Ethics and Transport Planning Symposium

Co-hosted by RMIT University and The University of Melbourne

RMIT University, Swanston Street, Melbourne
Building 80, Level 10, Room 10 (80.10.10)
Saturday 2 and Sunday 3 February 2019

Final symposium program

Supported by

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Melbourne Sustainable
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Welcome

The joint RMIT University and University of Melbourne organizing committee welcomes you to the Ethics and Transport Planning Symposium. Thank you in advance for your contribution, and a special thanks to colleagues who have travelled from interstate and overseas to attend.

The Ethics and Transport Planning Symposium brings together activists, academics, and built environment professionals who are thinking critically about the state of transport planning in Victoria and beyond. Building on a three-part public conversation series held at RMIT University in August 2018, the symposium will explore the ethical questions that confront politicians, policymakers and planners doing urban transport planning for contemporary cities and regions. It has two principal aims: (1) to grow a critical mass of thought-provoking perspectives on transport planning and (2) to explore new possibilities for collaborations across academia and practice.

The organizing committee thanks the leadership of RMIT University Centre for Urban Research and Melbourne Sustainable Society Institute (MSSI) at The University of Melbourne for their generous financial support. We also thank staff at both organizations who played an important role in organizing the event. In addition, thank you to the Victorian Chapter of the Australasian Early Career Urban Research Network (AECURN) for their assistance and financial support.

The organizing committee

The idea for the symposium was hatched at SOAC 2017, in Adelaide, when a group of transport academics, early career researchers and Ph.D. candidates from Australia and New Zealand met to discuss ways of increasing collaboration in research. Co-hosting an inaugural symposium has put this goal into practice, and the organizing committee is grateful to our colleagues for backing the initiative.

Members of the organizing committee represent numerous programs and research groups based at both institutions. At RMIT University, committee members are drawn from the School of Global, Urban and Social Studies Planning and Transport in City Regions Program, Critical Urban Governance program and Transport@RMIT. At The University of Melbourne, committee members are drawn from the Melbourne School of Design's Department of Urban Planning and Design, MSSI's Future Cities Research Cluster and the Informal Urbanism and Transport, Health and Urban Design (THUD) research hubs. Members of the organizing committee are:

- Rebecca Clements, Ph.D. Candidate, The University of Melbourne
- Dr Andréanne Doyon, Lecturer, Sustainability and Urban Planning, RMIT University
- Dr Crystal Legacy, Senior Lecturer in Urban Planning, The University of Melbourne
- Nathan Pittman, Ph.D. Candidate, The University of Melbourne
- Scott Przibella, Senior Transport Planner, Transport for Victoria and MPA Candidate, The University of Melbourne
- Dr Jan Scheurer, Lecturer and Researcher in Urban Sustainability and Transport Planning, RMIT University
- Dr John Stone, Senior Lecturer in Transport Planning, The University of Melbourne
- James Whitten, Ph.D. Candidate, University of Melbourne
- Dr Ian Woodcock, Senior Lecturer and Director of Urban Design, Faculty of Health, Arts and Design, Swinburne University (formerly RMIT University)

Enquiries about the symposium can be sent to transportsymposium2019@gmail.com

Symposium Program

FRIDAY 1 FEB

05:00 pm	Drinks	The Clyde, Elgin St. Carlton (Rooftop bar)
07:00	Dinner	The Clyde, Elgin St. Carlton (Ground floor bistro)

SATURDAY 2 FEB

8:15 am	Registration	
8:45 am	**Welcome**	Dr John Stone
9:00	**Keynote speaker**	
	Dr Joan Staples	RMIT University
9:45	**Academic session 1**	Chair: Dr Crystal Legacy
	Rebecca Clements	Now what? Radical democratic socialist frameworks for ethical 21st century urban planning and activist organization
	Laurel Johnson	Transport system failure and neighbourly love: The ethics of social capital as mobility capital
10:45	Break	
11:00	**Academic session 2**	Chair: Nathan Pittman
	Dr Claudine Moutou and Wendy Shiqiao Wang	Developing the ethical argument map for negotiating better transport options and health outcomes for older people
	Dr Annette Kroen and Dr Elizabeth Taylor	Next in line? Transport disadvantage and the late delivery of transport options in Melbourne's new growth suburbs
	Hulya Gilbert	What would transport policies look like if the car was not an option for the daily movements of families with children?
12:30 pm	Lunch	
1:30	**Keynote speaker**	
	Dr Suelette Dreyfus	The University of Melbourne
2:15	**Academic session 3**	Chair: Dr Ian Woodcock
	Richard Barter and A/Prof Robert Isler	Using positive psychology concepts to improve challenging interactions between drivers and cyclists
	Laura Aston	Methodological bias in transport and land use research: reinforcing the limits of understanding
3:15	Break	
3:30	**Academic session 4**	Chair: Dr Jan Scheurer
	Gerry McLoughlin	Where is the environment in the West Gate Tunnel EES?
	Lara Mottee	Generating Accountability through EIA Follow up: The South West Rail Link in Sydney NSW
4:30	**Panel 1 – Exploring ethics and practice**	Chair: James Whitten
	Marion Allison	Citizen planner
	Eric Keys	Cross Yarra Partnership and RMIT University
	Iain Lawrie	Transport for Victoria and The University of Melbourne
	Ben Lever	Public Transport Users Association (PTUA) Ballarat Branch
	Cr Rosemary West OAM	City of Kingston
6:00	Close	
7:00	Social event	The Queensbury Hotel, Swanston St. Melbourne

SUNDAY 3 FEB

9:30 am	Registration	
10:00 am	**Academic session 5**	Chair: Dr Elizabeth Taylor
	A/Prof Janet Stanley	The importance of regional local transport
	Todd Denham	Regional Fast Rail and Regional Development: Irrigation or Desertification?
	James Whitten	Towards an ethics of scale? The case of high-speed rail planning in Australia
11:30	Brunch	
12:00 pm	**Academic session 6**	Chair: Dr Sophie Sturup
	Iain Lawrie	Planning and equity considerations of a 'Trackless Tram-Entrepreneur Rail Model'
	Dr Jan Scheurer and Dr Ian Woodcock	Navigating the ethical challenges of Trackless Tram promotion
1:00	**Panel 2 – Reflections and next steps**	Chair: Dr Crystal Legacy
	Dr Jan Scheurer	RMIT University
	Dr John Stone	The University of Melbourne
	Dr Sophie Sturup	Xi'an Jiaotong Liverpool University
	Dr Elizabeth Taylor	RMIT University
	Dr Ian Woodcock	Swinburne University
2:00	Close	

