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REPORTS:

➤ **Smart Congestion Relief**

Victoria (BC) Transport Policy Institute, September 2011

This report critically evaluates the methods used to measure traffic congestion impacts. Current methods tend to exaggerate congestion costs and roadway expansion benefits. This study develops a more comprehensive evaluation framework which is applied to four congestion reduction strategies: Roadway expansion, improving alternative modes, pricing reforms, and smart growth land use policies. The results indicate that highway expansion often provides less overall benefit than alternative congestion reduction policies. Comprehensive evaluation can identify more efficient and equitable congestion solutions. It is important that decision makers understand the omissions and biases in current evaluation methods.

See: http://www.vtppi.org/cong_relief.pdf

➤ **The Future Isn't What It Used To Be**

Victoria (BC) Transport Policy Institute, August 2011

This report examines demographic, economic and market trends that affect travel demand (the amount and type of travel people will choose), and their implications for transport planning. Motorized mobility grew tremendously during the Twentieth Century due to favourable demographic and economic conditions. But many factors that caused this growth, such as declining vehicle operating costs and increased vehicle travel speeds, are unlikely to continue. Per capita vehicle ownership and mileage have peaked in the U.S., while demand for alternatives such as walking, cycling, public transit and telework is increasing. This indicates that future transport demand will be increasingly diverse. Transport planning can reflect these shifts by increasing support for alternative modes. Although this report investigates trends in the U.S. and other wealthy countries, the analysis has important implications for developing countries.

See: <http://www.vtppi.org/future.pdf>

➤ **Making the Case for Investment in the Walking Environment**

University of the West of England and Cavill Associates, June 2011

Researched by a multi-disciplinary team of experts from the University of the West of England and Cavill Associates, the report brings together and evaluates the multiple health, economic, social and environmental benefits of investment in walking friendly public spaces. It draws on inspiring case studies of schemes which have resulted in safer and more attractive public places in neighbourhoods and city centres in the UK and elsewhere.

See: <http://www.livingstreets.org.uk/index.php?clD=651>

➤ **City of Port Phillip Sustainable Transport Policy Documents**

The Port Phillip Council [in Melbourne] has recently developed and adopted three sustainable transport documents to implement Council's vision for Port Phillip to be a connected and liveable city where residents, visitors and workers can live and travel car free by improving the range of sustainable travel choices available. These are the:

- Sustainable Transport Strategy – which provides a unifying vision for sustainable transport and will guide Council's decision making;
- Walk Plan 2011–2020 – which sets out proposed strategies and actions to improve walking in Port Phillip; and
- Bike Plan 2011–2020 – which sets out proposed strategies and actions to improve bike riding in Port Phillip.

See: <http://www.envirohub.com.au/index.php?nodeId=286>

➤ **Victorian Auditor General Officer (VAGO) Report of Cycling**

The ultimate goal of the 2009 Victorian Cycling Strategy was to grow cycling into a major form of personal transport. The audit assessed the effectiveness of the Department of Transport and VicRoads in developing cycling as a safe and appealing mode of transport. While the strategy was a

first step in raising the profile of cycling and created a logical framework for action, it was criticised as follows:

- Developed in haste
- Insufficient understanding of the nature of cycling and what would be required to mainstream cycling
- Emphasis on physical infrastructure to the detriment of other important aspects
- Agencies poorly prepared to implement the strategy

See: www.audit.vic.gov.au (links on the home page).

➤ **Review of Car Parking Provisions in Victoria Planning Provisions**

There are proposed changes to the car parking provisions in the Victoria Planning Provisions and planning schemes. A Car Parking Advisory Committee has been established to review the changes and consider submissions. The submission deadline is 7th October 2011. The new provisions are supported by a report of 2008, Review of Parking Provisions in the Victorian Planning Provisions Final Report.

See: <http://www.dpcd.vic.gov.au/planning/plannerstoolkit/parking-provisions>

➤ **Australian High Speed Rail Study - Phase One Report**

The Federal Minister for Infrastructure and Transport, the Hon Anthony Albanese MP, has released the report for phase one of a two phase strategic study into a high speed rail network on the east coast of Australia. The study is looking at potential routes from Brisbane southwards to Sydney, Canberra and Melbourne, as well as the economic viability of such a network. The phase one report establishes indicative corridors, options for station locations, high level costs, and forecasts about patronage, and some comparative analysis of potential social and regional development impacts.

See: www.infrastructure.gov.au/rail/trains/high_speed/index.aspx

➤ **Europe's Parking U-Turn: From Accommodation to Regulation ITDP, 2011**

This paper reviews successful parking practices in European cities. Parking management is a critical and often overlooked tool for achieving a variety of social goals. For much of the 20th Century, cities in Europe, like cities in the rest of the world, used parking policy mainly to encourage the construction of additional off-street parking, hoping to ease a perceived shortage of parking. In the last few decades a growing number of European cities have led the world in changing the direction of parking policy. European citizens grew tired of having public spaces and footpaths occupied by surface parking.

http://www.itdp.org/documents/European_Parking_U-Turn.pdf

➤ **Transport Research and Policy Analysis Bulletin**

The winter edition of the Victorian DoT Transport Research and Policy Analysis Bulletin is now available. In this edition:

- Designing communities for an ageing population
- Journey to work - Focus on Maribyrnong, Moreland and Moonee Valley
- Mixed Land Use Index - a concept applied to Melbourne's North
- Understanding our stakeholders

See:

<http://www.transport.vic.gov.au/DOI/Internet/planningprojects.nsf/AllDocs/3F5841926D27D774CA25740A007C3193?OpenDocument>

➤ **The Public Health Costs of Traffic Congestion**

Traffic congestion is a significant issue in virtually every urban area in the United States and around the world. ... An examination of the peer-reviewed literature shows that there are many previous analyses that estimate the economic costs of congestion based on fuel and time wasted, but that these studies don't include the costs of the potential public health impacts. Sitting in traffic leads to higher tailpipe emissions which everyone is exposed to, and the economic costs of those exposures have not been explored.

See: <http://www.transportationconstructioncoalition.org/Docs/TCC-Harvard-Traffic-Congestion-Report-Final.pdf>

➤ **Moral Sustainability and Cycling**

This book argues that green resolutions, like commuting by bicycle, are sadly unsustainable for the contemporary competitive individual. Coining the term 'moral sustainability', the text identifies a renewable resolve which so far has eluded all frameworks of reform. The book analyses how we formulate ambitions, how we get to work, set up images for ourselves and use our bodies. Developing for the first time a phenomenology of the electric bike, this book answers the unsolved puzzle: how environmentalism and fitness can become sustainable for the individual locked into pressured aspirations.

See: http://www.st-andrews.ac.uk/sasi/media/sustainability_and_cycling.pdf

➤ **Shall We Dense**

SJB Urban, May 2011

This Research project is focussed on urban planning for Australian cities. It seeks to provide a comprehensive understanding of current urban policy, and the implications of policy directions for urban sustainability outcomes, revealing a significant shortfall in policy requirements, relative to stated objectives. While urban planning policies describe a planned shift towards more compact, sustainable, walkable and diverse neighbourhoods, the prescribed residential density targets are extremely low by international standards. Density is a key determinant of the economic viability, and therefore the provision, of facilities and services. This study explores the relationships between development patterns and accessible, sustainable facilities and services, such as shops, community spaces, schools and public transport.

See: <http://www.sjburban.com.au/urban/policy-and-guidelines.aspx>

➤ **Melbourne Transport Strategy**

On 10 May, Council's Future Melbourne Committee endorsed the draft update of the transport strategy for public consultation. The five key directions of the draft update are:

- Improve inner Melbourne's public transport to allow us to conveniently go anywhere anytime;
- Manage inner Melbourne's roads to produce the best transport result;
- Create pedestrian friendly high-mobility public transport streets for inner Melbourne;
- Make Melbourne a cycling city;
- Foster innovative, low-impact freight and delivery in central Melbourne.

Council is now seeking the community's views on the draft update and will present the results of community consultation with a final draft of the updated strategy to the Future Melbourne Committee in September. See:

<http://www.melbourne.vic.gov.au/AboutCouncil/PlansandPublications/strategies/Pages/transportstrategy.aspx>

➤ **Our Cities, Our Future – A National Urban Policy**

Statement by the Federal Minister For Infrastructure And Transport, May 2011

This Ministerial Statement establishes the Australian Government's objectives and directions for our cities as we prepare for the decades ahead. It recognises the critical roles of State, Territory and local governments, the private sector and individuals, in planning, managing and investing in cities. It also highlights that the Australian Government makes decisions that impact upon urban Australia. This is the first time that an Australian Government has sought to outline its overarching goals for the nation's cities and how we will play a role in making them more productive, sustainable and liveable.

See: http://cache.treasury.gov.au/budget/2011-12/content/download/ms_urban.pdf

➤ **Pay-As-You-Drive Vehicle Insurance in British Columbia**

Pacific Institute for Climate Solutions, May 2011

Insurance is one of the largest motor vehicle expenses. Conventional insurance is a fixed cost with respect to vehicle use; moderate reductions in vehicle travel provide no savings to motorists. An alternative price structure, called Pay-As-You-Drive (PAYD), changes insurance into a variable cost, so motorists save money when they reduce their mileage. As a result, they tend to drive less. This report by Todd Litman of the Victoria Transport Policy Institute for the Pacific Institute for Climate Solutions evaluates the feasibility, benefits and costs of Pay-As-You-Drive insurance in British Columbia. The analysis indicates that PAYD pricing could provide significant benefits to motorists, the economy, and the environment.

See: http://www.pics.uvic.ca/assets/pdf/publications/PAYD_Insurance.pdf

➤ **[Melbourne's] Southbank Structure Plan**

The Plan provides a new vision and strategy for the future development of Southbank, helping it become a more lively, accessible, liveable and sustainable neighbourhood. The Southbank Structure Plan proposes the most radical revamp that the precinct has seen in its 30-year history and will shape the neighbourhood for the next 30 years. Improvements are identified for: commercial, retail and community infrastructure, a better street environment for walking and cycling and new and improved public open spaces, making the Southbank precinct a better place to live and do business, an easier place to move around and a far more interesting place to visit. The plan is open for comment until 27/5/11. See:

<http://www.melbourne.vic.gov.au/AboutMelbourne/ProjectsandInitiatives/Southbank2010/Pages/Southbank2010.aspx>

➤ **Draft NSW Walking Strategy**

NSW Premier's Council for Active Living, January 2011

The report estimated the benefits of achieving a 5% and 10% switch to walking of vehicle trips of less than one km in length (less than a ten minute walk) in the greater Sydney Metropolitan area. Utilising the proposed methodology of factors to be considered in active travel cost benefit analyses, the authors estimated benefits of \$134 million and \$214 million respectively as a result of a switch to walking.

See: http://www.pcal.nsw.gov.au/draft_nsw_walking_strategy#ds

➤ **Walking for Travel and Recreation in NSW**

NSW Premier's Council for Active Living, January 2011

This report complements the previous active travel data studies conducted for the Premier's Council for Active Living. The format of this report is designed to present, analyse and interpret raw data collected for this study as well as complex data embedded in reports. See:

http://www.pcal.nsw.gov.au/data/assets/pdf_file/0009/113103/Data_Study_Final_040211.pdf

➤ **Australia's Public Transport – Investment for a Clean Transport Future**

Australian Conservation Foundation, April 2011

Research shows that over the last 10 years, the amount of money spent on construction work by all levels of Australian governments on public roads and bridges has been 4.3 times compared to that spent on public railway construction. In 2008-9, \$11.3 billion was spent on road construction around the country; \$5.1 billion was given away as subsidies by the Federal Government in the Fuel Tax Credits program in 2007-08 and more than \$1 billion for the Fringe Benefits Tax for private use of company cars (2008-09). These high figures starkly contrast to the \$3.3 billion spent in 2008-9 on rail construction. Building more roads is not the solution to our transport woes. The answer lies in developing a national strategy to enable Australia to wean itself off expensive oil and in reducing our car dependency by providing people with world class public transport services that give us a real choice to leave our cars at home.

See: http://www.acfonline.org.au/articles/news.asp?news_id=3372

➤ **Food Sensitive Planning and Urban Design (FSPUD)**

Heart Foundation, March 2011

Food sensitive planning and urban design (FSPUD) recognises that access to healthy, sustainable and equitable food is an essential part of achieving liveable communities. It is intended to raise the awareness of planners, architects, urban designers, engineers, policy makers, community members and elected representatives of the need to integrate food considerations into urban land use and development.

See: <http://www.sustainablecitiesnet.com/research/food-sensitive-planning-and-urban-design-fspud-report/>

➤ **National Land Freight Strategy - Discussion Paper**

Infrastructure Australia, February 2011

Infrastructure Australia is seeking comments on its preliminary views about a national land freight network strategy, including on goals, objectives, strategic directions and priorities.

This discussion paper provides a case and priorities for a national land freight network strategy, and an indicative list of projects and programs that Infrastructure Australia has already flagged for inclusion in a long term national land freight network plan.

See: http://www.infrastructureaustralia.gov.au/publications/files/NLFS_220211.pdf

➤ **Analysis of Passenger-Ferry Routes Using Connectivity Measures**
Journal of Public Transportation, April, 2011

This study examines ferry routes that arrive at Central Business District (CBD) during peak periods. Ferries are investigated because in certain locations they provide an alternative to buses and private vehicles, with potentially faster and more reliable journey times. The case study is of Auckland, New Zealand. The first stage of the study analysed the connectivity of existing ferries routes to the CBD with bus services within the CBD utilizing measures of connectivity with attributes of walking, waiting, and travel times, and scheduled headways. The second stage involved developing new commuter routes from within the greater Auckland region to the CBD.

See: <http://www.nctr.usf.edu/wp-content/uploads/2011/04/JPT14-1Ceder.pdf>

➤ **Alternative Energy Resources for the Missouri Department of Transportation**
Missouri Department of Transportation, January, 2011

Missouri faces significant challenges related to environmental quality, changes in energy markets, and evolving public interests. The objective of this project was to investigate environmentally friendly alternative energy sources that could be used by MoDOT in various areas, and to develop applicable and sustainable strategies to implement those energy sources.

Ref: <http://library.modot.mo.gov/RDT/reports/TRyy1006/or11010.pdf>

➤ **Reducing Greenhouse Gas Emissions from US Transportation**
Pew Centre on Global Climate Change, January, 2011

This report examines the prospects for substantially reducing the greenhouse gas emissions from the U.S. transportation sector, which accounts for 27% of the GHG emissions of the entire U.S. economy and 30% of the world's transportation GHG emissions. Without shifts in existing policies, the U.S. transportation sector's GHG emissions are expected to grow by about 10% by 2035. If there is to be any hope that damages from climate change can be held to moderate levels, these trends must change. This report shows that through a combination of policies and improved technologies, these trends can be changed. It is possible to cut GHG emissions from the transportation sector cost-effectively by up to 65% below 2010 levels by 2050 by improving vehicle efficiency, shifting to less carbon intensive fuels, changing travel behavior, and operating more efficiently. A major co-benefit of reducing transportation's GHG emissions is the resulting reductions in oil use and improvements in energy security.

See: <http://www.pewclimate.org/publications/reducing-ghg-emissions-from-transportation>

➤ **Audit Report : Structures for sustainability**
Environmental management systems in the Victorian Government 2011
Commissioner for Environmental Sustainability, Victoria, March 2011

The Commissioner for Environmental Sustainability, Prof Kate Auty has released her 2011 Strategic Audit report. The report addresses leadership to reduce greenhouse gas emissions, resource efficiencies and their co-benefits. Characteristics of organisational structures and cultures are explored which underpin and guide practical environmental efforts. Case studies provide examples of good and improving practice. See:

[http://www.ces.vic.gov.au/CA256F310024B628/0/11248AC95C9E51A9CA25785B00812B40/\\$File/Strategic+Audit+2011+BM.pdf](http://www.ces.vic.gov.au/CA256F310024B628/0/11248AC95C9E51A9CA25785B00812B40/$File/Strategic+Audit+2011+BM.pdf)

➤ **European Transport 2050 Roadmap**
European Commission, March 28, 2011

The European Commission today adopted a comprehensive strategy (Transport 2050) for a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050. See:

<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/11/372&format=HTML&aged=0&language=EN&guiLanguage=en>

➤ **Cycling Aspects of Austroads Guides**
Austroads, March 2011

This report contains information that relates to the planning, design and traffic management of cycling facilities and is sourced from Austroads Guides, primarily the Guide to Road Design, the Guide to Traffic Management and the Guide to Road Safety. The report has been produced to ensure that information is readily available for practitioners who have a specific interest in cycling issues and facilities.

See: <https://www.onlinepublications.austroads.com.au/items/AP-G88-11>

➤ **Do the Health Benefits of Cycling Outweigh the Risks?**
Environmental Health Perspectives, August 2010

Although from a societal point of view a modal shift from car to bicycle may have beneficial health effects due to decreased air pollution emissions, decreased greenhouse gas emissions, and increased levels of physical activity, shifts in individual adverse health effects such as higher exposure to air pollution and risk of a traffic accident may prevail. We describe whether the health benefits from the increased physical activity of a modal shift for urban commutes outweigh the health risks.

See: <http://ehp03.niehs.nih.gov/article/info:doi/10.1289/ehp.0901747>

➤ **Fairness in a Car-Dependent Society**
[UK], Sustainable Development Commission, February 2011

Fairness in a Car Dependent Society, finds that vulnerable groups not only travel less than other people, they carry a greater burden of the costs of other people's travel, including air pollution, noise, traffic danger, injury and crime. This report is recommending a new approach to transport policy in line with the [UK] Coalition Government's commitment to fairness as one of its three guiding principles. The Commission's recommendations centre on its Transport Hierarchy for policy makers, calling on policy-makers to prioritise reducing the demand for transport; encouraging more sustainable modes of transport and improving the efficiency of existing modes of transport over increasing the capacity of the transport system.

See: <http://www.sd-commission.org.uk/publications.php?id=1179>

➤ **Global Competitiveness in the Rail and Transit Industry**
Worldwatch Institute, 2011

This report draws on lessons from Germany, Spain, Japan, and China, the four dominant international rail manufacturing countries, to conclude that greater investment in U.S. rail manufacturing could revive America's former leadership in the world rail industry—and potentially create hundreds of thousands of jobs. Case studies of the leading countries in intercity rail and urban transit illuminate a set of common principles those countries have used to nurture and grow some of the largest, most successful railroad manufacturing companies in the world.

See: <http://www.worldwatch.org/bookstore/publication/global-competitiveness-rail-and-transit-industry>

➤ **The Economics of Transport : Smarter Transport – Better Cities**
Metropolitan Transport Forum/GAMUT, March 2011

This monograph is a collection of presentations from a series of forums held by the MTF in collaboration with GAMUT (University of Melbourne) on a range of aspects to do with costs, pricing, evaluation and externalities of transport projects.

See: http://www.mtf.org.au/site/files/ul/data_text12/2299874.pdf

➤ **Victorian Food Freight Reports**
Victorian Eco-Innovation Lab (VEIL), March 2011

The Victorian Eco-Innovation Lab (VEIL), at the University of Melbourne, has just released two reports examining greenhouse gas emissions in food freight in Australia. The pressures of rising energy costs, potential carbon prices and increasing vulnerability in food supply chains are challenging to food producers and businesses, and have important implications for food availability, access and utilisation – and hence food security. To effectively respond to these pressures, without inadvertently increasing energy costs, greenhouse gas emissions or vulnerability, we need to have a better understanding of both: how the current system works; and what our options might be to transform it. The reports are available online at:

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- **Understanding Victoria's Fruit and Vegetable Freight Movements**
<http://www.ecoinnovationlab.com/research/117-food-freight/398-food-freight-understanding-victorias-fruit-and-vegetable-freight-movements>
 - **Best Practice Food Distribution Systems**
<http://www.ecoinnovationlab.com/research/117-food-freight/404-food-freight-best-practice-food-distribution-systems->
- **Walking and Cycling – Improving combined use of physical activity / health and transport data**
New Zealand Transport Agency Research Report #435, January 2011
Over the last decade, the transport, physical activity and health sectors in New Zealand have all shown increasing interest in promoting active transport (eg walking and cycling for travel purposes) and in researching active transport. This joint interest means that active transport data collected by one sector may be usefully analysed by another sector and thus enable cost savings in research.
See: <http://www.nzta.govt.nz/resources/research/reports/435/docs/435.pdf>
- **Urban Road Transportation Externalities: Costs and Choice of Policy Instruments**
Research Observer, Oxford Journals, June 2010
Urban transportation externalities are a key development challenge [and] regulatory policy instruments aimed at reducing local air pollution have been introduced in most countries in the world. On the other hand, fiscal policy instruments aimed at reducing congestion or greenhouse gas emissions are limited mainly to industrialized economies. Although traditional fiscal instruments, such as fuel taxes and subsidies, are normally introduced for other purposes, they can also help to reduce externalities. ... Multiple policy options need to be used simultaneously to reduce effectively the different externalities arising from urban road transportation because most policy options are not mutually exclusive.
See: <http://wbro.oxfordjournals.org/content/early/2010/06/02/wbro.lkq005.abstract>
- **2010 [US] Urban Mobility Report**
Texas Transport Institute, December 2010
The 2010 Urban Mobility Report points to a \$115 billion congestion cost, \$33 billion of which is due to truck congestion—and that is only the value of wasted time, fuel and truck operating costs. Congestion causes the average urban resident to spend an extra 34 hours of travel time and use 28 gallons of fuel, which amounts to an average cost of \$808 per commuter. The report includes a comprehensive picture of congestion in all 439 U.S. urban areas and provides an indication of how the problem affects travel choices, arrival times, shipment routes, manufacturing processes and location decisions.
See: <http://mobility.tamu.edu/ums/report/>
- **Critique of the [US] Urban Mobility Report**
CEO's For Cities, January 2011
A detailed critique of the methodology and results of previous Urban Mobility Reports (UMR) released by CEOs for Cities last October identified a series of flaws in the data and analysis in the UMR and outlined a series of improvements and alternative measures that can be used to assess urban transportation systems
See: <http://www.ceosforcities.org/news/entry/2958/2010-umr-remains-a-flawed-and-misleading-guide-to-urban-transportation>
- **Congestion Data for [US] Cities**
Texas Transport Institute, December 2010
Each regional map has dots linking to a file containing the Urban Mobility and Congestion Statistics – congestion index, travel delay, fuel consumption, congestion cost – for every city included in the study. The files are in PDF format. You can get the numbers – all the numbers – for each of the 101 US cities. You can also view the national congestion tables which provide comparison measurements for all 101 cities included in the study.
See: http://mobility.tamu.edu/ums/congestion_data/
- **Do Roads Pay for Themselves: Setting the Record Straight on Transportation Funding**
US PIRG (Public Interest Research Group), January 2011
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Highway advocates [in the US] often claim that roads “pay for themselves,” with gasoline taxes and other charges to motorists covering – or nearly covering – the full cost of highway construction and maintenance. They are wrong. Highways do not – and, except for brief periods in our nation’s history, never have – paid for themselves through the taxes that highway advocates label “user fees.” Yet highway advocates continue to suggest they do in an attempt to secure preferential access to scarce public resources and to shape how those resources are spent.

See: <http://www.uspirg.org/home/reports/report-archives/transportation/transportation2/do-roads-pay-for-themselves-setting-the-record-straight-on-transportation-funding>

➤ **Track Record of Success: High-Speed Rail around the World and its Promise for America US PIRG (Public Interest Research Group), November 2010**

As America moves toward construction of new high-speed rail networks they have much to learn from experiences abroad. High-speed rail lines have operated for more than 45 years in Japan and for three decades in Europe. Indeed, the experience of high-speed rail lines abroad suggests that the United States can expect great benefits from investing in a high-speed passenger rail system. High-speed rail systems in other nations have been able to dramatically reduce the volume of short-haul flights between nearby cities and significantly reduce inter-city car travel.

See: <http://cdn.publicinterestnetwork.org/assets/e5040530b385a7e74a6df2d04b7daba6/A-Track-Record-of-Success-US-PIRG-HSR-report.pdf>

➤ **Safe Streets, Liveable Streets**

Journal of the American Planning Association, Vol 71, No 3, 2005

Transportation safety is a highly contentious issue in the design of cities and communities. While urban designers, architects, and planners often encourage the use of aesthetic streetscape treatments to enhance the livability of urban streets, conventional transportation safety practice regards roadside features such as street trees as fixed-object hazards and strongly discourages their use. In this study, Eric Dumbaugh examines the subject of liveable streetscape treatments and finds compelling evidence that suggests they may actually enhance the safety of urban roadways. Concerns about their safety effects do not appear to be founded on empirical observations of crash performance, but instead on a design philosophy that discounts the important relationship between driver behaviour and safety. This study traces the origin and evolution of this philosophy, and proposes an alternative that may better account for the dynamic relationships between road design, driver behaviour, and transportation safety.

See: http://www.naturewithin.info/Roadside/TransSafety_JAPA.pdf

➤ **Fuel Consumption by New Passenger Vehicles in Australia 1979-2008**

Information Sheet 30, Australian Department of Infrastructure & Transport, August 2009

BITRE has examined trends in the fuel consumption of new passenger vehicles sold in Australia. Up to 2001, technological advances in engine technology, which improved fuel efficiency, were offset by increases in power, weight and the popularity of 4WD vehicles. Since 2001 the overall trend in fuel consumption has continued to decrease with average new light vehicle fuel consumption down 8.4 per cent to 8.14 litres per 100 kilometres (L/100 km).

See: **Information Sheet 30:** <http://www.bitre.gov.au/publications/30/Files/IS30.pdf>

See also: **Information Sheet 18:** <http://www.bitre.gov.au/publications/91/Files/IS18.pdf>

For other BITRE Information Sheets see: <http://www.btre.gov.au/info.aspx?Nodeld=61>

➤ **Victorian Ombudsman – Annual Report**

Public Transport Ombudsman, Victoria, December 2010

Complaints about public transport to the Public Transport Ombudsman’s Office (PTO) increased to 1,766 cases in 09/10 – up from 1,180. This shows the critical importance of having an independent Ombudsman scheme able to take a ‘big picture’ view of what is going on and work with operators, government and key groups to develop solutions.

See: <http://www.ptovic.com.au/documents/AnnualReport2010web.pdf>

➤ **Attitudes and Behaviour in Relation to Public Transport in New Zealand’s Non-Metropolitan Regions**

New Zealand Transport Agency Research Report #419, November 2010

This research identifies clear scope for, and interest in, having a greater range of transport options (in non-metropolitan regions), including shared or flexible transport services. Because shared

transport contributes to reduced single-occupant vehicle trips and fewer vehicles coming into larger urban centres from adjacent smaller settlements, the wider land transport system and economy would benefit, with improved effectiveness and value for money in the development and operation of networks.

See: <http://www.nzta.govt.nz/resources/research/reports/419/docs/419.pdf>

➤ **Review of Ferry Security Measures**

The U.S. Government Accountability Office, December 2010

The U.S. Government Accountability Office has released a report that explores ferry security. The report examines the extent to which the U.S. Coast Guard assessed ferry security risk in accordance with the Department of Homeland Security's (DHS) guidance and what risks it identified. The report also explores actions to protect ferries and their facilities by federal agencies, ferry and facility operators, and law enforcement entities. See:

http://www.trb.org/Main/Blurbs/Review_of_Ferry_Security_Measures_164544.aspx?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+-+12-14-2010&utm_content=Web&utm_term=

➤ **Contrasting Visions of Urban Transport: Critique of 'Fixing Transit: The Case for Privatisation'**

Todd Litman, Victoria Transport Policy Institute, December 2010

This report critiques the Heritage Foundation paper, "Fixing Transit: The Case For Privatization" which recommends complete privatization and self-finance of public transit. Our analysis indicates that such privatized, unsubsidized transit service would be inferior and less efficient overall than what exists in most cities, and would fail to meet consumer demands.

See: http://www.vtpi.org/cont_vis.pdf

➤ **Cities: Population Growth, Jobs Growth and Commuting Flows in Perth**

Australian Bureau of Transport and Regional Economics (BITRE), September 2010

This report identifies recent spatial changes in employment and the residential population within Perth, and investigates how commuting behaviour has responded to these changes. It also explores the extent to which metropolitan plans have been successful in attempting to mould the city's spatial distribution of population, employment and commuting.

See: <http://www.bitre.gov.au/publications/75/Files/perth.pdf>

➤ **Relationships Between Streetcars and the Built Environment
Transit Cooperative Research Program, 2010**

Relationships Between Streetcars and the Built Environment examines selected built streetcar and trolley systems to trace their evolution, define significant factors, and identify commonalities among levels of success in impacting the built environment.

