

# PATHWAYS TOWARDS SUSTAINABLE URBAN TRANSPORT DEVELOPMENT

## Investigating the transferability of Munich best practice in collaborative stakeholder dialogue to the context of Sydney

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### INTRODUCTION

Research and practice have produced valuable recommendations on transport infrastructure elements or programs that can contribute towards more sustainable urban transport development (see Schiller, Bruun & Kenworthy 2010 for a comprehensive overview). However, conflicting values and competing interests among stakeholders in the transport policy process often create barriers to the implementation of these policies (Baumann & White 2010a). These transport stakeholders range from community organisations through to business interest groups, infrastructure and service providers and pedestrian, cyclist and motorist associations. Problem situations like these, for which there are no solutions that completely satisfy all parties, are often referred to as *wicked problem* (Rittel & Webber 1973).

An increasing number of transport commentators have identified collaborative stakeholder dialogue (CSD) as a constructive alternative to the conventional adversarial style of policy making for establishing more sustainable forms of urban transport development in wicked problems (see for example Healey 2003; Innes & Booher 2010). In CSD, participants that represent the full diversity of interdependent organised interests in the issue at stake engage in collaborative dialogue to find a consensus on the way forward (Innes & Booher 2010). CSD is different from the public participation procedures, promoted by deliberative democrats, that engage lay citizens rather than representatives of interest groups (see for example Booth & Richardson 2001; Gastil & Levine 2005). To be clear, we do not consider these two types of procedures as mutually exclusive. In fact, as we argue elsewhere, we recommend them as complementary sources of input into transport policy development (Baumann & White, forthcoming).

There is a growing number of successful case studies in CSD, including our own case study of an ongoing transport CSD in Munich, Germany — the *Inzell-Initiative* (Baumann & White 2011). In order to improve the process and application of CSD in transport, it is important to systematically investigate the transferability of these best practice examples to other cities. We achieve this by developing and testing a framework that allows us to assess whether preconditions for implementing CSD are present in a city.

This paper starts with an introduction to collaborative stakeholder dialogue and its contribution to sustainable development, illustrated by the Munich case study. We then review existing theory on transferability, concluding that while existing guidelines provide valuable instructions for transferring individual policies they face limitations with regards to governance processes that require fundamental changes in the way stakeholders interact. To fill this gap we develop a framework of preconditions for process transferability based on lessons from Munich and other case studies. In the final section we test this framework in the context of Sydney, based on a series of discussions with key transport stakeholders.

### COLLABORATIVE STAKEHOLDER DIALOGUE AS PATHWAY TO MORE SUSTAINABLE TRANSPORT DEVELOPMENT

Processes of collaborative stakeholder dialogue (CSD) have been defined as:

... an array of practices in which stakeholders, selected to represent different interests, come together for face-to-face, long-term dialogue to address a policy issue of common concern. Typically they have a facilitator and they build on the experience of mediated dispute resolution (Susskind & Field, 1996). They seek consensus rather than use majority rule, and employ methods to assure that all are heard and respected and that discussions are based on stakeholder interests and not simply on arguments about predetermined positions (Innes & Booher 1999, p. 1).

Innes and Booher (2010) claim that in collaborative stakeholder dialogues, if the process is to produce socially valuable outcomes adapted to the problem situation, three conditions need to be present:

- stakeholders need to represent the full diversity of interests in a problem situation;

- they need to acknowledge the interdependence of their objectives and those of their adversaries and that they cannot meet their interests independently;
- and they need to engage in a face-to-face authentic dialogue according to Habermas's basic speech conditions (Innes & Booher 2010, p. 35).

In the collaborative process, stakeholders learn about the positions of their adversaries, so as to find ways to better accommodate their own interests within the bigger picture:

When parties learn about the specific, detailed concerns of the other parties, they find out that some of those concerns are much easier to satisfy than others. They learn, crucially, that what's important to another party may be far less important for them – and vice versa. With that understood, they discover that they can make offers that cost themselves little even as they benefit others significantly. They can then devise options that create mutual gains: not equally devastating compromises, but packages of "trades" that actually satisfy the concerns and interests the parties bring to the table (Forester 1999, p. 490).

The resources stakeholders can bring to bear in the CSD are mainly limited to the strength of their argument and their ability to co-create innovative solutions with the representatives of all relevant interests.

A number of researchers have established a connection between the consensual approach used in CSD and CSD and an increase in the quality and implementability of actual policy outcomes (see for example Innes & Booher 2010; Sidaway 2005):

Consensus building processes can change the players and their actions. They can produce new relationships, new practices, and new ideas. They can have second and third order effects years after a process is over. Consensus building may be effective even when it does not accomplish what its participants or sponsors originally intended. The most important consequences may be to change the direction of a complex, uncertain, evolving situation, and to help move a community toward higher levels of social and environmental performance because its leadership has learned how to work together better and has developed viable, flexible, long-term strategies for action (Innes & Booher 1999, p. 1).

We have investigated this connection based on an empirical case study of CSD in Munich, Germany, known as the *Inzell-Initiative* ([www.inzell-initiative.de](http://www.inzell-initiative.de)) and found connections similar to those identified by Innes and Booher (Baumann & White 2011). Innes and Booher (2010) describe additional case studies in CSD in other fields of public policy making.

### **The *Inzell-Initiative* – a case study in collaborative stakeholder dialogue**

The Munich case study is based on a series of interviews with the representatives of 13 groups inside and outside of government. The original aim of the research was to explore successful advocacy strategies of public and active transport advocates in Munich. However, we were impressed with the way the different stakeholders all highlighted the role of the *Inzell-Initiative* in resolving a political stalemate that had blocked progress in transport development in the early 1990s, and since then fundamentally changed the ways stakeholders interacted and developed proposals for policy development. The stakeholders ranged from bicycle user groups, public servants and politicians through to the motorists association and the local car manufacturer, BMW.

The *Inzell-Initiative* was established in 1995 and is a professionally facilitated dialogue among transport stakeholders in Munich that takes place outside the formal administrative and political processes. It was initiated by the Mayor of Munich and the CEO of BMW in order to 'solve traffic problems together'. This collaborative dialogue identified and consolidated the common ground among parties who had previously seen themselves as having fundamentally incompatible or contradictory positions, and created a more stable political climate in which they were able to proceed. The *Inzell-Initiative* still exists today, with general meetings every one to two years, and more regular meetings in interdisciplinary working groups.

### **The effects of the *Inzell-Initiative***

The *Inzell-Initiative* created significant changes in the way transport stakeholders in Munich interacted, resulting in cooperation rather than confrontation, and in the policies that emerged from the policy process, based on the adoption of consensus views rather than extreme positions. Every stakeholder interviewed felt better off with the *Inzell-Initiative* than with the adversarial process that was in place before it was established. Although every group had to make concessions in order to achieve a consensus it was often emphasised that they had achieved a lot more progress than in the times before the *Inzell-Initiative*:

We rowed back a little bit and achieved so much more through that (Munich Interviewee #12).

In summary, there are four major effects of the *Inzell-Initiative* that illustrate how the procedural characteristics of the CSD have contributed to more sustainable policy outcomes (Baumann & White 2011). First, it produced more effective policy outcomes through the integration of stakeholder value and knowledge systems. The dialogues broadened the participants' understanding. Originally their knowledge was limited to facts and ideas specific to their own context and interests and the dialogues contributed towards each of them developing a knowledge base that allowed them to understand other stakeholders' perspectives, even if they did not share them. The increased trust and mutual understanding allowed for new ideas and technologies to gain ground faster, as it provided more room for all relevant arguments to be heard. Second, a reduction of implementation barriers to policies that challenged the status quo through enhanced mutual understanding of the values and interests involved. Third, CSD promoted a longer-term acceptance of policy solutions because they were based on the inclusiveness of the consensus building process. And fourth, the CSD created a more efficient policy process by reducing the 'friction losses' that can occur through the expansion of stakeholder conflict.

