

CURTIN UNIVERSITY
PROJECT DELIVERY GUIDELINES

**TRANSPORT AND
MOVEMENT GUIDELINES**

000340



Curtin University

Details of revisions

Level	Details	Date	Initial
1	<i>Created with the Integrated Transport & Movement Plan as a source.</i>	<i>Mar-17</i>	<i>RPS</i>
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1 INTRODUCTION

The Greater Curtin Master Plan sets down a vision for transport and movement at the Bentley Campus. Its aim is to ensure that movement within campus is pleasant and intuitive, while connections to the wider community and Perth are logical, safe and convenient.

The purpose of the Curtin Integrated Transport and Movement Plan is to assist in achieving this vision through guiding an integrated approach to both the delivery and development of the University's transport and movement network. It provides a framework to assist decision-makers and staff in prioritising investment decisions that will work toward achieving the vision, create value and meet the needs of the University community today and in the future.

The development and implementation of the Plan is the responsibility of Curtin University Properties, Facilities and Development (PF&D). Coordinating the implementation of the Plan will be the responsibility of a dedicated Transport Coordinator, who will form part of PF&D Operations & Maintenance group.

Project proponents for a PF&D capital project should liaise with the Transport Coordinator in order to ensure that their response to the requirements of the project aligns with and, to the greatest extent possible, supports and delivers the desired outcomes of the Integrated Transport and Movement Plan. This document provides guidance as to Curtin's priorities for projects that have a transport and movement aspect to them, which will be confirmed by the Manager, Integrated Transport.

1.1 CURTIN REQUIREMENTS

1.1.1 DISABILITY ACCESS AND INCLUSION PLAN

Curtin University believes in creating equitable and inclusive access for people with a disability to its facilities, services, events and academic programs on all its Western Australian campuses.

The *Universal Design Guideline* has been developed to reflect a commitment to equity and inclusion for all by embedding Universal Design principles into project planning, design and delivery guidelines. Consultant architects, designers and engineers should make themselves familiar with the particular requirements of the *Universal Design Guideline* before responding to a project brief.

1.1.2 HEALTH AND SAFETY

Curtin University is committed to providing and maintaining high standards of health and safety in the workplace and will:

- ensure compliance with relevant legislation and the University's Health and Safety Management System
- promote an organisational culture that adopts health and safety as an integral component of its management philosophy
- ensure that health and safety is part of the business planning processes and that it is adequately resourced by all areas

- maintain an effective mechanism for consultation and communication of health and safety matters
- maintain an effective process for resolving health and safety issues and managing health and safety risks
- provide appropriate health and safety training
- regularly review health and safety performance to monitor the effectiveness of health and safety actions and ensure health and safety targets and objectives are met.

A copy of our Health and Safety Management Standards can be found at:

<https://healthandsafety.curtin.edu.au/local/docs/HSManagementStandards.pdf>

1.1.3 SUSTAINABILITY AT CURTIN

It is Curtin University policy that all new or refurbishment projects on site should support its status as Australia's first university to achieve a 5-star Green Star – Communities rating from the Green Building Council of Australia (GBCA). Designers should understand and incorporate the Green Star criteria into designs and specifications in order to maintain and enhance Curtin's Green Star status.

Information on the criteria can be found in the *PDG Green Star – Communities Design Guidelines*.

1.2 CURTIN UNIVERSITY EXPECTATIONS

The University's philosophy for transport and movement is to facilitate sustainable and active mode choices which make it easy and safe to get to and around Curtin in order to improve the user experience and enable connectivity for all members of the campus community.

This philosophy will shape future projects delivered by the University over the next 10 years and provide a reference point to ensure each new transport and movement project opportunity and initiative builds towards delivering the Greater Curtin vision.

Curtin's approach to transport and movement can be summarised as follows:

- it provides the University community with a range of transport options
- it communicates the transport options available in a coherent and engaging manner
- it provides mechanisms to allow the University community to make more informed transport decisions
- it promotes the benefits of active travel and reduced reliance of private vehicle use
- it enhances access to passive and active recreation activities.

Key to Curtin's approach to transport and movement is a hierarchy that prioritises pedestrians, cyclists and public transport users over single occupancy vehicles.

The Curtin University Shared Zone Design Guidelines provide additional insights into the design of spaces where transport and movement are shared between pedestrians and vehicles, with information on the priorities and balance required.

