In this issue

2. Transport: now you’re thinking policy
3. On the GTA couch: John Morris (QLD)
4. Key projects: Victoria
5. Thought leadership: Recent papers and presentations
6. Key projects: New South Wales
7. In-focus: “The Western Front” - Tanya Moran and GTA Perth
8. Key projects: Queensland
9. Key projects: Australian Capital Territory and South Australia
10. Message from the MD

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Transport Matters
Transportation planning, design and delivery

All I want for Christmas
A pre-election wishlist

Australian cities feature prominently in a range of international liveable city awards each year.

Some of our cities are forecast to double in size in our children’s lifetime. Clearly getting the right initiatives in the right place at the right time is a high priority, both for us today and as a matter of generational equity.

Why bring this up now?

Victorian voters go to the polls in late November; so in the spirit of the season and as our contribution to informed debate, we offer these top 5 requests on behalf of all Melburnians, present and future.

1. Government borrowing costs are at multi-decade lows, population and economic growth is strong and infrastructure investment is playing catch up. It’s the right time to increase our community debt level for productive purposes (and to relieve the burden on the next generation).

2. Debt won’t do it all, Other funding sources have worked overseas and there’s no shortage of capital and innovative private sector operators ready to invest in Australian economic infrastructure. We need pilot projects in all major eastern seaboard cities covering both road and transit initiatives.

3. Decision making on infrastructure that involves rigorous and independent assessment, and decoupling from the electoral cycle through bodies such as Infrastructure Australia.

4. Setting of long range planning and transport blueprints for our major cities with community and bipartisan political support. Investment priorities and decisions can occur safe in the knowledge that the key goalposts won’t shift.

5. Apply all of the above to every other major Australian City.

Having offered up our election wishlist, welcome to this edition of Transport Matters where we focus on some of our recent thought leadership activities around the country.

As transport specialists, we’re proud of the work we’re doing to help shape our cities and regions.

Please contact one of the GTA staff mentioned for a more detailed discussion on any of the topics raised.

Best wishes
The Specialist GTA Team
transport: now you’re thinking policy

policy matters

We’ve collected a few examples of recent Government statements, plans and decisions that may affect your business or community.

nsw: transport for NSW customer satisfaction index

Transport for NSW released their 2014 Customer Service Index in October 2014, based on the feedback of over 34,000 customers. The Index is available on the Transport for NSW website.

qld: priority development infrastructure program

The Queensland Department of State Development, Infrastructure and Planning (DSDIP) introduced the new Priority Development Infrastructure Co-investment Program in October 2014. It aims to partner with councils, developers and industry, to fund infrastructure projects that demonstrate significant flow-on economic benefits for the community.

A fact sheet on the program can be found on the DSDIP website.

wa: intelligent transport systems master plan

Main Roads WA released their Transport Systems Master Plan in September 2014, as part of their ongoing “Smart Roads, Safe Journeys” strategy for 2020, which sets out a strategic vision for intelligent transportation systems in WA, and will be complemented by a detailed implementation plan to be developed in early 2015.

The Master Plan and supporting documents are available for download from the Main Roads website.

national: long-term trends in urban public transport

The Department of Infrastructure and Regional Development released detailed long-term trend statistics for Australian urban passenger transport in September 2014. Covering over a century, these statistics include historical passenger movement within the Australian capital cities, and contrast changes over time in patronage on urban public transport systems alongside corresponding patterns of private vehicle use.

The report is available for download from the BITRE website.

vic: Metropolitan Planning Authority annual report

The Metropolitan Planning Authority released their 2013-14 Annual Report in October 2014, with detailed information and statistics relating to Melbourne’s growth areas, organisational structure and financial results.

The report is available for download from the MPA website.

act: capital metro update

The ACT Government announced in September 2014 that the Business Case for the Capital Metro (light rail) Project had been approved by Cabinet and that the project will be delivered as an availability Public Private Partnership (PPP). This means that the ACT Government will begin regular payments for the light rail service when fully operational to specified standards.

