BusSA
Bus & Coach Association SA

Adjunct Professor John Stanley

Institute of Transport and Logistics Studies, University of Sydney

Bus Australia Network

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Moving People Connecting Neighbourhoods: the 20 minute city

Presentation for BusSA

Professor John Stanley

May 2015

BIC Bus Industry Confederation moving people

ITLS

Scope of presentation

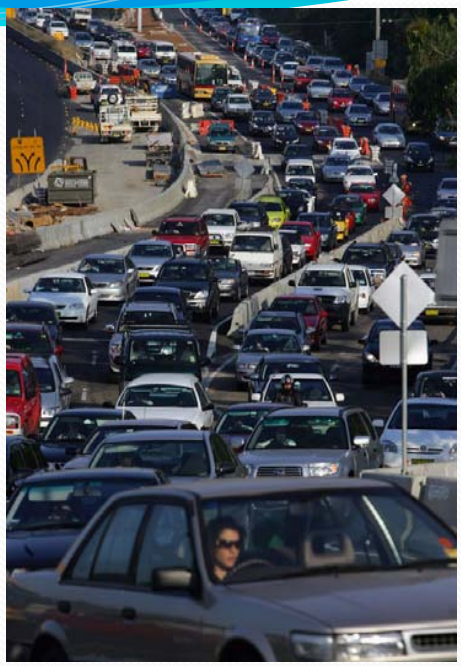
- What we want from our cities and regions
- Land use transport challenges
- The idea of a 20 minute city
- Take out messages

What do we want from our cities and regions?

- Productive
- Healthy and safe
- A small environmental footprint
- Fair and equitable
- Great places to live
- As good for our kids and their kids as for us

Photo: Fred Hansen, from ADC Infrastructure and Cities Summit 2014

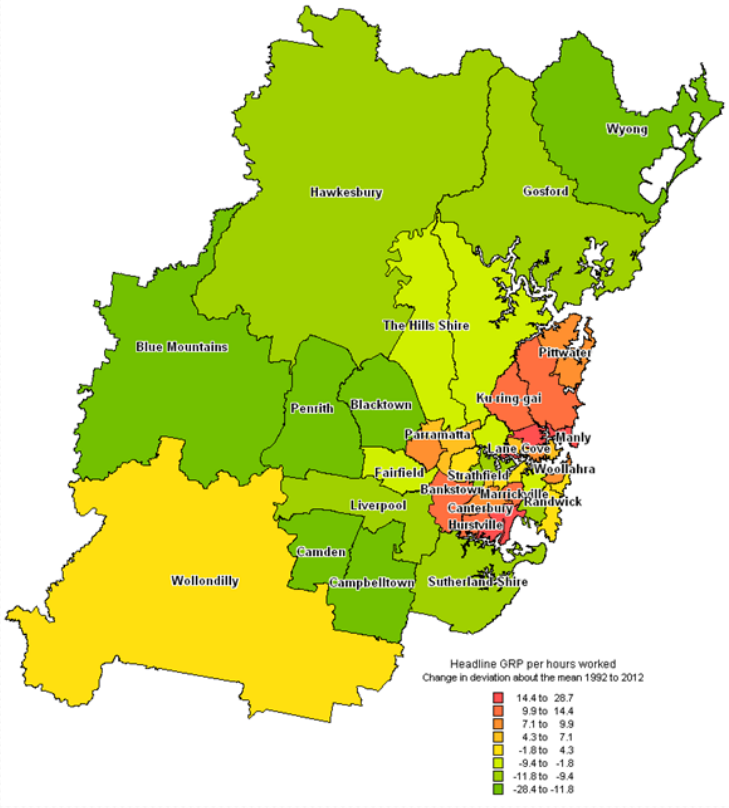
Some land use transport challenges for our cities (most points apply for our regions too)



