



# Sustainable Mobility in Metropolitan Regions: Governance and participation

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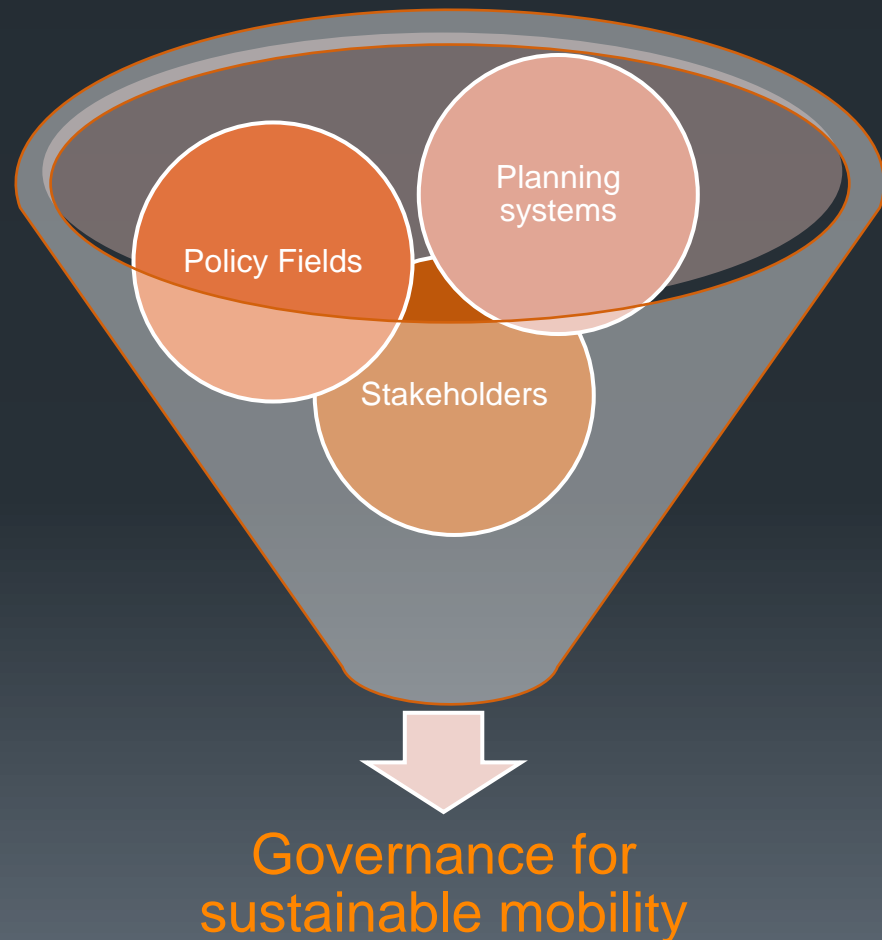
Delivering sustainable mobility has been a considerable challenge in many cities across the world...