See: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_syn_86.pdf

➤ **Guidelines for Implementers of Personal Rapid Transit
European Commission, June 2010**

A report that explores the characteristics of personal rapid transit (PRT), its potential benefits and costs, stakeholders and users of such a system, and steps necessary when implementing a PRT system. The report also includes links to additional information on the PRT concept and contact information for people working in the field.

See: http://www.niches-transport.org/fileadmin/NICHESplus/G4Is/21582_policynotesWG4_2.indd_low.pdf

➤ **Policy Issues in U.S. Transportation Public-Private Partnerships: Lessons from Australia
Mineta Transportation Institute, July 2010**

In this report, the authors examine Australia's experience with transportation public-private partnerships (PPPs) and the lessons that experience holds for the use of PPPs in the United States. Australia now has decades of experience in PPP use in transportation, and has used the approach to deliver billions of dollars in project value. Although this report explores a range of issues, the authors focus on four policy issues that have been salient in the United States: (1) how the risks inherent in PPP contracts should be distributed across public and private sector partners; (2) when

and how to use non-compete (or compensation) clauses in PPP contracts; (3) how concerns about monopoly power are best addressed; and (4) the role and importance of concession length.

See: http://transweb.sjsu.edu/mtportal/research/publications/documents/2807_09-15.pdf

➤ **Pedestrian Access Strategy**

Victorian Department of Transport, 2010

The Pedestrian Access Strategy sets out the Victorian Government's vision for a more pedestrian-friendly transport system for Victorians. The aim of the strategy is to encourage more Victorians to walk, especially for short trips. The strategy establishes broad policy principles and the first steps to guide the Victorian Government's investment in walking over the next 10 years – including infrastructure, planning and design, safety and behaviour change programs. More people walking has the potential to help ease congestion, reduce greenhouse emissions, improve the health of Victorians and promote social connections.

See:

<http://www.transport.vic.gov.au/DOI/Internet/ICT.nsf/AllDocs/3CD45929D980794ACA257792001E5E97?OpenDocument>

➤ **Factors Contributing to Pedestrian and Bicycle Crashes on Rural Highways**

US Department of Transport, June 2010

Approximately 25 percent of nationwide pedestrian and bicycle fatal and injury accidents occur on [US] rural highways. In contrast to urban highways, rural highways have certain characteristics that can be more hazardous to pedestrians and bicyclists, such as higher average vehicle speeds and a lack of sidewalk provisions. The goals of this study were to examine the differences between pedestrian and bicycle crashes in urban and rural settings in North Carolina and to identify problem areas (specific crash types and crash locations) on rural highways that are of high priority for safety treatment and treatment development.

See: <http://www.fhwa.dot.gov/publications/research/safety/10052/10052.pdf>

➤ **Employment in Sustainable Transport**

The Campaign for Better Transport, Sustrans & pteg, June 2010

The Passenger Transport Executive Group (pteg), Campaign for Better Transport and Sustrans commissioned this study to quantify the direct and immediate supply chain employment benefits that could result from investment in walking, cycling and public transport schemes and initiatives. This includes employment directly within or dependent on sustainable transport, but not multiplier effects or the wider catalytic effects which may be achieved by particular investments.

See: <http://www.railnews.co.uk/news/general/2010/07/19-rail-creates-more-jobs-than.html>

➤ **Evaluating Public Transport Health Benefits**

American Public Transport Association, August 2010

A new report, released by the American Public Transportation Association, which surveys current research has found that people who live in communities with high-quality public transportation drive less, exercise more, live longer, and are generally healthier than residents of communities that lack quality public transit. See:

http://www.apta.com/mediacenter/pressreleases/2010/Pages/100811_Public%20Health%20Benefits.aspx

➤ **Portarlington to Melbourne Ferry Service – Passenger Demand Estimation**

Parks Victoria, Department of Transport, Department of Planning and Community Development, Tourism Victoria and City of Greater Geelong, June 2010

The results of a survey into potential patronage numbers for a ferry service between Portarlington and Melbourne have been released. Around 400 residents across the Bellarine region were interviewed by telephone on a ferry service. Residents who regularly travel to Melbourne were also invited to meetings held at Ocean Grove and Portarlington to discuss transport options and their likelihood of regularly using a ferry service and what ticket fare they would be willing to pay for a return trip.

See: [http://www.parkweb.vic.gov.au/resources/mresources/port-](http://www.parkweb.vic.gov.au/resources/mresources/port-arlington/Portarlington_Ferry_Report_June2010.pdf)

[arlington/Portarlington_Ferry_Report_June2010.pdf](http://www.parkweb.vic.gov.au/resources/mresources/port-arlington/Portarlington_Ferry_Report_June2010.pdf)

➤ **Evaluating Rail Transit Criticism**

Victoria (BC) Transport Policy Institute, August 2010

This report evaluates criticism of rail transit systems. It examines claims that rail transit is ineffective at increasing public transit ridership and improving transportation system performance, that rail transit investments are not cost effective, and that transit is an outdated form of transportation. It finds that critics often misrepresent issues and use biased and inaccurate analysis.

See: <http://www.vtpi.org/railcrit.pdf>

➤ **Sustainability and Livability: Summary of Definitions, Goals, Objectives and Performance Indicators**

Victoria (BC) Transport Policy Institute, July 2010

This short report summarises basic definitions and concepts for sustainable and liveable transportation planning.

See: http://www.vtpi.org/sus_liv.pdf

➤ **Shared Path Widths Poster**

Prepared for VicRoads, March 2010

How wide should paths shared between pedestrians and cyclists be? Shared paths are off-road facilities for cyclists and pedestrians (including walkers, runners, skateboarders, mobility scooter users, people with pushchairs, etc). Despite the commonness of the shared path, little guidance on its design is currently available in terms of the width of paths in relation to the numbers of pedestrians and cyclists who use the path. The difference in speeds of the two modes, compounded by the bi-directional nature of shared paths, can reduce the level of service for all users if paths are not properly designed.

See: <http://viastrada.co.nz/pub/shared-path-widths>

➤ **An Australian Vision for Active Transport**

The Australian Local Government Association, Bus Industry Confederation, Cycling Promotion Fund, the National Heart Foundation of Australia and the International Association of Public Transport, August 2010

An Australian Vision for Active Transport, sets out a nine point plan for a national approach to boosting participation in walking, cycling and public transport. Initiatives include support for infrastructure, social marketing campaigns, embedding Healthy Spaces and Places planning principles into practice and enhancing safety for walkers and cyclists.

See: http://www.alga.asn.au/policy/transport/ActiveTransport_Draft_5.pdf

➤ **Box Hill to Ringwood Rail Trail Project**

Whitehorse Cyclists, July 2010

This project will assert that a 9.9 km rail trail linking Box Hill and Ringwood, takes account of a possible third rail line to Ringwood, is feasible.

See: <http://www.bhrrt.org/docs/BHRRT3MBa.pdf>

➤ **The Melbourne-Brisbane Inland Rail Alignment Study**

Australian Rail Track Corporation, July 2010

In March 2008 the Australian Government asked ARTC to undertake a study of the proposed Melbourne to Brisbane inland railway, to determine an optimum alignment and to assess the financial and economic prospects of the project. The final report of the study was presented to the Government in July 2010.

See: <http://www.artc.com.au/Content.aspx?p=175>

➤ **A Fuel Efficient Vehicle Fleet for Victoria: What the Victorian Government Can Do**
Environment Victoria, 2010

The transport sector is Victoria's second largest greenhouse polluter totalling 19.3 million tonnes of CO2 equivalent in 2007. But there are strong opportunities to achieve substantial savings in both greenhouse emissions and the budgets of working families. See:

http://www.environmentvictoria.org.au/sites/default/files/A%20fuel%20efficient%20vehicle%20fleet%20for%20Victoria_0.pdf

➤ **Vehicle Fuel Efficiency Standards for Australia: Why What and When?**
Environment Victoria, 2010

The transport sector is the second largest greenhouse polluter in Australia. It releases over 80 million tonnes of greenhouse pollution into our atmosphere each year. Ensuring sustainable transport options such as public transport, cycling and walking that are more accessible and reliable is vital to reducing emissions from our transport sector, and will assist in strengthening our communities and saving money for working families through reducing private vehicle use.

➤ **Waterborne Transport**

European Commission DG Energy and Transport, June 2010

The scope of the Waterborne Transport theme is wide-ranging, overlapping with numerous other themes. Waterborne Transport relates to maritime and river routes, operations, actors, and institutional setting. These broad thematic aspects encompass topics such as safety, vehicle design and technology, efficient operations, intermodality, trans-boarder and regional development, regulatory issues, cooperation, and economic aspects. Set against the basic aim of providing greener, safer, and cost-effective transport, the EU has devoted considerable resources towards the promotion of Waterborne Transport, viewed as a major aspect of its transport policy. See:

http://www.transport-research.info/Upload/Documents/201007/20100705_152106_4661_100630_TRKC-%20Waterborne%20transport%20-%20Thematic%20Summary.pdf

➤ **Evaluation of Lane Reduction 'Road Diet' Measures and Their Effects on Crashes**
US Department of Transport, June 2010

The U.S. Federal Highway Administration has released a Highway Safety Information System summary report that re-examines past road diet evaluations and adds an analysis of road diet sites in smaller urban communities in Iowa. According to the summary, a road diet involves narrowing or eliminating travel lanes on a roadway to make more room for pedestrians and bicyclists.

See: <http://www.hsisinfo.org/pdf/10-053.pdf>

➤ **A Comparison of Operation Performance: *Washington State Ferries to Ferry Operators Worldwide***

Washington State Department of Transport, June 2010

This project compares eight measures of performance related to transit service quality (e.g. trip reliability, on-time departures) and cost-efficiency (e.g. farebox recovery, subsidy per passenger) between Washington State Ferries (WSF) and 23 ferry operators worldwide. The project will discuss how setting targets and/or benchmarks for performance can progress government accountability for public services provided.

See: <http://www.wsdot.wa.gov/research/reports/fullreports/750.1.pdf>

➤ **Bikeability and the Twenty-Minute Neighbourhood: *How Infrastructure and Destinations Influence Bicycle Accessibility***

Initiative for Bicycle and Pedestrian Innovation, Portland State University, June 2010

A report that explores a methodology for assessing a neighbourhood's bikeability based on its mix of infrastructure and destinations.

See: http://www.ibpi.usp.pdx.edu/media/McNeil_Bikeability_June2010.pdf

➤ **Melbourne Metro - New Rail Tunnel (Stage 1)**

Victorian Department of Transport, July 2010

Melbourne Metro Rail Tunnel is a major new rail tunnel between Dynon in the west and St Kilda Road near Domain. This new underground link will benefit the entire metropolitan rail network by creating more rail capacity in the inner-city. With proposed underground stops connecting to Melbourne Central and Flinders Street, it will give people from all lines an easy interchange point to access new stations in North Melbourne, Parkville, and St Kilda Road. This will help relieve pressure on trams in Swanston Street and St Kilda Road. See:

<http://www.transport.vic.gov.au/web23/Home.nsf/AllDocs/1949486ED60243A2CA257625001B33E7?OpenDocument>

➤ **The Cities We Need**
Grattan Institute, 2010

The most important characteristic of a city is whether it meets the needs of its residents, both material and psychological. Despite the fact that these needs are central to our lives, they are often

at the periphery of conversations about the future of Australian cities. With these criteria in mind, it is clear that while our cities operate well, there is much room for improvement.

See: http://www.grattan.edu.au/pub_page/report_the_cities_we_need.html

➤ **Win-Win Transportation Emission Reduction Strategies**

Victoria (BC) Transport Policy Institute, June 2010

Win-Win Transportation Solutions are cost-effective, technically feasible market reforms that solve transportation problems by improving mobility options and removing market distortions that cause excessive motor vehicle travel. They provide many economic, social and environmental benefits. If implemented to the degree economically justified, Win-Win Solutions could achieve the transport component of Kyoto emission reduction targets while helping to address problems such as traffic congestion, accidents and inadequate mobility for non-drivers, and supporting economic development.

See: <http://www.vtqi.org/wwclimate.pdf>

➤ **How Much Does Your Car Cost to Run?**

NRMA Car Operating Cost Winners 2009/2010

https://www.mynrma.com.au/cps/rde/xchg/mynrma/hs.xsl/operating_costs.htm

➤ **Public Transport Ombudsman newsletter – OverView Autumn 2010**

The Victorian Public Transport Ombudsman's newsletter, OverView, includes a farewell message from Simon Cohen, an operations report from July 2009 until March 2010, and a myki report.

See: <http://www.ptovic.com.au/documents/PTOOverviewNewsletterEd5-Jun10.pdf>

➤ **PT4me2 for a change: Poll results**

The biggest vote winners were more frequent services, less overcrowding and greater reliability. There was also strong support for extending services to growth areas and extending hours of service. ... The change most wanted was more frequent services across a greater number of hours, especially evenings and weekends.

See: [Summary report only - 8 pages](#)

[Final report - Part one 43 pages](#)

[Final report - Part two appendices 270 pages](#)

➤ **An Electric Vehicle Roadmap for Queensland**

Queensland Department of Environment and Resources Management, 2010

The Roadmap is designed to generate public discussion and input on the key actions that Queensland will need to take to keep pace with low emission transport technologies and the push for consumers to take up EVs in other jurisdictions around the world. See:

<http://www.climatechange.qld.gov.au/whatsbeingdone/queensland/electricvehicleroadmap.html>

➤ **Public Transport Network Planning: A guide to best practice in NZ cities**

New Zealand Transport Agency Research Report 396, March 2010

This research explores the potential for the 'network-planning' approach to the design of public transport to improve patronage of public transport services in Auckland, Wellington and Christchurch. Network planning, which mimics the 'go-anywhere' convenience of the car by enabling passengers to transfer between services on a simple pattern of lines, has achieved impressive results in some European and North American cities, where patronage levels have grown considerably and public subsidies are used more efficiently. Three overseas cities provided examples of 'best practice' in public transport service design to compare with services in Auckland, Wellington and Christchurch. The comparisons revealed that New Zealand's three largest urban regions had considerable potential to build on the increases in public transport patronage and mode share that have been achieved during the last decade.

<http://www.nzta.govt.nz/resources/research/reports/396/>

➤ **User-Friendly and Secure Passenger Transport**

EU Directorate-General for Mobility and Transport, 2010

The Transport Research Knowledge Centre (TRKC) has released a report that explores ways to improve passenger transport services in the European Union. See: http://www.transport-research.info/Upload/Documents/201006/20100603_115250_87424_TRKC_PassengerTransport.pdf

➤ **Towards a Resource-Efficient Transport System**

European Environment Agency, 2010

The European Environment Agency has released its annual Transport and Environment Reporting Mechanism (TERM) report. This year's report explores some of the main challenges to reducing the environmental impacts of transport and examines ways to potentially improve the environmental performance of the transport system as a whole. See:

http://www.trb.org/Main/Blurbs/Towards_a_ResourceEfficient_Transport_System_163488.aspx?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+-+05-25-2010&utm_content=Web&utm_term=

➤ **Next-Generation Biofuels**

US Department of Agriculture, May 2010

The U.S. Department of Agriculture's Economic Research Service has released a report that explores the short-term outlook for production of next-generation biofuels and the near-term challenges facing the agriculture sector.

See: <http://www.ers.usda.gov/Publications/BIO0101/BIO0101.pdf>

➤ **Clean Cities – Alternative Fuel Prices Report**

US Department of Energy, April 2010

The Clean Cities Alternative Fuel Price Report is a quarterly report designed to keep you up to date on the prices of alternative fuels and conventional fuels in the U.S. This issue summarizes prices that were collected between April 2, 2010 and April 12, 2010 from Clean Cities Coordinators, fuel providers, and other Clean Cities stakeholders.

See: http://www.afdc.energy.gov/afdc/pdfs/afpr_apr_10.pdf

➤ **Victorian State Budget 2010-11**

Note the Transport section under 'Budget Information on the Premier's Website'.

See: <http://www.budget.vic.gov.au/>

➤ **Moving People – Solutions for a Growing Australia**

The Australasian Railway Association (ARA), Bus Industry Confederation (BIC) and International Transport Association (UITP),

The deteriorating quality of Australia's land transport systems increasingly threatens both the economic prosperity and the quality of life in Australia's major cities. These issues are serious now and, under further pressure from population growth, they will become increasingly detrimental to the Australian community, economy and environment. Governments on all levels must act decisively to provide long-term solutions to these crucial issues. The scale, geographical spread and impact of Australia's transport challenges demand a comprehensive national response. All levels of government need to act. The Federal Government needs to continue showing leadership in partnership with the States and key stakeholders to drive land transport system improvements.

Summary: http://www.ara.net.au/UserFiles/file/Publications/Moving_People_summary.pdf

➤ **The Knowledge Arc Light Rail: A Concept for Delivering the Next Phase of Public Transport in Perth**

Perth has done well in its public transport development since electrification and extensions of the heavy rail to each major corridor. Public transport down each major corridor is now faster than traffic. Now Perth needs to create another cross-city rail network which can facilitate the knowledge economy. This can be a new light-rail technology, integrated with land development and involving a private operator that can establish a new kind of public transport system in Perth. Its design can also be a demonstration of the new green knowledge economy.

See: http://sustainability.curtin.edu.au/local/docs/CUSP_ARC_LRT_ExecSumm_HR.pdf

➤ **Australia's Future Tax System
(Henry Tax Review) 2010**

▪ **Consultation Paper, Section 12: Fuel, Roads and Transport**

See:

http://taxreview.treasury.gov.au/content/ConsultationPaper.aspx?doc=html/publications/Papers/Consultation_Paper/section_12.htm

- **Final Report: Overview – Chapter 12: List of Recommendations**

See Recommendations 9 (a) and 61-68:

http://taxreview.treasury.gov.au/content/FinalReport.aspx?doc=html/publications/papers/Final_Report_Part_1/chapter_12.htm

- **Bicycling and Walking in the United States**

- Alliance for Biking and Walking, 2010**

The Alliance for Biking and Walking has released a report that includes data from all 50 states and the 51 largest U.S. cities that address bicycling and walking levels and demographics, safety, policies and provisions, funding, staffing levels, infrastructure, bike-transit integration, education and encouragement activities, and public health indicators. The report is available for download after completion of a short questionnaire. States and cities are ranked on a number of indicators including bicycling and walking levels, safety, and funding. The report also highlights the connection between biking and walking and public health: states with the lowest levels of biking and walking have, on average, the highest rates of obesity, diabetes, and high blood pressure. In contrast, states with the highest levels of biking and walking have, on average, the lowest rates of obesity, diabetes, and high blood pressure.

See: <http://www.peoplepoweredmovement.org/benchmarking>

- **The Benefits of Light Rail**

- Tourism and Transport Forum (TTF) Transport Position Paper, March 2010**

Light rail represents a sound option for governments seeking to increase CBD mobility and choice for commuters. It is an efficient, high-capacity mode that can effectively co-exist with other forms of public transport. From a city-branding perspective, light rail is attractive to residents, commuters, tourists and other visitors – an appeal that can be enhanced further by private sector marketing expertise. From a development perspective, light rail is conducive to urban regeneration projects, providing permanent infrastructure and frequently attracting a high ratio of associated investment.

See: <http://www.ttf.org.au/DisplayFile.aspx?FileID=762>

- **Werribee Plains Transport Report**

- Reducing Car Dependency: Transport & Urban Design Solutions, ACF, March 2010**

The overall objective of the study is to examine how effective the planning and implementation of urban development in the peri-urban areas of the Werribee Plains (to the west of Melbourne) has been at reducing car dependency and moving towards a low carbon society, to reduce Green House Gas (GHG) emissions. To achieve this, factors influencing car dependency and approaches to reducing car dependency were reviewed. In addition the study aimed to understand the barriers to the planning and implementation of good urban design.

See: http://www.acfonline.org.au/uploads/res/Werribee-Plains-Transport_Report.pdf

- **The Emperor's New Car**

- A critique of the economic and environmental value of electric cars, 2010**

Despite their 'green' image, electric cars are often less efficient and more polluting than the petrol cars they replace, according to a major report released today. The 168-page report, titled *The Emperor's New Car*, is described as a 'long-overdue reality check' by its author, car expert Clive Matthew-Wilson. The report was prepared in consultation with several internationally-recognised energy experts. Matthew-Wilson, edits the car buyers' Dog & Lemon Guide.

See: <http://dogandlemon.com/site/wp-content/uploads/2010/03/the-emperors-new-car.pdf>

- **Mutual Benefits & Close Connections: Baseball and America's Streetcars in the 19th Century**
TR News, January-February 2010

This article explores the mutually beneficial relationship between public transit via streetcars and professional baseball that began in the late 1800s in the United States. The article also contains an interesting summary of the development of the streetcar (tram).

See: <http://onlinepubs.trb.org/onlinepubs/trnews/trnews266transitbaseball.pdf>

- **'Fuel efficiency is more important than high performance' for most Australian drivers**
Roy Morgan Research, March 2010

Of 31 automotive attitudes asked of more than 15,000 Australian drivers in a Roy Morgan Research survey, the largest majority of Australian drivers agree 'fuel efficiency is more important than high performance' (79.9% agree).

See: <http://www.roymorgan.com/news/press-releases/2010/1031/>

➤ **The Effects of Smarter Choice Programs in the Sustainable Travel Towns**
UK Department of Transport, March 2010

This is the full independent report that was commissioned to evaluate the results from the 'Sustainable Travel Towns' - Darlington, Peterborough and Worcester. These towns implemented packages of 'Smarter Choice' measures, which resulted in increases in cycling, walking and bus use, and decreases in car use.

See: <http://www.dft.gov.uk/pgr/sustainable/smarterchoices/programmes/>

➤ **100% Renewable Energy – and Beyond – for Cities**
World Future Council and HafenCity University Hamburg, March 2010

Modern cities are, above all else, the product of fossil fuel technology. Could they exist and thrive, without the routine use of oil, gas and coal? What can be done to minimize their climate impacts and to maximize their use of renewable energy? Perhaps the most astonishing feature of the fossil fuel revolution is the lure of mass mobility of people and goods: our 'mass consumption of global space'. This important document sketches out the options and the processes that have started to transform urban energy systems and that will power our cities in the very near future. See:

http://www.worldfuturecouncil.org/fileadmin/user_upload/PDF/100_renewable_energy_for_cities-for_web.pdf

➤ **Your Sustainable Transport Guide (How to drive better transport decisions for your business)**

Greenfleet and the Net Balance Foundation, March 2010

This Guide has been developed with key industry players to help all businesses and organisations take up sustainable transport options. This is a visible and often immediate way for businesses to show their commitment to sustainability and a great start for any sustainability journey. Sustainable transport practices can also deliver significant cost savings, by reducing airfares, fleet costs, fuel costs, car parking and freight costs. Some less obvious benefits are improved employee health from walking, cycling and running to work, increased productivity and a reduction in employee absenteeism. The Guide provides detailed strategies and examples covering a broad spectrum of transport related issues for all organisations, regardless of size or industry. See:

http://www.greenfleet.com.au/library/scripts/objectifyMedia.aspx?file=pdf/9/56.pdf&siteID=1&str_title=Sustainable%20Transport%20Guide.pdf

➤ **The Future of Personal Transportation in Megacities of The World**
University of Michigan Transportation Research Institute, February 2010

This study examined the future of personal transportation in megacities of the world. Of particular interest was the future role of personal vehicles. To span ranges of geographical, political, and economic factors, the following 15 megacities were included in the analysis: Chicago, New York, London, Moscow, Paris, Buenos Aires, Mexico City, Rio de Janeiro, São Paulo, Bangalore, Calcutta, Delhi, Mumbai, Hong Kong, and Shanghai. The current and future values of the following factors were considered: population, wealth, level of motorization, public transportation, and modal split. Also discussed were selected urban transportation plans and strategies.

See: <http://deepblue.lib.umich.edu/bitstream/2027.42/65001/1/102514.pdf>

➤ **[US] Rail Safety Statistics Report**
Federal Transit Administration, 2009

In calendar year 2008, the rail transit industry provided over 18.5 billion passenger miles, a 5% increase from 2007 service numbers. Growth in ridership at the rail transit agencies in the Federal Transit Administration's (FTA) State Safety Oversight Program far outpaces other modes of transportation. In spite of this high level of passenger service, rail transit remains among the safest modes of transportation in the United States. Yet accidents do occur on rail transit systems and their impacts are tragic. See: http://transit-safety.volpe.dot.gov/publications/RailSafety/Rail_Safety_Statistics_Report_2009-FINAL.pdf

➤ **State of Australian Cities**

Major Cities Unit, Department of Infrastructure, March 2010

The State of Australian Cities Report 2010 seeks to answer the central questions of where are our cities now, and how are they progressing. The report draws together existing data and information across a range of economic, social and environmental subjects to provide a national snapshot of Australia's cities.

See: http://www.infrastructureaustralia.gov.au/files/MCU_SOAC.pdf

➤ **Pedestrian and Bicyclist Safety and Mobility in Europe**

International Technology Scanning Program – US Department of Transport, February 2010

Pedestrian and bicyclist deaths accounted for 14 percent of U.S. highway fatalities in 2008. This report is a scanning study of five European countries to identify and assess effective approaches to improve pedestrian and bicyclist safety and mobility. The scan team gathered information on strategies and approaches in the areas of engineering, education, enforcement, encouragement, and evaluation. The team learned that many of the countries studied have established an urban street user hierarchy that gives the highest priority to walking, biking, and public transit.

See: <http://www.international.fhwa.dot.gov/pubs/pl10010/pl10010.pdf>

➤ **Raise My Taxes Please! – Evaluating Household Savings from High Quality Public Transit Service**

Todd Litman, Victoria (BC) Transport Policy Institute, February 2010

This report uses data from U.S. cities to investigate the incremental costs and benefits of high quality transit service. It indicates that high quality public transit typically requires about \$268 in additional subsidies and \$104 in additional fares annually per capita, but provides vehicle, parking and road cost savings averaging \$1,040 per capita, plus other benefits including congestion reductions, increased traffic safety, pollution reductions, improved mobility for non-drivers, improved fitness and health. This indicates that residents should rationally support tax increases if needed to create high quality public transit systems in their communities. Current planning practices tend to overlook or undervalue many of these savings and benefits and so result in underinvestment in transit quality improvements.

See: <http://www.vtpi.org/raisetaxes.pdf>

➤ **The Oil Crunch – A wake-up call for the UK economy**

UK Industry Taskforce on Peak Oil and Energy Security, February 2010

The second report of the UK Industry Taskforce on Peak Oil and Energy Security (ITPOES) finds that oil shortages, insecurity of supply and price volatility will destabilise economic, political and social activity potentially by 2015. Peak Oil refers to the point where the highest practicable rate of global oil production has been achieved and from which future levels of production will either plateau, or begin to diminish. This means an end to the era of cheap oil. See:

<http://peakoiltaskforce.net/download-the-report/2010-peak-oil-report/>

➤ **The Hiawatha Line: Impacts on Land Use and Residential Housing Value**
Centre for Transportation Studies University of Minnesota, February 2010

This report presents the results of an examination of the economic and land-use impacts of the Hiawatha Light Rail Line. Specifically, the report contains findings on the impact of the line on residential property values, housing investment, and land-use patterns. ... The findings indicate that construction of the Hiawatha Line has had a positive effect on property values within station areas. The effect is limited to the west side of the line; on the east side a four-lane highway and a strip of industrial land uses intervenes and eliminates any positive impact of the line. See:

http://www.trb.org/Main/Blurbs/The_Hiawatha_Line_Impacts_on_Land_Use_and_Resident_162947.aspx?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+-+02-09-2010&utm_content=Web&utm_term=

➤ **Cost of Road Crashes in Australia**

Bureau of Infrastructure, Transport and Regional Economics (BITRE), 2009

Road crashes impose large human and financial costs on society and substantial investments are made in infrastructure and safety programs to reduce road trauma.

This report presents new estimates of the cost of road crashes for 2006.

For the PDF: email steve@goingsolar.com.au

➤ **Active Transport: Children and Young People**

VicHealth, December 2009

In recent decades, changes in Australian lifestyles, urban environments and transportation systems have led to changed physical activity patterns among children. This report looks at trends and potential interventions. Active transport, in particular, has declined dramatically in countries, including Australia, where car travel has become the predominant form of personal mobility. The report provides a summary of:

- Children's participation in physical activity
- Active transport and children's physical activity
- Active transport and children's health
- Prevalence and trends in young people's rates of active travel to school and other local destinations

- Correlates of children's and young people's active travel
- Interventions aimed at increasing children and young people's rates of active travel
- Future directions for promoting active travel for children and young people in Australia

See: http://apo.org.au/sites/default/files/Active_transport.pdf

➤ **Freight Railroads Offer a Smart, Effective Way to Reduce Greenhouse Gas Emissions**

Association of American Railways, December 2009

Greater use of freight rail offers a simple, inexpensive, and immediate way to meaningfully reduce greenhouse gas emissions without harming the economy. Railroads are, on average, nearly four times more fuel efficient than trucks. That means that moving freight by rail instead of truck reduces greenhouse gas emissions by 75 percent, on average. According to Environmental Protection Agency (EPA) data, freight railroads account for just 0.7 percent of U.S. greenhouse gas emissions from all sources and just 2.6 percent of emissions from transportation-related sources.

