



Architectsforpeace is a humanitarian, not for profit incorporated organisation, under the Associations Incorporation Act 1981 Section 7. Architects for Peace (arch-peace) aims to provide an alternative forum for debating political, environmental and social issues in the professional urban context.

All the activities produced by Architects for Peace, including the website, are organised, implemented, created and maintained by volunteers.

Architects for Peace is also a member of ARC•PEACE International (Architects Designers Planners for Social Responsibility), NGO in consultative status (category II) with the Economic and Social Council of the United Nations. The purpose of ARC•PEACE is to be the global network of architects, design and planners committed to building in a socially responsible way a peaceful, just and an environmentally sustainable future.

Other Activities of architectsforpeace include:



Words@Building 50 is a monthly lecture/presentation/discussion about the built environment. Topics have ranged from disaster reconstruction, architecture in the developing world, environmental design and urban design to art in public spaces.

Words@bld50 is held on the first Thursday of the month in the studio and workshop of Site RMIT Public Art, who generously supports arch-peace. By avoiding all unnecessary glitter, we make these events possible at a minimum cost. The value is in the content and commitment of our presenters and the team of volunteers, who donate their time. Cost: a gold coin contribution or more if you can afford it. Coordinated by Eleanor Chapman

Pro Bono Service

Architects for Peace pro-bono service acts as a bridge between community groups, non-profit agencies and charitable organisations that need architectural services but cannot afford to pay for them (the 'Clients') and professionals of the built environment who are prepared to work with these groups free of charge (the 'Service Providers').

The pro bono services provide options to those who could not otherwise afford them. At the same time, this process facilitates the promotion and discussion of architecture and planning in relation to its impact on people, their health and their city. We hope that these services can promote education, participation and assist in finding solutions to our damaged environment. Coordinated by Lucinda Hartley



Studio and Space

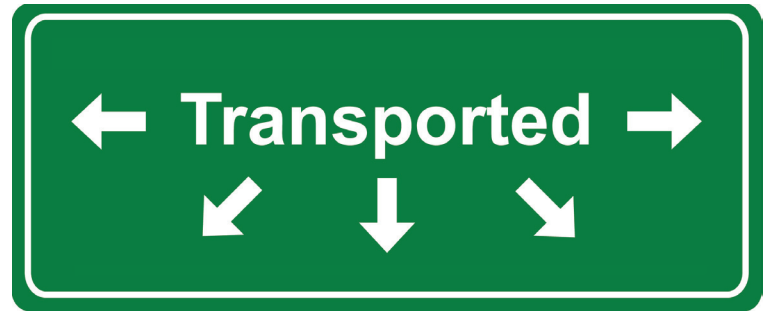
A virtual gallery to share your own original projects, particularly those that may or may not make it to the glossy magazines but that make it to people: community, council projects, urban art, research, pro-bono, student's projects and ideas. We are interested in work from all fields of the built environment - engineering, architectural, planning, urban design, landscape, urban art, environment. Coordinated by Eleanor Chapman



Newsletter

A monthly newsletter for our members that includes a feature article from our editorial team and the most recent and relevant news from around the world. Coordinated by Beatriz Maturana and Sarah Bridges

www.architectsforpeace.org



Collective Transport Sustainable Cities



2007 Architects for Peace Forum

A collaborative partnership between Architects for Peace, VicHealth, RMIT Public Art, Village Well and UNESCO Observatory



SATURDAY SEPTEMBER 1st 2007

RMIT building 94

Cardigan St, Carlton

Become a member, visit our website. www.architectsforpeace.org

Program layout and design by Shelley Freeman
Transported logo design by Eva Rodriguez Riestra
Photos by Anthony McInnery

Architectsforpeace is a forum for architects, urban designers, engineers, planners, landscape architects and environmentalists, seeking urban development based on social justice, solidarity, respect and peace. Architects for Peace was formed in 2003 in response to the absence of comment or criticism from the bodies representing the professions of the built environment about Australia's involvement in the unjustified war on Iraq.

