

Looking Back Thirty Years Later at RRR and MTS

Life Is What Happens To You
While You're Busy Making Other Plans

Ian Ker

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The truth about a city's aspirations isn't found in its vision. It's found in its budget.

Brent Toderian – City Planner and Urbanist

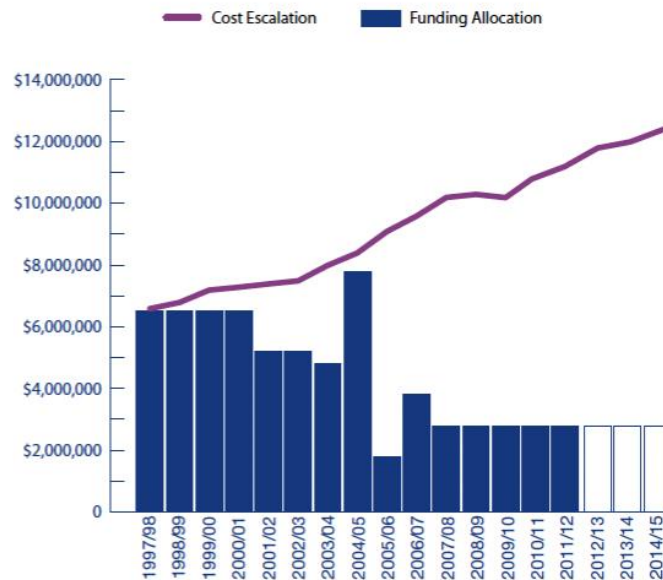
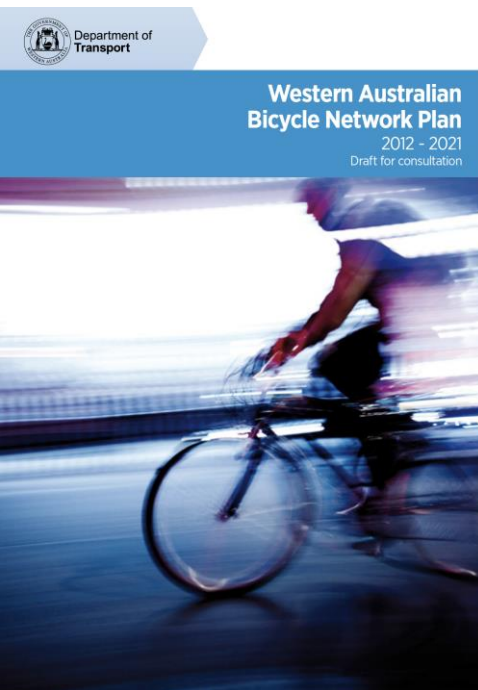


Figure 5.1 - Comparison of Funding History and Cost Escalation

5.3.4 State Government Cycling Funding History and Cost Pressures

While construction of Principal Shared Paths is now a standard feature of major road and rail projects, the investment in retrofitting shared paths in Perth and regional areas has declined. Funding for retrofitting peaked between 1997/98 and 2000/01 with an annual allocation of \$6.5m. Since that time (with the exception of top-up funds in 2004/05) funding has declined to the current level of \$2.75m per year. Over this period there has been significant cost escalation. Projects delivered in 1997/98 for \$6m would now cost over \$12m. Given the current funding of \$2.75m the investment in retrofitting cycling facilities has declined by 74% since 1997/98.

