

# Delivering Sustainable Central Activities Districts

10 March 2009

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## Vision

Deliver vibrant and sustainable CADs by: -

- Achieving a shared vision – state/local governments, key stakeholders & the community
- Integrating transport requirements with overall CAD objectives
- Planning for all transport modes
- Taking a transport network management approach
  - Pedestrians and cyclists
  - Public transport
  - Local access
  - Managing through traffic and freight
- Supporting urban redevelopment around stations, including on VicTrack land



## Major implementation challenges over next 5 years

- Achieving cross-government integration
- Adequate resourcing across all areas
- Partnering with local government
- Recognition of competing requirements in each CAD
- Shared vision for each CAD – agreed by all
- Achieving a more ‘urban’ CBD-type approach to transport management



## Overcoming the challenges

- Well advanced under the previous Transit Cities Program
- Partnership between transport and planning (DoT & DPCD)
- Team approach between the two departments as evidenced by:
  - Departmental agreement formalising partnership
  - Working together – eg single PCG, joint program managers
- Local government partnerships
  - Eg – jointly agreed branding and communications



## Existing DoT / URTIC work in CADs

- **Dandenong**  
Feeding transport requirements into VicUrban's RCD Masterplan, preparing proposals for transport interchange upgrade
- **Ringwood**  
\$39m funding – includes new bus interchange, Maroondah Highway Treatment and Town Centre South, mirroring QIC expansion
- **Broadmeadows**  
Joint DPCD/DoT funding bid for 09-10 budget (inc. transport interchange upgrade and connectivity projects)
- **Footscray**  
\$52 secured over 4 years, includes funding for a new footbridge
- **Box Hill and Frankston**  
Work in development



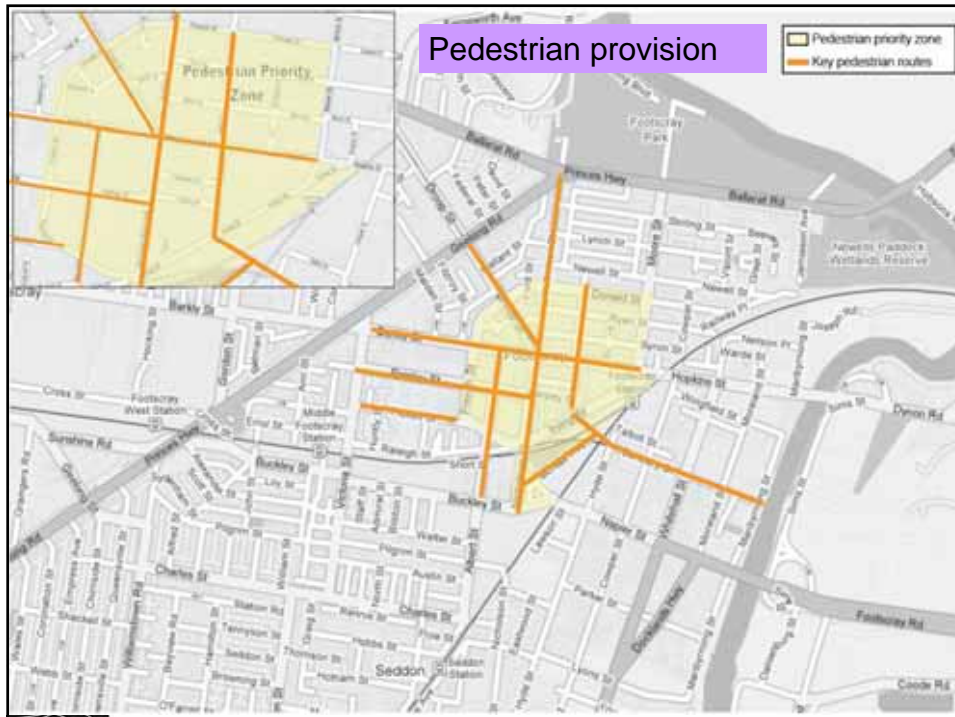
## Case Study 1: Footscray CAD

- Integrated business case – program of \$52m transport and urban development projects
- DoT and DPCD Program managers appointed
- Single overarching Program Control Group established
- Project working groups for each project
- Single master program for entire program

