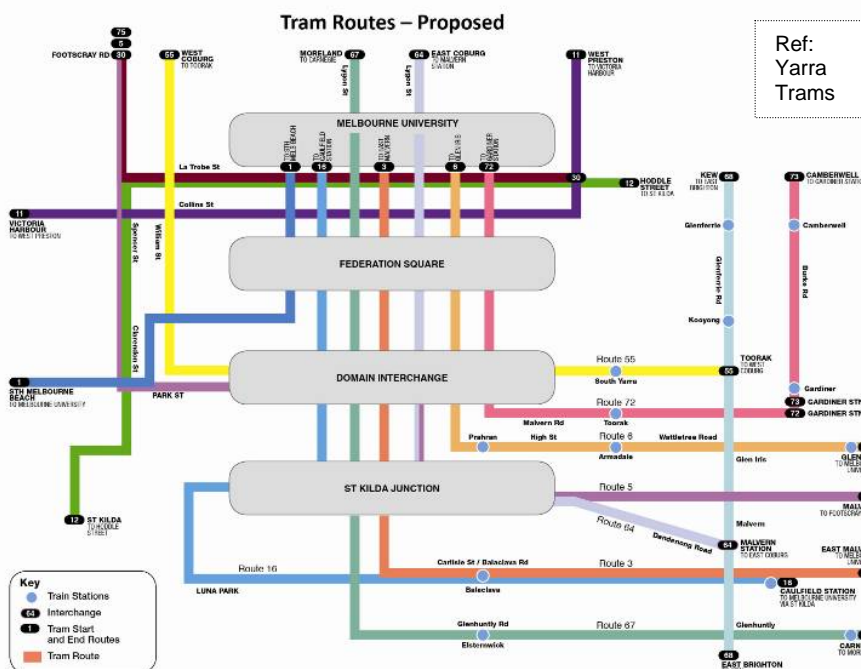


## Proposed Tram Route Changes

"Swanston Street-St Kilda Road is Melbourne's most congested tram line, with 10 of the city's 30 routes now feeding into the corridor. In the past five years, tram passenger numbers have boomed, rising 20%. Simultaneously, as more businesses have moved to the west of the CBD and at Docklands, more people want to catch trams to the west side. ... Under the changes, which Yarra Trams spokesman Colin Tyrus stressed were only at the concept stage, some routes would be diverted from St Kilda Road to Kings Way or a new route through South Melbourne. Trams from Malvern would run to Docklands instead of Melbourne University. The 112 route from Preston to St Kilda would be split and Preston trams redirected to Docklands. Toorak trams that now run to Moreland would divert at the Domain interchange and run to the west of the CBD via 300 metres of new track in Park Street, Sth Melbourne. Port Phillip Council has been lobbying the state government to build this section of track for a decade." Ref: Clay Lucas, The Age, 1/6/11



## Main Proposed Changes:

- Route 8 – as such is reclassified
- Route 55 – Toorak to West Coburg
- Route 67 – Carnegie to Moreland
- Route 5 – Malvern to Docklands via Sth Melb
- Route 112 – is split (again)
- Route 11 – West Preston to Docklands
- Route 12 – St Kilda to Hoddle Street

Most of these changes seem positive, but I'm not convinced about splitting the 112 again. It was not that long ago that 112 was two routes (11 & 12). They were joined together and make a popular, unbroken, strategic link between the inner south and north via an east-west connection in the CBD. They presently interchange with the Docklands trams in Collins Street.

I would also like to see a tram service from the vacant platform at Flinders Street Station, across the Yarra on the existing unused Sandridge Rail Bridge, via Southbank Blvd, Sturt St & Kings Way to Domain interchange. This would help service Southbank – set to grow to 70,000 people – take some pressure off St Kilda Rd trams, and assist rail passengers until the Metro to Domain is built.

Stephen Ingrouille, 1/6/11

## Revitalising Inner Melbourne

"Melbourne is poised to undertake a series of major Inner-city redevelopments for the first time in many years, with the identification of sites that include Fisherman's Bend, the E-gate precinct, and the new Arden Street metro station project in North Melbourne. These locations offer great potential to fulfil many of the government's and communities' ambitions for inner-city redevelopment. Not only are they important locally, but they also have implications for the wider metropolitan area. ... Ensuring environmental sustainability and livability will be critical challenges. Transport services will play an essential role in meeting these diverse needs, posing a complex land use and transport planning opportunity."

