



# GETTING NOWHERE

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**FOR every £1,000 Australians spend on cars, £710 of public money is spent on roads to keep them on the move.**

This is on the basis of figures presented to the annual conference of the Australian Road Transport Federation, at which it was stated that Australia is spending about £180-million a year on roads and £250-million on cars.

For those who don't care to think in thousands or millions, this means that for every £5 spent on cars, the taxpayer finds £3/12/ in one guise or another—for roads.

On roads alone—taking no account of £40-million for railways and £30-million for airports and harbours, which help to keep the road system workable—we are spending almost as much as we spend on defence.

This would be all right if we were getting out of it a motor transportation system that ran even reasonably well, but we are getting only greater chaos, delay, exacerbation and waste.

And if the "Australian way of life" is going to demand 400,000 new cars a year—as has been suggested at the conference—the prospect is frightening.

## Poor transport

Yet it isn't the having of the cars that is bad. It is that in our rather lopsided country of a few cities hogging the population, so many people use cars for getting to and from work at the same times of day.

They do this because the public transport system is at best indifferent, and at worst very bad.

The conference has heard suggestion for multi-lane city-suburban arteries, ring-roads and expressways.

All these have their uses, but Los Angeles is the classic example of the limitations of superb expressways.

The conference also heard suggestions for underground railways, and it is in the extension of these that Sydney, at least, is going to find the best, most enduring and, ultimately, the cheapest solution.

A bus, it is said, has the capacity of 30 private cars. Yes. And an underground train has the capacity of 240 cars and occupies no road space.

As the premier city of a nation that is spending almost as much on roads as on defence, Sydney should be planning new undergrounds now, as far-sighted, progressive cities all over the world are doing.