



Fastrack
Australia

Regionalisation Urbanisation and High Speed Rail for Regional Cities

#5 Regional cities must manage their own development

REGIONALISATION IS A MOONSHOT OBJECTIVE TO RECOVER FROM THE RECESSION

- 1 Regionalisation drives higher economic growth
- 2 High speed rail is essential for regional development
- 3 A national high speed network in Australia
- 4 Under federal government leadership and funding
- 5 Regional cities must manage their development
- 6 The Rail Industry must step up to improve its services

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UNDER THE
LEADERSHIP AND
FUNDING OF THE
FEDERAL
GOVERNMENT

The Australian Government must

Use high speed rail as a lever for regional economic growth

Provide the national 'below rail' infrastructure

Establish regulatory authorities for safety and competition

Regional governments must manage their own growth

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Regionalisation drives higher economic growth

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Regional cities must manage their development

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The Rail Industry must step up to improve its services

REGIONAL CITIES MUST TAKE RESPONSIBILITY FOR THEIR OWN DEVELOPMENT

Regional cities must take the lead to plan and manage the population growth and development of their city

- An integrated land use and transport master plan
- Develop the station for business and leisure
- Develop the station precinct to activate the city
- Develop metro services for a compact, liveable city

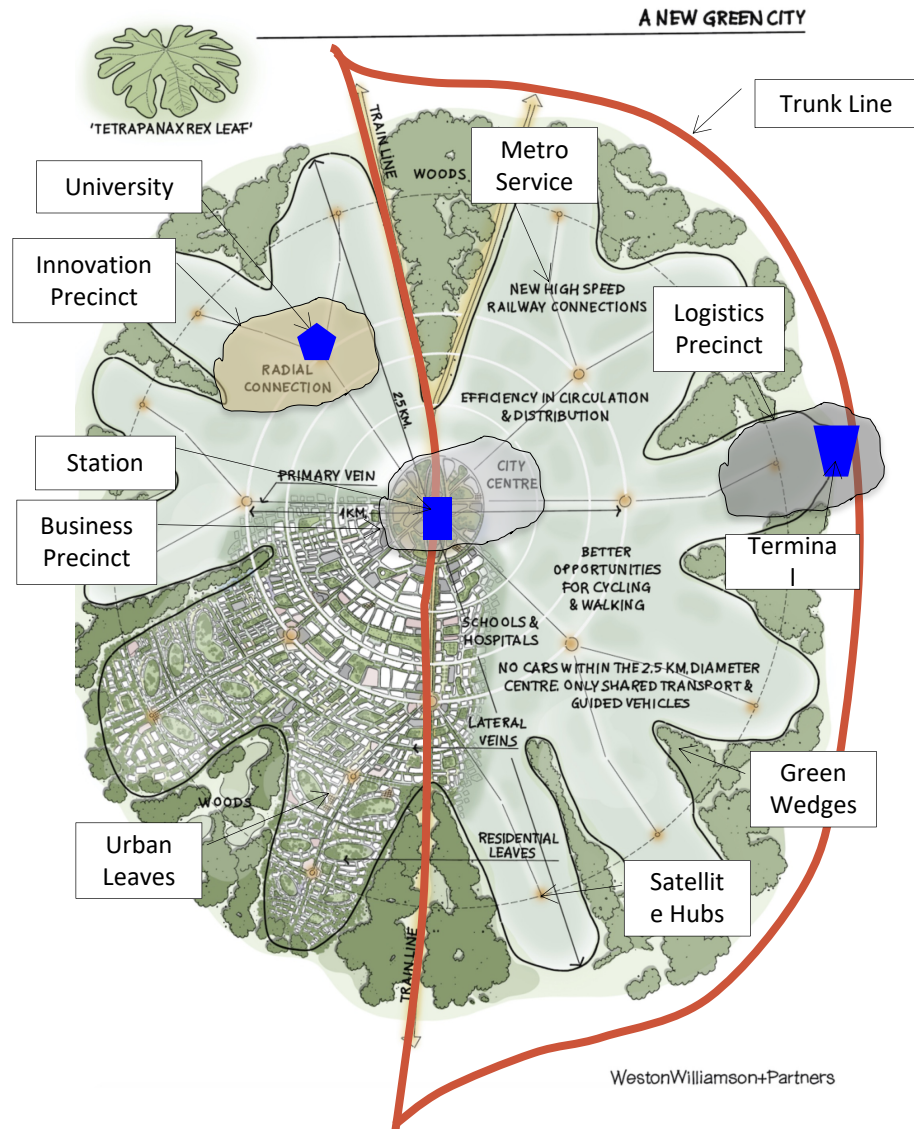
Urban development is combined with HSR rollout in China

