

### Freeway Cost Benefit Analysis

*"[Victorian] Roads Minister, Tim Pallas, still operates under the delusion that trucks and cars somehow begin and end their journeys on freeways. In fact freeways, which are not accurately costed by his department, collect traffic from minor roads and streets where people walk, cycle, shop, go to school etc, and distribute them to other minor roads and streets. It is called congestion, and it creates high internal and external costs, such as pollution, noise, collisions, hospital admissions (17% of total), two and three car families, destructive land use etc. The Victorian Government does not conduct proper cost benefit analysis of its freeway programs. If it did it would discover that trains are three times more fuel efficient than motor vehicles, and put out less than one-third of the emissions. Yet we are still subsidising cars to take almost 90% of the population to work."*

**Ref: Brian Buckley, The Age, 12/12/09**

*"The [New Zealand] Government's decision to spend \$2.4 billion on the Wellington Northern Corridor road project will have devastating effects on the sustainability and liveability of the region, the Green Party said today. ... The Government's plan ... will bring about a meagre 10 minute saving for commuter drivers. For every dollar invested in the Transmission Gully project, there are forecast benefits of only 36-50 cents. The historical cost benefit ratio for major road projects in New Zealand is 12 times greater than this at \$6.10. 'The economics of the project simply don't stack up. Add to this the fact that volumes of traffic on our State Highways have been falling for the last two years and you're staring into the eyes of a \$2.4 billion white elephant.'"*

**Ref: Sue Kedgley, MP, Media Release, 15/12/09**

*"So the New Zealand govt says it is serious about reducing greenhouse emissions, and building lots of new roads. Except that more roads mean more car transport and more oil use and more greenhouse emissions... Go figure. It seems the National Party intends to carry on with the nonsense of the Labour Party in building ever more motorways. Our transport emissions are up 63% over 1990 levels already. So we will borrow \$2.4 billion so that we can increase our greenhouse emissions and increase our dependency on oil. We will then have to service the debt, buy more credits overseas to pay for the increase in*

*emissions, and produce more dairy exports to cover the cost of escalating oil imports. This is not a sensible strategy, economically or environmentally."*

**Ref: Russel Norman, Frog Blog, 16/12/09**

### New NSW Transport Blueprint

*"The NSW Government's Connecting NSW: Transport Blueprint contains \$350b of transport projects to be completed by 2031. Central to the blueprint is the building of five underground metro lines: the CBD Metro between Central and Rozelle; Westmead to Central; Martin Place to Malabar; Hurstville to Olympic Park; and Epping to Parramatta. It also provides for a heavy rail extension to north-west Sydney and completes the link between Parramatta and Epping with a metro style rail link. The release of the Blueprint has been held up following the latest change of NSW Premier. ... NSW Government research has indicated that Sydney's CBD will be in complete gridlock within six to seven years unless there is action to stem traffic and reduce the number of buses from the northern suburbs. ... It found that with a 14% increase in demand for buses, 57 buses would be unable to enter the CBD during the morning peak hour, with queues across the length of the Harbour Bridge. With a 30% increase, 78 buses would be blocked from entering the CBD. In the evening peak-period, the model indicated that heavy queuing would eventually lead to a complete gridlock in the network due to the increased numbers of outbound buses."*

**Ref: Kite Richards, The Flyer, January 2010**

<http://scapestrategy.com.au/publications/>



**'It used to be called the Lane Cove Tunnel.'**

*"The owner and operator of Sydney's Lane Cove Tunnel has been placed in receivership, after creditors finally refused to grant another extension over the repayment of \$1.14 billion of debt. ... About three years after it opened at a cost of \$1.1 billion, the 3.6-kilometre tunnel has proved a disaster for Connector Motorways, a consortium including Leighton Holdings, Mirvac and the Hong Kong billionaire Li Ka-shing. The trio*

*have already written off all of their investment in the project. The receivership is a further embarrassment for the NSW Government, which has been dogged by other failed infrastructure projects such as the Cross City Tunnel."*

