

LIVEABLE CITIES

PUBLIC TRANSPORT

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Introduction

Public transport systems provides mass transit of people to shared destination points, whether workers, school children, visitors, sports fans or shoppers. The growing population in cities means that public transport is increasingly the best option for getting around efficiently. Consequently, in most of Australia's capital cities demand for public transport has grown strongly, and where these services are provided sufficiently they are well used. For example, patronage on Melbourne's rail network increased 70 per cent over the last ten years.

The way we travel has a major impact on our environment, our health and workforce productivity. For example, vehicular transport is responsible for most urban air pollution and about 16.5% of our greenhouse gas emissions. Traffic congestion decreases productivity, increases stress levels, and is estimated to cost the Australian economy up to \$20 billion per annum in lost productivity.

People who live in big towns and urban centres are often fortunate enough to have the benefit of public transport. Ferries, trains, trams, light rail and buses benefit the individual and the community. The design of our transport systems are often funded by governments of all levels, the private sector, or a contribution of both. A well-designed, integrated and customer-focused transport system is therefore a critical factor to the economic, social + environmental success of our cities.

Key issues

The benefits of public transport systems include:

- reduced transport congestion, leading to greater productivity and happiness
- lower fossil fuel use, leading to fewer greenhouse gas emissions and reduced air pollution
- improved health and wellbeing, reducing public health costs from a more active population
- improved choice of movement, leading to reduced reliance of a car ownership, with improved health and wellbeing benefits to the population

Investment in the good design of public transport, brings benefits such as increased vibrancy of streets and places, precincts and businesses. Landscape architects, as built environment professionals, can make important contributions to the policy and planning, and subsequent design and documentation of public transport systems.

Public transport systems that are infrequent, inconvenient or poorly connected cannot achieve desired benefits to the economy and the people. For example, bus, tram or light rail stops need to link walking and cycling routes to business or community centres and key destinations. Rapid bus or train (heavy rail) systems need to connect with other transport systems, as well as provide easy and clear interchanges at stations such as 'park and ride' or 'bike and ride'.

AILA position

AILA supports effective and well-considered investment in public transport by governments, and the private sector, for all people.

AILA advocates for the good design of public transport systems as part of the city and urban structure, ensuring a fully integrated approach to networks of travel modes to efficiently meet the needs of the community.

AILA believes that landscape architects are critical of the policy and planning development to ensure that the outcomes:

- meet the social, environmental and economic needs of the present without compromising future generations' ability to meet their own needs
- protect and enhance the environment, locally and globally in the short and long term
- provide and promote lower carbon transport options
- enable safety and efficiency of the whole journey
- facilitate improved health and well-being through active travel choices
- incorporate a place-based approach to the design process.

AILA recommends that landscape architects are part of teams that undertake transport system design, system feasibility, planning, design development and documentation to resolve issues such as:

- integration of the different transport modes (e.g. walking, cycling) to link with public transport
- provision of safety, functionality and comfort to encourage use of the services
- enrichment of places (place making) with lighting, signage, public art and street furniture.

Case Studies



Capital Metro – Canberra’s future light rail system

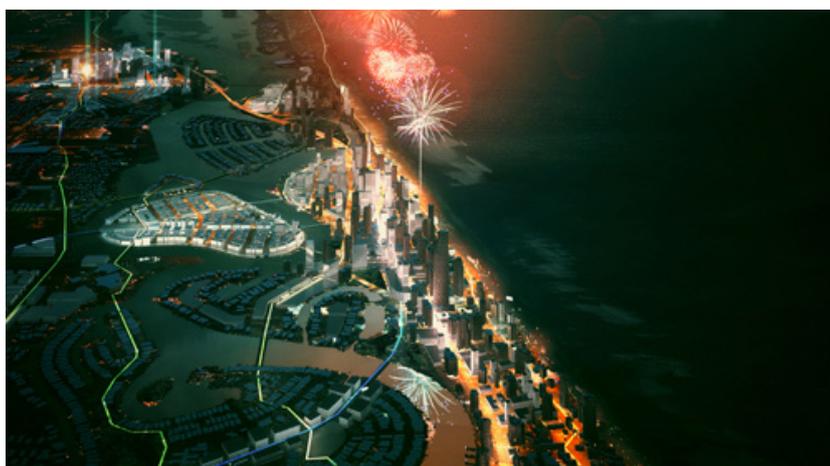
http://www.capitalmetro.act.gov.au/__data/assets/pdf_file/0008/655775/Capital-Metro-Business-Case-Tri-Fold-Brochure.pdf

The Capital Metro is a planned light rail system serving Australia’s national capital, Canberra. The project is currently in the procurement stages and is scheduled to commence operations in 2019/20. This proposed public mass transit system will integrate with the bus, cycle and pedestrian

networks to link Canberra’s district town centres and business hubs to the centre of the city. It is being designed by a multidisciplinary team with landscape architects as key contributors.