Further information about Capital Metro is available from the website.

sa: defeat of car park tax

The proposed Adelaide car park tax was defeated in State Parliament in September 2014, with the State Opposition joining with crossbenchers to block the introduction of the tax. For more information about how this development may affect the SA development industry, contact Paul Froggatt in our Adelaide office.

Call your local GTA office contact if you need further information regarding the implications of any of these changes.
You’ve got a modelling and quantitative background, what’s your focus going to be at GTA?

In a nutshell, I’d like to ensure we are a leading light in the practical application of analytical methods to inform land use and transport planning for Australia (and beyond). We have an amazing wealth of talented people who are adept at understanding the needs of our clients, and developing innovative ways of addressing them. And I sense a passion to contribute to the science and art of transport planning in ways that can lead to a better society. As we are now truly local in all parts of the country, we are in a position to cross-fertilise ideas between regions and to draw upon global expertise to benefit our local clients.

What did you learn living and working in Europe for many years?

Living in the Netherlands, I certainly rekindled my affair with the bicycle – while they have their transport problems, the urban form and culture of many European countries provides the ideal setting for active travel, and indeed for public transport. In general, you don’t need to change clothes or your schedule, and the moderate size, close proximity of cities and towns, coverage and frequency of public transport services offers a range of viable travel choices.

My role with OmniTRANS was to develop relationships with regional and local government agencies, universities and consultants all over the world to further understand and nurture opportunities that ultimately lead to sale of software or a partnership of some form. I was fortunate to be the conduit of ground-breaking applications of transport modelling and to connect at various points into the life-cycle of ideas in our industry. Many of those are now taking root in Australia. And some – like the Planning for Operations concept, have been adapted to fit the needs of our cities, and may now inspire others in return.

Your top three transport challenges facing Australian cities over the next 10 years?

With early origins around rail, our cities have now been shaped for almost a century by the car, while their centres have continued to ‘thrive’ as the hub of the radial rail networks.

Challenge #1 is to provide the (transport) infrastructure and services to enable our activity centres (and regional cities) to develop as preferred places for firms to locate, attracting a range of residential, retail, service, social, community and recreational opportunities – with fast and frequent links to other activity centres. Of course, some of our cities are already well on this path.

Challenge #2 is to provide sufficient quality of choice in the transport network, so that when individuals decide where, when and how to travel, their choices will reflect the outcomes we all desire for our cities, society, economy and environment.

Challenge #3 is to be more interesting. The future of modelling is to be more in tune with the decisions and information available to people – and the way we identify alternatives and choose between them. With access to data and computing power like never before, what has long been of high academic interest, is now at the heart of our practice.

For more information on our Brisbane office or our transport advisory or modelling services, call (07) 3113 5000 or email john.morris@gta.com.au
We have worked closely with Monash University and MGS Architects to design and advocate for a new bus interchange at Huntingdale Railway Station, which is a key transport gateway to the Monash Clayton Campus and broader employment precinct. The new interchange design provides a seamless transition between rail and bus, improves safety and incorporates taxi and bicycle facilities.

tom.courtice@gta.com.au

We’ve provided ongoing guidance and technical advice for the $55m first stage of the proposed extension of the Peninsula Private Hospital, and this year have worked with ADCO Constructions on the detailed design phase of the project. We’ve also assisted in preparing the master plan, and provided expert testimony as part of the successful rezoning process.

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Hepburn Shire Council appointed Outlines Landscape Architects and GTA to prepare streetscape plans to revitalise the centres of Creswick, Trentham, Glenlyon, Clunes and Hepburn Springs. The streetscape projects are aimed at reinforcing the sense of place, improving opportunities for business and development, and increasing safety and amenity for all road users.

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Huntingdale Bus Interchange
transport planning and design
Monash University /
MGS Architects

Peninsula Private Hospital
master plan preparation
ADCO Constructions

Chadstone External Roadworks
transport design
Colonial First State
Retail Property Trust Group

Hepburn Shire Streetscapes
master plan preparation
Hepburn Shire Council
thought leadership

recent papers and presentations

Thought leadership and technical excellence are at the core of all we do. Here are a few recent examples of GTA staff activity from around the country where we’re making a contribution to industry knowledge.

