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

- Social Connections
- Livability
- Partnerships
- Whole of government
- Employment
- Urban Design
- Social Inclusion
- Sustainability
- Health
- Economic Growth
- Placed based
- Affordability
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

[Images of different cities and urban settings, including Leiden, Geneva, and Freiburg, Germany.]
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
<table>
<thead>
<tr>
<th>Mode</th>
<th>MAHTS figures (1999)</th>
<th>Conservative Scenario</th>
<th>Moderate Scenario</th>
<th>Optimal Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car as Driver</td>
<td>57% 83%</td>
<td>52% 74%</td>
<td>45% 65%</td>
<td>38% 58%</td>
</tr>
<tr>
<td>Car as Passenger</td>
<td>26% 22%</td>
<td>22% 20%</td>
<td>20% 20%</td>
<td>20% 58%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>1.2% 3%</td>
<td>3% 5%</td>
<td>5% 7%</td>
<td></td>
</tr>
<tr>
<td>Public Transport</td>
<td>3.7% 8%</td>
<td>8% 12%</td>
<td>12% 15%</td>
<td>15% 15%</td>
</tr>
<tr>
<td>Walking</td>
<td>12% 15%</td>
<td>15% 18%</td>
<td>18% 20%</td>
<td>20% 20%</td>
</tr>
<tr>
<td>Other (taxi, motorcycle)</td>
<td>0.7% 0.7%</td>
<td>0.7% 0.7%</td>
<td>0.7% 0.7%</td>
<td>0.7% 0.7%</td>
</tr>
<tr>
<td>Method of Journey to Work</td>
<td>Docklands</td>
<td>Subiaco</td>
<td>Metro Adelaide</td>
<td></td>
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<tr>
<td>---------------------------</td>
<td>-----------</td>
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<td>---------------</td>
<td></td>
</tr>
<tr>
<td>Car (both as driver and passenger)</td>
<td>47%</td>
<td>66%</td>
<td>82%</td>
<td></td>
</tr>
<tr>
<td>Public transport</td>
<td>23%</td>
<td>17%</td>
<td>9%</td>
<td></td>
</tr>
<tr>
<td>Walk</td>
<td>26%</td>
<td>12%</td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td>Motorbike</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td></td>
</tr>
<tr>
<td>Bike</td>
<td>2%</td>
<td>4%</td>
<td>2%</td>
<td></td>
</tr>
</tbody>
</table>
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 ✓