Architects for Peace Annual Forum is an opportunity to focus on a particular area of the built environment to create debate and to inform our members, professionals of the built environment and the general public.

In 2007 the topic is collective transport and sustainable cities. We hope to use this forum to create discussion and to inform a position paper.

We aim to open the debate of possible alternatives to a car dependent city and develop an information exchange of the ideas presented at the forum via our website.

Acknowledgement We are in the country of the Wurundjeri people and pay respect to their tribal elders, celebrate their continuing culture, and acknowledge the memory of their ancestors.

We acknowledge the generous support of our principle sponsor VicHealth and the in-kind support of RMIT Public Art, Village Well and UNESCO Observatory.

Transported would not be possible without the tireless efforts of our voluntary Architects for Peace members and the Transported project team.

We also acknowledge each of our guest speakers who have given freely of their time, energy and support in generating public debate and discussion about this central issue.

Transported has the dual theme of collective transport and sustainable cities. It provides the context to explore the relationship between mobility and the environment and to consider these issues separately from current models of delivery.

The notion of collective transport as distinct from public transport permits a conversation about how we travel, not how it is provided, and allows an investigation of the differences between individual car transport and collectively owned, used or shared transportation vehicles. Is transport a right provided collectively through a redistribution of resources or a privilege earned through economic autonomy and independence? If the answer is choice, can we choose collective transport if it is inconvenient, expensive or effectively privileged through location? What are the true costs (social, economic and environmental) of these transport alternatives?

Sustainable cities could be argued to be a contradiction in terms. The global trend to urban habitation places this contradiction in a more complex setting that challenges how we socially organize our cities in relation to employment, participation and social equity and the impact this organisation has on the environment.

It is often argued that Australian cities do not have the density, the social organisation, culture, urban design or planning to provide a viable alternative to car dependency. A quick glance at comparable Anglo-capital cities will quickly dispel this myth. Other capital cities provide inspiring responses. But all of this really misses the point. Can we afford not to have efficient, affordable and accessible transport system? **Transported** explores this question and offers a forum in which to construct a proposition that may hold the answer.

Beatriz C. Maturana



VicHealth

Health promotion is a powerful, cost-effective and efficient way to maintain a healthier community. It enables people to increase control over and improve their health. Rather than focusing on people at risk for specific diseases, health promotion involves the population as a whole in the context of their everyday lives. Activities are geared toward promoting health and preventing ill-health.

VicHealth is The Victorian Health Promotion Foundation, and is the peak body for health promotion in Victoria.

Visit www.vichealth.vic.gov.au



RMIT Public Art

The Art in Public Space programs are amongst the first of their kind in the world and address issues of art in public space which are an important feature of current international cultural debate.

The program in Art in Public Space offers a broad theoretical and historical understanding of the discourses on, and practice of, art in public space. It provides training in dealing with the practical and theoretical problems arising from the situation of art in public space and examines current definitions of 'real' and 'virtual' public space. The program is open to graduates or those with a strong industry background employed as, for example, local government cultural officers, artists, architects and landscape architects, who have not previously had access to a specialised program in art in public space. Assessment is project based on a practical application of the issues raised in the program. Interdisciplinary and collaborative projects are also invited.

Visit www.rmit.edu.au



Village Well

Village Well is a progressive communication and cultural development organization. We have been leaders in creating vibrant and sustainable communities and businesses since 1992.

We offer the vision and practical tools to strengthen the economic hub of communities by revitalizing social, cultural and environmental capital.

We work with clients who are broad minded: recognizing the value of an integrated approach that engages all stakeholders

Visit www.villagewell.org



Unesco Observatory

The UNESCO Observatory brings together people with shared interests in the arts and encourages activities that cross disciplinary divisions, drawing on the combined expertise of national and internationally recognised researchers. The Observatory's focus crosses over the areas of architecture; the physical, natural, social and health sciences; well-being, culture, heritage, arts practice, education in the arts, community arts practice, research methodology, philosophy, ethics and program evaluation across pure, strategic, applied and action research.