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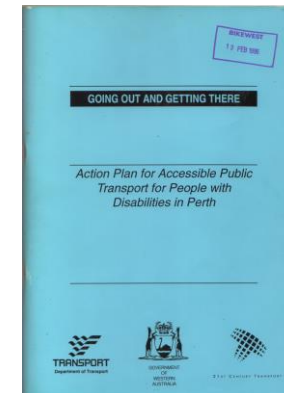
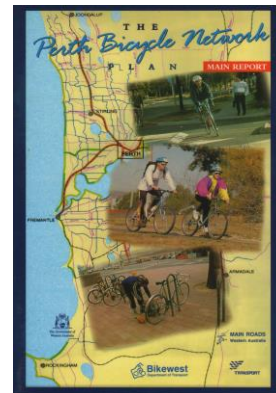
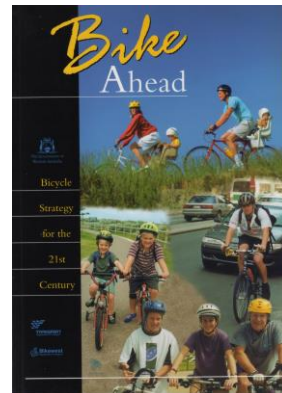
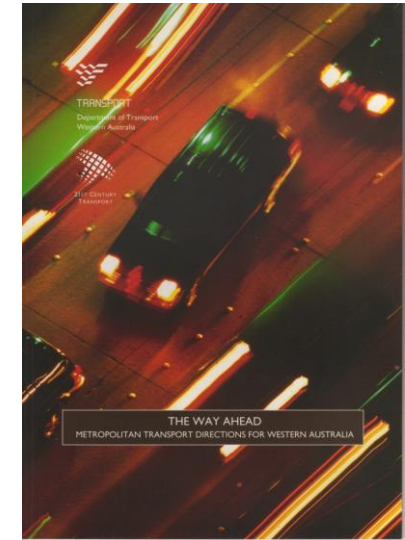
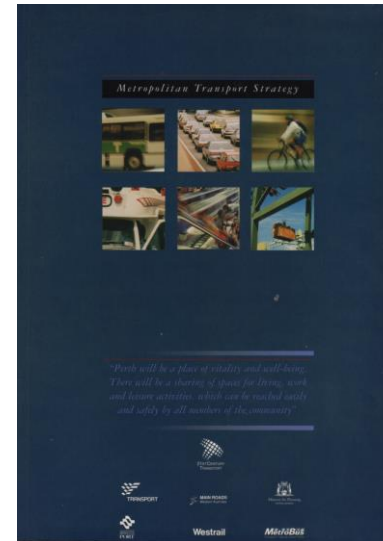
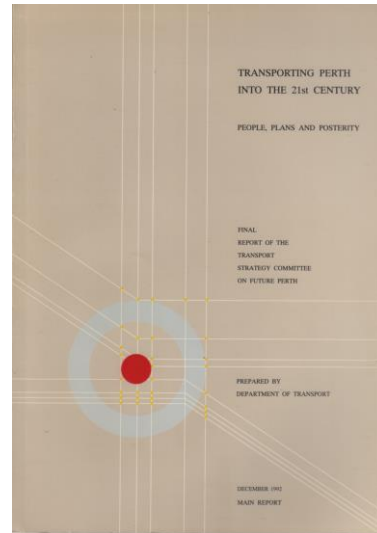
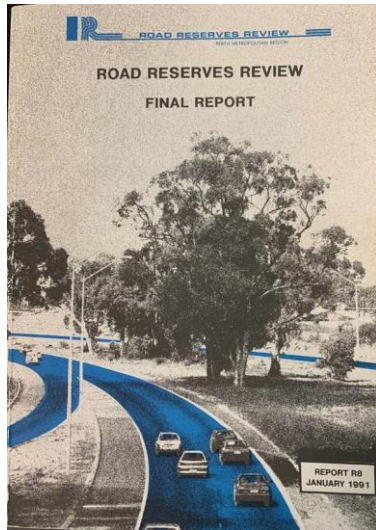
It's found in its budget.

Brent Toderian – City Planner and Urbanist

The truth about a city's aspirations isn't
found in its **plans**.

It's found in its **actions**.

Planning as a Substitute for Action?



