

# Sustainable Transport On Track

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THE **Warren** CENTRE  
FOR ADVANCED ENGINEERING

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## Transport Project Shifts Gear

The Warren Centre project series, 'Sustainable Transport in Sustainable Cities', has shifted into top gear with 21 authors beavering away on the first project – 'The State of Play'.

Focusing on Sydney, this project report will describe the state of transport systems in cities at the end of this century, and sets the scene for improvements into the 21st century.

'The State of Play' covers the shape of Sydney including its transport, its environment, its land use, transport technology and alternatives to transport, equity in transport or lack of it, the stakeholders, economics and finance, legal and institutional barriers, and the role of models.

Prepared by leaders in their fields, the report also compares Sydney to other large cities around the world.

### Community values

Work has also begun on the second project in the series called 'Community Values in Transport'. It will draw together previous work regarding community values, expectations and responses to specific changes to transport in Sydney. It will also identify gaps in this knowledge as the basis for further research.

A focus group workshop session to be held in late November will link 'The State of Play' project to the 'Community Values' project. It will define the problems in Sydney's transport, identify the key issues and establish objectives. In hand with the

Community Values study, it will also identify future research work.

Subsequent focus group meetings will address options for a strategic plan for Sydney's transport.

### Visiting fellows

The project has appointed Professor Martin Wachs from the Institute of Transportation Studies, University of California, Berkeley, as Visiting Fellow for the whole project. A second visiting fellow is being sought from Europe.

And for the first time in a Warren Centre project, the Steering Committee plans to appoint Australian leaders, recognised worldwide in their field as visiting fellows for individual projects.

### Resources

Due to the breadth and depth of this project, it has been tentatively costed at more than \$3 million - \$1 million in cash and \$2 million in kind.

Financial support from government and the private sector is now approaching \$0.5 million. A large team of professionals, leaders in their disciplines from throughout Australia are contributing their time, knowledge and experience on a voluntary basis.

"Professionals and donors consistently take the view that they must be a part of this exciting initiative with its visionary outlook," said Project Director, Ken Dobinson.

## About the Project

The Warren Centre project will investigate how transport in Sydney can be integrated with urban planning and communications in a bid to reverse the deteriorating performance of transport systems.

The project will provide a comprehensive assessment of Sydney's transport system and strategies to reverse these trends.

The project will also compare and contrast options for integrating transport in Sydney, and to provide

equity of access. And, most importantly, transport that is sustainable within the urban fabric.

The lessons learned and the methodology created can then be applied to other large cities in Australia and around the world.

The study will have no institutional constraints as the project teams while sourced from interest groups, are independent of them.

## From the Project Champion

Hugh Ralston, Project Champion and a Director of The Warren Centre, expressed his delight with the reception and enthusiasm of everyone involved with the project.

"With the help of Project Director, Ken Dobinson, who brings his own brand of energy and a wealth of transport planning and management expertise, we have drawn on many of the country's leading practitioners in this area," said Hugh.

"One of our key challenges now," he cautioned, "is that we don't launch too quickly into individual solutions. We want to develop options and we want the public to become more aware of the issues in long-term urban planning."

## Spotlight on Contributors

This project draws its strength from the dedication and commitment of the many individuals who contribute to the project's intellectual content. In this newsletter, we hear from some of them.

### Free of constraints

**Ken Dobinson**, the Project Director, and major enthusiast for the project has had over 45 years experience in management, transport planning, development and construction, traffic operation and regulation, and financing.

Currently involved with infrastructure development by the private sector, he has been an adviser on transport to the Federal Government and to the Olympic Co-ordination Authority, as well as a member and chairman of numerous State and National committees and advisory bodies.

Ken attributes his enthusiasm on the fact that the project is free of Government constraints.

"The Warren Centre can look at the complete range of issues and factors," he said. "Working in Government you are constrained by institutional structures, the legislation and what is politically advantageous. Here we are free to look at the best solution."

"This is a wonderful opportunity to do something positive."

### Really communicate

**David Chesterman**, a principal of Jackson, Teece, Chesterman, Willis Pty Ltd and a Director of P/P/M Consultants, authored one of the Land Use chapters in 'The State of Play' which looks at some current land use policies and practices and their effects on transport.

The paper outlined 50 years of change in Sydney Metropolitan area and the impact of urban design on these physical and social factors.

As an architect and urban designer with an interest in transport as a major determinate of the urban form and environment, David was delighted to participate in the project.

He brings a wealth of experience having worked on numerous urban development projects in a design, planning and advisory capacity as well as transport and traffic related projects.

"The Warren Centre project is exciting," said David. "You get a group of highly qualified people - good thinkers from different backgrounds - able to say what they think about a profound problem and really communicate."

"Here we have financial support and good people. It's a real opportunity to contribute."

### Rethinking the fundamentals

**Felix Laube** is currently working as an independently contracted researcher with Murdoch University in Perth compiling a database of public transport systems for 100 major cities worldwide.

His knowledge of the global urban transport sector has contributed to the paper on 'Other Cities' which he co-authored with Jeff Kenworthy, Senior Lecturer at Murdoch University. This paper compares Sydney with other cities.

Felix is passionate about his work, and has a strong commitment to ensure that cities are good places to be in the future.

"A lot of papers have been written about sustainable cities and new planning methods," Felix advised.

"However, many of them have not been courageous in challenging the way we do things."

Felix acknowledged the openness and possibilities offered by The Warren Centre project. "It allows more room for people to be challenged and hopefully rethink the fundamentals."

## STOP PRESS

As its sponsorship of the Sustainable Transport project, Leighton Contractors has provided an experienced project manager, Kim Freeman to manage the entire series. The Warren Centre welcomes Kim to the team. He can be contacted on 0412 278 073.

## Sponsors

The Warren Centre acknowledges the support provided by all the sponsors listed on the front. Each issue of "On Track" will present a brief outlook of just two of them.



Since its inception as a pioneering aviation service in 1920, Qantas has been inextricably linked with the development of civil aviation in Australia. Today, Qantas is widely regarded as the world's leading long distance airline and one of the strongest brands in Australia.

Qantas has been headquartered in Sydney since 1938 when it was primarily a flying boat operation. Air Transport has changed a lot since then and Qantas has changed with the times - hence its interest in the future of urban transport and its support of this Warren Centre study. Qantas is a major series sponsor.



Major sponsor of the first project, the WALTER Construction Group sees the project as an exciting initiative addressing an issue which will become increasingly important.

"The construction of transport infrastructure has always been important to Walter," said Walter's Managing Director, Russel Perkins. "We recognise our future success will depend on understanding and meeting community expectations."

"This study will enable Walter to develop the tools and expertise - constructive thinking - to deliver more sustainable projects now. It is also an opportunity for us to contribute at the leading edge and allow our people to engage with those developing future policies."