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Editor

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1) Your TCPA contacts

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2) Erratum

The previous edition of the bulletin contained an error with regards to the date of the centenary event. It is going to be held on **30 October** and not 31 October as previously stated.

3) TCPA Activities for 2014

Activity	Status
New TCPA web-site: The site is out dated and does not support modern functionalities such as forums, blogs, etc. The committee, under the guidance of Ray Walford is reviewing the Association web site.	The scope of work has been finalised and a Service provider identified. Trying to get the new site launched prior to the 30/10/2014. Watch the space!
TCPA 100th Anniversary	The Committee has locked in the date of 30 October 2014 for the 100th anniversary celebration. The venue for this function has not been finalised. Watch out for further announcement on guest speakers and the format of the event.
Conference of Australian Institute of Transport Research (CAITR) The Association has been involved in presenting papers to the conference for many years.	The TCPA is exploring opportunities to develop further links and collaboration with CAITR.
Sir James Barrett Medal Award	The 2014 medal is being awarded to: - Alan Parker, - Sue Course

4) Events, Forum, Lectures, etc.

- **Melbourne Transport Forum**: The last MTF meeting was held 06 August 2014 and focused on car sharing programs. A representative from Daimler presented on the model currently run in many European cities (Car2Go) where in collaboration with local council a pool car does not require to be dropped in a designated/reserved car-pooling space.

Another presentation (Car Next Door) covered a new business models enabling shared car use within neighbourhoods.

Finally, a local councilor (Moreland) highlighted the many challenges current car sharing models posed to local councils.

- **Thursday 16/10/2014**: The Chartered Institute for Logistics & Transport Australia (CILTA) is organizing a Webinar titled "Public Transport & Social Exclusion". Professor John Stanley is the guest speaker for the session which will run between 13.00 & 13.45.

To register: <https://www.cilta.com.au/eventform-webinar16oct>

5) TCPA, this time 100 years ago...

As part of celebrating its 100th anniversary the TCPA bulletin will include a small segment covering events taking place in Melbourne and Victoria in 1914. The events will of course relate to the creation of the TCPA which held its first formal meeting on 30 October 1914 as the Victorian Town Planning & Parks Association.

The following are extracts from newspaper headlines found in the "Minimum Allotment, Anti-Slum & Housing Crusade" minutes, which operated between July 1912 and October 1914. It is the precursor of the Victorian Town Planning & Parks Association.

(University of Melbourne archives held at the Baillieu Library at Melbourne University)

Whilst during the month of July 1914 the Association was quoted and/or referenced in 12 instances across the three main newspaper at the time (The Age; Argus and Herald), there was only one instance for the month of August.

It would be fair to say that following the assassination of Franz Ferdinand (28 June 1914) the August headlines focused mainly on the declaration of war.

It is only in early October that the "housing problem" returned as a news item. Following a lecture delivered by Charles Reade in the Melbourne Town Hall (05/10/1914), the decision was made to form a Town Planning Association. A motion was put forth by James Barrett which was seconded by Dr John Smythe

6) Integrating land uses and public transport modes – the Cheltenham/Southland regional hub, a case study

By Peter Hill

The Cheltenham-Southland region is now formalised as a major population growth area, one of a number of outstanding mid-radius suburban activity centres slated to be rezoned and redeveloped for major population increases by the Victorian government, and the neighbouring municipal cities of Bayside and Kingston.

The TCPA believes that close (accessible) physical integration of public transport modes and non-motorised travel modes and their integration with urban land uses is essential to improving social, economic and environmental well-being.

Geographically separating bus routes from rail stations by a walking route whose distance exceeds “comfortable” levels of travel time and/or whose environment presents unacceptable levels of inconvenience or threats to personal safety effectively destroys the option for travel by public transport between places reliant on bus and train dual modes of travel.

Design of new Southland rail station

It appears that the present Victorian government has determined to construct and operate a new rail station on the Frankston line adjacent to Southland shopping centre that will not include a bus routes terminal closely integrated with the station platforms. The existing bus-to-bus interchange terminal at Southland is in the original Southland building envelope on the eastern side of Nepean Highway adjacent to Karen Street, some 400 metres “as the crow flies” from the likely Southland station site.

Presently, Southland and Cheltenham serve as a regional “hub” of sorts for 13 timetabled bus services ranging from local services to principal public transport network (PPTN) major routes. All these 13 make a common hub at Southland, and 10 of these routes access rail stations on the Frankston line but remote from Southland. See the summary table below.