Academic Sessions and Panels

Academic session 1
Chair: Dr Crystal Legacy, The University of Melbourne

Now what? Radical democratic socialist frameworks for ethical 21st century urban planning and activist organization
Rebecca Clements, The University of Melbourne

Within the context of urgency for radical change, I will draw on the recent cascading sense of doom emerging in urban discourse to suggest more radical, possibly uncomfortable, but emancipatory changes in direction for urban planning and politics. Drawing on recent arguments in the field, I argue that embracing the extent of the creeping sense of failure among urbanists as well as the re-emerging direct critiques of capitalism can shift unhelpful hopes in status quo operation towards a more helpful consciousness of social, political and economic alternatives, and to negotiate new activist roles and strategies within the profession. I argue that a rediscovery and re-creation of radical socialist frameworks for the 21st century offer an effective ontological vocabulary for recreating ourselves and our mode of operation within urban planning practices. An explicit rejection of capitalistic frameworks and a new active pursuit, embrace and dissemination of new socialist activist knowledges, modes of planning and governance, and informal, strategic organisation can offer planners emancipatory paths of reflection and a chance for re-evaluation of available goals and tactics. I will suggest what this may mean tangibly for planning professionals via discussion of socialist characteristics and reflection on my own work in transport planning and research.

Transport system failure and neighbourly love: The ethics of social capital as mobility capital
Laurel Johnson, The University of Queensland

Social capital theory identifies the bonds that exist between individuals and within communities as a source of power. In some communities, this power is activated to deliver mobility services that would otherwise not be afforded to individuals and groups within those communities. The galvanisation of social capital for mobility outcomes is evident at a site of ongoing longitudinal transport research in Brisbane, Australia. In the suburb of Ellen Grove, both bonding and bridging social capital work to fulfil mobility needs where the publicly funded transport system is failing. In this neighbourhood, volunteer drivers use either their own vehicles or a church sponsored mini-bus to transport residents to their desired destinations, including medical appointments. While it is important to acknowledge this activity as a positive expression of social capital, the ethical question here is that the reliance on community members as volunteer drivers masks the failure of the public transport system. This situation is disquieting because this neighbourhood is both one of the most socio-economically disadvantaged communities in the metropolitan area and the location of considerable transport investment in the past decade. Within and around this community, there has been over $100 million of transport infrastructure and transport service investment, yet the goodwill of its driving and car owning residents provides a vital transport service for many. How sustainable is this benevolent activity and more importantly, is it ethically tolerable for the metropolitan residents who are most in need of a responsive, affordable and reliable public transport service to depend on the kindness of their neighbours for mobility? Is this failure to adequately service disadvantaged communities the result of an ethical void in the transport system?

Academic session 2
Chair: Nathan Pittman, The University of Melbourne

Developing the ethical argument map for negotiating better transport options and health outcomes for older people
Dr Claudine Moutou and Wendy Shiqiao Wang, University of Technology Sydney

It is well-established that physical activity improves health and well-being, and that difficulties with mobility or access can lead to a disengagement of everyday activities and/or quality of life. Despite this, decisions about the provision of transport choices such as public transport, community transport and changes that support walking and cycling are not consistently provided across the community. Poor transport choices can entrench economic, health and social disadvantage and reinforce community beliefs about whose mobility should be prioritised.

Kingdon's Multiple Stream Analysis (MSA) provides a useful theoretical framework to understand how problems, policies and politics need to converge to create policy windows for changes to the status quo to occur. This paper uses the MSA framework to reflect on how ethical rationale is incorporated in problem-framing, policy arguments and political buy-in which may result, albeit unintended, in lower prioritisation of better mobility choices and access for transport disadvantaged communities.

Older people whose mental and physical health is impacted by declining mobility independence and limited travel choices is used as a case example of transport disadvantage. Standard approaches to transport decision making do not help to prioritise older people as deserving of improved mobility choices as their economic productive years are in the past and remaining lifespan relatively short. This acts as an impediment for older people and their advocates to set up and fund mobility and access initiatives – such as cycling without age - that are known to improve positive quality of life outcomes for older people.

Through a process of ethical argument mapping, the paper outlines the logical impact of different ethical arguments on the problem, policy and politics streams and what may be needed to make faster progress towards inclusive mobility and access for older people as envisioned in the UN's Sustainable Development Goals and New Urban Agenda.

Next in line? Transport disadvantage and the late delivery of public transport in Melbourne's new growth suburbs
Dr Annette Kroen and Dr Elizabeth Taylor, RMIT University

To enable social participation means to enable mobility. For multiple historical and economic reasons, Melbourne's transport infrastructure and services are unevenly distributed. Public transport, in terms of both density and frequency of service, is concentrated in inner and to some extent middle suburbs. Along with factors including differing land use patterns and densities, lower public transport provision in newer outer suburbs means residents in Melbourne's outer areas rely mainly on private motor vehicle travel. Therefore, efficient public transport, and infrastructure that supports walking and cycling, is critical to address transport inequities and related health disparities evident between residents of established, well-serviced suburbs and residents of Melbourne's growing outer suburbs.

Inadequate and delayed transport delivery to greenfield suburbs is recognised as a pressing urban planning problem. Current policies such as Plan Melbourne promise transport choice in outer urban areas, but years or even decades pass between the arrival of new residents and non-car transport infrastructure and services. While current growth rates are putting pressure on new Precinct Structure Planned (PSP) areas, there is also a backlog of public transport infrastructure in suburbs developed over past decades.

