

Integrating Land Use and Transport Planning

Presentation to
“Fast Track Transport for Sustainable
Cities” Seminar
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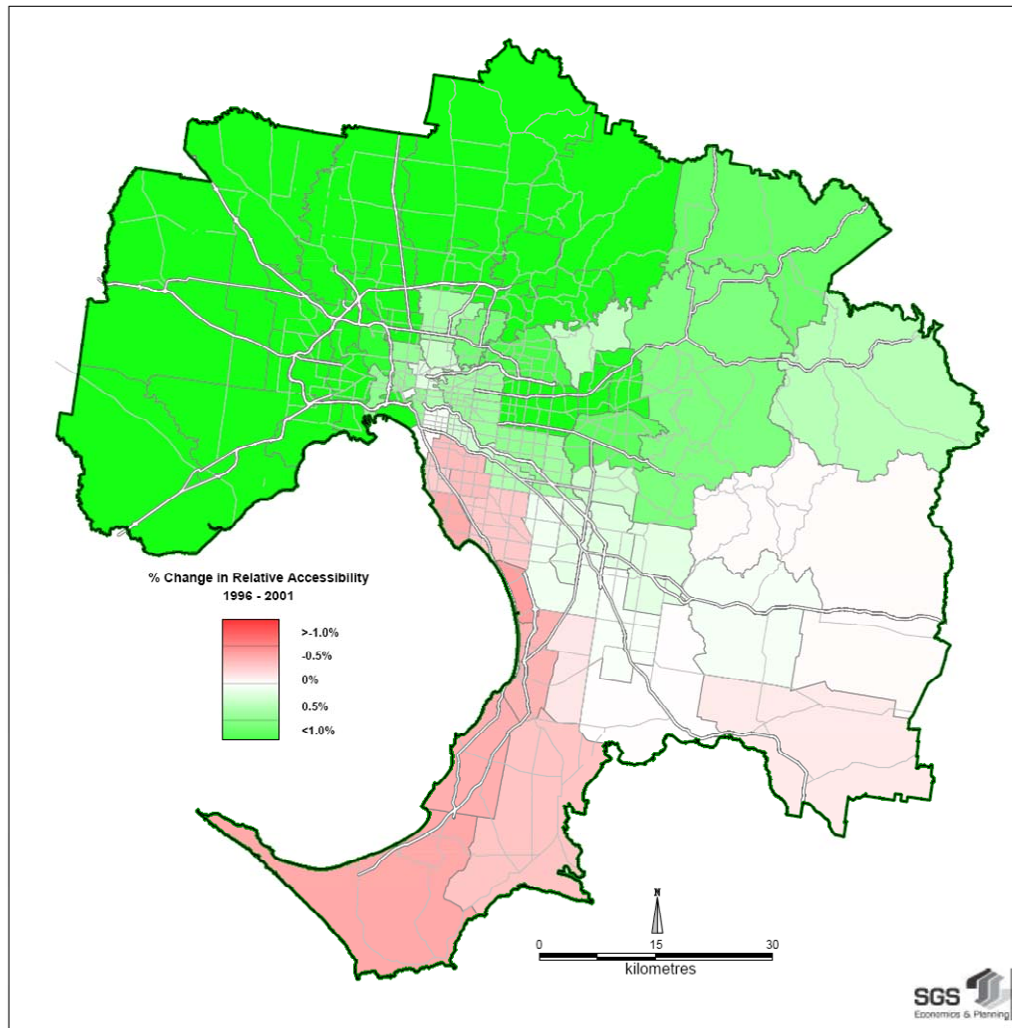
Metropolitan form can have a big impact on sustainability....