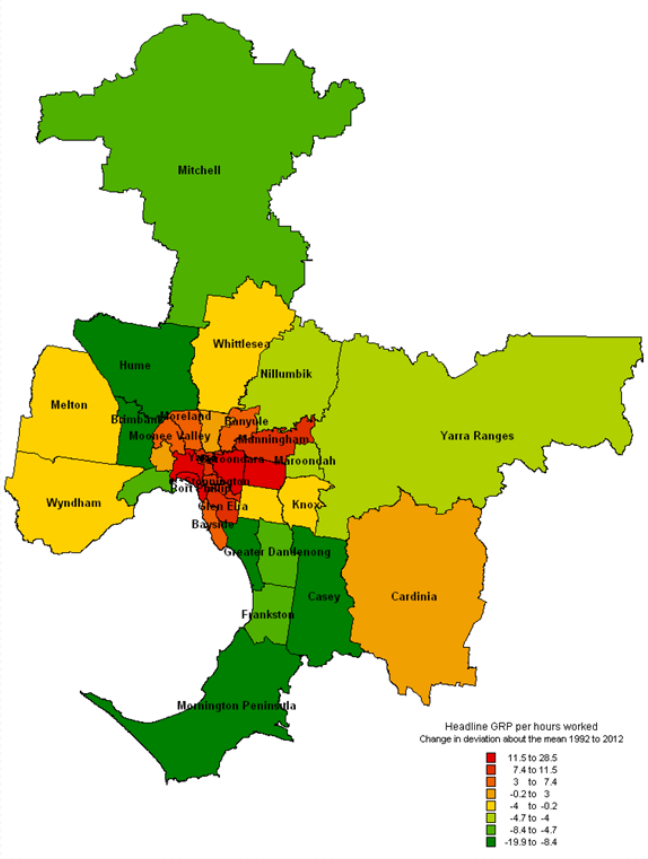
- Productivity growth rates have been poor
  - With the centres of our capital cities a major exception
- Congestion is increasing on roads and public transport
- Emissions are increasing, particularly from road transport
- Obesity is a growing problem
- Those living in our outer suburbs and regions are falling behind and at increasing risk of social exclusion … We are building in SE!
- Loss of sense of place & environmental quality
- We have a major transport infrastructure backlog

Urban structure and productivity growth

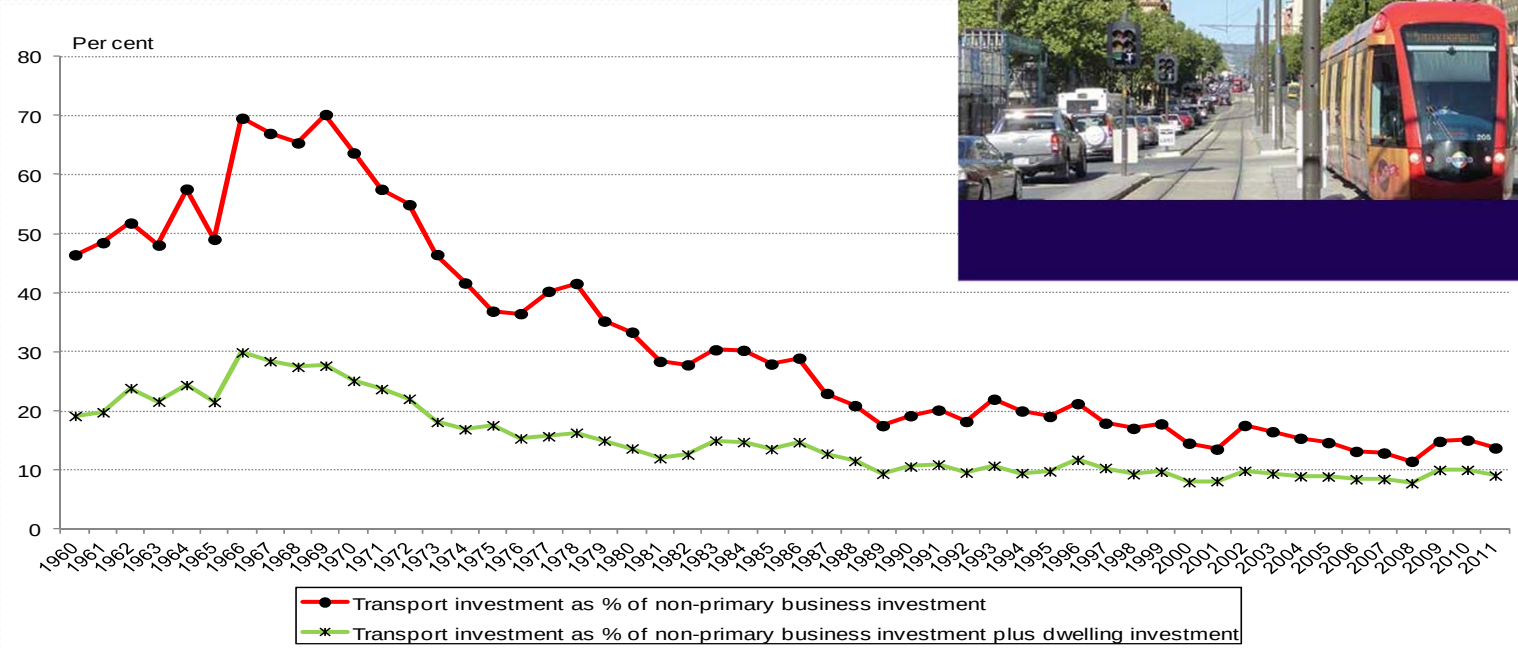
Outer suburbs have lower productivity and are falling further behind in productivity growth