See:

<http://www.aar.org/InCongress/~media/AAR/BackgroundPapers/RRs%20and%20Greenhouse%20Gas%20Emissions%20%20Dec%202009.ashx>

➤ **Effect of Suburban Transit Oriented Developments on Residential Property Values**

Mineta Transportation Institute, June 2009

While community opposition to TODs has been pronounced, very little empirical research exists that indicates whether this opposition is well-founded. Economic theory suggests that if a TOD has a negative effect on the surrounding residential neighbourhoods, then that effect should lower land prices and in turn, the housing prices in these neighbourhoods. Similarly, an increase in the housing prices would mean a positive effect of TODs on the surrounding neighbourhoods. This study empirically estimates the impact of four San Francisco Bay Area sub-urban TODs on single-family home sale prices. The study finds that the case study suburban TODs either had no impact or had a positive impact on the surrounding single-family home sale prices.

See:

<http://www.transweb.sjsu.edu/MTIportal/research/publications/documents/Effects%20of%20Sub-Urban%20Transit%20%28with%20Cover%29.pdf>

➤ **Greenhouse Gas Emissions from Australian Transport: Projections to 2020**
Department of Infrastructure, Transport, Regional Development and Local Government, December 2009

Australia's Bureau of Infrastructure, Transport and Regional Economics (Bitre) has released a report that explores recent trends in transport demand, energy use, and emission levels; and provides projections out to 2020 about greenhouse gas emissions from the Australian transport sector.

See: http://www.bitre.gov.au/publications/44/Files/WP_73_13_DEC09.pdf

➤ **How to Ease Women's Fear of Transportation Environments: Case Studies & Best Practices**
Mineta Transportation Institute, October 2009

The relationship between women's fear and the built environment has been the subject of research with clear findings that women feel unsafe in many public spaces including transportation environments. Desolate bus stops and train cars, dimly lit park-and-ride lots and parking structures, but also overcrowded transit vehicles represent stressful settings for many women, who often feel compelled to change their transportation modes and travel patterns in order to avoid them. Past research has shown that transit passengers' fears and concerns about safety influence their travel decisions.

See: <http://transweb.sjsu.edu/mtportal/research/publications/documents/Sideris.pdf>

➤ **Oil Vulnerability in Melbourne**

Institute for Sensible Transport, November 2009

Peak oil and climate change present serious challenges to governments and planners. The sprawling auto based city, which is the model upon which Australian cities have grown is particularly unsuited to a situation of decreasing oil availability and a need to reduce carbon emissions. An Oil Vulnerability Index has been created and its application suggests that the fast growing outer suburbs of Melbourne are particularly vulnerable to oil price rises. Outer suburban Local Government Areas were found to have lower average incomes and travel by car more frequently and for longer distances. Future petrol price increases are likely to place stress on household expenditure, mobility and in the longer term, the very viability of some suburbs. See:

<http://www.sensibletransport.org.au/sites/sensibletransport.org.au/files/oil%20vulnerability%20FINAL%2026th%20November%202009.pdf>

➤ **Carbon Emissions from New Australian Vehicles**

National Transport Commission, November 2009

For the first time, this report provides detailed information of average emissions from new passenger and light commercial vehicles from Australia. The units for carbon dioxide emissions from vehicles are grams of carbon dioxide per kilometre (g/km).

See: <http://ntc.gov.au/filemedia/general/carbonemissionsfromnewausvehicle.pdf>

➤ **A Comparative Evaluation of Rail and Truck Fuel Efficiency on Competitive Corridors**

The U.S. Federal Railroad Administration, November 2009

This study provides a comparative evaluation of rail and truck fuel efficiency on corridors and services in which both modes compete. For the purposes of this study, competitive movements are defined as those of the same commodity having the same (or proximate) origin and destination pairs. This study also provides an analysis of past and future trends of rail and truck fuel efficiency.

See: http://www.fra.dot.gov/Downloads/Comparative_Evaluation_Rail_Truck_Fuel_Efficiency.pdf

➤ **Are TODS Over-Parked?**

University of California Transportation Centre, 2009

Excessive parking could explain why transit-oriented development (TOD) in the United States has often failed to yield hoped-for benefits, like substantial ridership gains, more affordable housing, and land conservation. Recent studies on car ownership levels and vehicle trip generation rates suggest that many large-scale housing projects near urban rail stations are “over-parked” – more parking is provided than is needed. This can drive up the cost of housing, consume valuable land near transit, and impose such environmental costs as increased impervious surface area.

See: <http://www.uctc.net/papers/882.pdf>

➤ **Where We Want To Be: Household Location Preferences and Their Implications For Smart Growth**

Todd Litman, Victoria (BC) Transport Policy Institute, November 2009

This paper investigates consumer housing preferences and their implications for future urban development patterns. Market research indicates that households increasingly prefer smart growth features such as location accessibility (indicated by shorter commutes), land use mix (indicated by nearby shops and services), and transportation diversity (indicated by good walking conditions and public transit services), and many will choose small-lots and attached homes that offer these features over large-lot sprawl homes that do not.

See: <http://www.vtpi.org/sgcp.pdf>

➤ **Assessing the Infrastructure Issues of Victoria's Population Growth**

GAMUT, University of Melbourne, November 2009

See: <http://www.abp.unimelb.edu.au/gamut/pdf/victorianinfrastructuresummitpaper.pdf>

➤ **Remote Infrared Audible Signage (RIAS) Pilot Program – Evaluation Report**

US Department of Transportation, September 2009

RIAS technology is a remote infrared communication system designed to eliminate barriers to accessibility for people who are blind, visually impaired, or cognitively or developmentally disabled by assisting them with both orientation and mobility (O&M). The RIAS system consists of permanently installed transmitters that emit signals by directional infrared light beams and handheld receivers that decode the signals into an audio message. By scanning the environment with the receiver, the user receives audible messages that label key features or provide directional information.

See: http://www.fta.dot.gov/documents/RIAS_EvaluationReport.pdf

➤ **Cycle Safety – Reducing the Crash Risk**

New Zealand Transport Agency Research Report, October 2009

Cycling is a sustainable mode of travel and an alternative to motor vehicle trips, particularly for shorter trips. However, the risk of crashing while cycling is typically higher than while travelling in a motor vehicle. To create a safer environment for cyclists, traffic engineers and transport planners can select a number of safety countermeasures. These include changes to the road layout, such as reducing traffic volumes and speeds; installing cycling lanes and paths; and conducting enforcement and education programs focused on drivers and cyclists.

See: <http://www.landtransport.govt.nz/research/reports/389.pdf>

➤ **Economic Impact of Public Transport Investment**

American Public Transport Association, October 2009

This report focuses on how investment in public transportation affects the economy in terms of employment, wages and business income. It specifically addresses the issue of how various aspects of the economy are affected by decisions made regarding investment in public transportation. See:

http://www.apta.com/resources/reportsandpublications/Documents/economic_impact_of_public_transportation_investment.pdf

➤ **Dangerous by Design - Solving the Epidemic of Preventable Pedestrian Deaths (and Making Great Neighbourhoods)**

Transport for America, 2009

A report that explores how communities are retrofitting streets that were initially designed for cars to accommodate pedestrians, disabled persons, and bicyclists.

See: http://t4america.org/docs/dangerousbydesign/dangerous_by_design.pdf

➤ **Bay Area Burden**

Urban Land Institute (et al), 2009

Bay Area Burden provides a comprehensive analysis of the “cost of place” in nine counties located throughout the San Francisco region by examining the costs and impacts of housing and transportation on Bay Area residents, their neighborhoods, and the environment. *“When it comes to development - housing, transportation, energy efficiency - these things aren’t mutually exclusive; they go hand in hand. And that means making sure that affordable housing exists in close proximity to jobs and transportation. That means encouraging shorter travel times and lower travel costs. It means safer, greener, more liveable communities.”* — President Barack Obama, July 13, 2009

See: http://bayareaburden.org/wp-content/uploads/2009/11/Bay-Area-Burden_FINAL_lowres.pdf

➤ **Submission on Transport for the Victorian State Budget 2010/11**

Metropolitan Transport Forum, October 2009

The Metropolitan Transport Forum (MTF) representing 18 Councils covering over 2 million people in metropolitan Melbourne presented its submission on the 2010/11 State Budget to Minister Lynne Kosky today. The submission called on the Government to fund improved integration and frequencies of train, tram and bus services. The MTF seeks trams running at least every 10 minutes on all routes until 9pm weekdays, and 15 minutes at all other times.

See: http://www.pt4me2.org.au/media/MTFstatebudgetsubmission_oct09.pdf

➤ **Size, Structure & Distribution of Transport Subsidies in Europe**
European Environment Agency, 2007

Although a great deal is known on the role of charges and taxes in the transport field, very little real expertise exists on the level and effects of transport subsidies. ... This report summarises data on the size, structure and distribution of transport subsidies in Europe. ... The information provided in this report is useful for everyone interested in sustainable transport and subsidies, especially for those working in transport, fiscal and environmental policy who have direct or indirect influence on decision-making. ... Furthermore, this report may encourage discussion and serve as a starting point for future work on transport subsidies.

For the PDF contact: steve@goingsolar.com.au

➤ **Urban Sprawl in Europe – The Ignored Challenge**
European Environment Agency, 2006

Sprawl threatens the very culture of Europe, as it creates environmental, social and economic impacts for both the cities and countryside of Europe. Moreover, it seriously undermines efforts to meet the global challenge of climate change. Urban sprawl is synonymous with unplanned incremental urban development, characterised by a low density mix of land uses on the urban fringe. ... In Europe, cities have traditionally been much more compact, developing a dense historical core shaped before the emergence of modern transport systems. ... European cities were more compact and less sprawled in the mid 1950s than they are today, and urban sprawl is now a common phenomenon throughout Europe. Moreover, there is no apparent slowing in these trends. The urban areas particularly at risk are in the southern, eastern and central parts of Europe are particularly at risk. The sprawling nature of Europe's cities is critically important because of the major impacts that are evident in increased energy, land and soil consumption.

For the PDF contact: steve@goingsolar.com.au

➤ **Using Bicycles for the First and Last Mile of a Commute**
Mineta Transport Institute, September 2009

Bicycle ridership as a partial or total workday method of commute is increasing in popularity. With that increase in cyclists comes challenges for transportation agencies: how can the needs of cyclists fit seamlessly with the needs of non-cyclists, especially those utilizing light rail and commuter rail? ... On June 3, 2009, MTI, the Commonwealth Club of California and the United States Department of Transportation sponsored "Using Bicycles for the First and Last Mile of a Commute" in San José. ... This e-book is an edited summary of those proceedings.

See:

[http://transweb.sjsu.edu/mtiportal/research/publications/documents/Bike%20Commute%20\(with%20Covers\).pdf](http://transweb.sjsu.edu/mtiportal/research/publications/documents/Bike%20Commute%20(with%20Covers).pdf)

➤ **Public Transport Ombudsman's 2009 Annual Report**
Public Transport Ombudsman Victoria

Cases to the Victorian Public Transport Ombudsman (PTO) have increased by 4% in 2008-09, according to the PTO Annual Report. The PTO handled 1206 cases, including 1180 new cases.

See: <http://www.ptovic.com.au/>

➤ **Bus Rapid Transit Features and Deployment Phases for U.S. Cities**
Journal of Public Transportation

This paper reviews the BRT systems around the world and characterizes their infrastructure and operational features. The most common features found are those that lead to travel time reduction or ridership attraction relative to regular bus services.

See: <http://www.nctr.usf.edu/jpt/pdf/JPT12-2.pdf>

➤ **Household Attributes in a Transit-Oriented Development: Evidence from Taipei**
Journal of Public Transportation

This empirical study of the Metro Danshui Line in Taipei analyzed the attributes of households residing in "areas with significant attributes of TOD built environment"

... Based on the empirical findings of this study and the objective of deploying TODs near metro stations, general strategic directions for land use planning and property marketing are recommended to government agencies and real estate developers.

See: <http://www.nctr.usf.edu/jpt/pdf/JPT12-2.pdf>

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- **Examining the Factors that Impact Public Transport Commuting Satisfaction**
Journal of Public Transportation
The first objective of this research was to examine the level of stress caused by commuting into Dublin city centre. The second objective was to determine the value placed on the comfort and reliability of public transport services. ... Commute satisfaction levels among public transport users were found to decrease for those who travel on crowded or unreliable services and those who have long wait-times.
See: <http://www.nctr.usf.edu/jpt/pdf/JPT12-2.pdf>

 - **High-Speed Rail in the United States: Opportunities and Challenges**
U.S. House of Representatives' Subcommittee on Railroads
Summary - and video - of a hearing held to examine the opportunities and challenges of developing high-speed rail in the United States.
See: <http://transportation.house.gov/hearings/hearingDetail.aspx?NewsID=1024>

 - **Select Committee on Train Services – Transcripts of Completed Hearings**
Victorian State Parliament
On 11 March 2009, the Legislative Council established a seven Member select committee on train services and agreed to the following terms of reference: *To inquire into the factors leading to and causes of failures in the provision of metropolitan and V/Line train services.*
See: <http://www.parliament.vic.gov.au/council/trainsservices/>

 - **Urban Transport – Thematic Research Summary**
Transport Research Knowledge Centre, European Commission
This particular Thematic Research Summary deals with urban transport. The aim is to provide the reader with a synthesis of results of completed EU-funded projects and a selection of national projects related to the theme of urban transport. The paper is intended for policy makers at the European, national and local levels, as well as any interested reader from other stakeholders and from the academic and research communities.
See: http://www.transport-research.info/Upload/Documents/200910/20091006_163105_91236_TRS%20Urban%20Transport.pdf

 - **High-Speed Railways - A Climate Policy Sidetrack**
(Höghastighetsjärnvägar – Ett Klimatpolitiskt Stickspår)
Swedish National Road and Transport Research Institute (VTI)
A report that examines the extent to which large-scale financial investment in high-speed railways is a cost-effective way to reduce carbon dioxide emissions. Written in Swedish with an abstract and three-page summary in English.
See: <http://www.vti.se/EPIBrowser/Publikationer%20-%20English/R655Eng.pdf>

 - **Active Travel and Adult Obesity**
Sustrans (UK) Information Sheet FH14
The impact of travel choices on our weight and health. See:
http://www.sustrans.org.uk/assets/files/AT/Publications/PDFs/FH14_activetravel_and_obesity.pdf

 - **Incidence of Pedestrian and Bicyclist Crashes by Hybrid Electric Passenger Vehicles**
US Department of Transportation, September 2009
This study examines the incidence rates of pedestrian and bicyclist crashes that involved hybrid electric vehicles (HEV) and compares the results to internal combustion engine (ICE) vehicles under similar circumstances.
See: <http://www-nrd.nhtsa.dot.gov/Pubs/811204.PDF>

 - **School Bicycling and Walking Policies**
[US] National Centre for Safe Routes to Schools, 2009
A tip sheet that explores ways to approach school policies that prohibit walking or bicycling to school.
See: http://www.saferoutespartnership.org/media/file/barrier_policy_tip_sheet.pdf
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➤ **Peak Oil Policy and Action Plan**

[Local Government] Maribyrnong City Council, 2009

Maribyrnong City Council (in Melbourne) has completed a Peak Oil Contingency Plan that spells out the threats and shifts required by Council to achieve the same level of community service provision in times of reduced oil availability and subsequent escalated prices. Recommendations in the Plan to boost resilience to oil depletion include:

- Introduce car pooling software, boost work from home options and encourage sustainable transport use and video conferencing facilities
- Create opportunities for urban food production
- Boost the proportion of Council budget dedicated to sustainable transport
- Advocate to State and Federal Governments for improved public transport
- Reduce demand for oil consumption across Council service areas.

See: http://www.maribyrnong.vic.gov.au/Page/Page.asp?Page_Id=3395&h=1

➤ **Building Health - Creating and enhancing places for healthy, active lives**

[UK] National Heart Forum, Living Streets, Commission for Architecture and the Built Environment, 2007

Our organisations share a strong interest in improving the design and management of buildings, public spaces and places in ways that can improve public health through encouraging regular physical activity. There is growing evidence to show that the quality of the environments people experience on a daily basis can have a strong influence on levels of participation in physical activity. This is not only about access to the countryside and urban green space; it also includes issues such as provision for pedestrians and cyclists in city centres, the design of buildings, and the layout of towns and cities. Good-quality built environments and healthy people are key contributors to the 'triple bottom line' of sustainable development, which brings together economic, social and environmental issues.

See: http://www.heartforum.org.uk/downloads/BuildingHealth_Main.pdf

➤ **Sustainable Mobility Guide for Municipal Leaders**
Hungarian Young Greens, May 2006

This report presents an overview of all the major themes that are involved for towns and cities to become more sustainable and more enjoyable places to live in. An attempt has been made to cover all the main topics, from transport issues to city planning and infrastructure, to pace of life and economic vibrancy. We offer a look at many positive examples of sustainability and we present you with real examples of cities and trends all around the world that have done or are doing marvellous things. Specific recommendations and practical ideas are presented as well, to aid the work of policy makers and urban planning authorities.

See: <http://zofi.hu/dokumentumok/utmutato/sustainable-mobility-guide.pdf>

➤ **The Challenge of Sustainable Mobility in Urban Planning and Development in Oslo**
Institute of Transport Economics of the Norwegian Centre for Transport Research, July 2009

A study of the ways planners and decision makers in the Oslo metropolitan area have understood, interpreted and finally acted in relation to transport and land use since the 1990s. Oslo has broken a long-standing trend of spatial expansion and has followed a clear urban containment policy.

See: <http://www.toi.no/getfile.php/Publikasjoner/T%D8I%20rapporter/2009/1024-2009/1024-2009-nett.pdf>

➤ **Have all the time savings on Melbourne's road network been achieved?**
GAMUT, University of Melbourne, September 2009

The foremost economic benefit postulated and claimed for all road network investments is the value of travel time saved. This paper's aim is to empirically test whether the very substantial economic resources that have been consumed over the last two or so decades in the construction and use of major road network additions in Melbourne have helped to achieve the travel time savings which formed the main foundation of their economic justification. This is a discussion paper by John Odgers, School of Management, RMIT University. See:

<http://www.abp.unimelb.edu.au/gamut/about/odgers-report.html>

➤ **'Green' Transportation Taxes and Fees: A Survey of Californians**
Mineta Transport Institute, San José State University, June 2009

This report explores public opinion on a new and promising concept — green transportation taxes and fees. These are taxes and fees set at variable rates, with higher rates for more polluting vehicles and lower rates for those that pollute less. This approach to transportation taxes and fees adapts the traditional transportation finance system to achieve two critical public benefits at once: encouraging drivers to choose more environmentally-friendly transportation options and raising revenue for needed transportation programs. See:

[http://www.transweb.sjsu.edu/MTIportal/research/publications/documents/GreenTaxes%20\(Final%20with%20Cover\).pdf](http://www.transweb.sjsu.edu/MTIportal/research/publications/documents/GreenTaxes%20(Final%20with%20Cover).pdf)

➤ **The Economic Benefits of Bicycle Infrastructure Investments**

League of American Bicyclists and the Alliance for Biking & Walking, June 2009

This article highlights the impact the bicycle industry and bicycle tourism can have on state and local economies, describes the need for bicycle facilities, discusses the cost effectiveness of investments, points out the benefits of bike facilities for business districts and neighbourhoods, and identifies the cost savings associated with a mode shift from car to bicycle. The evidence demonstrates that investments in bicycle infrastructure make good economic sense as a cost effective way to enhance shopping districts and communities, generate tourism and support business. See:

http://www.bikeleague.org/resources/reports/pdfs/economic_benefits_bicycle_infrastructure_report.pdf

➤ **Streets as Places – Using Streets to Rebuild Our Communities**
Project for Public Places (PPS), 2008

The concept for “Streets as Places” originated over 10 years ago when PPS received grants from several foundations to write about an important dilemma that was facing people in many cities - the disappearance of places in communities and the role that cars played in that disappearance. People were experiencing this in different ways but the issues were always the same. Whether they were mothers pushing strollers, parents thinking about whether it was safe for their children to walk or bicycle to school or older people who were feeling isolated because they couldn't drive, all were experiencing difficulty crossing streets in their neighbourhoods and in their downtowns. All were concerned about issues related to the livability of their communities, including the noise and speed of traffic and their ability to get around their neighbourhoods and downtowns on foot.

See: http://www.pps.org/pdf/bookstore/Using_Streets_to_Rebuild_Communities.pdf

➤ **A Citizen's Guide to Better Streets – How to Engage Your Transport Agency**
Project for Public Places (PPS), 2008

One of the main obstacles to change is that the transportation establishment has organized itself into a well structured, disciplined and cohesive profession, dedicated to delivering on its perceived mandate to provide Americans with a system of high speed and supposedly safe roads. The industry has managed to influence two generations of planners, politicians, developers, people in construction industries, special interest groups, and the public itself about how planning should be done to achieve these goals. There is a language and terminology, funding mechanisms, curriculum at universities, carefully articulated values and policies that have been institutionalized at a scale that has rarely been matched. See:

http://www.pps.org/pdf/bookstore/How_to_Engage_Your_Transportation_Agency_AARP.pdf

➤ **Transport Legislation Review**
Victorian Department of Transport, 2009

The centrepiece of the Victorian Department of Transport's legislation review is a visionary policy framework for an integrated and sustainable transport system. The Policy Statement establishes a common vision, transport system objectives and decision-making principles for transport. It will provide a consistent framework for use by all government agencies required to make decisions significantly impacting on the transport system. In particular, it will have a strong focus on better integrating transport and land use planning. The policy framework will be enshrined in legislation through the proposed *Transport Integration Bill*, which is scheduled to be introduced to Parliament by the end of 2009. For the first time, the *Transport Integration Bill* will bring together all elements of the transport portfolio – including roads, rail, ports and marine – under one statute. The Bill will

repeal or amend an array of existing legislation. See:

<http://www.transport.vic.gov.au/DOI/Internet/planningprojects.nsf/AllDocs/5B9DF9312B4B1037CA25735A000909DA?OpenDocument>

➤ **Investment of Commonwealth and State funds in public passenger transport infrastructure and services**

Australian Senate, Rural & Regional Affairs & Transport Reference Committee, 2009

Significant increases in urban public transport use in recent years have caused complaints about overcrowding and focussed attention on the need for improvement. Problems of urban traffic congestion have had renewed attention since the publication of a 2007 report which projects a greatly increased congestion cost in future under business as usual assumptions. Rising oil prices and changing climate have also increased the demand upon and the need for public transport. The detrimental health effects of inactive, car-dependent lifestyles have had increased attention in recent years as part of the discussion of the 'obesity epidemic'. In the committee's view these issues make the inquiry timely. All submissions argued, and the committee agrees, that public transport and active transport create community benefits which justify supporting them with public subsidies.

See: http://www.aph.gov.au/Senate/committee/rrat_ctte/public_transport/report/report.pdf

➤ **Walking the Walk**

How Walkability Raises Home Values in US Cities, CEO's for Cities, August 2009

More than just a pleasant amenity, the walkability of cities translates directly into increases in home values. Homes located in more walkable neighbourhoods—those with a mix of common daily shopping and social destinations within a short distance—command a price premium over otherwise similar homes in less walkable areas. Houses with the above-average levels of walkability command a premium of about \$4,000 to \$34,000 over houses with just average levels of walkability in the typical metropolitan areas studied. This paper explores the connection between home values and walkability, as measured by the Walk Score algorithm.

See: http://www.ceosforcities.org/files/WalkingTheWalk_CEOsforCities.pdf

➤ **Universal Design & Accessible Transport Systems**

Easter Seals Project Action, 2009

Facts to consider when updating or expanding your transit system.

When making purchasing decisions for transportation infrastructure and equipment capital investment purchases, here are some accessibility features and concepts to consider. See:

http://projectaction.easterseals.com/site/DocServer/Universal_Design_Transit_FactSheet.pdf?docID=107284

➤ **Applying Health Impact Assessment to Land Transport Planning**

New Zealand Transport Agency Research Report #375, 2009

This research project draws on learning from New Zealand and other countries to produce recommendations on the best application of health impact assessment in land transport planning in New Zealand.

See: <http://www.ltsa.govt.nz/research/reports/375.pdf>

➤ **Are Vehicle Travel Reduction Targets Justified?**

Todd Litman, Victoria Transport Policy Institute, August 2009

This report investigates whether transportation policies should include mobility management objectives, such as targets to reduce vehicle travel and encourage use of alternative modes. Such objectives are justified on several grounds. Mobility management objectives provide guidance to help individual short-term decisions support strategic, long-term goals. Mobility management can provide numerous benefits.

See: http://www.vtpi.org/vmt_red.pdf

➤ **Evaluating Transportation Land Use Impacts**

Todd Litman, Victoria Transport Policy Institute, July 2009

This paper examines ways that transportation decisions affect land use patterns and resulting economic, social and environmental impacts. These include direct impacts on land used for transportation facilities, and indirect impacts caused by changes to land use development patterns.

In particular, certain transportation planning decisions tend to increase sprawl (dispersed, urban-fringe, automobile-dependent development), while others support smart growth (more compact, infill, multi-modal development). These development patterns have various economic, social and environmental impacts. This paper describes specific methods for evaluating these impacts in transport planning.

See: <http://www.vtpi.org/landuse.pdf>

➤ **Economic Value of Walkability**

Todd Litman, Victoria Transport Policy Institute, July 2009

This paper describes ways to evaluate the value of walking (the activity) and walkability (the quality of walking conditions, including safety, comfort and convenience). Walking and walkability provide a variety of benefits, including basic mobility, consumer cost savings, cost savings (reduced external costs), efficient land use, community livability, improved fitness and public health, economic development, and support for equity objectives. Current transportation planning practices tend to undervalue walking. More comprehensive analysis techniques, described in this paper, are likely to increase public support for walking and other non-motorised modes of travel.

See: <http://www.vtpi.org/walkability.pdf>

➤ **How Not To Get Hit By Cars - Important Lessons in Bike Safety**

Ten collisions to avoid including: The Right Cross; The Door Prize; The Crosswalk Slam; The Wrong-Way Wreck; The Red Light of Death; The Right Hook; The Left Cross; and The Rear End. [Make allowances for left-hand drive]. Around 33,000 people die in car crashes in the U.S. each year. About 1 in 41 is a bicyclist.

See: <http://bicyclesafe.com/>

➤ **Reducing Underwater Sounds with Air Bubble Curtains**

TR News 262, May-June, 2009

Pile driving at large construction sites produces formidable noise. Marine pile driving similarly can produce high sound pressures underwater - but these can be lethal to fish and can harass marine mammals, including those protected by federal law. This problem has contributed to costly construction delays on major bridge projects. To protect marine life, engineers have designed air bubble curtains to reduce underwater sounds.

See: <http://onlinepubs.trb.org/onlinepubs/trnews/trnews262rpo.pdf>

➤ **Transportation Security [on Mass Transit]**

US Committee on Homeland Security, House of Representatives, June, 2009

Terrorist attacks on mass transit and passenger rail systems around the world - such as the 2006 passenger train bombing in Mumbai, India that resulted in 209 fatalities - highlight the vulnerability of these systems and the need for an increased focus on securing them from terrorism.

See: <http://www.gao.gov/new.items/d09678.pdf>

➤ **Truck Crash Statistics in New Zealand**

Ministry of Transport, 2008

Truck crash statistics in New Zealand for 2007

See: <http://www.transport.govt.nz/research/Documents/Truck-Crash-Factsheet.pdf>

➤ **Footfalls – Obstacle Course to Liveable Cities**

Centre for Science and Environment, New Delhi, 2009

Footfalls is a report on pedestrian safety and accessibility focusing on thirty cities in India.

See: <http://www.gtgp.com/uploads/public/documents/Knowledge/Walkability.pdf>

<http://www.gtgp.com/uploads/public/documents/Knowledge/Walkability.pdf>

➤ **Night-Time Traffic in Urban Areas: A Literature Review**

Swedish National Road and Transport Research Institute, 2009

This report examines research on night-time traffic from a road user perspective. It explores behaviour and problems in relation to other road users and includes drivers, pedestrians, cyclists, older people and visually impaired people.

See: <http://www.vti.se/EPIBrowser/Publikationer%20-%20English/R650AEng.pdf>

➤ **Plants at the Pump: Biofuels, Climate Change, and Sustainability**
World Resources Institute, July 2009

For those concerned about climate change, biofuels look timely. Transport fuels account for about 20 percent of CO2 emissions today, but the proportion is much higher in some wealthy countries, and the share is rising globally. The World Resources Institute has released a report that explores the use of biofuels to reduce emissions, and reviews other solutions to providing fuel to meet transportation needs.

