Regional Access Committees

Bus & Coach Association SA

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REGIONAL ACCESSIBILITY COMMITTEES

Removing boundaries between transport modes, by rethinking local mobility solutions

Presentation by A/Prof. Janet Stanley (University of Melbourne)
and Prof. John Stanley (University of Sydney) for BusSA

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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

Land use transport planning directions for SA

1. **Ensuring that the CBD/inner core remains strong and continue to grow**
   - Trunk public transport capacity is crucial to the agglomeration benefits of the centre
2. **Deciding on a second 'CBD'**
   - Based around a cluster of a top university and medical research facilities
   - With great public transport, walking and cycling accessibility
3. **Increasing mixed-use densities more broadly in inner/middle suburbs , including along key trunk transit corridors**
   - Supporting this with high quality trunk public transport

What should we be doing (2)

4. **Planning middle and outer suburbs on the principle of the '20 minute neighbourhood'**

5. **Building strong regional centres and ensuring that they have good trunk and local PT options**

5. **Adding a strong focus on place across all areas**

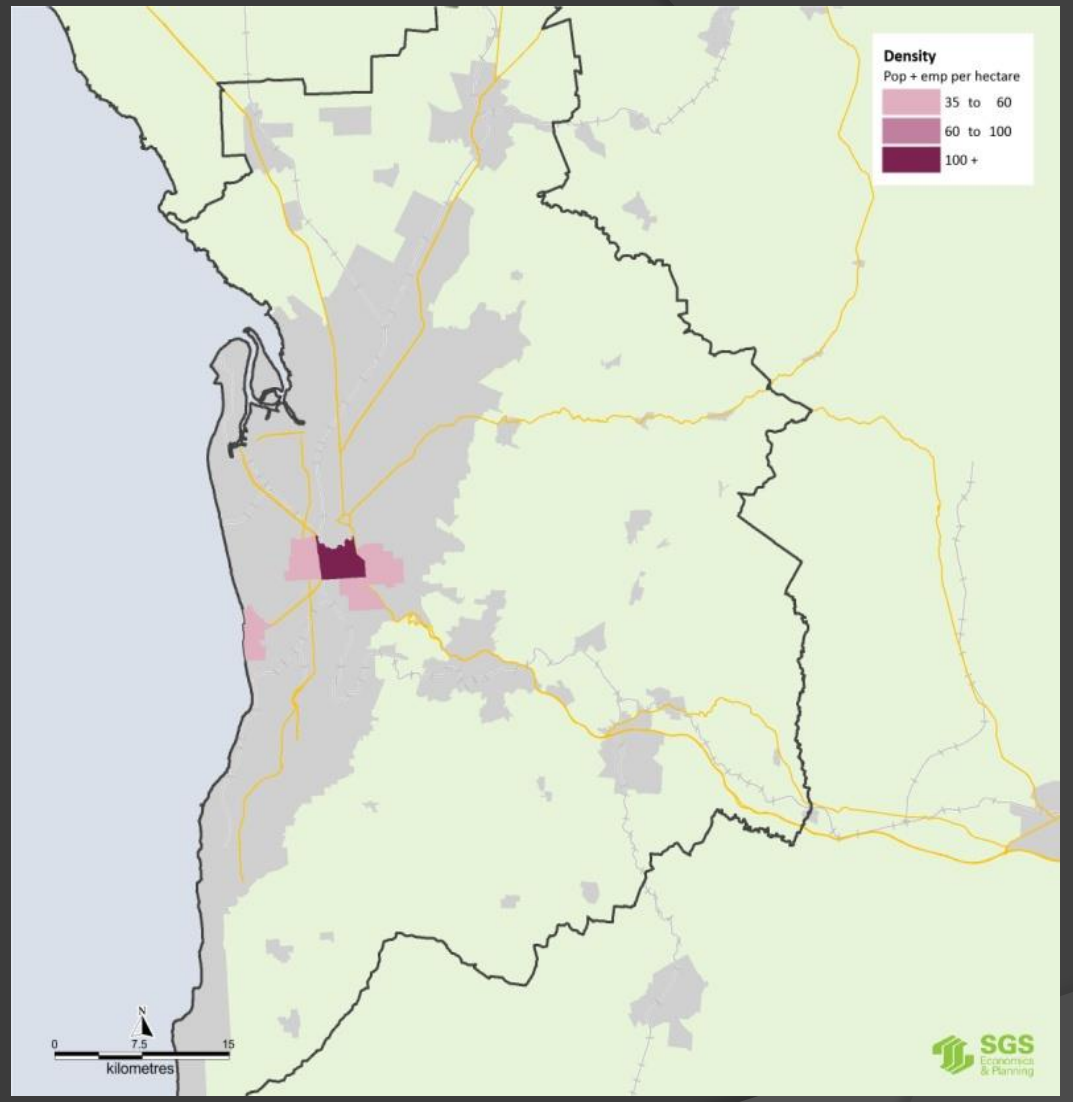
TARGET ZERO GROWTH IN VKT

The 20 minute neighbourhood is about …

- **Enabling people to reach most services & activities by 20 mins using public transport or active transport. It needs:**
  - 20+ dwellings/hectare; mixed use
  - Good provision of local services
  - High quality local PT & active transport choices
  - Sense of place: green spaces, treed streets, arts, urban forests, community gardens
  - Encouraging local engagement
    - Local community decision-making