**Ref: Matt O'Sullivan, SMH, 20/1/10**

## Downtown Planning (Part 2)

*“New York, which would require multi-decked parking garages solidly from 50th Street to the Battery if its visitors and workers were to be accommodated in private cars, is an extreme example. But the same principles hold, almost as stringently, for downtowns of smaller cities. Indeed, the first occasion on which the downtown [city centre] traffic problem was really measured was in connexion with the city of Fort Worth, Texas. Planner Victor Gruen calculated the potential business that the currently underdeveloped downtown of Fort Worth ought to be doing by 1970, considering its population and economic trade area. Then he calculated how much street space would be required to accommodate the cars of the customers, workers and visitors required to support the downtown. He found that 147 hectares of street space downtown would be needed for movement alone, not counting any parking — against Fort Worth’s then current 46 hectares.*

*“To achieve this, the downtown would have to spread out so far that people would need to drive, instead of walk, from one errand to the next, still further increasing the need for still more street space. In short, there would be no downtown. Gruen’s proposed solution, which is now being seriously considered in one form or another, in more than a hundred other cities today, was to eliminate the cars from downtown streets and provide huge, perimeter parking garages penetrating into the downtown. But this was only part of his proposed solution. For he found that even at best, only 50% of those coming to a flourishing Fort Worth downtown could be accommodated in private cars. And so he planned also for express bus service to downtown, which would deposit its customers at even more convenient points than their own cars. This is a vital part of the now famous Fort Worth plan, and yet this point has been almost entirely overlooked by planners in other cities who are working on means to adopt the Fort Worth pedestrian island scheme to their downtowns.*

*“The greatest menace to downtown today comes not from suburban shopping centres, nor from decentralization of offices, about which there has been much talk but very little action so far. The greatest menace comes, rather, from well-meant attempts at traffic stop-gap expediences. The wider downtown streets become, and the swifter the traffic movement on them, the less suitable they are for shopping, for strolling, for conveniently doing business. For the main purpose of downtown streets is transaction and*

*this function can be swamped by the torrent of machine circulation. The more downtown is broken up and interspersed with parking lots and garages, the duller and deader it becomes in appearance, and there is nothing more repellent than a dead downtown. The more civic centres, cultural centres, auditoriums and the like are placed in the fringe areas outside the central core, so that they may be surrounded by parking, the more the lifeblood of downtown is drained away, and its variety killed. This is because only the combined total of people coming directly into the core for many purposes — for work, fun, culture, errands — can support downtown’s indispensable variety.*

*“In a panicky attempt to combat the suburbs on their own terms, something downtown cannot do and does not need to do, we are sacrificing the fundamental strengths of downtown — its variety and choice, its bustle, its interest, its compactness, its compelling message that this is not a way-station but the very intricate centre of things. The only reason people come downtown or set up business downtown at all is because downtown packs so much into such a compact area.*

*“The tragedy of this panicky attempt to compete with the suburbs on suburban terms is that it is futile in any case. For it is impossible to accommodate in private cars the number of visitors and workers a metropolitan downtown must attract to support its variety of choice. This is the crux of the matter. To pretend it isn’t so, and continue with suburban expediences downtown, results only in disintegration, not improvement. We can see this process in a quite advanced stage in cities like Syracuse, where the downtown core is more and more a sterile collection of parking lots, and its attraction power is inexorably less & less.”*

**Ref: Jane Jacobs, Address to the New York State Motorbus Association, Nov 10, 1958**  
{Continued in #141}

*“Erosion of cities by automobiles ... proceeds as a kind of nibbling; small nibbles at first, but eventually hefty bites ... A street is widened here, another is straightened there, a wide avenue is converted to one-way flow...more land goes into parking ... No one step in this process is, in itself, crucial. But cumulatively the effect is enormous ... City character is blurred until every place becomes more like every other place, all adding up to No place.”* **Ref: Jane Jacobs, The Death and Life of Great American Cities**