Scenario	Vehicle Trips	Vehicle KM Travelled	Vehicle HRS Travelled
Base Case	2,523,192,966	40,531,147,167	1,132,100,557
M2030	2,217,934,260	34,967,908,008	875,260,857

‘Sculpting’ the metropolis

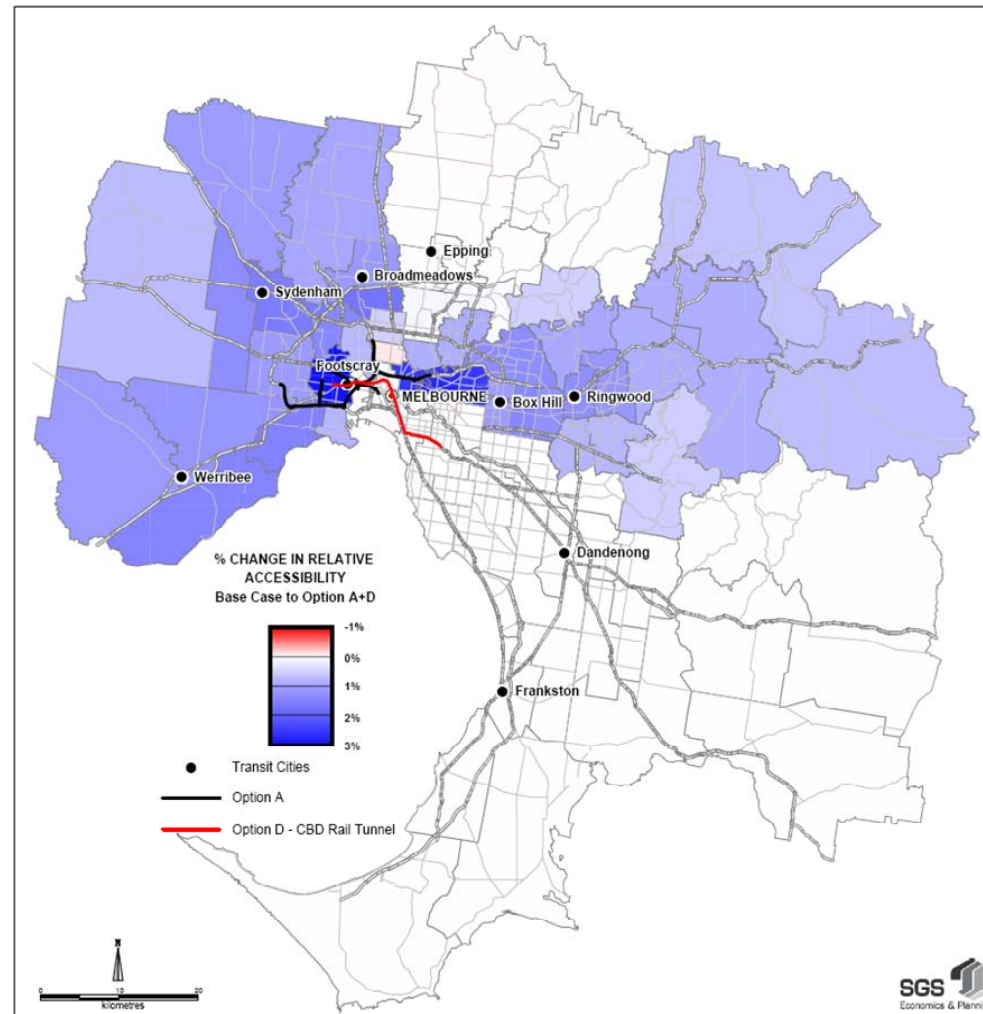
.....through strategic transport investment

