

### Moorabbin Airport's 2010 Master Plan

*"Importantly [Moorabbin] Airport has agreed not to allow the construction of non-aeronautical facilities such as large retail outlets on its land until they have undertaken at least 60 days of extensive public consultations and received approval from the Federal Transport Minister."*

**Ref: Federal Ministerial Media Release, 6/7/10**

### More on the Clem7

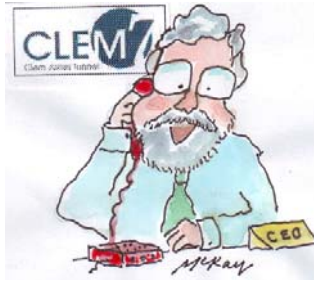
*"The Clem7 toll has been slashed to \$2 in an attempt to attract drivers to the troubled tunnel. The new price takes effect on Thursday and will run until the end of September. It is more than 50 per cent below the price of \$4.28 advertised before the tunnel opened in March."*

**Ref: Tony Moore, Brisbane Times, 28/6/10**

### Tullamarine Airport

*"The 40th anniversary of Melbourne's Tullamarine airport sparked off a new round of discussion on whether a rail link should be established. The State Government has maintained its position that the demand isn't there, while Australian Pacific Airports Corporation, the airport's owner, is content with the \$95m in revenue parking generated last year."*

**Ref: FR Perry News, July 2010**



**"Light at the end of the tunnel !!  
Could it be a car??"**

*"Examples forward planning (with one exception):"*

- 1972 San Francisco Bay Area Rapid Transit
- 1904 New York Subway
- 1863 London Tube
- 1900 Paris Metro
- 1865 Berlin Trams
- 1969 Brisbane rips up extensive tram and electric bus network." **Ref: Comment, Brisbane Times, 28/6/10**

### Airship to the Rescue

*"A US Navy airship is en route to the Gulf Coast ... It will detect oil, direct skimming vessels and look for wildlife that may be threatened by oil from a mooring 4.8 kilometres from the Mobile Bay shoreline in Alabama. The aircraft presents several advantages over helicopters and fixed-wing aircraft, including being cheaper to operate and being able to stay aloft longer, up to 12 hours. ... Built in 2006, the MZ-3A Airship has flown missions in Greece, where it contributed to security operations for the 2004 Summer Olympic Games. It has also been used by US government agencies for atmospheric testing and naval and marine mammal research."*

**Ref: AFP, SMH, 6/7/10**

### Myki or Metcard?

*"Commuters have given Myki the big thumbs down in the first official survey of attitudes towards the troubled smartcard. Confidential State Government research confirms just one in 20 train travellers use Myki. In a bizarre twist, Metcard has recorded its highest-ever approval rating. Research obtained by the Herald Sun under Freedom of Information laws shows Myki is rated 62 out of 100, while Metcard scored 78. The survey covers January to March this year. Myki users reported they didn't understand the system and were struggling with the task of touching on and off. But they were most happy with the accuracy of calculating fares and of travel records." **Ref: FR Perry News, July 2010***

### And Also ...

*"Michael Bradley, head of communications at the Australian Petroleum Production and Exploration Association, says drilling should not be halted in any fashion. 'The safe and sustainable operation of Australia's industry is important for Australia's energy security. As recently as 2000, Australia produced a surplus of oil and liquid fuels, but we now have an annual trade deficit of \$16 billion'."*

**Ref: James Kirby, The Age, 20/6/10**

> You didn't know the oil industry is 'sustainable' did you? Oh, and note the trade deficit.

