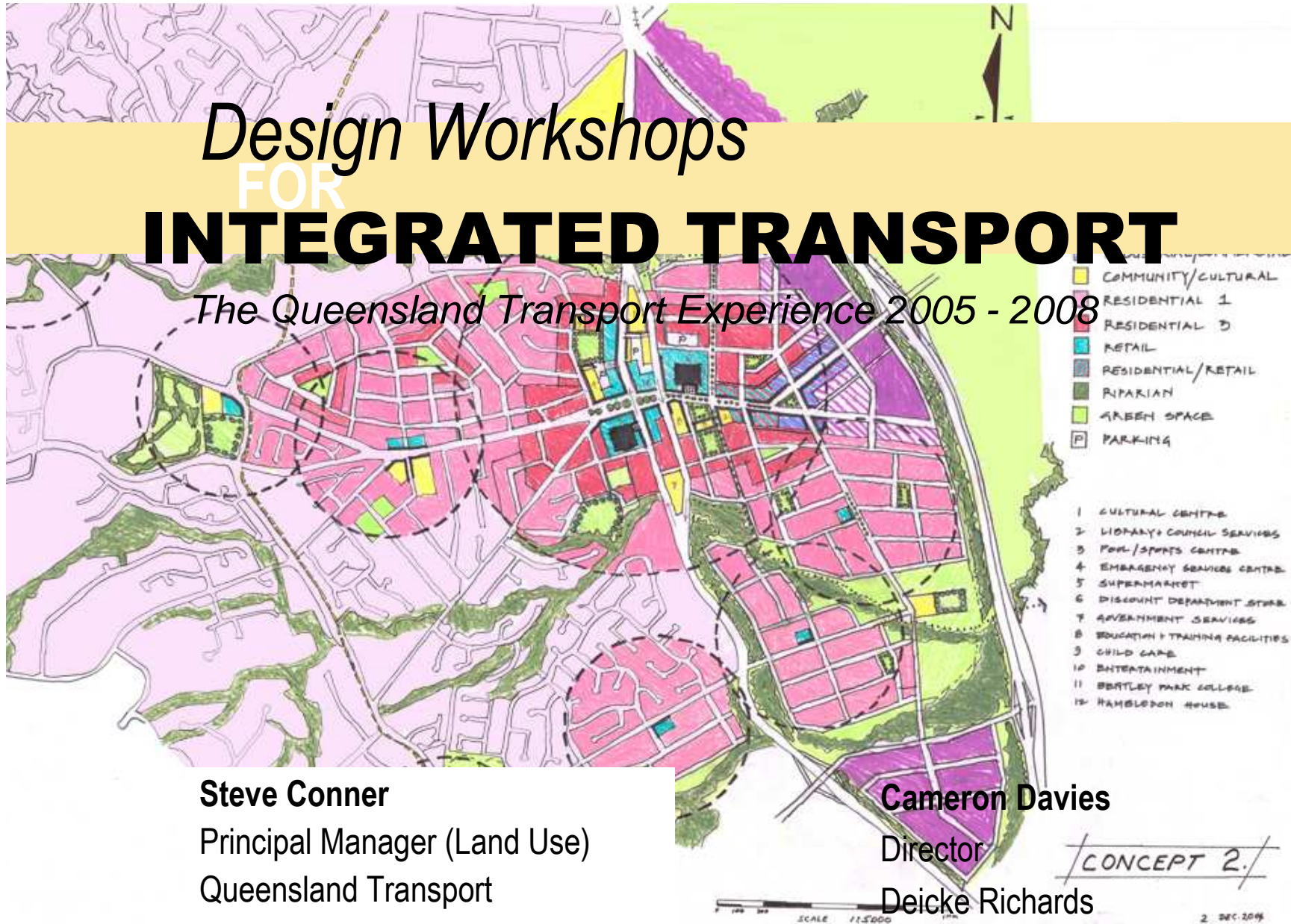


Design Workshops FOR INTEGRATED TRANSPORT

The Queensland Transport Experience 2005 - 2008

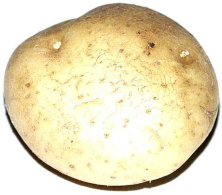


Steve Conner
Principal Manager (Land Use)
Queensland Transport

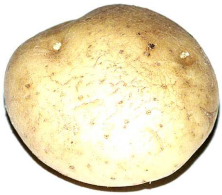
Cameron Davies
Director
Deicke Richards



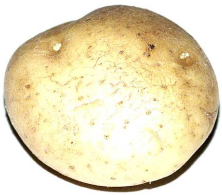
Why EbD?



Linear Processes



Reactive Process



Consultative Processes



Level of Consultation

Providing Information

Marketing

Collect opinions to gauge a response

Manipulation
Therapy
Tokenism

Collect feedback to inform an outcome

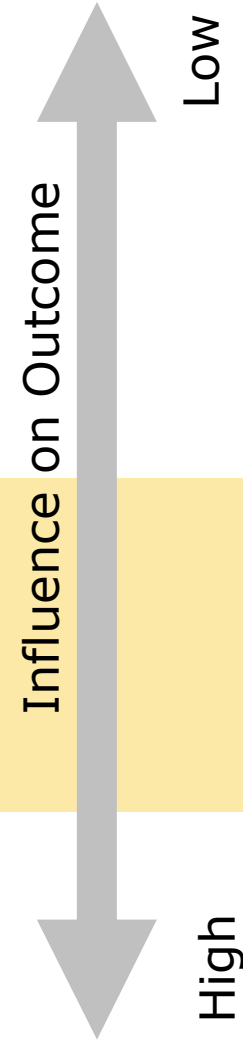
Placation

Working together to determine a strategy and outcome

Power Sharing
Partnerships

Use ideas and propositions to determine an outcome

Delegated Power



QT
EBD



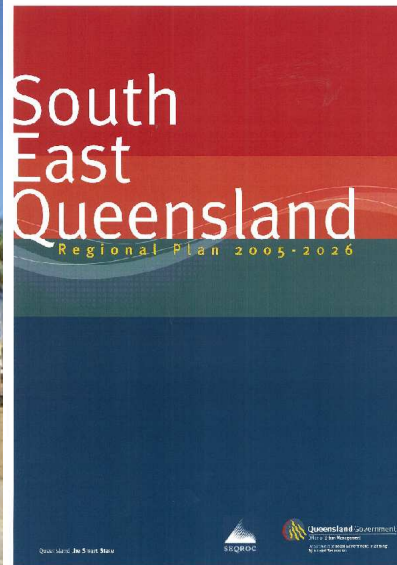
Types of Design Workshops

<p style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 48px; font-weight: bold; color: #f0e68c;">QT EbD</p>	<p>Sustainable Design Training</p>	<p>Training exercise on a hypothetical project</p>	<p>Client Consultants Key Stakeholders</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 24px; font-weight: bold; color: #ccc;">Less binding</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 24px; font-weight: bold; color: #ccc;">More binding</p>
	<p>Project Awareness</p>	<p>Hypothetical design investigation of a future project</p>	<p>Targeted Stakeholders</p>	
	<p>Scoping Exercise</p>	<p>Identification of key issues for future EbD</p>	<p>Client Consultants</p>	
	<p>Option Identification</p>	<p>Identifying tangible design scenarios to inform further studies</p>	<p>Client Consultants Key Stakeholders (Public)</p>	
	<p>Option Evaluation</p>	<p>Testing and evaluation of pre-determined design scenarios</p>	<p>Client Consultants Key Stakeholders (Public)</p>	
	<p>Resolving Outcomes Charette</p>	<p>Design of preferred solution</p>	<p>Full Engaged</p>	

