Political pathways to sustainable urban transport:

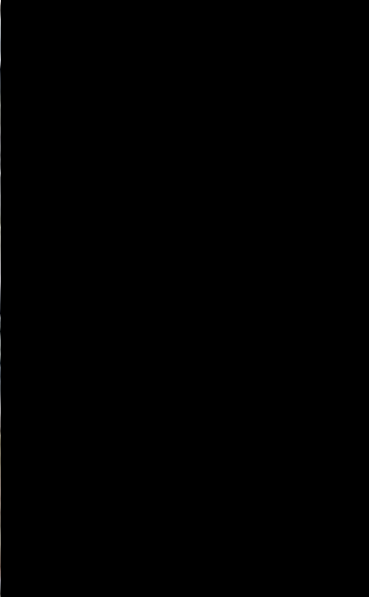# how can researchers engage and support better practice?
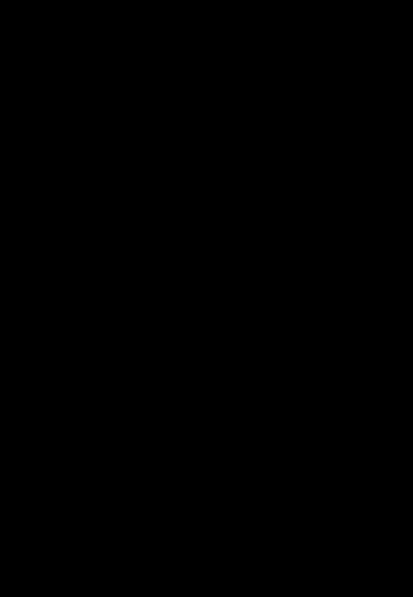
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THE UNIVERSITY OF
MELBOURNE

POSTERA CRESCAM LAUDE

W-class Tram 965 proudly presented to Crown Prince Frederik and Crown Princess Mary of Denmark by The Hon. Peter Batchelor MP, State Minister for Transport, Victoria, Australia on 10 November 2005 to be operated at The Danish Tramway Museum for the benefit of the Danish people as a witness of the strengthened ties between Australia and Denmark

	Melbourne SD		Melbourne CBD		Melbourne CBD 'Frame'		Remainder Melbourne SD	
	2011	%	2011	%	2011	%	2011	%
Share of Work Trips	1,376,496	100	154,115	11.2	160,520	11.7	1,061,861	77.1
MODES:								
Public Transport	**241,811**	**17.6**	**101,122**	**65.6**	**61,140**	**38.1**	**79,549**	**7.5**
Train	175,478	12.8	78,534	51	46,531	29	50,413	4.7
Tram	42,411	3.1	18,376	11.9	11,827	7.4	12,208	1.2
Bus	23,922	1.7	4,212	2.7	2,782	1.7	16,928	1.6
Car Total	**1,043,022**	**75.8**	**37,101**	**24.1**	**82,227**	**51.2**	**923,694**	**87**
Car as Driver	977,369	71.0	31,635	20.5	76,066	47.4	869,668	81.9
Car as Passenger	65,653	4.8	5,466	3.6	6,161	3.8	54,026	5.1
Bicycle	**23,252**	**1.7**	**5,033**	**3.3**	**6,437**	**4.0**	**11,782**	**1.1**
Walked Only	**49,415**	**3.6**	**8,840**	**5.7**	**8,410**	**5.2**	**32,165**	**3.0**
Other Modes	**18,996**	**1.4**	**2,019**	**1.3**	**2,306**	**1.4**	**14,671**	**1.4**