Sydney & Melbourne: Change in deviation about the mean, 1992 to 2012, for headline GRP per hour worked



Infrastructure challenge



NIEIR point out that Australia's current infrastructure backlog is about $150b. Could rise to $350b over next decade. Transport is a large part. Removing this backlog would add 0.3% to GDP growth, if projects well chosen

What should we be doing in land use transport planning?

1. Ensuring that the CBD/inner cores of our cities remain strong and continue to grow
   - They are the heart of our cities
   - Trunk public transport capacity is crucial to the agglomeration benefits of the centre
2. Developing strong mini-CBDs in the inner to middle ring areas at the rate of about one per million population
   - Based around clusters of top universities and medical facilities
   - With great public transport, walking and cycling accessibility
   - Adelaide needs to plan for its second CBD
3. Increasing mixed-use densities more broadly in inner/middle suburbs
   - Supporting this with high quality trunk public transport, both circumferential and radial (to hubs, along corridors) and from the outer growth suburbs (TOD)
   - Will increase productivity, lower congestion, increase use of active transport plus PT (healthy and safer)

What should we be doing in land use transport planning?

4. Planning our middle and outer suburbs (bus land) and our regions on the principle of the '20 minute city' (the main focus of this presentation)
   - Which already exists in most inner suburbs
   - This adds a bottom-up perspective to our traditional top-down approach to land use transport planning
5. A focus on creating great places needs to be better reflected in all our suburbs
6. 6. Lifting our rate of infrastructure spending to help deliver these directions

Economic development, social inclusion, strong communities and enhanced personal wellbeing are fostered by good accessibility.

