

## Adjudication by the Press Council

*"The Australian Press Council has considered a complaint by a lobby group, Save Albert Park, against four articles in the Melbourne Herald Sun on 25 and 29 January and 3 March 2011, and in the Sunday Herald Sun on 30 January, relating to the Australian Formula One Grand Prix. The complaint related principally to quotes in those articles from Ron Walker, the Chair of the Grand Prix, in which he gave specific figures for the financial benefits of the Grand Prix to the Victorian economy. It also concerned the mention of a specific figure for attendance at the previous Grand Prix.*

*"Save Albert Park complained that each of these figures had been exposed previously as being inaccurate by, in particular, a report by the Victorian Auditor General and by data that the group itself had provided. The group said the newspaper had not made reasonable attempts to check the accuracy of Mr Walker's statements and had neither provided different views nor indicated that his figures were highly disputed. It also said that the newspaper should have disclosed that it had a large number of tie-in promotions and sponsorship of the Grand Prix.*

*"The newspaper responded that the disputed claims were quotes from a named source rather than statements by the newspaper itself and they were not known by it to be false. It said that the articles included claims by the Lord Mayor of Melbourne about the likely cost of the Grand Prix to the Victorian Government and reported previous losses incurred by the Grand Prix organisers. It said it had previously reported the Auditor-General's findings and other criticisms, including its own, of aspects of the Grand Prix administration. It said that its financial relationship with the Grand Prix consisted solely of an advertising contract but agreed that a parent company (the Herald and Weekly Times) also owned the company that printed the Grand Prix programs.*

*"The Council has concluded that, as the statements relating to financial benefits were all attributed to Mr Walker, there was no obligation on the newspaper to determine whether they were accurate. The newspaper was aware that Mr Walker's statements about benefits and attendances had been strongly contested in detailed analyses from other sources. The Council considers that, although the newspaper had previously reported these and related concerns, the articles complained about should have provided better balance by at least indicating that the comments were disputed claims. Accordingly, this aspect of the complaint is upheld*

*"The Council considers that the need for the newspaper to make this clarification was accentuated by the close link with promotion of the Grand Prix but was not dependent on that link. The Council notes, however, that the newspaper had previously published a number of articles that prominently and forthrightly questioned aspects of the administration, success and future of the Grand Prix."*

**Ref: Australian Press Council, Adjudication #1503, 12/8/11**

<http://www.presscouncil.org.au/document-search/adjudic-no-1503-herald-sun-sunday-h-s-aug-2011/?LocatorFormID=677&FromSearch=1>

## Managing Speed

*"Managing or containing travel speeds is the most fundamental tenet of road safety, and one of the most effective ways of managing the burgeoning incidence of road injury. There is no debate among scientists, bureaucrats or the public – the kinetic energy transferred in a motor vehicle crash results in the trauma that doctors see when victims arrive at hospitals. We know that the greater the speed at impact, the greater the kinetic energy and, hence, the severity of injury. Clearly, anything that reduces the kinetic energy reduces the level of trauma. We know from research in Scandinavia that even a 10% reduction in speed across the road network equates to a 30-40% reduction in fatalities. The management of speed is the success story of road injury prevention, and much of this success can be attributed to the widespread rollout of overt cameras, such as red-light cameras, and covert, such as mobile speed cameras. ... In order to achieve a 30% decline in road fatalities and serious injury over the next 10 years – the target outlined in the National Road Safety Strategy 2011-2020 – a commitment to more rigorous speed enforcement practices is needed. That should include overt and covert enforcement, with increased penalties."*

**Ref: Mark Stevenson, The Age, 11/8/11**



## Christchurch Planning (Part 2)

Following my recent trip to Christchurch, New Zealand, I was asked to write a Perspective piece for the Christchurch Press that was published under the heading: *Transport – a critical planning factor*.

