Sustainable Urban Transport Corridors

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University Research Week  Faculty of Arts & Business  School of Social Sciences  1 – 5 July 2013
Today:

- Practice led research
- Sustainable transport
- Transport corridors
- Research overview
- Key themes identified
- Case study investigations
- Framework development
- Findings for SEQ context
- Where to from here?
Why?

- Alternate perspectives
- Practitioner resource
- Highlight dependencies
Sustainable Transport
- Thirty years
- Growing responsiveness in policy

Transport Corridors
- Function
- Scale

Stage 1: Leading Practice Literature Review

STAGE 1
LITERATURE REVIEW

STAGE 2
CASE STUDY INVESTIGATION

STAGE 3
FRAMEWORK DEVELOPMENT
Key Themes

1. Governance
2. Land-use Planning
3. Design & Place-making
Key Themes

4. Network Planning

5. Finance and Market Mechanisms

6. Sustainable Development
Vancouver, Canada

Leading practice governance

30 year trajectory

Strong urban growth boundary

1. Broadway Corridor
   Established Bus Rapid Transit

2. Cambie Corridor
   Contemporary TOD Corridor

3. Hornby and Dunsmuir Street
   Separated cycle corridor

Stage 2: Case Study - Vancouver

STAGE 1
LITERATURE REVIEW

STAGE 2
CASE STUDY INVESTIGATION

STAGE 3
FRAMEWORK DEVELOPMENT
Portland, Oregon, USA

Strong participatory processes

A distinct light rail Transit Orientated Development strategy

Network management and quality of service

Stage 2: Case Study - Portland
Melbourne, Victoria, Australia

Notion of sustainable transport has deteriorated outside the CBD

Privatisation and disjointed network management

Negotiable urban boundaries

Continued tollway construction
Auckland, New Zealand

Focus on the governance and financial approach

Path dependency on roadway funding

Auckland Central Connector Corridor - coordination of works

Ellerslie-Panmure Highway Corridor Plan - building professional relationships.
Sustainable Urban Transport Framework
- Informative
- Practical
- Interdependent

### Sustainable Urban Transport

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<thead>
<tr>
<th>Governance</th>
<th>Land Use Planning</th>
<th>Design &amp; Place Making</th>
<th>Network Planning</th>
<th>Finance &amp; Market Mechanisms</th>
<th>Sustainable Development Definitions</th>
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<td>Partnering principles, such as a shared site office, may foster closer relationships via formal and informal opportunities for 'in the moment' correspondence and may speed up the decision-making process.</td>
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<td>The use of typologies to define a TOD investment framework is useful. They may operate as part of a categorised TOD cluster (see Portland) that identifies attributes before and after development of urban areas and corridors. It also allows for new programs and activities to be introduced where appropriate to maximise future TOD potential.</td>
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<td>Prescriptive controls may be required to avoid developers overbidding and to allow small-scale builders to be involved in the development of urban corridors. The 'economics of place' is very important.</td>
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<td>Singular ownership of large land parcels along a corridor may greatly influence development style and set a market price which controls the type of tenants. This may be avoided with clear performance criteria and provisions made for small time developers, builders and architects. This also supports the future success of the corridor – i.e. local businesses and opportunity for innovative industry to grow.</td>
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<td>One of the roles of a local councillor should be to articulate the local needs and provide a mechanism for the professional argument to be debated (for example why a certain approach is the best option and process). Their role is not to control the direction of the debate between experts and community.</td>
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**Stage 3: Framework Development**

Sustainable Urban Transport Corridors

- **Stage 1**: Literature Review
- **Stage 2**: Case Study Investigation
- **Stage 3**: Framework Development
Implications for SEQ and The Sunshine Coast.

Across the themes
Governance

- A transport and land use planning ‘authority’ which has access to funding, decision-making independence, and a clear non-political line of sight is required.

- While there has been some excellent work done in the policy arena there is little to move it forward with the change in governance structures and the continued dismantling and uncertainty.

Land-use Planning

- In recognition of leading practice, in SEQ we had been tracking in the right direction by taking a regional planning perspective.

- Ongoing ambiguity about growth boundaries in SEQ means there is no development incentive to invest into the more compact and infrastructure rich corridors and centres.
Design & Place-making

• The benefits of site based place-making and urban design charter establishment must be better integrated and understood across all tiers of government.

• The priorities for local and site based design is the acknowledgement of the roles of sections of the corridor – economic, infrastructure, residential.

Network Planning

• Further detailed network planning is required to support the proposed changes to PT on the Sunshine Coast.

• Context sensitive stakeholder consultation and analysis will allow the establishment of the urban and transport requirements of current and future communities.
Finance and Market Mechanisms

• There is an immediate need to provide a clear hierarchy for the delivery of transport infrastructure to best maximise different funding streams.

• There is also a requirement for greater clarity in the allocation of transport funding to build market confidence for investment and to foster broader community support.

Sustainable Development

• Establish alignment for definitions and descriptions of sustainable transport and transport corridors.

• In the design phase of corridor projects incorporate sustainability as an approach to all aspects of the project - beyond a technical outcome for physical infrastructure and operational systems.
Back to why?

- Accessible information
- Build partnerships
- Collaborative approaches

Thank you!