

NP3005

LAND-USE & TRANSPORT PLANNING DECISION MAKING VS CLIMATE CHANGE PRIORITIES

Research Question

The fundamental questions of my research are: -

- Why is climate change a low priority in land-use and transport planning processes despite all tiers of government's climate change policy frameworks and international agreements that state the urgency of achieving these outcomes?
- What are the ideologies that influence the decision outcomes in land use and transport planning?
- What needs to change to reposition outcomes consistent with stated policy on climate mitigation priorities?

Methodology

My research methods are multi – research models including Critical Discourse Analysis, Case Studies and potentially Action Research

Researching the inherent priorities underpinning current decision making pathways to question rationale, relevance and viability within the context of contemporary global world challenges.

On the basis of current UN reporting, without a drastic change or structural re-adjustment in how we make decisions on city shaping infrastructure and land-use the evidence indicates:

- ❖ a continuing pattern of divergence

with climate change priorities: unsustainable fringe land use development and road based systems for passengers, goods and services which leads to gridlocks and productivity risks

- ❖ an escalation of our GHG emissions compromising Australia's capacity to meet its international commitments under the Paris COP 21 Agreement

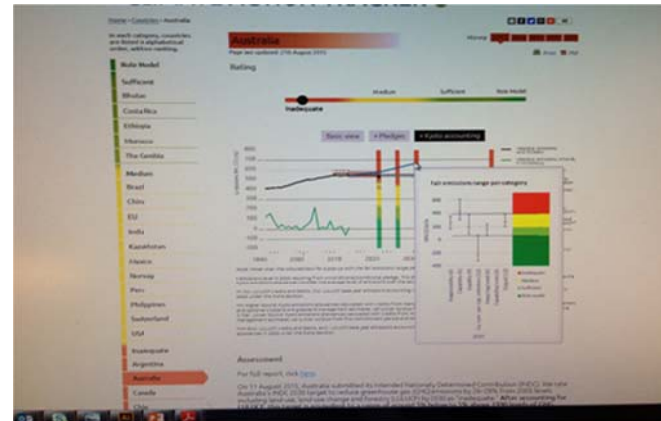


Figure 1: UNFCCC/ARR.2/AUS Climate Tracker – Australia's performance July 2016

I am at the start of my research journey currently designing my research programme.



Figure 2: Melbourne Metro train image by PTV

My research will consider the history of the Victorian Planning & Environment Act 1987 inc:

- The 11 strategic land-use planning documents developed since the establishment of the Victorian Planning Scheme in 1954
- The 1969 Melbourne Transportation Plan (a road and rail transport plan for Melbourne Melbourne's only comprehensive transport plan - never replaced;

and

- The instrumentalities : VicRoads established to deliver the plan's road projects, and V-Line, VicTrack and PTV (and their predecessors) for public transport projects now replaced by Transport for Victoria (TfV)

Rich case study and action research material include: -

- The failed E-W Link project
- The currently considered Western Distributor Project
- Infrastructure Victoria (IV) as a body and its recently released 30-year draft Infrastructure Report and Value Capture Report
- The Public Transport Provision Contracts; Services, Maintenance and infrastructure
- The Planning and Environment Act 1987; the new Zones Regime, the Capital City Zone (CCZ) as well as the Better Apartments Draft Report
- Citizen action on landuse & transport issues and the degree of influence in shaping decision making
- the legislative framework that underpins these policies and projects.



Figure 3: PLAN Melbourne REFRESH image by DEWLP

Conclusions

As I am at the commencement of my research I currently have no findings

Anticipated impacts

More informed public sector advisors, developers of business cases for government, commentators and the general community

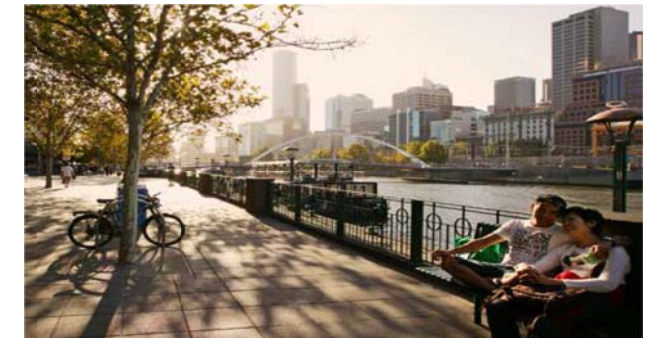


Figure 4: Southbank Melbourne image IV Report

This research tests the hypothesis that decision-pathways in major urban infrastructure projects in Victoria are not prioritising climate change mitigation and adaptation and is this because of a hegemony of neo-liberal and /or neo/corporate ideology

Further information

Contact

Gerry McLoughlin

Swinburne University Department

M: 040924672

E: gmcloughlin@swin.edu.au

W: <http://www.lowcarbonlivingcrc.com.au>