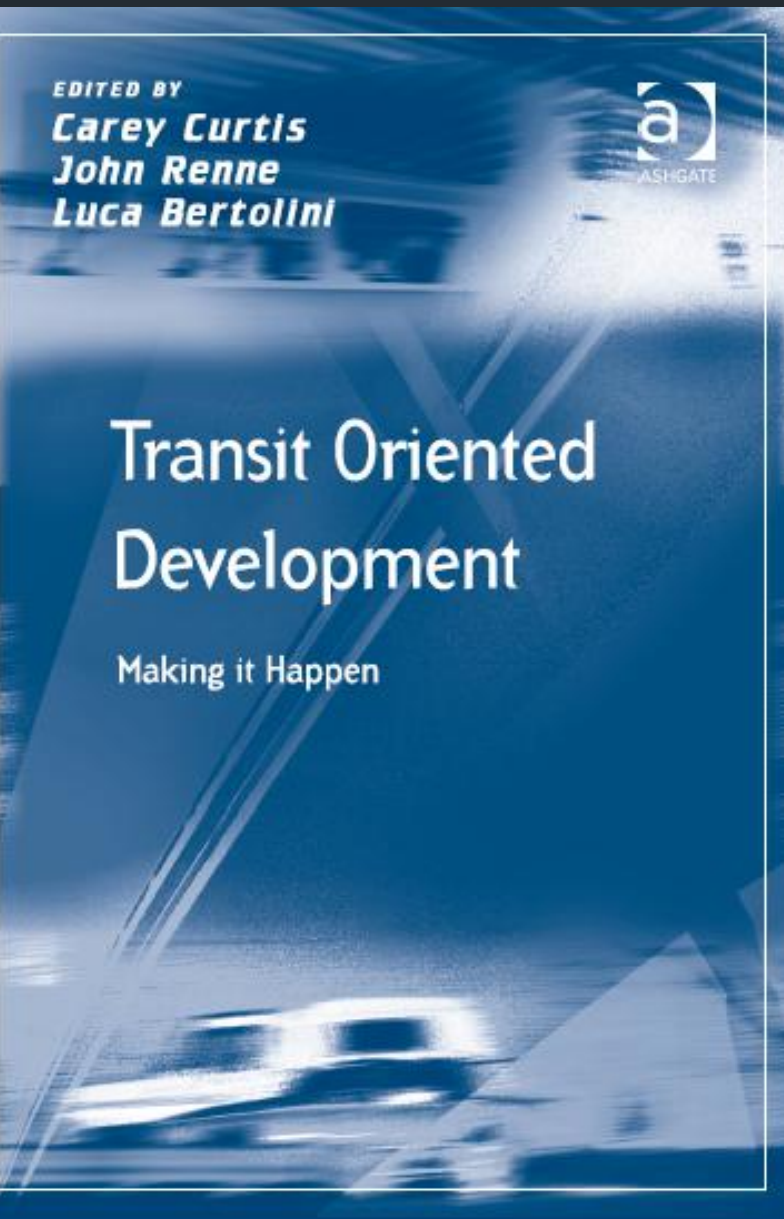
Despite policy aspirations - delivering sustainable mobility has been slow, outcomes have been patchy, there are many barriers to overcome...



# Governance is critical to the success of sustainable mobility...

- Rather than simplistic one-dimensional solutions it is necessary to embrace the complexity of multiple dimensions





## A framework for governance



# Proposition 1) Sustainable mobility policy must be embedded in a STRONG PLANNING SYSTEM

Defining the role / function of Centres and Networks

## Strategic Plans



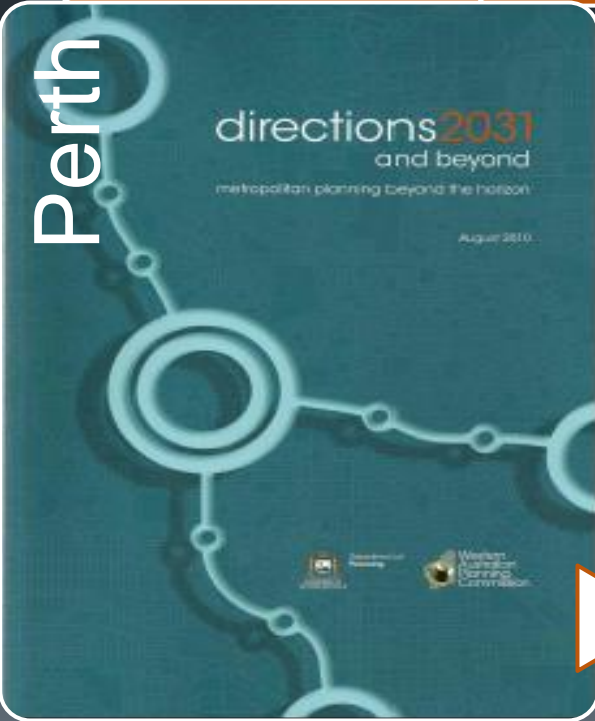
For Centres and Networks

## Development Targets



For integrated development

## Incentives



**Incentives** Local governments should allow a flexible approach to activity centre structure planning to foster innovation in the market response to activity centre structure plans. Options to allow plot ratio, density or height variations in exchange for greater use mix or enhanced public amenity, for example, should be explored.



