



WALK 21 2010

THE HAGUE

11th INTERNATIONAL WALK 21 CONFERENCE

November 17-19, 2010, Kurhaus Hotel, Scheveningen, The Hague, Netherland

Getting Communities back on their Feet

The future of walking in Adelaide's proposed Transit Oriented Developments (TODs)

Andrew Allan

School of Natural and Built Environments, University of South Australia, Adelaide, Australia

Email: Andrew.Allan@unisa.edu.au

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+ INTRODUCTION

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- Metropolitan Adelaide now embarking on a bold urban development experiment to transform it from a car oriented city to one based on public transit, walking and cycling.
- The 30-Year Plan for Greater Adelaide (30YPGA) (released February 2010)-new emphasis on transit corridors **and Transit Oriented Developments (i.e. TODs)** backed up by \$1.5bn of investment in rail.
- Previous Plans:
 - 1962 Plan for Metropolitan Adelaide
 - 1962 Metropolitan Adelaide Transport Scheme
 - 1994 Planning Strategy (intended to take Adelaide to 2020)

+ KEY FEATURES OF THE 2010 30 YEAR PLAN FOR GREATER ADELAIDE

- New 30 Year Plan to increase Adelaide's metropolitan population from 1.15 million to 1.7 million over the next three decades.
- Dwelling densities to increase from around 8 dwelling units/ha (du/ha) to 25-35 du/ha in nominated development areas.
- 14 centres nominated for future TODs, plus an additional 20 sites to create a polycentric centre focused on transit accessed by walking, cycling and feeder transit services.
- Development to be transit oriented and intensified along 5 major transit corridors and another 24 minor transit corridors.

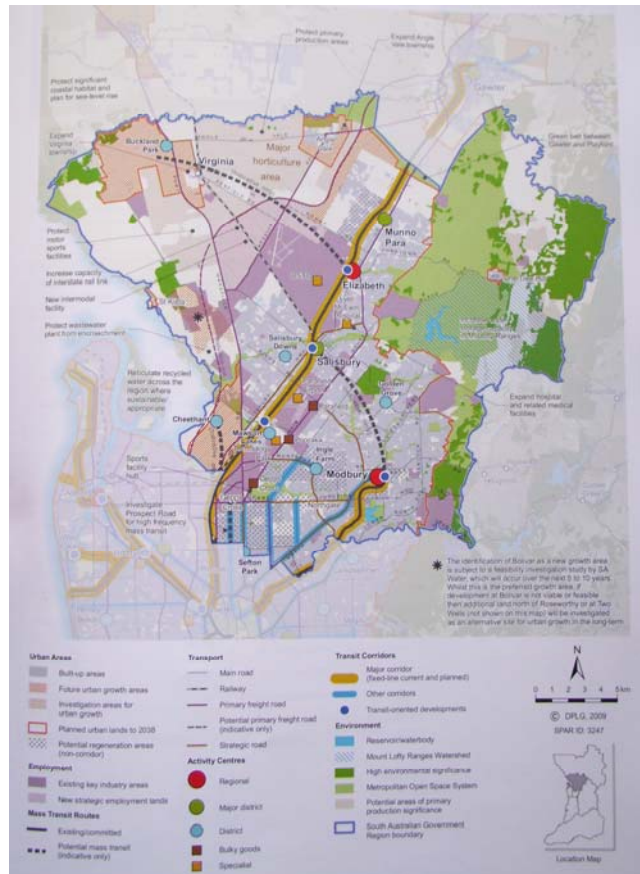
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+ Figure 1: The 30-Year Plan for Greater Adelaide