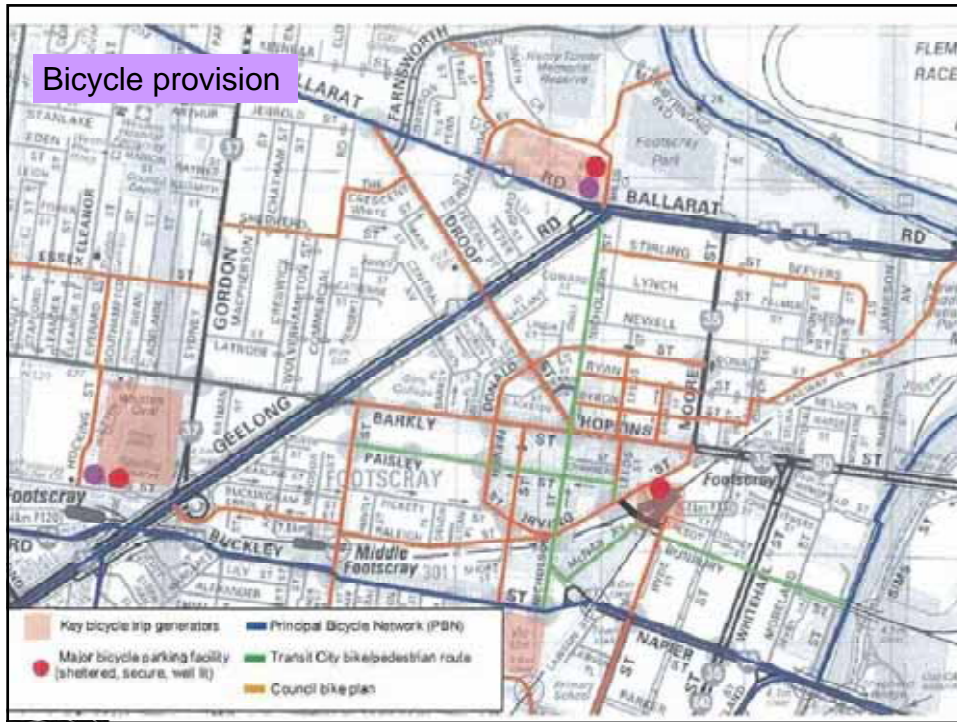


# Access and Mobility Plan for Footscray

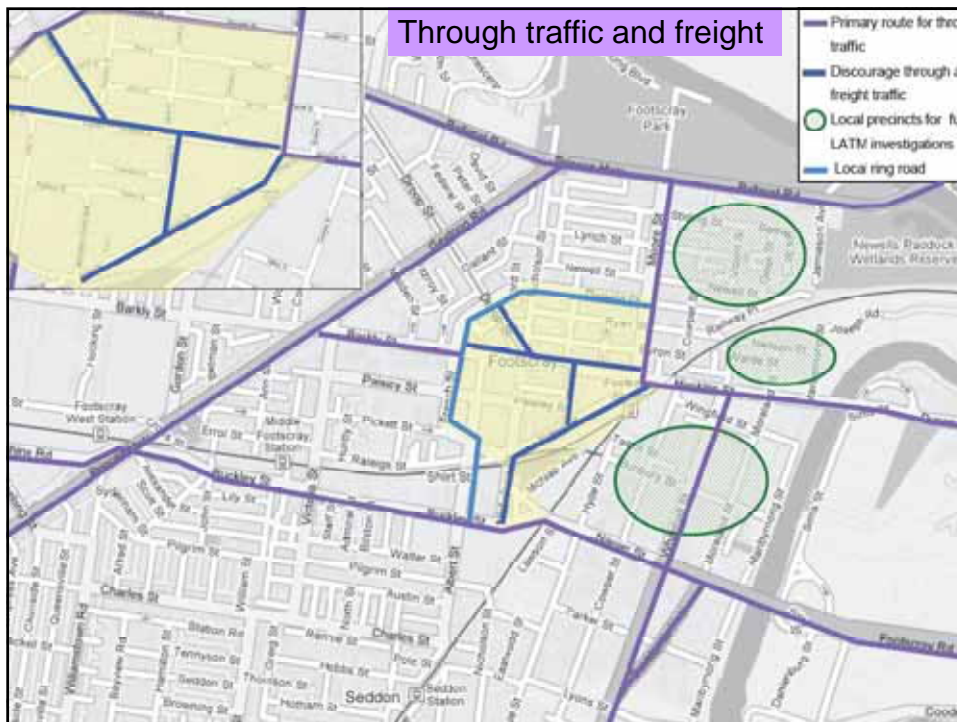
- Network management approach
- All modes considered

