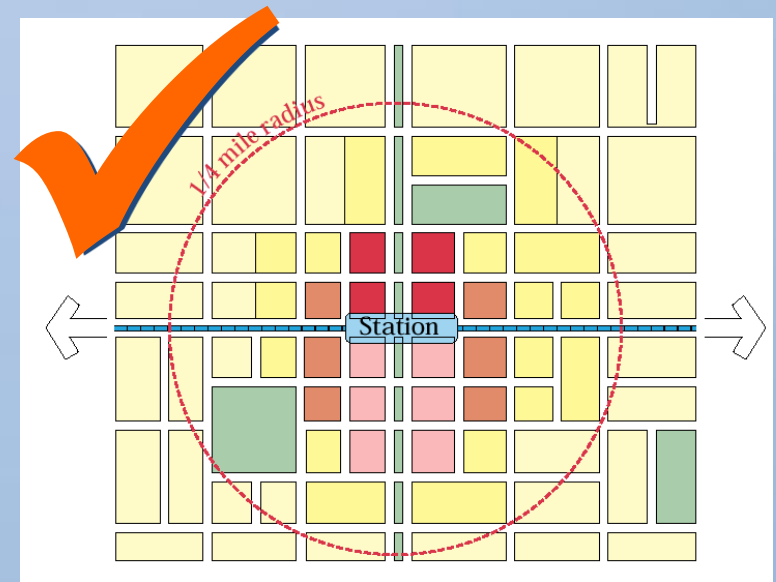
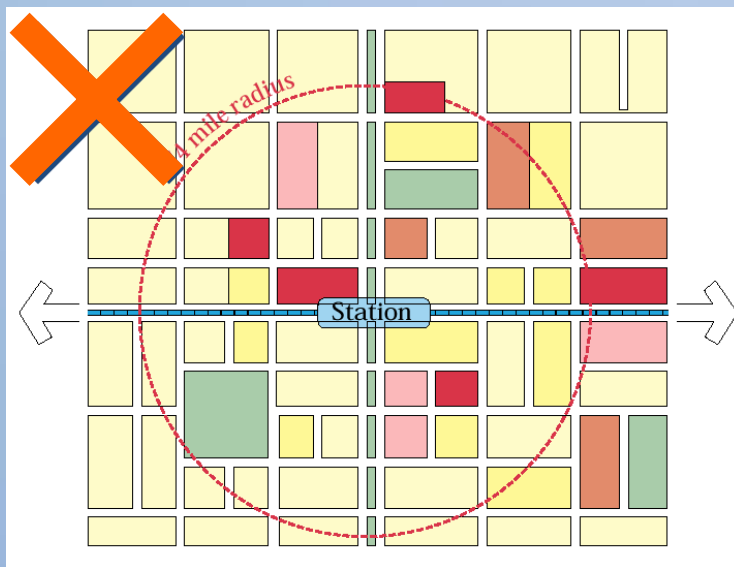