Having established the potential of CSD to contribute to sustainable transport outcomes, the following sections discuss how the concept of CSD can be transferred to other cities.

## **INVESTIGATING THE TRANSFERABILITY OF COLLABORATIVE STAKEHOLDER DIALOGUE**

This section first provides an overview of the current state of knowledge on transferability and learning in the policy process, highlighting gaps with regards to the transferability of governance procedures. We then establish a framework outlining the incentives and preconditions for implementing a CSD from the perspectives of governmental and non-governmental stakeholders. In the next section we apply the framework to the context of Sydney, based on discussions with key transport stakeholders inside and outside of government.

### **Current knowledge on transfer and learning in the policy process**

In the early 1990s researchers started to discuss concepts and develop guidelines for *policy learning*, *lesson drawing* or *policy transfer* from other cities (Bennett & Howlett 1992; Dolowitz & Marsh 1996; Rose 1991; Wolman 1992). But it is only more recently that they applied these ideas to the context of transport policy development (see for example Baumann & White 2010b; Ison, Marsden & May 2011; Marsden et al. 2011; Marsden & Stead 2011; NICHES+ 2008; Timms 2011).

The concept of lesson drawing is based on the idea that 'when routines stop providing "solutions" is it necessary to search for lessons' (Rose 2001, p. 10), and the idea that 'problems that are unique to one country are abnormal [but] the concerns for which ordinary people turn to government ... are common on many continents' (Rose 1991, p. 4). Accordingly, responses that have proven successful in one place can — to a certain extent — be generalised and transferred to other places. It has thus become a common approach for interest groups, planning practitioners and politicians to seek guidance from cities that have managed to deal with the challenges of sustainable transport development in an exemplary way.

However, it has been claimed that the process of lesson drawing is not very different from routine planning processes. According to this view 'it is hard to think of any form of rational policymaking that does not, in some way, involve using knowledge about policies in another time or place to draw positive or negative lessons' (James & Lodge 2003, p. 182). James and Lodge argue that 'even rational policy-makers' preference for the status quo in their own jurisdiction could be seen as implicitly involving negative lessons about alternatives in other countries or in other times' (p. 182).

In order to identify guidelines for how to transfer the concept of CSD to other cities we investigated the literature on lesson drawing, which Dolowitz and Marsh (1996) define as voluntary activity of 'political actors or decision-makers in one country [who] draw lessons from one or more other countries, which they then apply to their own political system' (p. 344). They identify seven possible areas of lesson drawing: 'policy goals, structure and content; policy instruments or administrative techniques; institutions; ideology; ideas, attitudes and concepts; and negative lessons' (p. 350). They do not, however, identify governance procedures such as CSD as a potential subject of transfer.

Looking at the nature of the different lesson-drawing areas, we propose that in the case of CSD the spectrum of participants that need to undergo a learning process is a lot wider than in the areas outlined by Dolowitz and Marsh. CSD is not only about policy makers advocating a new program, policy, or structure; it's about changing the fundamentals of stakeholder interaction. Such a change requires that all potential participants perceive participation as being worth investing resources in, and moving away from extreme

positions. This is a sensitive process. The implementation of the CSD in Munich, for example, was preceded by numerous one-on-one discussions between supporters of the collaborative idea and its sceptics.

Given the overarching nature of the change required, we argue that guidelines for transferring CSD must be different from the existing guidelines for policy learning – Rose (2001), for example, suggests ten steps for learning lessons from abroad – in that they need to focus more on achieving stakeholder willingness to participate rather than on addressing aspects of technical feasibility. In doing so we assume that once the relevant participants support this procedural change, the actual process success factors (Baumann & White 2011) are largely generalisable and transferable. Forester (1999), for example, points out that ‘many facilitators and mediators take pains to point out that these [consensus building] processes involve nothing magical at all; they take hard work, skill, sensitive exploration of issues, persistence, and creativity’ (p. 464).

To develop guidelines for transferring CSD that align more with its procedural character, the following section introduces preconditions for implementing CSD that emerged from our own and other case studies.

### Incentives for stakeholders to participate in a collaborative process

In summary, incentives for policy makers and organised interests to participate in CSD are related to both the nature of the problem situation and the nature of the process (see Table 1). These incentives can be based on:

- a political stalemate between stakeholders that are interconnected in a problem situation. This leaves participants no choice but to cooperate because of a lack of alternative avenues through which to further their interests
- high-level leadership and commitment so that participants don’t want to miss out
- a perception that participation can increase influence on policy outcomes, and
- previous positive experience with collaboration.

**Table 1: Incentives for stakeholders to participate in collaborative stakeholder dialogue related to both the nature of the problem situation and the nature of the process (Source: created for this research based on Innes & Booher 2010 (a); Sabatier & Weible 2007, pp. 206-7 (b); Forester 1999 (c); and our own research (d))**

	Success factor	Rationale
Nature of the problem situation	(1) Hurting stalemate and lack of alternative avenues (a, b, d)	The incentive to negotiate seriously originates from a deadlock in which none of the stakeholders is able to emerge victorious and all parties find the status quo unacceptable. None of the participating groups sees alternative means of advancing their interests.
	(2) Perceived interconnectedness of actors (a, c)	‘Once parties begin to recognize that they [...] have complex histories and real problems that worry them, then and only then can they begin to work together to solve their problems effectively’ (c).
Nature of the process	(3) Perceived influence (a, d)	Participants need to have the impression that investing their resources will be rewarded in terms of policy outcomes.
	(4) High level initiative and commitment (b, d)	Commitment of organisers and participants at a senior level so that forum is prestigious enough to force professionals from different coalitions to participate.
	(5) Previous positive experience with collaboration (c, d)	Participants are impressed by previous positive experiences with collaborations; perceive them as ‘almost magical’ (c).

The problem situation needs to resemble a hurting stalemate (Success factor 1 in Table 1 below), characterised by an absence of alternative avenues through which stakeholders can further their objectives, so that participants see no better alternative to engaging with their political opponents:

At the point of stalemate, the prospect of negotiating becomes more attractive, and thus there is an opportunity to change the system of decision-making. If this is taken, it is possible to collaborate ...

‘Only when the politics of power have been exhausted can the politics of co-operation become a viable possibility’ (Sidaway 2005, p. 200; quoting Amy, 1987, p. 92).

To realise the benefits of CSD participants also need to see the interconnectedness of their objectives with those of other stakeholders (Success factor 2):

Once parties begin to recognize that they both have complex histories and real problems that worry them, then and only then can they begin to work together to solve their problems effectively (Forester 1999, p. 491).

Another precondition that emerged from the Munich case study is that all participants need to feel they have a real opportunity to influence the outcomes of the process. That is, that their arguments will be heard and taken into account (Success factor 3):

This has a lot to do with power. Every participant of the forum knows that it is all about the power of definition, that is, which problem definition, solution perspective, pathway will be ultimately selected? Everyone knows that, everyone is accomplished in that game. But a framework has been found that creates an arena for the better argument to grasp hold in the sense of Habermas, where it gets the space to articulate itself and then eventually find recognition, regardless of whether someone is in the right party or argues from the right institution. This is a great achievement that had been accomplished in Munich (Munich Interviewee #1)!

With regards to the process the initiative and commitment of officials on a senior level (Success factor 4) is important to attract participants. As one of the interviewees in Munich stated:

If the process had been initiated by the third Mayor or other senior officials rather than by the first Mayor it would by far not have had the success story it had in this case (Munich Interviewee #11).