*"Stephen Perkins, a broker with PVM Oil, was sacked last year after buying [while drunk] more than seven million barrels of oil - pushing up the price of Brent crude more than \$US2 to an eight-month high." **Ref: The Age, 30/6/10***

### And Also ...

*"ParkPatrol, developed by Sydney-based software developer Crwdpower, sends alerts to iPhone and, soon, Google Android mobile users when a parking officer is near their car. People who have the app on their phones can with one button report the locations of parking officers they see in the street. The server then cross-checks incoming reports with all the checked-in parked cars on its database, and sends instant text alerts to drivers when a report comes within 200 metres of a parked car."*

**Ref: Asher Moses, SMH, 29/6/10**

*"Now when I need a park I'll report a parking inspector in the vicinity and then watch the mad rush of people vacating their spots - that's if they don't get run over listening to their Ipods or playing with their Ipads or Iphones."*

**Ref: Comment, The Age, 29/6/10**

## Induced Demand

*“Although planners take into account future traffic growth when planning new roads (this often being an apparently reasonable justification for new roads in itself – that traffic growth will mean more road capacity is required), this traffic growth is calculated from increases in car ownership and economic activity, and does not take into account traffic induced by the presence of the new road (i.e. it is assumed that traffic will grow, regardless of whether a road is built or not). In the UK, the idea of induced traffic was used as a grounds for protests against government policy of road construction in the 1970s, 1980s and early 1990s, until it became accepted as a given by the government as a result of their own Standing Advisory Committee on Trunk Road Assessment study of 1994.*

*“However, despite the concept of induced traffic now being accepted, it is not always considered. A classic example of induced demand was the construction of an orbital motorway around London, the M25, in the late 1980s and early 1990s. In the short term (almost from opening), the motorway became extremely busy and often congested (as planners underestimated the level of demand, because some was induced, and thus the road did not have high enough levels of capacity to accommodate it). In the long term (over a few years), new development occurred around the new motorway and people adjusted their home and work locations to depend upon it, further increasing demand. ... Just as increasing road capacity reduces the cost of travel and thus increases demand, the reverse is also true - decreasing road capacity increases the cost of travel, so demand is reduced. This means that theoretically, in the long term, the closure of a road or reduction in its capacity (e.g. reducing the number of available lanes) will result in the adjustment of traveller behaviour to compensate - for example, people might stop making particular trips, retime their trips to less congested times or switch to public transport, depending upon the values of those trips or of the schedule delay they experience. Reduced demand has been demonstrated in a number of studies associated with bridge closings (to be repaired) or major roads rehabilitation projects. These studies have demonstrated that the total traffic, considering the road or bridge closed and alternative roads where this traffic is diverted, is lower than that of the previous situation. In fact, this is an argument to convert roads previously open to vehicle traffic into pedestrian areas, with a positive impact on the environment and the congestion, as the example of the central area of Florence, Italy.*

*Similarly, reducing public transit services will reduce to some extent the use of those facilities, where trips again may be avoided or switch to private transport.”*

**Ref: Wikipedia**  
[http://en.wikipedia.org/wiki/Induced\\_demand](http://en.wikipedia.org/wiki/Induced_demand)

## Transforming Portland, Oregon (Part 4)

*“Today, McCall Waterfront Park is an attraction that draws people to downtown Portland year round – and particularly during the summer, when it hosts the Rose Festival Fun Centre, the Bite, the Portland Blues Festival, and largest Beer Brewers’ Festival in the United States. It has been expanded several times. During the 1980s, the city built a Waterfront Park Extension from the Hawthorne Bridge to Montgomery Street. During the 1990s, the city built the award-winning South Waterfront Park, completing a two-mile long greenway along the river. The park has also been an anchor for new development.*

*“During the 1980s, Portland sponsored competition to redevelop the area next to the park as what was called the River-Front Project. The first phase, completed in 1985, included 298 housing units, an 84-room hotel, two restaurants, and a marina. The second phase, completed in 1995 added 182 townhouse units, an athletic club, and 2000 square feet of retail and restaurant space. In addition to this development that is directly linked to Waterfront Park, there is no doubt that replacing the freeway with this park contributed to the overall revitalization of downtown, which is an easy walk from the park and river now that Harbour Drive is no longer in the way.*

*“Just as important, the fight to remove the Harbour Drive helped inspire Portland’s next battle against a freeway. In 1991, after the Oregon Department of Transportation proposed a freeway named the Western Bypass in suburban Washington county, 1000 Friends of Oregon developed an alternative plan to build new light-rail and bus service with transit-oriented development clustered around the transit stations. This battle not only convinced Portland to kill the Western Bypass freeway; it also convinced the city to adopt the regional master plan that is now a national model. Now Riverfront for People, the same group that led the fight to remove Harbour Drive, is at it again. They now are promoting a plan to remove Interstate-5 from the east side of the Willamette River, to stimulate its development as an attractive pedestrian-oriented neighbourhood, just as removing Harbour Drive from the west side of the river stimulated the development of the River-Front project and of all of downtown.”*

