

### Eddington on Park & Ride

*"The Victorian Government's 2006 Meeting Our Transport Challenges plan allocated \$90 million towards additional Park & Ride spaces across Melbourne – with the aim of providing an additional 5,000 car spaces over the next 10 years. ... While noting the Victorian Government's significant efforts in this area, the Study Team believes that an even greater concerted effort must be made to ensure that Park & Ride facilities keep pace with rail patronage. ... The Team believes that a dedicated fund should be established to identify sites, purchase land and construct additional Park & Ride facilities, with priority given to providing more car spaces at stations in the city's growing west and north-west, and along the Doncaster corridor."*

**Ref: Investing in Transport East, West Needs Assessment, Sir Rod Eddington, March 2008**

That's \$18,000 per car space. Assuming a (driver-only) car parked there every day, and a Zone 1 Full Fare Yearly ticket @ \$1117 was purchased, it would be over 16 years before the parking space is paid back (24 years for a Zone 2 ticket and 10 years for a Z1&2. With a Zone 2 concession at \$420 for 12 months it would take almost 43 years). Obviously none of the revenue is going towards operating the PT system so the question is: Why should car drivers get subsidised PT travel? There are of course many variables such as the number of passengers per car; number of turnovers per space; additional costs for lighting; policing and maintenance but clearly Park-&-Ride is fundamentally flawed. By way of comparison \$90m would buy:  
72 Ultra-Light Trams (capacity 80 passengers)  
25 Hovercraft (capacity 80-100 passengers).

*"One of the greatest design flaws of station configuration is to surround it with parking and noisy bus areas. This separates the station from the pedestrian and effectively makes the station a detriment to any mixed-use development. Residents rarely enjoy a view of a park and ride lot or the noise of a bus zone."* **Ref: Peter Calthorpe, Next American Metropolis 1993**

### Victorian Climate Summit Feedback

*"Good to hear that the Climate Change Summit did actually tackle emissions from the transport sector. We listened to the Premier's speech online in the office on Friday morning and were disappointed that transport barely got a mention in the opening address. But I did note there was a break out discussion group on the issue."*

**Ref: Monique Conheady, Flexicar, 10/4/08**

### Federal Climate Summit Problem

Ring the alarm bells!

((☹)) Sustainable cities & transport design did not fit easily into any of the ten categories. Perhaps 'Economic infrastructure & the future of our cities' or 'Population, sustainability & climate change'?

((☹)) The 'future of our cities' part of the former has been quietly dropped and theoretically moved into the latter (but only in some documents).

((☹)) Of the 100 delegates (from a choice of 8000) in the latter there is not one recognisable name that specialises in sustainable design of cities and transport. A summit on the future of our cities without one notable delegate in the field?

((☹)) But Pat Troy, author of *The Perils of Consolidation*, "one of few voices criticising the accepted planning wisdom of urban consolidation over the last decades" [Ref: [www.unimelb.edu.au](http://www.unimelb.edu.au)] managed to win a ticket as a delegate!?!

((☹)) And the co-chair is Roger Beale, originally billed on the website as "currently a Director of Connector Motorways" [Ref: [www.australia2020.gov.au](http://www.australia2020.gov.au)] but this reference has quietly disappeared. Connector Motorways "is a privately owned, special purpose company created solely for the Lane Cove Tunnel Project."

[Ref: [www.connectormotorways.com.au](http://www.connectormotorways.com.au)]

You may remember the apartment that fell into the Lane Cove tunnel:



**Picture Ref: Jon Reid** [[www.blognow.com.au/cossamap](http://www.blognow.com.au/cossamap)]

*"Leighton Holdings has cut by 70 per cent the value of its holdings in Sydney's Lane Cove Tunnel project, The Australian Financial Review reports. According to the paper, traffic through the \$1.1 billion public-private partnership project has been down 50 per cent below forecasts."*

**Ref: Business Spectator, 19/3/08**

*"Properly defined, urban sprawl is a bad use of land but that's not what we've got. We don't actually have what is technically urban sprawl, we don't have development which gets ahead of the provision of services, and we haven't actually had that for over 60 years."* **Ref: Pat Troy, Counterpoint, ABC Radio National, 6/3/06**

[www.abc.net.au/rn/counterpoint/stories/2006/1581231.htm](http://www.abc.net.au/rn/counterpoint/stories/2006/1581231.htm)