SA's Integrated T&LUP is good

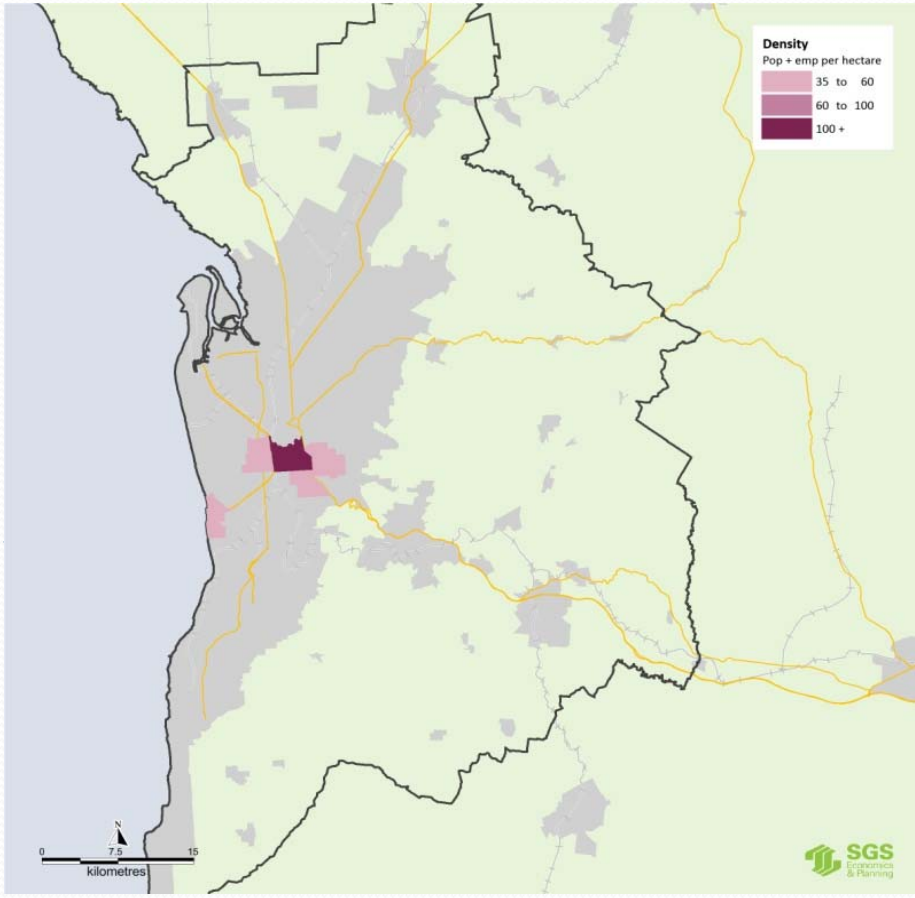
The 20 minute city is about…

- Enabling people to reach most services & activities by 20 mins using public transport or active transport. It needs:
  - Increased density; mixed use
  - Greater provision of local services
  - Ensuring high quality local PT & active transport choices
  - Encouraging local engagement
    - Local community decision-making
    - Sense of place: green spaces, treed streets, arts, urban forests, community gardens

Increasing density

- A 20 minute city needs at least 35-40 residents + jobs per hectare (ideally >50)
- Means about 20+ dwellings per net hectare on the fringe (e.g., about 1/3 higher than Melbourne currently requires)
- Regional areas will inevitably be mainly car based, which makes a 20 minute city really hard unless car is part of the mix

Population plus job density: Adelaide (Source: SGS Economics and Planning)



Which activities/services need attention for a 20 minute city?

- Medical centres, community facilities, entertainment, offices, educational facilities, personal services, social services, recreational facilities, retail, faith-based uses etc.
- More attention needs to be paid to smaller-scale, localised, multi-purpose recreational facilities.
- Local decisions should influence priorities

Minimum PT service standards to support the 20 minute city (1)

- Cities
  - Hourly PT service frequency within 400m (not consistent with 20 Minute City)
    - Weekdays from 6.00am to 9.00pm
    - Saturdays 6.00am to midnight
    - Sundays 8.00am to 8.00pm
  - Target ~30 minutes or better
- Large regional towns
  - Weekdays for fewer hours than above at same frequency

Bare bones Local MSL (2)

- Small towns
  - Two to three services each morning and afternoon
    - Possibly utilising school buses from outside towns and within
  - At least daily return service to the regional centre
  - Community transport services/taxis for gap filling
    - Probably contracting existing specialist operators
- Rural
  - Low density = killer for PT/CT
  - Maximise use of the school bus network
  - Support with community transport/taxis/car sharing/cycling (where possible)
  - All-weather road access is critical for inclusion
    - Because of inevitable car/road based PT dependence

Key issue for outer suburbs and regions = regional accessibility planning

- Personal transport is about meeting accessibility needs and fostering social inclusion
- Service delivery is typically structured around modes rather than around meeting people's needs for access
- PT/school bus/community transport services operate in isolation, rather than as a single service delivery system
- Bring more services to people
- Someone needs to "own" accessibility!!!

