will enable public transport services to commence in advance of population growth, before people get used to using private transport. And better provision for walking and cycling links can enhance access to local employment and recreational facilities, and public transport interchanges.

ACTIONS:

S 10.10	Initiate a project for a transit precinct redevelopment, to show how the current urban form can be made to support more sustainable transport.
S 10.11	Promote establishment of "transit" precincts to encourage more intensive urban development within easy reach of public transport.
S 10.12	Provide incentives in local planning schemes and other regulations to encourage more intensive development in 'transit' precincts.
KA 10.13	Concentrate urban growth up to 2011 at key public transport nodes to help build on and support investments in public transport.
KA 10.14	Encourage redevelopment of existing residential and commercial areas at public transport nodes to increase the mix and intensity of development.
A 10.15	Develop a land use/transport corridor development process to coordinate major public transport investments with supporting urban development.
KA 10.16	Incorporate transport infrastructure plans in planning legislation to ensure existing and planned major roads are shown in all local government planning schemes, and public transport, walking and cycling infrastructure is provided as a part of urban development, and the use of public transport is promoted from the outset.

Note: Actions 5.25, 5.26 and 5.27 also refer to urban planning measures to support public transport.

Integrating transport and land use solutions

The concept of "Greenways" offers an example of how to combine more flexible public transport vehicles, new intelligent transport technology and better designed neighbourhoods.

Instead of relying on static "traffic calming" devices like speed tables or street closures, new or existing local streets could be designed to allow only specially tagged vehicles to pass strategic points fitted with boom gates or other electronically operated barriers. Of course, pedestrians and cyclists could also pass these points without operating the barriers.

These types of approaches could provide small public transport vehicles, emergency vehicles, waste collection vehicles and local traffic with direct access, while eliminating the possibility of through traffic using the street.

Urban communities which support more sustainable transport

New and redeveloped communities must be planned around public transport and non-motorised transport, not private motor vehicle travel, through:

- concentrating new urban development around major public transport stops and stations to restrain urban sprawl and concentrate passenger demand within easy reach of public transport routes;
- ensuring residential and other compatible land uses are better mixed;
- putting the right businesses in the right places, so those businesses to which people can walk are located near public transport, and those businesses which require car and truck access are located near major roads;
- concentrating major employment growth and other activities in agreed major centres which are well served by public transport;
- improving bus, cycling and pedestrian connectivity and access to economic and social activity centres;
- allowing developers to supply less car parking in return for improved public transport access; and
- encouraging developers to support early operation of public transport services.

URBAN GREENWAY