march 2019

GTAconsultants

transport matters

Latest in transport news from GTA

As Australian cities grow and transport networks adjust to manage congestion, how do we maintain liveability and ensure that our urban environments are safe for all users?

transport matters — perspective

What makes one city work from a mobility perspective and another city chaotic and dysfunctional? Exploring and understanding how cities operate is one of the great challenges that urban and transport planners spend a great deal of effort trying to solve. How can we make our cities more liveable? How do we improve our communities and make them safer, easier to navigate, a better place to live in?

In this edition of Transport Matters we explore some of these themes by looking at two different approaches to create opportunities and address the challenges to make our cities better places to live. And they do it at on completely different scales — at the whole of city level and in a very specific, local context.

At one end of the spectrum, Nick Buchanan looks at the macro, and the policy aim of creating the 30-minute city by examining what that city might looks like and what the implications can be for a city, in this case for Sydney. At a micro level, Shu-Hao wu and Tom Napiorkowski focus on the safety of our local transport environment through a Safe System Approach which utilises different road treatments and street scapes to make roads safer for all users; — drivers, cyclists, public transport users and pedestrians.

From a policy point of view both approaches are seeking to achieve better cities. Creating transport networks that focus on a sense of community and connectedness is something we can all support. The 30-minute city is predicated on a simple concept, that we should be able to go about our lives with key touchpoints — work, school, shopping, sport, entertainment — within easy reach. Building communities where transport facilitates and improves the quality of our lives, rather than serving as a constant source of frustration is one of the core aims of transport planning everywhere. Making it happen is another thing, and Nick outlines that the challenges in achieving this goal in Sydney are many.

Similarly, we all want to live in safer environments. Improving Road safety is a given aspiration. Introducing safety solutions, such as the raised safety platforms at intersections, can materially affect local traffic conditions, making them safer for all users, and is something all planners can get behind.

2019 marks GTA's 30 Year Anniversary as a business; and through the last year we have revisited our core values and purpose.

Over three decades we have been fortunate to have provided, and continue to provide, leading transport planning and engineering services to clients across multiple sectors, geographies and environments. This translates to thousands of assignments — some large and high-profile and some local and micro. We believe that each of these assignments in their own way have made a contribution to an incremental advancement in how we move and live.

As we celebrate our 30th year in business, we look forward to continuing this momentum, creating transport outcomes that meet the needs of our clients and create safer, more connected cities where our communities can thrive.

case study

Olli Shuttle Adelaide, SA

Olli is a twelve-passenger autonomous shuttle bus that is operating on a six-month trial along the foreshore in Glenelg, 10km from Adelaide's CBD. Designed and manufactured by US-based company Local Motors, the shuttle can travel up to 40km/h while maintaining awareness of its surroundings through LIDAR, computer vision and radar systems.

Launched by a joint venture between Local Motors, SAGE Automation and the South Australian Government, the trial includes a 1km section of the shared path in Glenelg where the Olli shuttle will operate between two smart transit stops. The route provides an opportunity to demonstrate advanced autonomous technology where the shuttle must interact and negotiate pedestrians, cyclists and very soon, Segway users.

Local Motors initially engaged GTA Consultants to undertake a pre-opening stage Road Safety Audit for the proposed Olli route. This role was subsequently extended to the review and provision of advice for the traffic management plan and liaison with Local and State Government for the necessary approvals.

In advance of the launch, GTA also completed the commissioning stage transport safety assessment which confirmed whether the identified risks had been appropriately addressed.

Olli offers a transport mode that is ideally suited to short-range applications. Designed as an accessible form of transport for all passengers, Olli demonstrates how automotive technology can improve the state's transport system and overall customer experience. The shuttle is also connected to the Internet of Things via the IBM Watson platform and can provide real-time information to passengers via an audio interface.

GTA has previous experience in the assessment of autonomous vehicle routes. By combining our experience in road safety audits, traffic engineering and work with autonomous vehicles, GTA was able to provide Local Motors with a tailored solution to assist with the necessary approvals and a successful start in its South Australian trial.

recent projects

THE RIBBON
SYDNEY, NSW

The Ribbon is a new hotel complex on Sydney's Darling Harbour. GTA has been involved from the initial master-planning phase through to the detailed construction plan and management of issues and site constraints during construction. GTA led the design and procurement of a 170-space parking facility, operated with an automated car stacker, that sits alongside the basement loading dock. A valet service also was integrated into the design to allow continuity of service for the hotel operator as well as ease of access for guests and visitors. GTA also oversaw a pedestrian management plan to establish an open and comfortable environment for people to experience and integrate the building with the surrounding landscape.

Click here to read further.