**Ref: Preservation Institute, 2007**  
[www.preservenet.com/freeways/FreewaysHarbor.html](http://www.preservenet.com/freeways/FreewaysHarbor.html)

## From Freeway to Farm (Part 1)

"A few weeks ago in San Francisco, a number of urban farmers opened a gate in a chain-link fence at Laguna Street, between Oak and Fell Streets, and entered an overgrown lot that has been unused for nearly two decades. The farmers brought with them steaming piles of mulch, which they cast over the edge of the ramps formerly used by cars to enter and exit the elevated Central Freeway spur above Octavia Street, arranging the soil in rows for planting vegetables and filler crops. Since the Loma Prieta earthquake made the Central Freeway unsafe for travel, leading to its eventual removal and the re-design of Octavia Boulevard, those ramps have been one of the more poignant reminders of a distant vision of San Francisco, with freeways crisscrossing the urban environment, whisking motorists above the unfortunate city dwellers below.



Former off-ramp for the Central Freeway  
Photo: Matthew Roth

"The new Hayes Valley Farm (HVF) inverts the paradigm and reclaims the space for city dwellers, if only temporarily. 'We call it "freeway to food forest",' explained Chris Burley, Project Director for HVF and former organizer of My Farm. Burley was joined by nearly fifty volunteers at a HVF work party Sunday. 'We're trying to create a successful, sustainable urban farm in the heart of San Francisco'. Burley and several other organizers were approached by Mayor Gavin Newsom's Office of Economic and Workforce Development (MOEWD) last year with the idea to transform the unused lot into a farm. The HVF received a \$50,000 grant from MOEWD for the first year of the project, money that comes from the operation of parking facilities along Octavia Boulevard. Burley expected to work the farm for between two and five years, depending on when the economy turns around and the land is developed.

"While the city owns the property, the MOEWD has selected Build, Inc, to develop it when they secure their financing. According to Richard Hillis at MOEWD, the site will be broken into ten parcels and built as 50% affordable homes, 50% market rate. Because the housing construction market is so bleak right now, said Hillis, the city worked with the neighbourhood groups to

develop a plan for activating under-utilized lots, starting with this very visible one. In addition to the community benefit of a farmers market and mobile food vending, the city benefits from having the lots used by the farmers. 'It helps us save money on cleaning them and maintaining them', Hillis said."

{Continued in #164}

Ref: Mathew Roth, SF Street Blogs, 8/2/10

## And Also ...

"The Adelaide Advertiser is up in arms because the City Council has cut its subsidy to a motor race by \$40,000. The Council has diverted money from the Clipsal 500 .... to the Fringe Festival."

Ref: Peter Mares, ABC Radio National, 2/7/10

## Business Transport Decisions (Part 1)

"Greenfleet and the Net Balance Foundation are both strong advocates for sustainable transport. ... We define sustainable transport as the movement of people and goods in a manner that most effectively uses existing infrastructure and that doesn't exacerbate environmental and social impacts. ... The big issues of today and the future, such as climate change, peak oil, financial instability, social inequity and declining community health, indicate that our current transport systems and practices are not viable in the longer term. Transport plays a key role in promoting sustainable behaviours, and therefore sustainable transport offers the chance for your organisation to make a real difference both in terms of impact reduction and efficiency savings. ...

