

Cities Research Institute**Seminar Series****5 March 2018****Constructing and deconstructing the transport infrastructure policy paradigm****Presented by Cities Adjunct Professor Anthony Perl from Simon Fraser University****About the Speaker**

Professor Anthony Perl is Professor of Urban Studies and Political Science at Simon Fraser University in Vancouver, British Columbia, Canada. His research crosses disciplinary and national boundaries to explore policy decisions made about transportation, cities and the environment. Prof. Perl has advised governments in Australia, Belgium, Canada, France, and the United States on transportation and environmental research and policy development. He served on the Board of VIA Rail, Canada's national passenger railway for more than four years. He has served on the Selection Committee of Transport Canada's Urban Transportation Showcase Program. He has led the Rail Group of the U.S. Transportation Research Board (TRB), a division of the National Research Council. He has also chaired TRB's Committee on Intercity Passenger Rail. Perl is a Fellow of the Post-Carbon Institute and Adjunct Professor of Urban Studies at Griffith University in Queensland, Australia. He is also a member of the Vancouver City Planning Commission.

Date: 5 March 2018**Time: 1:00pm–2:00pm****Venue: University of Queensland, W349, Forgan Smith building (#1), St Lucia campus****Abstract**

The established transportation policy paradigm in industrial and post-industrial nations embeds the goal of incremental, yet perpetual, growth into infrastructure development using policy instruments to “predict and provide” for successive increases in future mobility. This presentation explores the infrastructure assessment goals and planning principles that could support an alternative mobility paradigm. Such alternatives seek to look beyond providing a binary answer to the question of whether or not to expand and upgrade existing infrastructure. It considers what forces could trigger the formulation of policy alternatives and thus enhance the capacity for resilience and adaptation in infrastructure development.

We hypothesize that exogenous forces will create increasingly disruptive policy anomalies that erode the legitimacy of established means of, and goals for, developing transport infrastructure. Potential triggers of change could include mounting risks posed by the climate and energy vulnerability of established transport technology. Change could also be catalysed by the social discontinuity and economic redistribution generated by shared and autonomous vehicles expanding into the mobility mainstream. If these forces do materialise, policy will likely need to consider a wider range of mobility goals in order to enable infrastructure planning to address an uncertain future.

We hypothesize that such a policy paradigm will require more room for conceptualising the form and function of infrastructure which we label the “4R Framework.” Here, the mobility paradigm expands to consider both alternatives in growth, and alternatives to growth, through the assessment and potential implementation of four policy goals: Renewal; Redesign; Repurposing; and Removal. This paper will consider the planning and policy implications of each goal, drawing upon examples from past infrastructure redevelopment.