The massive development of HSR in China goes hand in hand with the massive development of new urban areas, especially in small to medium-sized cities*

- There are at least 139 cities with at least one “HSR new town” in China
 - The municipal government puts the new HSR station in an undeveloped area and bundles it with an urban development plan of the “HSR new town”
- The municipal government gains significant fiscal revenues through land sales to real estate developers
- One study showed that the development of the HSR station contributed about 3–13% land value increase in the nearby area
 - The effect is stronger if the land is closer to the HSR station

*Source: World Bank (2019), China’s High-Speed Rail Development

Regional cities must develop an integrated transport and land use master plan



Adopt best practice urban planning for a compact city with highly desirable suburbs

- Central and satellite activity centres that act as community and transport hubs
- Suburban areas interspersed with green wedges
- Metro service connecting activity centres

Redevelop the station precinct to activate the city and create value to fund infrastructure

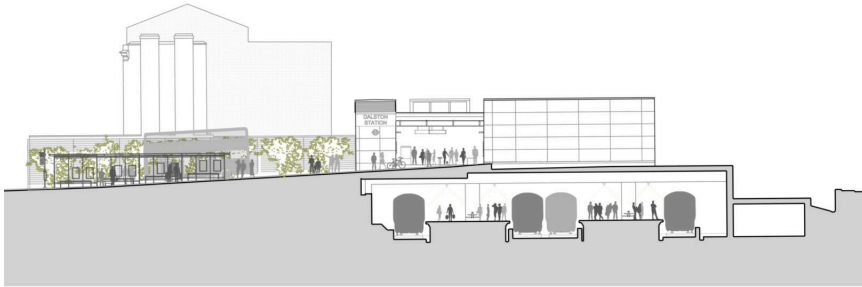
- Central station becomes an integrated business and transport hub
- Station precinct becomes the central business district for the city

Plan for future transport needs

- Trunk line skirting city to avoid noise of passing trains
- Multi-modal terminal and logistics hub
- Corridors for metro network

Develop a station that is a destination for business and leisure

Stations are becoming destinations for shopping, leisure and business, with facilities such as gyms, hairdressers, meeting spaces and offices*



Example: Dalston Junction station

A new station on the London overground opened in 2010, under a new mixed-use residential development incorporating shops, a new public square and a key interchange with the bus station

- Of nearly a million weekly visitors to London's St Pancras station, a quarter come to eat, drink or shop rather than take a train.
- New York's Grand Central Terminal is a tourist attraction and local destination with delis, bakeries, newsstands, fresh food market, and more than forty retail stores.
- Regus has drop-in workplaces at major stations around Europe. They offer a business lounge or private offices to professional workers that can be booked at short notice or on a flexible basis.

*Source: ARUP (2019), Future of Rail

Develop the station precinct to activate the city

The urbanisation of the HSR station precinct is a key factor in the economic development of regional cities in China



Key factors to maximise development benefits*

- The station should be located close to the city centre
- Land should be released for mixed-use development
- A transport hub with good local and regional services
- Signature architecture for image and sense of place
- A mix of public and private sector investment
- A development corporation to undertake collaborative public-private development of the station precinct

*Source: World Bank (2014), Regional Economic Impact Analysis of High Speed Rail in China

Develop metro services for a compact, liveable city

The City of the Future will be built around a different transport and urban paradigm based on fast rail and autonomous local services*

The new urban model

- A polycentric city linked by fast electric rail
- Local access based on autonomous “community”-owned electric cars and buses
- Supplemented by bicycles, electric bikes and scooters

Less space will be wasted on roads and parking

- enabling higher accessibility yet more usable public open space



*Source: Glazebrook and Newman, The City of the Future, *Urban Planning*, 3, 1-20

SUMMARY

REGIONAL CITIES MUST
TAKE RESPONSIBILITY FOR
THEIR OWN DEVELOPMENT

Regional cities must plan and manage the development of their city

Master plan

Station and precinct development

Metro services

The Rail Industry must step up to improve its services

LET US KNOW WHAT YOU
THINK



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