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Grabbing Attention



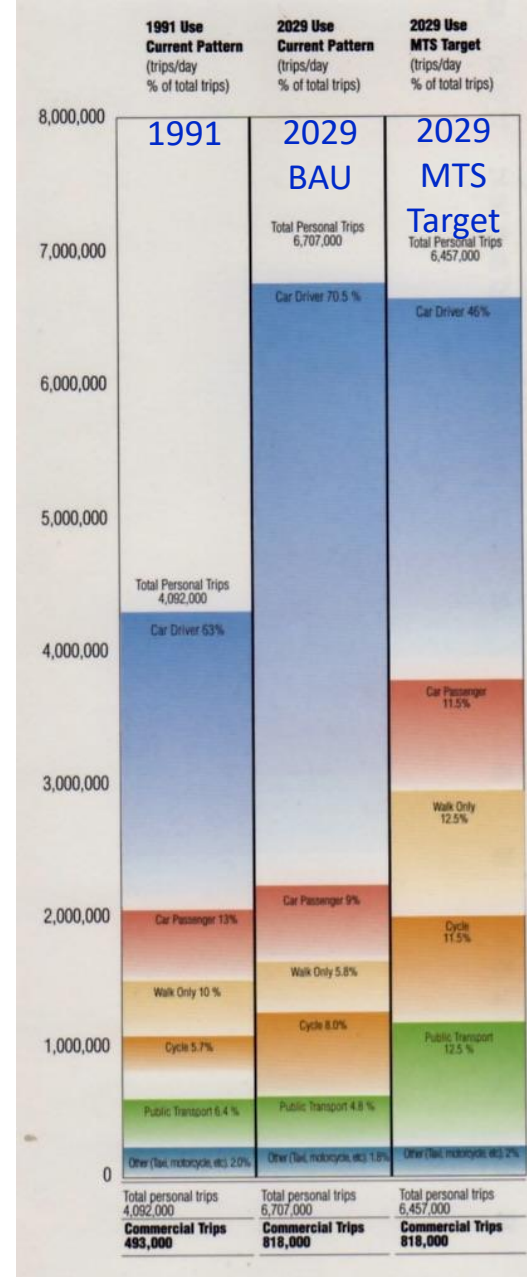
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Impediments: Lack of data

- Where were we starting from?
Only had 1976 and 1986 data
- Where are going? Business as usual
- Where do we want to go? MTS Targets
- Monitoring progress
 - 1996 Travel survey aborted due to problems
 - No new travel survey data until 2006