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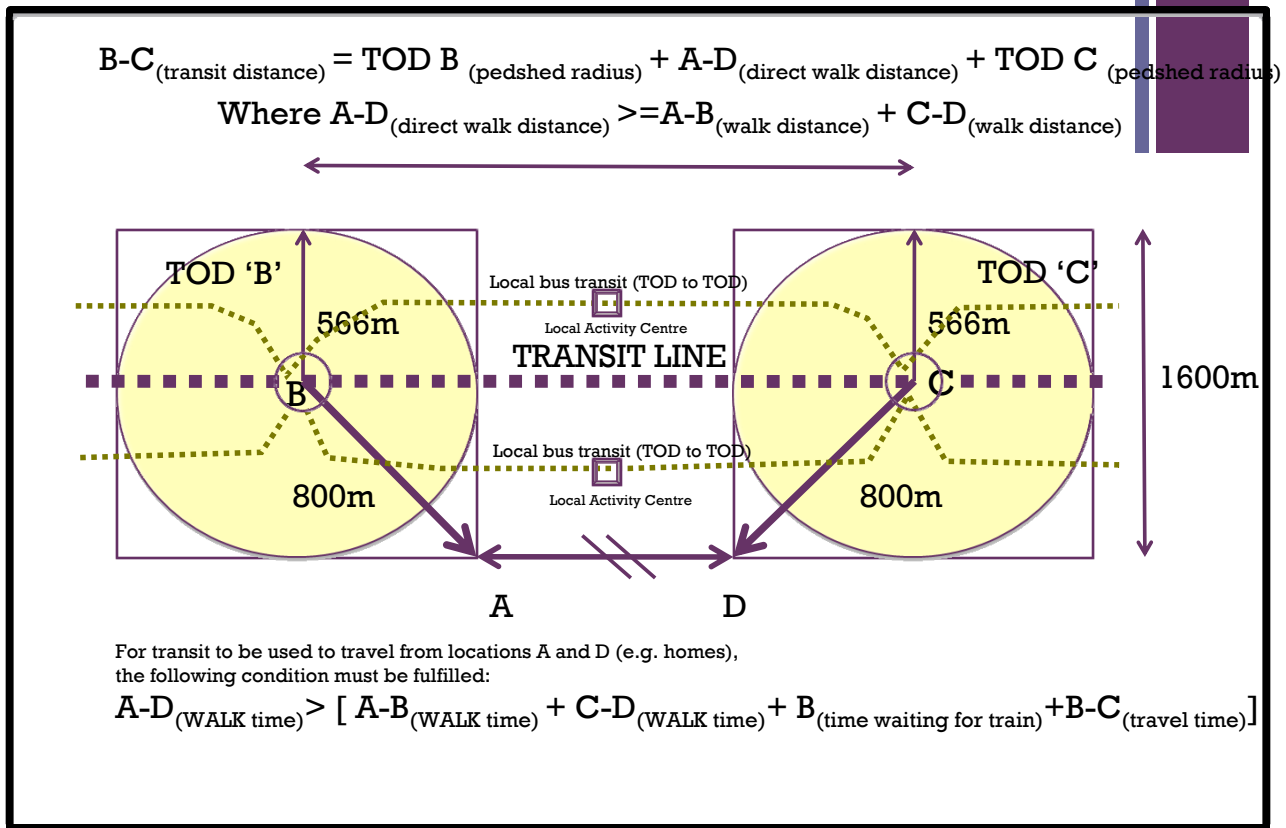
Figure 2:
30YPGA:
Northern
Adelaide
directions
(Map E4)



+ CONCEPTUALISING WALKABILITY IN A CITY OF NETWORKED TODs

- The concept of a TOD having a ‘pedshed’ around it or catchment of pedestrians who use the transit in the TOD.
- Notion of pedestrians having a limited energy expenditure budget—steep terrain and climatic extremes can limit the size of the pedshed, although there is little empirical research to say by how much.
- Correct spacing of TODs to allow optimum transit speeds and frequencies with maximum service coverage.
- Need for graduated densities, with the greatest intensity around the transit interchange yet allowing for a diversity of dwelling types ranging from single family dwellings to small residential units.

+Figure 4: Minimum spacing of TODs



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Graduated scaling of residential densities reflecting walking accessibility