This paper analyses the current process of planning for public transport in Melbourne's growth areas and identifies reasons for delays in delivery of infrastructure and services. It draws on document analysis as well

as on interviews with staff in local government and state government agencies, housing developers, and other relevant stakeholders. Further, against a background of recent literature, the paper presents possibilities for changing processes and structures that might offer opportunities to improve the planning and early delivery of public transport. It considers what the equity costs and trade-offs made around planning and financing of transport mean for Melbourne as an increasingly divided city.

What would transport policies look like if the car was not an option for the daily movements of families with children?
Hulya Gilbert, The University of South Australia

The private car is currently the most dominant form of transport amongst families with school aged children, yet we lack transport policies which address this specific issue. On the contrary, many transport policies consider the lack of car ownership rates as a disadvantage, as opposed to developing strategies to reinforce and utilise this position of not having a car, towards a socially and environmentally sustainable future.

In the context of Western social norms, private car based travel patterns of children are generally seen as unavoidable outcomes of our modern society. In order to disrupt these views, we need transport policies that fully recognise the right to access equal and affordable sustainable mobility for all age groups.
This paper explores the general assumptions that guide various transport policies and social practices including the expectation that children are best accompanied by their parents (generally in a car) to be safe from the car traffic when accessing everyday services such as schools and sports. It articulates how this view counteracts with children's basic rights to have access to places to support their needs for learning and playing and participating in civic life.

Finally, the paper aims to emphasise the importance of transport as a social function, in re-shifting the centre of expectations and responsibilities for children's mobility, from individuals and cars, to the wider society through more sustainable means. This is in light of the view that cars don't afford freedom, they create dependencies for their owners while they restrict the mobility freedom of others, especially children.

Academic session 3
Chair: Dr Ian Woodcock, Swinburne University

Using positive psychology concepts to improve challenging interactions between drivers and cyclists
Richard Barter, Cycling Action Network and A/Prof Robert Isler, The University of Waikato

The aim of this conceptual paper is to help understand and improve some challenging interactions between drivers and cyclists that puts them at serious risk. At least in the foreseeable future, the great majority of cyclists around the world will have to continue to manage riding on roads that have no dedicated cycling infrastructure. They will have to share the road with vehicles that have no sensors or cameras that enable drivers to be more aware of their presence. Furthermore, cyclists have very little control over the behaviour of drivers around them. Based on these facts, our goal was to use positive psychology concepts to assist cyclists to use effective positive psychological strategies and resources, when sharing the road with motor vehicles, and encourage them to enjoy the experience. Given the lack or formal scientific research in this area, the authors hope the ideas and concepts in this paper will help researchers formulate new research questions and hypotheses and to engage into new programmes of research in this area. Survey information from the Share the Road [1] Campaign's workshops and a New Zealand Transport Agency report [2] provided insight into what New Zealand drivers and cyclists were thinking about each other. Applying positive psychology methods and interventions may lead to improved 'theory of mind' [3] skills in cyclists and drivers alike. This, by definition, could help them to understand each other's perspectives, which in turn, may lead to predicting each other's future behaviour more quickly, giving them more time to respond. Approaching one another with an open mind increases positive emotions, which, according to

Frederickson's 'broaden-and-build-theory' [4], can help in 'widening the array of creative and useful thoughts and actions'. This will assist them to be non-judgmental and less resentful and instead deepen their feelings of compassion and forgiveness when others make mistakes.

Methodological bias in transport and land use research: reinforcing the limits of understanding
Laura Aston, Transport for Victoria and Monash University

The built environment receives attention in transport and built environment research for its potential to influence travel patterns to reduce single occupant vehicle use. However, the context-sensitive nature of the built environment and transit use has led to a proliferation of local empirical models, with limited transferability to external applications. Can study design unlock new understanding of built environment and transit use using the established observational empirical approach? Or are new (behavioural and causal) methods required to facilitate successful adaptation of research into practice? The presentation summarises the results of meta-analysis to unpack the existing evidence, its biases and potential avenues for refinement of the conventional methodology.

Academic session 4
Chair: Dr Jan Scheurer, RMIT University

Where is the environment in the West Gate Tunnel EES?
Gerry McLoughlin, Swinburne University

Australia lives with a paradox: Climate Change scientists tell us that our climate is becoming more dangerous to our economy, our health and to future generations. How we live, mobility and climate policy are interdependent yet in implementation, the Victorian State Government has consistently made decisions that favour road based infrastructure and 'business as usual' (BAU) growth corridor land use developments.

This paper examines the West Gate Tunnel Project EES process as a paradigm case for a business as usual process to ask the question why climate change mitigation and adaptation appears to be a low priority within these processes. The genesis for this project is as an 'unsolicited bid' by Transurban, a private transnational company through an 'unsolicited bid' however the Project Proponent is a Government entity; the Western Distributor Authority {within Department of Economic Development, Jobs, Transport and Resources (DEDJTRE)}. The relationship between private and public has a number of significant implications: the very nature of planning, policy priorities, probity, transparency, and understanding if the public purse is getting value for money.

I argue this project, its structure; development and approval processes provide a case study of decision-making of a major road project and national climate target obligations under the Paris Agreement at their most divergent.

Generating Accountability through EIA Follow up: The South West Rail Link in Sydney NSW
Lara Mottee, Macquarie University and University of Groningen

In urban environments, state significant transport projects are frequently framed in Environmental and Social Impact Assessment (ESIA)'s by long-term integrated planning policy goals. These goals are proposed to generate positive social change at a regional-scale, but often present negative impacts at local-scales that take some time to realise. To adapt to these changes, and drive accountability for decision-making, ESIA Follow-up is applied post-approval to monitor and manage effects. Using the exemplar of Sydney's South West Rail Link (SWRL) project, this presentation discusses limitations of ESIA Follow-up processes in supporting political accountability for transport projects of state significance. Proposed as part of the NSW Government's planned South West Growth Centre, the delivery of the SWRL received high praise, commencing operations ahead of schedule and finishing on budget. The project underwent an extensive

two stage Environmental Impact Assessment (EIA) process, under the contentious former Part 3A of Environmental Planning and Assessment Act 1979 development approval pathway.