## And Also ...

*“Good judgment comes from experience and experience comes from bad judgment.”*  
**Ref: [www.jokefile.co.uk/numerical\\_order/1087.html](http://www.jokefile.co.uk/numerical_order/1087.html)**

## Jane Jacobs (Part 2)

*"In 1952 Jacobs became an associate editor of Architectural Forum, allowing her to more closely observe the mechanisms of city planning and urban renewal. In the process, she became increasingly critical of conventional planning theory and practice, observing that many of the city rebuilding projects she wrote about were not safe, interesting, alive, or economically sound.*

*"She gave a speech on this issue at Harvard in 1956, and William H. Whyte invited her to write a corresponding article in Fortune magazine, titled 'Downtown is for People'. In 1961 she presented these observations and her own prescriptions in the landmark book 'The Death and Life of Great American Cities', challenging the dominant establishment of modernist professional planning and asserting the wisdom of empirical observation and community intuition.*

*"During the 1960s Jacobs also became involved in urban activism, spearheading local efforts to oppose the top-down neighbourhood clearing and highway building championed by New York City Parks Commissioner Robert Moses. In 1962 she became the chairman of the Joint Committee to Stop the Lower Manhattan Expressway, in reaction to Moses' plans to build a highway through Manhattan's Washington Square Park and West Village. Her efforts to stop the expressway led to her arrest during a demonstration in 1968, and the campaign is often considered one of the turning points in the development of New York City. Moses had previously pushed through the Cross-Bronx Expressway and other motorways despite neighbourhood opposition, and the defeat of the Lower Manhattan Expressway was an important victory for local community interests and an instigator of Moses's fall from power. Jacobs' harsh criticism of 'slum-clearing' and high-rise housing projects was also instrumental in discrediting these once universally supported planning practices.*

*"In 1968 Jacobs moved with her family to Toronto, in opposition to the Vietnam War. In Toronto, she remained an outspoken critic of top-down city planning. In the early 1970s she helped lead the Stop Spadina Campaign, to prevent the construction of a major highway through some of Toronto's liveliest neighbourhoods." {Continued in #141}*

### Ref: Projects for Public Places

[www.pps.org/info/placemakingtools/placemakers/ijacobs](http://www.pps.org/info/placemakingtools/placemakers/ijacobs)

## Robert Moses (Part 1)

*"Robert Moses (1888 – 1981) was the 'master builder' of mid-20th century New York City ... Although he never held elected office, Moses was arguably the most powerful person in New York state government from the 1930s to the 1950s. He changed shorelines, built roadways in the sky, and transformed neighbourhoods forever. His decisions favouring highways over public transit helped create the modern suburbs of Long Island and influenced a generation of engineers, architects, and urban planners who spread his philosophies across the nation. ... However, his*



Robert Moses

*works remain extremely controversial. His critics claim that he preferred automobiles to people, that he displaced hundreds of thousands of residents in New York City, uprooted traditional neighbourhoods by building expressways through them, contributed to the ruin of the South Bronx and the amusement parks of Coney Island ... and precipitated the decline of public transport through disinvestment and neglect.*

*His career is summed up by his sayings 'cities are for traffic' and 'if the ends don't justify the means, what does?' ...*

*"At one time, one quarter of Federal construction dollars were being spent in New York, and Moses had 80,000 people working under him. Although he built playgrounds in vast numbers, almost none of those were located in Harlem. Similarly, the main aesthetic achievements of Riverside Drive and associated amenities were located south of 125th street, and a pattern of barriers to access for non-white citizens, whether steep stairs or busy highways, appears repeatedly in his public projects. ... He actively precluded the use of public transit that would have allowed the non-car-owners to enjoy the elaborate recreation facilities he built. After much litigation by private landowners, his highway projects on Long Island followed a circuitous path so as not to cross the properties of wealthy landowners such as J. P. Morgan, Jr., while those same highways demolished numerous working class neighbourhoods throughout New York City. ... Moses persuaded Governor Smith and the government of New York City to allow him to hold state and the city government jobs simultaneously; at one point, he had twelve separate titles, maintaining four palatial offices across the city and Long Island, and actually holding control of all federal appropriations to New York City."*