KARANFILOVSKI, G. & STONE, J. The spatial distribution of travel to work by sustainable transport modes in Australian cities from 2001 to 2011. 37th Australasian Transport Research Forum, 2015 Sydney.
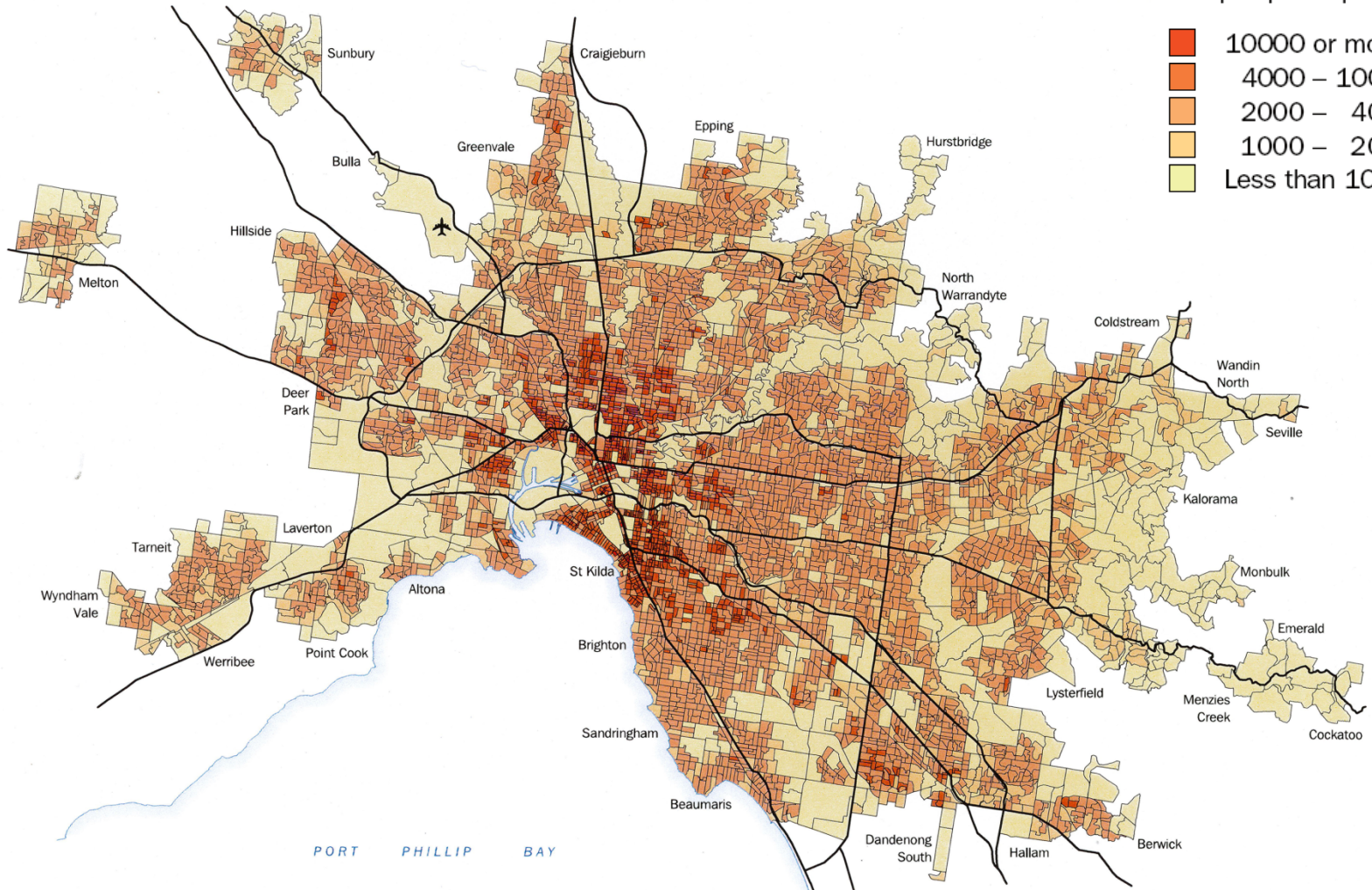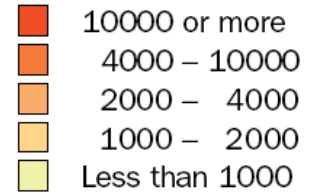
melbourne:

snamuts composite index consists of six component indicators measuring **ease of movement,** transfer intensity, **30-minute travel time contours,** speed **competitive-ness, local network significance** and **connectivity**

Melbourne 2011
SNAMUTS Benchmarking Composite Index

Excellent (30.0-32.3 points)	
Very Good (26.7-30.0 points)	
Good (23.3-26.7 points)	
Above Average (20.0-23.3 points)	
Average (16.7-20.0 points)	
Below Average (13.3-16.7 points)	
Poor (10.0-13.3 points)	
Minimal (4.5-10 points)	
Urbanised areas without minimum service	

