



ABSTRACT

Paper title: A SUCCESSFUL TOD WILL REINFORCE BOTH THE COMMUNITY & THE TRANSIT SYSTEM?

Author(s) name(s): Mr Ghassan Daban

Organisation(s): Transport Planner, University of Western Australia

Email: gdaban@hotmail.com

Abstract:

Transit-Oriented Development (TOD) has rapidly emerged as the central urban planning paradigm in the world. Leaders in many metro areas have made, or are contemplating, major investments in new rail transit capacity, under the assumption that synergy between compact, mixed-use development and mass transit will change auto-dependent growth and travel patterns.

Perth Central suburban train station is located on Wellington Street. All suburban trains leave or pass through the Perth central train station. Perth has four main train lines traveling as far South as Fremantle and as far North as Clarkson. The trains also service Midland and Armadale passengers to ensure the transport system spans wide enough to be accessible by the majority of Perth.

The Perth city has had varying levels of success in attracting transit-oriented development (TOD). To understand more about what tools work best, this paper presents detailed case studies of representative transit-oriented development projects throughout Perth. Lessons from these case studies and the implications for Perth are discussed. These lessons will help evaluate what actions make most sense for the city and its neighborhoods.

The three cases of transit-oriented development were selected because they represent comparable rail station types and/or physical settings or because certain types of implementation tools were used to make transit-oriented development happen. In looking for comparable examples of transit-oriented development in Perth city, specific station area characteristics were evaluated: whether the station is underground, at-grade or elevated, how many people use the station, surrounding urban form and land use, and what other transportation connections is provided. The cases selected provide valuable insights that will help the City ensure that station area plans meet the City's goals and avoid the mistakes that have limited transit-oriented development elsewhere.

The paper presents detailed case studies of representative transit-oriented development projects throughout Perth. The experiences of transit operators and local jurisdictions with transit-oriented development will help Perth establish a planning framework and take actions toward station-area development. This paper provides background for the case studies by defining transit-oriented development, describing the methodology for choosing case study areas, and establishing the framework for analysing individual station areas.

This analysis of TOD case studies looks at a variety of transit operators, cities, and station types throughout Perth. Although the case studies make reference too many exemplary station-area projects within the transit corridors served, the following stations are reviewed in the most detail:

1. Esplanade
2. Murdoch
3. Cockburn Central

In selecting stations to be analysed in the case studies, stations were chosen that resemble the types of potential station sites in Perth. Site conditions examined include the surrounding land uses and urban form, potential development issues, known socioeconomic characteristics, and station configuration (aerial, grade, underground). Most selected stations are located in dense urban areas with little parking and ride, consistent with the proposed characteristics of the Perth system. However, some suburban sites are included because they resemble conditions at Perth and near-freeway stations or because of the specific planning concepts and tools used to foster transit-oriented development.