The multi-disciplinary groupings associated with UNESCO and the Observatory operating team's current research projects, plus all the numerous research projects of the collaborating partner groups, will assist the University in meeting its longer term aims of supporting cross-disciplinary collaborative partnerships and research with government and industry bodies, and further developing our contribution to public life within Australia and across the Asian and Pacific regions

Visit www.abp.unimelb.edu.au/unesco/



**SATURDAY
SEPTEMBER 1st
5:30-7:30pm
meet O'Grady Place,
Carlton (Mel 2BF11)**

No matter the weather, grab your bike, lights and jacket to join an adventure with a swarm of cyclists served a 3-course meal over the duration of an evening inner-city ride. The Cultural Transports Collective hosts this mobile event pedalling friendship, fine food and surprising moving merriment from pedal powered vehicles.

The dinner is vegetarian, offered on a 'donate as you feel' basis.

Beatriz C. Maturana is an architect, urban design and the founder of Architects for Peace.

Born in Santiago, Chile she has lived in Australia for 20 years. Her studies in architecture were curtailed in the early 1980's due to the political situation in Chile and she completed her degree at RMIT University and a Masters of Urban Design at the University of Melbourne where she is currently a PhD candidate researching Architectural Education and the Public Interest. She teaches at RMIT University and tutors at the University of Melbourne. Beatriz has worked with the Overseas Project Corporation of Victoria, Australian Volunteers International (AVI), the Ministry of Housing (Victoria) and the City of Darebin. In Nicaragua, she lectured in architecture at the National University of Engineering and assessed Habitat for Humanity projects. As part of a multi-disciplinary team, she visited Baucau, Timor Leste to assist in the establishment of a planning framework. Her architectural work includes childcare centres, maternal and child health, sport pavilions, residential and urban design projects.

Transported Event Coordinator

Anthony McInnery Artist, Educator, Creative Producer. Anthony McInnery is the Coordinator of Cultural Planning and Development at Knox City Council, a practicing artist, Chair of the City of Melbourne Public Art Advisory Committee and a studio leader at RMIT University Public Art (a multi-disciplinary practice). Anthony's work centres on the relationship between the artist and public space with a particular emphasis on the Australian built environment and the suburbs of metropolitan Melbourne. Anthony aims to influence urban development by engaging artists in latent public spaces and unlikely infrastructure projects such as skate-parks, suburban shopping centres, freeway undercrofts and malls. In the 1990's Anthony spent two years as a cultural development worker in post-revolutionary Nicaragua.

Transported Team

The event would not be possible without Su Mellersh Lucas, Edith Wong, Alif Nadya Innier Rosa, Diena Renatta Meiantie, Eleanor Chapman, Sarah Bridges, Ceridwen Owen, Matthew Bond, Shelley Freeman, Mary Anne Jackson, Matias Maturana, Ceri Hann, Tom Gray, Vicky Grillakis, Lucinda Hartley, Kalli Vakras, Jo Joyce, Eva Rodriguez Riestra, Beatriz Maturana, Anthony McInnery.

'oikonomos'

(economy from the Greek word oikonomos, "one who manages a household," derived from oikos, "house," and nemein, "to manage.")

Performance by tashidawa featuring jamine loueslati

Tashidawa is an performance and visual artist of immense talent and dedication. She has studied both at RMIT Public Art and the Victorian College of the Arts and has spent a large amount of her creative time and energy over a number of years with indigenous communities in Arnhem land in the Northern Territory of Australia. Tashi created a work for the Architects for Peace 2005 forum Underconstruction.