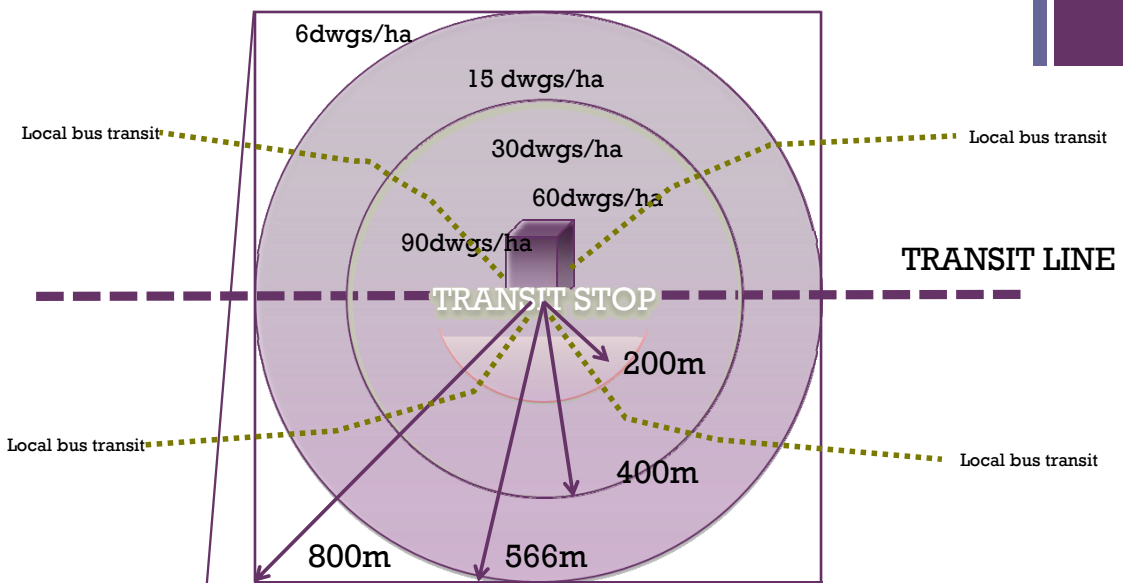




Table 1: Residential development densities and its relationship to transit in the TOD

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PLANNING FOR WALKING IN TODS-BASIC PRINCIPLES

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1. TODs are networked metropolitan wide with sufficient urban densities to support transit.
2. Mixed uses and housing diversity allowing local living.
3. Core pedshed should be walking oriented without resident parking.
4. A secondary local transit system to provide access to the TOD network.
5. A network of transit, cycling and walking networks that is competitive with the private car.
6. Constraints on car use through parking controls, road pricing and preventing new car oriented development.

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+ WALKING POTENTIAL IN ADELAIDE'S PROPOSED NETWORKED TODs

CASE STUDY:

The Adelaide to Gawler Railway Line

- 42km in length-heavy rail corridor
- 16,000 passengers/day now to increase to 26,000 passengers/day in 2016 after track upgrades with electrification to increase average operating speeds to 70km/h.
- Potential for increasing population along the corridor by 107,000 people in 13 TODs and 11 transit activity centres (a fourfold increase in population).

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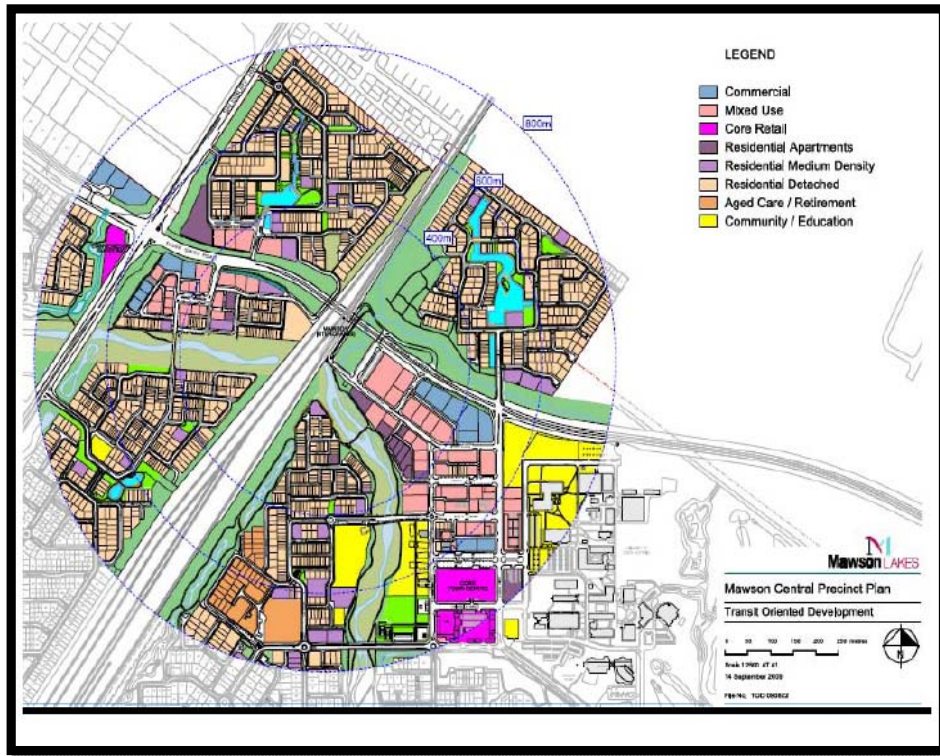
+ ADELAIDE'S FIRST TOD: MAWSON LAKES ON THE ADELAIDE-GAWLER TRANSIT CORRIDOR