"Adopting innovative sustainable transport practices makes a strong public statement about an organisation's corporate social responsibility philosophy. An integrated approach to sustainable transport allows your business to benefit from operational and capital cost savings, increase employee productivity, improve staff retention rates, exhibit environmental responsibility and retain a 'social license to operate'. ... The conventional economic costs of transport for business are relatively straight forward, including car parking costs, fuel costs, carbon pass through costs, business travel and company fleet costs. When calculated, these costs can be a significant expense for businesses." {Continued in #164}

Ref: Your Sustainable Transport Guide, 22/3/10

[http://www.greenfleet.com.au/library/scripts/objectifyMedia.aspx?file=pdf/9/56.pdf&siteID=1&str\\_title=Sustainable%20Transport%20Guide.pdf](http://www.greenfleet.com.au/library/scripts/objectifyMedia.aspx?file=pdf/9/56.pdf&siteID=1&str_title=Sustainable%20Transport%20Guide.pdf)

## Melbourne compared with Tokyo

*“A clue to their outstanding adequacy in mass transit comes soon after arrival at Narita Airport, the main gateway to Japan, where signs point to two alternative high-speed express trains into central Tokyo, along with some cheaper limited-express options. More telling still is the metropolitan rail map of Tokyo, a spaghetti-like profusion of criss-crossing, twisting and looping lines - above and below ground - in numbers and density that almost defy comprehension. With such a network, Tokyoites generally don't need cars; getting from almost any place to another by train is convenient, quick and economical. It is also reliable - the timetable is not a work of fantasy or aspiration, but a factual and usually precise guide to what actually happens.*

*“Running trains on time is no minor feat when intervals between them are as little as two or three minutes. But somehow the Japanese manage it, day after day, in any weather or season, on lines such as the Yamanote, which does a 29-stop loop of the city and links to dozens of other lines. If only we had something like that. ... The Japanese - despite their falling population and moribund economy - have kept pouring billions of yen into new lines.*

*“Comparisons with our experience are sobering. In the past two decades, while Melbourne's population has ballooned, its suburban rail network has been all but frozen in time. Expansion has been limited to a couple of new bits here and there on the ends of existing lines, the most recent being an extension of the Broadmeadows line by two stops to Craigieburn in 2007. Amazingly, the map of the rail network looks almost the same as it did 80 years ago - except for the useful addition of the city loop in the 1970s and the utterly bewildering decision to close the St Kilda and Port Melbourne lines in the 1980s and replace them with trams. Since then, travel times to St Kilda and Port Melbourne have blown out for most people because the trams have to crawl through city traffic while making their way to what's left of the original train lines. ... The upshot is that while Melbourne's rail network has shrunk in recent decades, the already brilliant Tokyo one has kept growing, with three new subway lines completed since the early 1990s and an existing one substantially extended. It would be tempting to dismiss the comparison as unfair. After all, depending on where you draw the city boundary, the area served by Tokyo's subway has as many as 15 million residents, while Melbourne's population has just passed 4 million. But the population disparity cannot explain the daily*

*failings of our system, or the pitiful lack of investment in it over so long. On these measures, the Bracks and Brumby governments have arguably been more delinquent than their predecessors. From the 1960s to the turn of the century, state politicians had some sort of excuse for their neglect; commuters were abandoning trains in favour of cars. But for most of the time since Labor won power in 1999, the opposite has been true. People have been surging back to public transport, and trains in particular, as road congestion has become increasingly intolerable. The response of Labor to this trend has been woefully slow and unbalanced. Over their decade in power, while the rail system was in various stages of collapse, Steve Bracks and John Brumby were mainly delivering multibillion-dollar road projects. All of them beneficial too - EastLink has been a particular boon for those who glide along it. In defence of its public transport credentials, Labor could cite its big upgrade to regional rail. But, despite several transport plans in the past decade, it is only the latest - released in 2008 and headed by a \$4.5 billion subway and a \$4 billion-plus direct line into the city for regional trains - that shows some sort of vision for Melbourne. They sound like terrific ideas - the sorts of things the Japanese would have done years ago. But as of now, they are just promises from a government with a lamentable record on building and maintaining a rail system. And after the recent debacles over myki and a couple of new trains, you could hardly blame commuters for withholding the benefit of the doubt and punishing Brumby at the ballot box in November.”*

**Ref: Tom Ormonde, The Age, 17/2/10**

*“Not only does Tokyo have an extensive network of lines, but the trains are fast, frequent, quiet (no mobile phone chatting allowed) and clean. Australian trains are none of the above. Last time I rode a Sydney train I thought I had been transported back to the third world.”*