*“Too many cars can damage the amenity and aesthetics of urban spaces. The answer is not to get rid of cars but rather reduce over-dependence on them. To do this the layout of cities needs to be changed to encourage more active modes (walking and cycling, which also improves community health), and to improve public transport. Normally it will take many decades for a city to transform itself but Christchurch has an almost immediate opportunity. Reducing car dependence means that those who need or want to drive will have a clearer run. Investing in public transport helps not just those who can't (or choose not to) drive but it will assist everyone as some phase out their car use as oil prices rise. The question is: what will Christchurch's public transport of the near future look like? Certainly don't be discouraged by the density question. Other cities of similar densities have good public transport.*

*“Don't be frightened to invest in the future and don't be seduced by the cheapest option. Cheap is rarely the best. Buses, whilst they can be improved and are likely to be part of the mix may not be the best solution. In the end the solution has to be practical, appropriate and cost-effective. A good test for buses is the number of patrons on board outside peak hours in relation to the number cars on the road – in other words what is the consumer's preference.*

*“Modes that 'mark a route' like electric trolley buses or trams/light rail tend to be more successful in attracting patronage, and therefore being better value for the money invested, even though the initial cost is perceived as expensive. These modes can run from renewable sources of energy and work 'at grade' – at street level – making access more convenient. Trams, because they run on tracks, are predictable and interact well with pedestrians and cyclists (as long as bike paths cross at right angles to tram tracks). Tram tracks can be moved but good planning will virtually eliminate such a need.*

*“Community trams may well be a good solution for cities like Christchurch. They tend to be smaller, lighter and much less expensive than conventional trams because they don't use an overhead pantograph system, instead receiving a charge at tram stops. They can move people as efficiently as light rail and can play an important part of getting people onto public transport but routes and service frequency must be carefully planned.*

*“Community trams are essentially light-weight vehicles that run on steel tracks with the advantage of reduced friction and wear. They are commercially available from the UK, and use a flywheel (a spinning disc of steel) for energy storage which is charged at tram stops, eliminating the need for the overhead pantograph system. (A small LPG generator is included on board as a backup). Being lightweight – and without the pantograph – makes them affordable and ideal for cities with lower densities like Christchurch. It's a tram, at much lower cost, that can still carry between 30 and 170 passengers and a good way to transition to a more sustainable transport system.”*



**Ref: Stephen Ingrouille,  
Christchurch Press, 29/7/11**

**Artist's Impression of a Community Tram in Christchurch**  
Ref: Jenny Donovan (Inclusive Design), Christchurch Press, 29/7/11

## Local Production of Rolling Stock

*"Thanks for the copy of your community trams article from the Press. An inter-related topic is the clear desire through the community to keep engineering jobs in the South Island (there has been a recent distressing decision by Kiwirail to axe jobs in the rail engineering workshops in Dunedin in favour of importing 'cheaper' trains from China). I recall that the Parry People Movers approach invests heavily in the local economy for production and maintenance aspects of their light rail option. It would make a really compelling case in the present economic climate to build into the procurement system evaluation of local economic benefits of building and maintaining the technology close to home."*

**Ref: Name Supplied, NZ, 1/8/11**

I agree that Parry People Movers provide a real opportunity for whichever city takes them up. I expect that the chassis would be imported from the UK but the coaches (the shell and interiors) could be built locally for the local market but also exported to other cities and even overseas.

**Ref: Stephen Ingrouille, 1/8/11**

*"I think that there is a broader linking idea to expand on – about the sustainability of sharing ideas and designs (i.e. the inherently portable componentry of sustainable technology) through partnering arrangements between the designers overseas and local producers. Why ship when you can build onsite? Why spend time and resource doing the R&D when the ideas and designs are already proven? Import the ideas/designs – and/or use them to leapfrog to even more sustainable technology. It could be that there are some components that are better produced in a larger and more specialised economy (i.e. the UK vs. NZ), but we want to avoid purchasing components that we cannot service ourselves, locally."*