Keynote Speaker

Professor Nicholas Low

Associate Professor Nicholas Low received his Master of Science in Urban and Regional Planning from the University of Strathclyde, Scotland, in 1971, where he won the year prize of the Royal Town Planning Institute. He has taught planning theory, urban studies and environmental ethics in the Faculty of Architecture, Building and Planning since 1974. He has published many international journal articles and books including *Planning, Politics and the State* (Unwin-Hyman, 1991). In 1997 he organised the University of Melbourne Conference on Environmental Justice. His book (with Dr Brendan Gleeson) *Justice, Society and Nature* (Routledge, 1998) won the Harold and Margaret Sprout Award of the International Studies Association of the USA for the year's best book on ecological politics. His book (also with Gleeson) *Australian Urban Planning* (Allen and Unwin, 2000) was launched by the Victorian Minister for Planning in 2000. Associate Professor Low's interests include urban planning, politics and state theory, environmental justice, participation, decision-making and problem solving, and land markets. He is currently working on a book on the world-wide unsustainability of transport infrastructure, and a more publicly accessible text on environmental justice

Abstract In this presentation I first pin down what I mean by 'sustainable'. Except in a trivial dictionary sense, 'sustainability', I argue, always and only refers to the scale of impact of an economic system on the global environment. The 'economy' is what we call the principal mode of interaction of humans with the natural world. The urban transport system is a subset of 'the economy'.

The fact of global warming caused by burning fossil fuel tells us that our economy is unsustainable. Climate change is the greatest threat to humanity that we face today. How can transport systems be changed to reduce their climate impact? I argue for a 'portfolio' approach to reducing greenhouse emissions from transport. We need quantitative targets and new data to be collected to tell us whether we are on track to reducing emissions.

Part of the transport portfolio consists of a much stronger role for collective and active transport for many routine city trips. Australian cities have poor infrastructure for walking and cycling and a poorly managed and incoherent bus, train and tram service. Nothing much in the collective transport system connects well to anything else. I argue for a unified network approach to transport management including buses and trams, trains with cycling and walking, planned and managed by a single multi-stakeholder authority. I offer the example of Zürich, Switzerland as a best practice international benchmark.

Greg Barber

Greg Barber was one of the first three members of The Greens elected to enter Parliament of Victoria's Legislative Council in November 2006.

Following completion of his Masters in Business Administration and Bachelor of Science, Greg Barber was media manager for Cities for Climate Protection, and Bicycle Victoria. Greg has campaigned for the Tenants' Union, the creation of Plenty Gorge Park, Environment Victoria, the Medical Association for the Prevention of War, and the Wilderness Society.

In 2002, after one year as a councillor on Yarra City Council, Greg became Australia's first Green Mayor and was instrumental in restoring public confidence in the council. As Council Chair of Finance, Greg successfully worked to reverse the financial hardship of the Council, cutting administration, and restructuring management. Greg Barber's years on local government provided him with detailed knowledge of community needs, such as health, housing, childcare and transport.

His current portfolio includes Energy & Resources, Major Projects, Planning and Public Transport.

TRANSPORT, URBAN DESIGN AND THE AUSTRALIAN GREENS

Abstract Half the world's population now lives in cities and with that proportion set to grow, we must make cities work.

I think cities arise because intense nodes of exchange are essential to our economic, cultural and other human development. Cities expand the range of choices. Others see cities as inherently degrading or "evil" and also 'unsustainable'.

Cities are organic, they develop according to not-so-visible rules - economic, social and environmental forces. However we also make choices about how cities are to work. Politicians, architects and planners all interpret the community's values in making those choices on their behalf. Very few people are deeply engaged in making these choices and most city residents only get to vote on those choices with their feet, by moving within the city to use it in the best way they can.

I will share some perspectives on my view of how those choices get made, based on my background as an urban environmentalist, a city councillor and mayor and now a state member of parliament.

Senator Lyn Allison

Senator Lyn Allison is the Leader of the Australian Democrats.