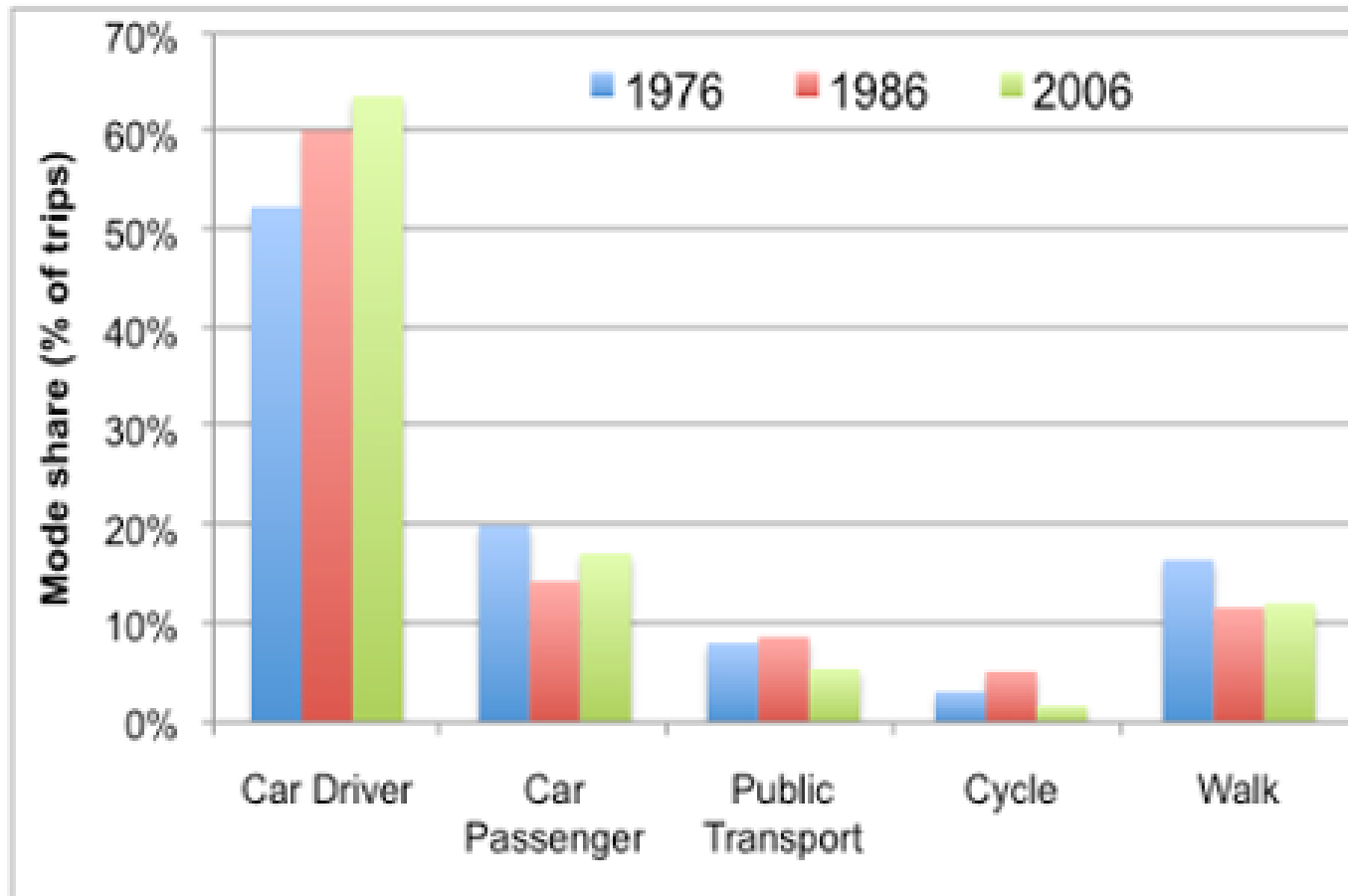


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More timely data would have identified that targets weren't being achieved



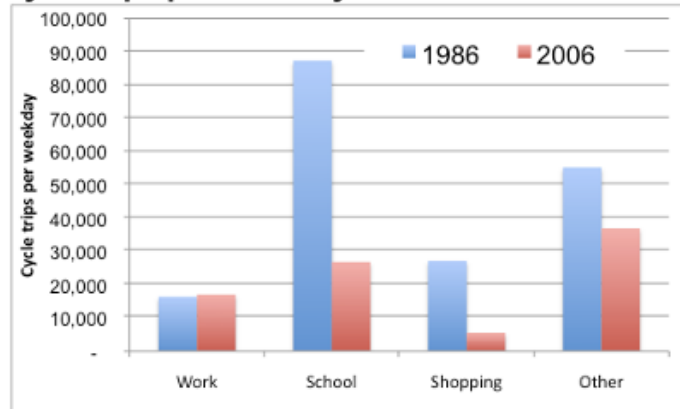
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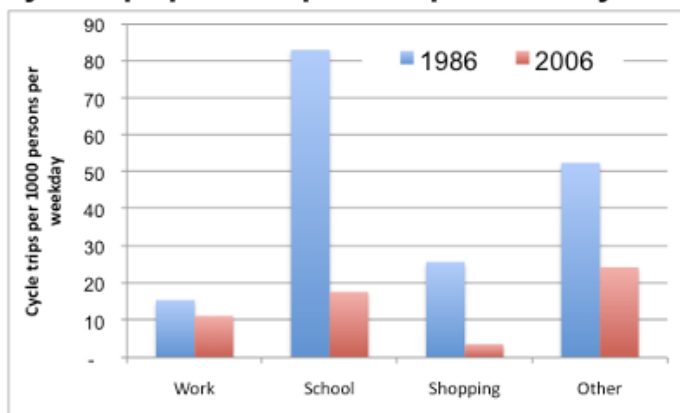
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More timely data identifies problems: Bicycle Usage