**Ref: Name Supplied, NZ, 1/8/11**

## Australian Fast Train Debate (Part 3)

*"Is the rest of the world so wrong in adopting high-speed rail as the future of their transport? The visionary leaders of China and the rest of Asia are building high-speed rail between their far-flung cities at an unprecedented rate, and even the car-obsessed, aviation-centric United States has adopted (and, more importantly, funded) high-speed rail as its preferred transport solution for the future. Australia is in grave danger of being left behind as we procrastinate with the politics and economics of the issue. The clear message is the need to awaken and cement political commitment to the idea in Australia. Various examples from around the world have shown how the vision and determination of a single political figure can transform the landscape of our cities and regions for generations to come. With inspiration, leadership and drive, great change is possible."*

*"Yet, let us not forget that political will in isolation, will not suffice. Co-ordination, co-operation and integrative policies, led by industry and strong local authorities with the necessary powers, are also essential for any vision to flourish. But how to push high-speed rail up the political agenda in difficult financial times? It spills well beyond the boundaries of just 'transport', especially in these times of unprecedented urbanisation. It has a rightful place at the core of our cities and regions as an environmental solution, economic enabler, social includer and major employer – powerful arguments are at the forefront. The undeniable qualitative arguments about the benefits of high-speed rail are well known."*

*"Improvements are needed to properly evaluate the variety of impacts of high-speed rail - notably, quality of life from a better environment and the effect on wider society from positive macro-economic effects. The need to justify the proper amount of taxpayers' money to be spent on high-speed rail requires decision-making based upon a better understanding of the benefits – but above all visionary leadership. In the past 100 years the world*



**"I said it will mean Canberra is just like another suburb. And he sat down and whimpered."**



*population has increased by a factor of four, carbon dioxide emissions by 17 and the production of goods by 40. As a nation, we face unprecedented challenges for the future movement of people and things. Traditional solutions will no longer cut it in the future. If we are really serious about having a go as a nation, do we really see our current transport networks meeting these challenges 30 years from now? Surely the role of our leaders is to test the envelope."*

**Ref: Peter Moore, The Age, 30/4/11**

[www.theage.com.au/opinion/society-and-culture/the-question-is-australia-too-big-for-a-highspeed-rail-network-20110429-1e0ce.html#ixzz1LF0jPc3Y](http://www.theage.com.au/opinion/society-and-culture/the-question-is-australia-too-big-for-a-highspeed-rail-network-20110429-1e0ce.html#ixzz1LF0jPc3Y)

## And Also ...

*"Hopes of fast-tracking an experimental aircraft that could fly from Sydney to London in 49 minutes have taken a nosedive with US military scientists today losing the plane during testing. They launched the hypersonic aircraft but lost contact with the experimental plane as it flew over the Pacific Ocean in its second test flight."*

**Ref: AFP, The Age, 12/8/11**

## A Message from Bordeaux

*"In both Bordeaux itself and in nearby towns, there aren't small token shared spaces here and there, instead in town the pedestrian rules – shared and pedestrian-only spaces are simply how streets work, and they are packed with people. These are cities that were built long before the car and have resisted its onslaught, and as a result they're now thriving. ... Reading Wikipedia, I see it was not always this way and Bordeaux was once strangled by traffic late last century under leadership of Mayor Jacques Chaban-Delmas and his 'car-only' transport approach. It didn't work and as soon as he retired, the city started planning to return to light rail."*

*"Bordeaux's light rail system began operating in 2003 ... It operates at street level but is usually lane-separated from traffic or has its own right-of-way. It is surprisingly fast. ... The articulated LRVs draw power from either*

*overhead or on-the-ground power. They are separated from road lanes and always get signal priority – an approaching tram changes traffic lights ahead no matter what. ... They're surprisingly fast too.*

*Generally, trams only give way to other trams where the three lines cross. They do share some of their route with bicycles but the two do get on – bikes usually pull over for, or stay behind the trams. For a service that didn't exist just eight years ago, patronage is excellent – they run every six minutes during the day, more often at peak, and are quite packed. ....*



**Above: Bordeaux Tram**

Photos: Andrew W, Auckland Transport Blog, 5/5/11

*"The trams are arranged as three lines that go from one end of the city to the other via the CBD. None of them terminate in the CBD itself. The city centre streets have been returned to pedestrians after the obvious failure of giving them to cars. Most streets are either shared spaces or restricted vehicle entry – where entry is protected by rising bollards and only authorized service vehicles and bikes can enter. The city thrives – Rue Ste Catherine is a bustling strip mall with amazing shopping, and there are cafes*

and wine bars everywhere. You simply couldn't efficiently get this many people into the city centre by using just cars – there wouldn't be room to put them anywhere. The tram system successfully supports a lively city.