See: http://www.gtkp.com/uploads/public/documents/Knowledge/plants_at_the_pump.pdf

➤ **Pedestrian and Cyclist Crashes in the Adelaide Metropolitan Area**
Centre for Automotive Safety Research, June 2009

For some 40 years, the Centre for Automotive Safety Research (formerly the Road Accident Research Unit) at the University of Adelaide has been conducting in-depth investigations of road crashes. In the period April 2002 to October 2005, crashes in the Adelaide Metropolitan Area were studied. The chief aim of the present report is to exploit the data from that study to throw light upon pedestrian and pedal cyclist crashes.

See: <http://casr.adelaide.edu.au/publications/researchreports/CASR055.pdf>

➤ **Directions 2031, Draft Spatial Framework for Perth and Peel**
Western Australian Planning Commission, June 2009

Directions 2031 is a planning spatial framework and will set the direction towards shaping the future of the city. By 2031 future population forecasts predict that the Perth and Peel region will house a population of more than 2.2 million people. This is an additional 556,000 people on today's population. To accommodate this level of growth a further 328,000 dwellings and approximately 356,000 jobs will be needed.

See: <http://www.planning.wa.gov.au/Plans+and+policies/Publications/1924.aspx>

➤ **A Review of 45 Anti-Speeding Campaigns**
Institute of Transport Economics (1003/2009), Norwegian Centre for Transport Research, Ross Phillips & Renata Torquato (January 2009)

This report characterises 45 contemporary, anti-speeding campaigns, mainly conducted in Europe and Australia. See:

<http://www.toi.no/getfile.php/Publikasjoner/T%D8I%20rapporter/2009/1003-2009/1003-2009-nett.pdf>

➤ **Pedestrian Environments and Transit Ridership**
Journal of Public Transportation (Vol 12, No.1, 2009)

This paper explores how the quality of the pedestrian environment around transit stops relates with transit ridership.

See: <http://www.nctr.usf.edu/jpt/pdf/JPT12-1.pdf>

➤ **Transit Stops and Stations**
Journal of Public Transportation (Vol 12, No.1, 2009)

Passengers, transit managers, adjacent businesses and residents, and local governments all can have strong, and sometimes conflicting, ideas about what makes a good transit stop or station.

See: <http://www.nctr.usf.edu/jpt/pdf/JPT12-1.pdf>

➤ **Victoria Walks**
VicHealth (June 2009)

Encouraging walking is a great way to change your neighbourhood for the better. When you walk, you meet your neighbours, get healthy, save money and save the planet. We've found the best, most practical tools to help promote walking so take a stroll around the site and get inspired. The website has an extensive array of resources and tools to assist people to work together to make their neighbourhoods better for walking (both socially and physically).

See: <http://www.victoriawalks.org.au/>

➤ **Vision for High Speed Rail in America, Strategic Plan**
US Department of Transportation (April 2009)

President Obama proposes to help address the Nation's transportation challenges by investing in an efficient, high-speed passenger rail network of 100- to 600-mile intercity corridors that connect communities across America.

See: <http://www.fra.dot.gov/Downloads/RRdev/hsrstrategicplan.pdf>

➤ **Australian Transport Statistics Yearbook 2009**

Bureau of Infrastructure, Transport and Regional Economics (BITRE)

Australian Transport Statistics provides a short summary of a diverse range of transport statistics.

Topics include employment, GDP, infrastructure expenditure, passenger and freight movements, trade, motor vehicles, fatalities and estimated greenhouse gas emissions attributed to the transport industry. Information is provided for the road, rail, maritime and aviation sectors.

See: <http://www.bitre.gov.au/info.aspx?ResourceId=710&NodeId=111>

➤ **Cycling-inclusive Policy Development - A Handbook**

Sustainable Urban Transport Project and the Interface for Cycling Expertise

A training document written by 12 authors who are experts in different fields of cycling-inclusive development. This handbook provides detailed information on how to develop cycling-friendly policies and facilities. It can help you, as a planner, engineer, community leader or advocate to enrich your own ideas about the future traffic and transport system where you live and work.

See: http://www.sutp.org/index.php?option=com_content&task=view&id=1462&Itemid=1&lang=uk

➤ **Reclaiming City Streets for People: Chaos or Quality of Life?**

European Commission Directorate-General for the Environment (2009)

This new handbook sets out some case studies where road space has been reallocated for other uses. New, attractive and popular public areas can be created on sites that were once blocked by regular traffic jams. If these are properly planned, they need not result in road traffic chaos, contrary to what might be expected.

See: http://ec.europa.eu/environment/pubs/pdf/streets_people.pdf

➤ **Lighting and Vegetation for Energy-Efficient and Safe Roadway Travel**

New York State Department of Transportation et al (April 2009)

The project team reviewed existing lighting, roadway delineation and vegetation practices in New York State and elsewhere to identify promising approaches combining these elements for roadway applications.

See: https://www.nysdot.gov/divisions/engineering/technical-services/trans-r-and-d-repository/LightingVegetation-C-08-03-10628.pdf?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+-+06-02-2009&utm_content=Web&utm_term=

➤ **Track Record**

Victorian Transport Services Quarterly Performance Bulletin (Jan – March 2009)

See:

[http://www.transport.vic.gov.au/DOI/DOIElect.nsf/\\$UNIDS+for+Web+Display/2B200D5120650CD7CA2575DA0002E802/\\$FILE/TrackRecord38.pdf](http://www.transport.vic.gov.au/DOI/DOIElect.nsf/$UNIDS+for+Web+Display/2B200D5120650CD7CA2575DA0002E802/$FILE/TrackRecord38.pdf)

➤ **Quantifying the Importance of Image and Perception to Bus Rapid Transit**

National Bus Rapid Transit Institute for the US DoT, (March 2009)

Bus-based public transit in the United States suffers from an image problem. If bus transit is to be perceived as more than just a social service, it must be able to perform at a level comparable to the private automobile, and convey the high quality image typically associated with rail. Bus Rapid Transit aims to do just that: emulate rail, but at a lower capital cost. Though many have an opinion on whether or not BRT can achieve this, little quantitative evidence exists.

See: http://www.nbrti.org/docs/pdf/NBRTI%20-%20BRT%20Image%20Study%20-%20March%202009_Final%20Draft_highres.pdf

➤ **Submission to the House of Representatives Standing Committee on Health and Ageing - Inquiry into Obesity in Australia**

This submission is made jointly on behalf of the Australian Local Government Association (ALGA), the National Heart Foundation of Australia and the Planning

Institute of Australia (PIA), which are partners in the development of a national planning guide promoting the relationship between the built environment and health outcomes.

See: <http://www.aph.gov.au/house/committee/haa/obesity/subs/sub077.pdf>

➤ **Resident Perceptions of Bicycle Boulevards**

Portland State University, Portland, Oregon (December 2008)

Very little is known about the impacts of bicycle boulevard designation on residential neighbourhoods. For example do Bicycle Boulevards have a positive or negative impact on home value? Do they encourage residents to cycle more? How large of a factor does the presence of a Bicycle Boulevard play into people's decision to move to the neighbourhood? Better understanding how communities react to bicycle boulevard designation would be helpful to planners seeking to improve and expand the existing bicycle network within their respective communities.

See:

[http://www.ibpi.usp.pdx.edu/media/Resident%20Perceptions%20of%20Bicycle%20Boulevards_Mari ahVanZerr.pdf](http://www.ibpi.usp.pdx.edu/media/Resident%20Perceptions%20of%20Bicycle%20Boulevards_Mari%20ahVanZerr.pdf)

➤ **Feasibility Study on the Use of Personal GPS Devices in Paratransit**

US Department of Transportation (May 2009)

The objective of this research was to determine the feasibility of applying GPS tracking technology to the paratransit pickup procedure. Study efforts consisted of assessing the need for personal GPS, comparing suitable GPS devices, and developing a prototype application. With the availability of existing mobile GPS devices, passengers and vehicles can be located instantly; thereby, facilitating the pickup process.

See: http://www.fta.dot.gov/documents/TRANSPPO_Feasibility_GPS_Paratransit_Final.pdf

➤ **Intercity Passenger Rail – Achieving the Vision**

American Association of State Highway and Transportation Officials (2009)

Over the past 10 years, the states have spearheaded the effort to develop and fund a national intercity passenger rail system. States around the country have planned, financed, and delivered successful intercity passenger rail service [and] urged the [US] federal government to support the creation of an integrated, fully funded, intercity passenger rail system and to incorporate passenger rail as an essential element of the nation's surface transportation system. [This is] a summary of the recent favourable actions by Congress and the Obama Administration, a description of the work of the states over the past decade, the views of the essential partners to the states and other commentators, and some guidelines for advancing the effort.

See: <http://downloads.transportation.org/IPRT-2.pdf>

➤ **Low-Speed Urban Maglev Research Program – Lessons Learnt**

US Department of Transportation (March 2009)

Maglev is an innovative approach for transportation in which trains are supported by magnetic forces without any wheels contacting the rail surfaces. Maglev promises several attractive benefits including the ability to operate in challenging terrain with steep grades, tight turns, all weather operation, low maintenance, rapid acceleration, quiet operation, and superior ride quality, among others. For urban alignments, maglev potentially could eliminate the need for tunnels and noise abatement, resulting in significant cost savings.

See: http://www.fta.dot.gov/documents/FTA_LowSpeedMaglev_LessonsLearned.pdf

➤ **Urban Passenger Transport**

How People Move About in Australian Cities

Department of Infrastructure, Transport, Regional Development and Local Government (March 2009)

In the sixty years since the end of the Second World War, Australian cities have been transformed from fairly tightly knit core-and-spoke configurations, to sprawling suburban low-density configurations. This transformation of urban land use has been accompanied and made possible by a rapid improvement and spread of the road system, and an even more rapid expansion in per person car ownership.

See: <http://www.bitre.gov.au/publications/05/Files/IS31.pdf>

➤ **A Thirty Year Public Transport Plan for Sydney**

Draft Discussion Paper – Summary Report, Dr Gary Glazebrook (May 2009)

Sydney is Australia's public transport capital, but its public transport systems are falling behind those in other Australia cities and our region.

See: <http://www.dab.uts.edu.au/research/outcomes/garry-glazebrook-summary.pdf>

➤ **Reinventing Transit**

American Communities Finding Smarter, Cleaner, Faster Transportation Solutions (2009)

The Environmental Defence Fund has released a report that explores the implementation of innovative public transit alternatives in eleven cities across the United States.

See: http://www.edf.org/documents/9522_Reinventing_Transit_FINAL.pdf

➤ **Promoting Sustainability in New Zealand's Rail System**

NZ Transport Agency Research Report 370 (2009)

Land Transport New Zealand has released a report that explores ways to promote the sustainability of New Zealand's rail system.

See: <http://www.landtransport.govt.nz/research/reports/370.pdf>

➤ **Making Transportation Sustainable: Insights from Germany**

Brookings Institution Metropolitan Policy Program (April 2009)

The Brookings Institution has released a report that examines similarities between Germany and the United States and contrasts their degrees of transportation sustainability. See:

http://www.brookings.edu/~media/Files/rc/reports/2009/0416_germany_transportation_buehler/0416_germany_transportation_report.pdf

➤ **Public Subsidy for the Bus Industry**

The Case for Incentive per Passenger

[UK] Commission for Integrated Transport (March 2009)

CfIT believes that the passenger should be at the heart of bus policy and that bus policy should reflect clear and logical objectives for transport policy as a whole. CfIT recommends that Incentive Per Passenger (IPP) replace the Bus Service Operators Grant (BSOG). This payment allocates public subsidy on the basis of passenger travel, not fuel burn. The passenger therefore becomes the focus of the subsidy and not the running of bus miles.

See: <http://www.cfit.gov.uk/docs/2009/psbi/pdf/psbi.pdf>

➤ **The Redevelopment of Swanston Street**

Council Report on Melbourne's Swanston Street (March 2009)

This report provides details of six options for the possible redevelopment of Swanston Street. It recommends that the six options be released for public comment. Community consultation will commence in early April 2009 and conclude in early May 2009. See:

https://www.melbourne.vic.gov.au/rsr/PDFs/Major%20Developments/Swanston_Redevelopment.pdf

➤ **Bikes Lanes, On-Street Parking and Business**

A Study of Bloor Street in Toronto's Annex Neighbourhood (February 2009)

The Clean Air Partnership has released a report that examines the development and testing of new analytic tools to determine the public acceptability and economic impact of reallocating road space to bike lanes.

See: <http://www.cleanairpartnership.org/pdf/bike-lanes-parking.pdf>

➤ **The Relationship Between Crime and Road Safety**

The Monash University Accident Research Centre has released a report that examines the relationship between criminal activity of individuals and the likelihood of those individuals being involved in a fatal or serious injury outcome road crash.

See: <http://www.monash.edu.au/muarc/reports/muarc284.pdf>

➤ **Seniors Speak Up Report**

Report of Key Findings to Minister for Senior Victorians

From the Ministerial Advisory Council of Senior Victorians, December 2008 See:

[http://www.seniors.vic.gov.au/Web19/osv/rwpgslib.nsf/GraphicFiles/report+to+the+Minister/\\$file/Seniors+Speak+Up+Report+of+Key+Findings+to+Minister+for+Senior+Victorians.pdf](http://www.seniors.vic.gov.au/Web19/osv/rwpgslib.nsf/GraphicFiles/report+to+the+Minister/$file/Seniors+Speak+Up+Report+of+Key+Findings+to+Minister+for+Senior+Victorians.pdf)

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- **Smart Transportation Economic Stimulation: Infrastructure Investments that Support Strategic Planning Objectives Provide True Economic Development**
See: http://www.vtpi.org/econ_stim.pdf
 - **Setting Up Superstores and Climate Change** See: <http://www.vtpi.org/superstores.pdf>
 - **Victorian Transport Statistics Portal** See: www.transport.vic.gov.au/statistics
 - **Oregon Department of Transport Sustainability Plan**
See: http://www.oregon.gov/ODOT/SUS/docs/Sustain_Plan_Volume1.pdf
 - **Victorian Government Transport Plan**
See: <http://www4.transport.vic.gov.au/vtp/downloads/index.html>
 - **Raising the Profile of Walking and Cycling in New Zealand – A Guide for Decision Makers**
See: <http://www.transport.govt.nz/assets/Images/NewFolder-2/RaisingtheProfileWalkingCyclinginNZ.pdf>
 - **Moving Urban Australia: Can congestion charging unclog our roads? BITRE, Canberra.**
See: http://www.bitre.gov.au/publications/80/Files/BITRE_WP74.pdf
 - **2008 Melbourne Bicycle Account (Cycling Census)**
See: <https://www.melbourne.vic.gov.au/info.cfm?top=70&pa=1154&pg=3884>
 - **The Greens Public Transport Plan for Melbourne**
See: <http://www.thepeopleplan.org.au/>
 - **National Road Safety Action Plan for 2009 and 2010**
See: Australian Transport Council www.atcouncil.gov.au
 - **[Victorian] Public Transport Ombudsman Annual Report 2008 and Over-View**
See: www.ptovic.com.au
 - **Melbourne Transport Plan - PT4me2 for a change, Metropolitan Transport Forum**
See: http://www.pt4me2.org.au/downloads/mtf_plan.pdf

Media:

➤ **ABC Radio National – Breakfast: *US Carbon***

This week, the government's package of Clean Energy bills will be introduced into federal parliament putting a price on carbon pollution. It closely parallels the planned start-up of emissions trading in California in January next year. Touches on the California Clean Car Standard, Texas Oil, and California's preference for clean technologies.

See: <http://www.abc.net.au/rn/breakfast/stories/2011/3315431.htm>

➤ **ABC Radio National – By Design: *Crime and Crime Prevention***

Garner Clancey is working on ways of reducing crime through environmental design -- and of testing what works and what doesn't [including pedestrian and cycle path implementation]. As cities consider density and development, surveillance and safety are very much part of this.

See: <http://www.abc.net.au/rn/bydesign/stories/2011/3299154.htm>

➤ **ABC Radio National – Breakfast: *'Jury Out' – Is Gas the Future of Clean Renewables?***

Australia's transition to a clean energy future has long assumed a greater role for gas, including the newly emerging coal seam gas sector being developed in eastern states of the country. But Greens leader Bob Brown and his deputy, Christine Milne, have claimed in recent days that the 'jury is out' on whether gas will deliver greenhouse gas emission savings. Beyond Zero Emissions is an independent, non-profit organisation pushing the case for a rapid transition to a zero carbon renewable future. They've been working on a report looking at the carbon footprint of gas. The report will look at its greenhouse emissions over the whole production cycle.

See: <http://www.abc.net.au/rn/breakfast/stories/2011/3296254.htm>

➤ **ABC Radio National – By Design: *By Design on a Tram***

Join Alan Saunders and the By Design team for a highly unusual forum celebrating the architecture and urban design of one of our greatest cities. Unusual because the venue for our forum is that quintessential Melbourne mode of transport, a tram: The City Circle tram to be exact. The City Circle tram passes some of the city's major tourist attractions and some of its finest architecture and urban design. Today we'll talk about some of them and expand on the issues they raise for the broader built environment in cities across Australia.

See: <http://www.abc.net.au/rn/bydesign/stories/2011/3284344.htm>

➤ **TreeHugger: *Riders Zip Down Slide to Enter Dutch Metro Station***

Let's face it: Even on the nicest, newest subway or bus system, commuting is typically a bit of a grind. One metro station in the Netherlands, though, has sought to liven up the experience – by installing a slide that riders can zip down instead of taking the stairs. Sounds silly? It is. But it also looks awfully fun. The slide – officially called a "transfer accelerator" – is part of an overall renovation of the aging Overvecht Station in Utrecht, and the brainchild of the local design firm HIK Ontwerpers. According to the U.K. commuter paper Metro: *"The designers explained the slide is a gift to the rail commuters and hope it will create a playful urban area that could generate positive energy in a disadvantaged neighbourhood"*.

See: <http://www.treehugger.com/files/2011/08/fun-with-subway-commuting-riders-zip-down-playground-slide.php>

➤ **Street Films: *Breathtaking Bike Infrastructure – Minnesota's Martin Olav Sabo Bridge***

In 2007, in order to route cyclists away from a challenging 7-lane crossing on busy Hiawatha Avenue, Minneapolis built the Martin Olav Sabo Bridge. The first cable-stayed bridge of any kind in the state, it's breathtaking, even to the people who have been riding it for years. It provides a safe, continuous crossing and offers up a glorious view of the downtown skyline (especially at sunset!). The sleek Hiawatha light rail line runs beneath it, and there are benches to sit on and take everything in. Used by an average of 2,500 riders a day, peak use can hit 5,000 to 6,000 per day on some gorgeous summer weekends, according to Shaun Murphy of the Minneapolis Department of Public Works.

See: http://vimeo.com/moogaloop.swf?clip_id=26751335

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- **Street Films: *Riding Bogota's Bountiful Protected Bikeways***
Since 1998, Bogotá, Colombia has built more than 300 kilometres of protected bikeways. Streetfilms recently had the chance to explore the city's bike network with the man responsible for building it, former mayor Enrique Peñalosa. "When we build very high quality bicycle infrastructure, besides protecting cyclists, it shows that a citizen on a \$30 bicycle is equally as important to one in a \$30,000 car," said Peñalosa. And as mayor, he walked the walk, extending the network of protected bikeways to every community. "He spent all of the money that he had developing public space for pedestrians and bicycles," said Carlos Felipe Pardo from SlowResearch.org. "If you go to other places, you have people in the mud walking but the cars on a perfect road and here it is the opposite." Now the investment in cycling infrastructure is paying off. After starting off with hardly any bike commuters, Bogota is pushing a five percent bike commute mode-share.
See: http://vimeo.com/moogaloop.swf?clip_id=27307346
 - **Website: *Train in China***
How close to a train track can you set up a vegetable market?
See: <http://www.wimp.com/vegetablemarket/>
 - **ABC Radio National – Breakfast: *Trains Unlimited – from steam to bullet***
Tim Fischer was former deputy prime minister, and is now the Australian ambassador to the Holy See. He's spent five decades enthusing about trains and has now written a book about all things rail called: *Trains Unlimited in the 21st Century*.
See: <http://www.abc.net.au/rn/breakfast/stories/2011/3282227.htm>
 - **Website: *Rowville Rail Study***
The Rowville Rail Feasibility Study is an Independent study investigating a 12 kilometre rail line between Huntingdale Railway Station and Rowville that would serve residents in the eastern suburbs of Melbourne and the large numbers of students accessing Monash University. The study will include engineering, architectural and operational investigations as well as extensive consultation with the public..
See: <http://www.rowvillerrailstudy.com.au/>
 - **Street Films: *Contested Streets - Breaking New York City Gridlock***
Contested Streets explores the history and culture of New York City streets from pre-automobile times to present. This examination allows for an understanding of how the city – though the most well served by mass transit in the United States – has slowly relinquished what was a rich, multi-dimensional conception of the street as a public space to a mindset that prioritizes the rapid movement of cars and trucks over all other functions. Central to the story is a comparison of New York to what is experienced in London, Paris and Copenhagen. Interviews and footage shot in these cities showcase how limiting automobile use in recent years has improved air quality, minimized noise pollution and enriched commercial, recreational and community interaction.
See: http://vimeo.com/moogaloop.swf?clip_id=26396887 or
http://www.streetfilms.org/contested-streets-breaking-new-york-city-gridlock/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+StreetFilms+%28Streetfilms%29
 - **The Conversation: *Public transport – collateral damage of our new carbon price***
Transport accounts for 14% of Australia's greenhouse gas (GHG) emissions and has one of the fastest emission growth rates. Cutting our national emissions might, therefore, be expected to shine a blowtorch on transport fuels, right? Well, partly right. For public transport, the news isn't good.
See: <http://theconversation.edu.au/public-transport-collateral-damage-of-our-new-carbon-price-2181>
 - **Inhabitat: *Moving Platforms could let travellers change trains while in motion***
Moving Platforms is a completely inter-connected rail infrastructure where local trams connect to a network of non-stop high speed trains enabling passengers to travel from their local stop to a local address at their destination (even in another country) without getting off a train.
See: <http://inhabitat.com/moving-platforms-could-let-travellers-change-trains-while-in-motion/>
Animation: <http://www.vimeo.com/25407213>
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- **Canberra Times: *How to Improve Transport Now***
Better land-use planning, a light-rail system, and strategic "densification" all these are necessary long-term strategies to move Canberrans out of their cars and into public transport. This will, in turn, lessen local transport's contribution to greenhouse gas emissions and make it more sustainable. See: <http://www.canberratimes.com.au/news/opinion/editorial/general/how-to-improve-transport-now/2207638.aspx?storypage=0>

 - **Railway Gazette: *Solar Tunnel in Belgium***
A 50 000m² installation of photovoltaic solar panels on the roof of a 3.4 km covered way where there Brussels - Amsterdam railway line passes through protected woodlands north of Antwerpen was inaugurated on June 6, 2011. The electricity is supplied directly to Infrabel, which manages, maintains and develops railway infrastructure in Belgium, and which has committed to reducing its carbon footprint under its network management agreement with the government. [As one Newsletter reader commented: "*How to use vacant rail rooftop space - pity about Southern Cross station!*"] <http://www.railwaygazette.com/nc/news/single-view/view/solar-tunnel-turned-on.html>

 - **Public Address: *One Hundred and Thirty-One Million Reasons to Copenhagenize Christchurch***
If you haven't come across it before, 'Copenhagenize' arises from an urban planning philosophy that was implemented in Copenhagen in order to promote the use of bicycles (and also walking) as a form of urban transportation. The success of this planning philosophy in Copenhagen has been astounding – with 36 per cent of its population now making their daily commute by bicycle. See: <http://publicaddress.net/southerly/one-hundred-and-thirty-one-million-reasons/>

 - **Radio NZ – David Haywood on Cycling in Christchurch and Copenhagen**
See: http://podcast.radionz.co.nz/ntn/ntn-20110601-1147-david_haywood-048.mp3

 - **Website: *Transport Textbook***
See: <http://transporttextbook.com/>

 - **Website: *How many people use each Melbourne railway station***
All righty gunzel* stats nerds, prepare to go crazy. Each number is the estimated boardings per weekday, from the 2008-2009 financial year, so boardings are likely to have gone up since then — figures elsewhere indicate 2.7% growth in 2009-10, and an expected 8.5% in 2010-11, so about 11.4% over these figures. See: <http://www.danielbowen.com/2011/06/02/metro-trains-how-many/>

 - * The word 'gunzel' originated in the 1960s as a term for 'foolish or reckless railfans who shot at things with cameras'. (<http://en.wiktionary.org/wiki/gunzel>)

 - **Street Films: *The Biggest, Baddest Bike-Share in the World***
Anyone who claims that bike-sharing is a European-style transportation innovation has clearly never set foot in Hangzhou, China. The 50,000-bike system in this southern China city of almost 7 million people (about 1.5 million people fewer than New York City) blows all other bike-shares off the map. Hangzhou's 2,050 bike-share stations are spaced less than a thousand feet from each other in the city centre, and on an average day riders make 240,000 trips using the system. Its popularity and success have set a new standard for bike-sharing in Asia. And the city is far from finished. The Hangzhou Bicycle Company plans to expand the bike-share system to 175,000 bikes by 2020! See: http://vimeo.com/moogaloop.swf?clip_id=24241296 or <http://www.streetfilms.org/the-biggest-baddest-bike-share-in-the-world-hangzhou-china/#more-50505>

 - **ABC Radio National – Background Briefing: *Fatigue Factor***
Fatigue has become a dangerous side-effect of 24/7 living and nowhere is the danger more acute than in the transportation industry – a frightening number of airline pilots as well as train, truck and car drivers admit to falling asleep on the job. But it's almost impossible to know how many fatal accidents are caused by fatigue. See: <http://www.abc.net.au/rn/backgroundbriefing/stories/2011/3225135.htm>

 - **ABC Radio National – By Design: *Peak Oil? Now it's Peak Cars***
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In the late 90s, the French government announced a visionary consultation inviting ten multi-disciplinary teams, led by architects, to completely re-imagine Paris as a sustainable 21st century metropolis. But the issues that the teams looked at -- such as transport, identity, green space, social equality and the environment -- are common to all cities. The teams' responses to the challenges confronting Paris were creative and inspiring and relevant to everyone either involved in making cities or who live in one. So there has been an international trend towards emulating such forward thinking consultation about the future of cities.

See: <http://www.abc.net.au/rn/bydesign/stories/2011/3222264.htm>

➤ **Streetfilms: *Complete Streets – It's About More than Bike Lanes***

Over the last four years, New York City has seen a transportation renaissance on its streets, striking a better balance by providing more space for walking, biking, and transit. As with any departure from the status quo, it can take a while for everyone to grow accustomed to the changes. So Streetfilms decided to look at three of NYC's most recent re-designs — Columbus Avenue, First and Second Avenues, and Prospect Park West — and show how pedestrians, cyclists, and drivers benefit from safer, calmer streets. We talked to transportation engineers with decades of experience, elected leaders, community board members, people on the street, and business owners to get their take on the new configurations. The truth is, no matter how hard some media outlets try to spin it otherwise, these new street safety projects have broad community support. And while the story of these changes often gets simplified in the press, the fact is that the benefits of the redesigns go far beyond cycling. A street with a protected bike lane also has less speeding, shorter pedestrian crossings, less lane-shifting and more predictable movements for drivers, and the opportunity to add more trees and plantings. Injuries to pedestrians, cyclists, drivers, and car passengers drop wherever the new designs go in. And on the East Side, these improvements have been paired with dedicated bus-only lanes with camera enforcement, making service more convenient and attractive for thousands of bus riders.

See: <http://www.streetfilms.org/complete-streets-its-about-more-than-just-bike-lanes/#more-50349> or http://vimeo.com/moogaloop.swf?clip_id=22886687

➤ **ABC Radio National – Science Show: *Peak Oil? Now it's Peak Cars.***

Australian and world peak car ownership per capita was in 2004 and since has shown a slow decline. It marks an end to car dependence. Teenage car ownership has dropped markedly. Figures suggest a big cultural shift as well as structural change within cities. Some very large cities such as Beijing and Shanghai have made it almost impossible to buy a new car. Car transport has reached a limit. Shanghai built a metro system in 10 years, which covers 80% of the city and carries 8 million passengers each day. Metros are being built in 82 Chinese cities and 14 Indian cities. Peter Newman compares the cost of constructing roads and railways and says both cost about \$50 million per kilometre. But rail carries 8-20 times the passengers carried by road. With the price of gasoline heading north, people are moving back into cities and not wanting to be as dependant on cars as they were.