She is the party's national spokesperson on Health and Ageing, Education (excluding Higher Education), Resources, Energy and Infrastructure, Treasury and Commonwealth - State Relations

Elected to the Federal Parliament in 1996 and again in 2001, Senator Allison became leader of the Australian Democrats in 2004. She is an outspoken campaigner on health, education, environment, nuclear and women's issues.

Senator Allison was Chair of the Democrats-initiated Senate Mental Health Inquiry which handed down its reports in early 2006. She also initiated the debate on RU486 and was one of the four women who co-sponsored the ground breaking, cross-party supported bill that removed the Health Minister's veto and transferred approval to the Therapeutic Goods Administration in February 2006.

Senator Allison, as chair of the powerful Senate Environment, Communications, Information Technology and the Arts References Committee, presided over 10 major environment inquiries including those on greenhouse and water management and made hundreds of recommendations.

Other notable achievements include negotiating almost \$1 billion of 'Measures for a Better Environment' programs in 1999, hundreds of amendments to Federal environment and heritage laws and initiating the National Safe Schools Framework to tackle abuse and bullying in schools. Senator Allison – the first Federal parliamentarian to drive a hybrid electric car – also negotiated national fuel and vehicle emission standards, to tackle air pollution.

Senator Allison is proud to be the product of the public school system and has a Bachelor of Education from Melbourne University. Her Parliamentary career has been influenced by her experience in Melbourne as a teacher, then as a councillor on the Port Melbourne Council.

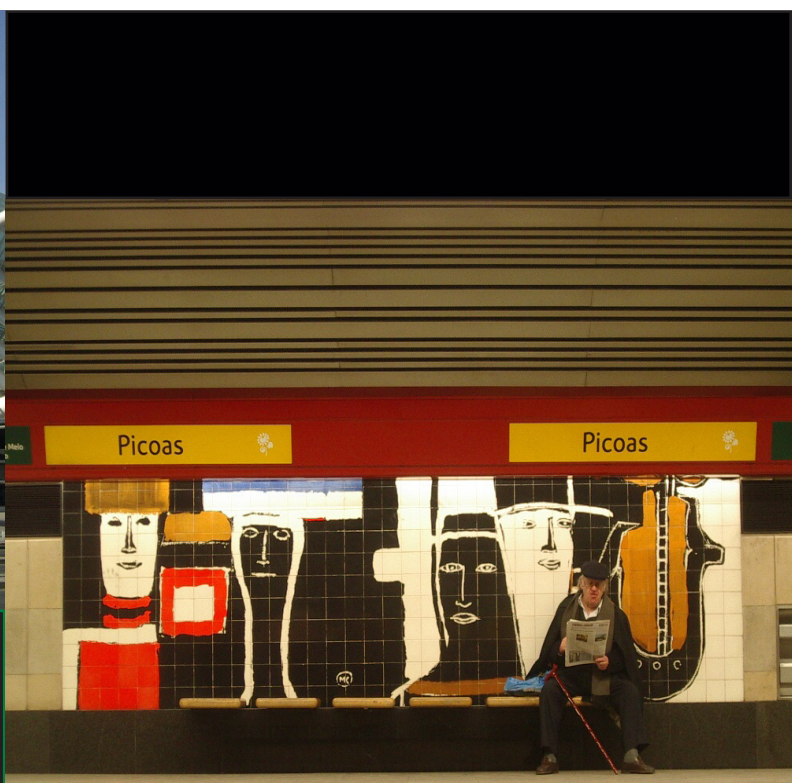


Kylie Legge, Director of Projects, Village Well

Kylie Legge is a project manager and communications expert in the design and construction fields. Currently completing her Masters in Planning at RMIT Kylie has experience in large-scale Place Making projects, community engagement strategies, concept master plans and land use planning exercises for both government and corporate clients.

Before joining Village Well, Kylie was the director of March Communications, a Sydney based communications consultancy specialising in the built environment. In 2004 she was engaged as the National Project Manager for the Year of the Built Environment providing overall concept development, event and activity management, budget & sponsorship management and media liaison for all national activities.