*"Cycle lanes and cycleways are usually two-way, and are separated from the road by at least a rounded kerb, sometimes to the side of the road, sometimes in the middle. Bus lanes are also separated by a rounded kerb which makes their separation obvious and difficult to 'accidentally' cross."*

**Ref: Andrew W, Auckland Transport Blog, 5/5/11**

<http://transportblog.co.nz/2011/05/05/guest-post-a-message-from-bordeaux/>

*"Greater Bordeaux authority Communauté Urbaine de Bordeaux has selected Alstom as preferred bidder to supply 26 Citadis trams for Phase III of the city's network expansion program. The new vehicles will be 43 m long with capacity for up to 400 passengers. The first unit is due to be supplied 31 months after order confirmation, and all deliveries should be completed within 57 months. The €80m contract also includes options for up to 30 more vehicles. The city's existing three-line tram network is 43 km long and is worked by 74 Citadis 302 and 402 vehicles equipped with ground-level APS power supply for catenary-free operation on several sections totalling 13 km. On November 6 2009, CUB approved plans to extend all three tram routes and to build Line D, a 9.7 km line between Quinconces and Cantinolle."*

**Ref: Railway Gazette International, 10/6/11**



**Above: Bordeaux Tram Stop**

Photos: Andrew W, Auckland Transport Blog, 5/5/11

## The 'Missing' Cyclists (Part 1)

*"Cycling for transport in Australia is characterised by several 'missing' population groups: women, children, adolescents and older adults. Women comprise about one-fifth of commuter cyclists in Australia. In countries such as the Netherlands, Denmark and Japan, more women than men travel by bike. There has been considerable speculation about why cycling for transport in Australia is less socially inclusive than in a number of other industrialised countries. For women, explanations have centred on time constraints, household responsibilities, and concerns about traffic hazards and personal safety. While all these factors undoubtedly play a role, a recent analysis of international comparative data adds another perspective. It has found that women ride bikes for transport when the environment is friendly to cycling. Whether you look at national, city or local government area data, when bike riding makes up a bigger proportion of trips, the proportion of women cycling also increases. ... Measures that make cycling generally appealing are those that are particularly important for women: safety, convenience and fast travel time for the short to medium-distance trips that characterise urban living."*

*"Traffic safety, in particular, is a key factor for addressing gender equity in cycling. Concerns about safety are a major barrier to cycling in Australia, and a greater barrier for women than men. While actual injury risk is important from a road safety perspective, subjective risk perceptions appear to be more important in shaping cycling behaviour, particularly for women. Cycling injury data in Australia and the UK indicate that women are actually at lower risk of a traffic-related cycling injury than men, particularly for the more severe injuries. However, consistent with gender differences in risk aversion in general, women are both more concerned about safety and more affected by safety concerns. Relative to men, women prefer to use cycling routes where they can get further away from motor vehicle traffic. They are also more likely to go out of their way to use a safer route, and to cycle more cautiously in traffic."*

*"While Australia is among the world leaders in road traffic safety in general, the focus has been on protecting motor vehicle occupants. Cycling safety has been relatively neglected. Serious injury rates for*



cyclists in Australia are increasing. They are several times higher than fatality and injury rates in the high-cycling industrialised countries of Europe and Asia. In Australia, efforts to increase cycling and improve the safety of cyclists have focussed on separating cyclists from motorists. Investment in cycling infrastructure has been ad hoc and inadequate.