See: <http://www.abc.net.au/rn/scienceshow/stories/2011/3206293.htm> Transcript available.

➤ **Video: *Oil'd***

A year ago, a massive oil spill began in the Gulf of Mexico. We were glued to the news until the well was capped, and then we forgot about it. As the year anniversary was fast approaching I became curious, just how much oil was that exactly? Where would it have gone? So in an effort to further our discussion on oil dependency I created this short two minute animation to help illustrate just how dependent we truly are on oil.

See: http://www.thegreenpages.com.au/news/beautifully-designed-video-on-the-metrics-of-oil/?utm_medium=email&utm_campaign=NewGreenRazor142&utm_content=NewGreenRazor142C_ID_cbb1bf953396e4e362de7ce818df028f&utm_source=GreenRazorEmailCampaign&utm_term=WatchHere

➤ **GHD: *Moving Melbourne through its transport challenges***

In 2011, Melbourne was named the second most liveable city in the world by the Economist. The ability to travel in and around a city is a key contributor to liveability. So what role does Melbourne's transport system play in making it such a great place? And is it all a good news story? What critical problems need to be addressed to maintain liveability now and into the future? Find out what thought-leaders from Melbourne and around the world think about the city's transport challenges

and how to address them. Featuring exclusive interviews and footage of Enrique Peñalosa, David Hodge, Professor Graham Currie, Steve Meyrick and more. See:
<http://www.youtube.com/watch?v=nm2SW4YaYe0>

➤ **Qld Govt: *Connecting SEQ 2031***

A Queensland State Government animation of its plans for south-east Queensland transport by 2031. See:

<http://www.brisbanetimes.com.au/queensland/why-trains-beat-buses-20100831-14fia.html>

➤ **Fairfax Media: *Shall We Dense?***

Planning experts say successive state governments have failed to regulate planning in any meaningful way.

See: <http://theage.domain.com.au/denser-is-better-say-planners-20110428-1dyvw.html>

➤ **Streetfilms: *Moving Beyond the Automobile* on DVD**

Moving Beyond the Automobile is a video series from Streetfilms. The DVD includes: Transit Oriented Development; Bus Rapid Transit; Biking; Car Share; Highway Removal; Road Diet; Parking Removal; Traffic Calming; Pricing Parking; and Congestion Pricing.

See: <https://livablestreets.wufoo.com/forms/preorder-moving-beyond-the-automobile-on-dvd/>

➤ **Streetfilms: *Moving Beyond the Automobile, Chapter 10 – Parking Reform***

In the tenth and final video in Streetfilms' *Moving Beyond the Automobile* series, we are talking about parking reform. From doing away with mandatory parking minimums, to charging the right price for curbside parking, to converting on-street parking spots into parklets and bike corrals, cities are latching onto exciting new ideas to make more room for people in our cities and repurpose the valuable public space that lines our streets. "Historically the parking problem was defined as there not being enough convenient places to put your car," UPenn professor Rachel Weinberger told Streetfilms, "but increasingly cities are starting to understand that the parking problem could be defined differently and it could be the case that there is too much parking."

See: http://vimeo.com/moogaloop.swf?clip_id=228758 or <http://www.streetfilms.org/mba-parking-reform/#more-49207>

➤ **BikeMove – The Bike Move Co-operative, Melbourne**

Cheap oil isn't going to be around for ever. We will need to encourage new ways of moving. In Melbourne, there is now a groundswell of people realising the potential of human-powered transport. Bicycle trailers, bakfiets, cargo bikes and bob-trailers of all kinds are appearing. Help out fellow members of this cooperative by helping them move house with your cargo carrying power. And in return, share a drink at the end to help warm the new house. Don't worry if you don't have a trailer; panniers and baskets are useful too.

See: <http://finance.groups.yahoo.com/group/Bikemove/>

➤ **Fairfax Media: *Trams Jammed by Traffic***

Melbourne trams travel at 16km/h on average, according to a Yarra Trams report.

See: <http://theage.drive.com.au/roads-and-traffic/tram-jam-melbournes-car-glut-puts-the-brakes-on-public-transport-20110420-1doxy.html>

➤ **NZ Greens: *Capital City Motorway Blues***

Well Wellington's a small town, but it packs a lot of punch. It's not just a happy coincidence that the vibrant capital also has great public transport, the highest proportion of commuters who walk to work, and households who spend the lowest percentage of their budget on transport in the country. But could that change if the roads of National Party Significance are fast tracked, dividing communities and bringing more cars and congestion into the city? The three Wellington Green MPs, Russel Norman, Sue Kedgley and Gareth Hughes about the transport challenges and opportunities facing Wellington.

See: <http://www.greens.org.nz/audio/capital-city-motorway-blues>

➤ **Streetfilms: *Moving Beyond the Automobile, Chapter 9 – The Right Price for Parking***

You might be shocked at how much traffic consists of drivers who have already arrived at their destination but find themselves cruising the streets, searching for an open parking spot. In some city

neighbourhoods, cruising makes up as much as 40% of all traffic. All this unnecessary traffic slows down buses, endangers cyclists and pedestrians, delays other motorists, and produces harmful emissions. The key to eliminating it is to get the price of parking right.

See: http://vimeo.com/moogaloop.swf?clip_id=22610428 or <http://www.streetfilms.org/mba-the-right-price-for-parking/#more-49205>

➤ **The Age Drive: *Electric dreams – the charge ahead***

Electric Vehicles – Going electric for A\$18,000

See: <http://theage.drive.com.au/motor-news/electric-dreams-the-charge-ahead-20110422-1dreb.html>

➤ **ABC Radio National – Bush Telegraph: *Cobb & Co***

Cobb & Co was the Australia Post, the Qantas and the Greyhound Bus of its day. The company was founded by Freeman Cobb in Melbourne during the gold rush and soon extended its operation the length of eastern Australia, delivering mail and passengers to remote parts of the country. Historian Sam Everingham recalls the grand days of Cobb & Co and reflects on the discomforts of the journey, which passengers took for granted.

See: <http://www.abc.net.au/rural/telegraph/content/2011/s3194463.htm>
http://mpegmedia.abc.net.au/rn/podcast/2011/04/bth_20110418_1138.mp3

➤ **ABCTV 7.30: *Australians Scientists turning worthless Waste into Oil***

With the price of fuel hitting A\$1.50 a litre, there's a growing push to develop renewable alternatives. Scientists in Australia are part of the global race to develop new biofuels. In fact researchers here claim to be leading the world with a project turning waste into oil. But investment in such technologies is slow while industries wait for further detail on the proposed carbon tax.

See: <http://www.abc.net.au/7.30/content/2011/s3191900.htm> Transcript Available

➤ **Streetfilms: *Moving Beyond the Automobile, Chapter 8 – Road Diet***

A world expert on road diets, Dan Burden begins this chapter of *Moving Beyond the Automobile* saying, "a road diet is anytime you take any lane out of a road". Of course the knee-jerk reaction is likely to be along the lines of, "How can removing lanes improve my neighbourhood and not cause traffic backups?" But in nearly every case, the opposite is true.

Every road user benefits when road diets go in. They're good for drivers: making roadways safer, more efficient, and providing turning lanes so through traffic can proceed without waiting. They're good for cyclists: a significant percentage of road diets identify enough room to include bike lanes and make cars more predictable on the road. They're good for pedestrians: fewer lanes of traffic to cross means less chaos and some road diets install either centre waiting islands at the corners. Perhaps most important: road diets are cheap, highly-effective and can be done relatively quickly.

See: http://vimeo.com/moogaloop.swf?clip_id=21903160 or <http://www.streetfilms.org/mba-road-diet/#more-49209>

➤ **Streetfilms: *The Prospect Park West Family Bike Ride***

On a grey, chilly Sunday, an estimated 750 people, many of them on training wheels and balance bikes, turned out to ride the Prospect Park West bike lane and show their support for the traffic-calming redesign. Since the two-way, separated bike path debuted last summer, it's become indispensable for many parents who use it to take their children to school and get around the neighbourhood.

Ref: http://vimeo.com/moogaloop.swf?clip_id=22214720

➤ **Clip: *How Bicycle Lanes brought down Nazi Germany***

See: <http://blog.greens.org.nz/2011/04/08/how-bicycle-lanes-brought-down-nazi-germany/>

➤ **Film: *Revenge of the Electric Car***

In 2006, as many as 5,000 modern electric cars were destroyed by the major car companies that built them. Today, less than 5 years later, the electric car is back... with a vengeance.

In *Revenge of the Electric Car*, director Chris Paine takes his film crew behind the closed doors of Nissan, GM, and the Silicon Valley start-up Tesla Motors to find the story of the global resurgence of electric cars. Without using a single drop of foreign oil, this new generation of car is America's

future: fast, furious, and cleaner than ever. With almost every major car maker now jumping to produce new electric models, *Revenge* follows the race to be the first, the best, and to win the hearts and minds of the public around the world. It's not just the next generation of green cars that's on the line. It's the future of the automobile itself.

See Trailer: <http://www.revengeoftheelectriccar.com/index.html>

➤ **Streetfilms: *Moving Beyond the Automobile, Chapter 7 – Traffic Calming***

Traffic calming is any measure taken to reduce traffic speeds, improve safety, and over all make using the street a better experience for everyone. As Chicago Alderman Mary Ann Smith notes in the video, "Signs don't do the job." The most effective traffic calming features are those that force traffic to "behave in a civilized manor," she says. This video is a brief overview of the concept of traffic calming and highlights some examples from cities across the country.

Ref: http://vimeo.com/moogaloop.swf?clip_id=21990650

➤ **Situp-Cycle: *Cycling thrives in Melbourne, Does Bike Share contribute?***

Melbourne's Bike Share scheme is the subject of intense international scrutiny and was so at the recent Velo City conference given concerns re the negative impact of compulsory helmet law contributing to the very low take up rate of hiring bikes, and the contrast to the increasing popularity of cycling in Melbourne – eg 2007/08: 47% increase in morning peak cyclists in inner Melbourne. The video was presented by invitation at Velo City Seville, March 2011, the world's premier utility bike conference with 100-120 delegates from across the globe.

Ref: <http://vimeo.com/21652428>

➤ **Streetfilms: *Moving Beyond the Automobile, Chapter 6 – Highway [City Freeway] Removal***

Some of the most well-known highway removals in America -- like New York City's Miller Highway and San Francisco's Embarcadero Freeway -- have actually been unpredictable highway collapses brought on by structural deficiencies or natural disasters. It turns out there are good reasons for not rebuilding these urban highways once they become rubble: They drain the life from the neighborhoods around them, they suck wealth and value out of city, and they don't even move traffic that well during rush hour. Now several cities are pursuing highway removals more intentionally, as a way to reclaim city space for housing, parks, and economic development. Ref:

http://www.streetfilms.org/mba-highway-removal/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+StreetFilms+%28Streetfilms%29

➤ **Streetfilms: *Guangzhou, China – More sustainable transport***

Guangzhou is one of the fastest growing cities in the world. The economic hub of China's southern coast, it has undergone three decades of rapid modernization, and until recently the city's streets were on a trajectory to get completely overrun by traffic congestion and pollution. But Guangzhou has started to change course. Last year the city made major strides to cut carbon emissions and reclaim space for people, opening new bus rapid transit and public bike sharing systems.

Ref: http://vimeo.com/moogaloop.swf?clip_id=21714344

➤ **Streetfilms: *Ryan Popple at Transport Camp West***

Ryan Popple speaking on cities, electric vehicles, transport energy wastage and oil dependency, at Transport Camp West which took place in San Francisco on March 19 and 20, 2011

Ref: <http://vimeo.com/album/1565172/video/21759916>

➤ **ABC Radio National - Breakfast: *Melbourne's New Sensitive and Sustainable Estate***

Twenty-two families in Melbourne have decided to pool their money and build an environmentally sensitive, sustainable estate close to the city. The group, called Urban Coop, will expect its members to do chores like tending the vegetable garden and cooking community meals.

See: <http://www.abc.net.au/rn/breakfast/stories/2011/3175174.htm>

➤ **Sky News: *Mexico's New Bike Style***

A student has come up with a new form of transport for the overcrowded streets of Mexico City, the bamboo bicycle. Diego Cardenas, 25, says his creations are lighter and greener than conventional bikes and he is now pedalling the idea to design-savvy commuters. The industrial design student

was inspired by pictures of other bamboo bicycles – the first one having been showcased at a London trade fair in 1894 – and decided he could improve on them.

See: <http://www.skynews.com.au/eco/article.aspx?id=593705&vld=2280308&cld=Eco>

➤ **Streetfilms: 6th Annual Memorial Ride and Walk**

On Sunday, the NYC Street Memorial Project held the 6th Annual Memorial Ride and Walk. According to the New York City Department of Transportation, 151 pedestrians and 18 bicyclists were killed on the streets of New York City in 2010. Participants called for stronger measures to reduce traffic fatalities. The ride culminated by installing a "Ghost Bike" in front of Brooklyn Borough Hall for the unnamed pedestrians and cyclists killed in 2010.

Ref: http://www.streetfilms.org/6th-annual-memorial-ride-and-walk/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+StreetFilms+%28Streetfilms%29

➤ **Streetfilms: *Moving Beyond the Automobile, Chapter 5 – Congestion Pricing***

In the fifth chapter of "*Moving Beyond the Automobile*", we demystify the concept of congestion pricing in just five short minutes. Here you'll learn why putting a price on scarce road space makes economic sense and how it benefits many different modes of surface transportation. In London, which successfully implemented congestion pricing in 2003, drivers now get to their jobs faster, transit users have improved service, cyclists have better infrastructure, and pedestrians have more public space. More people have access to the central city, and when they get there, the streets are safer and more enjoyable. While the politics of implementing congestion pricing are difficult, cities looking to tame traffic and compete in the 21st century can't afford to ignore a transportation solution that addresses so many problems at once.

See: http://vimeo.com/moogaloop.swf?clip_id=20735277

➤ **By Design, ABC Radio National: *Learning from Bogotá: a lesson in public space***

'Public space is for living, doing business, kissing, and playing. Its value can't be measured with economics or mathematics; it must be felt with the soul.' The words belong to Enrique Penalosa, a former mayor of the Colombian capital Bogotá, who brought about one of the most dramatic urban renaissances seen in a modern major international city. During Enrique Penalosa's term as mayor from 1998 to 2001 Bogotá swiftly became a city that gave priority to public spaces, restricted car use, instituted from scratch a successful Bus Rapid Transit System, and built hundreds of kilometres of sidewalks, bicycle paths, greenways and parks.

Today he travels the world spreading the word about how much more liveable our cities can be if we respect our open spaces and turn the focus from the car back to the pedestrian.

See: <http://www.abc.net.au/rn/bydesign/stories/2011/3151563.htm>

➤ **Streetfilms: *Moving Beyond the Automobile, Chapter 4 – Bus Rapid Transit***

Bus Rapid Transit (BRT) provides faster and more efficient service than an ordinary bus. 'These systems operate like a surface subway, say BRT advocates, but cost far less than building an actual metro'. Watch this chapter of *Moving Beyond the Automobile* to learn about the key features of bus rapid transit systems around the world and how BRT helps shift people out of cars and taxis and into buses.

See: http://www.streetfilms.org/mba-bus-rapid-transit/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+StreetFilms+%28Streetfilms%29

➤ **Streetfilms: *Floating Parking and Bike Buffer Zones***

Gary Toth, the Director of Transportation Initiatives with Project for Public Spaces, explains [floating parking](#) and why using it is a very smart budgetary decision by the New York City Department of Transport, and why a buffer-zone exists between exiting drivers and cyclists.

See: http://vimeo.com/moogaloop.swf?clip_id=20302720

➤ **Website: Designboom - *Seoul Cycle Design Competition 2010***

Shortlisted entries.

See: http://www.designboom.com/contest/winner.php?contest_pk=33

➤ **Streetfilms: *Moving Beyond the Automobile, Chapter 3 – Carsharing***

In the third episode of Moving Beyond the Automobile, we take a look at a more efficient way to use a car. Car sharing allows users to evaluate the full cost of each car trip, which encourages them to decide what the most appropriate mode choice is for a specific trip.

Zipcar, a leading global car sharing organization, reports that members walk and bike 10-15% more than they did before joining Zipcar. They also report that members save \$600 a month when they choose car sharing over owning a private automobile. So ... car sharing ... is a great way for cities and individuals to help make the transportation network more efficient and become less dependent on owning private cars.

See: http://vimeo.com/moogaloop.swf?clip_id=20516876

➤ **Website: Appropedia**

Appropedia is the [emerging] site for collaborative approaches to sustainability, poverty reduction and international development.

See the Transport Category: <http://www.appropedia.org/Category:Transport>

See Liveable Neighbourhoods: http://www.appropedia.org/Livable_neighborhoods

➤ **Streetfilms: The Case for Bike Racks on New York City Buses**

Over the last ten years (or more) just about every major city in the U.S. has added bike-carrying capacity to their buses. While cities like Chicago, Las Vegas, Kansas City, Seattle, Philadelphia, and San Francisco can boast 100% of their bus fleet sporting bike racks, NYC comes in at 0%. Of course, there are reasonable assumptions one can make why NYC has not tried out some program. First and foremost: the NYC MTA subway system already allows bikes 24 hours a day. It's an excellent benefit for sure, but there are many regions of the five boroughs that are not easily within reach of a train. If we want to encourage multi-modalism, we need seriously think about that. Then there is a barrage of others: cyclists will be too slow to load, bikes might fall off the racks, cost, maintenance, etc, but after viewing our Streetfilm you'll see there really isn't a valid excuse not to.

See: http://vimeo.com/moogaloop.swf?clip_id=20052198

➤ **VEIL Films: Visioning 2032 – City of Short Distances**

What could a sustainable neighbourhood in Melbourne look like? How could we transform a number of our existing urban communities through design 'interventions'? If we are to develop low-carbon resilient suburbs in Melbourne, we need to have some vision of what a desirable future living scenario is, and the changes we can make today to set us on a path there. These films are a glimpse of that potential future. The animated films are a culmination of four years' worth of work by students and staff from Swinburne University, RMIT University, Monash University and the University of Melbourne, as well as from Melbourne design professionals. Each presents a different area of sustainable design innovation. These include new infrastructure schemes for water, food, energy and public transport, along with innovative design strategies for suburban development and new local employment opportunities.

See: <http://www.ecoinnovationlab.com/component/content/article/116-visioning-2032-city-of-short-distances/397-visioning-2032-films>

➤ **ABC Radio National – Correspondents Report: Desperate measures in Beijing traffic**

Last year in Beijing a record 800,000 new cars hit the roads sending this city into an ever-worse state of semi-perpetual traffic jam. The Beijing government has responded by slashing annual registrations by an enormous three-quarters. Now if you want to buy a new car you first need to win a number plate in an official lottery.

See: <http://www.abc.net.au/correspondents/content/2011/s3149731.htm> Transcript Available

➤ **Streetfilms: Moving Beyond the Automobile, Chapter 2 – Bicycling**

The second chapter of Moving Beyond the Automobile looks at bicycling. More and more people are choosing to cycle for at least part of their commute in cities across the world. Leading the way in the United States, Portland, Oregon is up to a daily bike count of 17,000 riders! For this video we spent some time with leading thinkers in New York, San Francisco and Portland to discuss the direct relationship between providing safe cycling infrastructure and the number of people biking. The benefits of cycling are simple. Biking helps reduce congestion, air pollution, meet climate action goals and makes for healthier communities.

See: http://vimeo.com/moogaloop.swf?clip_id=19807526

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- **Streetfilms: *Moving Beyond the Automobile, Chapter 1 – Transit-Oriented Development***
The first chapter of *Moving Beyond the Automobile* looks at Transit-Oriented Development. TOD is a high-density, mixed-use residential area with access to ample amounts of transportation. There are usually many transportation nodes within its core and contains a walkable and bike-able environment.
See: http://vimeo.com/moogaloop.swf?clip_id=19836629
 - **Streetfilms: *When Cyclists Matter***
This video examines the media and public response to a road incident in The Netherlands between a reckless driver and three cyclists hit while they were stopped waiting for a traffic light.
See: <http://hembrow.blogspot.com/2011/02/when-cyclists-matter-car-crash-and.html>
For a Melbourne angle see: *Angry Drivers Make a Cyclists Life Hell*:
<http://www.theage.com.au/opinion/society-and-culture/angry-drivers-make-a-cyclists-life-hell-20110215-1aure.html>
 - **ABC Radio National – Saturday Extra: *Get out of the Car: A change in US driving patterns?***
Statistical evidence recently released in America indicates that young people are driving less and fewer own a car. Young people are opting to catch public transport and Richard Florida believes that this shift away from driving is a positive sign of innovative change.
See: <http://www.abc.net.au/rn/saturdayextra/stories/2011/3081342.htm>
 - **Streetfilms: *Moving Beyond the Automobile***
Moving Beyond the Automobile is a ten part video series which explores solutions to the problem of automobile dependency. It's a visual handbook that will help guide policy makers, advocacy organizations, teachers, students, and others into a world that values pedestrian plazas over parking lots and train tracks over highways. Cars were then, and this is now. Welcome to the future.
See (trailer): <http://www.streetfilms.org/trailer-moving-beyond-the-automobile/#more-49079>
 - **ABC Radio National – AM: *Experts Aim to Halve Road Toll in a Decade***
The [Australian] National Road Safety Council has criticised elements of the automotive industry for encouraging speeding and dangerous driving. At the same time the council has said it plans to halve the road toll over the next 10 years. It's demanding a huge investment in addressing road black-spots.
See: <http://www.abc.net.au/am/content/2011/s3135972.htm>
 - **Streetfilms: *A Snowy Neckdowns Redux: Winter Traffic Calming***
What snow – where it falls in cities – can teach us about traffic calming. Snow acts like tracing paper on streets and records road user movements. At each intersection where the snow accumulates we can learn a lot about where people drive and chose to walk. It's a great experiment that costs no money and anyone can play traffic engineer.
See: <http://www.streetfilms.org/snowy-neckdowns-redux-winter-traffic-calming/#more-49170>
 - **ABC Radio National – By Design: *Car Use in the West at Saturation Point***
Dr Lee Schipper has researched the trends in car usage across eight industrialised nations, including the USA and Australia. The results are intriguing. Passenger travel, which grew rapidly in the 20th century, appears to have peaked in much of the developed world. Is this a sign that demand for travel and the demand for car ownership in those countries has reached saturation point?
See: <http://www.abc.net.au/rn/bydesign/stories/2011/3122148.htm>
 - **ABC Radio National – By Design: *Connecting Communities***
How are we actually faring when it comes to connecting in a modern world? Andrew Leigh, Member for Fraser in the ACT Government and author of the book *Disconnected*, speaks about ways to increase social capital and build better communities.
See: <http://www.abc.net.au/rn/bydesign/stories/2011/3116676.htm>
 - **Street Films: *A Car-Free Street in Queens***
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The Jackson Heights neighbourhood of Queens is one of the districts with the least amount of park space anywhere in New York City. So, the community rallied together to get creative and create more public space by temporarily closing a street. Through hard work, proposal planning, and a march, the neighbourhood activists created what is considered "one of the best things about Queens."

See: <http://www.yesmagazine.org/happiness/a-car-free-street-in-queens>

➤ **Website: Reclaim Your Streets - How to Create Safe and Social Pedestrian Plazas**

The next time you find yourself waiting forever for a light to change at a busy intersection, practice this visualization: Imagine the streets around you completely devoid of cars. Replace the painted lane lines with lush, green, flowering plants. Zap that smog-spewing SUV and manifest a café table in its place, complete with a shady umbrella and chairs. Vanish the ugly traffic light and see instead a whimsical statue.

See: <http://www.yesmagazine.org/planet/reclaim-your-streets-how-to-create-safe-and-social-pedestrian-plazas>

➤ **Website: Situp-Cycle Blog: *Bikeshare needs helmet choice***

Discussion on bikeshare schemes with some interesting videos on bikeshare in Dublin, Fremantle, Montreal and Melbourne, and partial helmet exemption in Darwin.

See: <http://www.situp-cycle.com/2011/01/13/toss-the-albatross/>

➤ **Website: Strong Towns Blog: *Conversations with an Engineer***

"A book of standards to an engineer is better than a bible to a priest. All you have to do is to rely on the standards. ... When people would tell me that they did not want a wider street, I would tell them that they had to have it for safety reasons." An animation based on *Confessions of an Engineer*.

See: <http://www.strongtowns.org/journal/2010/12/6/conversation-with-an-engineer.html>

➤ **Website: Victorian Transport Statistics Portal**

The Victorian Transport Statistics Portal (VTSP) provides access to data that will be of interest to anyone who wants to better understand transport trends in Victoria. Data comes from a number of sources, including the Australian Bureau of Statistics (ABS), VicRoads and the Department of Transport. The Victorian Transport Statistics Portal has data on the following topics:

- Key characteristics of residents or of the working population
- Motor vehicles
- Method of travel to work
- Industry and occupation of employment
- Key characteristics of the working population
- Property sales
- Crash statistics
- Surveys of travel attitudes and behaviours

See: <http://www1.transport.vic.gov.au/VTSP/homepage.html>

➤ **You Tube: Cycling Dutch Style**

In May 2011, cyclist Paul van Bellen will lead 30 Australian cycling thinkers over a 500km, 13 day tour in The Netherlands, the world's most cycle friendly country. Filmmakers Rowena Crowe and Paulo Alberton will follow and record van Bellen's tour as his team studies innovations and attitudes in cycling. {Ref: GMagazine, 22/12/10}

For more information, or if you would like to support the documentary film makers, see

<http://www.indiegogo.com/Cycling-Dutch-Style>

➤ **Street Films: Ciclovía - Bogotá, Colombia**

In Part 1 of the Bogotá trilogy watch as every Sunday & holiday, every week, the City of Bogotá, Colombia closes down over 70 miles of roadways to cars and let people bike, walk, bike, run, skate, recreate, picnic, and talk with family, neighbours & strangers.

See: <http://www.streetfilms.org/ciclovía/#more-704>

➤ **Street Films: Bus Rapid Transit - Bogotá, Colombia**

In Part 2 of the Bogotá trilogy, we examine the tremendously successful Bus Rapid Transit system which has revolutionized transit there. You'll see an efficient, modern and - relatively speaking - inexpensive way of moving 1.3 million people per day.

See: <http://www.streetfilms.org/bus-rapid-transit-bogota/#more-752>

➤ **Street Films: Lessons from Bogotá, Colombia**

In Part 3 of the Bogotá trilogy you'll find lots of tasty video morsels including: riding the comfortable ciclorutas and cycle paths, a visit to a thriving pedestrian-only street where they said it couldn't be done, a "bollard farm," mucho footage of the city's parks and public spaces and comments from the city's residents.

See: <http://www.streetfilms.org/lessons-from-bogota/>

➤ **Website: Friends of Banyule – Victorian Election Roundup**

Transport issues predominated in the local media leading up to the State election, which is a measure of its increased importance in the electorate at large.

See: <http://friendsofbanyule.wordpress.com/2010/12/13/the-state-election-transport-and-the-north-east-link/>

➤ **Website: European Commission – Mobility & Transport**

In the last 20 years the Commission has been very active in restructuring the European rail transport market and strengthening the position of railways vis-à-vis other transport modes. Commission efforts have concentrated on three major areas which are all crucial for developing a strong and competitive rail transport industry: (1) opening of the rail transport market to competition, (2) improving the interoperability and safety of national networks and (3) developing rail transport infrastructure.

See: http://ec.europa.eu/transport/rail/index_en.htm

➤ **ABC Radio National – Background Briefing:**

The Airline, the Engine Maker, the 500 Passengers and their Lucky Escape

It's what keeps aeronautical engineers awake at night - an engine explosion at 30,000 feet. They are rare but the Qantas A380 incident has triggered a fierce debate about the design, maintenance and safety of engines that power the new super jumbos.

See: <http://www.abc.net.au/rn/backgroundbriefing/>

➤ **ABC Radio National – National Interest: Shared Bicycles Struggle to Take Off**

It had been touted as a victory for pedal-power, a chance to join an exclusive club of cities around the world which let you swipe a card and ride off into the sunset. Unfortunately though, Australia's two experiments with bike-share schemes have so far failed to impress. In Melbourne, a State-government funded fleet of 600 blue bikes - available from over 40 stations around the city - is seriously under-utilised. In fact, with the scheme is averaging just 183 trips per day, it's safe to assume that most of the bikes aren't being used at all. Brisbane's roll-out of bikes and parking stations is not yet complete, but there too the take-up is sluggish. Yet the bike-share scheme in Paris is both profitable and popular, clocking up 27 million trips a year. Ditto in Dublin and Copenhagen. So, what are Australian cities doing wrong? Is it too expensive? Are helmet laws to blame? Or are office workers simply reluctant to pedal across town without the lycra?