## Proposition 2) Sustainable mobility policy must be...

- Comprehensive – covering all criteria
- Horizontally integrated – between government sectors at the same level (land use planning; public transport planning; road planning; active modes planning; urban design etc)
- Vertically integrated – across government sectors at different levels (state – regional – district – local)

# Horizontal and vertical policy integration

**Table 3** State government documents—assessment of TOD policy criteria

	T1: Land use integrated with integrated transport	T2: Greater diversity, vibrant mix of land uses	T3: Frontage development—human scale	T4: Highest residential density in close proximity to activities	T5: Medium to high residential densities	T6: Compact cluster of related activities close proximity rail station	T7: More intensive non-residential use walking distance to rail
State Planning Strategy	2	1				2	
Metropolitan Transport Strategy	3	3		2	2	3	3
Network City	2	1		2	2	2	3
MetroPlan 1990	1			2	2	2	1
Liveable Neighbourhoods	2	2	3	3	1	1	
WAPC SPP 3 Urban Growth Settlement	2	1		1	2		2
WAPC DC 1.6 TOD	3	3	3	3	2	3	
WAPC DC 2.6 Residential Road Planning	1			1			

**Key**

3	Strongly meets TOD criterion
2	Meets TOD criterion
1	Weakly meets TOD criterion
0	Neither meets nor works against TOD criterion
-1	Weakly works against TOD criterion
-2	Works against TOD criterion
-3	Strongly works against TOD criterion

Curtis C (2012) Transitioning to Transit Oriented Development: the case of Perth, Western Australia, *Urban Policy and Research* Vol 30, No 1-18

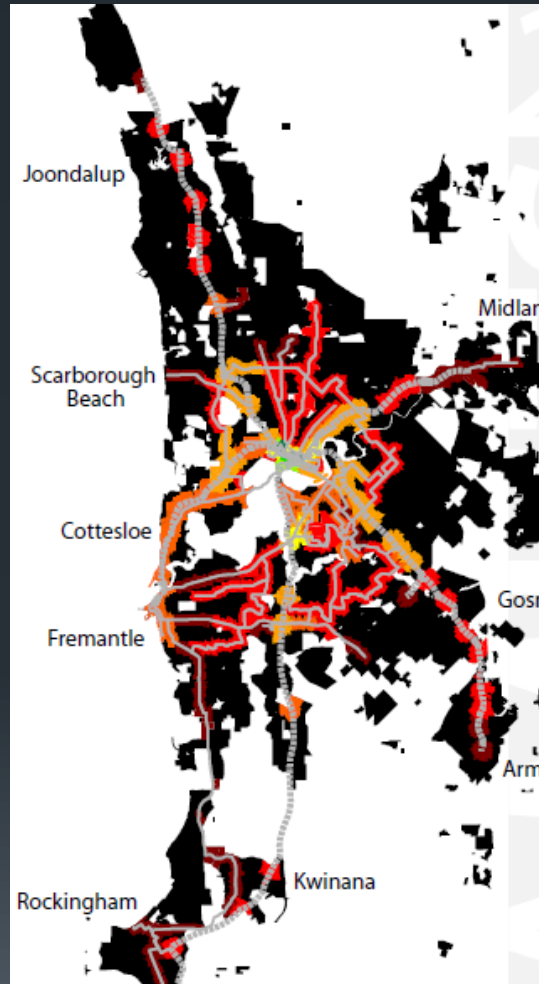
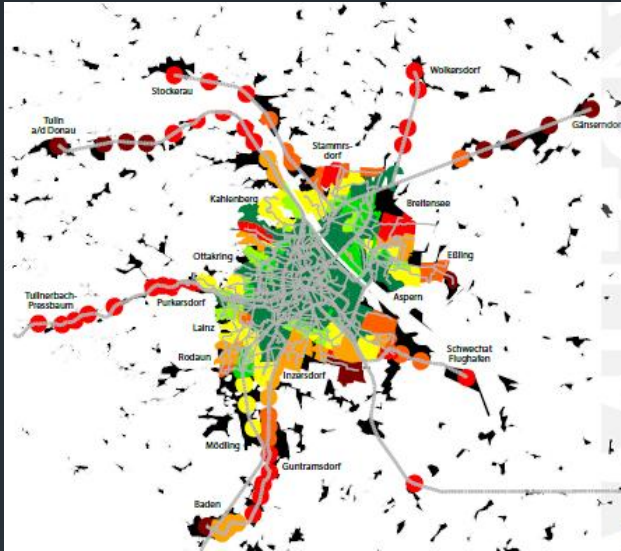
**Table 4** Local planning schemes—assessment of TOD policy criteria