Other projects include the development, creation and overall management of the touring exhibition alts + adds, the launch and media management of the national Your Building project and communications consultancy for the Sydney Opera House FM Exemplar project for the Cooperative Research Centre for Construction



Leigh Glover GAMUT

Australasian Centre for the Governance and Management of Urban Transport (GAMUT)
Faculty of Architecture, Building and Planning, University of Melbourne, Melbourne, Australia

Leigh Glover is a Research Fellow and Associate Director at the Australasian Centre for the Governance and Management of Urban Transport (GAMUT), University of Melbourne, Australia, working on a sustainable transport initiative supported by the Volvo Foundation.

Prior to this position he was a Policy Fellow and Assistant Professor at the Center for Energy and Environmental Policy, University of Delaware, where he was engaged in research, research supervision, graduate teaching, and graduate student advising.

His research interests include urban and transport sustainability, global environmental politics, environmental policy and planning, environmental and political theory, and issues of science, technology and society, in which he has researched, published, and lectured. He holds a Ph.D. in Energy & Environmental Policy.

Before becoming an academic, he worked in state and federal government in Australia, undertaking policy formulation and research in the areas of climate change, water resources, and public land planning.

SUSTAINABLE URBAN MOBILITY POLICIES: IDEAS FOR MELBOURNE

Abstract In response to the request to provide an overview of transport sustainability in Melbourne, this presentation identifies three key issues where current practices have created significant failures in urban sustainable transport, nominates three often-discussed policy responses as offering few short-term benefits and should accordingly not be considered as priorities for policy responses, and suggests three policy responses that offer the prospect of immediate progress towards the goal of a sustainable urban transport system.

Jeanette Lambert

Jeanette joined the Village Well team as Junior Place Maker in 2006. She has completed a Bachelor of Arts (Architecture) Hons and is currently a part-time Masters of Architecture (by research) Candidate at Deakin University in the area of suburban development.

During her time at Village Well, Jeanette has developed her Place Making skills through a variety of projects particularly in the areas of community engagement, research and project support.

Her recent achievements include publication and presentation of a conference paper at the Australian and New Zealand Architectural Science Conference in Adelaide in November 2006. Titled "Public Transport and Pedestrian Access, the Impact on Adolescents", this paper was co-written with her supervisor Dr. John Rollo.

VILLAGE WELL AND TRANSPORT PROJECTS

Abstract Neighbourhoods where people walk, ride and use public transport have an improved perception of safety. However, the rapid sprawl of metropolitan Melbourne has resulted in a lack of adequate public transport services for many suburban areas.

An increase in the use of public transport has been linked to a wide range of social benefits for communities. Public transport not only reduces dependence on cars, but has also been shown to benefit community health and wellbeing. For those without a car, public transport also provides access to services and connection to wider community.

Village Well, Australia's leading Place Making consultancy, has been involved in a number of transport related projects including community consultation and research exploring the connection between train stations and community wellbeing.

Ralph Green

Ralph Green is the Director of Visionary Design Development. He holds undergraduate and postgraduate qualifications in Optometry and has worked in clinical practice, academia, hospital settings and in developing world aid projects. Throughout 1998 – 2002 he served as an advisor to transport ministers in the Kennett and Bracks' governments, chaired the Victorian Motorcycle Council and was the motorcycle representative on the Road Safety Reference Group. In 2006 he was the first optometrist to be appointed to the ophthalmology department of the Alfred Hospital. He served as a director of the Australian Latin American Business Council in 2006/7 and this year accepted a position as Community Education Projects Manager with the Optometrists Association of Australia. Also this year he was awarded a Masters of Social Science (International Development) from RMIT University after completing a thesis in the field of disability studies.