Finally, in order to get participants motivated and engaged in the CSD, or to keep them motivated and engaged, they need ongoing positive experience with the process and its outcomes. This serves as confirmation that the collaborative pathway helps them to promote their interests more effectively than they could expect to do within an adversarial framework, for example, by producing high quality solutions to a conflict or positive experiences in collaborating with people “from the other side” (Success factor 5). Forester (1999) reports that:

Efforts to build consensus between those with differing values can produce unexpected results that seem almost magical to the parties involved. Although they begin with the presumptions that the other “will never talk to us” and that their value systems are so radically different that “we’ll never be able to work something out with them”, parties are often astonished to find themselves crafting real, productive, satisfying agreements (p. 464).

Disappointment with the collaborative process can, on the other hand, destroy possibilities for future collaborations and enhance cynicism and adversarial strategies. Bickerstaff and Walker (2005) for example document two cases of citizen engagement in British transport planning where uneven power relations meant some participants lacked influence throughout the deliberative process. This led to their becoming disillusioned.

The process of shared learning and consensus building is therefore strongly interlinked with its effects and outcomes. In this way, processes and outcomes are mutually reinforcing, either in a positive or negative way.

### A framework to assess the preconditions for transferability

The incentives in Table 1 are largely different for decision makers and non-governmental actors. Table 2 illustrates the different incentives or preconditions for decision makers and non-government interest groups to support and engage in a CSD. This builds a framework that enables us to test the preconditions for CSD transferability to other cities.

**Table 2: Incentives or preconditions for decision makers and non-government organized interests to support and engage in collaborative stakeholder dialogue (Source: created for this research)**

	<b>Decision makers</b>	<b>Non-government interest groups</b>
<b>Hurting stalemate and lack of alternative avenues</b>	No alternative avenues through which to deliver on political promises (strong and competing stakeholder interests).	No alternative avenues through which to pursue political interests; advocacy/ lobbying not effective in existing context.
<b>Perceived interconnectedness</b>	Decision makers realise that they need to get everyone on board in order to achieve progress.	Stakeholders realise that that they all need the process to work.
<b>High level leadership and commitment</b>	Decision makers realise that in order to better bring people along with them they need to bring the main actors together to deliberate on contested issues and to reconcile stakeholder interests.	Stakeholders don't want to miss out on information and relationship building.
<b>Perceived influence</b>	Decision makers expect that participants will develop a better understanding of decision makers'	Stakeholders believe their arguments will be better taken into account in a CSD than in other strategies. They

	plans and projects and thus be more supportive. This will facilitate implementation.	don't want to miss out on discussions and risk missing a chance to co-define issues and solutions.
<b>Previous positive experience</b>	Previous positive experience with collaborative procedures and consensus building.	Previous positive experience with collaborative procedures and consensus building.

We suggest, however, that the factors in Table 2 are dependent on the cultural inclinations of the relevant stakeholders towards a more collaborative policy style. The framework is therefore not universally applicable but should be used within the context of cultural differences. Hendriks (2004) for example concludes, as a result of a comparative case study of Germany and Australia, that:

What tends to dominate [in Germany] is rational and consensual debate amongst representatives of different interests, though pluralist activities also exist at the edges. Australia's policy style is much more adversarial and combative. Apart from some minor attempts with corporatist structures, policy making is generally the result of decision makers juggling the competing claims of different interest organisations (p. 294).

To test the transferability framework in Table 2 we conclude with applying it to the context of Sydney in the following section, based on discussions with key transport stakeholders inside and outside of government.

### **TESTING THE TRANSFERABILITY FRAMEWORK IN SYDNEY: ARE THE PRECONDITIONS GIVEN?**

We tested the transferability framework in Sydney in two different ways. First, the researchers adopted the role of 'observer-as-participants' (Gold 1958, p. 221) in a series of discussions with interest groups and senior decision makers. In the role of 'observer-as-participant' a researcher has only minimal involvement in the social setting being studied and is not normally an active participant. Second, we conducted a series of formal interviews with government and non-government stakeholders.

The conclusion from these discussions and interviews is that it is not yet clear whether a CSD could be successfully implemented in Sydney. The non-government participants did meet the preconditions in Table 2 in terms of perceived influence and previous positive experience. However support from industry NGOs was weaker than support from environmental NGOs. Two government decision makers saw potential benefits in using a CSD process, but one of them did not believe the level of conflict was high enough to justify the implementation of a CSD. Finally, a planning official suggested CSD could improve the planning process by taking the heat out of policy debates.

We initially preferred the 'observer-as-participant' approach over interviews because we assumed — based on feedback from a number of transport commentators in Sydney to whom we had explained the Munich case study — that there could be a realistic chance for CSD to be implemented in Sydney. A new state government had come to power in March 2011, and transport was described as 'the emblematic issue of the election' (Andrew West at SMH 2011), due to the long-standing problems and shortcomings of Sydney's public transport system that the previous government could not resolve. Many observers had hoped that the incoming government would deal with these issues more effectively. We therefore saw a window of opportunity for CSD to effectively gain ground in Sydney, and to contribute to better transport outcomes.

In our role as 'observer-as-participant' we accompanied two representatives of environmental NGOs to meetings with other interest groups and senior decision makers. Our task was to present the Munich case study and provide academic background on CSD. The NGOs advocated CSD as a viable option for Sydney. They did so because they believed it would make their work easier in terms of getting the arguments used by environmental NGOs heard by the right people and thereby increase their influence on transport development. Another argument was that a CSD type of forum would be potentially more effective than previous collaborative procedures they had been involved in. These procedures had lacked the power to influence decisions. Finally, the support of the environmental NGOs was based on positive experiences with the South Sydney Transport Forum, a stakeholder dialogue that was initiated before the NSW state elections in 2011 in a local area to identify common ground on specific issues. One environmental NGO interviewee had been impressed with the extent of common ground that could be found among stakeholders, and that it was an inspiring experience to collaborate with people 'from the other side'.

The meetings, however, revealed that stakeholders had differing views on the idea of CSD in Sydney. One senior decision maker did not think the level of conflict in Sydney was intense or polarised enough to create a stalemate as was the case in Munich. Rather, the decision maker saw the situation as involving 'different shades of gray', and therefore believed CSD was unlikely to bring any benefits to the current situation. Another sceptical comment this decision maker made was that unless there was major conflict, the public



would expect the government to make decisions themselves rather than putting them out to the public. A final comment was that the CSD would need a clear purpose or rationale and have a regional reference rather than operating on the macro level for the whole of Sydney; otherwise it would be seen as just another 'talkfest'.

Another governmental decision maker was more supportive of the idea, suggesting it could help actors to move away from a focus on individual projects towards systems or network thinking, by developing principles for development very early on. Another potential benefit this observer acknowledged was the potential of a CSD to 'depoliticise' transport.

Our overall impression from the meetings with the two government representatives was that they were busy with restructuring the bureaucracy after the elections, and that the idea of engagement had not been addressed in detail yet. As one of them said, 'things have to settle first'.

One industry NGO considered CSD as a good way to identify the 'low-hanging fruit', to better understand the 'pulse of what's going on', and to reconcile stakeholder interests for projects that cover a broad spectrum of issues.

Given that the findings of the 'observer-as-participants' stakeholder meetings were quite indefinite we complemented the data with individual interviews with the two environmental NGOs as well as one senior planning official.

The environmental NGOs were divided in their conclusions after the meetings: while both still see great benefits that a CSD could bring to the Sydney context, one doubted that such a process could be meaningfully implemented on the State level due to the distribution of power across several institutions.

The planning official considered CSD as a valuable forum outside the media spotlight to get lobbyists to open up their thinking and to see beyond their sectional or modal interests, and to build relationships that contribute to taking the heat out of policy debates. This enhanced public debate would improve the planning process by 'keeping it out of the petty politics' and by reducing the 'angst' of decision makers to implement progressive policies. In terms of implementation the official considered it crucial to find a neutral and well-respected individual to facilitate the CSD. That way the forum would not be considered as endorsing government policy; rather, it would allow discussions at a deeper level.