## Myki

*"The lucrative contract of Victoria's highest paid public servant - overseeing the troubled \$1 billion myki ticketing system - has been terminated, just hours before he was to appear before the State Parliament's Public Accounts and Estimates Committee. Vivian Miners, who oversaw the controversial tendering for the myki ticketing system from 2003, parted ways with the Transport Ticketing Authority. ... Mr Miner's departure from his \$545,000-a-year job came a day before he was due to face Parliament's Public Accounts and Estimates Committee, to answer questions regarding probity concerns about the letting of the tender."* **Ref: Clay Lucas, The Age 1/4/88**



Smart Card?

*"Does the Victorian Government truly believe that set-up costs of \$494 million, as well as \$55 million in running costs each year, are a worthwhile investment for our public transport system? Assuming the myki system remains from 2010 until 2020, \$1.044 billion of taxpayers' money will have been spent on a confusing and pointless system. Perhaps the State Government should consider making public transport free? Avoid all set-up costs for myki, eliminate the wages of ticket inspectors, remove costs associated with maintaining electronic ticketing, and spend this money on upgrading Melbourne's trains to double-decker carriages, to double passenger capacity."*

**Ref: Alex Gelber, The Age, 3/4/08**

*"Transport Ticketing Authority or myki Mouse Club?"* **Ref: Paul Custance, The Age, 3/4/08**

## Pram Utopia in Finland

*"It seems there is an utopia for public transport travelling parents with prams out there - in Tampere, Finland. Buses are equipped with a 'pram button' at the centre doors to alert the driver that a passenger with a pram wishes to board. Buses have enough space for two large prams (not 'umbrella' strollers) to be parked for the journey. Anyone accompanying a pram and using the centre doors can travel for free — the bus company recognising that it is not acceptable for a carer to leave an infant and negotiate their way to the front of the vehicle to purchase a ticket. All children under 7 years travel for free anyway."*

**Ref: Bryony Cooper, The Flyer, PBAI Aust, Mar 08**

## Hovercraft on Port Phillip Bay

*"A fleet of 10 custom-built hovercraft could be transporting thousands of commuters between Geelong and Melbourne daily. The air-cushioned boats could be built and tested locally, with a Victorian manufacturer said to be considering moving to Geelong. The move would bring millions of dollars to the region and create hundreds of jobs, city leaders say. Sustainable transport consultant Stephen Ingrouille has almost finished a feasibility study to run the ferries between Geelong, Port Melbourne, Melbourne and the Mornington Peninsula. 'Hovercraft are perfect for the bay because it's shallow,' Mr Ingrouille said. 'I'd be keen to see hovercraft built in the city because it's an excellent way of replacing some of the manufacturing industry jobs.' He said the new-generation hovercraft would be efficient, relatively cheap to build and have minimal impact on the environment. They would hold 80-100 passengers and cross Port Phillip Bay at peak times. 'I've been looking at this for some years now,' he said. 'I have looked at ferry services up and down the west coast of the US and other states of Australia.' An efficient ferry system would ease congestion on the West Gate Bridge, and reduce reliance on trains and trams. Mr Ingrouille said the manufacturer was building a hovercraft to be used as a rescue vessel at Changi International Airport, Singapore. Councillor Tom O'Connor is pushing the hovercraft bid. 'It can't happen soon enough,' he said."* **Ref: Kerri-Ann Hobbs, Geelong Advertiser, 9/4/08**

## Ultra Light Rail in the UK

*"With Parry People Movers vehicles set to take over the Stourbridge Junction-Stourbridge Town branch from December 2008, interest has revived in whether this truly lightweight and efficient vehicle can restore passenger services over relatively short distances, thereby lowering the cost of operations whilst at the same time providing an appropriate quality service. According to Parry People Movers itself, this could be the solution to providing regular passenger services on lines which currently carry very few passenger trains, or only the very occasional freight, or even 'heritage' lines which do not operate daily but which usefully could if an economic, light rail solution (but not an intensive fully-fledged, urban-type tram operation) could step into the breach. The entry of Parry People Movers into the national franchised rail operation is significant. The two PPM 60 railcars ... will reduce considerably the daily cost of operating and maintaining the short branch and release a Class 153 for London Midland to use elsewhere."*

**Ref: Today's Railways UK, March 2008**