See: <http://www.abc.net.au/rn/nationalinterest/stories/2010/3084234.htm>

➤ **CNN: America's Suburban Sprawl elevated to Aerial Art**

Eye-catching and provocative aren't descriptions you'd readily associate with the architecture of America's sprawling suburbs. But seen from photographer Christoph Gielen's perspective, they are. 'Sprawl is a really careless use of new land. I want people who look at my photos to start a reconsideration of how they live through art', he said.

Jeff Speck, principal of Washington, D.C.-based city planners Speck and Associates, says Gielen's images of sprawl in Nevada typify housing projects that have sprung up across America over the last 50 years. 'Some of [Gielen's photos] show what is typically lacking in most developments, which is a plan which manifests an actual concern about the quality of life within the community', Speck, who also serves on the Sustainability Task Force created in the U.S. Department of Homeland Security, told CNN.

See: <http://edition.cnn.com/2010/WORLD/americas/11/08/urban.sprawl.images.us/>

➤ **Euronews: *String – The Next Big Thing in Bikes***

It has probably happened to us all at some point, you are riding uphill, pedalling hard, and suddenly the chain slips off – meaning several oily minutes crouched at the edge of the road, trying to fit it back on. Now bike makers in Budapest have unveiled a bicycle with no chain – the Stringbike.

See: <http://www.euronews.net/2010/11/17/string-the-next-big-thing-in-bikes/>

➤ **Euronews: *New Plastic Truck Trailers***

UK-based engineers have developed a new kind of plastic used to build trailers for trucks that is almost as strong as steel but much lighter. Environmentally, it could prove revolutionary, as a lighter trailer would mean more cargo, and therefore fewer journeys and less damage to the road.

See: <http://www.euronews.net/2010/11/09/new-plastic-trailers-could-herald-green-revolution/>

➤ **ABC Radio National – *Rear Vision: Direct Democracy***

In Switzerland voters not only elect the government, they also directly vote on policy issues and legislation passed by the parliament. What can we learn from Switzerland?

See: <http://www.abc.net.au/rn/rearvision/stories/2010/3047700.htm>

➤ **ABC Radio National – *Ockham's Razor: Innovative Cities***

Professor Mark Dodgson, Director of the Technology and Innovation Management Centre at the University of Queensland, has been exploring how innovation might deal with the problems of city living.

See: <http://www.abc.net.au/rn/ockhamsrazor/stories/2010/3057355.htm#transcript>

➤ **ABC Radio National – *National Interest: Saving the World One Parking Space at a Time***

Here's a revolutionary idea: we're not paying enough to park our wheels - not by a long stretch.

That's the thesis of Donald Shoup, an economist and professor of urban planning at the University of California, whose 2005 book *'The High Cost of Free Parking'* has sent a shiver down the spine of many a motorist. His theory is that parking in Australia is being subsidised - by planning requirements requiring a certain number of parking spaces in new buildings, by employers offering staff free parking as part of their pay package, by shopping centres providing parking spaces to their customers. Is it time to de-bundle the cost of parking?

See: <http://www.abc.net.au/rn/nationalinterest/stories/2010/3057010.htm>

➤ **ABC Radio National – *National Interest: Cities – Who Decides their Future:***

A new report by The Grattan Institute titled *'Cities: Who decides?'* looks closely at eight successful overseas cities and asks: is there something in the way they make decisions that has impacted on their success? Does inclusion and consultation work? Or do you need a visionary leader prepared to ram home an unpopular but necessary agenda?

See: <http://www.abc.net.au/rn/nationalinterest/stories/2010/3045681.htm>

➤ **ABC TV – *ABC2 Documentary: Requiem for Detroit?***

100 years ago the birth of the motor vehicle in Detroit heralded a second American revolution, unleashing forces of mass production and consumerism that shaped the 20th century, and powered the wheels of American success. The car went on to revolutionise the geography, not just in Detroit but cities around the world, transforming the way we imagined ourselves and jump starting the American dream. Built by the car for the car, Detroit was the fourth largest city in the USA and also one of the wealthiest. It had the country's first suburban shopping malls and major freeways to facilitate increasing numbers of commuters into the city. But the 21st century has turned the American dream into a nightmare.

See: <http://www.abc.net.au/tv/guide/abc2/201010/programs/ZX1314A001D2010-10-06T213000.htm?program=Requiem%20For%20Detroit>

➤ **Ted Talks – *Ellen Dunham-Jones: Retrofitting suburbia***

Ellen Dunham-Jones fires the starting shot for the next 50 years' big sustainable design project: retrofitting suburbia. To come: Dying malls rehabilitated, dead 'big box' stores re-inhabited, parking lots transformed into thriving wetlands. Ellen Dunham-Jones takes an unblinking look at our underperforming suburbs -- and proposes plans for making them liveable and sustainable

See: http://www.ted.com/talks/lang/eng/ellen_dunham_jones_retrofitting_suburbia.html

➤ **ABC Radio National – Background Briefing: *Trains Do It Better***

All political parties agree that trains do it better, but who will make it happen? Meanwhile, thousands of trucks are about to churn up the roads trying to get a huge wheat harvest to city ports, and two million tourists choke Byron Bay with cars. The rest of the world - even France - is joining its regional areas with high speed trains, and it works.

See: <http://www.abc.net.au/rn/backgroundbriefing/stories/2010/3023627.htm>

➤ **ABC Radio National – Late Night Live:**

Population, sustainability and the viability of a Very Fast Train

Whether we want a bigger Australia or not, is it necessary to look at the option of a very fast train linking up regions with cities? A group of business leaders, academics and transport experts join a public forum to discuss these issues.

See: <http://www.abc.net.au/rn/latenightlive/stories/2010/3018184.htm>

➤ **ABC Radio National – Australia Talks: *High Speed Rail***

A high speed rail network on Australia's eastern seaboard is back on the political agenda. A \$20 million study will examine the viability of fast trains, starting with the Newcastle to Sydney link. But how much will it cost? And will high speed rail solve Australia's transport problems?

See: <http://www.abc.net.au/rn/australiatalks/stories/2010/3019795.htm>

➤ **Inhabitat: *Solar-Powered Bullet Train on Arizona Horizon***

Travellers going from Tucson to Phoenix may soon be blazing across the desert in speeding solar bullet trains propelled by the sun's rays. The train would require 110 megawatts of electricity, which would be generated by solar panels mounted above the tracks.

See: <http://www.inhabitat.com/2009/05/12/transportation-tuesday-arizona-startup-unveils-solar-bullet-train/>

➤ **Website: *Safe Cycling Australia***

SafeCyclingAustralia is all about us reclaiming space on Australia's roads.

The aim of this site is to enlist your support in lobbying the State and Federal Government's for a Minimum Safe Passing Distance rule of at least one (1) metre to be enshrined in law. This national response comes as a direct result to the Queensland Governments negative response to a recent Minimum Safe Passing Distance Rule petition in that state, which collected over five thousand signatures.

See: <http://www.safecyclingaustralia.org/>

➤ **Street Films: *Traffic Calming Postcards from London***

In this Streetfilm, you'll see some of the new street designs in London shopping districts and residential neighbourhoods. In many cases, these traffic calming treatments -- including raised crosswalks, traffic diverters, and chicanes.

See: <http://www.streetfilms.org/feature-0/>

➤ **Street Films: *Cycling Copenhagen, Through North American Eyes***

If you've never seen footage of the Copenhagen people riding bikes during rush hour - get ready - it's quite a site, as nearly 38% of all transportation trips in Copenhagen are done by bike. With plenty of safe, bicycle infrastructure (including hundreds of miles of physically separated cycle tracks) its no wonder that you see all kinds of people on bikes everywhere. 55% of all riders are female, and you see kids as young as 3 or 4 riding with packs of adults. [Worth watching. Transcript available].

{Compare to Melbourne. Explains why compulsory helmets are only a small part of the problem.}

See: <http://www.streetfilms.org/cycling-copenhagen-through-north-american-eyes/>

➤ **University of Sydney – Newsletter: *Bus Buzz #1***

Bus Buzz is the new quarterly newsletter from the public transport team at the Institute of Transport and Logistics Studies (ITLS) in the Faculty of Economics and Business. See:

<http://campaign.econ.usyd.edu.au/rp/786/process.clsp?EmailId=500021091&Token=2F8282F8FABC3C4020632D534E5338FD5>

➤ **BusVic – Newsletter: *BusSolutions* #3**

BusSolutions is a BusVic publication with news and views about buses and their role in Victoria's transport network. In issue #3:

- Rapid transit options for Melbourne Airport
- What drives bus customer satisfaction
- Progress in implementing recommendations from Melbourne's Bus Service Reviews
- Getting to suburban industrial jobs by public transport

See: <http://www.busvic.asn.au/publications/content.aspx?id=269>

➤ **ABC Radio National – Background Briefing: *Bicycle Helmet Laws***

The law [in Australia] is that cyclists must wear helmets, but in Europe it is not mandatory, and yet it's much safer to cycle. Some say helmets make cycling more dangerous and others that they actually cause brain injury and the law should be repealed.

See: <http://www.abc.net.au/rn/backgroundbriefing/stories/2010/3011382.htm>

➤ **Website – MISTER (animation)**

In #170 we ran an article on the MISTER (Metropolitan Individual System of Transportation on an Elevated Railway) personal rapid transit (PRT) system.

See these short animations on the system:

<http://www.youtube.com/watch?v=ijenuDkwo6c>

<http://www.youtube.com/watch?v=raoLL8zYcx8&NR=1&feature=fvwp>

➤ **Brisbane Times: *The Toll Roads that Turn into Money Pits***

Problems with Toll Roads and Public Private Partnerships. How the investors loose while the consultants and advisors clean up.

See: http://www.brisbanetimes.com.au/business/the-toll-roads-that-turn-into-money-pits-20100831-14flh.html?from=age_ft&autostart=1

➤ **ABC 774 – Hilary Harper: *Favourite Melbourne walks***

Ben Rossiter, Executive Officer of Victoria Walks joined Hilary Harper on 774ABC Melbourne 7 August 2010 to talk about the joys of walking.

See: <http://www.victoriawalks.org.au/News.aspx?NewsID=163>

➤ **Website – Crunchgear: *The Social Bicycle System***

A group of charming fellows have created something they're calling "Social Bicycles", a bike-sharing system that allows you to drop bikes off almost anywhere there is a bike rack, locate them, and access them with an iPhone app. The most important part is that you don't need traditional bike-share infrastructure. Normal docking stations like the ones found in Europe and other more enlightened places require stations every 300 metres or so. SoBi just needs a bike rack. It's also much cheaper.

See: <http://www.crunchgear.com/2010/08/11/bike-nerds-create-a-homebrew-bike-sharing-system-for-new-york/>

➤ **ABC Radio National – Saturday Extra: *Arrival City***

Some Australian urbanites might yearn for a sea or tree change but moving from the city to the regions bucks the global trend. And we're not talking about a trickle but a wave of humanity migrating from country to city. Doug Saunders charts how this migration is creating new and chaotic cities that sit on the fringe of major metropolises. In countries such as Turkey and Brazil ersatz cities have emerged out of necessity and over time can become part of the metropolis proper.

See: <http://www.abc.net.au/rn/saturdayextra/stories/2010/2995195.htm>

➤ **ABC Radio National – Saturday Extra: *Auto Finance & the US Economy***

The US Congress has passed a historic financial-reform bill, enacting the most significant changes since the 1930s. For ordinary Americans, the bill's most direct impact will be felt through the creation of the Consumer Financial Protection Bureau, an independent agency designed to police credit. But because of heavy lobbying from auto dealers, the auto industry has been exempted from

the Bureau's oversight. Why did Washington listen to America's auto dealers and what impact will their exemption have on the success of the financial reform bill?

See: <http://www.abc.net.au/rn/saturdayextra/stories/2010/2994005.htm>

- **ABC Radio National – By Design: *The City is our Greatest Work of Art***
Elizabeth Farrelly sees the city as our greatest work of art, but asks why are Australians -- usually keen to adopt the best available to modern citizens -- hesitant to engage with their urban spaces?
See: <http://www.abc.net.au/rn/bydesign/stories/2010/2981806.htm>
- **Flixxy.com – *A Ride Down Market Street, San Francisco in 1906***
A film taken from a streetcar traveling down Market Street in San Francisco in 1906, a few days before the earthquake/fire destroyed the area.
See: <http://www.flixxy.com/san-francisco-1905-historical-footage.htm>
- **Flixxy.com – *A Ride Through the Streets of Barcelona in 1908***
Filmed by Ricardo Baños, a pioneer of Spanish cinema
See: <http://www.flixxy.com/barcelona-spain-1908.htm>
- **Radio New Zealand National – Ideas: *Utility Cycling***
This week Ideas explores the growing trend towards utility cycling (ie cycling to work rather than sport or recreational cycling) and the history of cycling in cities.
See: http://podcast.radionz.co.nz/ideas/ideas-20100801-1105-Ideas_for_1_August_2010-048.mp3
- **ABC Radio National – Breakfast: *Does high speed rail have a future in Australia?***
Similar schemes have been floated in the past, but have never got off the ground. David George, an expert in rail innovation, joins Fran Kelly to discuss whether high speed rail should have a role in Australia's transport future.
See: <http://www.abc.net.au/rn/breakfast/stories/2010/2973962.htm>
- **Website – *Box Hill to Ringwood Rail Trail Project***
A detailed Box Hill to Ringwood Rail Trail Project was launched on August 2, 2010.
See their website and report at: <http://www.bhrrt.org/>
- **Website – Planetizen: *'Crazy Bus' Concept from China***
With mounting traffic and road space at a premium, a Chinese company is proposing an unusual new idea for public transportation: a bus/light rail system that cars can drive underneath.
See: <http://www.planetizen.com/node/45417>
- **Website – Inhabitat: *London's Bicycle Superhighway***
As a way to encourage bike commuting and improve safety for bicyclists on the road, London is opening a series of bike superhighways along important commuter routes. The first two Barclays Cycle Superhighways just launched today to mark the beginning of what London Mayor, Boris Johnson, calls a "cycle revolution". Painted a bold, bright blue, the cycle highways are 1.5 meters wide and they provide a safer space and more efficient routes for cyclists to travel.
See: <http://inhabitat.com/2010/07/19/londons-bicycle-superhighway-opens-today/>
- **Website – Environment Victoria: *Clean Up Cars***
We all want better public transport, more bike paths, cleaner air and cheaper living costs. But if you do need to use a car, wouldn't you like to know it's not a gas guzzler? And wouldn't it be nice to save around \$700 a year off your petrol costs? Environment Victoria is calling on the Australian Government to make sure new cars sold in Australia use much less petrol than they do now. Japan, the US and the European Union all have compulsory fuel efficiency standards. Why don't we?
See: <http://www.environmentvictoria.org.au/cleanupcars>
- **ABC Radio National – Bush Telegraph: *Oil from Plants***
With the oil pollution disaster unfolding in the Mexican Gulf there is increasing attention on reducing our reliance on petroleum oils. Plant and algae based oils can produce biofuels which are grown rather than drilled for and when this fuel is burnt for energy it creates much lower carbon emissions.

One of the biggest challenges for biofuels is converting valuable land used for food production to oil producing plants such as safflower. This month the CSIRO is hosting an International Symposium on plant lipids in Cairns.

See: <http://www.abc.net.au/rural/telegraph/content/2010/s2954438.htm>

➤ **ABC Radio National – Saturday Extra: *Australian Cities***

Apparently nine out of ten Australians live in cities and although our cities appear to work relatively well, perhaps planners are not taking into account the various needs and demands of residents. So how should we judge our cities? That is a question posed by the Grattan Institute and their report calls for a greater focus on how well our cities meet the needs of all city dwellers.

See: <http://www.abc.net.au/rn/saturdayextra/stories/2010/2949341.htm>

➤ **Website – That's Melbourne: *Getting Around by Bike***

Melbourne Bike Share, Free Bike Pod in the City, and the Humble Vintage. See:

<http://www.thatsmelbourne.com.au/Gettingaroundthecity/Pages/GettingAroundByBike.aspx#bikeshare>

➤ **ABC Radio National – Background Briefing: *The Spilling Fields***

As we watch the worst environmental disaster in US history unfold, it's worth comparing with our own gusher in the Timor Sea last year. The Montara well leaked uncontrollably for over 70 days before it exploded in a fireball incinerating the rig. [Transcript available]

See: <http://www.abc.net.au/rn/backgroundbriefing/stories/2010/2940808.htm#transcript>

➤ **ABC Radio National – Ockham's Razor: *Retro Revenge***

In Japan they have a term for it: 'kaizen', which translates as 'continuous improvement': the simple belief that everything can be made better with an apparent ultimate result. But it's not so simple. If you believe this concept you must also accept that everything made in the past is not as good as something made after it with the same purpose. Melbourne author Andrew Herrick talks about the fact that most of us are obsessed with anything new on the market including cars, but sometimes going slower is better. [Transcript available]

See: <http://www.abc.net.au/rn/ockhamsrazor/stories/2010/2935923.htm#transcript>

➤ **The Age – [Lord Mayor] Doyle plea for rail link to airport**

Some interesting facts and figures here. See also The Age Poll results.

See: <http://www.theage.com.au/travel/travel-news/doyle-plea-for-rail-link-to-airport-20100627-zc0x.html?autostart=1>

➤ **Websites – Interesting Bus Stops**

Those watching the ITV program *Islands of Britain* with Martin Clunes (aka Doc Martin) will have noted the bus stop on the island of Unst, the northernmost of the Scottish Shetland Islands, where every year residents decorate their stop near Baltasound.

See the current soccer theme: <http://www.dailymail.co.uk/news/article-1287575/World-Cup-2010-Britains-luxurious-bus-stop-gets-makeover.html>

For other interesting bus stops from around the world see:

http://www.treehugger.com/files/2010/04/crazy-bus-stops.php?campaign=th_weekly_nl

➤ **Website – Your Development: *Creating Sustainable Neighbourhoods***

Australia's online resource providing practical information on how to create sustainable urban residential developments.

See: <http://yourdevelopment.org/>

➤ **Website – Healthy Spaces and Places**

Healthy Spaces and Places is a national guide for planning, designing and creating sustainable communities that encourage healthy living. Foremost it is for planners, as they can help tackle some of Australia's major preventable health issues by planning places where it is easier and more desirable for more Australians to be active – walking, cycling and using public transport – every day. But it's also for everyone who can make a difference to the overall health and wellbeing of

Australians – design professionals, health professionals, the property development industry, governments and the community. Healthy Spaces and Places supports and complements planning and design initiatives throughout Australia. It is a single source of easy-to-find, practical information from experts in health, planning, urban design, community safety and transport planning.

See: <http://www.healthylives.org.au/site/>

➤ **ABC Radio National – Background Briefing: Gas Rush**

Beneath the rich farming soils of the Darling Downs there's a gaseous gold mine. Mobile drilling rigs dot the landscape as energy companies rush to secure the next big export contracts - for natural gas. It's cheaper and cleaner than oil and looks set to supersede coal for making electricity. But farmers fear it will contaminate an even more valuable resource - water. (Transcript Available)

See: <http://www.abc.net.au/rn/backgroundbriefing/stories/2010/2927413.htm>

➤ **Website – AirLift Hovercraft Video**

Designed specifically for the tourist and transport industries, the Australian made Pioneer Mk3 hovercraft is amphibious and comfortably seats 25 passengers plus 1-crew. The air-conditioned cabin allows for maximum visibility for all aboard. The Pioneer Mk3 is robust and dynamic in its performance.

See: <http://www.airlifthovercraft.com/Products/Pioneer/tabid/63/Default.aspx>

➤ **ABC Radio National – By Design: Our Cities: do we deserve better?**

Over two thirds of the Australian population live and work in cities. But are these cities providing Australians with the quality of life they deserve? Transport, utility, and social infrastructure constraints are among Australia's most acute challenges today; and with a rapidly growing population the challenges only get bigger. The Grattan Institute -- a relatively new Australian independent think tank -- is asking how urban design can make a difference to our cities and improve the quality of social interaction and economic productivity.

See: <http://www.abc.net.au/rn/bydesign/stories/2010/2918539.htm>

➤ **ABC TV – ABC2: E² Transport**

The six-part series, e² transport is an enlightening and critically acclaimed PBS series narrated by Golden Globe and Academy Award winner Brad Pitt, about the innovators and pioneers who envision a better quality of life on earth: socially, culturally, economically and ecologically. E² Transport investigates different approaches towards solving transport issues, focusing less on the area of design and fuel alternatives and more on the larger context of human behaviour and urbanization. The series explores London's congestion charge, Paris's ambitious push bike initiative, and a local café owner in Philadelphia whose grand plan is to cultivate a sustainable local food economy by serving only local produce. The series also looks at attainable solutions to pressing environmental and social challenges, and its stories are drawn from a variety of fields including design, energy, transport, water, food and urban development. The biggest culprit in terms of sustainability in transport is the car. At the same time, we have entered an age in which people and goods are travelling further and more frequently than ever before. A truly global marketplace requires a globally-minded citizenry to address this environmental problem.

See: <http://www.abc.net.au/tv/guide/abc2/201006/programs/ZX0107A001D2010-06-16T200000.htm>

See: <http://www.e2-series.com/> (click on 'webcasts' scroll down to **E² Transport**) for the other episodes: (1) *London: The Price of Traffic*; (2) *Paris: Vélo Liberté*; (3) *Food Miles*; (4) *Seoul: The Stream of Consciousness*; (5) *Portland: A Sense of Place*; (6) *Aviation: The Limited Sky*. Also under **E² Design Season 2** see *Bogotá: Building a Sustainable City*

➤ **ABC Radio National – Ockham's Razor: Nuclear energy: a panacea for climate change?**

The argument that nuclear energy may be part of a solution to global warming has been voiced over the last few years. Dr Adam Lucas from the University of Wollongong has a look at the state of nuclear energy in the world. [This is particularly interesting for those considering the use of nuclear energy to run our transit systems and electric vehicles].

See: <http://www.abc.net.au/rn/ockhamsrazor/> Transcript available.

➤ **Website – Ecofriend: 15 solar-powered boats to sail clean on blue waters**

Solar energy seems to be getting on the minds of the designers who are always looking for ways to use this abundant energy to power vehicles. We've seen designers come up with sustainable cars and buses that are powered by renewable solar energy for a truly zero-emission ride. Apart from land transport, there have been concepts aimed to green your weekend marine picnics as well. Here is a list of 15 boats that generate propulsion power from an onboard array of solar panels. See: <http://www.ecofriend.org/entry/15-solar-powered-boats-to-sail-clean-on-blue-waters/>

➤ **Website – Delaware Valley Green Building Council: Design Competition**

The (DVGBC) hosted its sixth annual sustainable design competition. The competition encourages college and university students and young professionals to partner around an applied learning experience that focuses on sustainable design. With sustainable transportation at the forefront of Philadelphia's current urban issues, the competition challenged participants to design a sustainable bicycle transit centre.

See: <http://dvgbc.org/content/2010-sustainable-design-competition-results>

➤ **ABC Radio National – The National Interest: *Population: the big issue***

Treasury's most recent Intergenerational Report anticipates that Australia's population will reach 36 million by 2050. Melbourne is Australia's fastest growing city, and on track to overtake Sydney, its population almost doubling to between 7 and 8 million people by mid century. So Melbourne is an appropriate place to debate the pros and cons of rapid population growth.

See: <http://www.abc.net.au/rn/nationalinterest/stories/2010/2898722.htm>

➤ **ABC Radio National – By Design: *Le Corbusier: the architect, the man***

Le Corbusier (1887-1965) was not only the creator of some of the most impressive buildings of the last century, he was also an accomplished painter, sculptor, furniture designer, urbanist and author. His work and social theories continue to be a dominant force today, and his elegant manner, typified by his iconic round, black eyeglasses, is still the signature look for architects around the world. {See also the item on Le Corbusier in #157}

See: <http://www.abc.net.au/rn/bydesign/stories/2010/2891140.htm>

➤ **ABC Radio National – The National Interest: *Fixing Public Transport***

The problem with public transport, we're often told, is the shape of our cities: Australian sprawl is impossible to service effectively with trains and trams and buses. So we end up reliant on the car and stuck in traffic. If only Australia's capitals were more compact, more closely settled, more, I don't know, European! Then we could really make mass transit work.

Our guest says this argument is just an excuse for doing nothing, he says we can have efficient public transport without re-building the 'burbs.

See: <http://www.abc.net.au/rn/nationalinterest/stories/2010/2887416.htm>

➤ **ABC Radio National – Ockham's Razor: *The Peak of Oil Production is Passed***

Dr Michael Lardelli from the University of Adelaide looks at how the bulk of the world's oil production comes from a relatively small number of very large fields discovered decades ago. The rate of world oil production has been maintained at current levels only by finding and bringing on line an increasing number of smaller fields, but the financial cost and the energy required to find and develop these new fields is constantly increasing. According to Dr Lardelli the so-called peak of oil production was actually in 2008.

See: <http://www.abc.net.au/rn/ockhamsrazor/stories/2010/2886142.htm> (Transcript available)

➤ **ABC Radio National – By Design: *Fear-Free Cities***

Hardly a week goes by without us hearing or reading a story about violence on our city streets. And, if you do live in a city, I'm sure there are certain places that you would steer clear of at night out of fear. Increasingly it seems many of us are adopting a bunker mentality, hiding ourselves in gated communities away from the city. But what if we could design a city from scratch that we could make fear-free for its inhabitants and visitors? This is the challenge that's been taken up by Tom Kvan, Dean of Architecture at Melbourne University and practising architect Steven Hatzellis. Together with Associate Professor in Urban Design Justyna Karakiewicz, they've proposed certain principles for a city that showcased how we might live together in harmony.

See: <http://www.abc.net.au/rn/bydesign/stories/2010/2883408.htm>

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- **Website: Stilwell Partnership – Sustainable Transport - How do we move forward?**
The need to make changes to our travel behaviour has been near the top of the political agenda for the past couple of decades. But as James Bailey asks: What is the maximum number of private vehicles that can be sustained for a given level of service (given safety, congestion, noise issues etc)? How will the private vehicle users be restricted – assuming population and wealth growth at the current rate? Who will have the right to drive? How will those that have to use alternative modes of travel be persuaded to do so without the feeling of inequality?
See: <http://stilwellpartnership.wordpress.com/2010/01/07/sustainable-transport/>

 - **Website: Eco-Friend – 20 Sustainable Airships**
As a part of the aviation industry's desperate attempts to cut costs and reduce missions, there have been designers envisioning a clean future where transportation will rely heavily on alternative sources of fuel. When cost-efficient transport is the need, airships mostly win over aircraft and other conventional means. Designers over the world are today envisioning bright prospects that might just change urban transportation and even surveillance forever. Here is a list of 20 such striking airship designs that could well make our planet a much better place to live in. See:
<http://www.ecofriend.org/entry/20-sustainable-airships-promising-a-clean-future-of-transportation-and-surveillance/>

 - **ABC TV – Drama: Burn Up**
From the oil fields of Saudi Arabia to the boardrooms of London, *Burn Up* is a two-part topical thriller set in the real-life context of climate change as oil company executives, environmental activists and politicians collide in the battle between economic success and ecological responsibility. Always the company man, Tom McConnell is as loyal as they come and a staunch defender of the oil business, denying any link from the work of Arrow Oil to climate change.
Edisode1: iView <http://www.abc.net.au/iview/#/drama> (Expires C 6/5/10)
Edisode1: ABCTV, Sunday May 2, 8.35pm
See: <http://www.abc.net.au/tv/guide/netw/201004/programs/ZY9917A001D2010-04-25T203500.htm>

 - **ABC Radio National – Ockham's Razor: A Jump Into the Future**
In this program Gavin Gilchrist jumps into the future for a look at what life might be like five years from now, in a seriously carbon-constrained world. In 2015 Kevin Rudd's running the United Nations, Julia Gillard's prime minister and the National Climate Commission has taken some tough decisions. All short-haul airline flights have been banned, there's a high speed rail link between Sydney, Canberra and Melbourne, and our houses, offices and factories have been transformed.
See: <http://www.abc.net.au/rn/ockhamsrazor/> (Transcript available)

 - **ABC Radio National – The National Interest: The Round-up**
 - ⊙ State Greens MLC Mark Parnell has used freedom of information to force the state government to release data on the number of air-miles clocked up on the public purse - the annual total was just a shade shy of 69 million kilometres - almost half of it to overseas destination. *The Adelaide Advertiser* has had fun calculating how many round the world tickets that would be.
 - ⊙ The problem for toll road operators in Brisbane is that people are not travelling enough, at least not when they have to pay for it. The curiously named CLEM 7 tunnel opened to great fanfare earlier this year and quickly reached its target of 60-thousand vehicles per day. But that was during the introductory toll free period, once drivers had to cough up for the convenience of CLEM, patronage crashed by two thirds, to 20,000 trips per day. And the tunnel is not even charging full price yet
 See: <http://www.abc.net.au/rn/nationalinterest/stories/2010/2881554.htm>
(Transcript available)

 - **Website: Melbourne Place Making Series – Discussion Forum**
Like all cities, Melbourne faces social, environmental and economic sustainability challenges in providing equitable access to services and systems. Place Making is a conscious objective to create public living spaces that promote people's health, happiness and well being, today and in the future.
See: http://www.melbourneplacemakingseries.com.au/discussion-forum/?utm_source=edm&utm_medium=email&utm_campaign=postlaunch2204discussion

 - **Website: Portland Streetcar**
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The city streetcar (tram) was once the transportation lifeblood of most large American cities, and Portland was no exception. Now, in the early 21st Century, the streetcar has returned to Portland ... as the result of a nearly 30-year effort to return frequent transit service to some of the city's older neighbourhoods.