Research interviews with practitioners and decision-makers indicate that good practice ESIA was applied, and that the project is a success at the state policy-level, having delivered a new connection to service the future transport needs of the Growth centre. However, evidence collected visiting the stations on the line tell a different story. Over-flowing commuter carparks and footpaths to nowhere, begs the question: Were the needs of the local population adequately considered and who is now responsible?

This paper will briefly discuss the planning process of the SWRL and the assessments that helped inform the key project decisions that shaped its success. Drawing on preliminary findings from research interviews, it will also discuss challenges for ESIA Follow-up in generating accountability to address social impacts over-time. These findings highlight dilemmas for multi-level governance in managing the impacts of integrated land use and transport planning projects.

Panel discussion 1 – Exploring ethics and practice

At a fundamental level, ethics is concerned with how systems of values and principles translate into practice. We use ethics to build frameworks that turn our beliefs and theories about the world into actions. At one level, therefore, ethics relates to the morality of values and principles—do they meet a universally accepted set of standards? Do the ethics of one group in a community exceed that of another's and if so why? At another level, ethics relates to the consequences of our actions and the efficacy of intentions in the real-world—does planning rhetoric, for example, translate into urban reality? To what extent did that governance framework or this planning strategy produce the outcome we intended?

In the era of 'fake news' and unprecedented deficits of truth in public discourse and politics, it would seem that both sides of the ethical equation—values and principles on the one hand and desired futures on the other—float in a state of fragmentation and flux. But with climate change and economic inequality threatening the fundamentals of our environment and society, there has never been a more urgent need to pursue an ethically-grounded practice. Given the uncertainty of the contemporary moment and imperative to act, this panel puts armchair debates about the moral principles of planning to one side to identify the emergent practices that might point us towards new understandings about ethics and transport planning.

The discussion will explore the strategies that planners are formulating, in real time, to overcome the ethical dilemmas of contemporary practice. By taking a broad definition of 'practice' that includes activists, researchers, and professional planners, the aim is to create a space for thinking about new strategies that take us beyond the project-by-project battles fought by so many for decades. Within the respective fields of planning practice:

- How has our understanding or framing of problems related to transport planning changed in recent years?
- Based on current challenges, how have our strategies evolved to increase impact or the likelihood of success?
- Have our expectations changed in response to all the fragmentation and flux on the one hand and the urgency to act on the other?

Panel participants:
James Whitten, The University of Melbourne (chair)
Marion Allison, Progressive Planners Network
Eric Keys, Cross Yarra Partnership and RMIT University
Iain Lawrie, Transport for Victoria and The University of Melbourne
Ben Lever, Public Transport Users Association (PTUA) Ballarat Branch
Cr Rosemary West OAM, City of Kingston

Academic session 5

Chair: Dr Elizabeth Taylor, RMIT University

The importance of regional local transport
Associate Professor Janet Stanley, Melbourne Sustainable Society Institute

Equity arguments would say that people should have equal opportunities whoever they are and wherever they live. Many areas in regional Victoria are offering fewer opportunities, while over-population in Melbourne is causing similar problems. With current discussions about increasing regional populations, this talk emphasises the importance of provision of local public transport in regional areas for current and anticipated residents, if equity issues are to be improved for both groups.

Regional Fast Rail and Regional Development: Irrigation or Desertification?
Todd Denham, RMIT University

There is a distinct shift in Australian proposals for high speed rail (HSR) development. From the 1984 CSIRO proposal until recently, the focus of private and public sector HSR initiatives have been long distance intercity connections, typically including some or all of Melbourne, Canberra, Sydney and Adelaide. However, the Commonwealth's Faster Rail program is funding business cases that connect regional cities to the eastern seaboard metropolises, signifying that HSR is no longer seen as a transport solution, it is a panacea for metropolitan growth problems and regional city economies. This article outlines the theory and international experiences of HSRs propensity to 'irrigate' or 'desertify' the regions, and points to the need for more than just transport services to ensure positive outcomes for regional communities.

Towards an ethics of scale? The case of high-speed rail planning in Australia
James Whitten, The University of Melbourne

Ethical considerations would seem to be somewhat removed from the subject of high-speed rail. Large infrastructure projects conjure images of complex engineering works and the highly efficient organizational systems that make them possible—armies of project managers and design consultants scratching their heads, not social scientists and moral philosophers. Large transport infrastructure is, however, fundamentally a distributional entity because it concentrates vast economic resources and then controls, quite precisely, how access is granted and thus the 'goods' of modernization dispensed. Ethical considerations in the planning of high-speed rail emerge from its selective capacity to modify accessibility at large planning scales, thereby extending (or withholding) connectedness to economic opportunity, social infrastructure and more fundamental human needs like proximity to family and friends. Moreover, introducing high-speed rail into underperforming regions can accelerate processes of uneven development by creating the conditions for imperfect competition. An ethical approach to its planning would therefore consider both the positive *and* negative distributional effects. Although the social effects of high-speed rail are profoundly spatial and place-based in nature, the planning tools used to evaluate its "social profitability" largely overlook such factors.

This paper investigates the ethico-philosophical frameworks that inform high-speed rail development. Specifically, it explores the scale limitations of technologies like cost benefit analysis and computable general equilibrium modelling that are used in its planning. Rather than resurrect well-worn critiques of bureaucratic rationality and apply them to recent high-speed rail proposals, this paper tenders an alternative perspective that foregrounds questions of scale. In the place of a utilitarian ethics, which undergird rational planning technologies like cost benefit analysis, the possibilities of an 'ethics of scale' are explored (Fletcher 2015) with a view to imbuing high-speed rail planning with relational sensibilities. Turning the attention of planners towards questions that are sociospatial in nature would, it is argued, highlight ethical considerations to do with social equity and justice. In conclusion, the paper suggests that the physical size and socio-technical complexity of high-speed rail limits the utility of rational planning technologies in understanding its urban effects.