The importance of (increased) density

- **A 20 minute neighbourhood needs at least 50 residents + jobs per hectare**
  - Preferably more (e.g. Toronto new 80 target for greenfields)
- **Means ~20 dwellings per net hectare on the fringe**
- **Regional areas will inevitably be mainly car based**



Source: SGS Economics and Planning

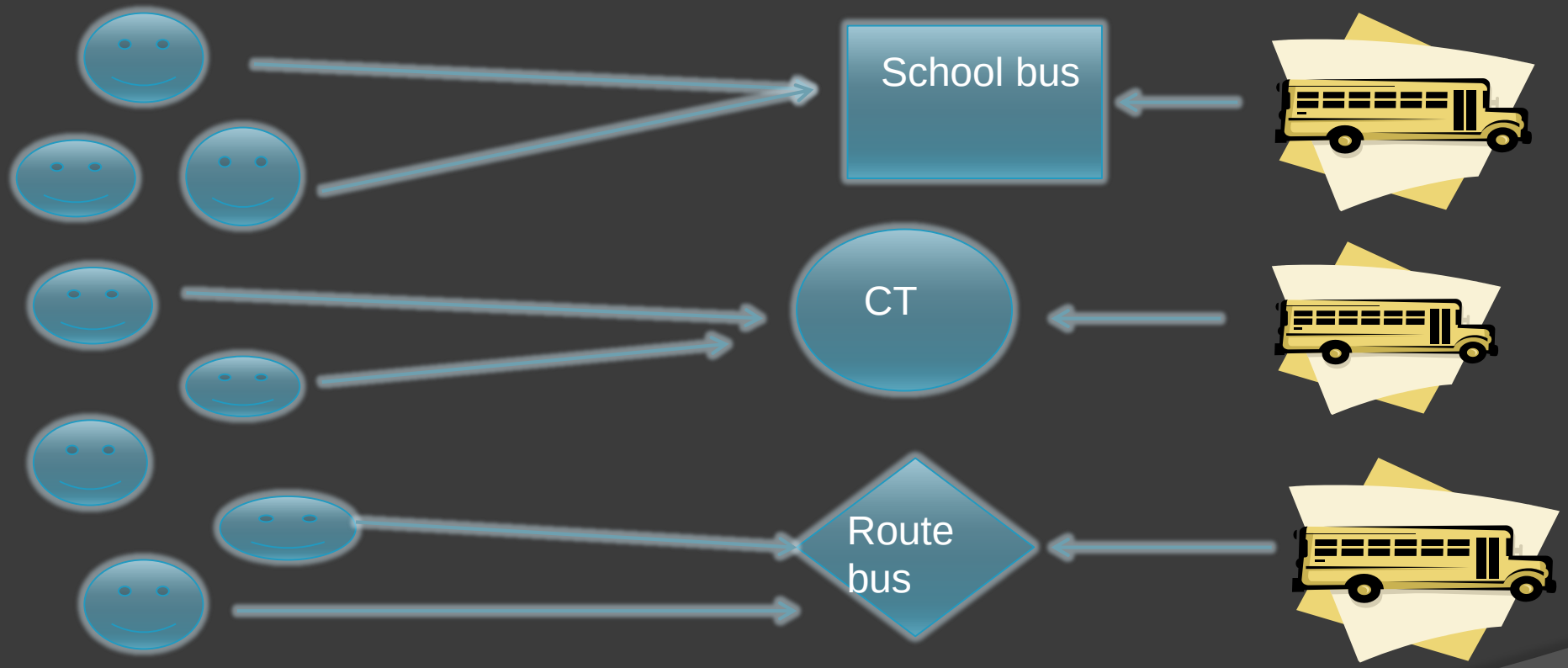
The mobility input

- A 20 minute neighbourhood needs activities and the means of accessing them (= activities + mobility)
- This requires good trunk PT service levels, to access activities and services beyond the local area
- And good local PT for accessing local activities/services and trunk PT services
- This is challenging in low density areas
  - A 20-30 minute headway bus service needs densities in the 20+dwelling range