## **Discussion**

In conclusion, the stakeholder incentives for supporting and implementing a CSD process in Sydney are largely different from the preconditions that were in place in Munich.

In Munich the mayor was the main driving force behind the *Inzell-Initiative* while environmental NGOs had been rather sceptical of the idea because they feared they would be co-opted. In Sydney, the situation seems to be the other way round: environmental NGOs see CSD as an opportunity for gaining greater influence while one Government decision maker appeared sceptical with regard to the benefits.

These indefinite findings are no doubt influenced by the fact that New South Wales had just had a change of government after 16 years and the transport bureaucracy is currently undergoing a fundamental restructure. Consequently, roles, tasks and processes are not yet completely clear. This might also be a reason why there is less apparent conflict on transport issues.

A possible conclusion is that unlike Munich, where the mayor was under strong pressure to find a solution to the 'hurting stalemate' and deliver results, Sydney needs or has more time to implement a meaningful non-reactive stakeholder engagement procedure. It may even be that in Sydney such a procedure could go beyond the *Inzell-Initiative* by integrating lay citizen and organised interest collaboration as an input to government.

The findings in Sydney also align with findings by Hendriks (2004) who investigates under what conditions interest groups support processes of lay citizen deliberation. Similar to our findings, she finds that 'weaker interest organisations are more willing to engage in public deliberation than stronger interest organisations', and that 'public deliberation also appears to be more appealing for those organisations that support the issue on the agenda and those interested in shifting the debate beyond the status quo.' She therefore concludes that interest groups 'participate in public deliberation opportunistically when there are strategic reasons for doing so' (p.33).

With regards to guidelines for transferring a CSD to other city contexts we suggest that the framework in Table 2 provides a valuable foundation for assessing the presence of incentives and motivations of stakeholders to support and engage in CSD. However, further applications are needed to test and refine the framework.

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Welcome to the Fifth State of Australian Cities Conference.



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## Welcome

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Friends and colleagues, it is our pleasure to welcome you to the Fifth State of Australian Cities Conference.

Australian cities are highly ranked internationally for their liveability, and have continued to grow strongly through a global financial crisis. Yet we are confronted with significant challenges.

More than 80% of Australians and over half of the world's population now live in cities – cities that are responsible, directly or indirectly, for nearly 75% of the world's greenhouse gasses. Climate change is happening now and will influence the way we live for the foreseeable future. Peak oil may exacerbate already existing disparities in access to affordable housing, jobs, education, and social services. Collectively, urban Australians are getting less healthy and are using public space less. These health, social, and economic inequalities are exacerbated by continuing power differentials in terms of age (with children and older people at greatest risk of isolation from public life), gender, aboriginality, ethnicity, and disability.



Urban challenges should not blind us to opportunities. For the first time in two decades, the federal government is talking about the need to address the infrastructure gap in cities. A growing body of urban researchers are engaging with policy-makers to develop evidence-based interventions. Coalitions are springing up to address intertwined social, economic, environmental, governance, and infrastructure issues.

Since 2003, the biennial State of Australian Cities conferences, under the aegis of the Australian Sustainable Cities and Regions Network, have supported interdisciplinary policy-related urban research. This year in Melbourne, a comprehensive and hard-working local organizing committee - from Melbourne, RMIT, Monash, Swinburne and Latrobe Universities, the Australian Housing and Urban Research and the Grattan Institutes, the State government and the City of Melbourne - has brought you a very strong program. Three plenary panels bring

researchers from across the country to address 'big issues': place-based disadvantage, the design and form of Australian cities, and metropolitan governance. Over 175 papers, in 46 themed sessions, cover topics ranging from planning and governance for environmental sustainability, to housing affordability and adequacy in the context of an aging population. Healthy communities, better public transport, high quality open space, participatory planning, and issues affecting the peri-urban fringe are also strong sub-themes within this conference. Fifty of our best and brightest PhD students have a special training day, and field trips, morning bicycle rides and our famous conference dinner round out the program.

We invite you to reconnect with your peers, meet new potential friends and colleagues, learn from one another, and generate ideas about better Australian cities.

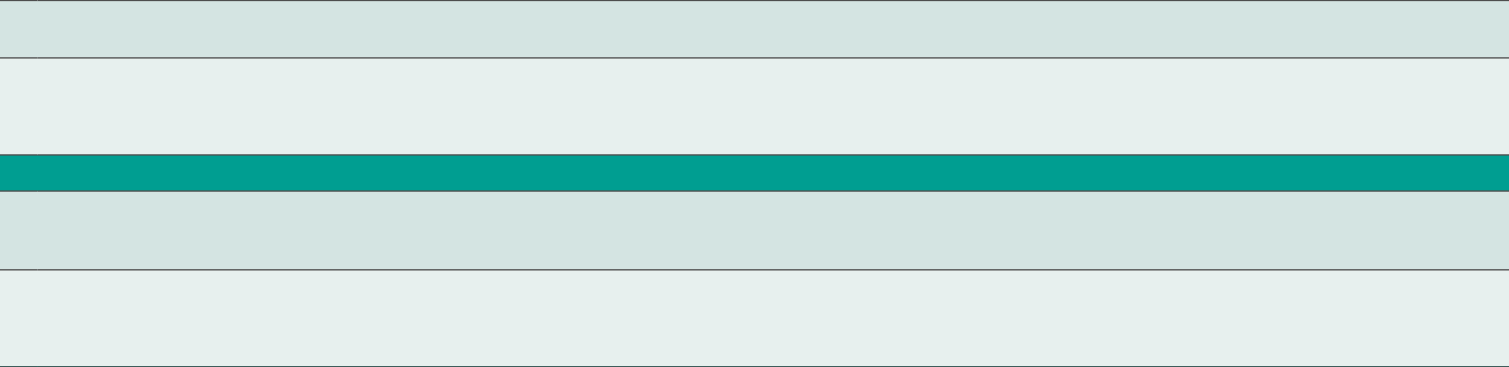
Thank you for joining us,

Carolyn Whitzman and Ruth Fincher, University of Melbourne  
 Co-Chairs, 5th State of Australian Cities Conference  
 On behalf of the Melbourne Organizing Committee and the Australian Sustainable Cities and Regions Network