Academic session 6

Chair: Dr Sophie Sturup, Xi'an Jiaotong Liverpool University

Planning and equity considerations of a 'Trackless Tram-Entrepreneur Rail Model'
Iain Lawrie, Transport for Victorian and The University of Melbourne

The social, environmental and equity advantages of effective mass transit, and the limitations of auto dominated urban forms have been long understood. Yet, except in unique urban contexts, government funding is required for the capital, maintenance and operational costs of public transport systems. Competing demands on public funds, rapid urban growth, and conflicted transport related policy decisions have resulted in transit networks struggling to erode the auto dominance found in Australian cities. In this context, alternative models which liberate the development and operation of mass transit services from direct government funding are of interest.

New rubber tyred, optically guided 'Trackless Tram' technology purports to offer the mobility and city shaping advantages of light rail at a fraction of the disruption and initial capital cost. Low cost of deployment is argued to enable an 'Entrepreneur Rail Model' whereby such services could be rolled out at city scale without direct government subsidy.

This paper offers initial thoughts on planning and equity considerations of a 'Trackless Tram-Entrepreneur Rail Model' approach. It considers how fully privatized transit development might relate with existing publicly funded (if privately operated) transit networks. It raises questions around the interplay with traditional land use planning approaches and how the concept may sit within the rapidly evolving domain of Mobility as a Service and shared autonomous vehicles. The paper concludes by setting out a range of further research based on these questions.

Navigating the ethical challenges of Trackless Tram promotion
Dr Jan Scheurer and Dr Ian Woodcock, RMIT University

The trackless tram is a new public transport technology developed by the Chinese corporation CRRC and applied on a 6.5-km trial operation in the city of Zhuzhou since 2018. The technology uses semiautonomous rubber-tyred vehicles of comparable size and performance characteristics as Light Rail Transit; however, these vehicles operate on virtual tracks detected by GPS and/or optical guidance systems and thus avoid the construction and maintenance cost associated with steel tracks as well as offering the flexibility to make detours from its dedicated infrastructure if and when required.

Trackless trams have been mounted as a low-cost solution for intermediate-capacity public transport in Australian cities and as an agent to mobilise private developer-led infrastructure funding, potentially enable a much faster rollout of high-quality public transport infrastructure in both Greenfield and urban intensification areas than what has been the case in the past (Newman et al, 2018). The technology, however, remains untested under Australian conditions, and many details concerning regulatory adjustments and the extent and composition of final installation and operation costs remain uncertain.

Using Currie's (2018) model of the 'hype cycle', this paper will explore the role of transport researchers in navigating, and if possible mitigating, the trends of inflated expectations followed by disillusionment that typically accompany the popularisation of new technologies and in some cases, lead to their premature obsolescence. How and to what extent are trackless trams currently over-spruiked by their proponents, under-valued by their critics, and does this dynamic have the potential to detract from their swift adaptation as an innovative addition to the mix of public transport modes in Australian cities?

Panel discussion 2 – Reflections and next steps

In this concluding panel, chairs from several academic sessions will regroup to share their insights and reflections from the symposium. What ideas and concepts have shed new light on the topic of Ethics and Transport Planning? What themes cut across the sessions, drawing individual investigations together? Based on what we know and have learned about the barriers to more sustainable and just transport outcomes for our cities and regions, how can we, as researchers and practitioners, respond to and advance a progressive agenda in practice?

These questions, and others, will then frame a discussion about next steps: how do we best cultivate the critical perspectives thrown up by the symposium, broadcasting the work of participants to wider audiences with a view to impacting practice?

Panel participants:
Dr Crystal Legacy, The University of Melbourne (chair)
Dr Jan Scheurer, RMIT University
Dr John Stone, The University of Melbourne
Dr Sophie Sturup, Xi'an Jiaotong Liverpool University
Dr Elizabeth Taylor, RMIT University
Dr Ian Woodcock, Swinburne University

Biographies

Marion Allison, Progressive Planners Network

Laura Aston, Transport for Victoria and Monash University

Laura is a PhD candidate in Monash University' Public transport Research Group. Laura's research focuses on how the built environment impacts public transport ridership patterns. Her project is one of seventeen multidisciplinary projects that form the Sustainable and Effective Public Transport Graduate Research Industry Partnership. Laura completed a Bachelor of Environmental Engineering and Bachelor of Arts at Monash University. Having previously worked as a sustainability consultant, Laura is interested in the role of public transport in providing sustainable and equitable mobility. Laura is key liaison between academic institutions and practice. She coordinates research networks at the Department of Transport, where she spent three years working as a transport planner. Laura is a Board Member and seminar convenor for the Institute of Transportation Engineers. In 2018, Laura organised a student leadership summit for students pursuing transport and related degrees, giving them an opportunity to hear from leading transportation practitioners.

Richard Barter, Cycling Action Network

Richard has always cycled for transport. He has lived and worked in Europe in countries with cycle friendly infrastructure, the benefits to all road users were clear. Some years ago after being tail gated by an angry bus driver he helped initiate the first Bus Driver/Cyclist workshop in Auckland. Now a robust nationwide campaign, Richard brings 30 years of community development, public and private sector experience to managing the Share the Road Campaign with its goal of making safer roads for heavy vehicle drivers and people on bicycles. Over the past 6 years almost 6,000 people have attended Share the Road workshops, events or presentations which focus on good road sharing between heavy vehicle drivers and cyclists. We get drivers out on bikes and cyclists into trucks. Much has been learned from listening and observing these activities. Richard has gained the trust and support of hardened truck operators and gnarly cyclists in all corners of the country. He has a Master's Degree in International Development, reviews and designs Greenways Plans for Auckland Local Boards, is a committee member of Bike Auckland and founding trustee of the Active Transport Trust.

Rebecca Clements, The University of Melbourne

Rebecca Clements is a PhD Candidate in urban planning at the University of Melbourne, looking at car parking policy in Japanese cities. Her work broadly focuses on transport justice and accessibility, as well as urban governance and social equity, particularly interested in the conflicts between urban transitions and car dominance, and the role of planning in inequality.

Todd Denham, RMIT University

Todd is a PhD Candidate and Research Assistant at RMIT's Centre for Urban Research, investigating the relationship between regional-urban commuters and employment in regional areas, which includes consideration of the outcomes of regional transport development such as high speed rail. As a Research Assistant, Todd has been involved in projects investigating regional and outer suburban development, the application of infrastructure appraisal methods to social housing and agricultural value chains.