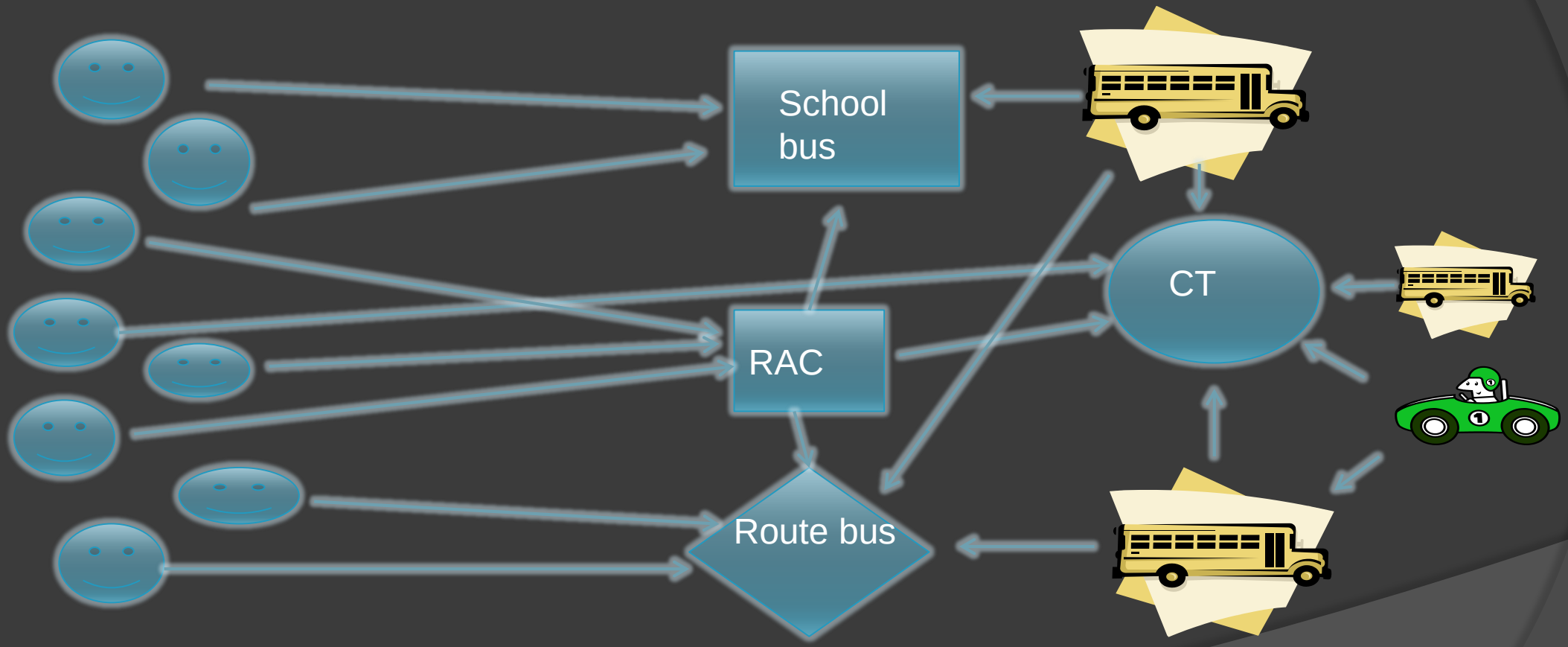
Challenge: Service provision in low demand settings = Regional Accessibility Planning

- Better matching needs with resources
- Personal mobility (transport) is about meeting accessibility needs and fostering social inclusion
- Service delivery is typically structured around modes rather than meeting people's access needs
- PT/school bus/community transport services/taxis operate in isolation, rather than as a single service delivery system
- There is am opportunity to bring more services to people
- Someone needs to "own" accessibility!!!

Aggregating regional/outer urban demands: today



Aggregating demands: tomorrow



Warrnambool experience

- Developed a community-based solution (ConnectU) to locally identified needs
- Pools some under-utilised public & private assets, using mainly volunteers as drivers
- Effectively facilitates customers to move to the public transport system or builds community connections to achieve access to transport for the customer
- Starting to integrate modes and sectors, using a centrally co-ordinated ‘one stop shop’
- Strong patronage growth, until resource ceiling hit

Keys for RAC Success

- **Locally "owned" and driven**
  - Range of regional stakeholders
  - 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 needed to assisting improved co-ordination and supporting improved services**
  - Including re-arranging funding flows

The future

- **Three SA case studies (Riverland, Mt Gambier, Port Pirie)**
- **Exploreopportunities to mobilise underused local resources, inc. volunteers, to better meet local needs**
  - Recognising major disruptive influences affecting the longer term (e.g. Uber)
- **Three roles**
  - **Strategic governance –** goal setting, management, funding and accountability arrangements **(RAC)**
  - **System integration –** identifying local needs and sourcing software and resources to better meet needs **(e.g. ConnectU)**
  - **Service provision –** contracting out service provision to suppliers, inc. use of volunteers **(operators)**

Benefits

- Increased employment participation
- Stronger, more resilient communities
- Increased personal and community capacity
- Increased social inclusion/wellbeing
- More demand responsive & cost effective local transport services