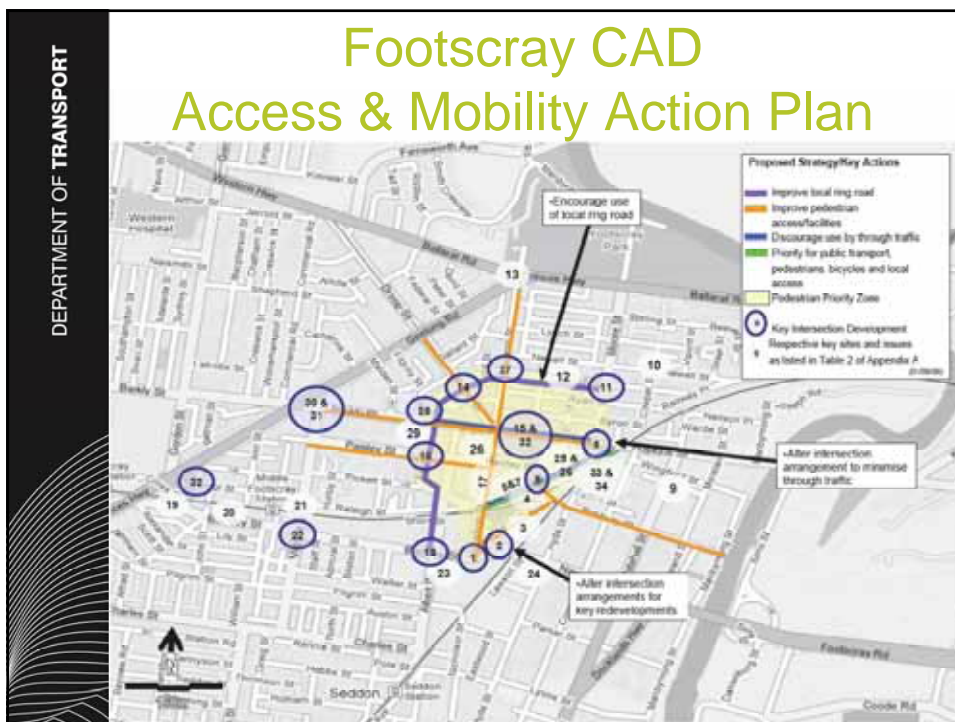
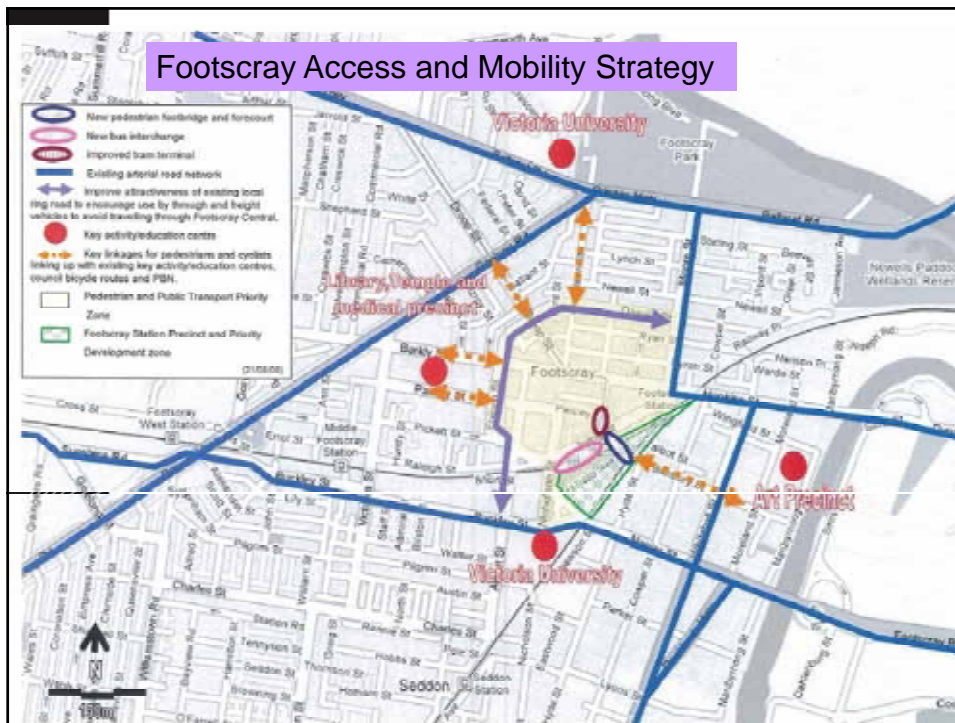