	T1: Land use integrated with integrated transport	T2: Greater diversity, vibrant mix of land uses	T3: Frontage development—human scale	T4: Highest residential density in close proximity to activities	T5: Medium to high residential densities	T6: Compact cluster of related activities close proximity rail station	T7: More intensive non-residential use walking distance to rail
Armadale	1	1			2		
Bassendean	1	1		1	1	2	1
Bayswater	2	3			-2		
Cambridge		-1			-2		
Canning	1	2		2	1	2	
Claremont		2		3	-3		
Cockburn				3	1		
Cottesloe	1	1		1			
Fremantle	2	1		1	2	1	
Gosnells	1	1		1	1	1	
Joondalup	1	1		1	1	1	
Kwinana	2	2			1	2	
Mandurah	1	1		1	1	1	1
Melville	1	3		1	2	2	1
Mosman Park		2	1	3	2		-1
Nedlands					1		
Perth	1	1			2		
Rockingham	1	1			1		
South Perth		-1		1	2		
Stirling	1	2		3	3		1
Subiaco	1	1		1	2		
Swan	1	1		1	2		1
Victoria Park	1	1			2		
Vincent	1				3		
Wanneroo	1	1		1	1		3

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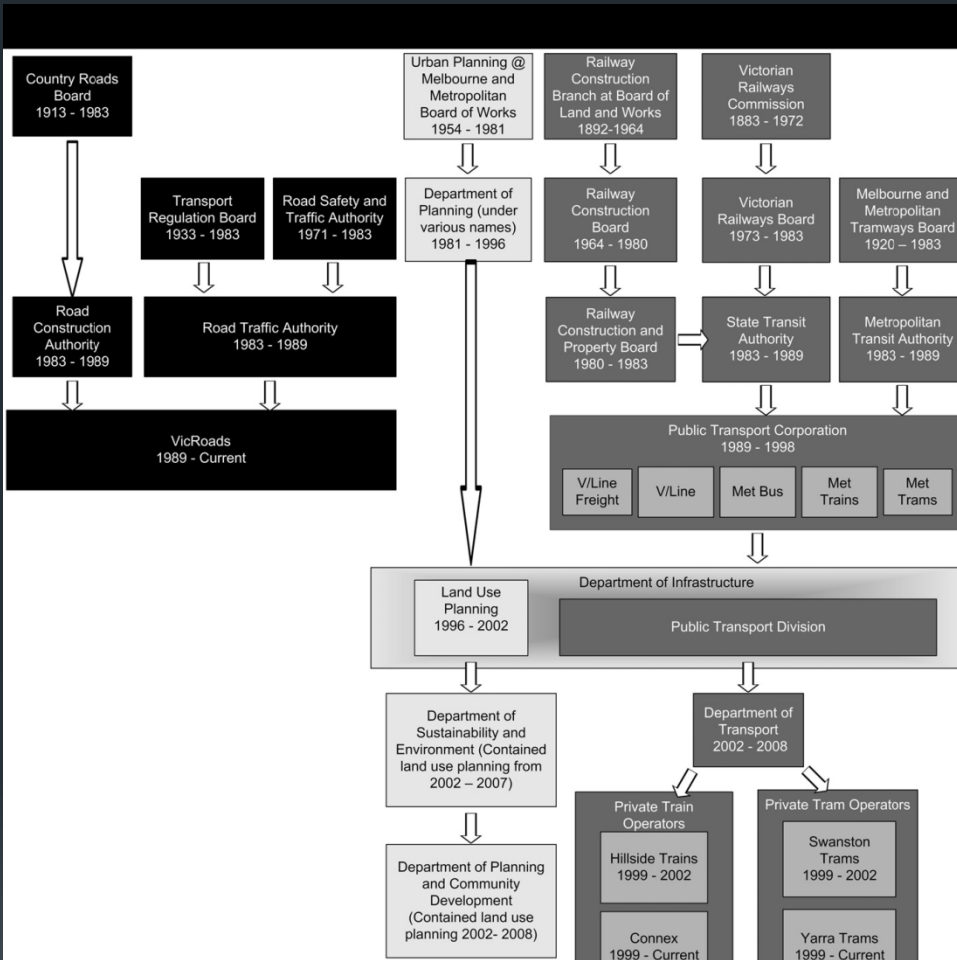
## Proposition 3) Strong policy must be accompanied by planning decision tools capable of supporting new ways of conceiving mobility...