Conference Program Day 1 – Wednesday 30 November, 2011

9:00	<b>Conference Opening: Prince Philip Theatre</b> <b>Chair: Assoc Prof Carolyn Whitzman, Urban Planning, University of Melbourne</b> Aunty Joy Murphy Wandin AO, Wurundjeri Elder – Welcome to Country Prof Glyn Davis, University of Melbourne Vice-Chancellor Anthony Albanese, Federal Minister for Infrastructure Andrew Tongue, Secretary of the Department of Planning and Community Development		
10:30	<b>Morning Tea – Level 1 Atrium</b>		
11:00	<b>Plenary Panel 1: Prince Philip Theatre</b> <b>How can we Create Cities that Lessen Socio-Spatial Disparities?</b> <b>Chair: Prof Ruth Fincher, Geography, University of Melbourne</b> Prof Fran Baum, Public Health, Flinders University Assoc Prof Robyn Dowling, Geography, Macquarie University Prof Brendan Gleeson, National University of Ireland Dr Kurt Iveson, Geography, University of Sydney		
12:30	<b>Lunch – Level 1 Atrium</b>		
13:30	<b>Infrastructure</b> SE-01 Room 207	<b>Economy</b> SE-02 Room 211	<b>Environment</b> SE-03 James Hardie Theatre
	<b>Climate Change and Infrastructure</b> <b>Chair: Leigh Glover</b>	<b>Cities and Economic Change</b> <b>Chair: Andrew Butt</b>	<b>Energy Efficient Built Environment</b> <b>Chair: Michael Ambrose</b>
	<b>Local Council Infrastructure and Climate Change</b> Jon Kellett, The University of South Australia	<b>The Unbearable Lightness of Being Gold Coast</b> Aysin Dedekorkut-Howes, Griffith University	<b>Energy and Greenhouse Gas Emissions Implications of Alternative Housing Development Types for Australia</b> Robert Crawford, The University of Melbourne
	<b>Planning for Bushfire Resilient Urban Design</b> Alan March, The University of Melbourne	<b>Remaking of Central Sydney: Evidence from Floor Space and Employment Survey in 1991-2006</b> Richard Hu, University of Canberra	<b>The Application of Taxation Benefits and Incentives for Green Building</b> Hera Antoniadis, University of Technology
	<b>Public Active Open Space as a Diminishing Resource: The Impact of Urban Conservation, Water Sensitive Urban Design and New Urbanism on the Supply of Active Open Space</b> Garry Middle, Curtin University	<b>Resource Boom Times: Building Towns and Cities in Remote Places</b> Fiona Haslam McKenzie, Curtin University	<b>Design, not Density, of Urban Form as the Path to Sustainability: An Examination of Examples from the Australian Suburb</b> Tony Hall, Griffith University
	<b>Climate Change Impacts on Road Infrastructure Systems and Services in SEQ: Implications for Infrastructure Planning and Management</b> Rudi van Staden, Griffith University	<b>Touching the Void: A Social/Spatial Evaluation of Urban Structure Proposals for Melbourne</b> Lucy Groenhart	<b>Strengthening Urban Resilience</b> Diana Griffiths, Arup Australia
	<b>Infrastructure</b>	<b>Economy</b>	<b>Environment</b>
15:00	<b>Afternoon Tea – Level 1 Atrium</b>		
15:30	<b>Economy</b> SE-08 Room 207	<b>Environment</b> SE-09 Room 211	<b>Environment</b> SE-10 Sisalkraft Theatre
	<b>Housing and Labour Markets</b> <b>Chair: Alan March</b>	<b>Climate Change, Urban Conservation and Food</b> <b>Chair: Mark McDonnell</b>	<b>Urban Environment Modelling &amp; Management</b> <b>Chair: Trevor Budge</b>
	<b>Knockdown-Rebuild in Sydney: Addressing Household and Place in a Study of Residential Choice and Local Change</b> Andrew Tice, The University of New South Wales	<b>Planning for Unavoidable Climate Change: is Public Participation the key to Success?</b> Johanna Mustelin, Urban Research Program and Centre for Coastal Management	<b>Can We Meaningfully “Operationalise” the Ecological Footprint Calculation at the Organisational Level?</b> Peter Maganov, Randwick City Council
	<b>Population Change and Internal Migration in Australia</b> Sadasivam Karuppannan, University of South Australia	<b>Potential Effects of Climate Change on Melbourne's Street Trees and Some Implications for Human and Non-human Animals</b> Dave Kendal, The University of Melbourne	<b>The Valuation of Sustainable Urban Development – A Pre-Carbon Tax Review</b> Vince Mangioni, University of Technology
	<b>Resolving the Affordable Housing Conundrum in Slack Housing Markets: A Case Study of Sydney, NSW</b> Heather MacDonald, University of Technology	<b>Aliens from the Garden</b> Libby Robin, Australian National University	<b>An Urban Sustainability Assessment Framework: Role and Integration of Modelling Activities</b> Andre Brits, Griffith University
		<b>Growing Healthy Local Food: Sustainability Potential and Household Participation in Home Gardens</b> Sumita Ghosh, University of Technology	<b>Urban Growth Management in New South Wales: Market-Based Approaches for Natural Resource Conservation</b> Peter Williams, University of New South Wales
17:00	<b>Sessions Finish</b>		
19:00	<b>CONFERENCE DINNER – Storey Hall, RMIT University</b>		





Social	Social	Governance	Governance
SE-04 Room 137	SE-05 Sisalkraft Theatre	SE-06 Room 103	SE-07 Room 210
<b>Child and Age Friendly Cities: Participatory Techniques</b> Chair: Geoff Woolcock	<b>Housing Affordability</b> Chair: Kathy Arthurson	<b>City Planning, Governance, Sex and Safety</b> Chair: Glen Searle	<b>Public Participation in Planning</b> Chair: Crystal Legacy
<b>Children's Citizenship: Participation through Planning and Urban Design</b> Julie Rudner, La Trobe University, Judith Wilks, Southern Cross University	<b>Better than Average(s): Moving Beyond Simple Medians and Income Ratios to Explore Housing Affordability in Metropolitan Melbourne</b> Suzanne Slegers, Department of Planning and Community Development – Spatial Analysis	<b>Investigating Crime Precipitators and the 'Environmental Backcloth' of the Night Time Economy: An Environmental Criminology Perspective from an Australian Capital City</b> Paul Cozens, Curtin University	<b>Participation, Process and Change: Negotiating Public Participation in Metropolitan Planning in the ACT</b> Rebecca Sorensen, National Capital Authority
<b>Developing Visual Research Tools to 'Do Planning' with Children: 10 Lessons from a Methodological Review</b> Andrea Cook, The University of Melbourne	<b>Long Run Patterns of Housing Prices in Melbourne</b> Elizabeth Taylor, Department of Planning and Community Development	<b>(De)Sexing the Suburbs: The Politics and Planning Regulation of Brothels in Perth/WA</b> Paul J. Maginn, University of Western Australia	<b>Who killed Melbourne 2030?</b> Paul Mees, RMIT University
<b>Voices of Older Australians about Infill Development – Using Participant Action Research Methods to Understand Home, Neighbourhood and Identity for Planning Purposes</b> Claudia Baldwin, University of the Sunshine Coast	<b>Making Do: Housing Quality and Affordability in the Low to Moderate Income Age Specific Housing Sector</b> Catherine Bridge, The University of New South Wales	<b>The Complexity of the Sexual City: Defining the Sex Industry Premise</b> Christine Steinmetz, The University of New South Wales	<b>Contrasting Participants' Realities Regarding Democratic Planning: Comparing Cases from Australia and Bangladesh</b> Mohammad Swapan, Curtin University
<b>What Older People Want: Attitudes to Options for Improving Housing Efficiency and Livability</b> Bruce Judd, University of New South Wales			<b>Re-thinking How we Plan to Address Technically Complex Problems: Drawing on Planning Theory to Guide Practice in Revision of Land Use Plans in Coastal High Hazard Zones</b> Mellini Sloan, Queensland University of Technology