Mick Douglas RMIT

Mick is a public artist, senior lecturer at RMIT University School of Architecture & Design and founder of arts groups Tramtactic and Cultural Transports Collective.

Tramtactic and Cultural Transports Unit undertake collaborative, cross-cultural and transportative art projects based on modes of transport. For the cultural festival of the Melbourne 2006 Commonwealth Games, Mick collaborated with Pakistani vehicle decorators to make 'W-11 Tram: an art of journeys' - a project that transformed the experience of a journey by tram which recently completed a second season over last summer.

Recent experimental projects include 'Ride-on-Dinner' - a participatory performance project involving host artists serving up a 3-course slow-food meal to a swarm of cyclists over the duration of evening cycle rides. A book documenting his ten-year collaborative project 'tramjatra: imagining Melbourne and Kolkata by tramways' was recently published in South Asia and Australia.

EQUITY OF ACCESS TO TRANSPORT - THE UNIVERSAL MOBILITY INDEX

Abstract Contrary to the myth of the abled/disabled dichotomy everyone is likely to experience a period of disability as part of the normal life cycle. Transport modes provide the vital link across the built environment yet design and construction continue to present barriers. While access audits provide some insight to improving equity of access, reports are limited in scope by the brief, multiple levels of responsible authorities and not directly reflective of the wishes of people with disabilities. To address these deficits a new composite human development indicator – the Universal Mobility Index (UMI) – is introduced. Projected on the theoretical foundations of literature reviews within three theoretical fields: 1) Human Development / Quality of Life and indicators, 2) Models of Disability and 3) Built Environment Access Provision and Policy Making, the UMI accords with the World Health Organisation's International Classification of Functioning Illness and Health. The Index quantitatively measures, comparatively rates and longitudinally tracks, equity of access. It is the first and only tool that measures the lived experience of physical access across all parts of the built environment; illuminating how barriers to mobility discriminately constrain the autonomy of people with disabilities to exercise their full human capabilities through denying or restricting participation in community, educational, occupational and many other activities.

This research provided the first theoretical and methodological framework for measuring equity of access across all parts of the built environment.

TRANSPORT AS A CULTURAL EXPERIENCE

Abstract The slogans of different Victorian State Governments that have adorned vehicle registration plates in the last decade point to the uncertainties of transportation. Firstly we had 'Victoria – on the move', followed by 'Victoria – the place to be'. With a foot on the clutch, we can consider transport as perhaps not a matter of either moving through or being in a place. Matters of transport have us at a volatile intersection of forces about place, community, collective culture and individual autonomy. Different modes of transport clearly have their own logic, rhythm and momentum that shape the experience of movement, the social activities and cultural implications around them. Yet different cultures can practice very distinctly different approaches toward travelling in what seems to be a common technology of transport. When my train of thought is interrupted by the sight of a large woman I've seen tens of times walking past my window, each time carrying a weight-reduced form of herself, I'm reminded there is much more we ought to give carriage to within the game of transport.

Professor Frank Fisher

Professor Frank Fisher is the retired (2006) Director of the Monash Uni. Graduate School of Environmental Science. Currently he is the Director, The Understandscope, Monash U. & Convenor, Graduate Sustainability Programs, Swinburne UT. For 10 years Professor Fisher was an electrical power engineer with European transnational engineering companies. As a health consumer advocate he is on, at any time, over a dozen committees nationally related to health.

His primary interests are

1) the social construction of reality and how recognising it can prompt more thoughtful and effective lives.

2) applying such thinking to energy and health issues.

His recent book "Response Ability: Environment, Health & Everyday Transcendence", was published by Vista in 2006.

