



# Implementing TOD Principles

From a transport  
consultant's  
perspective



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# Overview

Involvement of consultants

At what stage?

Strategic planning

Road network

Traffic and Parking

Density and public transport

Operational and design scale

Policy vs standards vs guidelines

Parking

Pedestrian and cycle networks

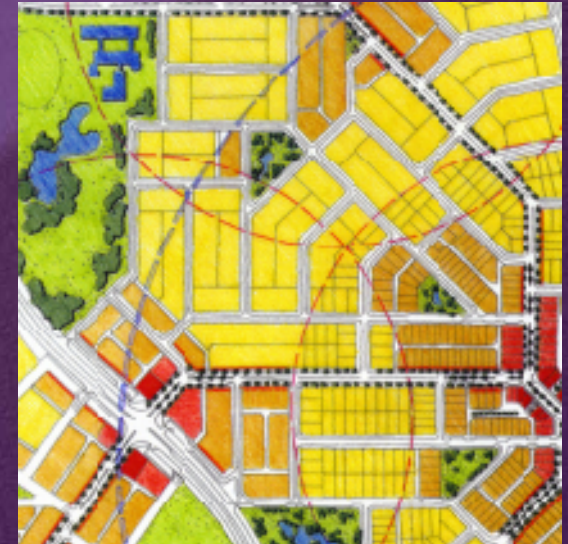
Public transport

Responses



# Consultant involvement

- As early as possible
- Avoids too much 'buy-in' to a plan and resistance to modify
- Allows plans to evolve with input from varied disciplines- best outcome
- Promotes integration between consultants
- Consultants should discuss plans with LGA and regulating authorities from an early stage





## Strategic planning

- Density and uses to justify public transport
- Logic for road network, hierarchy and treatments
- Still producing networks with poor legibility and permeability
- Jobs/ housing mix – jobs targets affects traffic movement
- No parking models or rates for TOD in WA
- Parking strategy – balance of short/ long term, public/private
- Staged implementation for parking strategy
- Access strategies



# Operational and design scale - Policy vs Standards vs LN

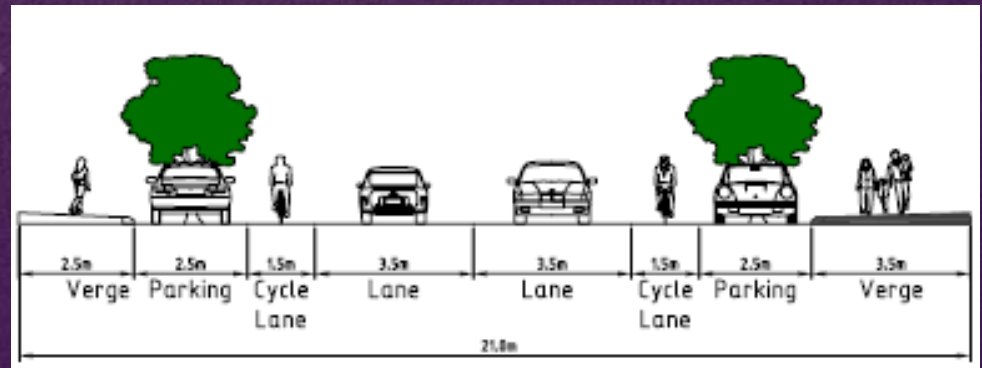
- Disparity between policy and what actually gets built
- Policy vs Austroads standards vs Liveable Neighbourhoods
- Road reserve widths (wider ≠ safer)
- Congestion
- Traffic lane width and truncations
- Traffic calming is a retrofit





# Operational and design scale - other

- Staggered intersections
- Off-set intersections
- Landscaping
- Lighting and CEPTED
- Vibration and noise





## Operational and design scale - parking

- Parking rates –TPS (or RTA) usually far too high for centres and TOD
- Type of centre and uses will dictate the type of parking needed
- Mix between public/ private and short/ long stay
- Location of parking- long stay to periphery



<http://www.robopark.com>

# Operational and design scale - parking

- On-street vs indented – parking yield
- Importance of pricing strategies in centres
- Provision of bonuses for public parking onsite
- Huge disparity between different LGAs



# Operational and design scale - pedestrians and cyclists

- Pedestrian connections-
  - to existing areas - which side of the road?
  - Should service bus stops
  - Consider universal access in grades etc
- Footpaths should be on every street
- Verge widths for footpaths
- Include recreation paths around POS into pedestrian planning
- Random location of shared paths
- Cycle lanes an optional extra, can be used with parking to create a lower speed environment





# Operational and design scale - public transport

- Train gets the focus but buses often critical - assumed buses can “fit in” later
- Developer certainty
- Importance of liaising with PTA from first road layout plan
- Design of roundabouts, traffic lane widths and bus priority in reservations or at intersections
- Interface with pedestrian and cycle network eg
  - stops near pedestrian crossings
  - cycle lanes and embayment





## Responses and actions

- Provide a new WA road standards/ guidelines/ manual/ booklet
- Fund a study/ survey into parking requirements
- Educate young professionals and re-educate the not-so-young





Thank you

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