### Ref: Wikipedia {Continued in #141}

[http://en.wikipedia.org/wiki/Robert\\_Moses](http://en.wikipedia.org/wiki/Robert_Moses)

### Vauban Community in Germany

*“Vauban, Germany, is an affluent new suburban community that differs from traditional suburbs in many respects. The most important difference is that cars are forbidden on most of Vauban’s streets, and houses cannot have driveways or garages. Though not quite car-free, Vauban, a district of Freiburg, near the Swiss border, is a highly ‘car-reduced’ suburb. Biking and walking are the principal means of transport within the community. A tram that runs down the spine of the district connects Vauban to the train station and downtown Freiburg. To make sure that residents can live in Vauban without a car, it is a ‘mixed use’ community: stores, banks and restaurants are sprinkled along the main street of Vauban, and that street is within walking distance of all homes.*



*“For energy efficiency, the houses in Vauban, which was completed in 2006, are all row houses. Freestanding homes, like those in traditional suburbs, consume huge amounts of energy because of their exterior walls. Many houses in Vauban were built to passive house standard, meaning they are so well designed to conserve heat – through insulation and other innovations – that they do not need heating systems at all.”* **Ref: Elizabeth Rosenthal, New York Times, 11/5/09**



Photos: Martin Specht (for The New York Times)

### Quarry Village in California

*“In [San Francisco] California, the Hayward Area Planning Association is developing a Vauban-like community called Quarry Village on the outskirts of Oakland, accessible without a car to the Bay Area Rapid Transit system and to the California State University’s campus in Hayward. Sherman Lewis, a professor emeritus at Cal State and a leader of the association, says he ‘can’t wait to move in’ and hopes that Quarry Village will allow his family to reduce its car ownership from two to one, and potentially to zero. But the current system is still stacked against the project, he said, noting that mortgage lenders worry about resale value of half-million-dollar homes that have no place for cars, and most zoning laws in the United States still require two parking spaces per residential unit. Quarry Village has obtained an exception from Hayward. Besides, convincing people to give up their cars is often an uphill run. ‘People in the U.S. are incredibly suspicious of any idea where people are not going to own cars, or are going to own fewer’, said David Ceaser, co-founder of CarFree City USA, who said no car-free suburban project the size of Vauban had been successful in the United States. ... More than 100 would-be owners have signed up to buy in the Bay Area’s ‘car-reduced’ Quarry Village, and Mr. Lewis is still looking for about \$2 million in seed financing to get the project off the ground. But if it doesn’t work, his backup proposal is to build a development on the same plot that permits unfettered car use.”* **Ref: Elizabeth Rosenthal, New York Times, 11/5/09**

*“Something seems to be missing from the site plan for Quarry Village, a 42-acre proposed housing development in Hayward. Here are orderly rows of streets, a scattering of small parks and a village centre for neighbourhood-scale retail. The 950 housing units are made up entirely of three-story townhouses, arranged in rows of four and six units. What’s missing? Garages.”* **Ref: California Planning & Development Report, 9/9/09**

*“Consider the community you live in, and mentally remove all facilities that support automobile use, such as dealerships, gas stations, repair shops, tyre dealers, used car lots, parking lots, parking garages, etc, and now squeeze down the four and six lanes roads to walking and bike paths and all of a sudden your community has lost a lot of blight and has shrunk to a point where it is now much more feasible to get around without a car. The point being that the vast support system for automobiles has in many ways created the necessity for driving.”*

**Ref: Paul Rosenberger, New York Times comments, 11/5/09**

## Public Health & Transport

*“Transport decisions have major impacts on the wellbeing of current and future generations. The effects of transport on public health and wellbeing may be direct or indirect, positive or negative, intended or unintended, and immediate or long term. ... Based on New Zealand experience and international best practice it is recommended that the following HIA [Health Impact Assessment] elements are incorporated into transport planning processes: ...*

- Define public health appropriately to incorporate access to services, recreation, exercise, economic development, injuries, air and noise pollution, stress, loss of land and social use of outdoor spaces.
- Develop a collaborative, multi-disciplinary approach utilising public health, transport and planning expertise early in the process, while multiple options are being developed. ...”