Chris Coath
Melbourne Office

In mid September 2014, Chris lectured at RMIT University on the topic of Car Parking Policy and Management as part of their Integrated Transport Planning Course. The lecture consisted of presentations to both undergraduate and post graduate students on the role of parking generation, and options to accommodate generated demands.

Integrated transport planning
RMIT Parking Strategy Lecture
Melbourne, September 2014
chris.coath@gta.com.au

Dick van den Dool
Sydney Office

Adelaide hosted the International Urban Design Conference in early September 2014, and for the conference Dick assisted in the preparation of a visually-arresting single-page presentation explaining the role that infrastructure and town planning have on children’s activity levels and the overall health benefits of active travel.

2km safe & healthy school zone
International Urban Design Conference
Adelaide, September 2014
dvd@gta.com.au

Paul Morris
Adelaide Office

Paul presented two separate presentations at August’s AITPM National Conference in Adelaide, displaying his diverse array of knowledge and experience in multiple facets of transport expertise. Paul first presented the case for developing our streets with walking and cycling in mind, as opposed to more cars, followed by an analysis of current and future issues faced by developers of car parking and the motorists looking for that elusive empty space.

“Please, in my front yard”
developing streets for people, not cars
& traffic and parking generation:
the impact on development
AITPM National Conference
Adelaide, August 2014
paul.morris@gta.com.au

Peter Strang and Brett Maynard
Canberra Office

In a joint presentation at the 2014 AITPM National Conference, Peter and Brett investigated Canberra’s status as one of Australia’s ‘healthier’ cities, and provided an analysis of the impacts of the new Bund Street Shareway development on Australia’s capital.

Shared spaces for healthy and active places: can they work in Canberra?
AITPM National Conference
Adelaide, August 2014
peter.strang@gta.com.au
brett.maynard@gta.com.au

Wayne Johnson
Sydney Office

As part of the Transport and Land Use Modelling stream at the 2014 AITPM National Conference, Wayne presented a paper outlining current issues regarding the management of shared zones within retirement villages, and recommendations for improvement.

Framework traffic management for shared zones in large private estates
AITPM National Conference
Adelaide, August 2014
wayne.johnson@gta.com.au

Tim de Young
Melbourne Office

Tim is a Director in our Melbourne office, and is one of only 22 people nationally to have been accepted onto the Roads Australia Fellowship Program. Tim is delighted to have been paired with a former senior executive of Government, and joins other GTA staff attending Roads Australia events and functions.

tim.deyoung@gta.com.au
key projects: new south wales

new south wales

Sydney CBD Light Rail
mesoscopic modelling
Transport for NSW (TfNSW)

We have been requested to provide further advice for TfNSW in connection with the Sydney CBD and SE Light Rail traffic assignment. This includes a further review and update of the existing Aimsun SCATSIM mesoscopic model, construction stage impact assessment, identifying congestion hotspots, and testing of mitigation measures.

chris.wilson@gta.com.au

Regional Transport Interchange Upgrades
concept plans
Transport for NSW (TfNSW)

TfNSW has appointed a team of GTA-led transport specialists, architects, engineers and designers to develop concept plans for the upgrading of 10 transport interchanges in northern rural and regional NSW. The project supports the NSW Government’s Transport Access Program, the overarching NSW Long Term Transport Master Plan, the relevant Regional Transport Plans and the Disability Action Plan.

chris.wilson@gta.com.au

Sydney CBD Access Strategy
intersection improvement
Roads and Maritime Services (RMS)

RMS engaged us to test a number of intersection improvement measures within the Parramatta CBD in Sydney. The aim is to develop a more efficient network supporting all modes of transport. The assessment of improvement options will require a number of quantifiable objectives such as intersection level of service, travel time reliability, level of priority for public transport, land use and demand changes that will be evaluated using intersection modelling (SIDRA and LinSig) and the Aimsun mesoscopic model.

