

Follow-up of Social Impacts of Urban Linear Transport-Infrastructure projects: Exploring Key Issues for the Future

2 November 2018 | EIANZ Conference, Sydney | Lara Mottee



Conceptualising Social Impacts

WHAT ARE SOCIAL IMPACTS TO TRANSPORT PLANNERS?

- Jones and Lucas (2012, p.6). *The social consequences of transport decision-making: clarifying concepts, synthesising knowledge and assessing implications.*



“..changes in transport sources [infrastructure, vehicles and movement] that (might) positively or negatively influence the preferences, well-being, behaviour or perception of individuals, groups, social categories and society in general (in the future).”

Assess Social Impacts

TRANSPORT PLANNING AND SIA APPROACHES

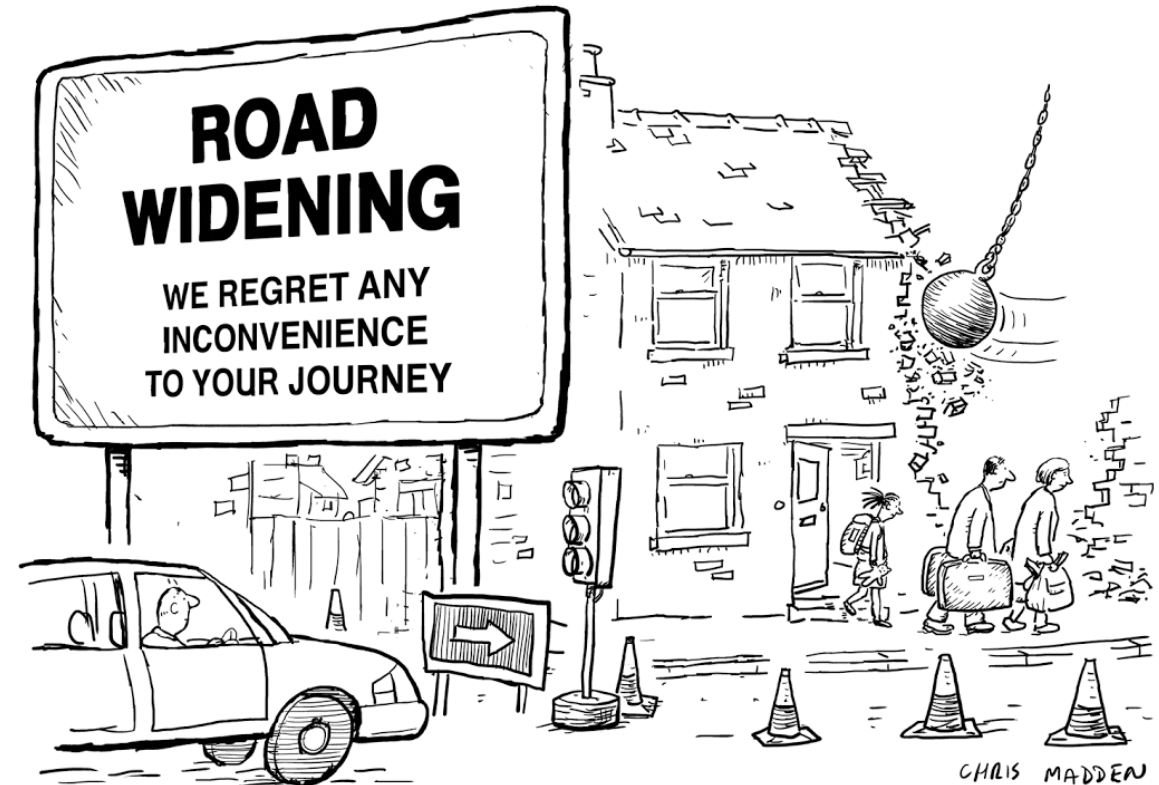
Transport planning...

- Static point to point concept design
- Accessibility
- Mobility
- Transport system performance
- Quantifiable variables

vs.....

Social Impact Assessment...

- People-oriented assessments
- Qualitative inputs
- Dynamic & challenging to measure
 - **Recognise Follow-up is required**



Research Overview

WHAT HAVE I BEEN DOING?