Dr Janet Stanley

Janet Stanley is the Senior Manager, Research and Policy at the Brotherhood of St Laurence, Australia, a large non-government agency, Senior Research Fellow, Faculty of Medicine, Nursing and Health Sciences, Monash University and Honorary Research Fellow at the National Research Centre for the Prevention of Child Abuse, Monash University. Janet undertakes social policy research in a range of fields including equity in response to climate change, transport, child welfare, community arts and neighbourhood renewal. Forthcoming book (September 2007): Currie, G., Stanley, J., Stanley, J., (eds) No Way to Go: Transport and Social Disadvantage in Australian Communities, Monash Press. Previous book: Stanley, J.R. & Goddard, C.R. (2002) In the Firing Line: Violence and Power in Child Protection Work. John Wiley & Sons, Chichester.

**THE TAO OF CITY CYCLING:
EVERYDAY TRANSCENDENCE**

Abstract For some years, with my neurologist colleague John Merory, I have been teaching a short course on the Tao of City Cycling. The aim is to introduce commuter cyclists to consciously cycle inside the social dynamics of the road. This means recognising that society "constructs" its commuting environment (like everything else!) and that once its social dynamics are recognised and built into one's travel behaviour, commuting options can be radically improved in terms of safety and general enjoyment of the exercise. On arriving at a red-lit pedestrian crossing, a cyclist can transform herself into a pedestrian, walk through it and resume cycling on the other side.

As a living example of this process my bicycle will be "deconstructed" for some of the ways I fit it into commuting dynamics in Melbourne. By this means I will be able to park it in the lecture theatre - thereby providing another illustration of the use of the social constructions that give us our everyday expectations and acceptances of life.

SOCIAL EQUITY AND MOBILITY

Abstract Significant numbers of Australians have limited choices as to how, and if, they can travel. Poor mobility options place people at risk of being excluded from important aspects of society and thus adversely impact on personal and societal well-being. Many young people, older people, people with a disability, those on low incomes and Indigenous Australians experience transport disadvantage. The consequences of transport disadvantage can include reduced educational achievement, poorer job opportunities, less social engagement, less involvement in recreational and leisure pursuits, greater difficulty in obtaining medical services when required, as well as many similar impacts. Minimum public transport service levels, in terms of frequency, coverage, ease of use and safety, provide a safety net in terms of minimising likely transport disadvantage.

Looming over the issue of transport disadvantage for the future is the issue of climate change. Transport is the third largest and second fastest source of greenhouse gas emissions in Australia. Responses to climate change in transport (e.g. carbon pricing) are likely to contribute to greater patronage on public transport. These responses are also likely to increase the costs of car use in urban fringe, regional and rural areas. This will compound problems for disadvantaged groups who currently rely on car use for mobility. As a consequence, enhanced provision of alternative transport options to the car, such as public/community transport, walking and cycling, becomes both more important and more justified, on both social

Anthony McInenny

Transported Event

Coordination

In coordinating the program and the day's events, Architects for Peace has combined our usual flair for creative works, collective participation, informative presentations and informed discussion. Our events rely on the goodwill and time of a range of experts from the fields of urban and social planning and the creative arts and design. The events are low cost, accessible and are designed to engage with the general public as well as the professions of the built environment.

The program for Transported is divided into three panels: Environment Transport and Culture, Mobile Cities and Social Equity and Political Persuasions. The enclosed transcripts cover the first two panels.

We acknowledge the ongoing partnership with RMIT Public Art and the specific support for this event from VicHealth to make this event possible.

Anthony McInenny is an Artist, educator and creative producer. He is the Coordinator of Cultural Planning and Development at the City of Knox (an outer suburban municipality of Melbourne) Chair of the Public Art Advisory Committee, City of Melbourne and Studio Leader at RMIT University, Public Art. Anthony's work centres on the artist and public space with a particular emphasis on the suburbs of metropolitan Melbourne. Anthony aims to influence the processes of urban development by engaging artist in latent public spaces and unlikely infrastructure developments such as skate parks, suburban shopping centres, freeway under crofts and malls. He has been the co-coordinator, creative producer and production manager for Architects for Peace public events including IntentCity (2004), Underconstruction (2005) and the Launch of Architects for Peace Pro Bono Services (2006)