See: <http://www.trainweb.org/mccann/streetcar.htm>

➤ **ABC Radio National – By Design: *The Importance of Parks***

How far would you have to walk from where you are now to get to the nearest park? And when you got there what type of experience would that open public space afford you? People use parks for all sorts of reasons. For many they're a place for physical activity, whether that be a gentle stroll or a competitive game of touch-football. For children they're a place to play or explore the natural world. And for city dwellers they're a place of sanctuary from urban stress. See:

<http://www.abc.net.au/rn/bydesign/stories/2010/2867745.htm>

➤ **Book: *Transport for Suburbia - Beyond the Automobile Age***

This book by Paul Mees argues that the secret of 'European-style' public transport lies in a generalizable model of network planning that has worked in places as diverse as rural Switzerland, the Brazilian city of Curitiba and the Canadian cities of Toronto and Vancouver. It shows how this model can be adapted to suburban, exurban and even rural areas to provide a genuine alternative to the car, and outlines the governance, funding and service planning policies that underpin the success of the world's best public transport systems.

See: <http://www.earthscan.co.uk/?tabid=92752>

➤ **ABC Radio National – Late Night Live: *Are Our Cities Sustainable***

A discussion about the extent to which Australian cities, as we know them, are sustainable. Australia is a highly urbanised nation and yet when we talk about the potentially severe effects of climate change in Australia we tend not to talk about how our cities will cope, we tend to talk more about the damage to our iconic environmental assets—rivers, reefs and so on—and to our agricultural output. About eight out of ten Australians live and work in cities and the urban fringes, so the conversation about how sustainable our cities really are is long overdue. See:

<http://www.abc.net.au/rn/latenightlive/stories/2009/2525752.htm>

➤ **Website: *Imagine PS - World's first bionic-human hybrid vehicle***

A human powered car that doubles as a mobile exercise machine and a mobile power station. As they say: "We are not afraid to innovate" and "We are having just as much fun as you watching HumanCar revolutionize the world." See <http://www.humancar.com/>

See also: http://www.youtube.com/watch?v=GImIby7Hlx0&feature=player_embedded

➤ **Media Release: United States Department of Transportation – *Policy Statement on Bicycle and Pedestrian Accommodation***

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks.

See: <http://www.dot.gov/affairs/2010/bicycle-ped.html>

➤ **The Age – *Covering our tracks***

It is prime real estate worth billions but few have braved property development above rail lines. Clay Lucas reports on Melbourne's long-ignored land bonanza.

<http://www.theage.com.au/national/covering-our-tracks-20100329-r8b8.html>

➤ **The Age – *A very fast train is a model for sustainability***

Contrary to misinformation concerning high speed rail in Australia, it is logistically, economically and even politically feasible. Australians are now receptive to such nation-building infrastructure, if only our politicians had the courage to sell the vision and could think beyond one or two electoral cycles. Economically it stacks up against continued spending on highway projects or hugely expensive airport upgrades, or the interminable wrangling over Sydney's phantom second airport. See:

<http://www.theage.com.au/opinion/politics/a-very-fast-train-is-a-model-of-sustainability-20100326-r2cv.html?comments=13#comments>

➤ **Website: *PIA (Vic) Bookshop***

The Planning Institute Australia (Victoria) has a range of books for sale. Click on the links below for more information:

- [Positive Development](#) From Vicious Circles to Virtuous Cycles Through Built Environment Design, Janis Birkeland. \$62.35
- [Kitchen Table Sustainability](#) Practical Recipes for Community Engagement with Sustainability, Dr Wendy Sarkissian and Nancy Hofer, Yollana Shore, Steph Vадja and Cathy Wilkinson, \$47.95.
- [Transitions](#) - Pathways Towards Sustainable Urban Development in Australia by Peter Newton, \$146.25.
- [Resilient Cities](#) Responding to Peak Oil & Climate Change, by Peter Newman, Timothy Beatly & Heather Boyer, \$47.95

➤ **Documentary: *Taken for a Ride***

Taken for a Ride is an amazing documentary by Jim Kleina and Martha Olson that documents the efforts to derail mass transit in America. Ever wonder why the U.S. has the worst mass transportation system in the industrialized world? Using historical footage and investigative research, this film tells how GM fought to push freeways into the inner cities of America, and push public transportation out.

[Excellent documentary but allow an hour to watch it.]

See: <http://video.google.com/videoplay?docid=-2486235784907931000#>

➤ **Website: *36 Reasons why Streetcars are Better than Buses***

If you want a system that really attracts riders and investment, many transit experts will attest that streetcars [trams] are the best dollar-for-dollar investment a city can make. Of course, there are plenty of situations where old-fashioned bus service or newfangled bus rapid transit (which usually has dedicated lanes) are just the thing. But for cities facing a choice between building a streetcar system or high-end BRT – and the cost difference can be smaller than might think – it's handy to know that transit riders overwhelmingly prefer streetcars. See:

<http://www.infrastructurist.com/2009/06/03/36-reasons-that-streetcars-are-better-than-buses/>

➤ **Website: *Demolished! 11 Beautiful Train Stations that Fell to the Wrecking Ball***

In 1963, America learned a painful lesson when Pennsylvania Station, an architectural treasure ... was torn down and replaced with a dreary complex ... But the sad saga of Penn was by no means an isolated incident. Almost like a rite of passage, cities across the country embraced the era of Interstates, Big Macs, and suburban sprawl by tearing down their train depots. (Frequently, they just did the Joni Mitchell thing and put up a parking lot). See:

<http://www.infrastructurist.com/2009/06/22/11-beautiful-train-stations-that-fell-to-the-wrecking-ball/>

➤ **ABC Radio National: Science Show – *Electric cars to power cities***

Emil Preлгаuskas works with electric cars and buildings that have the ability to take charge from cars and deliver charge to cars. He sees electric cars as playing a key role in the way we power cities in the future. The idea is that idle electric cars with excess charge hook up to the grid via building charge points and en mass be a major power source. In reverse, charge points are being planned for car parks, caravan parks, airports, and restaurants, wherever cars are left.

See: <http://www.abc.net.au/rn/scienceshow/stories/2010/2850922.htm>

➤ **ABC Radio National: Science Show – *High speed rail in Australia***

High speed rail is now a mature technology, being adopted in many countries and is now mainstream. Australia is late in considering high speed rail. The Australian population is well suited, being clumped in cities along the east coast. Access to cities is increased and benefits for populations along the route are significant. Air routes between Brisbane and Sydney and Sydney and Melbourne are two of the busiest in the world. High speed rail would reduce the number of flights and free up airport slots for long haul international flights at airports such as Sydney which are approaching full capacity. In some European centres, rail has taken over from air transport. Eg Paris to Brussels. On this route rail has become the only option due to its high efficiency and low cost. See: <http://www.abc.net.au/rn/scienceshow/stories/2010/2850932.htm>

➤ **The Age – *Project Melbourne: Towards a sustainable city***

We are on our way to becoming the nation's biggest city, yet a shared vision of how we would like to live is still lacking. Project Melbourne is a special series by The Age and theage.com.au aimed at

encouraging and broadening public debate about Melbourne's future — particularly the future of the inner 40 kilometres.

See: <http://www.theage.com.au/interactive/2010/times/25/>

➤ **The Age – *Take the plane? My kingdom for a train!***

Arguments for a Fairly Fast Train (rather than a Very Fast Train) between the eastern states of Australia and some interesting readers' comments.

See: <http://blogs.theage.com.au/travel/travellerscheck/2010/03/15/taketheplane.html>

➤ **ABC Radio National: Breakfast – *New Zealand Invents the Jetpack***

Now to a remarkable piece of New Zealand ingenuity making worldwide waves. Remember in those TV shows like *Star Trek* and *Lost in Space* how personal transport was easy: just slip on a jetpack. Now a New Zealand company has caught our attention, saying it can make that dream a reality, but for a price.

See: <http://www.abc.net.au/rn/breakfast/stories/2010/2845495.htm>

➤ **Website: *How Tearing Down A Highway Can Relieve Traffic Jams (And Save Your City)***

One [way of] reducing traffic congestion [is] by eliminating roads. Though our transportation planners still operate from the orthodoxy that the best way to untangle traffic is to build more roads, doing so actually proves counterproductive in some cases. ... Of course, improving congestion is not the main reason why a city would want to knock down a poorly planned highway—the reasons for that are plentiful, and might include improving citizen health, restoring the local environment, and energizing the regional economy. More efficient traffic flow is just a wonderful side benefit. See:

<http://www.infrastructurist.com/2009/07/06/huh-4-cases-of-how-tearing-down-a-highway-can-relieve-traffic-jams-and-help-save-a-city/>

➤ **Website: *Liveable and Sustainable Communities***

The US Federal Transit Administration (FTA) has launched a *Liveable and Sustainable Communities Website* which provides information about the Department of Transport's role in livability and sustainable communities, the interagency partnership with the Environmental Protection Agency and Housing and Urban Development, and how FTA is supporting these initiatives. As part of this effort, FTA has reworked its transit-oriented and joint development webpage, included information on transit and environmental sustainability, highlighted its efforts on affordable housing near transit, and provided case studies that can be used by transit agencies and communities around the nation as they plan to make their cities and towns liveable.

See: http://fta.dot.gov/publications/publications_10935.html

➤ **Website: *Reconnecting America***

Reconnecting America is a national non-profit organization that is working to integrate transportation systems and the communities they serve, with the goal of generating lasting public and private returns, improving economic and environmental efficiency, and giving consumers more housing and mobility choices. Reconnecting America provides both the public and private sectors with an impartial, fact-based perspective on development-oriented transit and transit-oriented development, and seeks to reinvent the planning and delivery system for building regions and communities around transit and walking rather than solely around the automobile.

See: <http://www.reconnectingamerica.org/public/about>

➤ **Website: *Urban Decay - The Slow Death of Melbourne***

Brandy Munro (a writer at Wellmark Perspexa) recently attended a session at the Sustainable Living Festival hosted by the Metropolitan Transport Forum where speakers included economist, Professor Ross Garnaut. Here is her report on the session.

See: <http://www.peopleproductivityplanet.com/2010/02/urban-decay-the-slow-death-of-melbourne/>

➤ **BBC Radio 4: Today – *A New Era for Airships?***

Could the airship provide a low-energy means of carrying freight around the world? Former chief scientific advisor to the government Sir David King discusses why he believes airships could be used for transporting cargo in a more environmentally efficient way.

See: http://news.bbc.co.uk/today/hi/today/newsid_8540000/8540375.stm

- **Website: PT4me2 - What Moves You, What Moves Your Vote? People's Poll**
Sample of comments on Melbourne's Public Transport System (Train, Tram & Bus users)
See: <http://www.pt4me2.org.au/survey/index.html>
- **ABC Radio National: National Interest – Privatising Queensland Rail**
In Brisbane the Bligh government is pushing to sell Queensland Rail by the end of the year. They want the messy business of privatisation out of the way as quickly as possible, so voters have time to forget about it again before the next state election. The sale could raise \$7billion and be the second biggest float in Australian history after Telstra. And the similarities don't end there. ... Queensland Rail is being sold whole. The new private company will own both the trains and the tracks they run on and critics say this will create a private monopoly in the lucrative trade of hauling coal.
See: <http://www.abc.net.au/rn/nationalinterest/stories/2010/2831619.htm>
- **The Sunday Age – City Not Ready to Lose its W-class Act**
W-Class trams have been part of Melbourne's "heart and soul since 1923, and people don't want them gone, writes Ruth Williams". There are also proposals for an 'outer circle tourist route' and a 'Grand Circle Line'. Unhappily the map of these proposed routes is not available on-line – only in the printed version (28/2/10) – but there is a collection of interesting photos.
See: <http://www.theage.com.au/victoria/city-not-ready-to-lose-its-wclass-act-20100227-pa8v.html>
- **Website: Scape Newsletter (The Flyer) – Ultra-Local Cycling**
Presentation to the Australian Cycling Conference by Bob Perry – Director SCAPE strategy: Over the past five years, SCAPE strategy has researched the relationship between Transit Oriented Development and bicycles in the world's most transit-rich city, Tokyo. Staggering differences between Japanese and Australian obesity statistics can be substantially attributed to differences in urban form. The bicycle is an intrinsic component of the Tokyo lifestyle, fundamental to the upbringing of children and the ability of people to age in place. ... Ultralocal Cycling engages virtually everybody in everyday movement around neighbourhoods.
See: <http://www.scapestrategy.com.au/category/theflyer/>
- **Website: Transport Design Simulation Technology**
Verification and validation of converted drawings, designs and ideas into 3D/4D interactive space. You can walk and fly around, view and measure every millimetre. Features include line-of-sight and environmental elements such as water levels and ambient lighting.
See: <http://www.circus3d.com/>
- **SMH Video: The city is choking thanks to our idea of transport nirvana**
Sydney Morning Herald economics editor Ross Gittins argues that public transport is the only way forward.
See: <http://www.smh.com.au/opinion/politics/the-city-is-choking-thanks-to-our-idea-of-transport-nirvana-20100216-o8rn.html>
- **You Tube: Car Ad – 'Green Police' and 'Clean Diesel'**
See: http://www.youtube.com/watch?v=Wq58zS4_jvM&feature=player_embedded
- **Website: The Bike-sharing Blog**
The Bike-sharing Blog provides information on the emerging public transportation mode of bike-sharing. The Blog is provided by MetroBike, LLC, based in Washington, D.C., USA.
See: <http://bike-sharing.blogspot.com/>
- **You Tube: James Howard Kunstler: The tragedy of suburbia**
In James Howard Kunstler's view, public spaces should be inspired centres of civic life and the physical manifestation of the common good. Instead, he argues, what we have in America is a nation of places not worth caring about.

See: http://www.youtube.com/watch?v=Q1ZeXnmDZMQ&feature=player_embedded#

➤ **You Tube: *New Technology for Parking Bicycles***

The Japanese are quietly sinking tubes into their cityscapes which automatically store and retrieve hundreds of bikes.

See: <http://www.situp-cycle.com/2010/01/27/something-brilliant-and-somethings-quirky/>

➤ **You Tube: *Bicycle Lift in Trondheim, Norway***

A hill lift for cyclists. Pay and get pushed.

See: <http://www.situp-cycle.com/2010/01/27/something-brilliant-and-somethings-quirky/>

➤ **Short Film: *Councillor on a Bike***

Jackie Fristack's excellent day on wheels. This is the story of the day I spent following (on a bike) a very inspiring politician around the streets of Yarra city, which is part of Melbourne. Jackie has been part of a push which has seen Yarra city climb to the highest rate of bike commuting of anywhere in Australia. Jackie Fristack's story might look like just another movie on YouTube. But actually it's a very special tool for change, at least potentially.

See: <http://www.situp-cycle.com/2010/01/15/jackie-fristackys-excellent-day-on-wheels/>

➤ **Short Film: *Doctor on a Bike***

And here's a companion story, another busy professional who, not only uses a bike on the job but, like Jackie, has interesting ideas about how bikes can make our lives better. This is Ian Charlton, The Doctor on a Bike. Seeing patients, Ian prefers to prescribe a bike than a pill.

Indeed, Ian believes that if we were to increase our exercise through cycling and walking, we could get off those lifestyle pills so many of us now take. He's got me off. A year ago I was taking six pills. Now, I take one.

See: <http://www.situp-cycle.com/2009/11/22/doctor-on-a-bike-2/>

➤ **ABC Radio National – National Interest: *Safe rates for truck drivers***

The Transport Workers Union has just completed a survey of drivers in which 64% reported being pressured by employers to adopt unsafe working practices and it goes without saying that unsafe driving practices put a lot of other people on the road at risk too. The Union will use its survey to back its call for so-called 'safe rates' of pay for truck drivers, which is being taken seriously by the federal government.

See: <http://www.abc.net.au/rn/nationalinterest/stories/2009/2776009.htm>

➤ **ABC Radio National – PM: *Climate change will change the way our cities operate***

With climate change on the agenda, urban planner Jan Gehl has been saying for some time that our cities need to be better designed. He's the professor of urban design at the School of Architecture at the Royal Danish Academy of Fine Arts in Copenhagen.

See: <http://www.abc.net.au/pm/content/2009/s2772645.htm> Transcript available.

➤ **ABC Radio National – Saturday Extra: *A Traveller's Tale - The pleasures of travelling by foot***

Gillian Souter opens her book with these words from American writer Ralph Waldo Emerson: "*Few men know how to take a walk. The qualifications...are endurance, plain clothes, old shoes, an eye for nature, good humour, vast curiosity, good speech, good silence and nothing too much.*"

See: <http://www.abc.net.au/rn/saturdayextra/stories/2009/2768680.htm>

➤ **ABC Radio National – Saturday Extra: *Growing cities***

Duncan MacLennan, Professor of Economic Geography University of St Andrews, is an expert on the development of cities and has advised governments on housing and urban policy in the UK, Europe, New Zealand, Canada and Australia. He believes that the heart of Australian cities are in pretty good shape, but more attention needs to be paid to the limbs -- that is, our ever expanding suburbs.

See: <http://www.abc.net.au/rn/saturdayextra/stories/2009/2760975.htm>

➤ **ABC Radio National – Background Briefing: *On Road Cycling***

With a dramatic increase in cycling, comes a plethora of new safety issues on the roads. Doctors, politicians, planners and cyclists agree it will mean changing the way we design, govern and use our roads. A yet-to-be-released study on road trauma in the ACT shows that 98% of cycling injuries aren't being recorded. Radio National's *Background Briefing* has an exclusive copy of the study, which compares official police reports on bike crashes with hospital admissions.

See: <http://www.abc.net.au/rn/backgroundbriefing/stories/2009/2758349.htm>

➤ **ABC Radio National – Counterpoint: *Rethinking public spaces***

When it comes to creating public spaces that people actually like and use, Andrew Manshel has a few counterintuitive ideas. Revitalizing urban areas, he says, is best done through small improvements, not grand designs. Ignore the dribble that represents the introductory and closing remarks from the interviewer, Andrew makes some interesting observations. (I don't think the producers realised but it's actually a counterpoint to Counterpoint. Worth listening to even if you normally avoid this program).

See: <http://www.abc.net.au/rn/counterpoint/stories/2009/2748618.htm>

➤ **Web Site: *Social Research in Transport (SORT) Clearinghouse***

The Institute of Transport Studies (ITS) at Monash University, Australia, have developed a free web based international research clearinghouse to increase knowledge and learning in the transport profession about research relating to social issues in passenger transport. The clearinghouse collates research reports focussing on social issues such as disadvantage and inequality.

Researchers can use the search the database to find and access reports, sign up to a newsletter providing updates on new research reports or submit research to be included on the system.

See: <http://www.sortclearinghouse.info/>

➤ **ABC Radio National – Background Briefing: *Housing for millions***

Planning for happy cities, when you're also jamming in millions more people, is politically tricky. Urban planners say they can make better communities with more people, but the NIMBYs don't believe it. Like it or not, high density apartment living is around the corner. Stick with this program to the end. They eventually get around to talking about transport orientated development and urban villages (but omit the need for sustainable buildings).

See: <http://www.abc.net.au/rn/backgroundbriefing/stories/2009/2746551.htm>

➤ **Street Films: *Rethinking Streets in Paris***

This video explores traffic calming amenities that Paris has installed. For example, in several areas of Paris curbs have been removed and bikes, pedestrians, buses and taxis coexist at low speeds. On wider roads bikes share the Bus Rapid Transit lanes with buses and taxis. Counter-flow bike lanes expand the bike network. Raised crosswalks slow traffic and make pedestrians more visible at intersections.

See: <http://www.streetfilms.org/rethinking-streets-in-paris/#more-1270>

➤ **Have you got what it takes?**

Light-hearted short videos that promote walking.

See: <http://www.gotwhatittakes.org.au/>

➤ **William Lind: A Conservative Voice For Public Transportation**

At the 2009 Rail-Volution conference in Boston, Streetfilms was able to grab a few moments with the political conservative, transit advocate, William Lind. Lind argues that [public] transit enhances national security, promotes economic development, helps maintain conservatives values, builds community, and gets people to jobs. Streetsblog readers won't want to miss his critique of highway spending as a massive government intervention.

See: <http://www.streetfilms.org/williamlind/#more-20681>

➤ **ABC Radio National – By Design: *New York, New York***

Michael Sorkin is an architect whose career has been inextricably connected with the city he calls home, New York. Over a decade as architectural critic for the *Village Voice* he forged a reputation for tough and witty commentary about his city. Note how he makes the strong connection between provision of good public transport (including ferries) and New York's reputation for becoming a much more sustainable city despite being one of the largest metropolises in the world.

See: <http://www.abc.net.au/rn/bydesign/stories/2009/2728432.htm>

➤ **ABC Radio National – By Design: *The High Line***

A visit to New York's Highline, a former elevated freight railroad running two kilometres along the lower west side of Manhattan which has been redesigned and planted as an extraordinary public park. The first stage of the Highline opened recently and radio documentary maker John Connell took a walk on the Highline for By Design.

See: <http://www.abc.net.au/rn/bydesign/stories/2009/2728714.htm>

➤ **ABC Radio National – By Design: *Building Masdar***

In a desert, south west of Abu Dhabi's international airport in the oil-rich United Arab Emirates, something quite extraordinary is being imagined: The yet-to-be-built city of Masdar is being heralded as the world's first sustainable city; a futuristic, solar-powered, car-less oasis. By 2016 it's hoped it will be a reality. And among the architects taking a major role in the development of Masdar is German-born Australian architect Chris Bosse.

See: <http://www.abc.net.au/rn/bydesign/stories/2009/2728452.htm>

➤ **The Age: *Still smarting***

A good summary by Clay Lucas of Smart [?] Card ticketing 'difficulties'. *"Myki's billion-dollar price tag is the equivalent of buying, over the next decade, at least 65 new trains, which could solve the city's current overcrowding problems."* [And I might add, a dozen ferries]

See: <http://www.theage.com.au/national/still-smarting-20091106-iOew.html>

➤ **The Age: *City's population explosion threatens urban devastation***

Brian Buckley's article on urban sprawl and the political response in Melbourne. *("Brumby, Pallas, and Madden are hooked on freeways. While there can be a place for ring roads around cities, they do not seem to understand that freeways slicing through city centres and suburbs simply encourage more traffic, more pollution, more congestion, more external costs, and a high fuel bill.")*

See: <http://www.theage.com.au/opinion/society-and-culture/citys-population-explosion-threatens-urban-devastation-20091104-hxue.html>

➤ **The Age: *Dodgy machine? Not our problem, shrugs Metlink***

Story of a Melbourne tram passenger with a pre-purchased ticket and two faulty validating machines - not an uncommon occurrence - who received a \$172 fine. Note the Comments section following the article where people: point out the inherent stupidity and unfairness of this act; what drives them to car-based transport; and raise the question of the victim being able to sue: *"After all, he has entered into a contract by pre-purchasing the card, a contract by which the Met has agreed to validate his ticket by providing functioning on-board ticket validating machines..."*

See: <http://www.theage.com.au/national/dodgy-machine-not-our-problem-shrugs-metlink-20091103-hva6.html?comments=60#comments>

➤ **ABC Radio National – Saturday Extra: *Australian Cities - In Trouble?***

Peter Spearritt, Director, Centre for the Government of Queensland University of Queensland, on liveable cities, urban growth, city infrastructure and 'the two hundred kilometre city'.

See: <http://www.abc.net.au/rn/saturdayextra/stories/2009/2728758.htm>

➤ **Street Films: *San Francisco Does Sunday Streets***

For two glorious Sundays, San Francisco closed streets along a stretch of its waterfront to cars – and opened them to humanity. A second "Sunday Streets San Francisco" event on September 14th reprised an August 31st street party, both of which saw thousands of people come out to run, skate, cycle, dance, or stroll their way through a cityscape transformed. Organizers styled the event of Bogota's Ciclovía, as San Francisco became the latest U.S. city to participate in a growing movement to liberate urban space from automobiles.

See: <http://www.streetfilms.org/archives/san-francisco-does-sunday-streets/>

➤ **ABC Radio National – The National Interest: *Learning bike-friendly lessons from Copenhagen***

When it comes to convincing commuters embrace a daily bicycle commute, there is one city which is ahead of the pack. Copenhagen the capital of Denmark. But just how relevant is the so-called Copenhagen Model to Australia's sprawling cities? Guest: Niels Torslov, Head of traffic from the City of Copenhagen.

See: <http://www.abc.net.au/rn/nationalinterest/stories/2009/2716422.htm>

➤ **Climate Action Calendar**

The Climate Action Calendar covers events in Victoria and major events elsewhere. Weekly updates are sent out. To add an event to the calendar please e-mail the details to Monique Decortis at decortis@bigpond.net.au To subscribe to the calendar email Monique with your details and "subscribe CAC" in the subject bar.

➤ **Go! (October 2009)**

Iowa State University of Science and Technology

Go! is a free, online magazine for teens and young adults that explores the world of transportation and the careers they can find there.

See: <http://www.go-explore-trans.org/>

➤ **ABC Radio National – By Design: *Murcutt and Malouf in Conversation***

Glenn Murcutt is Australia's most internationally famous architect. He remains best known for his environmentally sensitive modernist houses that respond to their climate and surroundings in the vast Australian landscape. David Malouf is equally celebrated as one of our finest writers. When they joined Julianne Schultz on the stage of the Sydney Opera House the task at hand was to talk about how the world we have built around us shapes our lives, for better or worse.

See: <http://www.abc.net.au/rn/bydesign/stories/2009/2709419.htm>

➤ **Street Films: *The Defeat of the Mount Hood Freeway***

In Oregon, a battle raged for nearly twenty years over the construction of a highway project known as the Mt. Hood Freeway. If approved, the Freeway would have removed more than 1% of all housing stock in Portland. In the mid 1970s, after the proposal's defeat, the city opted to build a mass transit infrastructure. The result is a more pedestrian-friendly and liveable city. (Time: 11 mins, 42 secs)

See: <http://www.streetfilms.org/archives/lessons-from-portland/>

➤ **Film: FUEL – Uncovering America's Dirty Little Secret**

FUEL is a comprehensive and entertaining look at energy in America: a history of where we have been, our present predicament and a solution to our dependence on foreign oil.

Rousing and reactionary, FUEL is an amazing, in-depth, personal journey of oil use and abuse as it examines wide-ranging energy solutions other than oil, the faltering US auto and petroleum industries, and the latest stirrings of the American mindset toward alternative energy. Josh Tickell's stirring, radical and multi-award winning FUEL may be known by some as the 'little energy documentary', but in truth, it's a powerful portrait of America's overwhelming addiction to, and reliance on, oil.

See: http://thefueelfilm.com/files/press/FUEL_Presskit.pdf <http://thefueelfilm.com>

➤ **ABC Radio National – The National Interest: *Tackling the Urban Revolution***

Urban sprawl is a very Australian phenomenon though opinion is divided on whether its a burden or a blessing. Our cities spread ever outwards, turning farmland into suburbs without access to public transport but allowing new generations of Australians to afford a detached house and enjoy the privacy of their own back yard. In 2002 the Victorian state government attempted to rein in urban sprawl with a plan called Melbourne 2030 - lines were drawn on a map - called urban growth boundaries - intended to contain the city and preserve green wedges. Infill development around transport hubs like railway stations was encouraged at the same time - to get the city grow upwards rather than outwards. It didn't work - six years later the plan was amended and the urban growth boundaries revised so the city could keep spreading. It's a local example of the dilemmas facing urban planners around the world as the great global migration from country to city continues. Half the world's population already is already urbanised - by 2040 the proportion will be two thirds - allowing for population growth that's an additional 2 billion city dwellers in just thirty years.