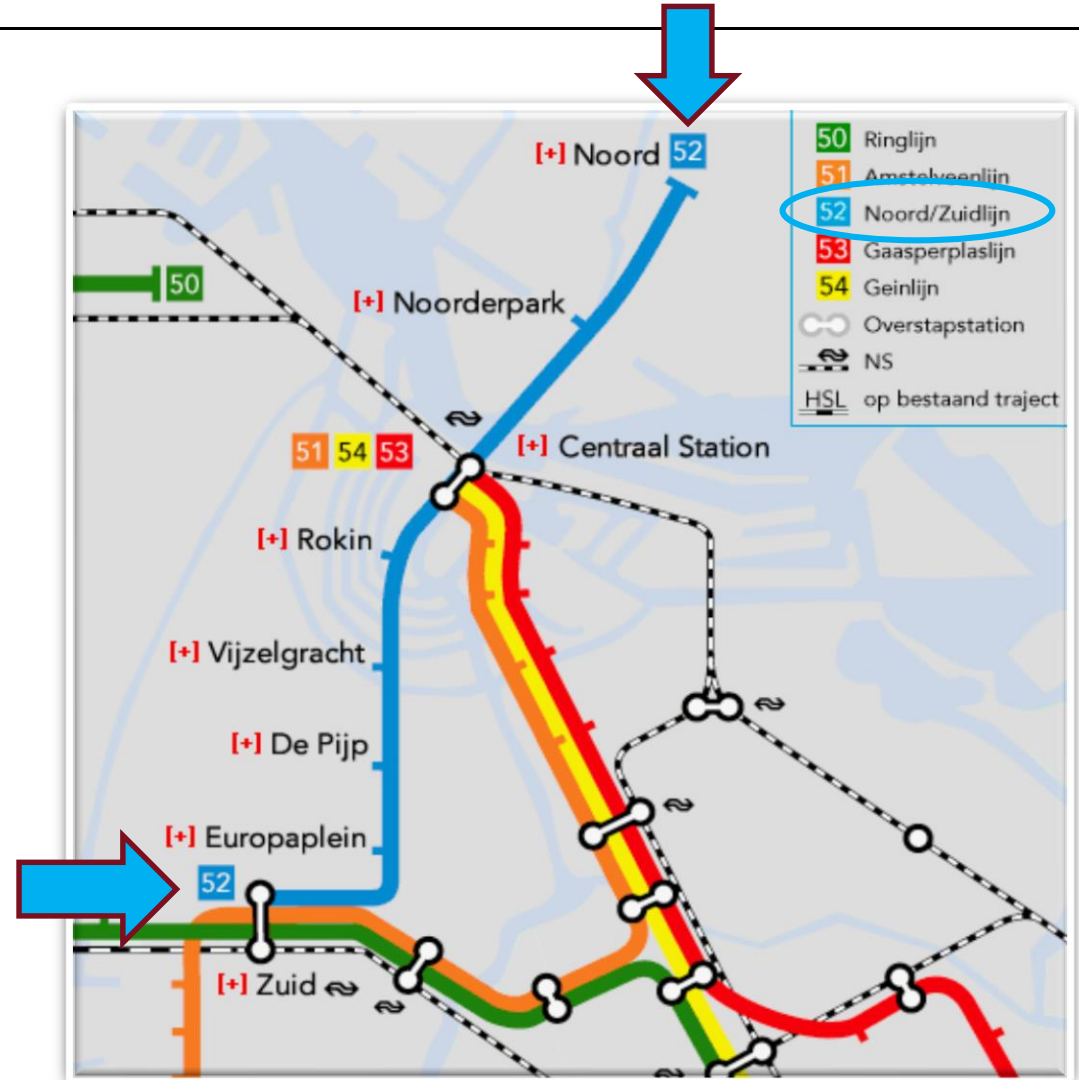
- Qualitative multi-methods approach – “Lessons Learned”
- Comparative case study of 3 projects:
 - Australia (NSW): Parramatta Rail Link
 - The Netherlands: Amsterdam North-South Metro
 - Australia (NSW): South West Rail Link (Ongoing – To be continued...)
- Document collection
 - Online materials (English & Dutch) & Media
 - Historical Print / Digital reports
- 40+ semi-structured interviews & Focus Groups
 - EIA & SIA Practitioners, Politicians, Project Managers, Engineers, Action Group Leaders, Construction Managers, Policy-makers

Case Study #1 – North-South Line

- 9.7 km underground metro link
- 6 new stations, 2 existing
- 1964 Stadspoor Plan
- Approved in 1996, following a referendum
- Construction started 2002
- Suspension in 2009
 - Loss of social licence to operate
- Completed in July 2018