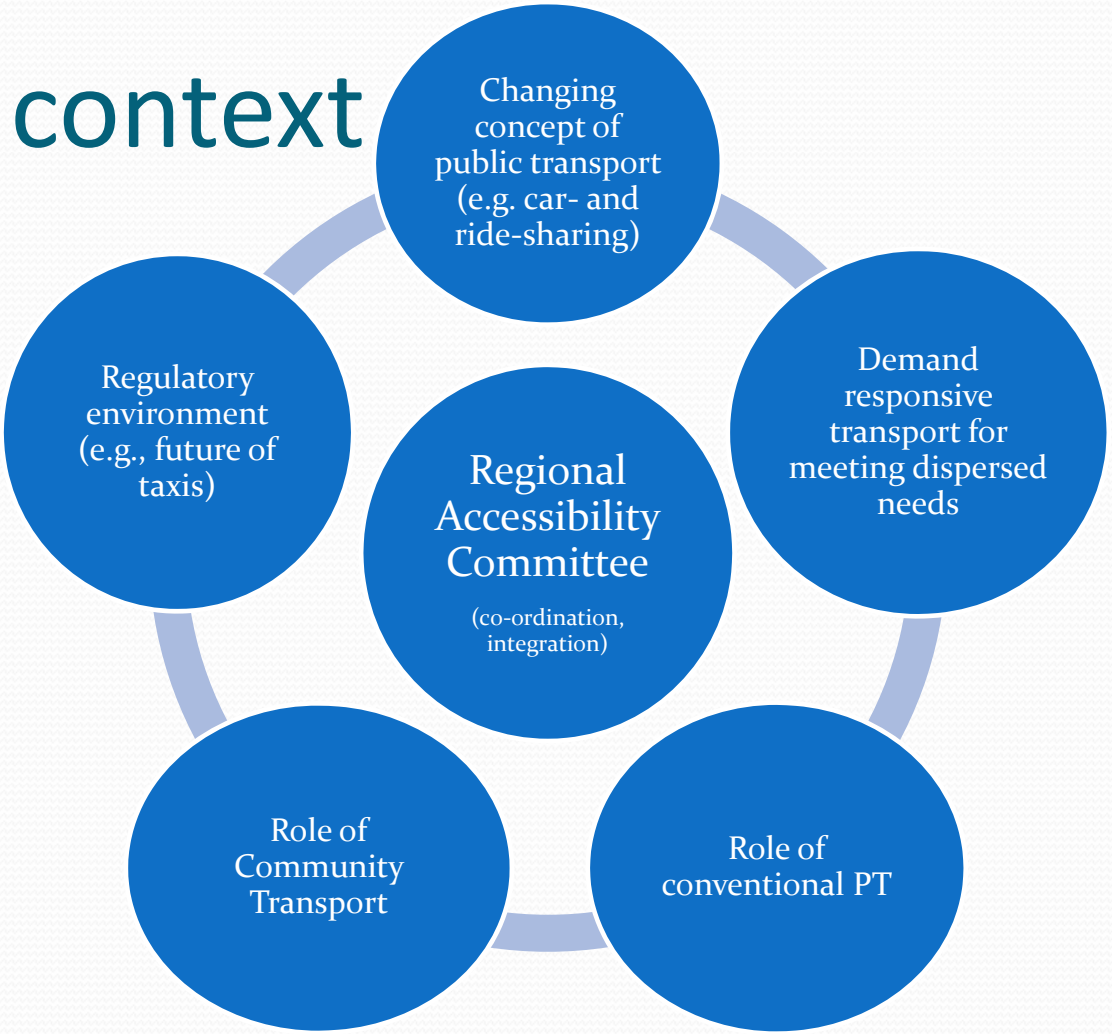
Some challenges to improving regional accessibility

- Tapping in to all the resources that are available to improve mobility in rural and regional communities
- Breaking down the silos between stakeholders to allow integrated solutions
- Finding the community and political leadership to drive transformational change
- Establishing partnerships across government and community to motivate and guide change
- Finding sustainable funding sources (disrupting flows of funds!)