*"Effective cycling safety measures that potentially affect motor vehicle flow are avoided. There has also been a misplaced reliance on the 'safety in numbers' concept whereby cycling supposedly becomes safer as more people cycle, due to factors such as higher visibility. Countries such as the Netherlands, Denmark, Germany*



Photo: kamshots/Flickr, The Conversation, 11/8/11

*and Japan take a different approach. If you're making a short to medium trip in an urban area, they encourage you to ride a bike. These*

*countries have consistently implemented a range of transport, traffic safety and urban planning measures that systematically prioritise cycling over car travel for these trips. Measures include establishing an extensive network of high quality bicycle routes that provide: good separation from motor vehicle traffic where appropriate good management of interactions between bicycles and cars where complete separation is not feasible."* {Continued in #213}

**Ref: Jan Garrard, The Conversation, 11/8/11**

<http://theconversation.edu.au/bikes-as-transport-getting-australian-women-along-for-the-ride-2157>

## Considering Equity in Transport (Pt 7)

*"As with all decisions, depending on the significance of the decision, and likely level of differential impact on different groups in the community, reporting equity impacts against the Charter [for Human Rights] will take different forms. In other countries Equity is reported against mechanisms called Equity Impact Assessments. Some Equity Impact Assessments will be statements of impact at the time of decision making about a Parking Strategy, or Transport Study, or Plan of Subdivision, or change of arrangements around school grounds being presented to a Responsible Authority.*

*These will assess differential impacts on different groups of people based on their attributes, gender, physical ability, parental status, ethnicity, employment, age and capacity. It would appear these are also reportable decisions under the Charter for Human Rights and Responsibilities.*

*Equity Impact Assessments will also need to consider and assess differential impacts on people by location and the likely impact and cumulative impacts on future generations. These factors will influence the travel patterns of different groups in the community and will have unequal impacts on various classes of people dependant on their capacity to manage alternative strategies. It would appear these impacts are also reportable under the Charter for Human Rights and Responsibilities.*

*"Equity Impact Assessments will also be required for all decisions about transport taken under the Planning and Environment Act [1987] as it is an interface Act with the Transport Integration Act. Road Corridors, plans of subdivision, and strategic plans will all require an Equity Impact Assessment. Some Equity Impact Assessments will be Statements of Impact on simple decisions where the outcomes are commonly agreed and self-evident. For instance improvements at an intersection that require a planning permit and involve modifications to improve access for disabled persons would require a simple statement in accordance with Council reporting requirements under the Charter. Some Equity Impact Assessments will be Statements of Impact on contested decisions in the built environment involving multiple stakeholders including reserving corridors for road and other transport reservations, or the*

*preferred route of a bus service throughout a municipality. These will require significantly more work to understand the impacts and assess them transparently.*

*"Historically applications for corridor reservation for major projects have been presented to Planning Panels Victoria with a range of technical supporting evidence including:*

- *Traffic Modelling*
- *Environmental Impact Assessment*
- *Economic Impact Assessment*
- *Social Impact Assessment*
- *Heritage Impact Assessment*
- *Flora and Fauna Impact Assessment*
- *Hydrology, Geology, Geomorphology Impact Assessments*
- *Visual Impact Assessment, and*
- *Strategic Land Use Assessment*

*"There is a question about whether the objectives of the Transport Integration Act can now be met without explicit consideration of Equity. How explicit and transparent this consideration is remains to be tested. Should equity be made as a matter of expert report submission, or just surmised by panel members as a result of submission of expert evidence and technical reports. For instance, can a panel consider equity transparently without explicit statements about impact on different classes of people and interrogation of this evidence? Undertaking an Equality Impact Assessment based as a component of the expert evidence would enable transparent consideration of equity issues as required by the Transport Integration Act." {Continued in #213}*

**Ref: Carmel Boyce, 19/4/11** For the full article and the notes contact: [Carmel@equityjusticeaccess.com](mailto:Carmel@equityjusticeaccess.com)

## And Also ...

*"So what's happened here? Has the unit been built with the driveway on a bus stop, or has the Bayside Council put a bus stop in somebody's driveway? Well, as we understand it, the driveway was built to this house in Park Rd, Cheltenham, but that didn't impress the council because it interfered with a bus stop, so to make a point, they plonked this seat right where it now sits."*

**Ref: Steve Perkin, Herald Sun, 2/7/10**



Photo: Herald Sun