**Ref: 'Andrew', The Age, 17/2/10**

*“In the Moscow Metro there is a clock that counts the time since the last train left. Usually the next train comes into the station 38 seconds after the last one has left. This system moves 7 million people a day rain, sun, or snow. The message is clear, if you want to move people on public transport you need to have the capacity to do so.”*

**Ref: 'Richard', The Age, 17/2/10**

**And Also ...** *“Japanese lawyers are rallying behind a postman whose boss told him he had to shave off his moustache to comply with grooming standards for letter carriers.”*

**Ref: The Age, 18/7/08**

## Cycling in Australia

"Governments at all levels have been investing in cycling infrastructure which is critical to lowering the barriers to getting more people active on bikes. But more needs to be done. 2009 was a significant year for cycling infrastructure with the \$40 million Bike Paths Fund part of the Commonwealth's stimulus package and substantial State government investment. But the surging interest in cycling and continuing strong sales of bicycles warrant significant ongoing investment if we are going to address the obesity epidemic, provide alternative transport options and make our communities better places to live. With petrol prices expected to continue rising in 2010 cycling provides a cheap, healthy and environmentally friendly option for the many short trips Australians make each day. Provision of high quality bicycle infrastructure costs a fraction of other transport modes and increasingly makes sense when all benefits are taken into account.

- Over 50% of car trips in Australian cities are under 5km and 30% are less than 3 km.
- Transport is responsible for 34% of household greenhouse gas emissions.
- 1.59 million Australians adults cycled in 2007 (9.7% of the population).
- The Australian Bicycle Industry is worth approximately \$1 billion and employs an estimated 6,000 people." **Ref: Cycling Promotion Fund, Media Release, 21/1/10**



 **Ocupa tu espacio, la ciudad también es tuya**

**'Take Your Space, the City Belongs to You'**

Image via Raquel Mossrison  
<http://urbanrepairs.blogspot.com/2009/01/space.html>

"Cycling gives me exercise, transport, and meditation all at the same time. ... Cycling is egalitarian and brings people together who normally wouldn't come together. It's made me feel a part of a massive community of amazing people. ... There's no better way to meet the locals and see things off the beaten track than by travelling by bike. Every culture in the world can relate to a person on a bike."

**Ref: Wade Wallace, The Age, 27/1/10**

## Cycling in Beijing

"After wrestling for years with Beijing's appalling traffic and pollution problems, city planners have come up with an old-fashioned solution: bicycles. Municipal officials want to boost the number of cyclists by 25% during the next five-year plan, state media reported. Twenty years ago, four out of five residents in the Chinese capital pedalled to work through one of the world's best systems of bicycle lanes. But the modern passion for cars has made two-wheeled transport so treacherous, dirty and unfashionable that barely a fifth of the population dares to use lanes that are now routinely blocked by parked cars and invaded by vehicles trying to escape from jams on the roads.

"Last year, China overtook the US as the world's biggest car market: about a million new vehicles a month pour on to the roads. The capital is among the worst-affected cities. Since the 2008 Olympics, car owners have been ordered not to drive on certain days each week, but these controls have failed to ease congestion, so the authorities are considering additional measures. The Xinhua news agency said the Government hoped to improve the infrastructure for cyclists, including restored bicycle lanes and new rental programs providing 50,000 bikes for hire by 2015. The authorities plan more bike parks near bus and train stations so that half the city's residents will travel to work by public transport in five years. Residents welcomed any improvement on the current system, which is so bad that some businessmen keep a fold-up bike in the boot of their chauffeur-driven cars so they can escape bad snarl-ups.

"However, there was scepticism about the likelihood of a return of Beijing's bicycle culture. 'Fewer and fewer of my friends ride bicycles, but the interesting thing is they don't drive cars either', said Jiamin Zhao, an internet entrepreneur who still cycles his child to school each morning. Others questioned Beijing's willingness to give priority to cheap bicycles over expensive cars given the city's emphasis on economic development and its lax car ownership regulations. Chen Ying, a teacher who owns two cars, said: 'If they really want me to use a bicycle, they should build clean and safe bicycle lanes. At the moment the roads are dangerous and too smelly.'" **Ref: Jonathan Watts, (Guardian), SMH, 27/1/10**

**Recycling ...** "The Brumby government has been forced to junk almost 500,000 pamphlets on how to use the Myki card because they are out of date. Printed last year, the 28-page guides are in storage and are destined to be recycled."