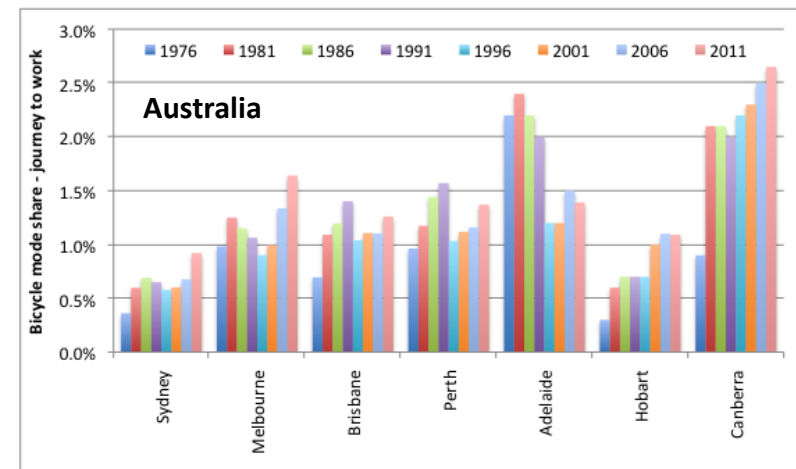
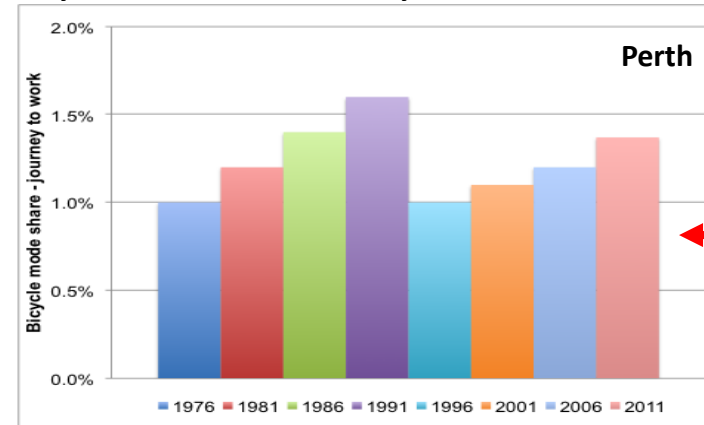
Cycle trips per weekday



Cycle trips per 1000 persons per weekday



Bicycle Mode Share – Journey to Work



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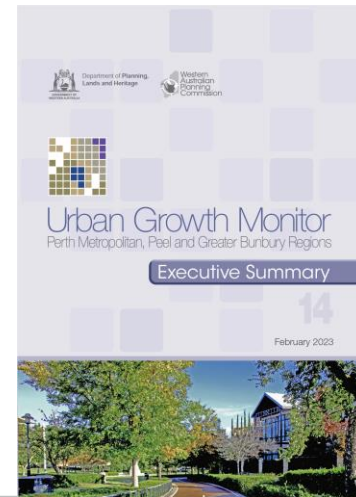
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Impediments: The Metropolitan Region Scheme

- The Road Reserves Review clearly identified the problems associated reserving land for roads too far ahead of likely 'need' for those roads to be built.
 - Sterilises land that could be used for other purposes
 - Influences, even determines, future development patterns
- The MTS didn't adequately acknowledge the impact of existing zoning for urban fringe residential land as well as major highways.
 - Inertia and lags
 - Change takes time