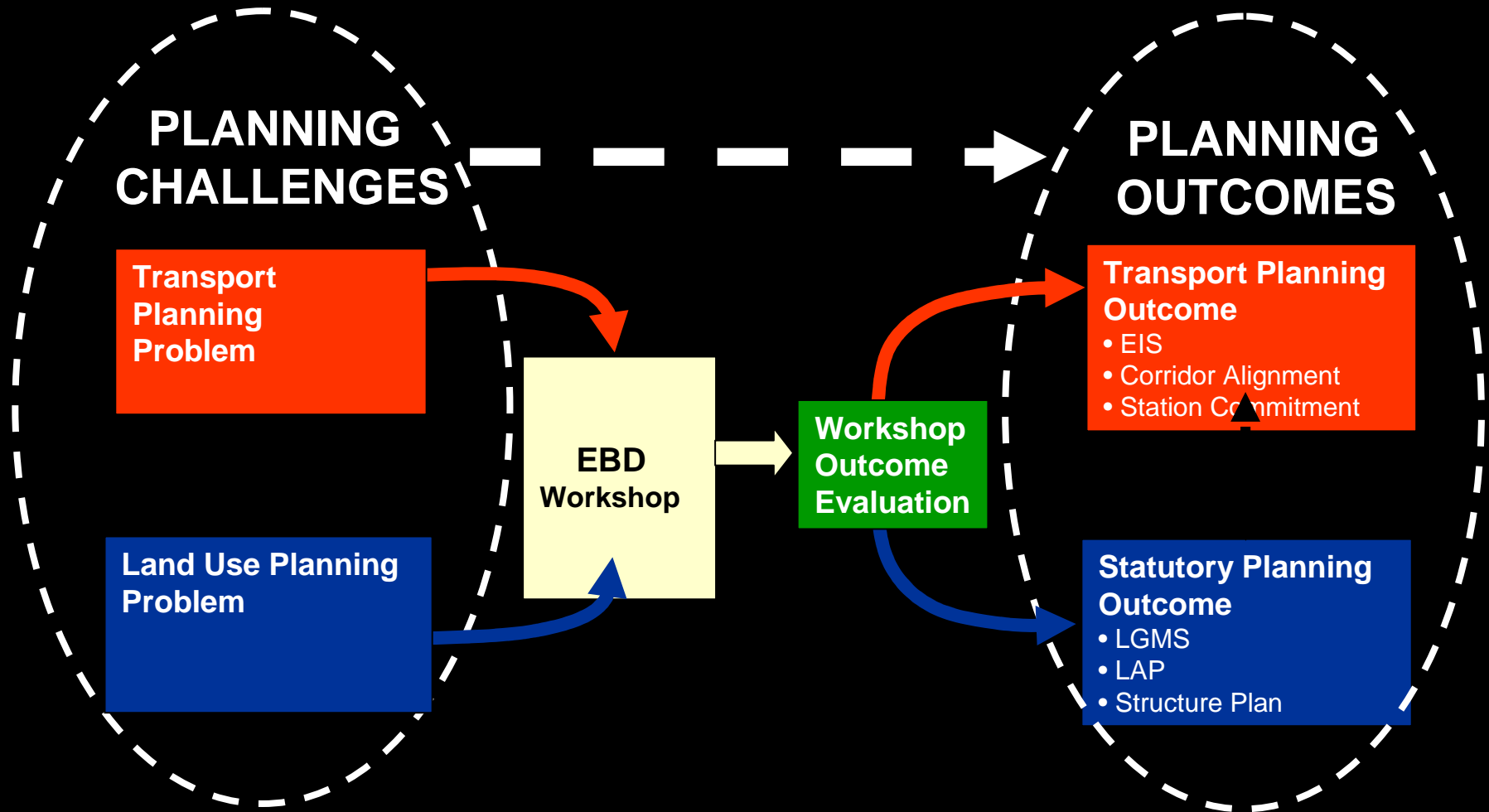


Transport/Land Use Planning Challenges

- ➔ Disciplines – planning projects vs transport planning projects
- ➔ Jurisdictions – local government roads vs state mass transit
- ➔ SEQ rapid growth + infrastructure program
- ➔ Windows of planning/influencing opportunity
- ➔ No organisational commitment to EbD