**Ref: Adam Carey, The Age, 9/7/10**

## A Place like Alice

"A plan to develop a new suburb about 8km from Alice Springs was not sensible according to the Australian Conservation Foundation president Ian Lowe. Lowe said the plan was is a '1970s approach' to town planning that ignores concerns about limited resources. Professor Lowe AO was in Alice Springs to speak at the 30th anniversary of the Arid Lands Environment Centre. The NT Government plans to release the land at the Arid Zone Research Institute about 8km from the town. But Prof Lowe said he believed planning new housing that far from where people were going to work and shop and require services like healthcare was 'a rather 1970s way of looking at things. It's assuming that transport fuels are cheap and people can drive long distances', he said. 'I've been arguing ... for more centralised cities because it's becoming less and less economically sensible and environmentally sensible to expect that people will drive long distances. When you think about why people come to cities and towns it's not so they can drive around, it's for the services'."

Ref: Northern Territory News, 3/6/10

## A Place like Springfield

"Queensland company, Springfield Land Corporation, is receiving international industry accolades for their design of Queensland's first master-planned city, Greater Springfield."

Ref: ABC Radio National: By Design, 23/6/10  
[www.abc.net.au/rn/bydesign/stories/2010/2928095.htm](http://www.abc.net.au/rn/bydesign/stories/2010/2928095.htm)

Is this perhaps one of the worst examples of a modern planned development? Apparently planning started just a few years after the oil shock of the 1970s, but what do we have but a car-based city complete with cul-de-sac suburbs? It may not be planned to be a dormitory suburb of Brisbane, but it appears to have its own dormitory suburbs. And it boasts a 'major shopping centre that will be the largest in the country' with of course a large car park. When asked about public transport the response was that the consortium has built 'a major highway to the project'. A train is supposed to arrive by 2013 but even this, by itself, does not constitute good transport planning design. Where are the urban villages linked by sustainable modes of transport? Could it be that with only 11% of the development complete that it will be overtaken by the next oil shock?

**And Also ...** "A spokesman for acting Roads Minister Peter Batchelor, said ... that minimising environmental impacts were 'a major focus' of the [Frankston] freeway project."

Ref: Clay Lucas, The Age, 8/7/10

## Transport Emission Projections

"Overall, emissions from the domestic transport sector in 2010 are projected, under the base case scenario ... to be around 48.1% above the level for 1990, reaching 91.5 million tonnes of direct CO2 equivalent (from transport energy end use). By 2020, BITRE projects such base case emissions to be around 70.3% above 1990 levels (at 105.2 million tonnes of CO2 equiv.). The scale of these forecast increases ... points to the fact that Australian transport demand is highly dependent on underlying economic and population growth, and relatively inelastic with regard to fuel prices. For example, strong export growth tends to drive substantial growth in the movement of bulk raw materials. ... The passenger car fleet will remain the single largest contributor to total sector emissions (at around 47% of 2020 domestic transport output) ..."

Ref: Greenhouse Gas Emissions from Australian Transport: Projections to 2020, BITRE, December 2009. See full report at: [www.bitre.gov.au/publications/44/Files/WP\\_73\\_13\\_DEC09.pdf](http://www.bitre.gov.au/publications/44/Files/WP_73_13_DEC09.pdf)

"A scary conclusion that emerges from a recent study by the National Transport Commission is that the average [new] car in Australia may have reduced its consumption (and CO2 output) significantly in recent years but it still uses significantly more fuel than the average car in Europe. For instance, Australia's average CO2 output per [new] car in 2008, the latest date when full figures were available, was 215g per kilometre, which is 55% higher than Portugal's average (138g) and 23% higher than the highest European average, Sweden's, which is 174g. The graphic above is a little out of date (via R-Squared Energy Blog), but displays our relative performance reasonably well. While not as poor in fuel efficiency as the United States, we are indeed a long way behind the Europeans, yet they are still planning to improve faster than we are."

Ref: Greenfleet E-News, 1/2/10

## Fuel economy trend lines