Ref: GAMUT Flyer, 7/6/11

## More on Green Cars & Suburbs

"We can look back twenty or thirty years to see the start of the trajectory that Carolyn Boyd ... describes in 'Green Cars Changing Suburbs?' [203]. We were at a footpath cafe beside a busy road in the eastern suburbs recently, very annoyed by the drift of smoke from someone who had lit up. Then it struck me: there is no way we would have been drinking beside that road twenty years ago, let alone being irritated by tobacco smoke. Although there were fewer cars they were far smellier, somewhat noisier and we would not have thought of sitting there. 'Green' cars (if there is such a thing) would take us further in that direction we have been travelling."

John Harland, 7/6/11



Dedicated Street Smoker

## Considering Equity in Transport (Pt 1)

"Getting to the shops and across the road, and onto the tram or bus is a basic human right. The Victorian Equal Opportunity Act [1995] confers equal rights of all people to access to and provision of good and services. The Victorian Charter for Human Rights and Responsibilities [2006] explicitly enshrines the right to freedom of movement. Consistent with the Charter, the Transport Integration Act [2010] identifies user equity as an explicit consideration in decision making, consistent with the objectives of the Equal Opportunity Act and the Charter for Human Rights and Responsibilities.

"The Charter for Human Rights Manual for Policy Makers explicitly refers to road reservations, rights of way, easements, roads and road closures, public reservation of land and sale of public land (land locking) as elements covered by the Charter. All Councils and Statutory Authorities are required to make decisions consistent with the Charter for Human Rights and Responsibilities [and] under the Charter, to determine, and make explicit, the impact of decisions that could impact differently on different groups at the time of decision-making. Every new decision about a road or transport environment, where people are present or likely to be present is effected by these laws. Under-taking a formal Equity Impact Assessment provides a transparent mechanism to assess equity. This paper proposes practical ways forward in addressing equity considerations in the built environments. One of the Rights enshrined in the Charter for Human Rights and Responsibilities [2006] is the Right to Movement throughout Victoria. Since July 1st 2010, equity has been an explicit decision making consideration under the Transport Integration Act [2010] in respect of transport decisions in Victoria. This Act covers all transport infrastructure, road, rail and bus systems, cycling routes and footpaths; and requires all decisions about these elements are to be made with explicit consideration of social, economic and environmental objectives, specifically:

- Social and economic inclusion;
- Economic prosperity;
- Environmental sustainability;
- Integration of transport and land use;
- Efficiency, coordination and reliability;
- Safety, health and wellbeing.

"The Transport Integration Act requires that decisions are made consistent with a set of principles:

- integrated decision making;
- triple bottom line assessment;
- equity;
- from the transport system user perspective;
- considering the Precautionary principle;
- stakeholder engagement community participation; and
- transparency.

"This paper was written to bring to the attention of decision makers the importance of equity considerations in decision making in Victoria, particularly in respect of the Transport Integration Act [2010]. No one should be transport disadvantaged by their location, the time or stage of development of their suburb, or by decisions that are likely to have increasingly greater impacts over time and across generations."

*"These requirements are in addition, and significantly different to, considerations already required under the Planning and Environment Act, 1987. The requirements have been incorporated into the Planning and Environment Act under s.3A as an Interface Act. The effect of incorporation means that all planning applications considering transport related matters are also subject to the Transport Integration Act provisions. Under this Act, equity is an explicit decision-making consideration. The Act defines categories of equity as including:*

- *equity in respect of physical ability;*
- *ethnicity, culture, gender and financial situation;*
- *location; and*
- *intergenerational equity."* {Continued in #205}

**Ref: Carmel Boyce, 19/4/11**

For the full article and the notes contact: [Carmel@equityjusticeaccess.com](mailto:Carmel@equityjusticeaccess.com)

## Health Access and Public Transport

*"Volunteer companions are now available to accompany people from the Flinders Street Station and the Southern Cross Station train and bus terminals to health care appointments in central Melbourne. As part of the Melbourne Medical Companion Project, Travellers Aid volunteers will meet passengers and accompany them to their Melbourne health care appointments and back again. Passengers will have the choice of using taxis, trams or buses whilst in Melbourne. .... It is believed that the new ... Companion Project will improve access for many people who live in rural Victoria, who are frail, disabled, ill, or anxious about their journey. ... People interested in accessing the new volunteer-assisted service when travelling to Melbourne should telephone Travellers Aid on 1300 700 399 at least 24 hours prior to their expected travel date."* The service is presently free.