Impediments: Ministers for Planning

- Richard Lewis (Planning Minister 1993-1996) said on his retirement that he regarded his greatest achievement as having achieved sufficient urban land rezoning to serve the growth of Perth for more than 20 years.
- Current Planning Minister, John Carey, appears to be going down the same track. On 24 October 2023, he was quoted as saying: “**curbing urban sprawl was not a priority during a housing crisis.**” <https://www.watoday.com.au/national/western-australia/the-220-kilometre-city-why-western-australia-s-giving-up-on-infill-20230919-p5e5v7.html>
- In February 2023:
 - The construction of new residential dwellings in [existing] urban areas has fallen to 29 per cent, well short of the state government’s urban infill target of 47 per cent.
 - Based on historical development patterns, it would take approximately 27 years to consume the stock of non-urbanised land available for development.<https://www.wa.gov.au/system/files/2023-02/Urban-Growth-Monitor-14-Exec-Summary.pdf>



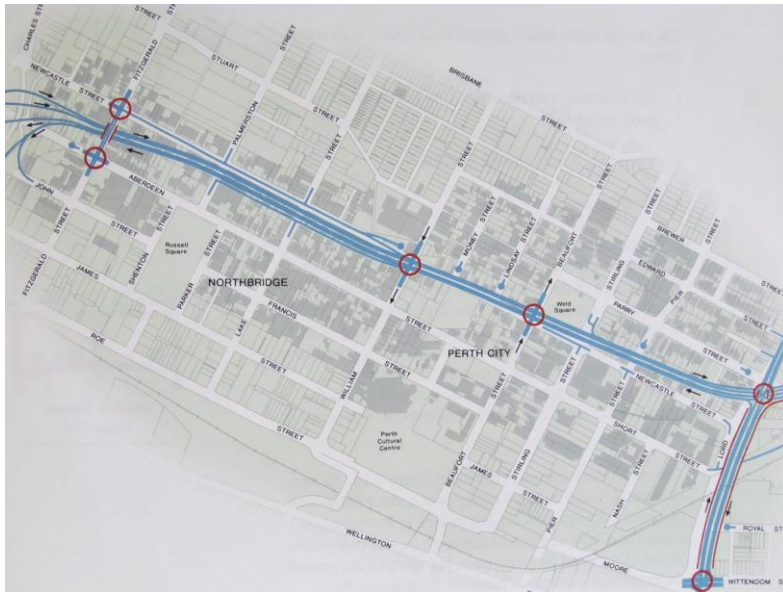
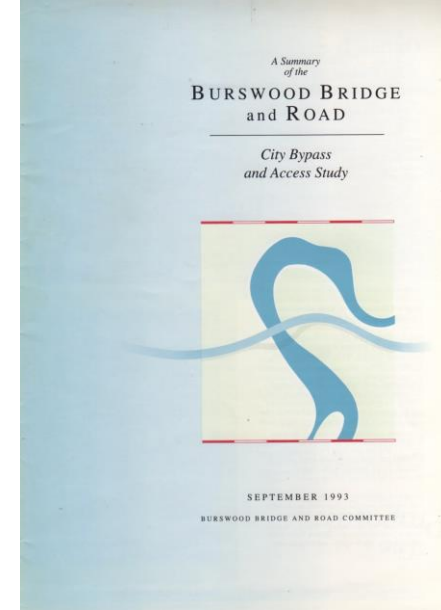
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Impediments: Planning and Institutional Inertia

- Five years to get from surface highway across Northbridge (MTS) to part-trench/part-tunnel.
- Community said “if you must build it, put it ALL in tunnel and retain/recreate urban form over it”.



