

The Road Building Myth

"[There is a] myth that building more roads will alleviate traffic problems. Labor and Liberal governments have used this myth to sell every new billion-dollar road project, and within years we have the same old congestion, except worse. Worse because the transport solutions we were promised never fund public transport and never at the levels required to provide a service to compete with cars. If the Doncaster rail line had been built back in 1969 (when first promised) we would not even be having this debate now. This city needs a revolution in how it thinks about traffic and we need to start building rail infrastructure to service the whole metropolis. More roads are costly investments in more congestion and more pollution at a time when we need to make urgent and deep cuts to our greenhouse emissions. Let's get on with building the new rail lines needed to make Melbourne sustainable long into the 21st century."

Ref: John Cox, *The Age*, 1/12/07

"Not content with the coming 50% increase in capacity on the Monash-West Gate corridor, widening of the Western Ring Road, EastLink, the Pakenham, Frankston and Deer Park bypasses, they say we need another new east-west road. These roads will quickly be congested with the least space-efficient and most greenhouse-intensive urban transport — single-occupant motor vehicles. Victoria's greenhouse emissions from transport are out of control — already 27% above 1990 levels in 2005, they are heading north and fast. The Bureau of Transport and Regional Economics estimates that Australian road transport emissions will be 62% above 1990 levels by 2020. Negotiators in Bali pushed for science-based cuts of 25-40% by 2020. Road building has not solved our congestion problems in the past and more of the same cannot be an option if we want to get serious about playing our part in avoiding dangerous climate change.

It is time for greenhouse accounting to be part of all infrastructure decision-making. We'd be talking about high-occupancy vehicle lanes on the West Gate Bridge, comprehensive road and congestion pricing, and substantial investment in public transport, walking and cycling. It would be irresponsible to invest in major additional east-west road capacity in Melbourne without a solution for our greenhouse emissions from transport."

Ref: Chris Loader, Manager Transport Planning and Policy, Bus Association Victoria, *The Age* 18/12/07

The Bridge Building Myth

"Eastlink has built 88 bridges (*The Age*, 10/12) in just over three years. Perhaps the Government should get these bridge builders out to Clifton Hill, where it is going to take another two years to build a single span of railway line over the Merri Creek. Apparently this bridge (on the Hurstbridge line) must be completed before any work can start on the phantom extension from Epping to South Morang." Ref: Phil Bourke, *The Age*, 11/12/07

Public Transport in Victoria

"In the first annual statement of government intent to the Victorian parliament, Mr Brumby promised to accelerate public transport projects under a new Transport Act... 'This legislative agenda is not exhaustive, but reflects the direction Victoria needs to take to meet the future challenges we face,' Mr Brumby told parliament."

Ref: *The Age*, 5/2/08



Australia Day Weekend BBQ Eastern Freeway, Melbourne, Speed 100kph Photo Ref: CGU Safety & Risk Team, 27/1/08

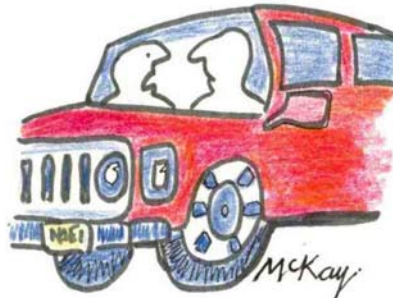
Smartcard Feedback

The article about the smart card system in Hong Kong (where I was born) is just too amazing {See #45}. However the system there is not yet perfect, as there have been reports of extra amounts charged by the system and the incidents didn't come to the surface until recently. Investigation was done and I believe money was returned.

Thanks to Victor Ng for this item 8/2/08

The Word on the Street ...

Telstra employees who are eligible to choose a vehicle as part of their salary package arrangements have the option of picking a Hummer!



Good news is I got this Hummer. Bad news is it's costing me 50% of my salary to run it.