Regional Accessibility Planning Council Roles

- Identify and prioritise regional access needs (multi-stakeholder role)
- Be the regional advocate for services and service improvements
- Facilitate greater regional integration in service provision
- The lead entity in promoting **Total Transport**
- **Improve the lives of many people (service users and volunteers)**

Changing context

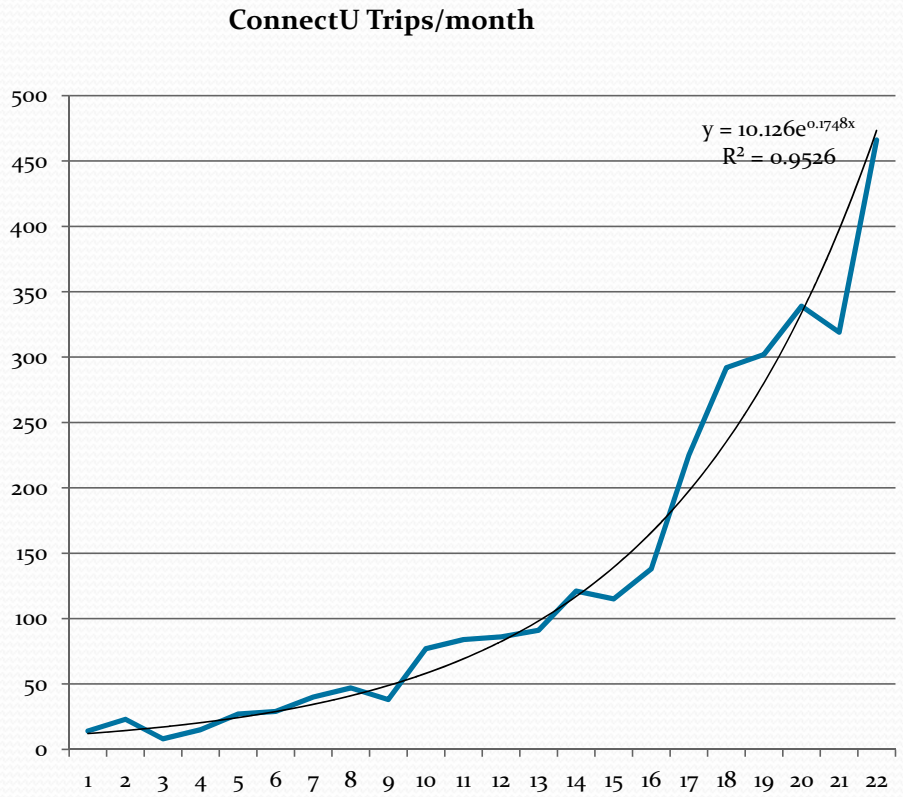


Keys for RAPC Success

- Locally "owned" and driven
  - Range of regional stakeholder participants
  - Social enterprise model
- Focus on outcomes
  - Better services for those who need them
  - Better marketing
  - More efficient resource use (inc use of volunteers)
- Higher Government involvement directed at assisting improved co-ordination and supporting improved services, including re-arranging funding flows

Improvement to local transport: ConnectU in Warrnambool

- Local social enterprise, commenced trialling an integrated transport service in Warrnambool in October 2012.
- Sees under-utilised assets pooled to transport people using volunteers.
- Facilitates customers to move to the public transport system or builds community connections, such as neighbour lift-giving, to achieve transport sustainability for the customer.
- Patronage growth has averaged 17.5% per month to mid 2014.



Benefits of the 20 Minute City and Regional Accessibility Planning

- Increased productivity
- Lower congestion costs (in urban areas)
- More local jobs opportunities and better access to job opportunities
- Reduced need to travel
- Increased social capital
- Stronger communities
- Healthier and safer
- Greater social inclusion and improved wellbeing
- A fairer city/regions

Conclusions

- Australian cities and regions rank highly in international liveability terms… but they are under land use transport and many other stresses
- The 20 minute city is a key way to tackle many of these stresses, from the neighbourhood level
- This requires higher densities, more mixed use, better local bus and active transport services and an increased focus on place
- It needs a 'total transport' approach
- Regional Accessibility Councils should drive this process at local level
- This is a real opportunity for the bus industry!
- The main benefits will be in outer urban and regional areas
- All levels of government must be part of the solution