Bicycle provision



Through traffic and freight

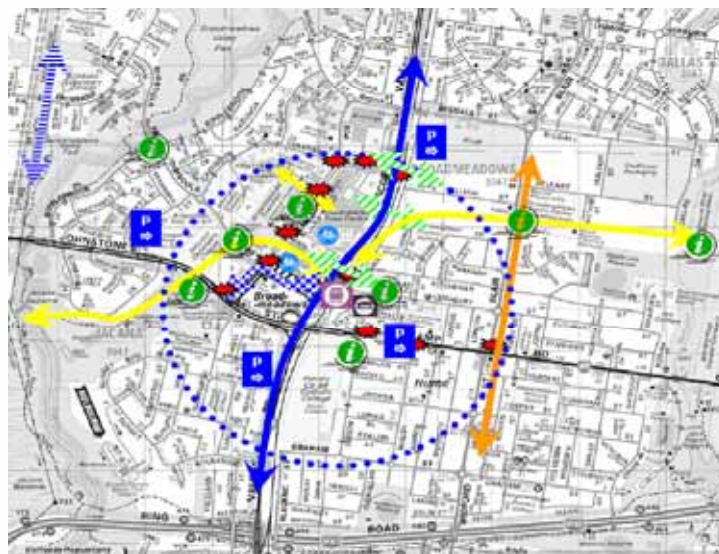




## Footscray Challenges

- Reaching agreement on a vision with all stakeholders
- Parking demand management on development sites
- Integration with new VTP projects
- Managing communications

## Case Study 2: Broadmeadows CAD



## Lessons learnt

- Adequate resourcing across all departments & agencies to achieve change
- Clear governance arrangements:
  - High level
  - For each CAD – involving all departments, agencies, council
- Need to periodically refresh key arrangements
- Joint planning days – once every one-two years
- Collaboration – especially top down
- Develop & maintain long term relationships – no short term win/loss
- 'Best for project' approach



## How can transport and planning professionals inputs to CADs?

Incorporate integrated transport and urban development criteria/requirements into CAD development proposals. Think about:

- Public transport requirements (note guidelines)
- Cycling & pedestrian requirements
- Minimise generation of private vehicle trips.
- Constrain parking
- De-link parking provision from new dwellings
- Active frontages and public spaces



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