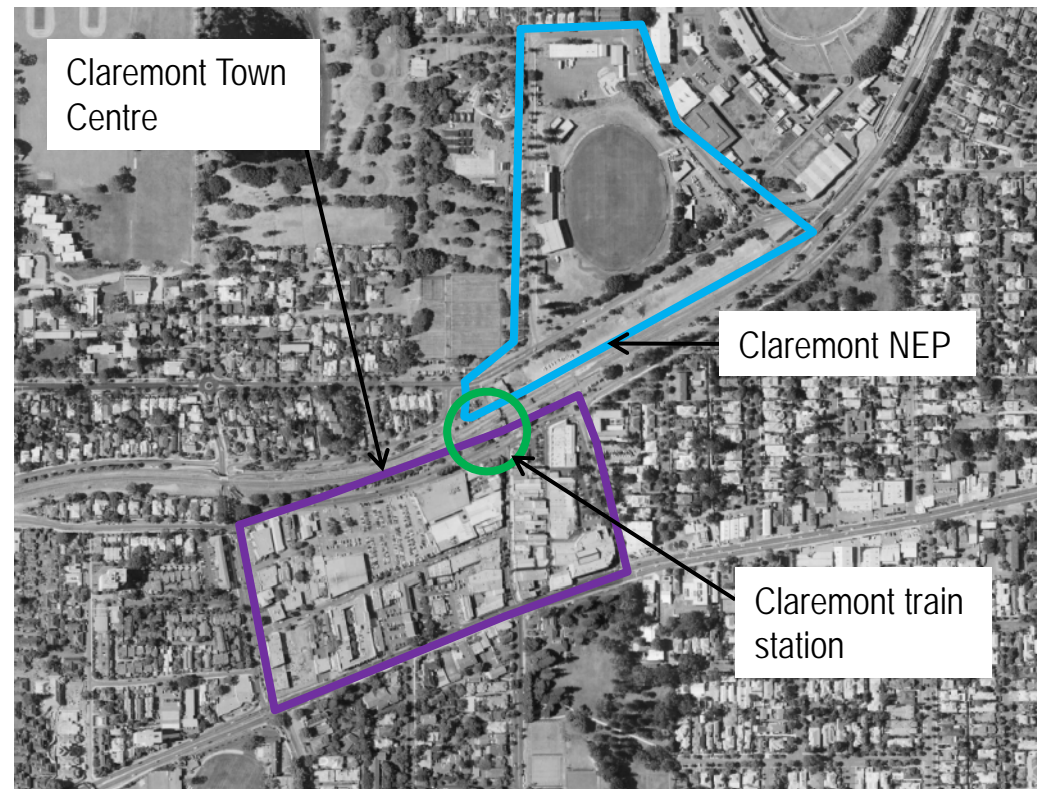
-  Perth central area
-  Primary centre
-  Strategic city centre
-  Strategic specialised centre
-  Regional town centre
-  Regional specialised centre
-  Strategic industrial centre
-  Regional industrial centre
-  Urban
-  Non urban
-  Rural
-  Railways - passenger
-  Major roads
-  Sub-region boundary





Claremont NEP

- 9.4 ha subject area
- Anchored by Claremont train station
- Claremont town centre is the 'pie segment' opposite
- 515 dwellings proposed including 503 apartments and 12 townhouses
- 11,700m² GFA commercial
- 3,400m² GFA retail
- Requires removal of ORR reservation from Shenton Road
- Just won a Federal local government planning award





2 We can get it right! People want to walk and linger

ARUP

Getting the mix right

- Coordinated government policy: across all tiers (e.g. Integrated Transport Agency for the State)
- One size doesn't fit all: but that doesn't mean we avoid following a model (in and out of centres policies)
- Review of subdivision policy required
- Consistent assessment of plans and design criteria
- Develop and use audit tools
- Make good use of leading edge research: Healthy Active by Design