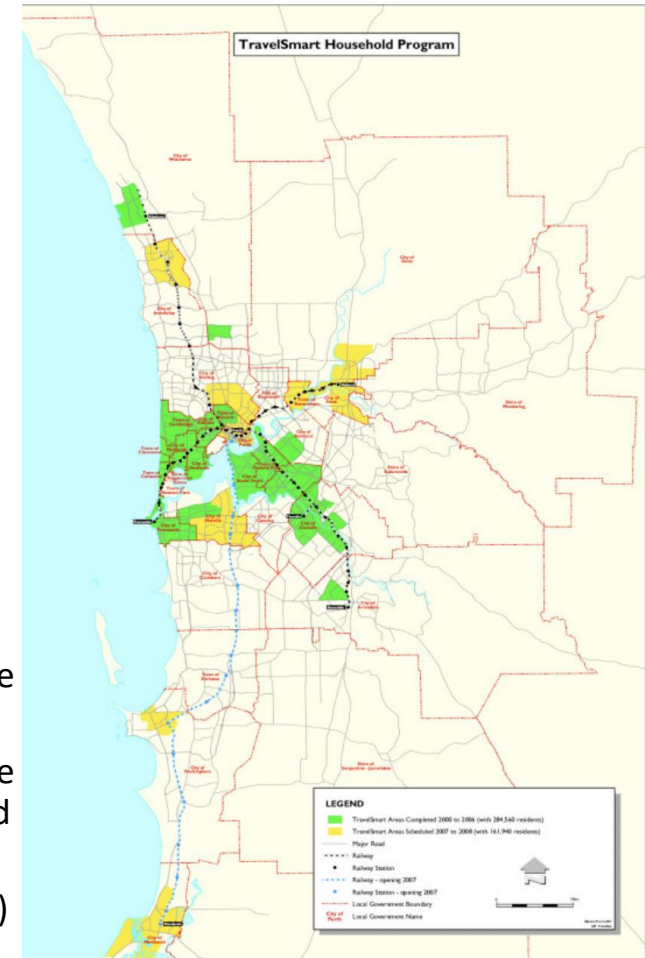
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Impediments: Academic Antagonism

- Voluntary travel behaviour change first proposed in Transporting Perth - Reorganising the Mental Garage
- Transport WA was a pioneer in voluntary travel behaviour change
- Despite every Individualised Marketing project being evaluated (with double-digit benefit-cost ratios), some academics kept undermining credibility.
 - Stopher, P and Bullock, P (2003)'. Travel Behaviour Modification: A critical appraisal'. ATRF Wellington, NZ
 - Two papers in rebuttal at same conference
 - Morton, A and Mees, P (2005). Too Good To Be True? An Assessment of the Melbourne Travel Behaviour Modification Pilot. ATRF, Melbourne.
 - Morton, A and Mees, P (2010). Too Good To Be True? An Assessment of the Melbourne Travel Behaviour Modification Pilot. World Transport Policy and Practice 16 (2).
 - Ker, I (2011). Too True To Be Good? A response to Morton and Mees (2010) World Transport Policy and Practice 17(1)