robert.dus@gta.com.au

WestConnex / Parramatta Rd Corridor
operational modelling
Roads and Maritime Services (RMS)

We have been engaged by the NSW Government through the WestConnex Authority to provide Operational Aimsun/SCATSIM Modelling on the Environmental Impact Statement for the $11 Billion WestConnex/Parramatta Rd Corridor.

robert.dus@gta.com.au

Gateway Shopping Centre, Darwin
transport planning and modelling
Nesfall Pty Ltd

In another example of GTA’s national focus, the Sydney Office recently undertook planning and Paramics modelling services for a $300 Million, 60,000sqm retail development in Darwin with more than 3000 car spaces. We achieved reduced parking rates and lower trip generation rates than Council’s usual requirements. The development will occur in three stages out to the year 2022.

ken.hollyoak@gta.com.au

RMS engaged us to test a number of intersection improvement measures within the Parramatta CBD in Sydney. The aim is to develop a more efficient network supporting all modes of transport. The assessment of improvement options will require a number of quantifiable objectives such as intersection level of service, travel time reliability, level of priority for public transport, land use and demand changes that will be evaluated using intersection modelling (SIDRA and LinSig) and the Aimsun mesoscopic model.

robert.dus@gta.com.au
key projects: queensland

We were commissioned to develop a pilot microsimulation model and framework for future development of venue transport plans, in order to assist planning for precincts through providing quantifiable performance. This work includes the simulation of individual vehicle and pedestrian movements to demonstrate the impact and interaction of the Games during peak operation.

mac.hulbert@gta.com.au

Gurner’s $600 million development will occupy a long-dormant, 5000 square metre triangular site in Fortitude Valley, bordered by Brunswick and Alfred streets and Barry Parade. We have provided specialist transport planning for the project through all phases from concept through to detailed design.

mac.hulbert@gta.com.au

In response to an information request from Brisbane City Council, we were engaged by the Pask Group to provide a response to each of the traffic-related issues for the 750 lot subdivision located adjacent to the Rochedale Town Centre Precinct. This includes a review of the existing and proposed traffic network and conditions, and the amount of other traffic likely to be generated by the development.

david.hayward@gta.com.au

The Department of Transport & Main Roads (TMR) engaged us to assist in analysis of options for the upgrade of the Pacific Motorway (M1) corridor through Rochedale, and review of the existing AIMSUN model. The options involve widening of the motorway to 8 lanes, reconfiguration of interchanges and concepts for bus connection to Springwood, together with a new Park-n-Ride station at Rochedale.

david.hayward@gta.com.au

“the western front”
tanya moran and GTA Perth

For 25 years we’ve been providing you with strategic transport planning, modelling and traffic engineering advice, and more recently key advisory roles on major transport infrastructure projects.

We’re now delighted to announce the opening in August 2014 of our new Perth Office on St Georges Terrace.

I am pleased to be leading GTA’s move to the city I’ve called home for over 20 years. Our key difference is that we’re specialists. Transport and traffic advice is what we do and as a result we attract the leaders in our field. As a national company owned by its principals, you get a senior GTA person on every project we deliver. We bring that national perspective and set of skills, resources and experiences to every project we complete in WA.

My personal approach is built around client service and collaboration. Following graduation from the University of Western Australia, I bring experience working as a traffic and transport professional around Australia, leading significant projects, and being actively involved on the Engineers Australia Transport Panel Committee, and the Planning Institute of Australia Committees in both WA and QLD.

I look forward to meeting you and welcome calls on 08 6361 4634 to discuss opportunities in Western Australia.