Dr Suelette Dreyfus, The University of Melbourne

Dr Suelette Dreyfus is a Lecturer in the Department of Computing and Information Systems at The University of Melbourne. She did her Bachelor's Degree at Columbia University (Barnard College) in New York and her Ph.D. at Monash University. She is a frequent public commentator in the media on IT-related

topics. Her main research areas are in: Cyber Security and Hacking Digital Privacy and Anonymity The impact of technology on integrity systems (whistleblowing) Social Media as a Tool for Language Learning in Schools She wrote the first mainstream book about computer hacking in Australia, which was subsequently made into two different films and translated into seven other languages. Rolling Stone Magazine described the work as 'entirely original', and the book has become a cult classic. For her research work on the impact of digital technologies on whistleblowing, she has been invited to appear before several parliamentary committees at a state and federal level in Australia. She has co-authored a number of international reports and papers in this area. She works with civil society not-for-profit NGOs internationally which seek to improve the whistleblower protection structures in their society, both in law and via use of technology. She has integrated these two research areas by co-developing an experimental program to teach journalists how to protect their whistleblower sources by improving data security and anonymity. Her e-education research work is in the use of social media for education. She initiated an innovative cross disciplinary project using social media to teach Chinese to Australian primary school children in Australia, and English to Chinese students in China. Prior to earning her PhD and entering academia, she trained and worked as a staff journalist on a major daily newspaper in Australia. Suelette is particularly enthusiastic about encouraging and supporting women in IT.

Hulya Gilbert, The University of South Australia

Hulya is an urban planner, demographer and researcher with over 10 years of industry experience with both local government and non-government sectors. Hulya studied Urban and Regional Planning at Gazi University in Ankara, Turkey and completed her Masters degree at UniSA. Her Masters thesis focused on the demography of higher-density neighbourhoods. She is currently completing her PhD on the role of child and youth friendly places in creating socially and environmentally sustainable neighbourhoods in the context of active travel and active play at the School of Art, Architecture and Design at UniSA, sponsored by CRC Low Carbon Living. She is the principal consultant at Planning Perspectives Plus, an Adelaide based, planning and demography consultancy business. She also works as a sessional academic at the Urban Planning discipline at UniSA.

Associate Professor Robert Isler, The University of Waikato

Associate Professor Robert B Isler is Graduate and International Student Adviser (Psychology), Senior Lecturer at The University of Waikato. Dr Isler's research interests include psychology-physiology interactions, eye movement behaviour and human factors in road safety issues, and cognitive processes such as memory and perception in humans. He is available to supervise graduate research in safety issues, and human performance, eye movement behaviour, human information processing, psycho-physiology and psychophysics.

Laurel Johnson, The University of Queensland

Laurel Johnson is an urban and social planner with over 30 years' experience in the public, private and academic sectors. She is a tenured academic in the University of Queensland's urban planning program. Laurel designs and delivers planning education for the next generation of town planners and undertakes urban research in the areas of transport disadvantage and social justice in cities. Her recent research spans a 13-year relationship with the most socio-economically disadvantaged community in southeast Queensland. She works with that community to report and advocate for transport improvements in that place. This research poses an ethical dilemma for her as a University-based researcher: What happens to Ellen Grove when she moves on to the next research project?

Eric Keys, RMIT University and Cross Yarra Partnership

Over thirty years experience in public transport planning, operations and delivery. I work extensively with governments, agencies and operators to formulate innovative responses to the challenges of providing efficient and effective public transport.

I have held various senior roles with government, operators and in consultancy at all times focused on

leading and implementing change. Most recently I was the Principal Manager Shadow Operations for the Sydney Light rail project. This role saw the award of the PPP contract to the ALTRAC consortium. Prior to this I was the Project Director for the Melbourne Metro Rail Tunnel project.

I'm perhaps best known for my work in strategic planning having supported many major planning studies including integrated development plans and major transport studies. As a consultant I have worked extensively throughout Australia and internationally.

My broad experience incorporates strategic transport planning, operations, statutory planning and technology management. I'm outcome focused with proven leadership and management capabilities.

Dr Annette Kroen, RMIT University

Dr Annette Kroen is a Research Fellow in the Centre for Urban Research. Annette is an urban and regional planner and her research explores integrated land use and transport planning, metropolitan governance, public participation and community engagement. Prior to joining RMIT University, Annette was a Research Fellow at the University of Applied Sciences and Arts in Dortmund, Germany and has also worked in transport and planning with the Victorian government. Currently, Annette works on a project on "Early delivery of equitable and healthy transport options in new suburbs", which analyses legislative, procedural and funding barriers to implementing early transport delivery.

Iain Lawrie, The University of Melbourne

Iain Lawrie is a PhD candidate in Urban Planning at the Melbourne School of Design. His PhD is investigating the relationship between emerging Mobility as a Service and Autonomous Vehicle technologies and efficient public transport networks in differing city typologies. This research builds on an MPhil completed in 2017 which investigated factors influencing passenger transfers between bus and rail services in Melbourne and Montreal. Whilst his professional background lies in policy advocacy and project development in the renewable energy sector, he currently supports research activities with part time work in the Victorian Department of Transport.

Dr Crystal Legacy, The University of Melbourne

Dr Crystal Legacy is a Senior Lecturer in Urban Planning at the University of Melbourne and a former Australian Research Council DECRA recipient (2014-2017). Crystal has published widely on the topics of transport politics, urban conflict, citizen participation, strategic plan-making, urban governance and infrastructure planning and has acted as a Guest Editor on several journal special issues including most recently for Urban Policy and Research ("Critical Urban Infrastructure" with A/Prof Wendy Steele). She is also on the editorial board for the journals Planning Theory and Practice (Comments and Reviews Editor) and Urban Policy and Research (Reviews Editor). Her current research interests include urban transport politics where she is currently working on a substantial body of work that seeks to reframe the role of citizens in transport planning in the 'urban age'. Her interest in contemporary models of urban governance and transportation planning also extends to the area of autonomous vehicles where she is working with a team of researchers on the relationships between transport innovation, urban governance and strategic planning. Crystal also has a keen interest in planning theory with a particular interest in communicative planning, agonism, post-foundational readings of urban politics and deliberative democracy.