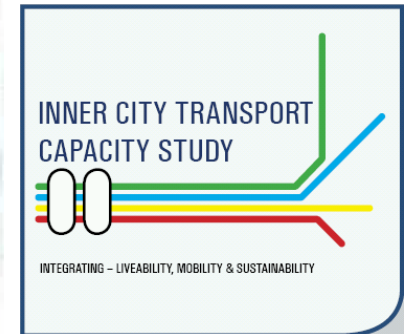
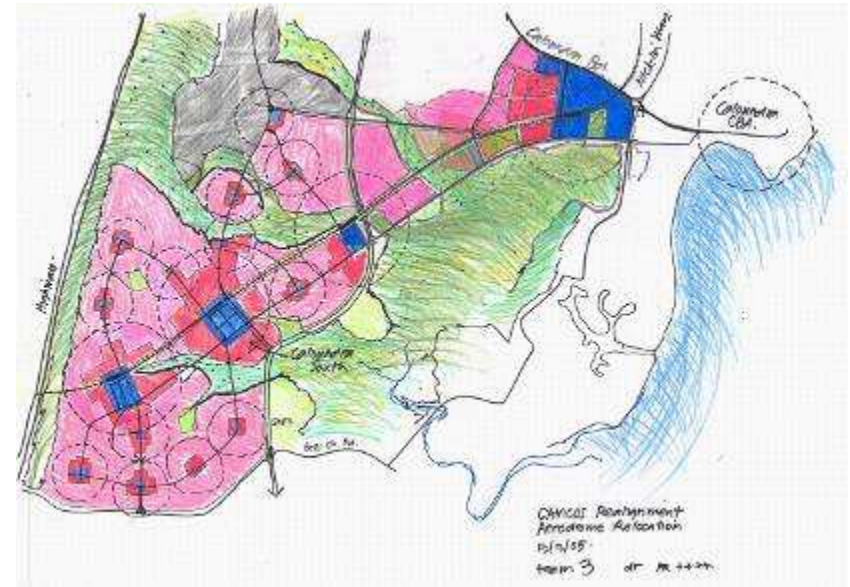
Transport EbD's - Influencing Opportunities



EbD's & Transport Planning

Optimal Corridor Alignments & Urban Structuring

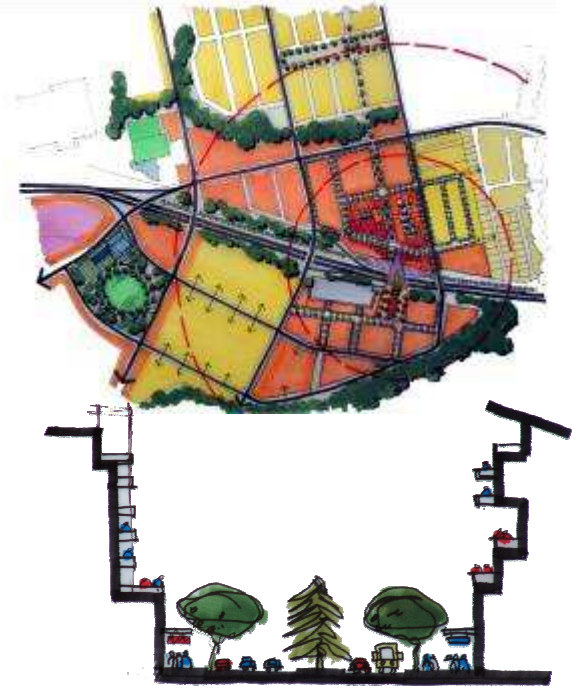
- ➔ Caltoc
- ➔ Inner City Capacity Study
- ➔ Hamilton North Shore
- ➔ Northern Transport Corridor
- ➔ Nautilus