Estimated accessibility shift 1996-2001



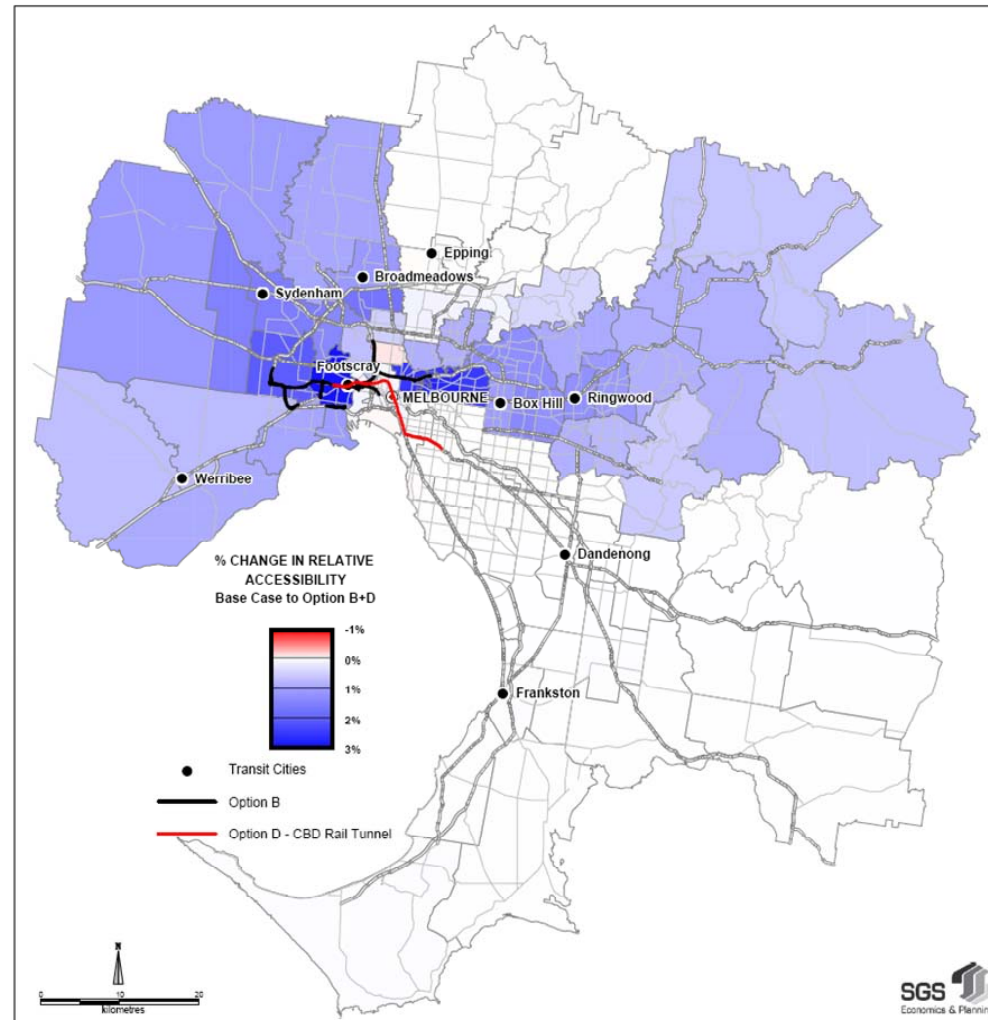
E-W Link Option A

freeway to freeway' connection between the Eastern Freeway and Westgate Bridge



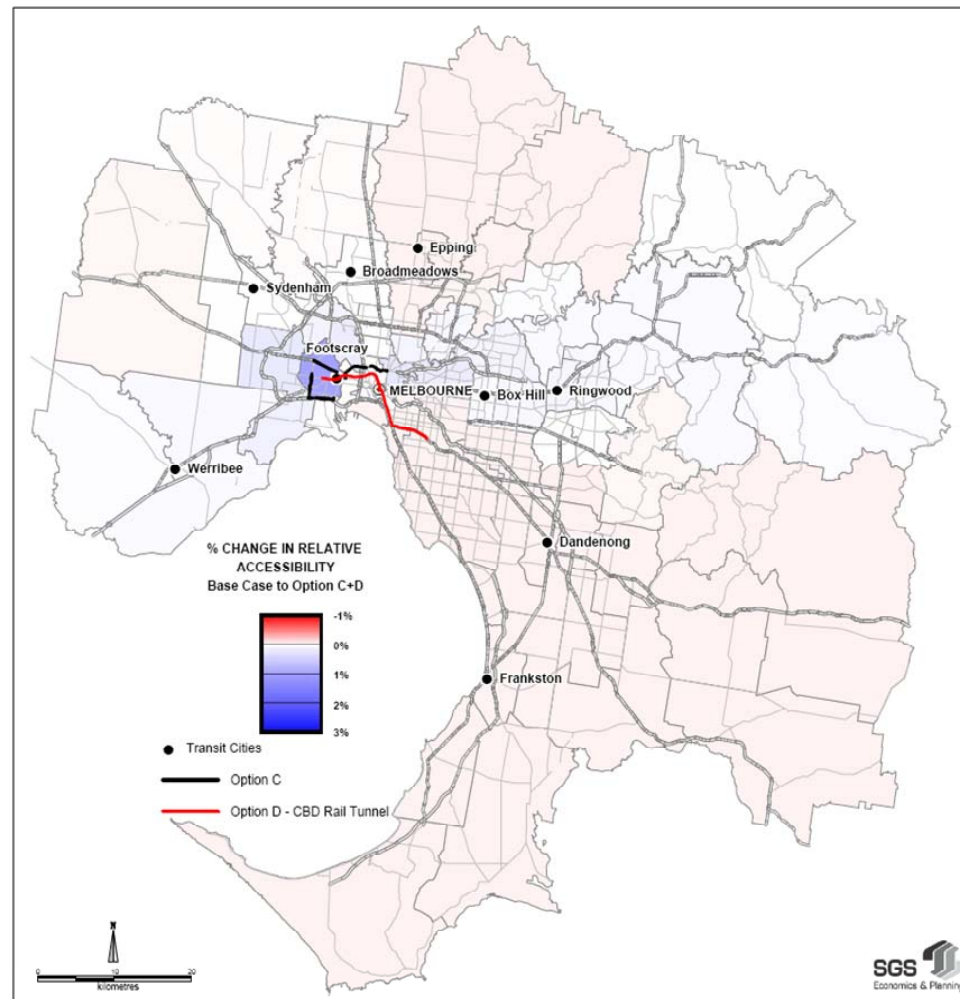
E-W Link Option B

direct connection between the Eastern Freeway and the west via Sunshine Road



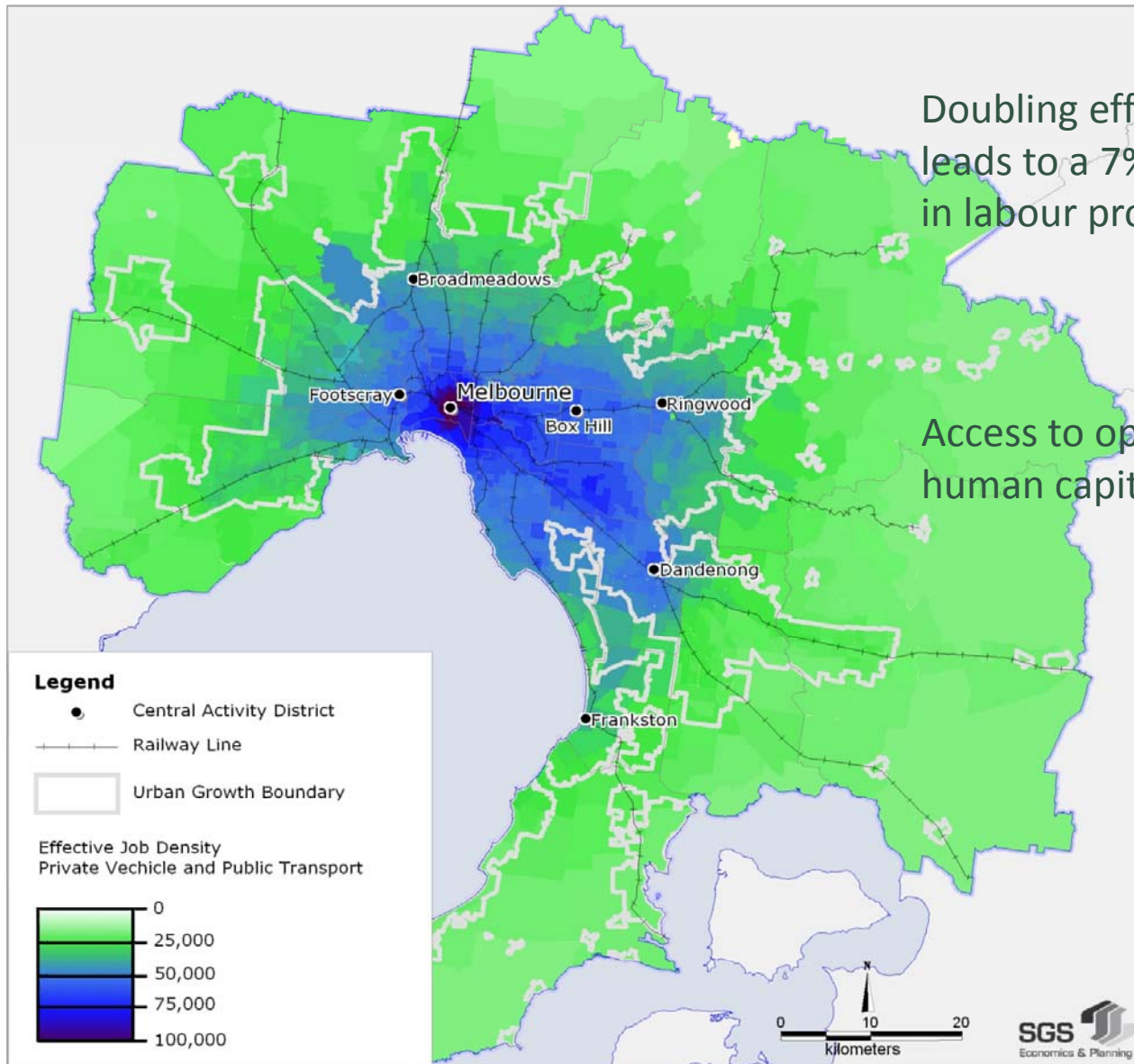
E-W Link Option C

capacity upgrades and road management using mostly existing infrastructure



	Change, Option A	Change, Option B	Change, Option C
Stimulus to Infill Development (Jobs)	-5,353	-4,093	1,170
Stimulus to Infill Development (Housing)	-487	25	2,960

Effective Job Density



Doubling effective density leads to a 7% improvement in labour productivity

Access to opportunity builds human capital

Integrating transport and land use planning – some principles and pointers

- Adopt ‘future making’ rather than ‘predict and provide’
- Focus on genuinely ‘strategic’ or ‘city shaping’ transport investments
- Control for project inertia and lock in
 - Melb City Link 43 year gestation period
 - Western Ring Road 45 years
 - Melbourne East Link 40 years

Institutional and governance arrangements

- State Governments struggle to integrate land use and transport planning
 - Scale and statewide focus leads to silos
 - Conflicted objectives – State vs Metro
 - No direct accountability to metro community of interest
- Need a governance institution that stands for metro Melbourne
 - fiscal capacity to act autonomously
 - unambiguous jurisdiction over metro level infrastructure and planning issues
 - set the framework for local area planning - undertaken by local councils
 - democratically mandated
- Advantages
 - More responsive and innovative policy making regarding transport and sustainable development (see London GLA)
 - State Government ‘above the fray’ – more likely to maintain a long term metropolitan strategies
- Another layer of government?!
 - Pay-off in improved productivity / competitiveness likely to far outweigh admin and electoral costs

Thank you