Average: 15.3

5 KM
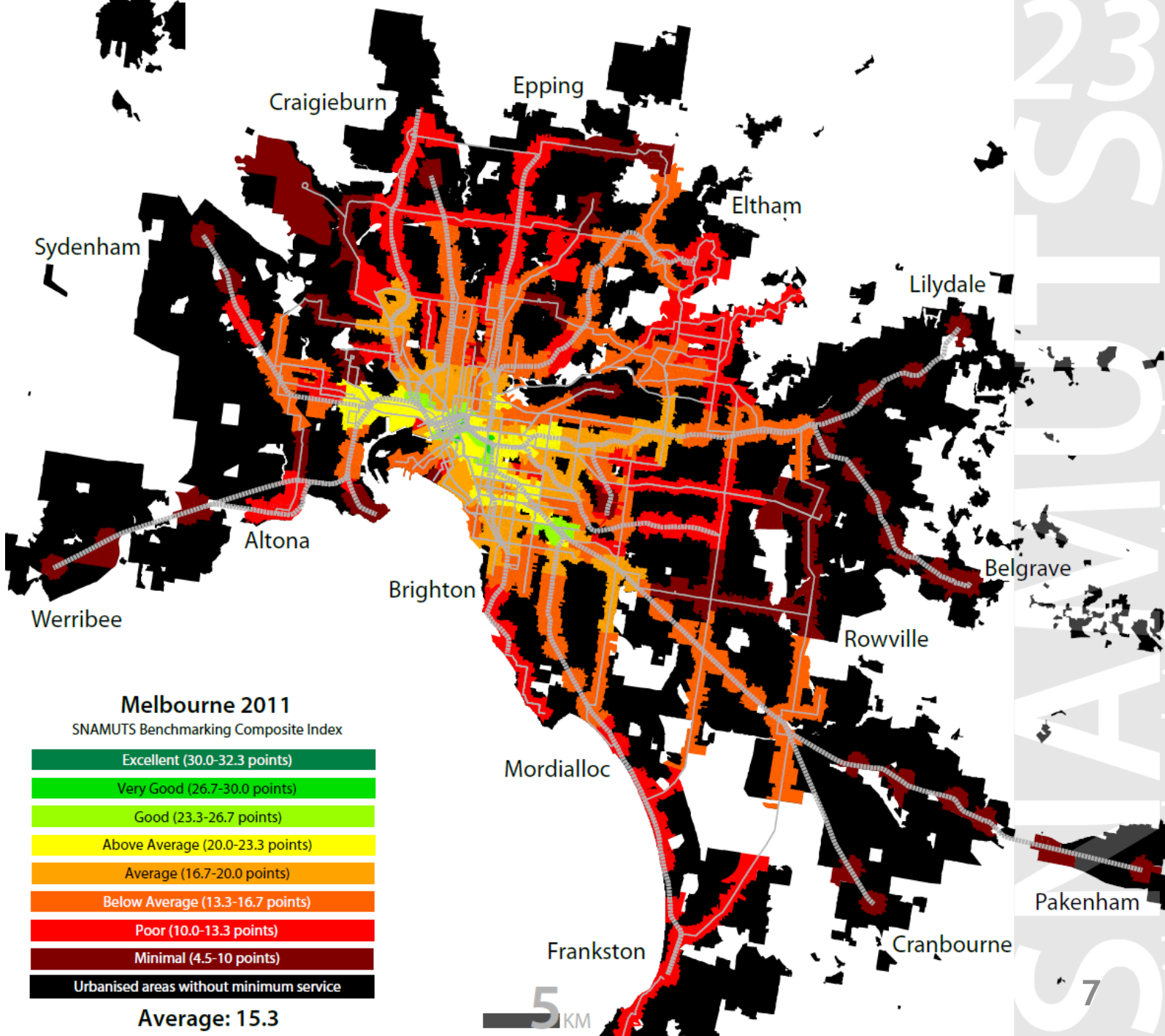
POPULATION DENSITY
Number of people per square kilometre

People per sq km

10000 or more
4000 – 10000
2000 – 4000
1000 – 2000
Less than 1000

ABS (2006), *Melbourne: a Social Atlas,* Australian Bureau of Statistics, Canberra, p. 12