EbD's & Transport Planning

Optimal Station & Centre locations = TODs

- Edmonton (Cairns)
- Maroochydore Town Centre
- Kawana Town Centre
- Darra to Ellen Grove rail stations
- Springfield Lakes rail station
- Rochedale Busway Station
- Varsity Station Village
- North Ormeau/Pimpama rail stations



Qld Transport's EbD Approach

- Short - 1.5 to 3 days
- Sharp - focussed suite of issues, often quickly geared up
- Limited participants:
 - primarily state & local gov technical
 - urban design team leaders + technical 'experts'

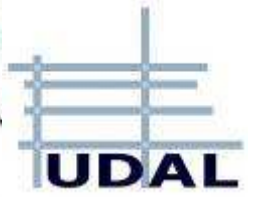
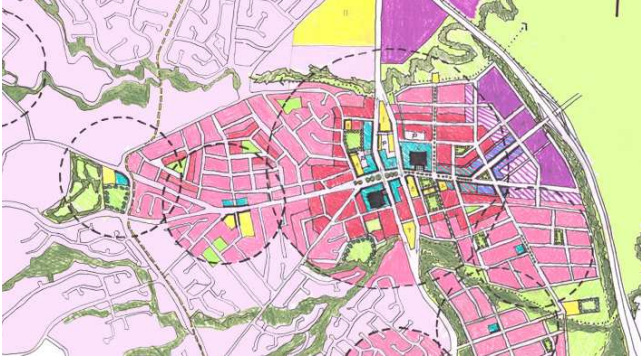


Design Workshops

FOR

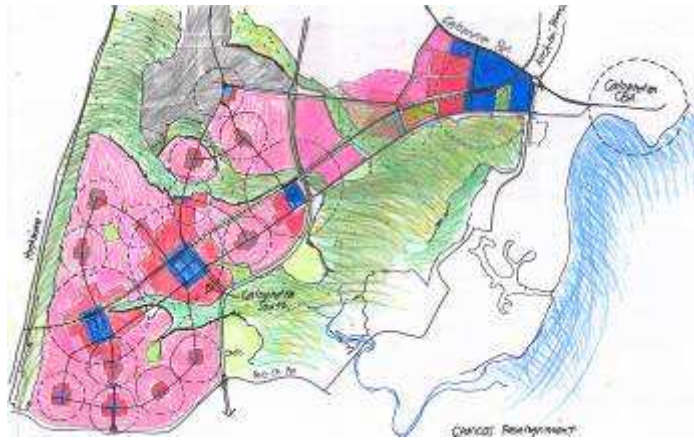
INTEGRATED TRANSPORT

Edmonton

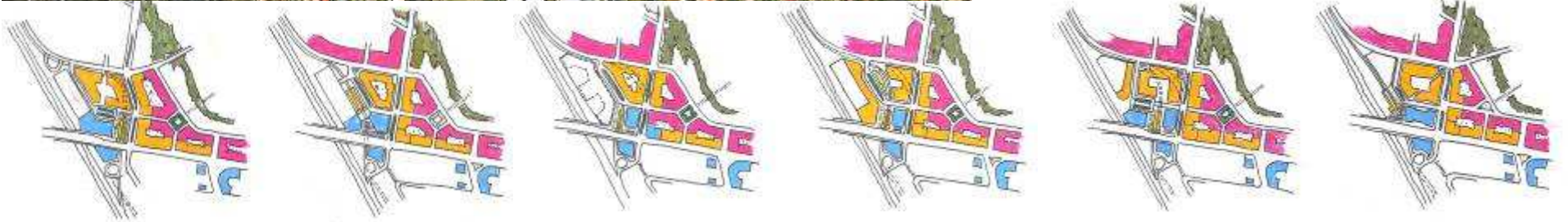


TRADES & SERVICES

CaITOC



Rochedale Bus Station



1.



2.

3.

4.

5.

6.



Queensland Government
Queensland Transport



The story so far ...

- .. of effective input to key decisions and 'value for money'
- .. of lack of systemic organisational commitment

Next chapters ... ?

- Increased opportunities with major transit projects
- Embracing broader range of stakeholders & participants