- Currently a large park and ride bus-rail transit interchange with parking for 800+ commuters.
- Gross residential densities approaching 25-30 du/ha, which is close to making transit viable.
- Mixed land uses, quality urban design and architecture, a coherent pedestrian network, feeder buses, traffic constraint strategies and a highly permeable street network make Mawson Central conducive to walking.

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Figure 6: Master Plan for Mawson Lakes



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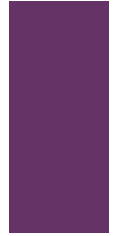
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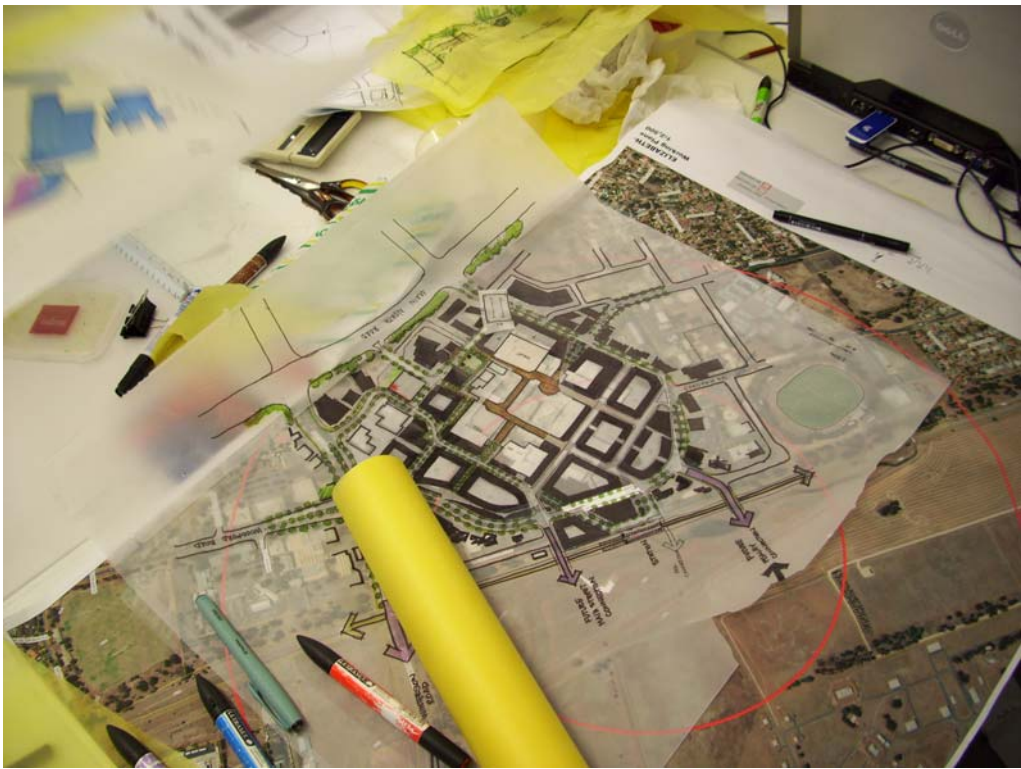


Elizabeth- An excellent basis for a TOD









+ Gawler Oval



+ Tambelin (Gawler)



+ CONCLUSIONS

- ⦿ This presentation has shown conceptually how TODs can effectively provide a basis for most local trips to be done by walking (including accessing transit).
- ⦿ The 30 Year Plan for Greater Adelaide is effective in providing a skeleton to re-urbanize Adelaide at higher densities with a network of TODs connected by transit corridors.
- ⦿ If realised, a future Adelaide has the potential to substantially increase the level of walking activity both locally and for metropolitan transit related trips.
- ⦿ Firm political will, developer engagement, housing market success and continued significant infrastructure investment is needed to realize the urban renaissance envisaged in the Plan.