MORELAND BICYCLE WAYFINDING STRATEGY
MELBOURNE, VIC

In 2018 Moreland City Council engaged GTA Consultants to design a new wayfinding strategy for their on-road cycling network. In keeping with their 2011–2021 Bicycle Strategy to encourage more people to ride, the objective was to bridge the divide between the network map and the riding experience by implementing a wayfinding system that would improve communication and facilitate journeys for both regular and new users.

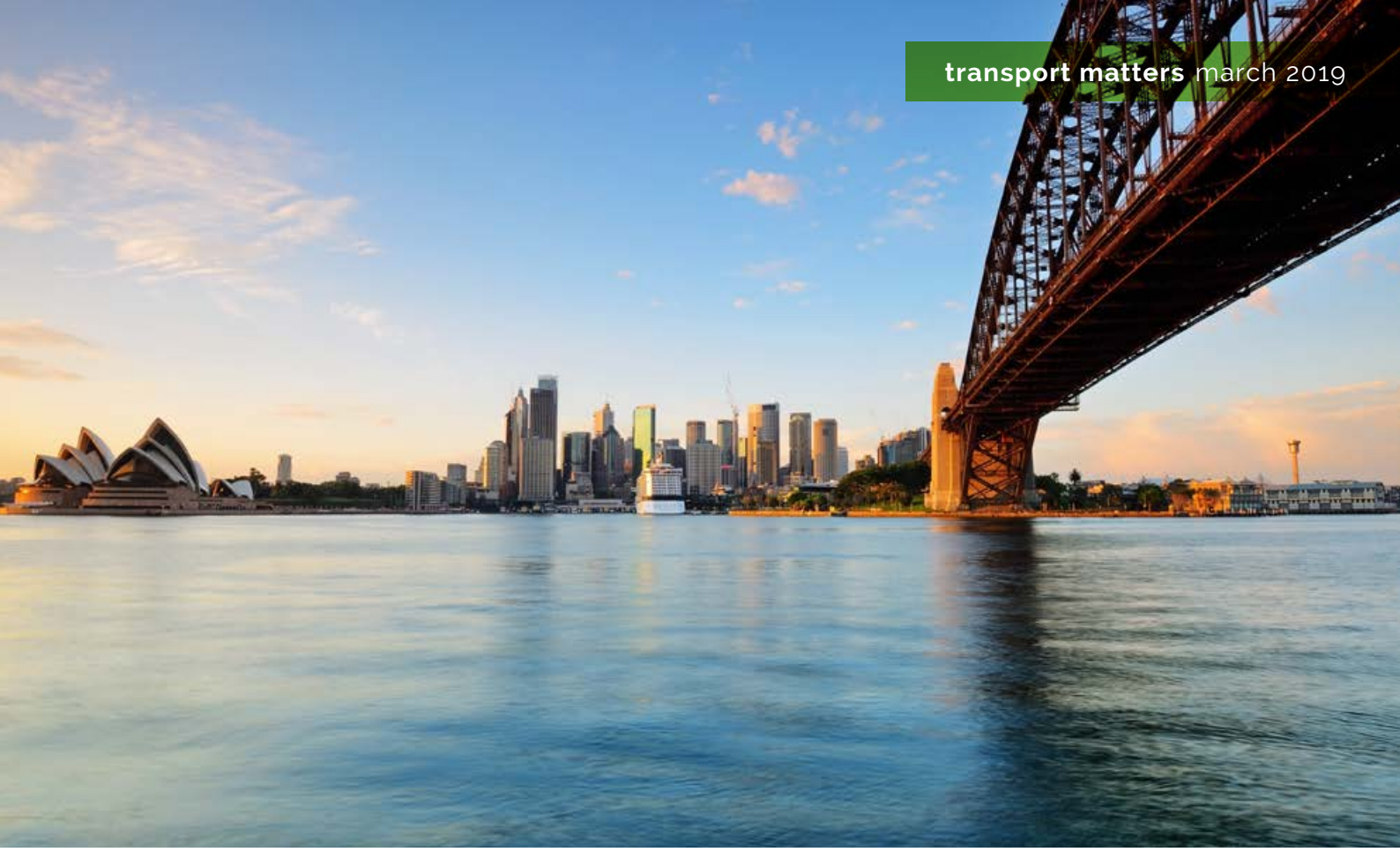
GTA's team undertook an analysis of Moreland's bicycle network to understand the locations of signs as well as the different user requirements. This led to developing an information hierarchy with three levels of signage: Primary Signs, Secondary Signs, and Reassurance Signs.

Click here to read further.