**Ref: Applying Health Impact Assessment to Land Transport Planning, NZ Transport Agency Research Report #375, 2009** See: <http://www.ltsa.govt.nz/research/reports/375.pdf>

*“If we were to apply a test that determines how the more fragile members of our community, the very young and the very old, are served by the city, we would be surprised to realise that our suburban format loses badly when compared to some cities of greater density. Tokyo, with densities in the order of seven times Sydney’s, is able to create environments that are user-friendly and safe for the most vulnerable of its citizens. How odd is it to see seven-year-old children commuting to school alone across such a vast metropolis? How unusual is it to see people in their nineties shopping for themselves while people ride bicycles well into their seventies? Beyond bicycle age they transfer to shopping carts that double as seats when they are tired. ... Clearly we need to embrace some of the greater truths about density, to understand more deeply why our car-dominated cities have become unsafe and impossible for the youngest and oldest people to negotiate.”*

**Ref: Bob Perry, The Flyer , September 2009**  
<http://www.scapestrategy.com.au>

## And Also ...

*“The Government is now aware, through social media sites, that some commuters are using myki on trams.”* **Ref; The Age 29/1/10**

Let’s no into the ticketing debacle but for readers outside Melbourne the new system is fitted to trams but not officially turned on. Strange that the government is relying on ‘social media sites’ when the system is supposed to provide data?

## Transport and Health (Part 4)

*“Deaf Services Australia strongly believes that the Standards for Access to Public Transport must focus on and incorporate the vital area of ‘Social Inclusion’ – ensuring that people with a disability are able to achieve equality of participation and access to services just as their hearing peers do. Deaf and hard of hearing children and adults currently face a wide range of barriers to meaningful social participation and access to information and services. These barriers place this marginalised group at an increased risk of social disengagement from family, peers, community, education/training & the workforce. In the long term this can have a significant impact on their social and mental wellbeing.*

*“The focus of Access to Public Transport should be on developing a ‘social model’ which looks beyond the needs of an individual’s disability and facilitates the opportunity for positive learning experiences for everyone. This model would focus on the reduction and removal of barriers to social participation and access – these barriers can be attitudinal, environmental, legislative and social. The social inclusion agenda and the recent ratification of the UN Convention on the Rights of Persons with Disabilities highlights Government’s obligation to ensure that ALL people, including Deaf, deaf-blind, and hard of hearing people are able to participate in the social, economic, cultural and political life of the community.*

*“In a recent report by Access Economics, it estimated that 1 in 6 Australians are currently affected by hearing loss and that by 2050 this statistic will increase to 1 in 4. The same report, highlights that hearing loss is the second most prevalent national health issue, yet it remains the 8th national funding priority. (Access Economics Report - Listen Hear! February 2006). Furthermore it is widely documented that as many as 1 in 5 Australians will experience a mental illness at some time in their life. Combined, these statistics highlight the urgent need to effectively address the mental wellbeing of deaf and hard of hearing people through socially inclusive practices. ... In conclusion, it is essential that we achieve greater accessibility for everyone using any public transportation and its infrastructure this initiative will benefit all users by enabling them to effectively access these facilities including their emergency egress and visual communication.”*

**Ref: Deaf Services Australia, Submission to Senate Rural and Regional Affairs & Transport Committee, 27/2/09**

[www.apf.gov.au/Senate/committee/rrat\\_ctte/public\\_transport/submissions/sub49.pdf](http://www.apf.gov.au/Senate/committee/rrat_ctte/public_transport/submissions/sub49.pdf)