SOUTHLAND INTERCHANGE BUS ROUTES' NETWORK CONNECTIONS:

Bus route accessing Southland	Rail line	Rail line's stations accessed by this Southland bus route					Major Activity Centres accessed
		Station 1	Station 2	Station 3	Station 4	Station 5	
631	Frankston	-					
631	Gippsland/D'nong	Clayton					Monash Uni
708	Sandringham	Hampton					
708	Frankston	Highett	Mentone	Parkdale	Mordialloc	Carrum	
767	Frankston	-					
767	Gippsland/D'nong	Hughesdale					Chadstone
767	Glen Waverley	Jordanville					Deakin Uni
767	Belgrave/Lilydale	Box Hill					
811	Sandringham	Middle Brighton					
811	Frankston	Moorabbin	Cheltenham	Mentone			
811	Gippsland/D'nong	Springvale	Dandenong				Dandenong
812	Sandringham	Middle Brighton					
812	Frankston	Moorabbin	Cheltenham	Mentone			
812	Gippsland/D'nong	Dandenong					Dandenong
821	Frankston	-					
821	Gippsland/D'nong	Clayton					
822	Sandringham	Sandringham					
822	Frankston	Cheltenham					
822	Gippsland/D'nong	Murrumbeena					Chadstone
823	Sandringham	North Brighton					
823	Frankston	Moorabbin					
825	Frankston	Cheltenham	Mentone	Moorabbin			
825	Gippsland/D'nong	Clayton (as 824)					
828	Sandringham	Hampton					
828	Frankston	Highett	Cheltenham				
828	Gippsland/D'nong	Dandenong	Berwick				Dandenong
600/922/923	Sandringham	Sandringham	Brighton, else Brighton Beach				
600/922/923	Frankston	Cheltenham					

Notes to the table above: -

- Southland is accessed by 11 (13) bus routes.
- Cheltenham rail station (on Frankston - Caulfield line) is accessed by 6 (8) of these bus routes.
- Cheltenham rail station is **NOT** accessed by 5 of these bus routes, all of which radiate north or east of Southland. Cheltenham station is some 1.2 kms south of Southland.
- Frankston - Caulfield line is **NOT** accessed by 3 of these routes, including the **only** bus route (631) accessing Monash University.

Curiously, the bus service reviews for the Bayside and Kingston municipal regions by Booz & Co. for the Victorian Department of Transport in 2010, provided for restructuring of bus routes 631 and 821 that would perpetuate the present lack of connection between Monash University and the Frankston rail service in the Cheltenham-Southland district. Note that in 2010, there was no definite proposal to service Southland by rail. A Southland station was no more than a political chestnut – an idea only.

Thus, without a direct connection by a single bus route of Monash University and Clayton station with Southland and a nearby rail station on the Frankston railway, the nearest (most southerly or distant from Melbourne) available public transport route that provided such a direct link is bus route 703 along Centre Road and Clayton Road between Bentleigh and Monash University.

The TCPA believes that the Monash University, Clayton and Southland/Cheltenham districts with their respective major activity centres (MACs) and the suburbs along the Frankston rail corridor warrant a direct SmartBus bus route linking them together, operating at daytime headways of 15 minutes or better. Monash University and Southland are the interchange foci or “hubs” of large numbers of bus routes which service their respective surrounding metropolitan regions, like spokes of a wheel. Thus, a direct high quality bus route would join these two regional route “hubs”, greatly increasing regional access and connectivity.

The question is: does the prospect of the new Southland rail station with the distant Southland bus terminal represent a disastrous failure of transport policy strategy, and one which cannot be repaired? Or do the circumstances allow realistic solutions for a satisfactory integration of bus and rail services at Southland?

The answer to this question lies in the specific physical facilities which will be the “devil in the details” of the success or failure of bus and rail travel integration via the Southland complex. The remainder of this article deals with specific details, as such details, rather than broad planning strategy, influence the travel decisions by the public

TCPA Secretary Peter Hill visited the site late in 2013, and observed that there is the opportunity to provide reasonable pedestrian access between the Karen Street bus terminal and the rail line. With a stopwatch, Peter walked to and from between the side of the railway (where a station is likely to be placed) and the middle platform of the bus interchange, via the arcade concourse inside the Southland building including the air-bridge over Nepean Highway. When Southland’s arcades are open to the public, this is a pleasant and protected route through the indoors arcades that includes two escalator transits, one down to ground level at the bus interchange platform, and one down but in reversed “Z” direction on the west side of Nepean Highway near Coles, thence walking through the ground floor arcade to the west side car park entrances. And, Westfield generously hosts plenty of pleasant distractions for the erstwhile pedestrian public transport commuter! Here below is the summary of Peter’s two walks.

Southland bus to rail walk time surveys								
Date of survey	Survey walker	Direction	Time elements (hh:mm:ss)			Total time		Total walk time
			"forward direction" (1,3)	escalator + "return" (2)	"forward"	escalator		
24/9/2013	Peter Hill	bus platform to rail side	0:02:05	0:03:41	0:01:02	0:05:46	0:01:02	0:06:47

Peter’s total walking time was 6 minutes 47 seconds, less than the 7 minutes’ time it takes him to walk between Platform 13 in Flinders Street station and Melbourne Town Hall at corner of Swanston & Collins Streets on an average weekday afternoon. (Surveyed on 22/8/2014). To what extent is the walking distance between Flinders Street Station trains and the tram stop in Collins Street between Elizabeth and Swanston Streets a barrier against multimodal travel by both train and Collins Street trams?

The escalator down to the Karen Street bus platforms is the shortest distance – OK. But the escalator connecting the two levels on the west side is “counter-directional” to the line of least walking, and adds a minute to the walking time. An improvement would be to reverse this direction – a fairly major piece of reconstruction – or else to add another “pro-directional” escalator elsewhere in the west side building. That would reduce the walk time to 5 to 6 minutes, which is not unreasonable?