The light rail network will play a vital role in ensuring Canberra’s future as a vibrant, sustainable and liveable city. The many benefits have been quantified, for example \$222M in transport time savings with journey times of 25 minutes or less and \$5M health benefits from increased active travel (walking and cycling).

Image courtesy of Capital Metro
<http://www.capitalmetro.act.gov.au/stage-1-city-to-gungahlin/successful-consortia>



Gold Coast Rapid Transit Corridor

<http://www.hassellstudio.com/en/cms-projects/detail/gold-coast-rapid-transit-corridor-study-phase-2>

The Gold Coast Rapid Transit (GCRT) project is one of the most significant public transport projects in Australia, and will be the first modern light rail project in Queensland. The GCRT project, a total route of 40 kilometres, will run from Helensvale to Coolangatta and will support the movement of athletes, officials and spectators at the 2018

Commonwealth Games and be a long-term catalyst for new investment and development on the Gold Coast.

The first 13 kilometre section commenced operations in 2014 and covers the priority route from Griffith University to Broadbeach. It includes 16 light rail stations and bus transfer stations at Southport and Broadbeach, and services the new Gold Coast University Hospital, Griffith University, Southport medical precinct and the rapidly growing commercial, retail and recreational centres of Southport, Surfers Paradise and Broadbeach.

Image courtesy of Hassell
<http://www.hassellstudio.com/en/cms-projects/detail/gold-coast-rapid-transit-corridor-study-phase-2>



Adelaide City Council Smart Move Transport and Movement Strategy 2012-22

<http://www.adelaidecitycouncil.com/your-council/strategic-corporate-planning/smartmove-adelaide/>

Adelaide City Council developed the Smart Move Strategy to support its vision of One City, Many Places, by creating an accessible city. It is a 10-year plan to provide more travel choices that accommodate the needs of residents, workers and visitors, as well as create great streets and places within the city.



The plan addresses transport and movement challenges by looking at future needs to make streets safer, more connected, and easier for people to access and use. Smart Move is the blueprint for city's streets, based on eight desired outcomes with strategies that guide the way forward.

Images courtesy of Adelaide City Council

Supporting research/links

1. Benefits of light rail: Canberra's Capital Metro
http://www.capitalmetro.act.gov.au/__data/assets/pdf_file/0008/585467/Capital-Metro-Factsheet-Benefits-web.pdf
2. Public transport in a regional city: Transport for Canberra policy and implementation plan for the ACT
http://www.transport.act.gov.au/policy_and_projects/transport_for_canberra_policy
3. The Business case for Investment in Public Transportation, American Public Transportation Association, March 2015
<http://www.apta.com/resources/statistics/Documents/Caseforbusiness.pdf>
4. Efficiency and environmental sustainability
<http://www.dtpli.vic.gov.au/transport/research-and-data/efficiency-and-environmental-sustainability>
5. Moving Australians Sustainably: Transport Policy in the National Interest
http://www.ptua.org.au/federal/moving_summary.html
6. Commentary on Australian government contribution to funding public transport
<http://blogs.crikey.com.au/theurbanist/2013/04/07/whats-your-problem-with-public-transport-mister-abbott/>
7. A case study compendium on public transport and funding in cities is provided by the *International Transport Forum* of the OECD, 2013
<http://www.internationaltransportforum.org/FE6B3E17-EE36-44E7-9D36-67A26F17B687/FinalDownload/DownloadId-692881BEF3ACDCE7A8E56BD83BAB506C/FE6B3E17-EE36-44E7-9D36-67A26F17B687/pub/pdf/13Compendium.pdf>
8. Liveability Case Studies - Transit and liveable communities in rural and small town America
<http://www.reconnectingamerica.org/assets/Uploads/2010LivabilityCaseStudies.pdf>
9. Capturing the value of transit oriented development: a report from non-profit urban economics firm California 2008
<http://www.reconnectingamerica.org/resource-center/books-and-reports/2008/capturing-the-value-of-transit-3/>

Other position statements

Light Rail

Further information

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