**For more information see:** [www.smtcp.com.au/medical-companions.html](http://www.smtcp.com.au/medical-companions.html)

## Transition Towns & Transport (Part 2)

*"In Transition Towns we want to evolve to sustainable and active transport through social strategies and cultural change. We aim to do this by facilitating community discussion about the transition – what we can do on a local scale and its benefits in health, environment, society and economy. We could request a reduction in the speed of motorised transport. Going from 50 to 40 to 30km/hr reduces the risk of death for a pedestrian from 85 to 40 to 10% and serious injury from 95 to 70 to 45%.*

*"We are envisaging a much more convenient network of increased public transport with heavy and light rail and buses (preferably non-polluting). A council community bus system could be a useful addition to the bus fleets. A move to electric cars and buses as well as rail, as long as the power is generated from renewable non-polluting sources, will greatly reduce transport's contribution to pollution and greenhouse. We might see a reverse of the perverse incentives for driving cars – at present many corporations and public institutions offer their staff subsidized car travel and parking, often using tax deductions. Billions of tax dollars are wasted by these perverse incentives. Instead we could introduce car sharing and reduce personal and corporate car ownership. Personally we could save \$10,000 per year for each car we relinquish. Instead, car sharing companies could be attracted to Banyule if we can demonstrate demand.*



*"Pedestrian precincts could be created around major activity centres, with the exclusion of motorised transport. It has been shown that retail and social benefits accrue when this has been done overseas in the UK and North America. We could provide bicycle lanes on all main roads. This could be part of the Principle Bicycle Network (PBN) being designed by the state government to connect activity centres and other community and educational facilities. As part of the PBN there could also be off road bicycle paths that interconnect with activity centres. End of journey facilities for cyclists such as parking, lockers and showers are required to encourage cycling for transport.*



*"In particular we should encourage women to walk and cycle. Women are often doing several short trips in their very busy days, and may be under the misapprehension that they must drive a car. In fact nearly all errands within 6 km are easily achieved on a bike and within 2 km by walking. These trips are within the vast majority of the distances travelled in towns. Women are in general the most powerful influence on the travelling habits of their families. Jan Gehl, Danish urban design consultant, says to get a bicycle culture you have to get women cycling. He is associated with the term 'Copenhagenize', to design a pedestrian and bicycle orientated city.*

*"Local and state government can do a lot at the town planning level so that facilities, shops and public transport are within walking or cycling distance. This does not need to be at the expense of the amenity enjoyed by the current residents, but the shortage of housing for current and future residents could be ameliorated in a socially and environmentally sensitive way. It would be very beneficial to encourage commuting to school and to work by walking, cycling and public transport. It would have great health, environmental and social effects for the children. It would provide the intrinsic exercise so necessary for maintaining a healthy lifestyle. In summary, the Transition Towns movement encourages a cultural shift in our transport habits through local transport initiatives. By working together to increase the proportion of our personal travel represented by walking, cycling and public transport and decreasing our dependence on cars we achieve great environmental, social, health and economic benefits."*

**John Merory, 2/5/11**

## Hi-Tech Sustainable Opportunities

*"Technologies jointly developed by CSIRO and NCAP [Nissan Casting Australia] through the CAST CRC will be implemented as part of the Australian Government's recently announced \$21 million investment in sustainable, zero-emission technologies. These include the CASTvac™ technology, a low-maintenance vacuum valve which eliminates machine stoppages due to valve blockages by molten aluminium, which has been estimated to save about \$100,000 a year in the production of a single component. ... The prospect of future access to this suite of cost and process-efficient high-pressure die casting technologies was one of the major selling points which convinced Nissan to invest locally. 'Australia showed it can compete with some of the world's leading low-cost countries by combining cost control and technological manufacturing solutions', said Nissan's Senior Vice President of Global Manufacturing, Toshiharu Sakai."*

