



Sustainable Transport On Track

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Visiting Fellows Support a Range of Solutions

Professor David Banister

Real progress towards sustainable transport can only be achieved through creative packaging of pricing, technological and planning measures, which are applied consistently over time.

David Banister made a strong argument for the need to develop a raft of solutions in his presentation, *Avoiding the Need to Travel*, made during his stay as a Visiting Fellow at the Warren Centre. He is Professor of Transport Planning at University College London and Director of Research at the Bartlett School of Planning at University College London. Over the past 15 years, Professor Banister has built an international reputation as one of the leading UK researchers in transport and planning, particularly for the contribution that a social scientist can make to the investigation of these issues.

"When thinking about sustainable transport, one is always tempted by the big idea or a single solution to a complex problem", he said. But the development plan for Sydney will be a package of smaller, mutually supporting actions, he predicted.

For example, pricing strategies have immediate short-term impacts, but these can be politically unacceptable and are eroded as income levels rise. Although technology has huge potential, for example through new fuels, more efficient engines, add on technology, information and Smartcard ticketing systems, it does not address congestion.

He cautioned that, initially, any innovative packages may have little impact on travel but predicted a gradual change as people begin to accept the need to use their cars less. Travel reduction can take a variety of forms and success should not be assessed by single indicators, such as trip reduction.

The car will continue to play a major role, but there will be greater willingness to organise activities with a lower transport content.

Such a change requires community involvement and empowerment as success is contingent upon people doing things differently, he stressed.

It is important to raise the expectations of the community about what can be achieved as this adds pressure on the agencies involved to deliver. As all the people are part of the problem, they must also be part of the solution.

It is clear that there is substantial commitment to sustainable transport in Sydney, but achieving that goal requires a continuity of thinking over a period

(continued over)

Professor Carmen Hass-Klau

Armed with an impressive portfolio of research on the transport systems of 33 other cities around the world, Professor Carmen Hass-Klau came to the conclusion that people with vision are needed: Sydney is at the rear of the pack in developing sustainable transport.

"As a pedestrian, I was horrified at the speed that cars are allowed to travel on residential streets," she told the audience at a local government seminar that she addressed as a Visiting Fellow of the Warren Centre.

Professor Hass-Klau is a Member of the Swedish Transport and Communications Research Board and a Professor of Civil Engineering in the area of transport and public transport systems in Europe at the University of Wuppertal, Germany. Recent research projects include the privatisation of public transport in several European countries and a detailed international comparison of modern urban transport modes that assessed the attractiveness of light rail.

Initiatives she promoted for Sydney include giving priority to pedestrians on streets that share foot and road traffic, city centres with networks of pedestrian-only streets, and light rail corridors.

In acknowledging that Sydney is far more car-oriented than many European cities, Professor Hass-Klau said cars can contribute to our cities by being civilised in cities by slowing down in residential areas and by being used only for necessary trips.

"If you want to promote sustainable transport," she advised, "Then a range of transport policies have to be implemented, and should be managed in a coordinated way – this should include a very attractive public transport infrastructure (for instance light rail), extensive network of bus lanes, priority at traffic lights for public transport, car restraint policies (eg. high car parking charges and a reduction of car parking spaces) in city centres and area-wide traffic calming measures for residential areas. The promotion of cycling and walking is also an important element of a sustainable transport policy. Road pricing, still a no go policy in most countries, needs to be discussed and considered.

"But building a new rail link and a freeway along the same corridor will lead to under use of both and could be regarded as a waste of public expenditure. Professor Hass-Klau urged planners to get cracking as good planning of sustainable transport is urgently needed for Sydney. However, it will take between 20 and 30 years, to achieve effective and visible outcomes.



A Development Plan for Sydney and its Transport System Evolves

"The strategies and actions we will be presenting will contain a few surprises while others would be expected," said Ken Dobinson, Project Director, as the Sustainable Transport in Sustainable Cities project develops its conclusions.

Key strategies and actions now being formulated by John McKerral and his team include regionalising the city with a start at Parramatta, Sydney's second CBD, but extending to new major regional centres, for example Liverpool, Chatswood and others as well as Newcastle, Wollongong, possibly Goulburn and even Bathurst.

"And this must include high speed transport links between the centres," said Ken.

Other initiatives will likely include:

- a new system for urban structure planning
- mixed development at regional and town centres, such as Epping, that includes planning for high components of walking and effective public transport to the town centres.

The strategies and actions will encourage healthier lifestyle, yield less road trauma, achieve more rapid attainment of Kyoto targets, enhance accessibility in the Sydney region, provide more equitable transport for all and be economically sound and financially feasible as well as moving the city and its transport to more sustainable outcomes.

A Stake in the Future: The Project's Strategic Vision

As the Sustainable Transport for Sustainable Cities Project nears conclusion, John Bushell, member of the 'Putting it Together' project module, reflects on how the Warren Centre established its strategies for a sustainable future.

"Establishing strategies requires an understanding of:

- where we are now
- where we would like to be in the future
- the difference between the two
- the constraints we may have to overcome to bridge that difference.

Where we are now was described in the publication, 'The Way We Live'.

Where we would like to be in the future was determined in two ways:

- the values of the community which were elicited through a survey of 1,200 people undertaken for the Community Values module. This became the background for a Vision of The Future Workshop in which participants were asked by futurist

Dr. Peter Ellyard to describe the Sydney they want in 2020

- the recent Functions Workshop that quantified the activities that may still need to be performed. Key assumptions were that Sydney's population would increase from 4 to 5 million and that a reduction in vehicle kilometers traveled is required to meet objectives of the project including the Environmental Protection Authority's target of reduced air pollution in Sydney.

The key constraints that emerged from the workshop included current attitudes and behaviours and institutional structures and relationships.

Although there is no fixed recipe, one aspect of the future is certain – Sydney's environmental, social, and economic future depends on the ability of diverse groups to work in consultation with each other towards the mutually beneficial goal of a sustainable future.

Visiting Fellows Support a Range of Solutions *continued*

Professor David Banister *continued*

of time and a consistency of policy implementation. Sustainable transport in Sydney will not be achieved in the next 5 or 10 years, but there are signs that the need for new thinking is now accepted, and there is an impetus involving the key actors.

The necessary preconditions are now in place. The next step is to communicate the strategy in a clear and convincing manner, and for that strategy to be accepted and implemented in a positive way, he said, adding that he wished Sydney good luck.

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The Warren Centre acknowledges the support of sponsors listed in this newsletter. Each issue of *On Track* presents a brief outlook of selected project sponsors.



Lend Lease, Australia's largest integrated property services company, is an industry leader in the field of sustainable development. This concept underpins the company's approach to its major urban developments at North Lakes in Brisbane, Newington in Sydney, and the recently awarded Docklands project in Melbourne. Bovis Lend Lease, the global project management and construction arm of Lend Lease, actively promotes environmentally sustainable approaches to the built and natural environments.

"The Warren Centre's holistic approach to Sustainable Transport for Sydney is likely to produce a vision not only for transport, but also for the future urban development of Sydney. "It is exciting to be part of a team that hopefully will have a profound effect on our future lifestyles," said Adam Tindall, Managing Director of Bovis Lend Lease Australia.

"We welcome the opportunity to support the study, and hope to be able to share key findings and outcomes with our colleagues in Bovis Lend Lease around the world."

The Community Values Research Report is an essential resource on values and expectations concerning transport and land use planning in Sydney with input from more than 1300 participants, including key decision makers. Hard copy or CD Rom format for \$99 (GST included). To order, fax your details to (02) 9351 2012

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