Italy

Drivers must now pay if travelling into the centre of the Italian city of Milano. Depending on CO2-levels emitted by the vehicle, the driver has to pay from two to ten Euros per day. The regulation applies on working days from 7.30am to 7.30pm and penalises more harshly older petrol and diesel vehicles. (Motorcycles and scooters are exempt). The expectation is that daily approximately 40,000 car owners will pay for their trip to the centre of Milano.

Ref: European Local Transport Information Service www.eltis.org 3/1/08

Sustainable Living Festival

The 2008 Sustainable Living Festival this weekend at Federation Square (Melbourne) has a strong focus on sustainable transport. For the extensive program see www.slf.org.au/festival

Bogota

The Sustainable Living Festival also facilitates a number of events including a roundtable discussion with a former Mayor of Bogota: 'During his tenure as Mayor of Bogota (1998-2001) Peñalosa led massive efforts to address transport, land use, pollution abatement and public spaces. He spearheaded large improvements to the city centre including the rejuvenation of plazas and public spaces. Peñalosa's bold and controversial vision turned a city for traffic into a city for people with a world-leading public transport system, 300km of bicycle and walking trails, and a green network of 1200 parks and quality public spaces.'



"Transport is the only urban problem that actually gets worse as you get richer and it's only solved by changes in our behaviour and this is always a political issue." Peñalosa.

Ref: (inc picture) Event Flyer from the Cycling Promotion Fund and the VLGA

And Also ...

"When Cubans faced a fuel crisis, they had to get on their bikes, or walk, and eat more locally grown foods. They apparently got healthier and a little thinner overall."

Ref: Jo McCubbin, *The Age* 4/12/07

The Rail Connection

*"Residents of the Whittlesea, Doncaster and Rowville corridors are waiting for Ms Kosky to show some leadership and instruct the bureaucrats to get on with building line extensions without further obfuscation and delay. To wait until at least 2016 for any new lines is political suicide for her and this Government. The Kosky and Brumby legacy will be framed on what actually improved in public transport, not the spin, plans or furbphies." Ref: Phil Bourke, *The Age* 30/1/08*

*"Premier John Brumby was on the defensive last week, pleading that Melbourne's choked freeways were the result of Victoria's economic success. ...But it is cold comfort to Darren Peters from the South Morang Rail Alliance who last week confronted the Premier at a media conference over the Government's failure to build the line before 2016. 'With 40,000 moving into the City of Whittlesea during the next decade, we cannot afford to wait until 2021 for the train the State Government promised would be here by 2003.'" Ref: Steve Moynihan, *The Age* 29/1/08*

"[Jim] Adamopoulos, the president of the Caroline Springs Residents Association, says public transport is a joke. His booming suburb, which will have 25,000 people by 2015, has no rail access to the city. 'We're only 20 kilometres from the CBD and yet we have no train,' he says. Even Cranbourne, 50 kilometres south of Flinders Street Station, has a Connex service....On the map, there's a spot marked as a proposed station, but there are no plans for it to be built. However, there will be a new freeway next year. The \$333 million Deer Park bypass, which is under construction, will remove tens of thousands of cars and trucks from the Western Highway. By 2020, the State Government wants 20% of all trips in Melbourne made by public transport. So public transport advocates question why it would build a freeway to the entrance of one Melbourne's most car-dependent suburbs. Why not have V/Line trains serve Caroline Springs rather than a freeway, which offers more than a million residents of Melbourne's west car access to the CBD with no traffic lights in sight?"

Ref: Steve Moynihan, *The Age* 29/1/08

Note to Advisors: The road that runs through the spine of Caroline Springs (CS) was designed to take a tram. It would make sense to install a more cost-effective Light Tram and initially connect the two V/Line lines from Watergardens to Ravenhall via CS. In due course it could be extended to Werribee and then to Werribee South to connect with the ferry. See P.14 of the SCA Proposal at www.goingsolar.com.au/transport