Social	Governance	Governance	Social
SE-11 James Hardie Theatre	SE-12 Room 210	SE-13 Room 103	SE-14 Room 137
<b>Public Space and Identity of Place</b> Chair: Ian Woodcock	<b>Metropolitan Strategic Planning</b> Chair: Wendy Steele	<b>Transport Planning</b> Chair: Matthew Burke	<b>Planning Contested Ground</b> Chair: Kurt Iverson
<b>Blurring the Boundaries: The Interface of Shopping Centres and Surrounding Urban Public Space</b> Samira Abbasalipour, The University of New South Wales	<b>Planning for Resilience and Growth: An Analysis of Metropolitan Planning Strategies in Australia</b> Lionel Frost, Monash University	<b>Can Successful European Models of Public Transport Governance Help to Save Australian Cities from Failed Neo-Liberalism?</b> John Stone, The University of Melbourne	<b>We Aren't Going Beyond the City Gates: Community Agency and Inner City Affordable Housing.</b> Vivien Hazel-Streeter, Swinburne University of Technology
<b>Public/Private Interfaces in the Inner City: Types, Diagrams, Assemblages</b> Kim Dovey & Stephen Wood, The University of Melbourne	<b>Melbourne's Activity Centre Policy: A Post Mortem</b> Robin Goodman, RMIT University	<b>Visualising the Impossible? Simulating Options for Low Carbon Transport Scenarios in Auckland, New Zealand</b> Patricia Austin, University of Auckland	<b>Understandings of Social Mix and Community Opposition to Social Housing Constructed Under the Nation Building Economic Stimulus Plan</b> Kristian Ruming, Macquarie University
<b>Seeing the Whole: Incorporating Indigenous Landscape Values Into Planning</b> Darryl Low Choy, Griffith University	<b>How Different Are Australian Cities?</b> Jago Dodson, Griffith University	<b>Active Transport to School: A Study of Political Barriers in Glen Eira</b> Danita Tucker, The University of Melbourne	<b>In the Fast Lane – Bypassing Third Party Objections and Appeals in Planning Approval Processes – An Initial Review of Policy and Debates</b> Joe Hurley, RMIT University
<b>Understanding Place Names in Southwest Australia</b> Len Collard, Curtin University	<b>Super-size my Governance: A Review of Super-city Reforms to Spatial Planning Governance in Auckland Compared with Brisbane/South East Queensland</b> Clare Mouat, The University of Melbourne	<b>Pathways Towards Sustainable Urban Transport Development – Investigating the Applicability of Munich Best Practice in Collaborative Stakeholder Dialogue to the Context of Sydney</b> Christiane Baumann, Institute for Sustainable Futures, University of Technology, Sydney	<b>Designing Sustainable Urban Futures: Presenting a Design-led Methodology for Sustainability Research</b> Viveka Hocking, Australian National University

Conference Program Day 2 – Thursday 1 December, 2011

9:00	<b>Plenary Panel 2: Prince Philip Theatre</b> <b>What Kinds of Urban Intensification are Best for Australian Cities?</b> <b>Chair: Prof Bill Randolph, Urban Planning and Policy, University of New South Wales</b> Prof Graeme Davison, History, Monash University Prof Kim Dovey, Architecture, University of Melbourne Prof Billie Giles-Corti, Public Health, University of Melbourne Prof Richard Weller, Landscape Architecture, University of Western Australia		
10:30	<b>Morning Tea – Level 1 Atrium</b>		
11:00	<b>Economy</b> SE-15 Room 207 <b>Knowledge Economy and Creative Cities</b> <b>Chair: John Minnery</b> <b>Creative City Strategies in Toronto and Vancouver, Canada: Towards a Comparative Analysis with Australian Cities</b> Sebastien Darchen, The University of Queensland <b>Master Planned Community Employment Centres ...the 'Wall Flower' of Business Locations</b> Pamela Wardner, University of the Sunshine Coast <b>Metropolitan Planning and NBN: A Comparative Policy Analysis, Sydney vs. Brisbane</b> Tooran Alizadeh, Griffith University <b>All Cities are Different: Moving Creative Workforce Research Forward to a New Specificity</b> Dawn Bennett, Curtin University	<b>Environment</b> SE-16 Room 211 <b>Green Space</b> <b>Chair: Paul Mees</b> <b>Policy Challenges for Metropolitan Greenspace in Sydney</b> Catherine Evans, The University of New South Wales <b>Generation After Generation: Why and How We Value Open Space</b> Nancy Marshall, The University of New South Wales <b>Green Burials in Australia and their Planning Challenges</b> Rennie Rounds, The University of New South Wales	<b>Social</b> SE-17 <b>James Hardie Theatre</b> <b>Planning for Health and Wellbeing Tools</b> <b>Chair: Billie Giles-Corti</b> <b>A Health Planning Tool Identifying Areas of Need and Disadvantage for Stormwater Harvesting Plans</b> Gemma Roache, Department of Health Victoria <b>Supporting Human Health: Focusing Effective Built Environment Interventions</b> Susan Thompson, The University of New South Wales <b>Healthy Built Environments: Stakeholder Engagement in Evidence Based Policy Making</b> Evan Freeman, NSW Health <b>Toward a Greater Understanding of Food Access in Melbourne</b> Margalit Levin, The University of Melbourne
12:30	<b>Lunch – Level 1 Atrium</b>		
13:30	<b>Infrastructure</b> SE-21 <b>James Hardie Theatre</b> <b>Planning Transport and Land Use</b> <b>Chair: Joe Hurley</b> <b>Planned Spatial Restructuring of Australian Cities: Are the Transport Benefits of Employment Decentralisation Policies Greater Than Those of Transit-Oriented Development?</b> Matthew Burke, Griffith University <b>Envisaging an Urban Development Template for the Adelaide-Gawler Rail Transit Corridor</b> Andrew Allan, University of South Australia <b>Transforming Melbourne Through Transit Oriented Intensification: Implications for Public Transport Network Performance, Accessibility and Development Densities</b> Jan Scheurer, RMIT University <b>Journey to Work Patterns in Regional Victoria</b> Simon Harwood, Department of Transport	<b>Economy</b> SE-22 Room 210 <b>Perspectives on Housing</b> <b>Chair: Jago Dodson</b> <b>Alternative Analysis of Australian Housing Shortage</b> Andrew Wilkinson, Curtin University of Technology <b>Reading House Prices in Australian Capital Cities</b> Le Ma, Deakin University <b>Measuring Planning System Performance: The Case of Housing Supply and Affordability</b> Nicole Gurran, University of Sydney	<b>Environment</b> SE-23 Room 103 <b>Sustainable Urban Consumption</b> <b>Chair: Peter Newton</b> <b>Understanding and Modelling Sustainable Behaviour in Office Environments: A Case Study on Corporate Express, Australia</b> Ezgi Erdogan Yilmaz, University of New South Wales <b>Measuring the Relationship Between Urban Form and Sustainable Household Behaviour</b> Michael Grosvenor, University of Western Sydney <b>Using Geographic Information Systems to Explore the Determinants of Household Water Consumption and Response to the Queensland Government Demand-Side Policy Measures Imposed During the Drought of 2006–2008.</b> Heather Shearer, Griffith University <b>Trees Provide Energy Saving Benefits to Adjacent Buildings for a Small Water Cost</b> Stephen Livesley, The University of Melbourne
15:00	<b>Afternoon Tea – Level 1 Atrium</b>		
15:30	<b>Infrastructure</b> SE-28 Room 207 <b>Economics and Infrastructure</b> <b>Chair: Jago Dodson</b> <b>Suggesting a Theoretical Framework to Curb 'The Planning Fallacy' Element in Transport Policies of New Zealand and Pakistan</b> Babar Chohan, Massey University <b>Public Values in a "Privatised" Public Transport System.</b> Carlo Carli, RMIT University <b>A National Scandal: Wildly Inflated Residential Property Values and How to Slay Them</b> Tony Sorensen, University of New England, Ralph McLaughlin, University of South Australia <b>The Impact of Logistics Activity on Cities</b> Kevin O'Connor, The University of Melbourne	<b>Environment</b> SE-29 <b>James Hardie Theatre</b> <b>Sustainable Urban Development</b> <b>Chair: Nicholas Iow</b> <b>The Role of Discourse in the Construction of Place: A Case Study of Master Planned Estates in the Lower Hunter Region</b> Paul Smith, The University of Sydney <b>Greyfield Residential Precincts</b> Shane Murray, Monash University <b>The Historical Transformation of Melbourne's City Centre: Seeking for a Sustainable Pattern of Urban Development</b> Yina Sima, The University of Melbourne	<b>Social</b> SE-30 Room 210 <b>Planning for Health and Wellbeing: Partnerships</b> <b>Chair: Matthew Rofe</b> <b>Building Active and Healthy Communities: An Analysis of Council Initiatives</b> Shaked Khan, Curtin University <b>Evidence on the Relationship Between Poor Housing and Poor Health: Who, How and How Many?</b> Emma Baker, The University of Adelaide <b>Fostering Effective Interdisciplinary Collaboration Between the Built Environment and Health</b> Jennifer Kent, The University of New South Wales
17:00	<b>Sessions Finish</b>		
17:00	<b>ASCRN General Meeting – Prince Philip Theatre</b>		
18:00	<b>ASCRN General Meeting Drinks – University House</b>		