Tanya Moran
Director (WA)
tanya.moran@gta.com.au
key projects: australian capital territory and south australia

australian capital territory

The ACT Environmental and Planning Directorate (EPD) is undertaking a review of the master plans for Woden and Belconnen Town Centres, and developing a master plan for Mawson Group Centre. We developed car parking strategies to assist in the master planning, and ensure that an appropriate number of future parking spaces are provided, and in suitable locations. The strategy noted the importance of encouraging alternative forms of transport, with an appreciation of the context of the centres within the transport system.

peter.strang@gta.com.au

Canberra Parliamentary Zone car parking strategy
The National Capital Authority

We recently completed a car parking strategy for Canberra’s Parliamentary Zone, where we developed and assessed various scenarios to implement and manage the introduction of paid parking. The recommended scenario has now been implemented, and as predicted, a significant mode shift away from car use to buses occurred. This further supports the use of such facilities in being an effective travel demand management tool when implemented appropriately.

chris.coath@gta.com.au

south australia

We were appointed by the City of Unley to undertake a Local Area Traffic Management Study of the Forestville and Everard Park Suburbs located close to the CBD. After presenting our analysis to a Community Reference Group, we will then develop opportunities and options, covering all transport modes, and integrating urban design principles from the SA Streets for People Compendium and Healthy by Design SA to contribute to traffic management and transport accessibility within the study area.

paul.froggatt@gta.com.au

Gilles Plains Shopping Centre
AIMSUN Modelling
Makris Group

Our Adelaide office recently undertook it’s first major AIMSUN model for the $30m redevelopment of the Gilles Plains Shopping Centre. The Department of Planning, Transport and Infrastructure required us to undertake AIMSUN modelling to assess any traffic impacts on their proposed North East Road and Sudholz Road upgrade as a consequence of the development. In accordance with their guidelines, two options for the upgrade were modelled, concluding that the proposed upgrade will be able to cater for the anticipated increase without the need for specific infrastructure upgrades.

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Fleurieu Regional Aquatic Centre
Traffic and Transport Advice
Hames Sharley on behalf of Victor Harbor and Alexandrina Councils

We have been engaged as part of a multi-disciplinary team led by Hames Sharley to provide traffic and transport advice for the development of a Regional Aquatic Centre to serve the growing communities of Victor Harbor, Goolwa and other local townships within the Council areas. We will be assessing the access locations and design in relation to the anticipated traffic demands, and investigating pedestrian and cycle links from existing and proposed shared path routes linking to the coast and planned residential developments.

paul.froggatt@gta.com.au

Forestville and Everard Park
Local Area Transport Study
City of Unley

We were appointed by the City of Unley to undertake a Local Area Traffic Management Study of the Forestville and Everard Park Suburbs located close to the CBD. After presenting our analysis to a Community Reference Group, we will then develop opportunities and options, covering all transport modes, and integrating urban design principles from the SA Streets for People Compendium and Healthy by Design SA to contribute to traffic management and transport accessibility within the study area.
**message from the MD**

“I’d be as bold as to say that companies that have a sales culture should really be trying very hard to replace it with a thought leadership culture because … the sales pitches we know are really dead. It’s no longer good enough for companies to just flag their products or services.”

(Craig Badings: Australian author and speaker)

Or more aptly…

“Thought leaders look at existing best practices then come up with better practices.” (Shel Israel (1944-) US author and speaker).

At GTA Consultants, we have deliberately sought to progressively evolve into an organisation with a leading reputation of a ‘higher value-add’ offering to the industry. We are determined to collaboratively support our clients and partners to broaden their observations of what is achievable in order to propel growth, innovation and opportunity together.

This edition celebrates GTA’s more recent activities associated with the nurturing of our thought leadership and technical excellence attributes, which have included:

- progressing strong academic and research links
- proactively supporting industry body relationships, including participating in key industry roles
- regular paper preparation, industry presentations and industry comment
- facilitating and participating in external training, professional development and mentoring programs

All of these activities have reinforced GTA’s emerging reputation in the industry as the thought leader in the transport policy setting and advisory space, which helps feed into the ultimate goal of realising the momentum of the success and significance that we are capable of creating with one another.

I hope you enjoy this current edition of transportmatters.

Best Regards
Michael Durkin
Managing Director