**Ref: CSIRO Media Release, 13/4/11**

## The Price of 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, & produces harmful emissions. The key to eliminating it is to get the price of parking right. So what's the right price for curbside parking? According to UCLA professor Donald Shoup, author of The High Cost of Free Parking, 'the right price is the lowest price you can charge and still have one or two spaces available on each block'. Depending on the demand for parking at a given location, the right price could be higher or lower than the static prices you see at traditional meters. You need a dynamic system that adjusts the price based on demand. The city of San Francisco has been putting Shoup's ideas into practice. ... In addition to strategically adjusting curb-side meter rates, SFpark sets prices in city garages to make them an attractive alternative to on-street spots, & distributes real-time information about parking availability to help drivers find open spaces. It is the most ambitious project in the United States to cut traffic and improve quality of life by getting the price of parking right."*

**Ref: StreetFilms, 19/4/11** See video at:

[www.streetfilms.org/mba-the-right-price-for-parking/#more-49205](http://www.streetfilms.org/mba-the-right-price-for-parking/#more-49205)

*"I'm still sceptical that this whole program will reduce driving, which, by the way, I think should be the real ultimate goal. .... And I think we're losing sight of that here. I think this program will encourage driving since now people know they can count on a space to park rather than having to drive around for blocks and blocks looking for parking. And sure, it costs a little more, but I think most people in SF have enough money that paying a little extra won't discourage them. Or at least it certainly won't offset the convenience of having guaranteed parking. If 40% (or whatever) of drivers are looking for parking, my*

response would be: why the hell aren't we giving them alternatives to driving? That is the real question we are avoiding with this whole program: why are people even needing to drive in the first place. I just feel like we keep putting money into car infrastructure (and such a ridiculously high tech solution, nonetheless) when we should be putting that money into improving public transit, bicycle/pedestrian infrastructure, and the liveability of our cities. This seems like a backwards way to do what we really want to do."

**Ref: Reader's Comment, StreetFilms, 19/4/11**

"Melbourne drivers, beware: that parking spot the inspectors seem to ignore is about to expire. In-ground sensors are coming to more than 4600 city parking spots from July, using technology that records when a car moves in and out of the bay. While there will be a five-minute grace period, when a vehicle overstays its welcome, the system will send a signal to the nearest parking inspector. The sensors will cost ratepayers \$5.48 million over the next two financial years. Two licence plate recognition systems will also be in operation in the suburbs of Flemington, Kensington, North Melbourne and Carlton."

**Ref: The Age, 21/4/11**

"Melbourne City Council faces a revolt from parking officers over the introduction of electronic sensors and cameras that automatically detect vehicles breaching parking laws. ... The controversial technology, which has been abandoned by [Maribyrnong City] council, could also spark a flurry of legal challenges amid concerns about their accuracy. The Australian Services Union will consider instructing officers to ignore parking infringements and not issue fines, if the council proceeds with the plan that will cost about 20 jobs. ... The technology, which has been championed by lord mayor Robert Doyle, will swell council coffers by \$11.82 million over the next four years. The council collected \$33,864,282 in parking fines in 2009-10."

**Ref: Cameron Houston, The Age, 24/4/11**

"The Hobart City council has about 3000 off-street spaces in multi storey car parks located on the immediate surrounds of its CBD retail centre. It has adopted a fee structure that heavily favours shopper and visitor short term stays to assist retailers to compete with suburban shopping malls with so called 'free parking'. Unfortunately such a fee structure can also attract city workers who are prepared to move their cars in and out of the car parks one or more times a day. Surveys of these car parks revealed up to 35% use by these workers often resulting in large queues of shoppers and visitors in surrounding streets waiting to enter the car parks. This problem exists all over Australia not only in Council car parks but wherever large shopping centre car parks are attractive to workers able to come and go a number of times daily. Licence Plate Recognition that can be integrated into a car park management system offers one of the most effective tools to deter such behaviour and will provide the Council with a far more cost effective solution than attempting to build more parking spaces to maintain the attraction of the CBD for shoppers."