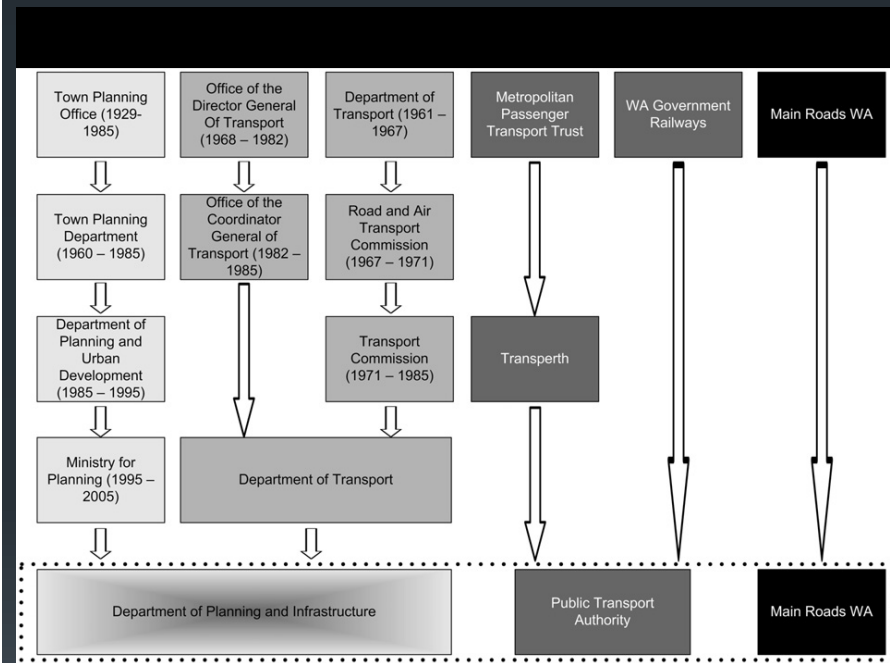
New accessibility tools enable debate among stakeholders, enhance understandings and provide measurements for sustainable mobility where previously there was none