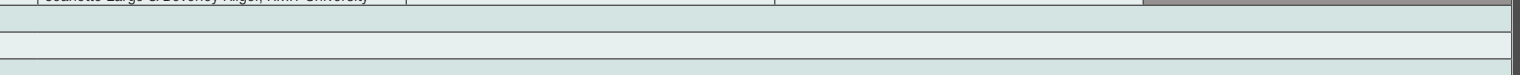




Social	Governance	Governance	
SE-18 Sisalkraft Theatre	SE-19 Room 103	SE-20 Room 210	
Social Housing Chair: Ilan Vizel	Democracy and Local Leadership Chair: Dianne MacCallum	Governance, Projects and Planners Chair: Trevor Budge	
Research, Development and Innovation: The Case of Social Housing in Mt Druitt, NSW Olga Camacho Duarte, University of Technology	The 'Most Undemocratic Municipality in Australia': Changes to the Franchise and Electoral Arrangements of the Melbourne City Council David Dunstan, Monash University	Urban Drought, Infrastructure Crisis, and Governance Centralisation in Sydney, Melbourne and SE Queensland Glen Searle, University of Queensland	
The Rise and Fall of Public Housing in Australia Patrick Troy, Australian National University	Politics, Corporates and Urban sustainability: Political Projects at Work in the Transformation of Auckland Charlotte Sunde & Lawrence Murphy, The University of Auckland	What Planners Do: A Comparison of the Work of Strategic Planners in Glasgow, Melbourne and Toronto John Jackson, RMIT University	
Making our Neighbourhood Work: Exploring a New Perspective in Social Housing. Alex Baumann, University of Western Sydney	The Challenge to (re) Plan the Melbourne Docklands and Port Adelaide Inner Harbour: A Research Agenda for Sustainable Renewal of Urban Waterfronts Susan Oakley, The University of Adelaide	Jillong 2030: Mistakes, Challenges & Urban Visions David Jones, Deakin University	
	Rethinking Participation: The Role of Non-experts in the Development of Third Party Objection and Appeal in the NSW Environmental Planning and Assessment Act (1979) Nicole Cook, RMIT University	Utopian Aspirations and Dystopian Realities: The Many Faces of E-Planning in NSW Marco Amati, Macquarie University	

Social	Social	Governance	Governance
SE-24 Room 207	SE-25 Sisalkraft Theatre	SE-26 Room 211	SE-27 Room 137
Ageing in Place Chair: John Jackson	Neighbourhood and City Character Chair: Robyn Dowling	Certainty and Debate Chair: Susie Moloney	Governance for Climate Change Chair: Darryl Low Choy
Ageing in Place: Providing Supportive Environments for Older Men Helen Kendall, The University of New South Wales	Perspectives on Becoming New Port: A Discursive Account of Stakeholder Opinions in the Renaming of Port Adelaide Gertrude Szili, Flinders University	A Homespun Review of Urban Research Raymond Bunker, The University of New South Wales	Environmental Imaginaries: Climate Change as an Object of Urban Governance Diana MacCallum, Curtin University of Technology
From NIMBY to WIMBY... Possibilities for Housing Options and New Spatial Arrangements of Neighbourhoods to Assist Positive Ageing in Place Alpana Sivam, University of South Australia	Battle of the Brands: The Gold Coast Identity Crisis Ruth Potts, Griffith University	Better to be Roughly Right Rather than Exactly Wrong: The Concept of Certainty in Land Use Planning David Fingland, Macquarie University	Responding to a Transformative Stressor: Climate Change and the Institutional Governance of Australian Cities Tony Matthews, Griffith University
Constructing Gerotopia: The Impacts of Age-Segregated Communities on the Gold Coast Paul Burton, Griffith University	Intercultural Harmony and Understanding in the City of Whittlesea Michele Lobo, Deakin University	Appropriate Dispute Resolution for Owners Corporation Internal Disputes- A Case Study from Victoria, Australia Rebecca Leshinsky, Swinburne University of Technology	Governance Models Supportive of Distributed Green Infrastructure for Decarbonised Resilient Cities Jessica Bunning, Curtin University Sustainability Policy (CUSP) Institute
Aged Care, Warrnambool and Bendigo, 2021, Estimating Land-use, Connectivity and Case-load Requirements John Rollo, Deakin University		The Australian Urban Research Infrastructure Network Initiative: Providing a Comprehensive E-Research Capability for Urban and Built Environment Researchers in Australia Robert J Stimson, The University of Melbourne	Governing the Australian Megalopolis: The Challenge of the 200km City (and beyond) Wendy Steele, Griffith University

Social	Governance	Governance	
SE-31 Sisalkraft Theatre	SE-32 Room 103	SE-33 Room 211	
Housing: Social Mix Chair: Kate Shaw	Peri-urban Planning Chair: Julie Rudner	Public Land Use and Management Chair: Nicole Gurran	
Gen-X-trification? Generation shifts and the Renewal of Low-Density Housing in Sydney's Suburbs Ilan Vizel, The University of New South Wales	Functional Change in the Peri-Metropolis: What Does it Really Mean for Agriculture and Food Systems? Andrew Butt, La Trobe University	Neoliberalism and the Role of the State in Surplus Public Land Management: Protecting Sydney Harbour's Open Space Legacy Laura Goh, The University of New South Wales	
Re-thinking Social Mix and Social Sustainability: What can Capability Theory and Social Ecology Contribute? David Lilley, The University of New South Wales	Peri-urbanisation and Biosecurity: A Planning Perspective Jenny Wadsworth, Griffith University	The Role and Potential of Government Land Agencies in Facilitating and Delivering Urban Renewal Gethin Davison, The University of New South Wales	
Neighbourhood Effects and Social Mix Policies, in Australian Efforts at Urban Renewal Kathy Arthurson, Flinders University	Future of the Fringe: Scenarios for Melbourne's Peri-urban Growth Amaya Alvarez, RMIT University Stephen Farrell, Spatial Vision	From Liability to Value: Analysis of Land Remediation Decision-Making Processes in Two Australian Cities Jason Prior, University of Technology	
How an Innovative Housing Investment Scheme can Increase Social and Economic Outcomes for the Disadvantaged Jeanette Large & Beverley Kliger, RMIT University			