Transit Oriented Development

Principles, Best Practice and Implementation

People for Public Transport AGM – 23rd November, 2009



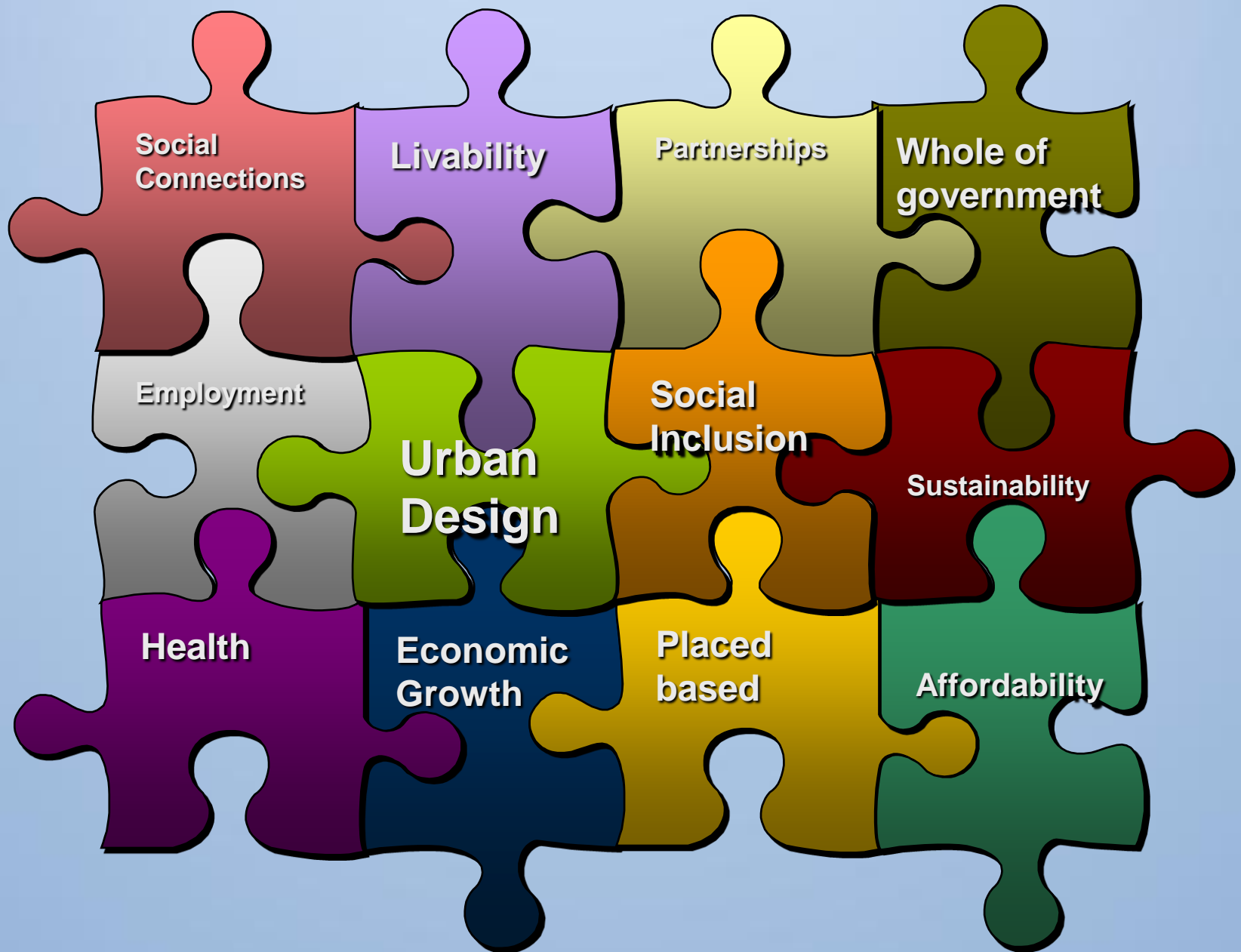
TOD Definition

- TOD's are essentially ***activity centres*** established around a transport/transit node
- Medium to high density housing
- Mix of retail, employment, commercial and civic development
- Enhanced accessibility to via walking and cycling links

Other Elements

- Often defined by 400m or 800m radius from transit stop
- Open space or 'green-space' to accessible to community
- Affordable housing and housing mix
- Reduced parking allowances (based on usual Development Plan requirements)
- **Frequent, fast, reliable public transport**

Pieces of the TOD Puzzle





Why TOD's

- Decreasing car dependency
- Increase the viability of Public Transport Investment
- Increasing residential densities and facilitating the regeneration of existing transport corridors
- Providing priorities for sustainability, such as energy and water conservation

Why TOD's continued

- Improving pedestrianisation of urban areas
- Creating mixed use neighbourhoods with a residential focus and integrating services and the communities who access them
- Reducing the need for further greenfields development

Best Practice Examples



Transport Principles

The potential shifts in transport mode for are described below:

- A decrease in car as driver trips
- An increase in cycling trips
- An increase in trips by public transport
- An increase in walking

Mode	MAHTS figures (1999)		Conservative Scenario		Moderate Scenario		Optimal Scenario	
Car as Driver	57%	83%	52%	74%	45%	65%	38%	58%
Car as Passenger	26%		22%		20%		20%	
Bicycle	1.2%		3%		5%		7%	
Public Transport	3.7%		8%		12%		15%	
Walking	12%		15%		18%		20%	
Other (taxi, motorcycle)	0.7%		0.7%		0.7%		0.7%	

Method of Journey to Work

	Docklands	Subiaco	Metro Adelaide
Car (both as driver and passenger)	47%	66%	82%
Public transport	23%	17%	9%
Walk	26%	12%	3%
Motorbike	1%	1%	1%
Bike	2%	4%	2%

Implementing TODS

- Political will (a top down approach)
- Design elements to suit environs: Site masterplan and wider precinct planning
- Insert into Development Plan Structure: Ministerial DPA may remove the need for this
- Incorporating existing communities.
- Business Case: economically viable
- Joint Venture terms
- Community approval: an understanding and acceptance of TOD principles and ideals

Who do TOD's suit – examples

- Those wishing to actively reduce their car dependency
- “Liberated Parents” – no longer require the 3 to 4 bedroom family house
- Those who are unable to drive (either due to economic constraints or have past driving age)
- Students, young professionals

Conclusions: SA

- TOD should have policy support ✓
- Streamline key approvals process ✓
- Define a vision for the region/corridor TBA
- Community acceptance ?
- Start with demonstration projects ✓