# Proposition 4) Consolidation of Government Agencies (rather than fragmentation) matters

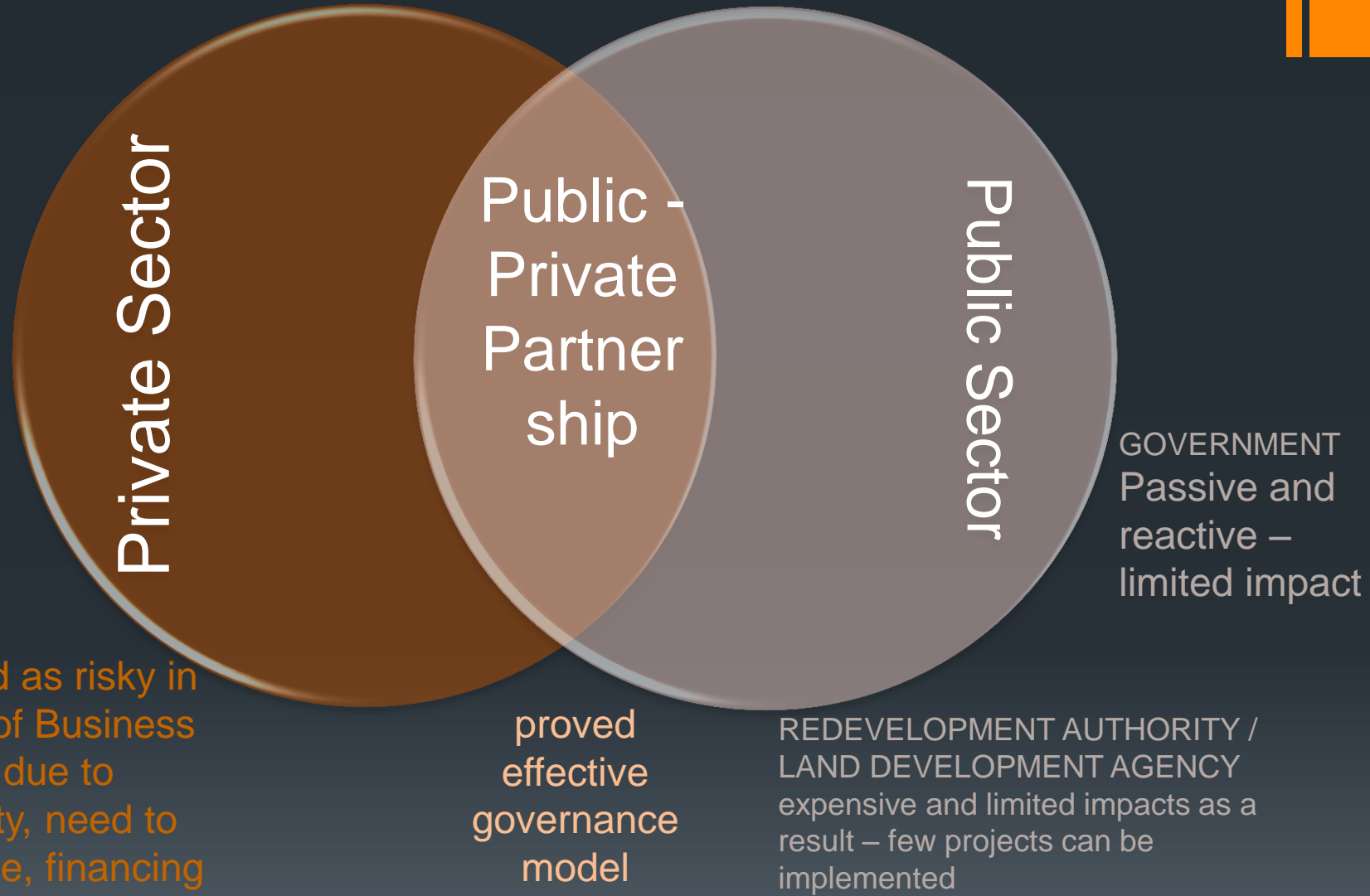


Melbourne – Planning & Transport agencies over time



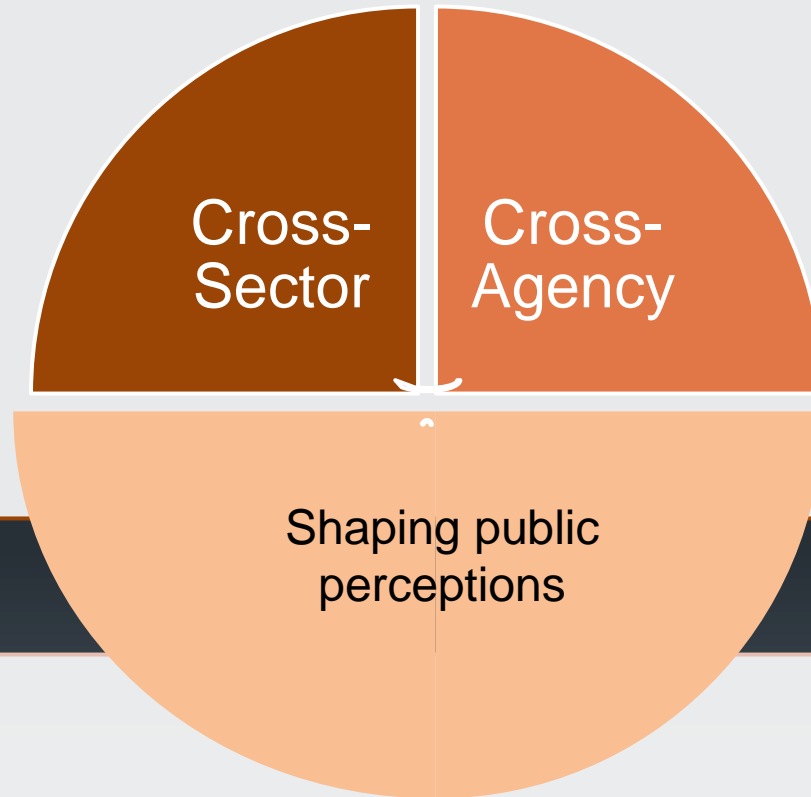
Perth - Planning & Transport agencies over time

# Proposition 5) Public-Private partnership has proved and effective governance model for land development & infrastructure provision