Conference Program Day 3 – Friday 2 December, 2011

9:00	<b>Plenary Panel 3: Prince Philip Theatre</b> <b>Metropolitan Governance: What should it look like in Australia?</b> <b>Chair: Prof Stephen Dovers, Environmental Policy, Australian National University</b>		
	Prof Jeremy Dawkins, Planning, University of Technology Sydney Jane-Frances Kelly, Grattan Institute Prof Pauline McGuirk, Geography, University of Newcastle Dr Marcus Spiller, SGS Economics and Planning		
10:30	Morning Tea – Level 1 Atrium		
11:00	<b>Environment</b>	<b>Environment</b>	<b>Social</b>
	<b>SE-35</b> <b>James Hardie Theatre</b>	<b>SE-36</b> <b>Sisalkraft Theatre</b>	<b>SE-37</b> <b>Room 207</b>
	<b>Sustainable Urban Development</b> <b>Chair: Jane-Frances Kelly</b>	<b>Low Carbon Futures</b> <b>Chair: Craig Pearson</b>	<b>Participatory Planning</b> <b>Chair: Clare Moutat</b>
	<b>Keeping Ahead of the Joneses: The Incompatibility of Urban Environmental Efficiency and Development Practices in Suburbs Undergoing Renewal</b> Andrew MacKenzie, University of Canberra	<b>Eco-Acupuncture Designing Future Transitions for Urban Communities for a Resilient Low-carbon Future.</b> Chris Ryan, The University of Melbourne	<b>Bridging the Technical Divide - Bringing People into Planning Conversations is not all about Peace, Love &amp; Mung Beans....</b> Kathy Panjari, Department of Planning & Community Development
	<b>How Green is My Subdivision? 'Green' Marketed Subdivisions: The Nexus Between Sustainable Urban Planning and Energy Efficient Housing</b> Kate Ringvall, Curtin University	<b>Transition Pathways to Post Carbon, Safe Climate Cities: Understanding and Overcoming Political Barriers and Challenges</b> John Wiseman, The University of Melbourne	<b>Mapping Neighbourhood Fields of Care</b> Ian Woodcock, The University of Melbourne
	<b>The Role of Community Activism in the Sustainable Development of Coastal Communities: The Nepean Conservation Group Inc, A Case Study</b> Ursula de Jong, Deakin University	<b>Australian Cities, Transport Integration and the Global Dilemma of Mobility</b> Nicholas Low, The University of Melbourne	<b>Unheard Stories and Unmet Expectations – The Failure of Planning</b> Meghan Bond, Griffith University
	<b>Urban Sustainability and Household Energy Efficiency: Inequities, Impacts and Ways Forward</b> Victoria Johnson, The Brotherhood of St Laurence	<b>Adapting Australian Cities to Climate Change: Is there a Growing Risk of Maladaptation?</b> Mikael Granberg, The University of Melbourne	<b>'Home is such a Big Word': Home, Housing and the Accommodation Needs of Homeless Youth in Victoria</b> Blair Gardiner, The University of Melbourne
12:30	Lunch – Level 1 Atrium		
13:30	<b>Environment</b>	<b>Environment</b>	<b>Social</b>
	<b>SE-41</b> <b>James Hardie Theatre</b>	<b>SE-42</b> <b>Sisalkraft Theatre</b>	<b>SE-43</b> <b>Room 207</b>
	<b>Extreme Events</b> <b>Chair: Chris Ryan</b>	<b>Low Carbon Futures</b> <b>Chair: Greg Foliente</b>	<b>Child-friendly Cities: Independent Mobility and Active Travel</b> <b>Chair: Paul Tranter</b>
	<b>Recovery from the Storm: Resilience and the Role of Community Capital in Long-term Disaster Recovery in Regional Western Australia</b> Helen Smith, University of Western Australia	<b>Future Policy Directions for Zero Emission Housing in Australia: Implications from an International Review and Comparison</b> Trivess Moore, Centre for Design	<b>Measuring the Built Environment for Children: A theoretical Perspective</b> Courtney Babb, Curtin University
	<b>Air Pressure and Wind Velocity – Modelling Ember Attack Within The Urban-Rural Interface</b> Sam Honey, Deakin University	<b>Creating Resilient Cities: How a New Generation of Tools can Assist Local Governments in Achieving Carbon their Abatement Goals</b> Vanessa Rauland, Curtin University Sustainability Policy Institute	<b>Paths that Connect: Walking and Cycling to School as an Indicator of the Level of Social Connectedness and Trust in School Communities</b> Patrick Love, The University of Melbourne
	<b>Role of Local Government in Disaster Management: Findings from Regional Towns in Queensland</b> Bhishta Bajracharya, Bond University	<b>Renewable Energy, Planning Policy and Local Government's Capacity to Act</b> Cathryn Hamilton, University of South Australia	<b>Improving Pedestrian Access at Arterial Roads</b> Neil Hutchinson, Department of Transport
	<b>Planning and Retrofitting for Recurrent Floods</b> John Minnerly, University of Queensland		<b>Four Dimensions of Neighbourhood Form Related to Children's Walks to School</b> Vivian Romero, Victoria University, ISEAL
15:00	Afternoon Tea – Level 1 Atrium		
15:30	<b>Closing Session: Prince Philip Theatre</b> <b>Chair: Assoc Prof Jago Dodson, Urban Research Program, Griffith University</b>		
	Prof Margaret Gardiner, RMIT University Vice-Chancellor Prof Jean Hillier, RMIT University – Are we there yet? Prof Bill Randolph, Urban Planning and Policy, University of New South Wales – The future of Australian Cities research, Challenges and opportunities for urban research – Announcement of 2013 Conference location – Thank yous		



Social	Governance	Infrastructure	
SE-38 Room 211	SE-39 Room 210	SE-40 Room 103	
Housing Liveability Chair: Bruce Judd	Peri-urban Planning Chair: Robin Goodman	Density/Institutions Chair: John Stone	
<b>Hope I Die Before I Get Old: The State of Play for Housing Liveability in Australia</b> Jane Bringolf, University of Western Sydney	<b>Planning for Urban Agriculture in Australian Cities</b> Victor pires, Griffith University	<b>The Density Trade-Off Does High Rise Construction Contribute More than that of Single Dwellings to Greenhouse Gas Emissions?</b> Colin Beattie, Curtin University	
<b>Liveable Housing Design -Is it Likely to Work?</b> Margaret Ward, Queensland University of Technology	<b>Regionalism, Regions and Transition: The 30 Year Plan for Greater Adelaide and Conflict in The Barossa Region</b> Matthew W. Rofe, University of South Australia	<b>Sydney's Local Government Online: A Review of Web Based Communications</b> Wayne Williamson, The University of New South Wales	
<b>Residents' Perspectives on Living in Inner City Medium Density Housing</b> Tom Baker, University of Newcastle	<b>A Resilience Approach to Peri-urban Landscape Management</b> Michael Buxton, RMIT University	<b>Investigating Private Motorised Travel and Vehicle Fleet Efficiency: Using New Data and Methods to Reveal Socio-spatial Patterns in Sydney and Brisbane</b> Neil Sipe, Griffith University	

Social	Governance	Governance	
SE-44 Room 211	SE-45 Room 210	SE-46 Room 103	
Housing: Housing for Specific Low-income Groups Chair: Nicole Cook	Regional Planning Chair: Michael Buxton	Heritage and Urban Design Chair: Susan Thompson	
<b>Navigating a Complex Housing Landscape: University Students' Housing Options, Pathways and Outcomes</b> Sarah Judd, The University of New South Wales	<b>Australia's Regional Centres: Are they part of the Nation's Network of Cities or only when it matters Politically?</b> Trevor Budge, La Trobe University	<b>The Government Architect and Integrated Design Commission in South Australia</b> Benjamin Hewett, University of Technology	
<b>'I Could Have Used A Lot More Help...': The Impact of Australian Housing Market Dynamics Upon Young Care Leavers and Homeless Youth</b> Stian Thoresen, Curtin University	<b>The Ambiguity of New Regionalism</b> Annette Kroen, AHURI RMIT Research Centre	<b>The Planning of Commemorative Works in Canberra: On Death and Sublation</b> Quentin Stevens, RMIT University	
<b>'My anger is what has driven me to get this far...': Securing Positive Housing Pathways for Care Leavers in Australia</b> Mark Liddiard, Curtin University	<b>A Regional Health and Wellbeing Implementation Strategy for Melbourne's North and West Metropolitan Region: Harnessing the Capability of the Regional Management Forum</b> Iain Butterworth, Victorian Department of Health (North and West Metropolitan Region)	<b>Current Problems and New Departures in Conserving Private Heritage Resources Within Australia's Urban Planning Frameworks</b> Paul Rappoport, The University of New South Wales	
<b>Postcolonial Explanation to Sudanese Refugees' Housing Circumstances in Australia</b> Paul Gal Atem, University of South Australia		<b>Urban Voids: The Hidden Dimension of Temporary Vacant Spaces in Rapidly Growing Cities</b> Heike Rahmann, The University of Melbourne	