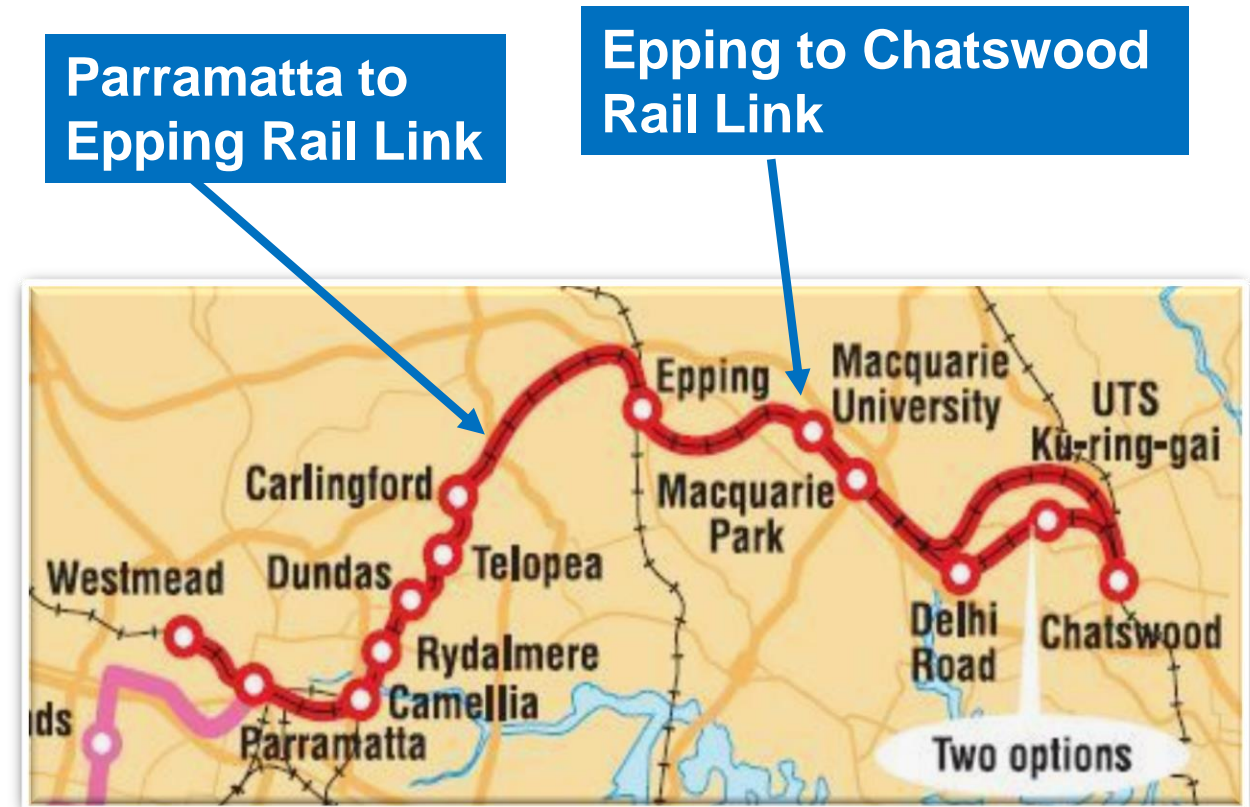
North-South Metro Line, Amsterdam

Source: (Amsterdam, n.d.)



Case Study #2 – Parramatta Rail Link

- 27 Km heavy rail link
- Approved in 2002
- Completed in 2009 as the Epping to Chatswood Rail Link (ECRL)
- Two options:
 - Tunnel vs Bridge in Lane Cove National Park
- Sydney Metro North-West
- ECRL to be upgraded (closed in September 2018)



Parramatta Rail Link

Source: Dept. Of Transport (1998)

Lessons Learned

FIVE KEY FINDINGS – 1 & 2

1. Technical Engineering / Modelled Approach

- A narrow focus on the technical issues in the project (High geotechnical and safety risks)
- Social issues were not considered equally in early phases of the project.
- Affected how management strategies were developed and whether follow-up on social issues occurred in later stages of the project.

2. Deficient SIA practices / No EIA

- A lack of social impact management strategies within the Parramatta Rail Link EIA.
 - “Little more than motherhood statements..” (Politician)
- No EIA required for the North-South Line.
- Impossible to conduct EIA or SIA Follow-up on strategies to re-evaluate their effectiveness and the accuracy of predictions.

Lessons Learned

FIVE KEY FINDINGS – 3 TO 5

3. Poor/Inadequate management strategies

- North-South Line:
 - Management strategies to follow-up on key social issues were developed reactively
- Parramatta Rail Link:
 - Social issues were not included in approval conditions
 - No monitoring or follow-up of social issues raised

4. Changing Project Definition

- Lengthy planning timeframes for both projects
- Considerable time passed before the projects were realised and the social needs changed.
- No processes in place to capture and re-evaluate the extent of these changes or their impact
- No accountability on the projects' delivery of long-term social & transport policy objectives.

5. Ineffective stakeholder communication

- North-South Line:
 - Failed communication of key risks contributed to a loss of trust in government & in the project team.
- Parramatta Rail Link:
 - Politicised the assessment process & contributed to costly design changes

Concluding Remarks

PLANNING TRANSPORT-INFRASTRUCTURE PROJECTS

- Follow-up is essential to achieving project aims and managing social impacts + accountability in decision-making
- Earlier application of SIA is needed in transport planning to adequately evaluate social issues + manage them into the future
- My research is ongoing – further recommendations coming in 2019!



Questions?

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TU VALU OR NOT TU VALU,
THAT IS THE QUESTION!



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