## Proposition 6) Engagement between agencies and stakeholders must be collaborative

- Collaborative



- Engagement of stakeholders

# Engagement

## Who:

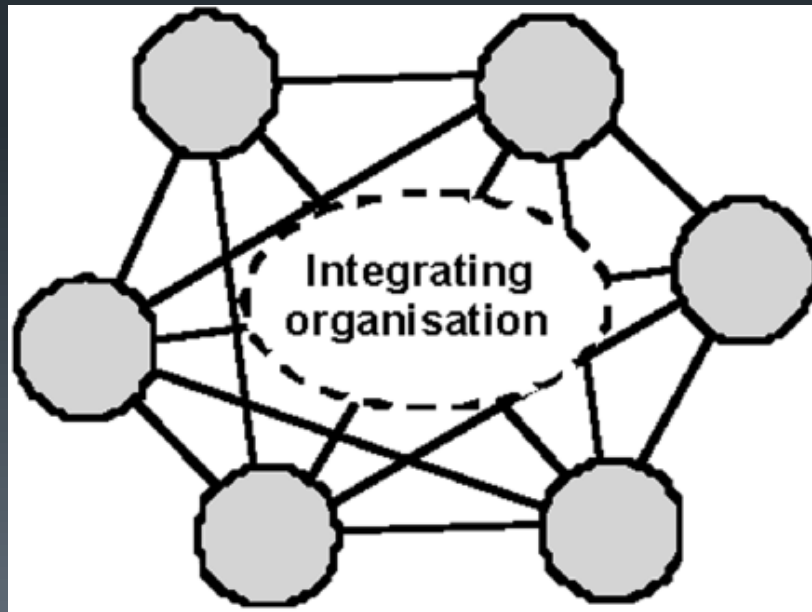
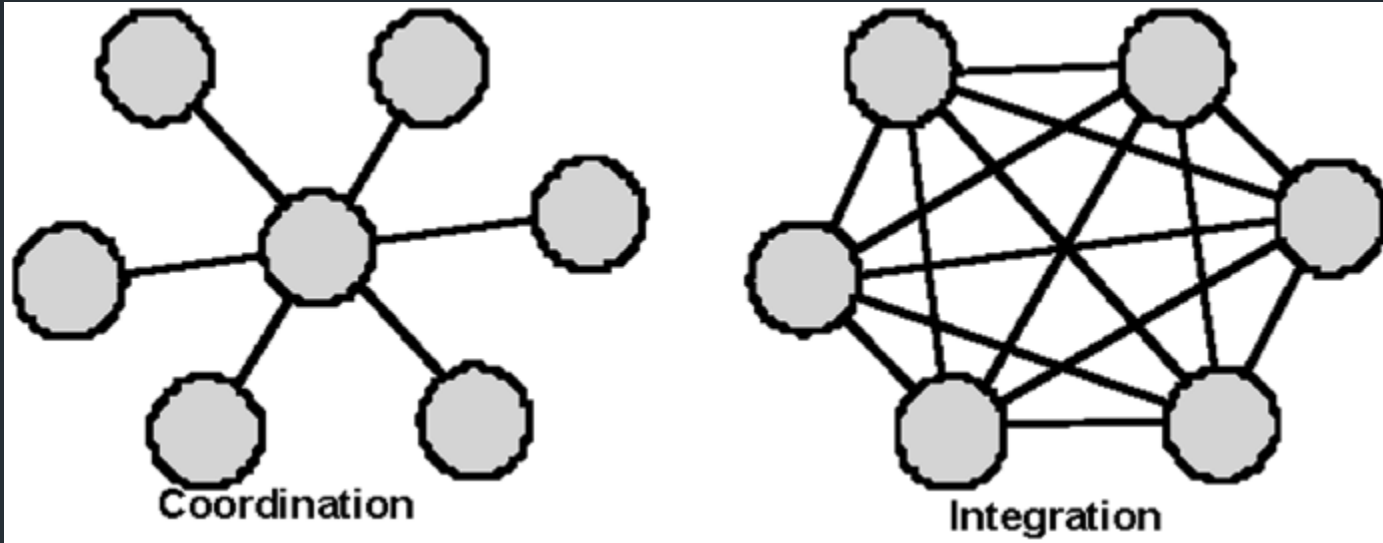
- Public sector stakeholders
- Private sector stakeholders
- Public Bureaucrats
- Community
  - Advocacy groups
  - Individuals

## How:

- Communication or Deliberation
- Coordination or Integration

“Deliberative engagement is changing strategic planning processes. However, the political nature of plan-making, particularly as embedded in institutional structures and processes, can suppress deliberative processes”

# Proposition 7) Integration is better than Coordination



Curtis C and James B (2004)  
An Institutional Model for Land  
Use Transport Integration.  
*Urban Policy and Research*  
Vol. 22(3) pp.277-297

## Proposition 8) Organisations must be open to change

- For new experimental practices to be adopted they must be driven by motivated individuals who can change organisational cultures
- Organisations must be open to change
- Broad ownership of this new way must be shared

Adaptive-  
Continuous  
experimentation

Making the most  
of Windows of  
Opportunity

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