Ben Lever, Public Transport Users Association (PTUA) Ballarat Branch

Ben is a public transport advocate, and is the Convener and founder of the Ballarat Branch of the Public Transport Users Association (PTUA). He has lived in western Victoria most of his life, and is interested in improving public transport across the region, as well as the western suburbs of Melbourne and how metropolitan and regional transport interact there. He is largely motivated by the role public and active transport can have in fighting climate change, as well as the need for an equitable transport system, and one that improves the economy of Victoria and Australia as a whole.

Gerry McLoughlin, Swinburne University

Gerry McLoughlin is an architect/urban designer; her broad professional experience includes a range of innovative ground-breaking projects and programmes across the built environment; Gerry is currently a PhD Candidate investigating Land Use and Transport Planning decision making reviewed against climate change priorities.

Lara Mottee, Macquarie University and University of Groningen

Lara Mottee is a PhD Candidate at Macquarie University, Australia and the University of Groningen, The Netherlands. She has a special interest in Social Impact Assessment, with degrees in Human Geography and Environmental Management. Her PhD research is investigating improvements in the assessment and management of social impacts in Urban Linear Transport infrastructure projects. To achieve this, she is evaluating the decision-making and approvals processes for three case studies in Sydney and Amsterdam. Prior to commencing her PhD, Lara worked for 12 years as an Environmental Consultant/Planner. In this role she has been an author of several Environmental and Social Impact Assessments and has developed numerous management plans for large infrastructure projects across the east coast of Australia.

Dr Claudine Moutou, University of Technology Sydney

Dr Claudine Moutou is a Transport Sociologist working at UTS's Institute for Sustainable Futures. Her research agenda focuses on using understanding of sociology, travel behaviour and environmental management to:

- Improve the inclusive and safe operation of public transport
- Increase the community value of sustainable transport investments
- Support communities gain better and fairer access to mobility for everyday needs.

Claudine completed her PhD at the University of Sydney's Institute for Transport and Logistics, a Masters of Environmental Management and Bachelor of Arts (Sociology, Gender Studies and Women Studies) at the University of NSW.

Nathan Pittman, The University of Melbourne

Nathan is a doctoral candidate at the University of Melbourne. His research uses a post-Foucauldian governmentality framework to explore the persistence and transformation of planning visions in the practice of metropolitan transport planning in the Melbourne and Toronto regions. He graduated from the MUP program at University of Melbourne, and his other research interests include transport justice and disadvantage, and the politics of infrastructure projects.

Dr Jan Scheurer, RMIT University

Dr Jan Scheurer teaches in RMIT's School of Global, Urban and Social Studies. In 2004, Jan was involved in a comprehensive inventory of fringe area residential development in Melbourne and has published several papers advocating for greater functional integration and compactness of urban extensions. In 2005 to 2006, he authored two reports on public transport policy in Melbourne for the Metropolitan Transport Forum (MTF) and its member councils. In 2006 to 2007, Jan conducted an auditing program of transport, accessibility and mobility conditions in Melbourne for local areas in collaboration with the Australian Institute of Urban Studies (AIUS). In 2007 to 2010, he developed an award-winning spatial network analysis tool for land use-transport transport integration with funding from the ARC, the WA Department of Planning and Infrastructure (DPI), Main Roads WA, Public Transport Authority (WA), RMIT's Global Cities Institute, the City of Melbourne and the Department of Transport (VIC). Since 2008, he has also been involved in international research and development collaborations around accessibility measures in Germany (TU Hamburg), Portugal (University of Porto) and the Netherlands (University of Amsterdam and Goudappel Coffeng BV).

Associate Professor Janet Stanley, Melbourne Sustainable Society Institute

Janet Stanley is a Principal Research Fellow - Urban Social Resilience at the Melbourne Sustainable Society Institute, visiting Professor at the University of Hiroshima, Japan, a Director of the National Centre for Research in Bushfire & Arson and a Director of Stanley & Co., consultants in sustainable policy. Prior to this, Janet was Chief Research Officer at Monash Sustainability Institute, Monash University.

Originally specialising in child protection and family violence, Janet now focuses on the interface between social, environmental and economic issues in climate change and sustainability, across policy, system design, and at community levels. This work particularly focuses on sustainability issues for those people experiencing social exclusion and disadvantage. Her most recent work has been on transport and land use in a 20 minute city, social policy and climate change and the prevention of bushfire arson. Janet has been an advisor to state and federal governments, is on the Board of charitable trust the George Hicks Foundation, and is a member of the Future Melbourne Network.

Dr Joan Staples, RMIT University

Joan is a public commentator, and an Adjunct Principal Research Fellow at RMIT's School of Global Urban and Social Studies. Her research and publications focus on the democratic role of non-government organisations (NGOs), their relationship with government, and what constitutes effective public advocacy for social change. Her writing is informed by her career in policy and advocacy across a range of NGO sectors – environment, indigenous affairs, international development, consumers, and social services. These positions include:

- National Liaison Officer for the Australian Conservation Foundation during the Hawke Government.
- Deputy Director, of the Indigenous, Torres Strait Island Co-ordinating Council, on Thursday Island.
- Land Management Co-ordinator, Cape York Land Council.
- Director, Aboriginal Programs, Wet Tropics Management Authority.
- Executive Director, Diplomacy Training Program, training human rights activists throughout the Asia Pacific.
- Federal Government appointments include being a Councillor on the National Consumer Affairs Advisory Council and on the National Women's Consultative Council.

And some of her Board appointments have been:

- Deputy Chair of CHOICE, (the national consumer affairs organisation).
- Vice President of Environment Victoria.
- board member of the Australian Council for International Development.
- the Tasmanian Council of Social Services and numerous environmental organisations.