**Ref: Parking Association of Australia, 27/5/11**

For talk on this subject in Adelaide on 22/6/11 see: <http://parking.asn.au/adelaide-member-meeting-22-j/>

## Rising Oil (Part 2)

"Wednesday is cheap petrol day, the Australian Competition and Consumer Commission (ACCC) says. Since petrol prices can fluctuate by up to 12 cents a litre in moments, it pays to fill up on the best day. Still, by the time you've read this it might have changed again. Two weeks ago it was Monday. Friday, anyone? The rise in petrol prices this year has had the same impact on household budgets as a 0.25% increase in interest rates. But why are some days cheaper than others? This has perplexed the ACCC as much as drivers over the years and its considered opinion is that ... it doesn't have the foggiest. Its website says there's definitely a one-week cycle where there can be 'a decline in the price of petrol followed by a sharp increase'. ... As to why, 'there is no one single factor', it says but one might be 'the level of demand for petrol on different days of the week'. In which case we must be a fickle lot. Once it was always Tuesdays but the cheapest day began moving around like Easter, for a while conveniently settling on Saturdays. Other influences are 'the level and extent of competition in particular locations', which would certainly explain why the price can vary from one suburb to the next.

"The ACCC also points to 'pricing arrangements between suppliers and retailers', though that could mean anything. The truth is probably as simple as Western Australia's Fuel Watch website says: 'Price

*cycles are a marketing strategy developed by petrol companies and do not reflect movements in the cost of the product'. ... The cheapest day is hardly ever when the wholesale price, which is set in Singapore using the light crude Tapis, is lowest. Also, the cheap day differs in Brisbane (Monday) and Adelaide (Tuesday) while in rural areas it's the same high price every day.*

*"Oil shares haven't been keeping up with the mining boom, let alone the oil price. The leading stock Woodside Petroleum, despite being pumped up by so far unsubstantiated speculation of a takeover by BHP Billiton, itself a producer, is worth no more than it was a year ago when the oil price was a lot lower. In that time the big mining stocks have risen an average 15%. Although the stronger [Australian] dollar hasn't helped, that's also the case with the miners. It's all the more surprising considering Woodside is the leading producer of liquefied natural gas (LNG) – contracts of which are linked to the oil price – operating the North West Shelf and Pluto projects. 'Stocks like Woodside and Oil Search surged early in anticipation of higher oil prices', the resources analyst at Australian Stock Report, Stan Shamu, says. 'They became too expensive and were sold off. A lot of investors would have been caught out'. ... Apart from BHP Billiton, other oil stocks all seem to have some-thing going wrong, prompting some analysts to suggest the market has overreacted and so is undervaluing them. AWE, for example, had what Sodhi says is 'a series of dusters in the Taranaki basin, supposedly its backyard' that 'blew hundreds of millions of dollars and dented the company's reputation'. ... The managing director of Stock Resource, Grant Craighead, says ... that with the 'wildcat' or emerging [oil] producers it's all or nothing and 'there's been a lot of nothing in the last year or two'."*

**Ref: David Potts. The Age, 9/5/11**

## Depreciating Cars

*"Figures obtained by Drive show that the traditional Aussie large car could drop value at a rate of up to four times that of a small car. ... Figures show large cars are by far the biggest losers when it comes to retaining their value after three years. And things don't get any better after five years. Ford's Falcon is the worst performer, losing more than 60% of its value in the first five years of ownership. To put that into monetary terms, if you were to buy a Falcon XT at its sticker price of \$40,290 plus on-road and dealer costs, you would stand to lose almost \$25,000 in the first five years of ownership – that's about the same as putting a \$100 note in the bin every week.*

*"Depreciation – how much value a car loses in its lifespan – is the biggest cost of owning a new car, easily ahead of more top-of-mind running costs such as fuel use, insurance, registration, servicing and repairs. And if you take out finance to buy your vehicle, you're also paying interest on the money you're losing. ...*