Sunbury

Craigieburn

Melton

Upfield

Sunshine

Coburg

Footscray

Collingwood

Doncaster

Melbourne

Box Hill

Ringwood

St Kilda

Mulgrave

Werribee

Caulfield

Oakleigh

Port Phillip
Bay

Dandenong

N
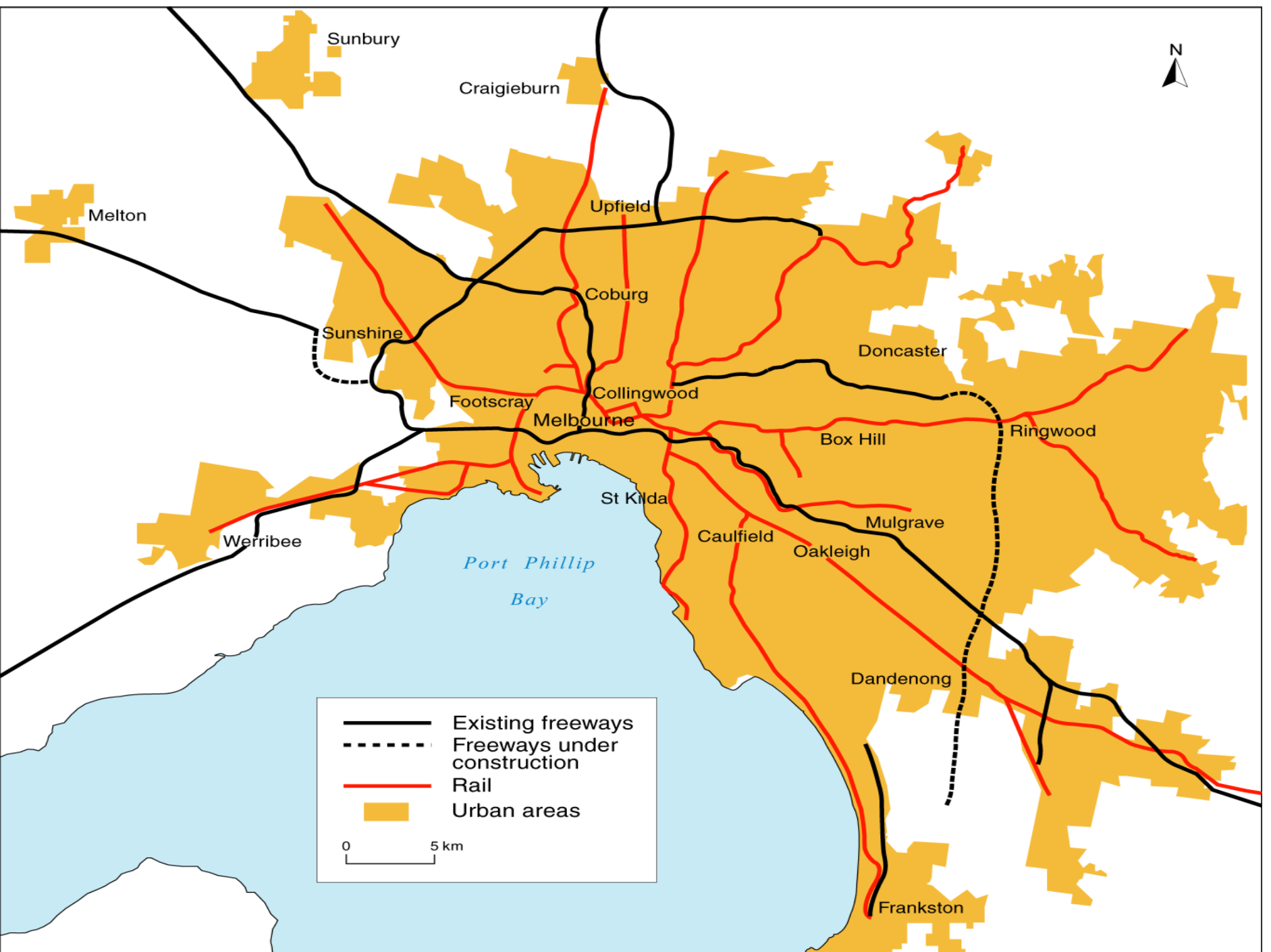
Existing freeways
Freeways under
construction
Rail
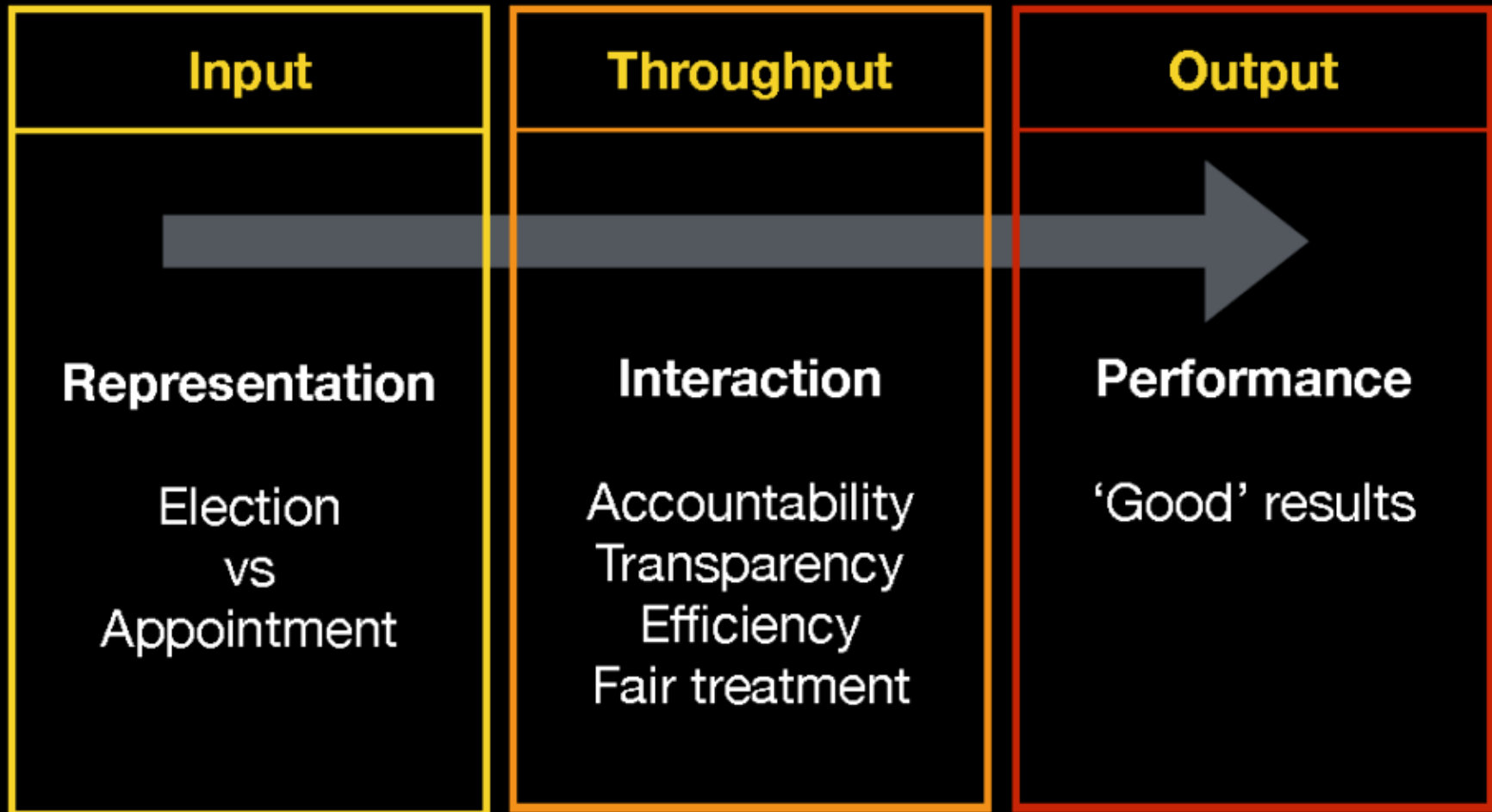Urban areas