2 APPROACH TO INTEGRATED TRANSPORT AND MOVEMENT

2.1 TRANSPORT AND MOVEMENT HIERARCHY



The transport and movement hierarchy and the relative balance between, and priority of, various modes of transport is particularly relevant when integrating them into a shared zone. The Curtin University Shared Zone Design Guidelines will assist designers in this regard.

2.2 UNIVERSAL ACCESS

Improving accessibility and inclusiveness for students, staff and visitors with a disability will continue to remain a priority of the University. The University will continue to implement the strategies outlined in the Disability Access and Inclusion Plan 2012 – 2017.

The Curtin Universal Design Guidelines details seven Universal Design Principles specific to Curtin University, addressing:

- Equitable use – buildings and the public realm at Curtin should provide the same method of use for people with diverse abilities.
- Flexibility in use – the design of the Curtin University buildings and public realm should accommodate a wide range of individual abilities.
- Simple and intuitive use – the layout of Curtin University, including buildings and external environments should be logical, easy to understand without requiring any prior knowledge base of the campus, services and facilities.
- Perceptible information – provide adequate contrast between essential information/ amenities and their surrounds with visual, tactual, auditory contrasts.
- Tolerance for error – Campus layouts, designs, spaces, ongoing constructions and events are to be safe and logical to navigate.
- Low physical effort –the Campus should enable efficient and comfortable navigation with a minimum of fatigue.
- Size and space for approach and use – throughout the Campus, including buildings and external facilities, adequate space should be provided to accommodate a variety of users, regardless of body size, postures or means of mobility.

2.3 PEDESTRIANS

The University is committed to delivering a comprehensive and connected pedestrian network that:

- provides legible, safe, comfortable and enjoyable connections along key desire lines
- provides convenient access to and links important destinations such as retail, commercial, academic, cultural and recreational activities
- promotes a healthy and active lifestyle for people living, working and playing at the Bentley Campus.

2.4 CYCLISTS

Complementing the University's pedestrian pathways should be a well-connected cycle network that facilitates movement between key origins and destinations in and around the Bentley Campus. The University is committed to:

- delivering effective links into the external cycle networks
- advocating for improvements to the regional cycle network
- providing quality end-of-trip facilities.

2.5 PUBLIC TRANSPORT AND CAMPUS BUS

The University aspires to deliver an efficient and convenient public transport network to the heart of the Bentley Campus, which:

- maximises the public transport catchment and accessibility across campus
- delivers a high quality user experience
- provides seamless and legible interchange between modes of transport
- prioritises the need of an effective public transport network over private vehicles
- interfaces with and supports appropriate land use activities
- contributes to the creation of a high quality and strong urban character
- sets an outstanding local context to tie into future external transit priority facilities.

2.6 CAR POOLING

The University wishes to facilitate more efficient private vehicle use through measures such as carpooling and ride sharing. The total number of car parking bays on Campus is capped, regardless of future growth, demonstrating the need to make better use of the facilities provided. By sharing a ride, the pressure on the demand for car parking is eased, making it easier to find a bay and reducing the community's reliance on private vehicles.

2.7 MOTORCYCLES AND SCOOTERS

The University wishes to make more efficient use of land allocated to car parking. Motorcycles and scooters require significantly less land to park and offer reduced emissions when compared with single car occupancy.

2.8 SINGLE OCCUPANCY VEHICLES

The University aims to manage the use of single occupancy vehicles and associated parking provision in a way that encourages public transport use, prioritises pedestrian amenity and distributes parking equitably across the Campus.

The intent is not to remove peoples' ability to drive to Curtin, penalise those who lack realistic travel alternatives or to simply raise revenue.

The key objectives for parking supply and management at Curtin are to:

- reflect leading practice in other activity centres locally
- acknowledge that Perth's population is growing and traffic and parking demands on and around Curtin will increase
- provide parking that meets the diverse needs of visitors to the University (from short term to all day and out-of-hours access)
- be financially, socially and environmentally sustainable
- continue to reinvest parking revenue into sustainable transport options.

3 REFERENCES

Greater Curtin Master Plan

Academic Heart Design Guidelines

Universal Design Guidelines – Built Form

Integrated Transport and Movement Plan

Green Star – Communities Design Guidelines

Curtin University Shared Zone Design Guidelines