Dr John Stone, The University of Melbourne

Dr Stone is a Senior Lecturer in Transport Planning in Urban Planning Program in the Faculty of Architecture, Building and Planning. His research seeks to improve public transport performance in Australian cities through a greater understanding of the professional practice and the political and institutional context for public transport planning in similar cities in Canada and in German-speaking Europe. He is currently pursuing opportunities for greater exchange between Australian practitioners and their international counterparts. His research has identified many opportunities for more effective and efficient public transport in Australian cities through better service coordination and more efficient network design. Since completing his PhD in 2008, his work here and at the Swinburne Institute for Social Research has been funded through grants including an ARC Discovery Project and a Commonwealth Endeavour Research Fellowship. This work follows over 20 years engagement with public transport management in Melbourne that has included work in local government and the community sector.

Dr Sophie Sturup, Xi'an Jiaotong Liverpool University

Dr Sophie Sturup is a lecturer in Urban Planning and Design at Xi'an Jiaotong Liverpool University. She is the Chair of the Department of Urban Planning and Design's Teaching and Learning Committee.

After completing her undergraduate degree in Science at University of Melbourne in 1994, Dr Sturup worked in the Victorian Department of Treasury and Finance in the unit established to privatise the state owned electricity and gas services. During this time she developed her own consultancy practice and after the completion of the privatisation process in 1999, she worked in various capacities including as Secretary to the Australian Energy Alliance (providing advice to the APEC Energy Business Network) and on a project to ensure appropriate handling of the contingent liabilities associated with contractors records for Public Record Office Victoria.

Dr Sturup completed a Masters of Science in Geography at University of Oxford in 2006 and completed her PhD "Managing Mentalities of Mega Projects" at University of Melbourne in 2011. She also holds a Graduate Certificate in public sector management from Flinders University, and is recognised as a Fellow of the Higher Education Academy in the UK.

Concerned primarily with mechanisms that allow for the development of what it is to be human, and the emancipation of human being, Dr Sturup's current research interests include: the effective development and harnessing of public private partnerships; ontologies of urban and strategic planning; the technology and ontologies of mega urban transport projects; and effective governance and development of sustainable urban transport networks. Dr Sturup has published 8 refereed journal articles and 6 book chapters over 7 years in academia. She has attended numerous conferences in Australia and Europe.

Dr Elizabeth Taylor, RMIT University

Elizabeth is a Vice Chancellor's Post-Doctoral Research Fellow in the Centre for Urban Research (CUR). She was previously a McKenzie Fellow in the Faculty of Architecture Building and Planning at the University of Melbourne. Her interests are in policy-focused research across urban planning, housing markets, property rights and locational conflict and her research often makes use of Geographical Information Systems (GIS). An increasing research focus is car parking policy.

Her PhD thesis investigated the role of land use planning in housing affordability problems in Melbourne and focused on the influence of housing interest groups. Her publications have explored the housing market implications of urban containment policies (Urban Growth Boundaries and higher density housing); the contested role of research in planning practice; and the 'Not in My Back Yard' (NIMBY) phenomenon. The latter includes food, waste and animal-based land uses that expose contradictions in the distribution of rights associated with production and consumption. A sole-authored journal publication by Elizabeth on spatial patterns of opposition to higher density housing was awarded the Journal Urban Policy and Research's 2012 Brian McLaughlin Award for outstanding contributions by emerging scholars.

Elizabeth's research into planning conflict led to her interest in car parking policy: her research quantifying the prevalence of parking as a key issue in Victorian planning appeals was published in Planning Theory and Practice in 2014.

Wendy Shiqiao Wang, University of Technology Sydney

Wendy Wang is at the final stages of her doctoral studies at the Institute for Sustainable Futures. Her research topic is focused on decision-making for public transport infrastructure investment in medium-sized Australian cities. Wendy uses Multiple Streams Framework to analyse to analyse the conditions in which the Gold Coast and Canberra light rail projects have moved through from policy ideas to approved public transport infrastructure projects. Wendy is supervised by Dr Michelle Zeibots and Dr Claudine Moutou.

Wendy completed a Master of Urban Planning with a specialisation in transport planning at the University of Melbourne, following graduation from Beijing Normal University with a Bachelor of Science in Urban and Rural Planning and Resource Management and with Minor in Psychology.

Cr Rosemary West OAM, City of Kingston

Cr Rosemary West OAM, a resident of Kingston for over 30 years, was first elected to Council in March 2003.

As a Councillor, she has advocated for the protection from development of parkland, green wedges and public open spaces such as Chicquita Park and Stanley Avenue; for Council's Home and Community Care Service and the Street Tree and Biodiversity Strategies. Cr West works to minimise the impact of Moorabbin Airport on residential amenity and safety and has supported residents' efforts to retain the airport golf course for recreational open space and as an aviation safety buffer. Chicquita Park has been developed, but Cr West was able to acquire significantly more of the site as public open space.

Priorities include protecting neighbourhoods from inappropriate development and developing social, environmental, heritage and town planning policies that enhance Kingston as a pleasant, vibrant city in which to live, work and do business.

Prior to Council, Cr West was a noted journalist, working for The Age for 15 years as a reporter, feature writer and as editor of the "Accent" section. Cr West received the Order of Australia Medal for her services to journalism and the community.

Cr West has represented Council on the Moorabbin Airport Community Consultative Committee; the Victorian Local Governance Association; the Metropolitan Transport Forum; the Victorian Local Sustainability Group; Kingston Foreshore Reference Group and Cities for Climate Change Protection. She now represents Council on the Kingston Charitable Trust Community Grants Panel, the Municipal Association of Victoria Melbourne 2030 Councillor Reference Group and the Historical Societies Network.

James Whitten, The University of Melbourne

James is an urban designer and architect with two decades of experience working on large urban projects both in Australia and abroad. As a Ph.D. candidate at the University of Melbourne, James is investigating the governance of large infrastructure planning in Australia using high-speed rail as an extreme case study. The working title for his thesis is "Transforming Spatial Governance: High-speed rail planning and the regional integration of Hume." Based on best practice examples from overseas and the findings of his own research, James is developing a 'regionally integrated' model of high-speed rail planning for Australia.

Dr Ian Woodcock, Swinburne University

Ian is an architect and urban designer. His research includes work on transit corridor intensification, station design and access, level crossing removals, elevated rail, autonomous vehicles and trackless trams.