0   5 km

Frankston

Three stages of transport policy change (in 1980s and 1990s)

1. a serious challenge to the governing coalition of the city or region, based on popular opposition to elements of its transport and environmental policies

2. a "radical change" in political leadership and in "important transport political positions".

3. institutionalisation of technical changes through the creation of a new 'policy network'. Political leaders must open the space for new directions to be implemented over several years by enlisting new supporters: it takes time to establish new agendas.

Bratzel, S 1999, 'Conditions of success in sustainable urban transport policy: policy change in `relatively successful' European cities', *Transport Reviews*, vol. 19, no. 2, pp. 177-190.

What has changed?

- debasing of legitimacy of existing political processes as a vehicle for reform: decline in skills and ambitions of politicians as reformers.

- Public transport is popular (at least in Europe): so what 'windows of opportunity' are we looking for?

- neo-liberalism: increasing attention on 'maximising investor returns' as a shaper of city planning decisions.

- city-suburb tensions: perhaps reflecting 'democratic deficits' in regional governance?

Sources of legitimacy

Input	Throughput	Output
Representation	**Interaction**	**Performance**
Election vs Appointment	Accountability Transparency Efficiency Fair treatment	'Good' results

Zack Taylor – Western University, Ontario (based on Fritz Scharpf and Vivienne Schmidt)

Possible research agendas

- Evidence that helps politicians to support engagement.

- Comparative analysis of governance structures that expect/require engagement, institutional consensus or collaboration.

- Case studies of new 'success' in current political climate.

Education and professional development

- How can public transport professionals better engage in political process?

- Effective professionals have policy 'nous'. Some practical skills, but more often tacit knowledge and attitude of consciously engaging in conflict of ideas.

- How do we as researchers and educators support professionals in this?

- Creating opportunities of experiential learning: using daily reality as the 'classroom'?