See: <http://www.abc.net.au/rn/nationalinterest/stories/2009/2703506.htm>

➤ **Transit Australia**

A monthly journal that follows developments across Australia and New Zealand in the urban passenger transport industry including heavy rail, light rail, ferry and bus modes. There are also occasional feature articles focussing on information, fares and ticketing, new technologies, accessibility and some of the political and environmental aspects of urban passenger transport; all considered within the context of the relationship between land use planning and transport.

See: <http://www.transitaustralia.com.au/index.htm>

➤ **Japan Railway and Transport Review – Light Rail - Making Urban Transport More Attractive by Pierre Laconte**

Although prepared in 2004, this article provides some interesting historical background to the rise of suburban developments, along with the demise and in turn revitalisation of public transit systems, particularly in the US and Europe.

See: http://www.jrtr.net/jrtr38/pdf/f04_lac.pdf

➤ **The Age – Deceptive Green of Suburban Gardens by Robert Nelson**

We think of gardens as green in every sense, and Melbourne prides itself on its natural garden aesthetic. Where other cities stifle in tall concrete jungles, we have ample private space, full of shrubs and trees. We have a greener aesthetic template. In our expansive suburban gardens, we also have a strong symbol of Australian identity: egalitarian, opulent and green. Alas, we are deluded. See the full article and the intelligent responses at:

<http://www.theage.com.au/opinion/society-and-culture/deceptive-green-of-suburban-gardens-20090918-fvah.html>

There is also a longer article by Robert which can be found at:

<http://www.thefreelibrary.com/Setback:+Robert+Nelson+offers+a+provocation+against+gardens+in+this...-a0186861823>

➤ **ABC Radio National – Breakfast: Ken Livingstone on Congestion Charges**

From 2000 until 2008, Ken Livingstone was Mayor of London and one of his key roles was overhauling the transport sector. He introduced a congestion charge and an integrated public transport system, known as the Oyster Card. Now, Ken Livingstone is in Australia talking about how cities can become more sustainable.

See: <http://www.abc.net.au/rn/breakfast/stories/2009/2687058.htm>

➤ **ABC Radio National – Ockham's Razor: Fuel Saving Follies**

Author Gerard Ryle, while doing research for his book *Firepower*, discovered that Australian investors have long had a weakness for fuel saving devices. There have been many famous names involved in this endeavour, such as Peter Brock and Pro Hart. As it turns out, no one so far has come up with a genuine fuel-saving device and fortunes have been won and lost in this attempt to revolutionise the car industry. (Transcript available).

See: <http://www.abc.net.au/rn/ockhamsrazor/default.htm>

➤ **ABC Radio National – Saturday Extra: The Henry Tax Review**

The Henry Tax Review could influence the social and economic life of Australia for a generation. It doesn't report until December but we already know quite a bit about the ideas guiding this review and a key principle is support of social capital. There are also indications that the emphasis on auto taxes could change from the owning to the running of vehicles.

See: <http://www.abc.net.au/rn/saturdayextra/stories/2009/2669575.htm>

➤ **Street Film: Melbourne – A Pedestrian Paradise**

Melbourne is a new world city, it has a modern grid much like a typical American metropolis. Naysayers who do not believe a city can be radically transformed say that the already narrow streets of many European cities make it easier to have good pedestrian environments there. Melbourne proves that isn't necessarily so.

Ref: <http://www.streetfilms.org/archives/melbourne/>

➤ **Website: *Thinking Transport***

Developed by the Victorian Local Governance Association (VLGA), with the support of the Department of Transport, *Thinking Transport* is a one-stop shop of transport related information. Here you will find information on current events, the latest news and access a comprehensive database of local, national and international transport information. *Thinking Transport* provides local governments with the opportunity to share and learn from each other by accessing a wide range of local government transport initiatives from long-term strategies to one-off events.

See: <http://www.thinkingtransport.org.au/>

➤ **Street Film: *Phoenix's METRO Light Rail Takes Flight***

Phoenix [in the US] has a huge sprawl problem. But now transit-oriented development is on the upswing in this Sun Belt metropolis. In December, the Phoenix region opened one of the most ambitious transit projects in recent U.S. history: a 20-mile light rail line with 28 stops serving three cities (Phoenix, Tempe, and Mesa). Future plans include an extension within three years, with several new corridors being studied.

The Valley Metro vehicles are handsome and comfortable, and thus far ridership has far exceeded initial projections -- with as many as 40,000 riders per day, compared to the expected 25,000. Each station features amenities and art installations. In addition, with many folks using the light rail as an intermodal step in their commutes, bicycles are welcome aboard.

Ref: <http://www.streetfilms.org/archives/phoenixs-metro-light-rail-takes-flight/>

➤ **Website: *Naked Streets, Shared Spaces***

Hans Monderman (1945 – 2008) pioneered the concept of the “naked street” by removing all the things that were supposed to make it safe for the pedestrian – traffic lights, railings, kerbs and road markings. He thereby created a completely open and even surface on which motorists and pedestrians “negotiated” with each other by eye contact.

See: <http://www.sustainablecitiesnet.com/models/naked-streets-shared-spaces/>

➤ **Website: *San Francisco Peak Oil Report***

San Francisco was born at the beginning of the oil age, and the city has flourished during an era in which fossil fuels became the foundation of our economy and society. Petroleum and natural gas heat our homes and light our offices; they fuel the trucks that bring us our food and the cars and buses that move us around; they drive our industries and power the information technologies that marvel the world. Today, the City and its inhabitants are utterly reliant on fossil fuel energy: 84% of the energy consumed in San Francisco comes from oil and natural gas. Because petroleum and natural gas are finite resources, this situation cannot last. If San Francisco is to thrive in the 21st century and remain a world-class city, it must begin planning today for how to maintain itself in a post-fossil fuel age....

See: <http://www.sustainablecitiesnet.com/models/naked-streets-shared-spaces/>

➤ **Street Film: *San Francisco Carves a Park from the Midst of Its Pavement***

The entire family of San Francisco city agencies responsible for maintaining its streets made an unconventional decision to close a portion of a street to cars and convert the new space into a simple, yet elegant, public plaza. Though some neighbourhood constituents voiced skepticism that the plaza would be empty at best, or filled with miscreants and vagabonds at worst, the plaza's success is hard to dispute. In fact, so many people are using the new space and enjoying the tables and chairs, the businesses around the plaza have contemplated leaving the furniture out later than sunset, which was the initial closing time agreed upon between them and the Castro/Upper Market Community Betterment District. This film takes an in-depth look at the construction of the plaza with some of the agencies responsible for it, and includes some entertaining man-on-the-street interviews.

Ref: <http://www.streetfilms.org/archives/san-francisco-carves-a-park-from-the-midst-of-its-pavement/>

➤ **Book: *Two Billion Cars: Driving toward Sustainability***

Daniel Sperling and Deborah Gordon (2009) Oxford University Press

At present, there are roughly a billion motor vehicles in the world. Within twenty years, the number will double to 2 billion, largely a consequence of China's and India's explosive growth. Given that

greenhouse gases are already creating havoc with our climate and that violent conflict in oil-rich nations is on the rise, does this mean that matters will only get worse? Or are there hopeful signs that effective, realistic solutions can be found? In *Two Billion Cars*, transportation experts Daniel Sperling and Deborah Gordon provide a concise history of America's love affair with cars and an overview of the global oil and auto industries. America is still the leading emissions culprit, and what is especially worrying is that developing nations are becoming car-centric cultures as well. The authors explain how we arrived in this dangerous state, and also what we can do about it. Sperling and Gordon expose the roots of the problem-- the resistant auto-industry, dysfunctional oil markets, short-sighted government policies, and unmotivated consumers. They zero in on reforming our gas-guzzling culture, expanding the search for low-carbon fuels, environment-friendly innovations in transportation planning, and more. Promising advances in both transportation technology and fuel efficiency together with shifts in travel behaviour, they suggest, offer us a realistic way out of our predicament.

Ref: University of California, Davis, Institute of Transport Studies

http://pubs.its.ucdavis.edu/publication_detail.php?id=1248

➤ **Victorian Transport Statistics Portal – Updated**

The Victorian Transport Statistics Portal, developed by the Policy & Communications Division (PAC) and Public Transport Division (PTD) of the Department of Transport in January this year, has just been updated with new data and improved functionality. To improve the site's utility, a mapping function has been developed to enable users to view the data spatially as well as in the existing table and chart formats. The new capability will also allow users to overlay additional transport layers such as train and tram networks and stations.

See: www.transport.vic.gov.au/statistics

➤ **Film: *The Age of Stupid***

The film is a drama-documentary-animation hybrid which stars Pete Postlethwaite as an old man living in the devastated world of 2055, watching archive footage from 2008 and asking: why didn't we stop climate change when we had the chance? Shot in seven countries over a period of three years, the film features six separate documentary stories, archive footage and lots of animation.

Ref: Wikipedia http://en.wikipedia.org/wiki/The_Age_of_Stupid

➤ **ABC Radio National – Ockham's Razor: *Two Killer Factors***

Dr John Reid from Monash University, School of Psychology, Psychiatry and Psychological Medicine, looks at two factors responsible for perhaps the great majority of car crashes - young drivers with immature brains and sleepiness. (Transcript available).

See: <http://www.abc.net.au/rn/ockhamsrazor/stories/2009/2661866.htm#transcript>

➤ **ABC Radio National – Late Night Live: *Dharavi Redevelopment***

Jeb Brugmann explains how Asia's largest slum, Dharavi in Mumbai, is an example of an economy that's vibrant and diverse, and a migrant city whose very density is the formula that allows people to raise themselves out of poverty. The government's plan to raze Dharavi and relocate its inhabitants in high-rise apartments is a huge mistake that will create crises of one sort or another for the city. Jeb Brugmann is the author of: *Welcome to the Urban Revolution: How Cities are Changing the World* (Queensland University Press)

See: <http://www.abc.net.au/rn/latenightlive/stories/2009/2660986.htm>

➤ **ABC Radio National – Breakfast: *Road Rage on the Rise***

Rage is on the rise and it's seemingly becoming an accepted part of Australian life. Whether it be on the roads, in the carpark, the supermarket, the swimming pool or even at the beach, anecdotal evidence suggests that aggressive behaviour is more widespread. As far as road rage goes, a survey of 2,500 Australians shows that most of us fear becoming victims and more than 90% say drivers are becoming more aggressive.

See: <http://www.abc.net.au/rn/breakfast/stories/2009/2657501.htm>

➤ **ABC Radio National – Future Tense: *Urbanisation and Our Relationship with the City***

The 21st century will see ever increasing levels of urbanisation. In this program we look at the way we engage with the city. What do we need to take into account to ensure greater harmony between our future needs as individuals and the needs of the metropolis.

See: <http://www.abc.net.au/rn/futuretense/stories/2009/2650916.htm>

- **ABC Radio National – By Design: *Rethinking the Suburb***
Melbourne University recently hosted an Ideas festival which looked, among other things, at the future of the Australian suburbs. Among the speakers asking whether it was time for Australia to wake from its dream of a house on a quarter-acre block was Professor Philip Goad. As you'll hear in this short lecture, he believes that Victorian residents need to accept the idea that Melbourne must become home to a different type of suburb, one that increases density. And density doesn't just equate to high-rise apartments but different housing models such as the courtyard house and smaller dwellings. His vision for reimagining the suburb resonates far beyond the city of Melbourne.
See: <http://www.abc.net.au/rn/bydesign/stories/2009/2639601.htm>
- **ABC Radio National – National Interest: *The Silent Highway: Climate Change and the Future of Cars***
If we are going to reduce the amount of carbon dioxide that we release into the atmosphere, then we'll have change the way we move people and goods. One scenario has us gliding down silent highways in electric vehicles - plugging our cars into the grid to recharge when they are parked and refueling on longer journeys by swapping batteries, just as we now stop to buy petrol. This vision for the future would have the added advantage of reducing Australia's growing reliance on imported oil. But is it feasible? And where would it leave the Australian auto industry - which is gearing up to produce hybrids - much more economical cars than we currently make, no doubt, but still essentially based on the internal combustion engine.
See: <http://www.abc.net.au/rn/nationalinterest/stories/2009/2635789.htm>
- **ABC Radio National – Ockham's Razor: *Zen, the Science of Clean Engines and Bureaucracy***
Marcus Clayton from Melbourne outlines some of the bureaucratic obstacles he and his business partner have experienced in trying to get alternative technologies accepted.
See: <http://www.abc.net.au/rn/ockhamsrazor/stories/2009/2634392.htm#transcript>
- **ABC Radio National – Breakfast: *Australian Oil Warning***
Professor Laurie Sparke, a leading Australian automotive engineering expert, has warned of an energy crunch that could make the 1970's oil crises seem small-time. He says that in coming years Australia may not be able to buy oil, at any price.
See: <http://www.abc.net.au/rn/breakfast/stories/2009/2622047.htm>
- **ABC Radio National – By Design: *Doubling City Sizes with Almost No Extra Land***
Rob Adams is a regular on By Design – a man who knows how to put the case for making cities sustainable, and a man able to read the political pulse for this change. He has been working on research that fine-tunes how Melbourne can adapt to climate change, and has new research which shows how Melbourne can double in population size – but by using only six per cent more land.
See: <http://www.abc.net.au/rn/bydesign/stories/2009/2616810.htm>
- **ABC Radio National – Rear Vision: *Oil, Democracy and a CIA Coup***
Since the Iranian presidential elections Tehran has been engulfed by civil and political unrest. Not since the Iranian Revolution has Tehran experienced this level of violence and political disobedience. But why do the Iranian leadership accuses Britain and America of fermenting the current political unrest? It's a story that begins in 1953: a story about oil, democracy and a CIA coup. {First broadcast on 30 September 2007, rebroadcast 24 June 2009}
See: <http://www.abc.net.au/rn/rearvision/stories/2009/2605245.htm#transcript>
- **Book: *Transport Orientated Development – Making it Happen***
Edited by Carey Curtis, Curtin University of Technology, Australia, John L. Renne, University of New Orleans, USA and Luca Bertolini, University of Amsterdam, The Netherlands
Transit Oriented Development: Making it Happen brings together the different stakeholders and disciplines that are involved in the conception and implementation of TOD to provide a comprehensive overview of the realization of this concept in Australia, North America, Asia and Europe. The book identifies the challenges facing TOD and through a series of key international case studies demonstrates ways to overcome and avoid them. The insights gleaned from these

encompass policy and regulation, urban design solutions, issues for local governance, the need to work with community and the commercial realities of TOD. See:

http://www.ashgate.com/default.aspx?page=637&calcTitle=1&title_id=9709&edition_id=11109

- **ABC Radio National – The National Interest: *The Round-up***
Melbourne's trains and trams will soon have new logos. Whether it help them run on time or make it any easier to squeeze on during peak hour remains to be seen. The Victorian government has announced that current operators, French-owned Yarra Trams and Connex, will be replaced by two new companies, both also with overseas connections.
See: <http://www.abc.net.au/rn/nationalinterest/stories/2009/2609867.htm#transcript>

- **ABC Radio National – Background Briefing: *The Great Disruption***
Paul Gilding has been an activist for sustainability for 35 years, working for NGOs, business and government. He explains why physics and biology have determined that our current model for economic growth is finished, and how the human race will face its biggest challenge ever.
See: <http://www.abc.net.au/rn/backgroundbriefing/stories/2009/2592909.htm>

- **ABC Radio National – Rear Vision: *Back to the Future with Electric Cars***
With the recent spike in the oil price, the threat of global warming and the economic downturn, electric cars have become the sexy technology of today, which is ironic as 100 years ago there were more electric cars on the road than petrol cars.
See: <http://www.abc.net.au/rn/rearvision/stories/2009/2532367.htm>

- **ABC Radio National – The National Interest: *A Tunnel in Trouble***
The Brisbane airport link is a \$4.8 billion underground toll road and workers have been busily digging away at it since November. But while the earthworks are on schedule, the project is in danger of falling into a big hole. The problem lies with the financial engineering of BrisConnections, the trust that was awarded the right to design and construct the Airport Link and to operate it over a 45 year period.
See: <http://www.abc.net.au/rn/nationalinterest/stories/2009/2528356.htm>

- **ABC Radio National – Ockham's Razor: *The Manhattan Project for Climate Change***
Geoff Hudson on electric vehicles; methane instead of petrol; video conferencing; and other practical solutions for climate change.
See: <http://www.abc.net.au/rn/ockhamsrazor/stories/2009/2514433.htm#transcript>

- **ABC Radio National – Ockham's Razor: *Tramlines***
Dr Trevor McAllister looks at the history of the tram, from the first horse-drawn service to the technology that has created the electric trams.
See: <http://www.abc.net.au/rn/ockhamsrazor/stories/2009/2495901.htm#transcript>

- **ABC Radio National – By Design: *Town Squares***
Beijing has Tiananmen Square, London has Trafalgar Square and New York has Times Square -- which isn't really a square at all. But is there still room and need for city squares in Australian urban planning today? This program was first broadcast in early 2008 and repeated on 14th January, 2009.
See: <http://www.abc.net.au/rn/bydesign/stories/2009/2424718.htm>

- **ABC Radio National – Background Briefing: *Cairo, A Divided City***
The rich are deserting the old city of Cairo and moving to luxurious, Hollywood style, gated communities in the desert, with lush golf courses and artificial lakes. Water is a big issue, as old Cairo is left to the poor and the tourists. Broadcast on 1st February, 2009
See: <http://www.abc.net.au/rn/backgroundbriefing/stories/2009/2477394.htm>

- **ABC Radio National – All In The Mind: *Greening the Psyche***
Intuitively we sense that nature relaxes us -- even small pockets of green in the concrete urban jungle seem to make a difference. But finding good scientific evidence for how and why has been

more difficult -- until now. Crime rates, academic performance, aggression and even ADHD. Could a bit of greening make all the difference? This program was first broadcast on 16th February 2008 and repeated on 17th January, 2009.

See: <http://www.abc.net.au/rn/allinthemind/stories/2009/2435766.htm>

➤ **ABC Radio National – Rear Vision: *Car Crazy***

For more than a century, Americans have enjoyed a long and passionate relationship with the gas-guzzling automobile. Rear Vision investigates why a desire for fuel efficiency was never part of the romance. This program was first broadcast on 17th February 2008 and repeated on 11th January, 2009.

<http://www.abc.net.au/rn/rearvision/stories/2009/2436623.htm>

➤ **ABC Radio National – Rear Vision: *The Story of Highways***

Even as petrol prices skyrocket, nations around the globe continue to invest in highways. They transport us from place to place, they move our food and our goods and, for those of us who live in or near big cities, they bring us to work. This week on Rear Vision we look at the history of the highway. This program was first broadcast on 20th July 2008 and repeated on 18th January, 2009.

<http://www.abc.net.au/rn/rearvision/stories/2009/2449914.htm#transcript>

Excerpts of the transcript were also reprinted in Transport Newsletters #70 - #73

➤ **ABC Radio National – Ockham's Razor: *Peter Newman (The Next Wave)***

The financial crash has an enormous impact on the global situation and Australia is no exception. Our cities are places where the crash hurts deeply. Many cities with their urban sprawl, poorly designed buildings and inefficient transport systems consume enormous quantities of fossil fuels and emit high levels of greenhouse gases. Professor Peter Newman from Curtin University in Perth, has some suggestions for the future of our cities.

www.abc.net.au/rn/ockhamsrazor/stories/2008/2445159.htm

Excerpts of the transcript were also reprinted in Transport Newsletters #93 - #95

➤ **ABC Radio National – The National Interest: *John Whitelegg***

Why are the Heart Foundation and the Arthritis Foundation worried about how fast you drive? There's no evidence that putting the pedal to the metal clogs the arteries or makes the joints ache, yet both health groups are supporting a local government campaign to reduce the speed limit in inner-Melbourne suburbs to a blanket 40 kilometres per hour. The logic of their position is that slower traffic will help people feel safer on the roads and will encourage them to walk and cycle. And that makes for a healthier society. To support their argument, the foundations wheeled out one of world's leading authorities on sustainable transport. His name is Professor John Whitelegg, he's from the Stockholm Environment Institute at the University of York in the UK, and is the Managing Director of the Eco-Logica Consultancy. His message is simple: slow down!

www.abc.net.au/rn/nationalinterest/stories/2008/2445020.htm#transcript

Excerpts of the transcript were also reprinted in Transport Newsletter #96

➤ **3CR Yarra BUG Radio {BUG = Bicycle Users Group}**

Monday mornings at 10am – Melbourne 855 AM

www.yarrabug.org/radio/

➤ **3RRR Cycling Program: *Along for the Ride***

Tuesday evenings at 7pm – Melbourne 102.7 FM

http://rrrfm.libsyn.com/index.php?post_category=Along%20For%20The%20Ride

➤ **Active Inform** is a physical activity research newsletter produced by Kinect Australia, aimed at improving access to the evidence base for physical activity promotion. It provides a snapshot of the latest physical activity research news, key documents and models, and other tools to assist readers in their efforts promoting physical activity.

http://www.goforyourlife.vic.gov.au/hav/articles.nsf/pracpages/Active_Inform?OpenDocument

➤ **Active Media** is a monthly electronic newsletter produced by Kinect Australia, which contains the latest news, research and events on physical activity.

http://www.goforyourlife.vic.gov.au/hav/articles.nsf/pages/Active_Media?OpenDocument

- **Urban Design Forum** is a quarterly newsletter.
<http://www.udf.org.au/>

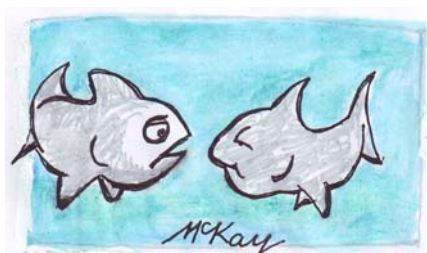
Selected Cartoons by Andrew McKay:



#26
Winter in Melbourne



#57
Baked beans-powered



#50
**'Am I the only sardine who
has nightmares about being
on a Melbourne train?'**



#63
Total Eclipse



#75
'I'm just car sharing'



#88
Cross Roads



#84
**Indian police crackdown
on seat belt compliance**



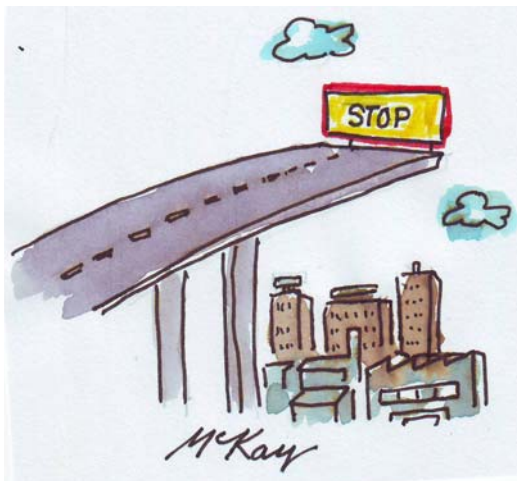
#91
Seasons Greetings



#93
Urban Sprawl Vampire



#96
Problems with public toilets on public transport



#98
The future of highways?



#100
'The land was cheap, but'



#102
Walking to Work



#111
'Maybe get a longer cord?'



#109
'According to the latest Australian Bureau of Statistics figures almost three quarters of men and half of all women are overweight.'



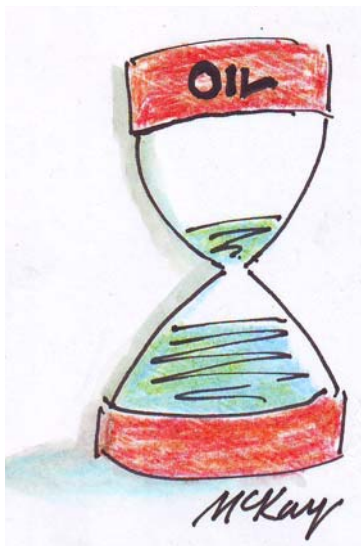
#118
The Green Car



#122
'We don't buy petrol anymore. We just get the car behind to push us.'



#125



#126



#127
Wedding Photo



#133



#134
Sprawl transport



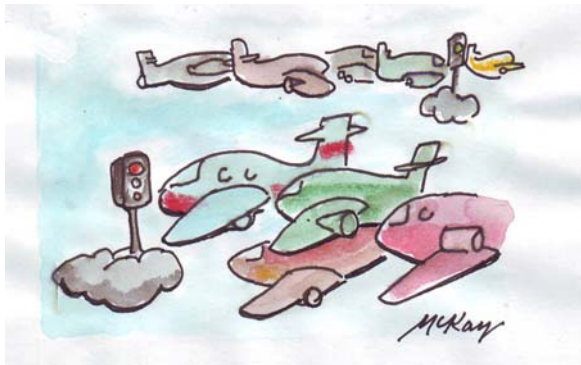
#136



#137
'He would insist on breathing while riding to work.'



#141
Two naked cyclists were let off with a warning - not about the nudity but about the lack of protective clothing on their heads.



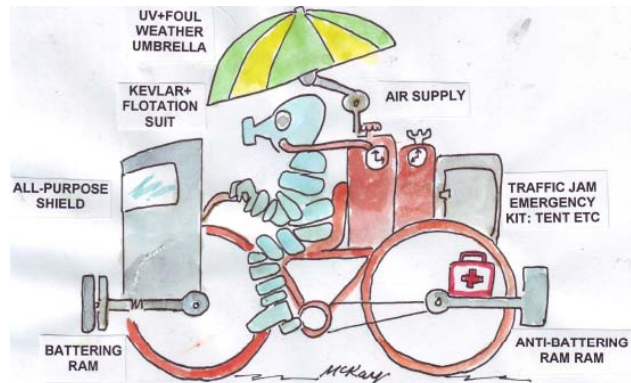
#142
Airways congestion



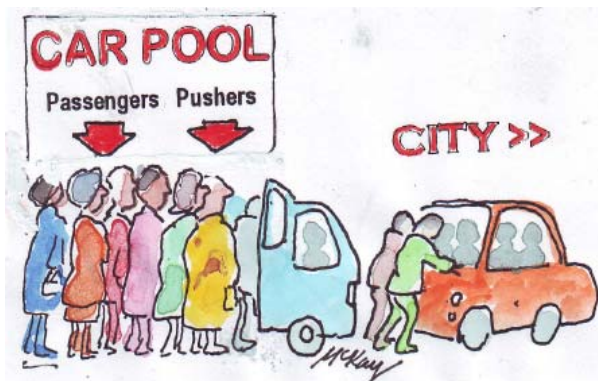
#147
Early prototype: The Hoovercraft



#156
Biofuel



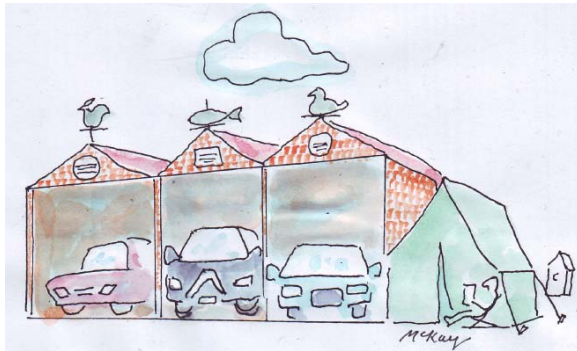
#158
The Health Hazard of Cycling



#162
Circa 2020 - cars exercise people



#165
Applying the big moz



#169
Three Car Family Home



#170
'Ah, The Smell of F1 Fuel and Taxpayers' Dollars Burning'



#172



#175
"They lost the office key back in the 1960s."



#193
"I hear they're offering a sweetener with the top Transport job – bullet proof personal transport"



#196
President Obama's vision – and the reality?



#198
The Next Train Leaves at ... Have a Guess



#202
Higher Density Living – The Airship Solution



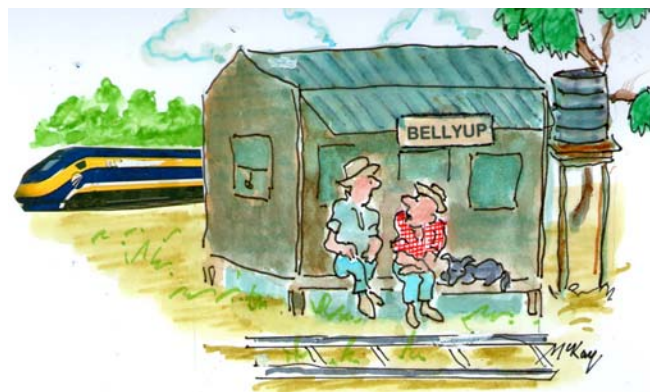
#208
"Damn Ben Hur and his 6-horse power chariot. Now everyone will want one. And then what ... Freeways?"



On the International value of the Grand Prix for Melbourne:
#210
'Some car race – someplace. Local hero seems to be some guy called Albert Park.'



#212
"I said it will mean Canberra is just like another suburb. And he sat down and whimpered."



#214
"At least the old train used to stop here. Once a month ... sometimes."