PIER STREET APARTMENTS
PERTH, WA

Pier Street is a new apartment development in the Perth CBD. Part of the Western Australian Government's METRONET Social and Affordable Housing and Jobs Package, this is a major investment in housing aimed at establishing sustainable and connected communities close to transport infrastructure. GTA was appointed by Peet to provide transport engineering advice as part of a multidisciplinary team. GTA's services included carpark provision and layout, advice on the built form to accommodate different travel modes, including bicycle and pedestrian amenity, as well as advice on the unbundling of car parking from apartment purchase. GTA also liaised closely with the City of Perth and local providers to make recommendations for the inclusion of car-sharing as part of the development.

Click here to read further.



insights

Sydney's 30-minute Cities

When the Federal Government set out its vision for the future of Australian cities, much of the rhetoric centred around the concept of 30-minute cities. In a similar vein, when the NSW Government published the *Future Transport Strategy 2056 for Greater Sydney*, the planning approach focused on ensuring "people can access jobs and services in their nearest metropolitan city and strategic centre within 30 minutes."

To examine to the extent to which Sydney currently meets, and will meet, the 30-minute city vision into the future, GTA's Nick Buchanan undertook an analysis of travel times by both car and public transport (all modes) to and from the key centres established by the Greater Sydney Commission plan *A Metropolis of Three Cities*.

The analysis was undertaken for trips to and from Sydney CBD, Parramatta, Penrith, Liverpool, Campbelltown. Based on our study, there were several key findings: overall travel times for car-based trips were shorter than public transport trips.

Unlike the other centres, however, travel time to and from Sydney CBD flipped, with car times being greater than those on public transport.

Nick writes that the reasons for this disparity are varied, including an uneven distribution of residential and employment areas, a traditional, radial public transport network focused around the Sydney CBD, and longer travel distances often made by rail across Greater Sydney. However, with an additional 1.7 million people living in Sydney by 2036, generating some 6 million additional trips per day, planning the transport system cannot simply be centred around the road network.

The *Future Transport Strategy 2056* recognises that catering for this additional demand and maintaining and expanding the '30-minute' catchments within each of Sydney's three cities will require improved transport options, and therefore greater investment. However, with road congestion expected to continue to increase, this means diversifying the infrastructure spend and allocating time and budget across multiple public transport services.

While there are several important transport infrastructure developments on the horizon, the question is will this be enough to realise to the vision of a 30-minute city?

Click here to read the full Insights piece

insights

The **Safe System Approach**

There are very few areas of public discussion and sentiment which generate as much consensus as road safety. Everyone wants safer roads for all users, and road safety is a key priority for governments, road authorities and communities everywhere.

Improving safety on the road network is based on the four core pillars — safer roads, safer speeds, safer vehicles and safer road users. Alongside technological improvements in the cars we drive and the roads we drive on, we have seen significant behavioural campaigns such as those around drink-driving, speeding, the wearing of seat belt and phone usage amongst many others.

More recently, there has been considerable work done on the development of a Safe System approach to road design. In this Insights piece, Shu-Hao Wu and Tom Napiorkowski discuss the Safe System approach and how it can be integrated to create safer environments for all.

There are scores of possible treatments which come under a Safe System approach, including roundabouts, safety barriers, separated bicycle lanes and raised safety platforms. The question is how to select the right combination to provide a holistic approach rather than isolated treatments.

Shu-Hao and Tom examine the various treatments available through the lens of a recently completed project in Footscray as well as the project outcomes delivered by the collective Safe System Approach. They also discuss the implementation of the treatments and best practice for undertaking a Safe System Assessment to ensure that adjustments to the design and/or scope can be more readily accommodated.

The Safe System approach recognised that as people, road users will always make mistakes when driving, walking or riding, and that through careful design, we can minimise those mistakes and their impact. As roads become more congested by the day with a greater diversity of modes, applying this approach will be critical.

Click here to read the full Insights piece

news

Affirmation of values

The nature of GTA's business has evolved considerably since 1989, and so it was fitting that collectively we revaluate our core values and purpose in line with this growth.

Throughout 2018, GTA spent significant time reflecting on its company principles and engaging with all staff across our five offices to define these values that will guide our business going forward.

The result is a comprehensive statement of GTA's common values, aspirations and business objectives. It is a declaration that can be referenced by all of our stakeholders, with each theme supporting and providing context for the others.

GTA's value statement reflects our continual strive for excellence in leadership, initiative, expertise and collaboration. It is a genuine, authentic and liveable representation of GTA and guides who we are and the nature of our advice.

Click here to see read more about our value statement.

Recent **Appointments**

DAVID ASHMORE
Executive Consultant
Melbourne

JAMES PHILLIPS
Associate Director
Brisbane

LinkedIn

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