*"Fuel use will also have an effect on resale value, with rising fuel prices driving buyers to smaller, more economical cars. 'These vehicles will offer continuing appeal on the second-hand market for years to come and they will be economical to operate throughout their life', [Glass's Guide's Richard] Plumb says. The increasing favour of smaller cars has seen resale values for light (city) cars rank highest, with 68% to 71% of their purchase value retained after three years, while during a longer (five-year) term they retain 51% to 53% of their value. Small cars are the next-best option, averaging between 67% and 71% value retention after three years and 56% to 58% after five years. Mid-sizers follow, with 67% to 69%/49% to 51%. Large comes last, with 44% to 47% of the purchase price kept after five years."*

**Ref: Matt Campbell. The Age, 7/5/11**

## More on the 2030 Rail Map

*"I like the northern & eastern proposal {in #202} for a freight and commuter service [ie Melbourne Airport to Ringwood and then south to the Port of Hastings]. It must surely provide huge benefits for all of Melbourne and should rate very highly on the list of priorities up there with [the pro-posed] Rowville and Doncaster [railway line extensions]. It is something that I have suggested on more than one occasion.*

*"Missing stations: I seem to recall the Hon. Tom Roper announcing a station at Cave Hill between Lilydale and Mooroolbark back in the 1980's ... it must ease pressure on both Lilydale and Mooroolbark stations. If built as an island platform on the single line like Upwey it would provide a crossing point that would increase capacity between Lilydale and Mooroolbark, reduce delays and perhaps could even stop the practice of stopping Lilydale trains at Mooroolbark to get them back on time. At a half hour daytime frequency this is a massive impost on affected Lilydale passengers*



*"Not sure about the desire for trams in lightly populated outer suburbs and their associated infrastructure and potential for trees fouling the overhead. Let's kick off with some modern creative bus services for these areas and see how things go from there."*

*"Is it correct that buses cannot have people standing on freeway services? If so the government needs to put up more cash to remove the standees on Eastern Freeway services."*

**Graeme Lamb. 31/5/11**

I agree that bus services need to be modern and creative (and ideally run from renewable fuels) but I think there is a strong case for community trams on some local roads (or a railcar version on disused rail corridors) running in conjunction with bus services. Such trams are smaller, lighter and less expensive than the larger city trams, are commercially available (see the photo above and article at right) although I would like to see the shell designed and built in Australia to suit our conditions. These vehicles run on steel rails (and thereby 'mark their route'), could run from renewable sources of energy, but they don't necessarily need the overhead pantograph.

**Stephen Ingrouille, 31/5/11**

## Community Trams / Rail (Part 1)

*"Parry People Movers' lightweight rail technology, successfully introduced into full passenger service in 2009, has proved itself to be fully in line with the proposals for Britain's regional rail system contained in Sir Roy McNulty's report which was published on 19th May, 2011. The report, entitled 'Realising the Potential of GB Rail' outlines a number of ways in which the overall cost of providing train services can be reduced. However, the aim is firmly to retain and enhance services for passengers and freight users – not to take the 'easy option' of cutting services and closing lines. The conclusion must be that railways should be operated in the most efficient way possible, which includes taking account of the fundamental differences between heavily-used commuter services, high-speed inter-city services and more local trains that provide essential transport links for many people around the country."*



**Class 139 Railcars, Stourbridge Junction**

Photo: Parry People Movers

*"Emphasising this differentiation, the McNulty report includes an entire section entitled 'The lower-cost regional railway', with recommendations for maintaining services while reducing costs. Key to cost-reduction is practical recognition of the potential for different operation and engineering approaches for lines that combine the features of relatively low speed and relatively low passenger numbers. Suggestions include the use of different standards, lighter rolling stock and new approaches to operation on suitable lines."*

*"This contention is not based upon just a theory, a model of this approach can already be seen – and is used by half a million passengers annually. For the past two years, rail services on the short branch line between Stourbridge Junction and Stourbridge Town [in the UK] have used lightweight Parry People Movers railcars which have reduced operating costs by half and cut carbon emissions by two-thirds. While part of the London Midland franchise, operation of these railcars is undertaken in a way that is entirely appropriate to the branch line, and all maintenance is carried out locally at the Junction station so they never need to be away from the route. Each railcar weighs just a quarter of the heavy diesel trains that used to provide the same service (albeit less frequently and considerably more noisily than now), giving a benefit in reduced damage to the track, leading to lower maintenance costs."*

*{Continued in #205}*

**Media Release, Parry People Movers, 27/5/11**