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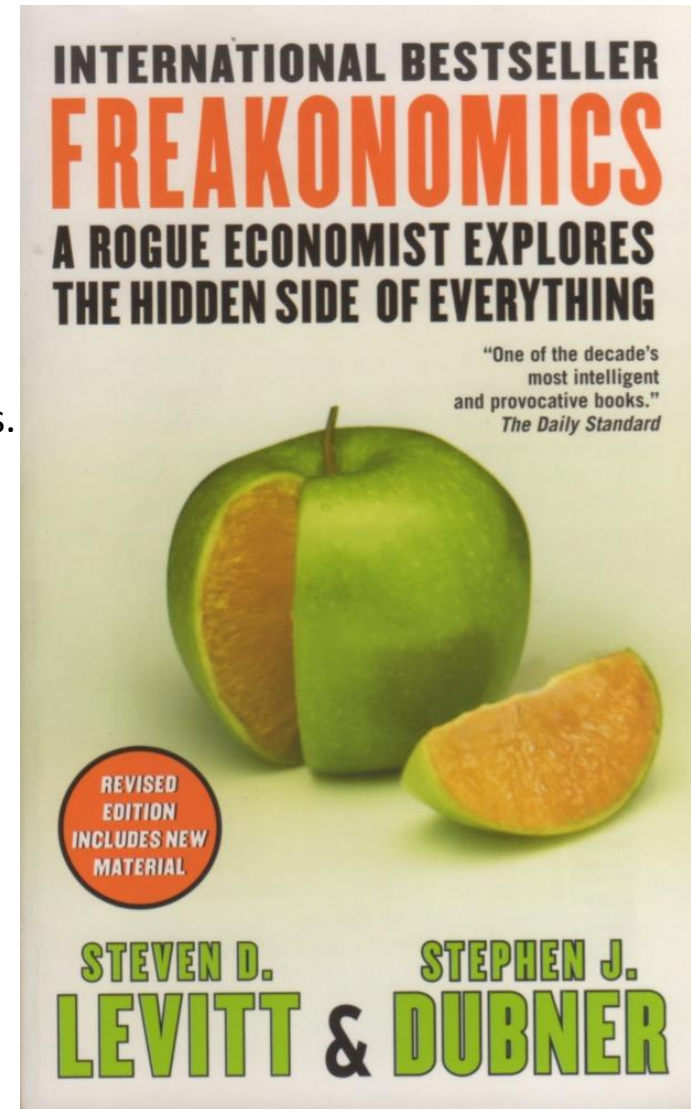
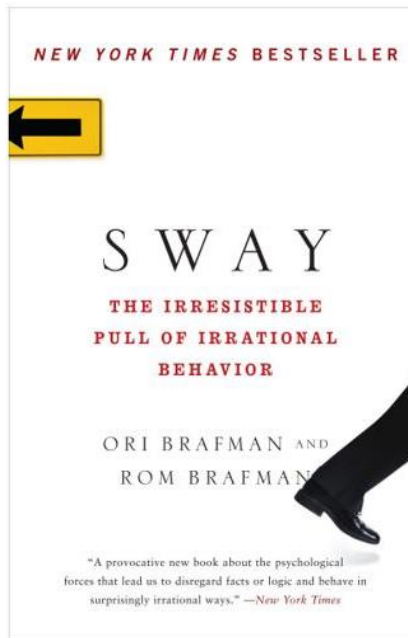
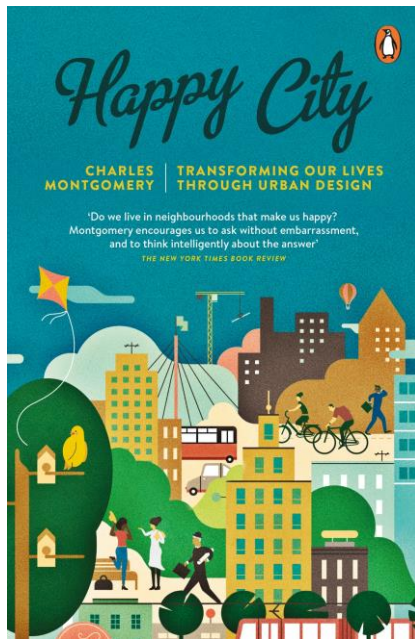
Biggest Problems

- Inability to get acceptance of the concept that change doesn't require everyone to completely change their daily lives.
 - Small reductions in road traffic can have disproportionate benefits – eg congestion reduction at peak times/places.
- Confected opposition
 - People portray attempts to increase choice or reduce the need to travel as restrictions on their freedom of choice
 - Ignoring the restrictions their own choices impose on others.



We Needed

- To adequately recognise the inertia and lags in the transport and planning systems.
- More focus on changing behaviour BEYOND transport and travel
- A better understanding of human nature
- More psychology along with planning, engineering and economics.



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