The alternative – a walk between the railway and the Karen Street bus terminal entirely via the external footpaths and road crossings on the public road easements – is very unattractive. Try a Google Maps photo tour, or the real thing. Not only is the distance longer than via the “inside” route, but the traffic signal delay time (say 3 minutes or more) could be added to the surveyed time, i.e. a 10-plus minutes’ walk on the wet and wild side! The pedestrian crossing environment over Nepean Highway at Bay Road/Karen Street is a horror zone! It appears unlikely that slow pedestrians could cross Nepean Highway in one pedestrian green signal phase. Even Peter Hill, a fit 60+ year old six-footer bloke, would have to sprint, whilst keeping an eye on impatient motorists running the red traffic signals! This route also requires walking through the west-side off-street car parks and roadways, thus more danger.

The other issues to keep in mind if Westfield were to commit to keeping its arcade foyers open for the full duration of all scheduled train and bus services accessing Southland, are of course, safety and security, and the added cost of remaining open. Also, the question of public liability for losses and incidents within Southland (although it is assumed that Westfield would be insured for these already). On the west side, Coles (level 2) is open 7 days-a-week between 7 AM and midnight. On the east side, Village Cinemas operates 7 days-a-week until late at night. So it might be possible for Westfield to commit to an agreement with PTV to maintain pedestrian access between Karen Street bus terminal and Southland station.

Proper “way-finding” walking route signage between bus interchange and station will be essential.

Another opportunity to improve pedestrian access and reduce walking time could be to extend a pedestrian foyer from the existing west wall of the west side building to the platform buildings on the new station, and include a faster-than-walk speed travelator, such as in use in airport terminals. Again, TCPA cites the need to analyse the public transport patrons’ needs for easy pedestrian access between rail and bus stations, and to design then construct the correct elements in detail. This is some of the “devil-in-the-detail” stuff, etc., etc.

The path to successful integration of a new Southland station with bus services and adjacent land uses requires forethought about all the factors influencing and promoting pedestrian and public transport travel, and not making changes as an afterthought.

Are the state government, Westfield and/or PTV up to it?

7) Urban Form and Access to Jobs - By Ray Walford

Access to jobs for people living in the outer suburbs of Melbourne is a perennial topic of discussion. It has been suggested recently¹ that a tax should be levied on residents and businesses in the city centre and the inner ring of suburbs to pay for new transport infrastructure in the outer suburbs and to encourage decentralization of employment. Would this be fair? Would this be beneficial?

There are two options for providing better access to jobs in the outer suburbs. One is to locate more jobs in the outer suburbs. The other is to provide better public transport to connect the outer suburbs to city centre jobs.

One advantage of locating jobs in the city centre is that it offers a much larger number and variety of jobs than can be found in any one suburban location. This makes it much easier for employees to move between jobs without the upheaval of moving house or making difficult cross-suburban commutes.

Companies cluster in the city centre because it is the most accessible part of the metropolitan area, and because synergies result from the close proximity of similar or complementary businesses. Dispersing city centre jobs throughout the suburbs would destroy the synergy and the accessibility. Clustering jobs at one major suburban location, such as Dandenong, is fine for the people who live on that side of town, but no good for those who live in other parts.

There will always be a need for jobs in the suburbs - schools, hospitals, shops, small businesses, and so on, that service the local community or sub-region; where practical it makes sense to locate these at suburban centres that are located on the fixed rail network.

The more dispersed the jobs, the less they can be efficiently serviced by public transport, and the more road traffic is generated. A city in which jobs are dispersed evenly throughout the metropolitan area needs a grid network of roads and public transport. With the exception of the tram network in the inner south eastern suburbs, Melbourne's fixed rail public transport is radial. Because of the radial pattern, the closer the jobs are to the city centre, the more accessible by rail they are.

Melbourne used to be described as a weak-centre city², but the extraordinary growth of the city centre over the last decade or two would seem to put Melbourne into the strong-centre category, alongside Sydney. The projected development of Fisherman's Bend and E-gate will further expand and reinforce the city centre. A strong-centre city is characterized by a radial transport network of roads and rail, which facilitates travel from the suburbs to the city centre.

¹ Dodson J, Insight Issue 10, July 2014, VCOSS

² Thomson J M, Great Cities and their Traffic, 1977

Money needs to be found to increase the capacity of the rail network and to run more feeder bus services in the suburbs. Taxing households and businesses in the inner suburbs and the city centre to pay for more public transport in the outer suburbs may seem equitable, but there are still many low-income households living in suburbs such as Coburg that may be deemed to be transport-rich. Pricing out low-income households in such suburbs through taxation would further reinforce the social segregation that is occurring through house price differentials.

8) In our next Bulletin

The next bulletin will include an update on the 100th anniversary celebration as well as additional extracts from the TCPA archives.

In addition, the Bulletin will include an abstract that was submitted by TCPA members at the 2014 CAITR conference held in Sydney earlier this year.