### Swanston Street, Melbourne

*“Lord Mayor Robert Doyle ... who came to office on a platform of returning cars to Swanston Street said it had been his ‘road to Damascus’. In a complete turnaround from his election campaign, Cr Doyle today said ‘we don’t want to encourage people to drive to the city’. The plan will see four new ‘city square’ type developments at tram superstops on Swanston Street and improved cycling access. Cr Doyle said the council did not want people driving into the city. ‘We would rather see people take public transport into the city, if they can to walk into the city and lots more people are cycling - we have seen huge increases in people cycling into the city in recent years, so no city in the world wants to bring more and more cars into its heart - that is exactly the opposite of what great streets do’.*

**Ref: Jason Dowling, The Age, 27/1/10**



**Top: Swanston St.  
Above: Hoddle St.  
Photos: The Age**

### Interview with Oz Kayak (Part 10)

OK: Incidentally VicRoads never got money except through (State) Treasury – so we had to behave ourselves. We never got money from registrations or anything.

SI: But it was usually with matching funds from the Federal Government?

OK: No, oh no, it was special projects with special conditions. In those days everything was a special project. For Federal funding it had to be of Federal significance. We negotiated a special deal with the elevated freeway though South Melbourne. That section is not tolled because the Commonwealth funded it.

SI: But the West Gate Bridge was tolled ...

OK: That was state funding; and a special project. If we come down the Tullamarine freeway the southern part is now tolled, but they had to stop the toll on the other side of the Bolte Bridge, because that was Commonwealth funding, so we did get some Commonwealth money, but not much. {Continued in #141}

### Hoddle Street, Melbourne

*“VicRoads and its minister are talking of spending \$750 million to move the main traffic jam from the corner of Hoddle and Victoria streets to the intersection of Hoddle Street and Bridge Road. This gives new Transport Minister Martin Pakula an opportunity to make an early mark by fixing the Hoddle Street traffic snarl with a few tram and light rail extensions. The simple fact is that more cars are attempting to use the road between the end of the Eastern Freeway and Victoria Street than the road can handle at anything faster than a bumper-to-bumper crawl. Drivers endure this because the alternatives are worse. ... But Melbourne can afford trams and light rail, and its citizens use and like them. \$750 million could build 100 kilometres of light rail on existing roads or median strips; and a light rail system down the Eastern Freeway and Alexandra Parade median strips could carry more people per hour than the entire freeway does now - and at a decent speed. When people see the light rail system as a faster alternative to driving, they will choose it until enough drivers have made the switch to bring down congestion and increase road speeds.*

*“There is a median wide enough for a light rail service on the Eastern Freeway and Alexandra Parade from Nicholson Street to the Bulleen Road exit; some civil works would be needed to cross the Yarra and to get from the freeway median to the Alexandra Parade median and from the freeway median at Bulleen Road to Thompsons Road: set aside \$200 million for these. There is also a median on the old outer-circle route from the corner of Harp Road and Doncaster Road to the Chandler Highway freeway exit: another bit of civil work would be needed to get the light rail from this median to the freeway median: let us set aside \$50 million for this little link. We can now create two new tram-light rail routes. Both will be from the city via Nicholson Street and Alexandra Parade to the Eastern Freeway [where] they would run non-stop to their exit point. ...*

*“That is about 25 kilometres of new tram-light rail track costing under \$200 million; civil works costing \$250 million; and 20 new light rail vehicles for \$100 million and a total of \$550 million. The 15 kilometres of tram routes off the freeway will directly service at least 12,000 properties, more if some commuters will use a feeder bus or walk more than 500 metres; and it only takes a fraction of these to use the new service to relieve the Hoddle Street congestion. The Hoddle Street problem would be solved; and there would be \$200 million extra in the kitty for government advertising to tell us about it. Simple really.”*

**Ref: John Legge, The Age, 22/1/10**